County of Fairfax, Virginia

MEMORANDUM

DATE: January 14, 2009

TO: Regina C. Coyle, Director
Zoning Evaluation Division

FROM: David B. Marshall, Chief
Facilities Planning Branch, Planning Division

SUBJECT: Section 15.2-2232 Review
Application 2232-P08-10 (concurrent with SE 2008-PR-033)
Application 2232-P08-11 (concurrent with SE 2008-PR-035)
Application 2232-MD08-12 (concurrent with SE 2008-MD-036)
Application 2232-MD08-13 (concurrent with SE 2008-MD-034)
Application 2232-H08-14 (concurrent with SE 2008-HM-038)
Applicant: Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority
Subject Property: Portions of Tax Maps 17-4, 29-3, 29-4, and 30-3; Tax Maps 17-4 ((1)) 17A; 17-4 ((12)) 11D4 pt., 11D5 pt.; 29-3 ((1)) 2C1 pt., 32 pt., 53 pt., 53A pt., 71A pt.; 29-4 ((10)) 4A pt., 5A pt., 5B pt., 5C pt.; 29-4 ((5)) A1, B1 pt., C1 pt., D, E; 30-3 ((28)) B3 pt., C1 pt.

In accordance with the Standard Operating Procedures approved by the Board of Supervisors on July 25, 1994, which provide guidance to Department of Planning and Zoning ("DPZ") staff regarding the review of public facility projects pursuant to Va. Code Sec. 15.2-2232, the Facilities Planning Branch of the Planning Division offers the following comments on the five proposed electrically-powered regional rail transit facilities and associated components.

BACKGROUND

Rapid transit in the Dulles Corridor was first explored in the 1950's during planning for Dulles International Airport ("the Airport"). Since then, studies concluded that rail was the long-term solution to accommodate projected population and employment growth. Recommended transit alternatives were more recently evaluated through the *Dulles Corridor Rapid Transit Project Environmental Impact Statement*, prepared by the Commonwealth of Virginia in partnership with the Washington Metropolitan Area Transit Authority ("WMATA") and the Federal Transit Administration ("FTA"). By 2004, the Commonwealth Transportation Board, WMATA, the Metropolitan Washington Airports

Authority ("MWAA"), and the Fairfax County Board of Supervisors ("the Board") adopted the extension of Metrorail from West Falls Church to Loudoun County as the Locally Preferred Alternative, which was evaluated in a Final Environmental Impact Statement ("FEIS") in 2004. In 2005, FTA issued a Record of Decision approving the environmental process for the extension of Metrorail from the Orange Line, through Tysons Corner, Reston, and Herndon, to Loudoun County and Dulles Airport.

In 2006, pursuant to Va. Code Sec. 15.2-2232, the Virginia Department of Rail and Public Transportation ("DRPT") submitted Application 2232-MD06-10 to Fairfax County for approval to extend Metrorail through Fairfax County. That proposal included the rail line itself as well as ancillary power and stormwater management facilities *but excluded the rail passenger stations*. For reference purposes only, general information about the eight rail passenger stations to be located in Fairfax County was included in the application and related staff report. However, the rail stations were not included in the scope of that application or subject to approval. Furthermore, it was noted in the staff report that the rail passenger stations would be subject to future 2232 and Special Exception approvals. On January 18, 2007, the Planning Commission found Application 2232-MD06-10 substantially in accord with the provisions of the adopted Comprehensive Plan ("the Plan").

On September 22, 2008, the Board accepted the Tysons Land Use Task Force's report "Transforming Tysons: Vision and Area Wide Recommendations" as a guide for transforming Tysons Corner to an urban space, and directed the Planning Commission and planning staff to develop Plan text based on the Task Force recommendations. The report notes that "by linking development to the four Metrorail stations that will serve Tysons by 2014, the Task Force envisions a Tysons that will grow into the 'downtown' for Northern Virginia." Four of the eight districts envisioned for the future Tysons Corner will surround proposed Metrorail stations with mixed-use pedestrian-friendly transit-oriented development. A system of circulators connecting most of Tysons with the rail stations will provide environmentally friendly transit service and access to the regional rail system. At this time, Plan text for the transformation of Tysons Corner has not been developed. Therefore, evaluation of the subject four proposals for rail passenger stations in Tysons Corner must be based on current Plan recommendations for the Tysons Corner Urban Center ("TCUC"). However, both the Comprehensive Plan's recommendations and the Task Force's vision recognize the proposed rail stations' critical role in Tysons Corner's future.

APPLICANT PRPOSAL — Attachments 1 – 5

PROJECT SUMMARY DESCRIPTION

MWAA and DRPT on behalf of WMATA ("the applicant") propose to construct five electrically-powered regional rail transit facilities and associated components ("stations") as part of Phase I of the Metrorail extension through Fairfax County.

Elements common to proposed stations:

- Location – maximize efficiency of the system with respect to ridership; alternate locations evaluated in the FEIS; proposed locations selected as part of the Locally Preferred Alternative (Tysons Corner stations: ability to serve separate hubs; numbers of stations evaluated in the FEIS).
- Components and features – elevated pedestrian bridge(s) will connect entrance pavilion(s) to elevated station platform for safe pedestrian passage over road; stations will have elevators,

escalators, and stairs to mezzanine level, seating, lighting, bike storage, landscaping using drought- and disease-resistant plants, and will provide a convenient, pleasant, and safe experience for pedestrians and encourage use of the Metro system; understandable signage will be consistent with existing stations; WMATA's "Art in Transit" program will display public art; stations will employ "green" technology, including fluorescent bulbs and LED lighting, cut-off fixtures to minimize spill light and glare, rain gardens to increase ground water recharge, and recycling of materials.

- Historic resources – impacts on known archaeological and historic architectural resources were assessed under the FEIS; compliance with National Historic Preservation Act of 1966 ("NHPA") Section 106 (**Attachments 1a**, **2a, 3a, 4a, 5a,** pp. 3-64 through 3-78) is provided in FTA's Record of Decision; no adverse impacts were revealed at any of the five proposed stations.
- Noise impacts – parapet wall on either side of tracks will help reduce wheel noise; all work during construction is subject to County regulations pertaining to noise reduction; studies conducted for FEIS (**Attachments 1b, 2b, 3b, 4b, 5b**, p. 4-102) identified no impacts requiring mitigation.
- Operations – 5 am-12 am M-F, 7 am-3 am Sa-Su.

Descriptions of each of the five stations are summarized below (see **Attachments 1, 2, 3, 4, 5** for detailed descriptions and plans of the proposed stations); all dimensions and areas are approximate:

Tysons East Station (Application 2232-P08-10) **Attachment 1**

Intersection of Dolley Madison Boulevard ("DMB") and Colshire Drive:

- Elevated station platform (north side of DMB) – brick veneer/concrete, street-level entrance, traction power substation bus bays/shelters (future elevated pedestrian bridge to north, by others).
- South entrance pavilion (south side of DMB) – surface Kiss-and-Ride ("K&R") parking lot (right and left turn entry/right turn-only exit), taxi and shuttle bus parking, bus shelters.
- DMB – three lanes each direction, left and right turn lanes.
- Stormwater management – runoff quantity and quality control measures on-site and at construction staging area; water quality inlets at K&R lot will exceed County's Best Management Practices ("BMP") requirements; detention pond at staging area will provide quantity and quality controls for Scotts Run watershed; design to be reviewed by Virginia Department of Conservation and Recreation ("DCR").
- Scotts Run floodplain – station designed to minimize land disturbance and impervious surface area; floodplain study found no impact to floodplain elevation (**Attachment 1c,** pp. 1 through 4); design has been submitted to DCR to determine compliance with Chesapeake Bay Preservation Act.
- Landscaping – native riparian species in disturbed areas and Resource Protection Area ("RPA").

Tysons Central 123 Station (Application 2232-P08-11) **Attachment 2**

Intersection of Chain Bridge Road ("CBR") and Tysons Boulevard:

- Elevated station platform (north side of CBR) – textured pre-cast concrete panels, street-level entrance, traction power substation, bus bays/shelters, (future elevated pedestrian bridge to north, by others); possible future retail use at street-level entrance subject to conformance with County Zoning Ordinance.
- South entrance pavilion/bus plaza (south side of CBR) – to be constructed by others in compliance with rail project schedule.
- CBR – three lanes each direction, left and right turn lanes; accommodate fourth lane each direction.
- Stormwater management – runoff will be collected in a closed system and routed to existing nearby pond; design to be reviewed by DCR.
- Landscaping – screening of station wall and structures along CBR.

Tysons Central 7 Station (Application 2232-MD08-12) **Attachment 3**

North of the intersection of Leesburg Pike ("LP") and Chain Bridge Road:

- Elevated station platform (median of LP) – brick veneer/concrete, traction power substation.
- North and south entrance pavilions (north and south sides of LP) – planned future extension of Pinnacle Drive is feasible based on preliminary concept design for station.
- LP – four lanes each direction (fourth lane each direction is shared "through/right turn"); additional left, right, and auxiliary lanes.
- Stormwater management – runoff to be routed into existing roadway system; series of shallow ponds in median to provide discharge quantity and quality control; design to be reviewed by DCR.

Tysons West Station (Application 2232-MD08-13) **Attachment 4**

Intersection of Leesburg Pike and Spring Hill Road:

- Elevated station platform (median of LP) – textured pre-cast concrete panels/brick veneer.
- North and south entrance pavilions (north and south sides of LP) – stairs, bus bays/shelters.
- LP – four lanes each direction (fourth lane each direction is shared "through/right turn"); additional left, right, and auxiliary lanes.
- Stormwater management – runoff to be routed into existing roadway system, and planting areas where feasible; shallow ponds in median to provide discharge quantity and quality control; design to be reviewed by DCR.

Wiehle Avenue Station (Application 2232-H08-14) **Attachment 5**

Intersection of Wiehle Avenue and Dulles International Airport Access Highway ("DIAAH"):

- Elevated station platform (median of DIAAH) – textured concrete wall, street-level entrance.
- Parking (north side of DIAAH) – seven-level structure with textured pre-cast concrete panels and stairwell; K&R and Park-and-Ride surface lots.
- North and south entrance pavilions (north and south sides of DIAAH) – bus bays/shelters.
- Pedestrian access – existing crosswalks at intersections of Wiehle Avenue with Sunset Hills Road and Sunrise Valley Drive will provide access to station; the "Wiehle Avenue/Reston Parkway Station Access Management Plan" prepared for Fairfax County in 2008 recommends that high-visibility crosswalks and pedestrian countdown signals be included with future improvements to the intersections of Wiehle Avenue with Sunset Hills Road and Sunrise Valley Drive, in association with future development of transit-oriented uses near the station.
- Stormwater management – runoff from north side to be collected in parking lots and structure and routed through rain gardens and underground filters before release into existing regional stormwater pond; runoff from south side to be collected in the south entrance pavilion in curb inlets and routed into a closed drainage system before release into existing regional stormwater pond.
- Landscaping – rain gardens, native shade trees and ground cover.

STAFF PLANNING ANALYSIS

PLANNING AREAS, PLANNING DISTRICTS, COMMUNITY PLANNING SECTORS

Table I below shows the Planning Area, Planning District, and Community Planning Sector for each of the proposed Metrorail stations:

Table I

Station	Area	Planning District	Land Unit or Community Planning Sector
Tysons East	II	Tysons Corner Urban Center	Land Unit R (R-2)
Tysons Central 123	II	Tysons Corner Urban Center	Land Unit N (N-3)
Tysons Central 7	II	Tysons Corner Urban Center	Land Units D (D-1) & M (M-1, M-2)
Tysons West	II	Tysons Corner Urban Center	Land Units B (B-1), I (I-1), & J (J-1)
Wiehle Avenue	III	Upper Potomac	Reston-Herndon Suburban Center and Transit Station Area (G-4, H-2)

COMPREHENSIVE PLAN MAP RECOMMENDATIONS

Table II below shows the Comprehensive Plan recommendation for each of the subject properties and adjacent properties:

Table II

Station / Tax Map Parcel	Comprehensive Plan Recommendation					Zoning
	Parcel	North	East	South	West	
Tysons East						
29-4	rw	office/pos	--	office/pub park	--	R-1
30-3	rw	office	--	office	--	R-1
29-4 ((5)) A1 pt	office	office	office	office	office	C-3
29-4 ((5)) B1 pt	pos	pos	pos	rw/pub park	office	C-3
29-4 ((5)) C1 pt	office	office	office	rw/office	office	C-3
29-4 ((5)) D	office	office	pos	rw/office	office	C-3
29-4 ((5)) E	office	office	office	rw/office	office	C-3
30-3 ((28)) B3 pt	office	rw/pos	rw/pos	office	pub park	C-3
30-3 ((28)) C1	office	office/rw	rw/office	office	pub park	C-3
Tysons Central 123						
29-4	rw	mixed use	--	mixed use	--	R-1
29-4 ((10)) 4A pt	mixed use	rw/mixed use	mixed use	rw/mixed use	rw/mixed use	PDC
29-4 ((10)) 5A pt	mixed use	rw/mixed use	rw/mixed use	rw/mixed use	mixed use	PDC
29-4 ((10)) 5B pt	mixed use	rw/mixed use	mixed use	rw/mixed use	mixed use	PDC
29-4 ((10)) 5C pt	mixed use	rw/mixed use	mixed use	rw/mixed use	rw/office	PDC
Tysons Central 7						
29-3	rw	--	office/retail	--	retail	R-1
29-3 ((1)) 32 pt	retail	retail	rw/office/retail	retail	res 16-20 du/ac	C-7
29-3 ((1)) 71A pt	retail	office	retail	retail	rw/retail	C-8
Tysons West						
29-3	rw	--	retail	--	retail/mixed use	R-1
29-3 ((1)) 2C1 pt	retail	retail/mixed use	rw/retail	office	retail/mixed use	C-7
29-3 ((1)) 53 pt	retail	retail	industrial	retail	rw/retail/mixed use	C-7
29-3 ((1)) 53A pt	retail	retail	industrial	rw/retail	rw/retail	C-7
Wiehle Avenue						
17-4	rw	mixed use	--	office	--	R-1
17-4 ((1)) 17A	mixed use	mixed use	rw/mixed use	rw/office	mixed use	I-4
17-4 ((12)) 11D4 pt	office	rw/mixed use	rw/office	rw/rpc	office	I-3
17-4 ((12)) 11D5 pt	office	rw/mixed use	office	office	office	I-3

Abbreviations –
ac = acre; du = dwelling unit; pos = private open space; pt = partial; pub = public; res = residential; retail = retail & other commercial uses; rpc = residential planned community; rw = public right-of-way
R = residential; C = commercial; I = industrial; PDC = planned development commercial

TRANSPORTATION IMPROVEMENTS
Table III below shows Comprehensive Plan recommendations for transportation improvements in the vicinity of the proposed rail stations:

Table III

Station	Road	Lanes
Tysons East	Dolley Madison Boulevard (Route 123)	6 lanes
Tysons Central 123	Chain Bridge Road (Route 123)	8 lanes
Tysons Central 7	Leesburg Pike (Route 7)	8 lanes
Tysons West	Leesburg Pike (Route 7)	8 lanes
Wiehle Avenue	Dulles International Airport Access Highway	6 lanes

An assessment of the proposal for substantial conformance with the Comprehensive Plan ("the Plan") has been guided by the following citations from the Plan:

AREA PLAN:
All Tysons Corner Rail Stations
Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **URBAN DESIGN,** THE ROLE OF URBAN DESIGN, **Principles of Good Design,** pages 36 – 37:

> "In addition to defining urban or suburban character, urban design principles help define the image of an area. Urban design . . . includes the appearance of buildings, open spaces, roadways, pedestrian paths, signage . . .
>
> Four principles underlie good urban design: function, order, identity and appeal.
>
> Function: If an area is designed well, it works well. . . .
>
> Order: Good design is logical and well organized. It presents a clear and coherent image. . . .
>
> Identity: Good design helps an area take on a special character. . . .
>
> Appeal: Appeal is subjective . . .
>
> Use of these four principles throughout the planning and development process, by public and private sector alike, will help focus attention on Tysons Corner as the Urban Center."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **URBAN DESIGN,** DESIGN CONCEPT FOR TYSONS CORNER URBAN CENTER, **Gateways,** page 41:

> "Gateways define the major approaches to an area or community. . . . Gateways function better if they are easily identified by a landmark, usually a well-remembered physical object or group of objects."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **URBAN DESIGN,** DESIGN CONCEPT FOR TYSONS CORNER URBAN CENTER, **Pedestrian and Transit-Oriented Design,** page 42:

> " . . . Designing for the pedestrian includes designing the streetscape to include trees, signage, and street furniture (benches, lighting, etc.). . . .
>
> • Usable open space in the form of an urban park should be considered at transit station approaches to provide a strong pedestrian focus."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **TRANSPORTATION,** TRANSPORTATION RECOMMENDATIONS, p. 63: on the map entitled **TYSONS CORNER URBAN CENTER – FIGURE 16**, a Metrorail station is shown as proposed for: Dolley Madison Boulevard at the general location of the proposed Tysons East Station; Chain Bridge Road at the general location of the proposed Tysons Central 123 Station; and Leesburg Pike at the general locations of the proposed Tysons Central 7 Station and the Tysons West Station.

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **TRANSPORTATION,** TRANSPORTATION RECOMMENDATIONS, **Roadway and Circulation Improvements**, pages 64 and 66:

> "Arterial Roadways . . .
>
> 4. Widen Leesburg Pike (Route 7) to 8 lanes between the Dulles Toll Road and the Capital Beltway, and provide other access improvements in conjunction with the Route 7 design plans and boulevard concept. . . .
>
> 7. Widen Chain Bridge Road (Route 123) to 8 lanes between Route 7 and the Capital Beltway.
>
> 8. Widen Chain Bridge Road/Dolley Madison Boulevard to 6 lanes from the Capital Beltway to the Dulles Airport Access Road."

Tysons East Station
Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT R**, page 144:

> "**SUB-UNIT R-2** . . .
>
> Option with Rail
>
> If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform."

Tysons Central 123 Station
Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT N**, pages 129 – 130:

"**SUB-UNIT N-3** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 2.0 FAR is appropriate for the area within 1,000 feet of the station platform."

Tysons Central 7 Station
Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT D**, pages 91 – 92:

"**SUB-UNIT D-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT M**, pages 123 – 126:

"**SUB-UNIT M-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development (for all nonresidential uses) up to 2.0 FAR is appropriate for the area within 1,000 feet of the station platform. . . .

SUB-UNIT M-2 . . .

Option . . .

- In the event a rail line is planned within the right-of-way of Route 123 and Route 7, site design for Sub-unit M-2 should not adversely affect the potential need for additional rail right-of-way at the edge of the sub-unit; development proposals should dedicate right-of-way that is needed for the rail alignment as appropriate."

Tysons West Station
Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT B**, pages 86 – 88:

"**SUB-UNIT B-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development up to 1.5 FAR (for all nonresidential uses) is appropriate for the area within 1,000 feet of the station platform."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT I**, pages 107 – 109:

"**SUB-UNIT I-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT J**, pages 111 – 112:

"**SUB-UNIT J-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform."

Wiehle Avenue Station
Fairfax County Comprehensive Plan, Area III, 2007 Edition; Reston-Herndon Suburban Center and Transit Station Areas, as amended through June 30, 2008, SUBURBAN CENTER AREAWIDE RECOMMENDATIONS, page 23:

"Accessibility . . .

- *Pedestrian/bicycle access* – . . . Pedestrian connections to the station platforms at Reston Parkway and Wiehle Avenue should be provided from all four quadrants of the intersections of those two roads and the DAAR."

Fairfax County Comprehensive Plan, Area III, 2007 Edition; Reston-Herndon Suburban Center and Transit Station Areas, as amended through June 30, 2008, LAND UNIT RECOMMENDATIONS**, Land Unit G**, pages 55 – 56:

"Sub-unit G-4 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-4 is bounded by Sunset Hills Road on the north, Wiehle Avenue on the east and the Dulles Airport Access and Toll Road (DAAR) on the south. It is immediately adjacent to proposed location of the transit station platform for the Wiehle Avenue Transit Station. . . .

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.5 FAR may be considered for the 17 acres within Sub-unit G-4 located closest to the rail station . . . "

Fairfax County Comprehensive Plan, Area III, 2007 Edition; Reston-Herndon Suburban Center and Transit Station Areas, as amended through June 30, 2008, LAND UNIT RECOMMENDATIONS**, Land Unit H,** pages 60 – 61:

"Sub-unit H-2 (part of Wiehle Avenue Transit Station Area) . . .

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered for the 10 acres within Sub-unit H-2 located closest to the rail station . . . "

Fairfax County Comprehensive Plan, Area III, 2007 Edition; Reston-Herndon Suburban Center and Transit Station Areas, as amended through June 30, 2008, URBAN DESIGN GUIDELINES FOR TRANSIT STATION AREAS, Urban Design Guidelines, page 66:

"Design Guidelines for Transit Station Areas

Building Design, Height and Mass
- . . . Long expanses of blank walls along major roads should be avoided. . .

Open Spaces . . .
- Public art/sculpture should be incorporated into all open spaces.

Trees, Landscaping and Natural Environment . . .
- Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months."

Fairfax County Comprehensive Plan, Area III, 2007 Edition; Upper Potomac Planning District, as amended through June 30, 2008; UP5-Reston Community Planning Sector, RECOMMENDATIONS, Transportation, p. 129: on the map entitled **TRANSPORTATION RECOMMENDATIONS –**

FIGURE 41, a Metrorail station is proposed for the Dulles International Airport Access Highway / Dulles Airport Toll Road at the location of the proposed Wiehle Avenue Station.

POLICY PLAN:
Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition; **TRANSPORTATION**, as amended July 10, 2006, pages 2 and 8:

"Objective 1: Provide for both through and local movement of people and goods via a multi-modal transportation system that provides transportation choices, reduces single-occupancy-vehicle (SOV) use and improves air quality. . . .

Policy e. Design and construct trails, sidewalks, overpasses, bike lanes, transit amenities, and other non-motorized facilities leading to and accessing public transportation facilities . . . .

Objective 2: Increase use of public transportation and non-motorized transportation. . . .

Policy a. Support the extension of the Metrorail system in the Dulles Corridor to the Dulles Airport and Loudoun County. . . .

Objective 7: Provide transportation facilities and services that minimize community disruption and adverse environmental impacts.

Policy a. Plan and design transportation facilities and services to minimize adverse impacts on Environmental Quality Corridors (EQCs), Resource Protection Areas (RPAs), other environmental resources, and heritage resources."

Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition; **PUBLIC FACILITIES**, as amended January 10, 2005, pages 2 – 4:

"Objective 1: Locate new facilities to provide convenient service to the greatest number of people or service consumers and users.

Policy a. Site facilities appropriately to the area they are intended to serve. . .

Objective 4: Mitigate the impact of public facilities on adjacent planned and existing land uses.

Policy a. Locate public facilities in areas of compatible land use, if service efficiency and cost effectiveness can be achieved. . . .

Objective 5: Acquire sites which are appropriate for the facility's specific purpose. Apply acceptable criteria when evaluating public facility sites.

Policy a. Consider accessibility in siting facilities. In general, public facilities should have access to primary arterial roadways."

Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition; **ENVIRONMENT**, as amended February 25, 2008, pages 3 – 17:

"Objective 1: Preserve and improve air quality.

Policy a. Establish land use patterns and transportation facilities that encourage the use of public transportation and reduce trip lengths to reduce emissions of oxides of nitrogen, carbon monoxide, and hydrocarbons from automobiles. . . . and encourage the following during the reviews of development proposals . . .

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

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

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

Development proposals should implement best management practices to reduce runoff pollution and other impacts. . . .

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

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance, as applied to Chesapeake Bay Preservation Areas adopted by the Board of Supervisors . . .

Objective 4: Minimize human exposure to unhealthful levels of transportation generated noise.

Policy a: Regulate new development to ensure that people are protected from unhealthful levels of transportation noise. . . .

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

Policy a: For ecological resource conservation, identify, protect and restore an Environmental Quality Corridor system (EQC). . . .

. . . In addition, some intrusions that serve a public purpose such as unavoidable public infrastructure easements and rights of way are appropriate. . . .

Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently . . .

Policy a. Consistent with other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects."

STAFF ANALYSIS: See **Attachments 6 – 31** for complete review comments.

DPZ – Zoning Administration Division **Attachments 6 – 10**

- Special Exception – approval is required for each proposed station.
- Tysons East – Must be in substantial conformance with Proffered Condition Amendments PCA 92-P-001-2 and PCA 92-P-001-3.
- Tysons Central 123 – Must be in substantial conformance with PCA 84-D-049, PCA 84-D-049-5 and Rezoning RZ 84-D-049; subject to Final Development Plan Amendment FDPA 84-D-049-6.
- Tysons Central 7 – Must be in substantial conformance with Special Exception Amendment SEA 81-C-008.
- Tysons West – Must be in substantial conformance with SEA 79-C-007-3.
- Wiehle Avenue – Must be in substantial conformance with SE 94-H-049.

DPZ – Planning Division / Historic Preservation Planning **Attachment 11**

- All 5 Stations – Applicant should supply information showing that compliance with NHPA Section 106, if required, was completed.

DPZ – Planning Division / Environment and Development Review Branch **Attachments 12 – 16**

- Tysons East – additional restoration measures should be sought for portions of Scotts Run in the immediate vicinity of the station to mitigate short-term and long-term impacts.
- Tysons Central 123, Tysons Central 7, Tysons West, and Wiehle Avenue Stations – no issues.

Fairfax County Park Authority / Park Planning Branch **Attachments 17 – 21**

- Tysons East –
  - stabilize Scott's Run upstream from DMB, including the creation of wetlands.
  - proposed planting should be native to Fairfax County.
  - use Low Impact Design to the greatest extent possible.
  - should have a disturbance assessment and possible Phase I archaeological survey.
  - see archaeological requirements under NHPA Section 106.
  - applicant should transfer unused portions of site to FCPA for stream valley park use.
- Tysons Central 123 – proposed station bears no adverse impact on FCPA land or resources.
- Tysons Central 7, Tysons West, and Wiehle Avenue –
  - reduce storm water flow and use Low Impact Design to greatest extents possible.
  - proposed planting should be native to Fairfax County.

Fairfax County Water Authority / Planning & Engineering **Attachments 22 – 26**

- All 5 Stations –
  - domestic water and fire protection service to the station can be provided.
  - on-site minimum required facilities will be determined during site plan review.
  - existing utility infrastructure in the vicinity of the station may need to be relocated.
  - water utility work must be coordinated with other related phases of rail extension project.

- Tysons Central 7 – due to conflicts, existing 12" main and meter vault in Leesburg Pike must be relocated and placed into service prior to construction of the station.
- Tysons West – due to conflicts, existing water mains in this area must be relocated and placed into service prior to construction of the station.
- Wiehle Avenue – due to conflicts, existing facilities just south of DIAAH must be relocated and placed into service prior to construction of the station, and water main improvements, relocations, or abandonments near the North Entrance parking facilities will require County review and approval.

Virginia Department of Transportation/Land Development **Attachments 27 – 31**

- Tysons East and Tysons Central 123 – for proposed pedestrian bridges over DMB and CBR, provide adequate sight lines for traffic signals along DMB and CBR, respectively.
- Tysons Central 7, Tysons West, and Wiehle Avenue Stations – no comments.

CONFORMANCE WITH THE COMPREHENSIVE PLAN **Attachment 32**

Va. Code Sec. 15.2-2232, as amended, requires the Planning Commission to determine whether the general location or approximate location, character, and extent of the proposed facilities are substantially in accord with the adopted Comprehensive Plan:

LOCATION: The locations of the four stations proposed for Tysons Corner are consistent with the general or approximate locations for Metrorail stations on Dolley Madison Boulevard, Chain Bridge Road, and Leesburg Pike as shown on the map of transportation recommendations for the Tysons Corner Urban Center in Area II of the Plan. In addition, the location of the station proposed for Reston is consistent with the general or approximate location for a Metrorail station on the DIAAH as shown on the map of transportation recommendations for the Reston Community Planning Sector in Area III of the Plan. All five proposed rail stations will be located on primary arterial roadways, consistent with Plan guidelines for the location of rail stations. Finally, the applicant states that all of the station locations, and the numbers of and alternate locations of station s in Tysons Corner, were selected during review of the FEIS to maximize efficiency with respect to system ridership, in accord with Plan policies to site public facilities appropriately to the areas they are intended to serve.

According to the Plan, a rail station may be planned in proximity to Land Units B, D, I, J, M, and N in the TCUC if rail service is extended through Tysons Corner. Tysons Central 123, Tysons Central 7, and Tysons West are proposed to be located in those land units. The Plan also states that opportunities exist for intensified development if a rail station is located in proximity to Land Unit R in the TCUC, where Tysons East is proposed to be located. Furthermore, for development proposed in those Land Units, the Plan recommends optional mixed use intensities *if* a rapid rail station is constructed nearby. In addition, the Plan recommends rail-oriented residential mixed-use options with a specified range of residential and non-residential components for portions of Land Sub-units closest to the proposed Wiehle Avenue Station if rail service is provided to Reston.

In staff's opinion, Plan recommendations for the Tysons Corner Urban Center and the Reston-Herndon Suburban Center clearly state that, not only are rail stations appropriate in proximity to certain Land Units in these Centers if rail service is provided, but are indeed *required* if those Land Units are to be developed in accordance with optional specified land uses and development intensities recommended

by the Plan. Furthermore, staff believes that development of the proposed stations will make possible the Phase I extension of the Metrorail system in the Dulles Corridor—and eventually to Dulles Airport and Loudoun County—in accordance with Plan recommendations.

As noted at the beginning of this report, the Tysons Land Use Task Force states that Tysons Corner's transformation to an urban space is linked to the construction of the four proposed Metrorail stations. Staff believes that the locations for the proposed Tysons East, Tysons Central 123, Tysons Central 7, Tysons West, and Wiehle Avenue Stations conform with the Plan's current vision and land use recommendations for development in the Tysons Corner Urban Center and the Reston-Herndon Suburban Center. In addition, although not pertinent to considering whether the subject proposals conform with Plan recommendations, staff believes that the locations of the stations proposed for Tysons Corner will nonetheless lay the foundation for the future redevelopment and transformation of Tysons Corner.

CHARACTER: The Plan currently recommends light industrial, research and development, office, support retail and other support services, mixed-use, hotel, community-serving shopping centers, public facilities, industrial flex uses, and residential uses for the areas surrounding the five proposed rail stations in Tysons Corner and Reston. The Plan also recommends mixed use options at higher intensities if a rail station (or rail service) is provided nearby. Staff believes that the five proposed rapid-rail transit stations will be compatible with the character of both the planned and optional employment and residential uses in the vicinity of the stations.

In staff's opinion, the design of each of the four proposed Tysons Corner stations conforms with the Plan's four principles of good urban design: the stations have been located and designed so that their street-level entrances, sidewalks, crosswalks, pedestrian bridges, energy-conserving "green" technology, bus bays, taxi stands, street furniture, bicycle storage, and other features will *function* to provide a safe, convenient, and pleasant experience for users at each station. Understandable signage consistent with existing stations will provide *order* in directing rail users to the entrances/exits, train platforms, and other areas. The stations' aerial configuration and architectural design will provide *identity* and visual landmarks in the surrounding office and commercial areas. The stations' design elements, landscaping, and public art will provide visual *appeal*, and strengthen their visual compatibility with the urban character of the TCUC. A landscaped seating plaza at the north entrance pavilion for Tysons Central 7 conforms with Plan guidelines that urban parks be created from usable open space at train station approaches. Tysons East and Tysons West are each located on major thoroughfares at main entrances to the Urban Center, and thus also will be identifiable as "gateways" to Tysons Corner. Wiehle Avenue's design will conform with WMATA's criteria for high quality character, and Plan guidelines that transit station areas in the Reston-Herndon Suburban Center be pedestrian-friendly and supportive of the transit facility. Each of the proposed stations includes sidewalks, elevated pedestrian bridges, and bike facilities in support of Plan guidelines for the movement of people to public transportation facilities. Proposed trees, signage, benches, and lighting are consistent with Plan recommendations for pedestrian and transit-oriented design. In staff's opinion, the five proposed stations will be compatible with the urban character currently planned for the areas surrounding them. Staff also believes that the four rail stations proposed for Tysons Corner will be compatible with the vision of Tysons Corner as transformed into an urban space with walkable streets, accessible transit, public art, and cultural facilities.

EXTENT: Quantity and quality controls for stormwater runoff will be managed in accordance with County and State requirements in support of Plan guidelines to reduce pollution of surface and groundwater resources. Tysons East was designed to minimize its impact on the Scott's Run floodplain, and the design has been submitted to the DCR to determine its compliance with the Chesapeake Bay Preservation Act, in support of Plan policies to protect the Chesapeake Bay from avoidable impacts. Development of the four stations in Tysons Corner will accommodate additional through-lanes on Dolley Madison Boulevard, Chain Bridge Road, and Leesburg Pike, in accordance with Plan recommendations for transportation improvements in Tysons Corner. Parapet walls along the tracks will reduce wheel noise of the rail cars, and all construction work is subject to County noise regulations. The applicant states that a noise impact study conducted as part of the FEIS concluded that noise will not exceed FTA or WMATA criteria during operation of Metrorail, and that no noise impacts requiring mitigation were identified, consistent with Plan guidelines. Impacts on archaeological and historic architectural resources were assessed under the FEIS for the five proposed rail stations, but no adverse impacts were revealed at any of the station locations, consistent with Plan goals. The applicant states that compliance with the requirements of NHPA Section 106 was included in the FTA's Record of Decision. The proposed location and design of the Wiehle Avenue Station, combined with future intersection improvements for Wiehle Avenue at both Sunset Hills Road and Sunrise Valley Drive, will provide safe pedestrian access from all four quadrants across those roads to the station, as recommended by the Plan. The proposed use of "green" technology at the stations is consistent with Plan recommendations for energy conservation and other "green" building practices. Finally, a study of air quality impacts during preparation of the FEIS found that no long-term impacts to regional air quality are anticipated, in accord with Plan objectives.

CONCLUSION AND RECOMMENDATIONS

Staff concludes that the subject proposal by the Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of the Washington Metropolitan Area Transit Authority, to construct five electrically-powered regional rail transit facilities and associated components, known as Tysons East Station at the intersection of Dolley Madison Boulevard and Colshire Drive, Tysons Central 123 Station at the intersection of Chain Bridge Road and Tysons Boulevard, Tysons Central 7 Station north of the intersection of Leesburg Pike and Chain Bridge Road, Tysons West Station at the intersection of Leesburg Pike and Spring Hill Road, and Wiehle Avenue Station at the intersection of Wiehle Avenue and the Dulles International Airport Access Highway, satisfies the criteria of location, character, and extent as specified in Va. Code Sec. 15.2-2232. Staff therefore recommends that the Planning Commission find Applications 2232-P08-10, 2232-P08-11, 2232-MD08-12, 2232-MD08-13, and 2232-H08-14, as amended, substantially in accord with provisions of the adopted Comprehensive Plan.

DBM/DSJ
Attachments

2252-508-1U

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ATTACHMENT 1

December 18, 2007

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DIRECTOR, PLANNING DIVISION
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Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project
Application for Determination Pursuant to Sect. 15.2-2232 Code of Virginia
Tysons East Station

Letter No: MWAA-00109

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority acting in coordination with the Virginia Department of Rail and Public Transportation is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority for an electrically-powered regional rail transit facility to be known as Tysons East Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary)
- A property identification table
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered.
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

TE

If you have any questions regarding this submission or need additional information, please contact Lori Greenlief of McGuireWoods LLP at 703-712-5433.

Sincerely,

Charles S. Carnaggio, PE
Project Director
Dulles Corridor Metrorail Project

CSC/rm/ml

cc: James Van Zee, MWAA
Supervisor Linda Q. Smyth, Providence District
Ken A. Lawrence, Providence District Planning Commissioner

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COUNTY OF FAIRFAX, VIRGINIA

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

Application Number: 2232-P08-10
(assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

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(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address: Property near intersection of Rt. 123 and Colshire Drive

City/Town: Mclean, VA Zip Code: _____

APPLICANT(S)

Name of Applicant: Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Street Address: 1593 Springhill Road, Suite 300

City/Town: Vienna State: VA Zip Code: 22182

Telephone Number: Work (703) 572-0500 Fax (____) _____

E-mail Address: _____

Name of Applicant's Agent/Contact (if applicable): Jonathan Rak/Lori Greenlief

Agent's Street Address: 1750 Tysons Blvd. Suite 1800

City/Town: Mclean State: VA Zip Code: 22102

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

2232-P08-10

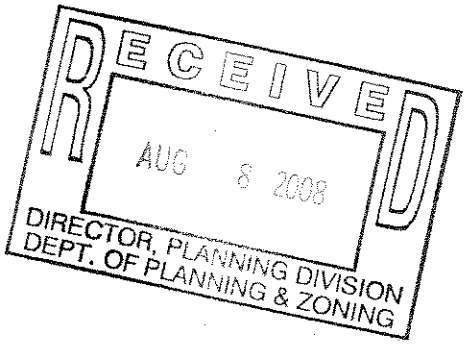
PROPOSED USE

Street Address Property near intersection of Rt. 123 and Colshire Drive

Fairfax Co. Tax Map and Parcel Number(s) See attached

Brief Description of Proposed Use

The proposed use is an electrically powered regional rail transit facility.



Total Area of Subject Parcel(s) 4.40 LRB 10/1/08 ~~3.92~~ acres (acres or square feet)

Portion of Site Occupied by Proposed Use 4.40 10/1/08 ~~3.92~~ acres (acres or square feet)

Fairfax County Supervisor District Providence

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Cited on Transportation Plan as location for transit facility

Zoning of Subject Property C-3, HC

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

PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address

City/Town State Zip Code

2232-P08-10

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

Name of Applicant or Agent Charles S. Carnaggio, P. E.

Signature of Applicant or Agent Charles S Carnaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

****

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FOR STAFF USE ONLY

Date application received: 2/1/08

By: _____

Additional information requested to complete application:

_____

_____

_____

_____

Date application accepted: 6/26/08

By: _____

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
TYSONS EAST STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
29-4	Metrorail Station & Pedestrian Bridge	Providence			Commonwealth of Virginia	Route 123	
30-3	Bus Bays along Colshire Drive	Providence	Metrorail Facility	C-3, HC	Commonwealth of Virginia	West Side of Colshire Drive	
30-3 ((28)) B3 pt	South Entrance Pavilion and Kiss & Ride Lot	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	South Side of Route 123 at Colshire Drive	
30-3 ((28)) C1 pt	Entrance to Kiss & Ride Lot	Providence	Office	C-3, HC	West Group Properties, LLC	Colshire Meadow Drive	1600 Anderson Rd, Mclean, VA 22102
29-4 ((05)) A1	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4 ((05)) B1 pt	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4 ((05)) C1 pt	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4 ((05)) D	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4 ((05)) E	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4	Metrorail Station	Providence	Old Spring House Road		Board of Supervisors, Fairfax County	North Side of Route 123	

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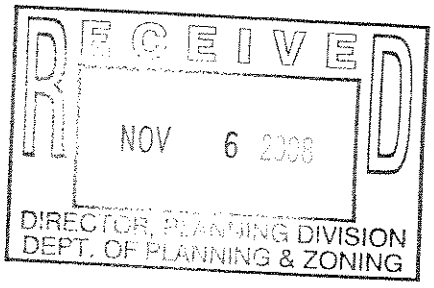
Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Tysons East Station

STATEMENT OF JUSTIFICATION

August 20, 2008



INTRODUCTION AND OVERVIEW

The Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively the Applicant, requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metrorail station and kiss-and-ride lot on property known as Fairfax County Tax Map 29-4((5))A1, B1 part, C1 part, D, E and 30-3((28))B3 part and C1 part.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions that were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Tysons East station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transportation Authority issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969, and the Locally Preferred Alternative (LPA) for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

2232-F08-10

Section 15.2-2232 Application, Tysons East Station
STATEMENT OF JUSTIFICATION
August 20, 2008

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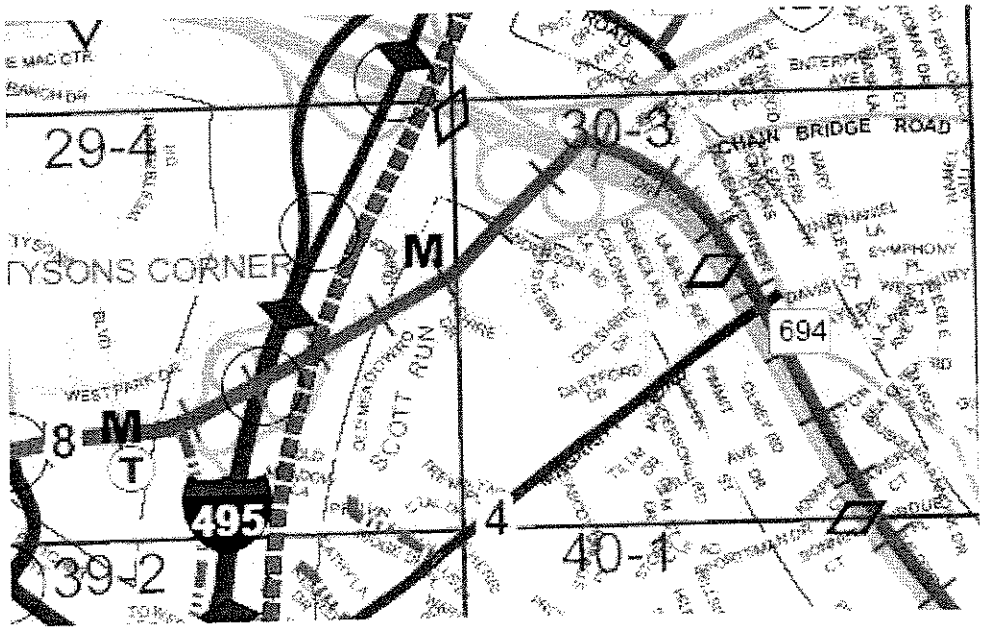
COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County. ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i.")

The proposed location for the Tysons East station is within Sub-Unit R-2 of the Tysons Corner Urban Center portion of the Area II plan. Language within Sub-Unit R-2 contains land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located north of Route 123 and east of Scott's Run. The station is located to either side of Scott's Run as it crosses under Rt. 123.

Additionally, below is a segment of the County Transportation Plan Map that shows the envisioned location for a Metro station (with the designation M) as proposed in this application. During preliminary engineering for the project, the location of support piers for the station platform were positioned to reduce impact on Scott's Run.



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SECTION 15.2-2232 APPLICATION FOR THE TYSONS EAST STATION

1. Description of the Use

The proposed Tysons East station, located in the northwest quadrant of the intersection of Route 123 and Scotts Crossing Road, will be the first transit station stop available to passengers traveling west out of the East Falls Church Station and from locations farther east. The land to be utilized for the station and associated facilities was dedicated for public use as part of several rezoning applications.

The station platform, mezzanine and bus bays will be located on the north side of Route 123. A kiss and ride lot and bus bays will be located on the south side of Route 123. There will be drop-off and pick-up parking spaces on the southern side but no long term parking facilities at this station. An elevated pedestrian bridge over Route 123 will connect the facilities. Included with this application is a copy of the Special Exception plat and reference drawings that give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-Powered regional rail transit facility.
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends.
- Daily Patronage: According to the FEIS issued December 2004, 59,000 daily boardings are expected for the Dulles Corridor Metrorail extension by 2011, including 3,803 daily boardings at the Tysons East Station.
- Proposed number of employees: One employee (the station agent) assigned full time per shift. Other employees
- Vicinity of area to be served: Tysons Corner and the metropolitan area east of I-495
- Description of building and façade: The station will be brick veneer and concrete, consistent with WMATA's criteria for character and quality appropriate for public transit facilities. It will also feature glass and woven metal mesh windows. Elevations and section drawings are provided with this submittal as reference drawings 1 through 5.

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles

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Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, Corridor population is expected to increase by 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. Among the Guiding Planning Principles adopted by the Tysons Land Use Task Force in October of 2006 is the transformation of Tysons Corner from a suburban office park into a 24/7 activity center which will inherently mean an increase in the housing stock. Given the increase in jobs, residential population and general activity level projected for Tysons Corner, strategically placed Metro stops are essential to move the flow of people in and out of Tysons.

The Metropolitan Washington Airport Authority (MWAA) forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use alone is projected to reach 55 million trips by 2035 – more than twice the current level. Therefore, alternative access to the airport is also essential.

The general philosophy behind placement of the transit stations in Tysons Corner was the ability to serve separate hubs within the area coupled with the goal of maximizing efficiency of the system with respect to ridership. Alternative locations for stations and differing numbers of stations within Tysons Corner were evaluated with this criteria in preparation for the publication of the Draft EIS in 2002. The LPA, which located the Tysons East station as proposed in this application, was the recommended alternative, and the general location as shown for the Tysons East station was ultimately selected.

3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metrorail Project is to provide an alternate transportation mode for the increasing residential and employment population in the Dulles Corridor and generally improve transportation service.

A traffic simulation analysis was developed for the Tysons East Station to study impacts to Route 123 at Colshire Drive and Old Meadow Road. Because the short distance along Colshire Drive between Colshire Meadow Drive and Route 123 would otherwise require signalization at Colshire Meadow Drive, the exit from the kiss and ride lot was limited to right turns only. Under both build and no-build

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scenarios, the Route 123 and Colshire Drive intersection was projected to operate at satisfactory levels of service, and the Route 123 and Old Meadow Road intersection was projected at Level of Service "F" conditions.

Noise Impacts

In preparation of the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise anticipated in the study area: Metrorail train passbys, express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at park-and-ride lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Tysons East Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail. Consistent with use of parapet walls installed along the aerial trackway for noise mitigation elsewhere within Tysons Corner, the Tysons East Station will utilize parapet walls on the trackway through the station.

Impacts of Environmental Features of the Site

The proposed Tysons East Station facilities will be adjacent to Scotts Run, a designated Chesapeake Bay Preservation Area and Environmental Quality Corridor by Fairfax County. The Tysons East Station would be an aerial station spanning the stream. Structural columns supporting the station and trackway would be located outside of Scotts Run, but within the 100-year floodplain and the Resource Protection Area (RPA) for the stream. Additionally, a portion of the kiss & ride lot and entrance pavilion on the south side of Route 123 are within the RPA.

The Virginia Department of Conservation and Recreation (DCR) has jurisdiction over the project's use of the RPA and has reviewed the preliminary engineering for the proposed station, trackway and kiss & ride lot. At the request of DCR, alternatives were evaluated for station location and modification of the kiss & ride lot. Changes made as a result of this evaluation include shifting the station platform 200 feet to the west and reducing the height of the structure supporting the station in order to eliminate the need to place support piers in Scotts Run. The kiss & ride lot was modified to reduce the number of parking spaces in order to decrease the overall effect on the RPA.

Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions

2232-P08-10

from motor vehicle traffic associated with construction and operation of the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects on surface water resources, surface water quality, wetland systems, and floodplains. The Dulles Corridor Metrorail Project has been carefully designed to minimize impacts to water quality, and stormwater management has been computed and handled on a systemwide basis. To improve the quality of runoff at the Tysons East station, water quality inlets for runoff are proposed within the kiss & ride Lot. Stormwater detention was not required because the size of the site is less than 1% of the total watershed at the point of discharge, addressing adequacy of outfall requirements and site detention, and water quality requirements had been addressed in the overall drainage plan for Westpark Development (including this site), under the approved Westgate Rezoning RZ 92-P-001, and specifically on Sheet 4 of 16 of the approved Site Plan (referring to site 4), prepared by Huntley, Nyce & Associates, File No. PP-1801, dated 04-01-97.

Visual Impacts

The proposed location for the Tysons East Station is surrounded by office development zoned C-3. The station, kiss-and-ride area, and elevated pedestrian walkways will be visible from adjacent properties as well as many high-rise buildings in the Tysons area and residential communities. The construction materials and design of the station will fit into the urban character of Tysons Corner. The station and kiss-and-ride lot will be attractively landscaped to soften the visual impact of this addition to the Tysons Corner urban core.

4. Alternate Sites Considered for the Proposal

As stated previously, the number of stations and their potential locations were evaluated for the Tysons Corner area as a whole. The land proposed for the Tysons East station, specifically, was envisioned for this use more than 15 years ago when the property was dedicated for public use in conjunction with surrounding rezoning applications.

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CONCLUSION

The proposed Tysons East station and associated kiss-and-ride lot is consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map. The following is offered in addition to the foregoing information to specifically address the standards under Va. Code Sec. 15.202232, as amended:

Location: The proposed location of the Tysons East station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters to Tysons, especially given its location between two major office parks.

Character: The proposed station and kiss-and-ride lot within Tysons Corner will be compatible with the high-density urban character of the area and the Plan's vision of Tysons Corner as an Urban Center.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. Stations within Tysons Corner are integral to the operation of rail to Dulles and the Tysons East station will further that goal.

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

RECEIVED
NOV 6 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

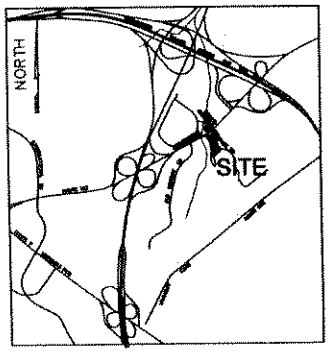
2232-P08-10

TYSONS EAST STATION

DULLES CORRIDOR METRORAIL PROJECT

Providence District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP
SCALE : 1"= 2,000'

RECEIVED
OCT 6 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1593 Spring Hill Road, Suite 300
Vienna, VA 22182

Sheet Index

1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN AND SIGN PLAN
4. PERSPECTIVE, ILLUSTRATIVE, NOTES & TABULATION
5. STATION PLAN VIEW DETAILS
6. ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
7. ELEVATIONS AND SECTIONS
8. EXISTING VEGETATION MAP

Tysons East Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

Dewberry
Dewberry & Davis LLC

DRPT
Virginia Department of Rail and Public Transportation

DULLES TRANSIT PARTNERS, LLC

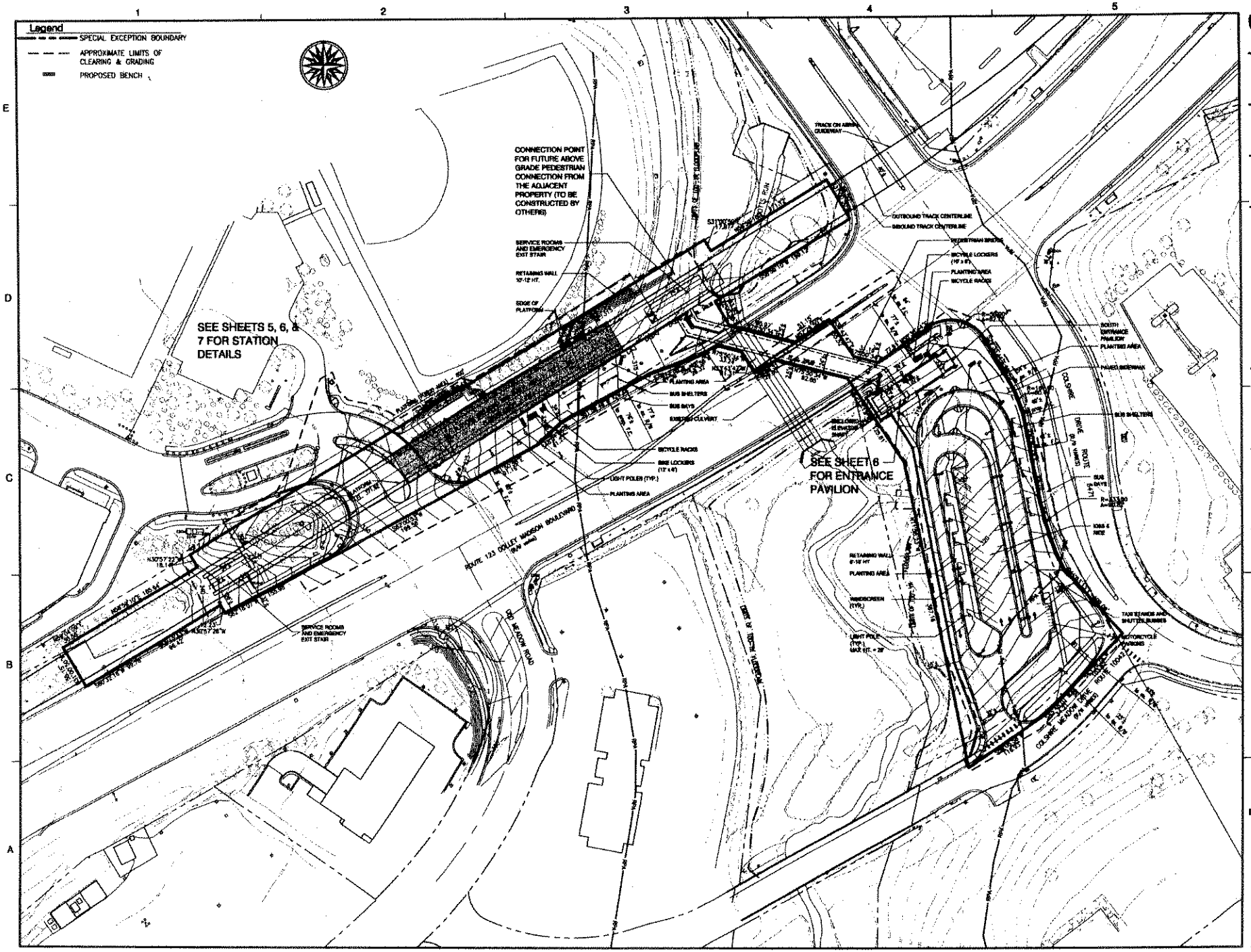
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Revised October 1, 2008
Revised June 4, 2008
Revised December 19, 2007
August 28, 2007

M-10647

2232-P08-10



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TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

COMMONWEALTH OF VIRGINIA
ROBERT K. WERNER
Lic. No. 019377
11/3/15
PROFESSIONAL ENGINEER

KEY PLAN

SCALE
0' 50' 100'

No.	DATE	BY	Description
3	10.01.08	JMC	
2	06.04.08	JMC	
1	12.18.07	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAH
DATE AUGUST 28, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proj
Special Exception Plat
2232 Plan

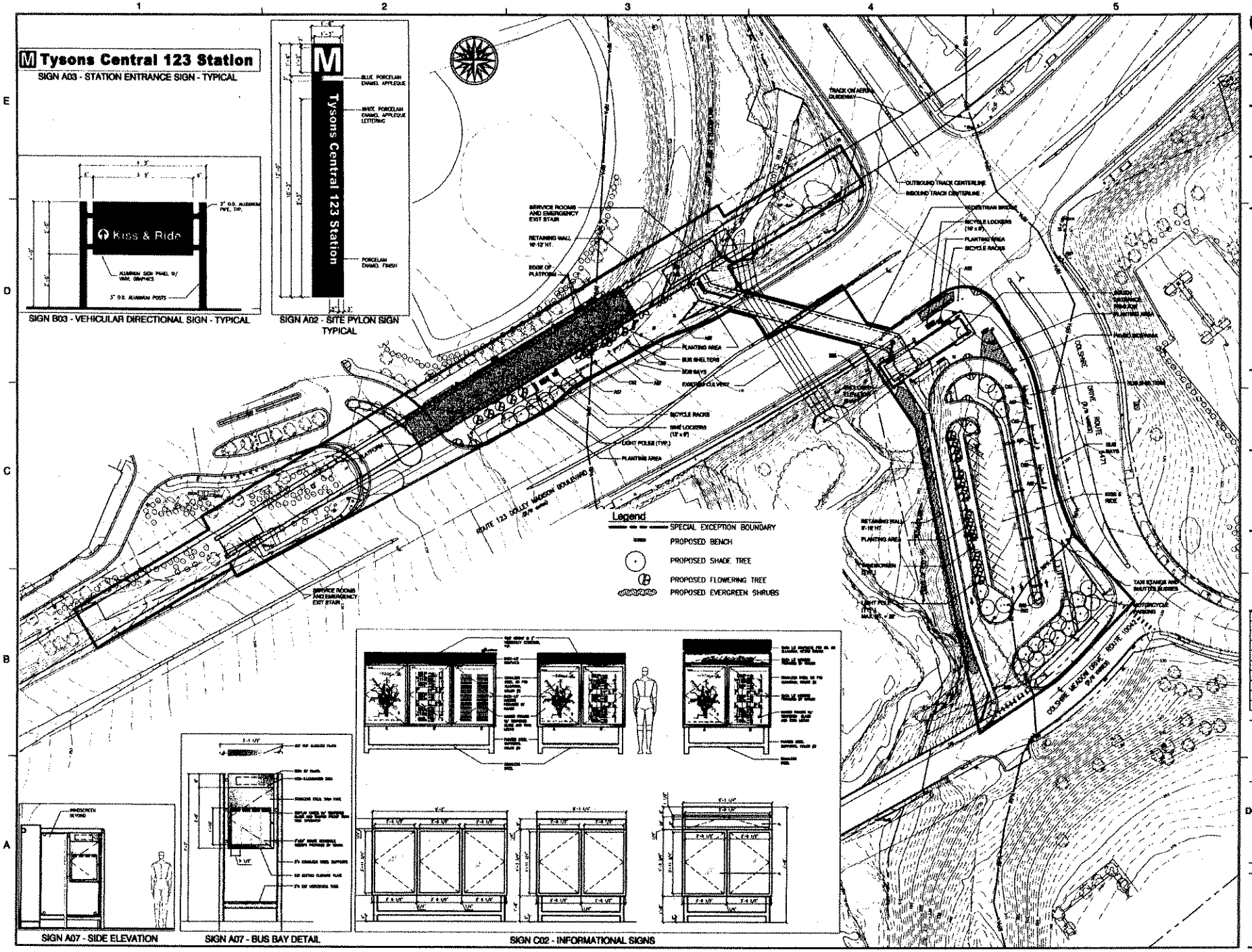
PROJECT NO. M-10647

2

SHEET NO. 2 of 8

M-10647

2232-P08-10



Dewberry

Dewberry & Davis LLC

DULLES TRANSI PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 50' 100'

No.	DATE	BY	Description
3	10.01.08	JMC	
2	06.04.08	JMC	
1	12.19.07	JMC	

REFERENCES

DRAWN BY JMC
APPROVED BY
CHECKED BY LAN
DATE AUGUST 28, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proje
Landscape Plan
& Sign Plan

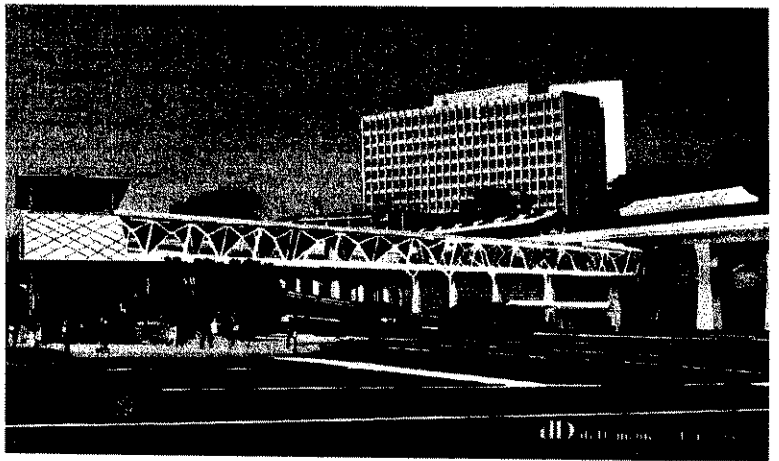
PROJECT NO. M-10647

3

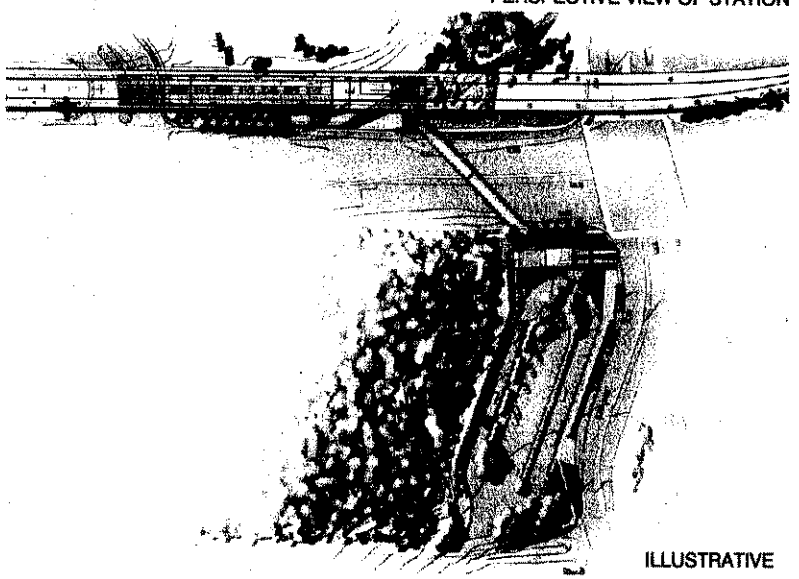
SHEET NO. 3 of 8

M-10647

2232-P08-10



PERSPECTIVE VIEW OF STATION



ILLUSTRATIVE

NOTES:

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 29-4 ((7)) A1, B1(PART) AND C1 (PART), D, AND E; AND 30-3 ((10)) 6A (PART) AND C1 (PART) AND IS ZONED C-3.
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION IS APPROXIMATELY 4.40 ACRES.
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE RELOCATION/MOVEMENT OF AN ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY. SPECIFICALLY, A RAIL STATION AND ACCESSORY USES THERETO AND TO PERMIT THIS USE WHICH IS PARTIALLY WITHIN A FLOODPLAIN AND THE REQUIRED FILLING IN THIS FLOODPLAIN TO ACCOMMODATE THE USE.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEFINED BY DULLES TRANSIT ENGINEERS, IV DURING PRELIMINARY ENGINEERING.
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FEET FROM SURVEY INFORMATION PROVIDED BY DULLES TRANSIT ENGINEERS, IV.
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT.
7. MINIMUM YARD REQUIREMENTS FOR THE C-3 DISTRICT ARE AS FOLLOWS:

   FRONT: CONTROLLED BY A 25° ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET.

   SIDE: NO REQUIREMENT.

   REAR: CONTROLLED BY A 20° ANGLE OF BULK PLANE, BUT NOT LESS THAN 25 FEET.
8. AS STATED IN SECT. 9-604 AND 9-605 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE BULK REGULATIONS OR THE MINIMUM DISTRICT SIZE REQUIREMENTS OF THE ZONING DISTRICT IN WHICH THE USE IS LOCATED.
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED.
10. PARKING FACILITY REQUIREMENTS WERE DETERMINED AS PART OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) AND ARE PRESENTED IN THE TABULATION HEREON. IT IS UNDERSTOOD THAT THERE ARE NO SPECIFIC PARKING STANDARDS SET FORTH IN THIS ZONING ORDINANCE FOR THIS SPECIFIC USE. FURTHER, THE APPLICANT RESERVES THE RIGHT TO INCREASE OR DECREASE THE NUMBER OF PARKING SPACES PROVIDED THAT SUCH SPACES ARE IN SUBSTANTIAL COMPLIANCE, IN TERMS OF LOCATION, WITH THAT PRESENTED HEREON.
11. THIS FACILITY IS PROPOSED TO BE PARTIALLY LOCATED WITHIN A DESIGNATED RESOURCE PROTECTION AREA (RPA) AS PRESENTED ON THE GRAPHIC AN ALTERNATIVES ANALYSIS WAS PERFORMED DURING PRELIMINARY ENGINEERING TO MINIMIZE THE FOOTPRINT OF THE STATION FACILITIES AND RESULTANT ENCROACHMENT ON THE RPA AS COMPARED TO THE FEIS. BEST MANAGEMENT PRACTICES ARE EMPLOYED THROUGH THE USE OF RAIN GARDENS AND WATER QUALITY INLETS FOR PRETREATMENT OF STORMWATER RUNOFF.
12. THE PROPOSED FACILITY IS LOCATED PARTIALLY IN THE EXISTING FLOODPLAIN AS SHOWN THEREON. A FLOODPLAIN ANALYSIS WAS PERFORMED DURING PRELIMINARY ENGINEERING AND THE RESULTS INDICATED THAT THE POST-DEVELOPMENT ELEVATION IS LOWERED BY APPROXIMATELY 0.1 FEET.
13. STORMWATER MANAGEMENT WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR), BASED ON FAIRFAX COUNTY CRITERIA. THEREFORE, A WAIVER OF PAR. 1 OF SECT. 9-101 OF THE ZONING ORDINANCE IS HEREBY REQUESTED.
14. THERE ARE NO EXISTING OR PROPOSED UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE ON THE SUBJECT PROPERTY.
15. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS A PAVED TRAIL AND AN ON ROAD BIKE TRAIL ADJACENT TO THE SUBJECT PROPERTY.
16. SEE REFERENCE DRAWINGS, WHICH HAVE BEEN PROVIDED UNDER SEPARATE COVER, FOR THE LOCATIONS, NUMBER AND SIZES OF ALL PROPOSED SIGNS.
17. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE FEIS, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY.
18. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCE AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCES THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF IN CONJUNCTION WITH THE USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS.
19. THE EXACT LOCATION OF THE PROPOSED VEHICULAR ACCESS POINTS TO THE SUBJECT PROPERTY IS SUBJECT TO MODIFICATION BASED ON FINAL DESIGN AND ENGINEERING.
20. EXCEPT AS QUALIFIED ABOVE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

TABULATION:

EXISTING/PROPOSED ZONING	C-3
TOTAL LAND AREA	4.44± AC
MAXIMUM FLOOR AREA RATIO PERMITTED	1.0
PROPOSED FLOOR AREA RATIO	0.31
MAXIMUM GROSS FLOOR AREA PERMITTED	191,664± SF
PROPOSED GROSS FLOOR AREA	60,81 1± SF
PARKING SPACES REQUIRED/PROVIDED	34 SPACES
AUTOMOBILE	23
TAXI CAB/SHUTTLE	11
MAXIMUM BUILDING HEIGHT PROPOSED	75 FT
OPEN SPACE REQUIRED (15%)	0.66± AC
OPEN SPACE PROVIDED (30%)	0.89± AC

ZONING ORDINANCE SUBMISSION REQUIREMENTS FOR FILLING IN THE FLOODPLAIN

PAR. 2A OF SECT. 2-904 OF THE FAIRFAX COUNTY ZONING ORDINANCE.

(1) THE EXISTING FLOODPLAIN IS DELINEATION ON THE SPECIAL EXCEPTION PLAN (SE) FROM FAIRFAX COUNTY DPWES SUPPLIED INFORMATION.

(2) THE TOPOGRAPHY PRESENTED HEREON IS AT CONTOUR INTERVALS OF ONE (1) FEET FROM SURVEY INFORMATION FROM THE DULLES TRANSIT ENGINEERS, I.V.

(3) INGRESS AND EGRESS IS SHOWN ON SE PLAT. THE ACCESS POINT WILL SERVE AS ACCESS FOR BOTH NORMAL AND EMERGENCY USES.

(4) THE NATURE OF AND EXTENT OF THE PROPOSED FILL IS TO INSTALL A RETAINING WALL WITH A HEIGHT BETWEEN 6' AND 16'-6". THE AREA WITHIN THE FLOODPLAIN FILL AREA IS PROPOSED TO ENCOMPASS PORTION OF THE TRAVEL WAY AND A PORTION OF THE PLAZA AND SOUTH ENTRANCE PAVILION AS SHOWN ON THE SE PLAT. BASED ON A FLOODPLAIN STUDY THERE WILL BE NO INCREASE IN THE FLOODPLAIN ELEVATION, THEREFORE, NO COMPENSATORY AREAS WILL BE REQUIRED.

CLEAN FILL WILL BE USED AS APPROVED BY THE VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY AND WILL SATISFY THE REQUIREMENTS OF 9VAC 20-80-760. BIOSPECIAL 5.8-USE SOIL FROM ELSEWHERE ON THE SITE WILL BE PRIORITIZED FOR ALL LOCATIONS REQUIRING FILL.

(5) SEE (4) ABOVE

(6) THE ELEVATION OF THE NEAREST 100-YEAR FLOODPLAIN IS 308' AND IS 12.5 FEET FROM THE NEAREST STRUCTURE, WHICH IS AN ENCLOSED ELEVATOR SHAFT.

(7) THE SOUTH ENTRANCE PAVILION FOOTPRINT IS WITHIN THE EXISTING FLOODPLAIN, BUT THE PROPOSED FLOODPLAIN BOUNDARY WILL BECOME THE RETAINING WALL FACE IN THIS AREA. THE BUILDING FOUNDATION, ELEVATOR AND ESCALATOR PITS ARE ABOVE THE FLOODPLAIN ELEVATION.

PAR. 2B OF SECT. 2-904

(1) SCOTTS RUN ORIGINATES IN THE INTENSELY DEVELOPED TYSON'S CORNER AREA. THE MAIN STEM OF SCOTTS RUN AND ITS HEADWATER TRIBUTARIES DRAIN MAJOR CENTERS WITH VERY HIGH LEVELS OF IMPERVIOUS COVER. PORTIONS OF SCOTTS RUN HAVE BEEN DIVERTED THROUGH A SERIES OF ROAD CULVERTS THAT HAVE ALTERED THE STREAM IN THE WATERSHED. OVER-WIDENING AND CHANNELIZATION OF THE STREAM NEAR THESE CULVERTS HAVE CAUSED EROSION DOWNSTREAM. HOWEVER, THE SEGMENT OF SCOTTS RUN SOUTH OF THE DEVELOPMENT ALONG ROUTE 123 FLOWS THROUGH A FORESTED STREAM VALLEY THAT HAS REDUCED THE RATE OF BANK AND CHANNEL EROSION. TO ABATE FLOODING OR EROSION IMPACT, EVERGREEN SHRUBS FROM THE VIRGINIA DEPARTMENT OF CONSERVATION AND RECREATION LISTING OF NATIVE AND RIPARIAN PLANT SPECIES WILL BE PLANTED IN THE AREA DISTURBED BY THE RETAINING WALL PROPOSED TO BE CONSTRUCTED AT THE KISS AND RIDE LOT.

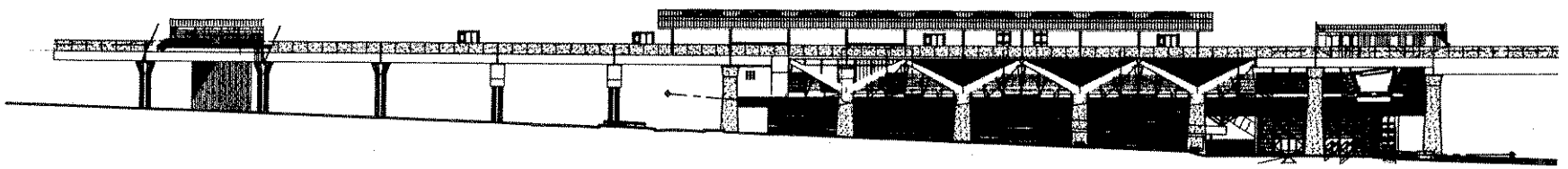
(2) NO ADDITIONAL FEDERAL OR STATE PERMITS ARE REQUIRED.

PAR. 2C OF SECT. 2-904

(1) THE RETAINING WALL STRUCTURE PROPOSED TO BE CONSTRUCTED WITHIN THE FLOODPLAIN IS USED TO SUPPORT THE WEST SIDE OF THE KISS AND RIDE SURFACE LOT.

(2) THE RETAINING WALL WILL BE DESIGNED TO WITHSTAND LOADS AND FORCES OF FLOODWATERS. FLOOD PROOFING CERTIFICATION TO BE PROVIDED UNDER SEPARATE COVER.

(3) NOT APPLICABLE



STATION ELEVATION - SOUTH

2232-P08-10

Dewb

Dewberry & Davis LL

DULLE PARTN

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT

SEAL

KEY PLAN

SCALE

No.	DATE	BY	Desc
3	10.01.08	JMC	
2	06.04.08	JMC	
1	12.19.07	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE AUGUST 28,

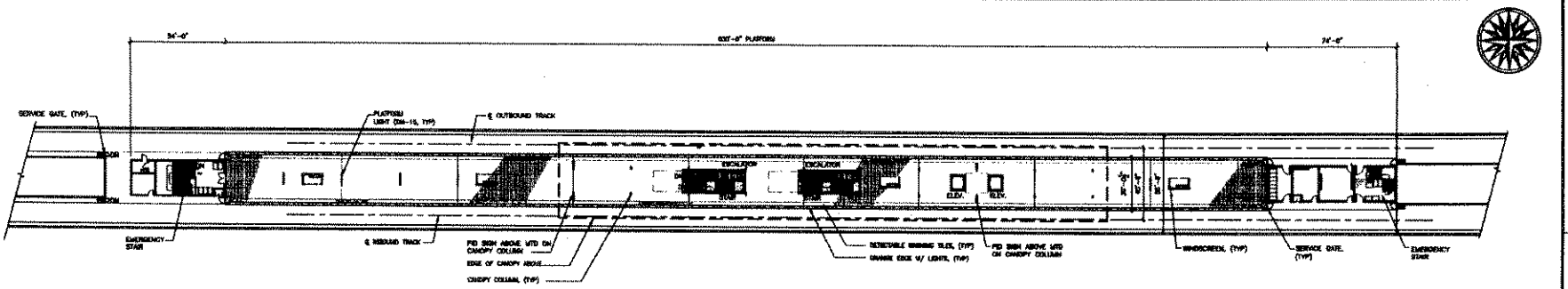
TITLE
Tysons East S
Dulles Corridor Metro
Station Perspective,
Notes, & Tabul

PROJECT NO. M-10

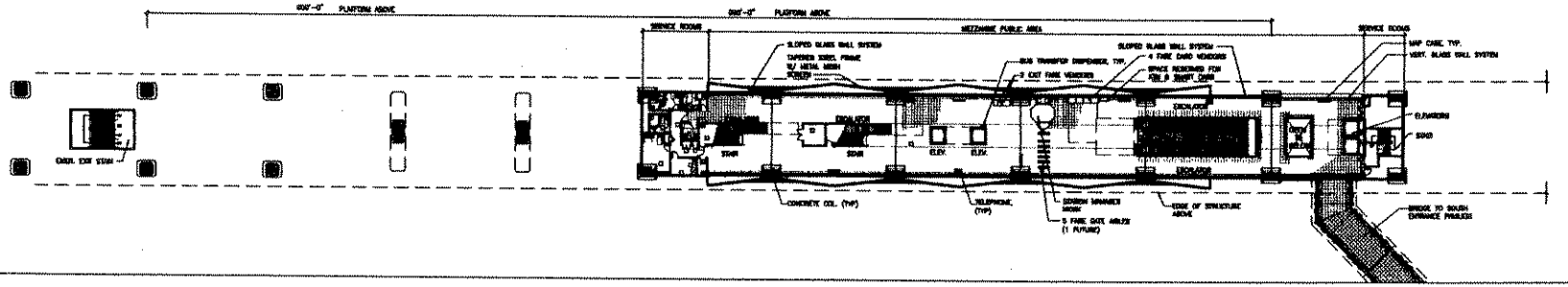
4

SHEET NO.

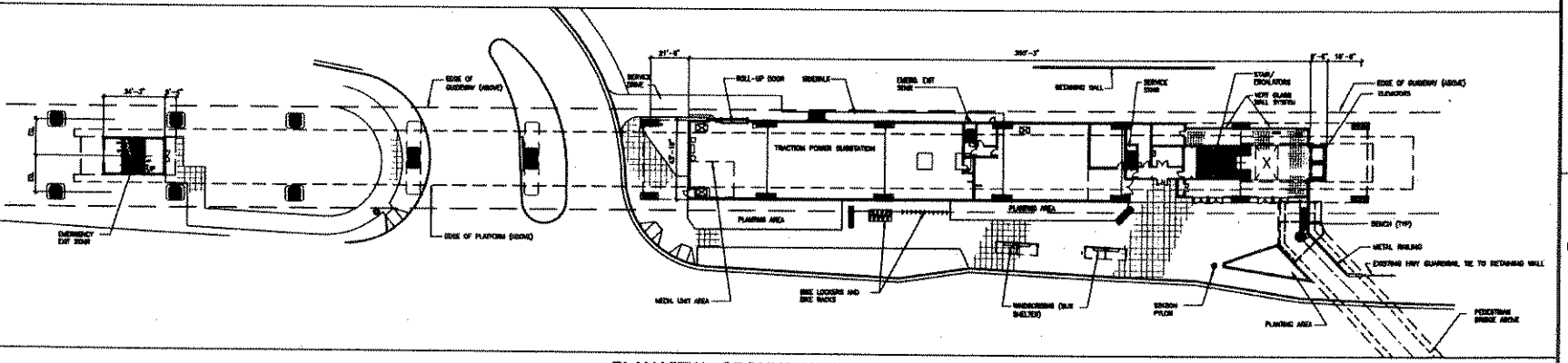
M-10647



PLAN VIEW - PLATFORM LEVEL



PLAN VIEW - MEZZANINE LEVEL



PLAN VIEW - GROUND LEVEL

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Dewberry & Davis LLC

DULLES TRANS PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

No.	DATE	BY	Description
3	10.01.08	JMC	
2	08.04.08	JMC	
1	12.19.07	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE AUGUST 29, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proje

Station Plan View Details

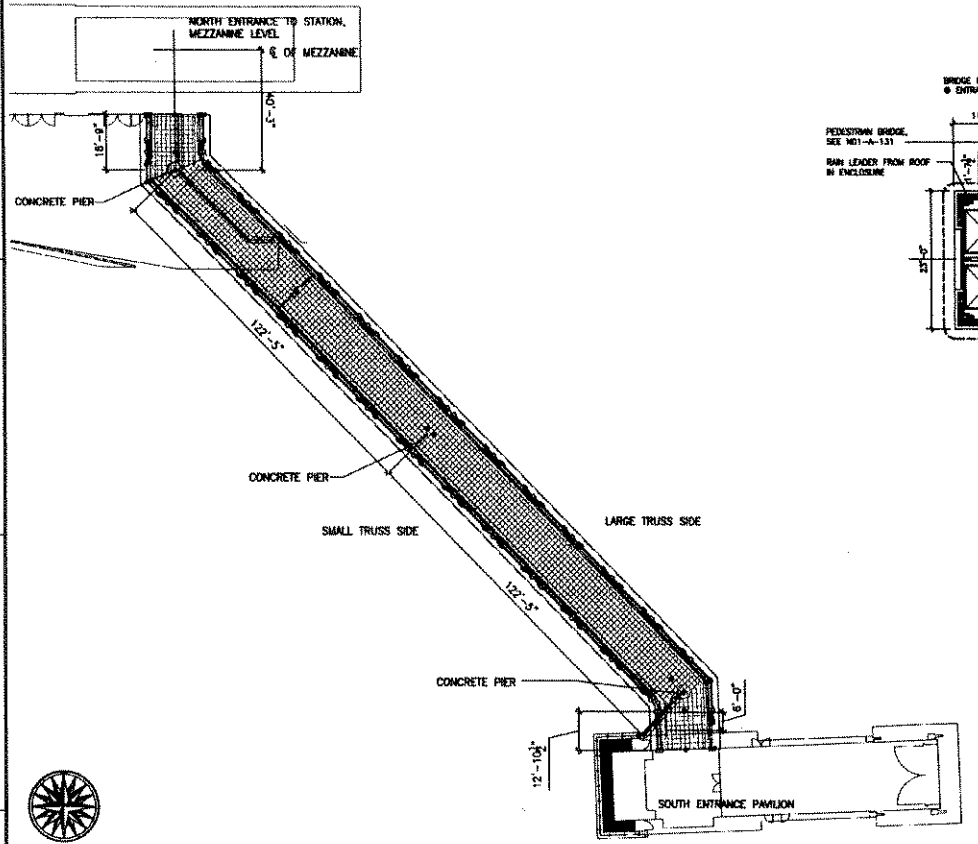
PROJECT NO. M-10847

5

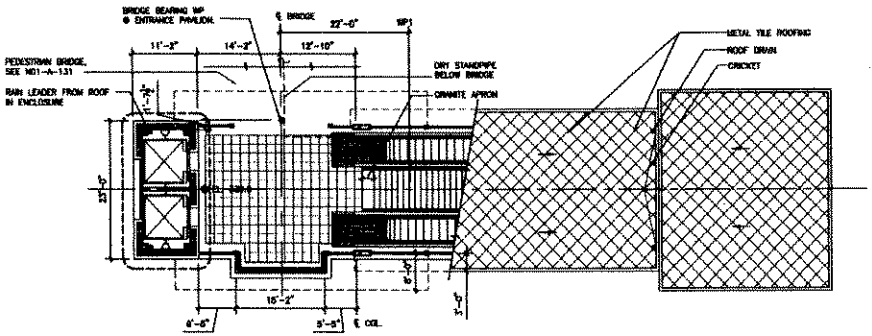
SHEET NO. 5 OF 8

M-10847

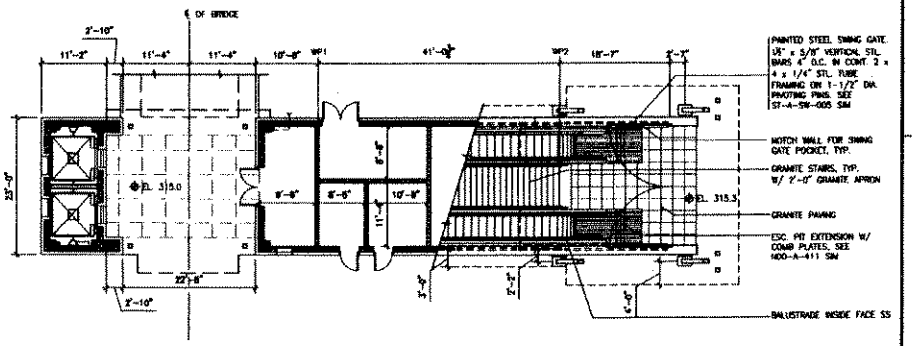
2232-POB-10



BRIDGE LEVEL FLOOR PLAN



SOUTH ENTRANCE PAVILION - BRIDGE LEVEL



SOUTH ENTRANCE PAVILION - GROUND LEVEL

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

SURVEY PLAN

SCALE
0' 40' 80'

No.	DATE	BY	Description
3	10.01.08	JMC	
2	08.04.08	JMC	
1	12.18.07	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE AUGUST 28, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proje
Entrance Pavilion and Ped Bridge Details

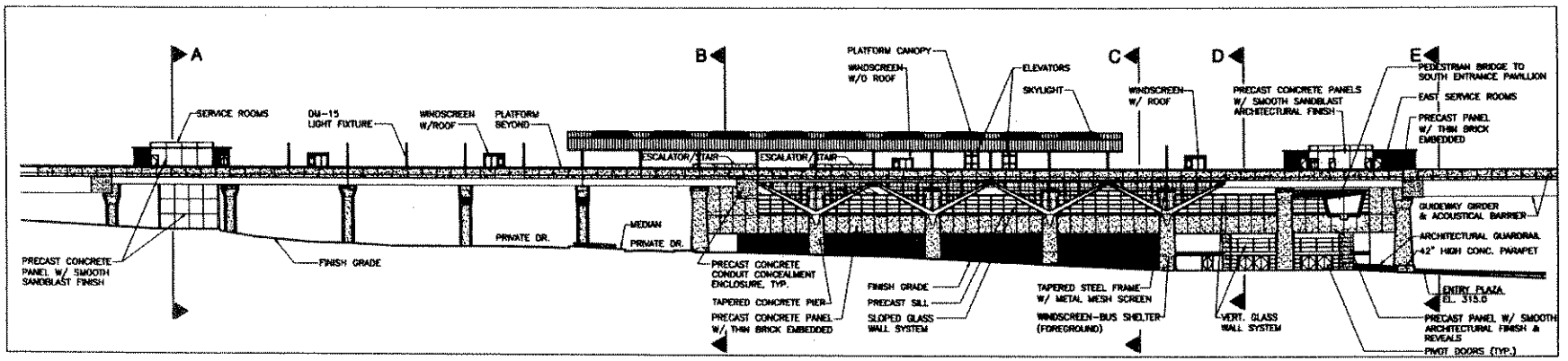
PROJECT NO. M-10647

6

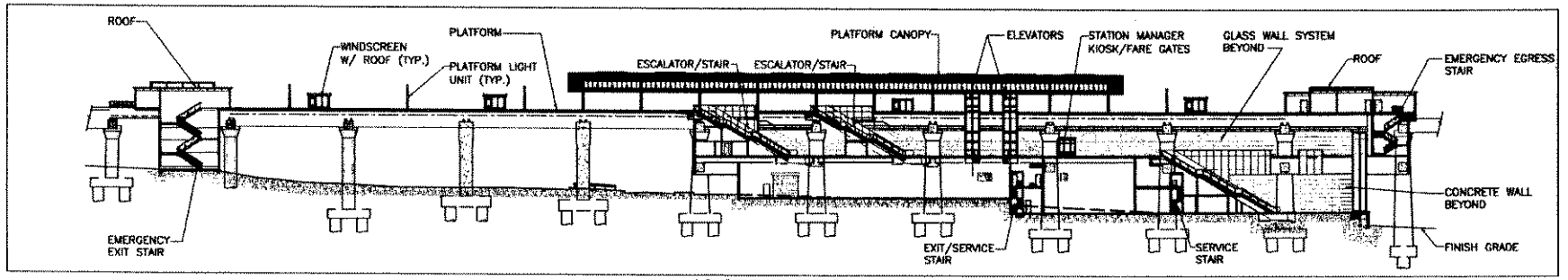
SHEET NO. 8 OF 8

M-10847

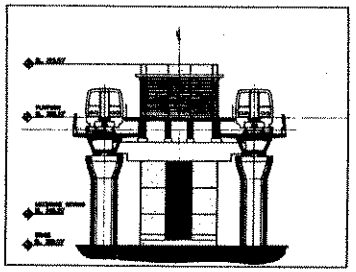
2232-P08-10



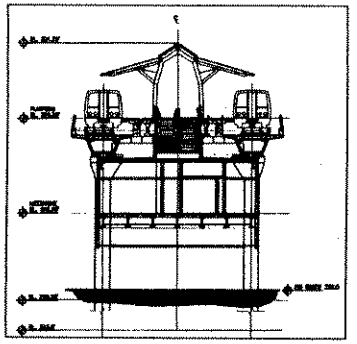
STATION ELEVATION - SOUTH



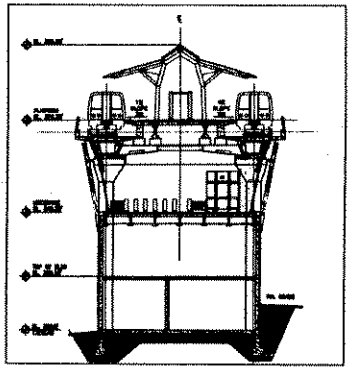
LONGITUDINAL SECTION



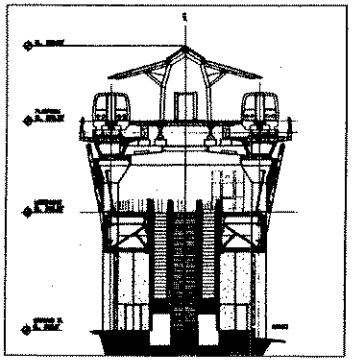
SECTION A
BETWEEN COLUMNS 01 & 02



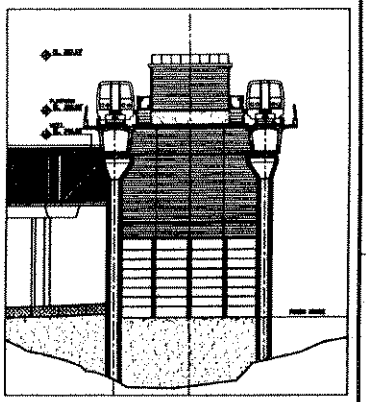
SECTION B
BETWEEN COLUMNS 09 & 10



SECTION C
BETWEEN COLUMNS 16 & 17



SECTION D
BETWEEN COLUMNS 18 & 19



ELEVATION - E
STATION ELEVATION - EAST

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 30' 60'

No.	DATE	BY	Description
3	10.01.08	JMC	
2	08.04.08	JMC	
1	12.19.07	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE AUGUST 28, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proj

Elevations and Sections

PROJECT NO. M-10647

7

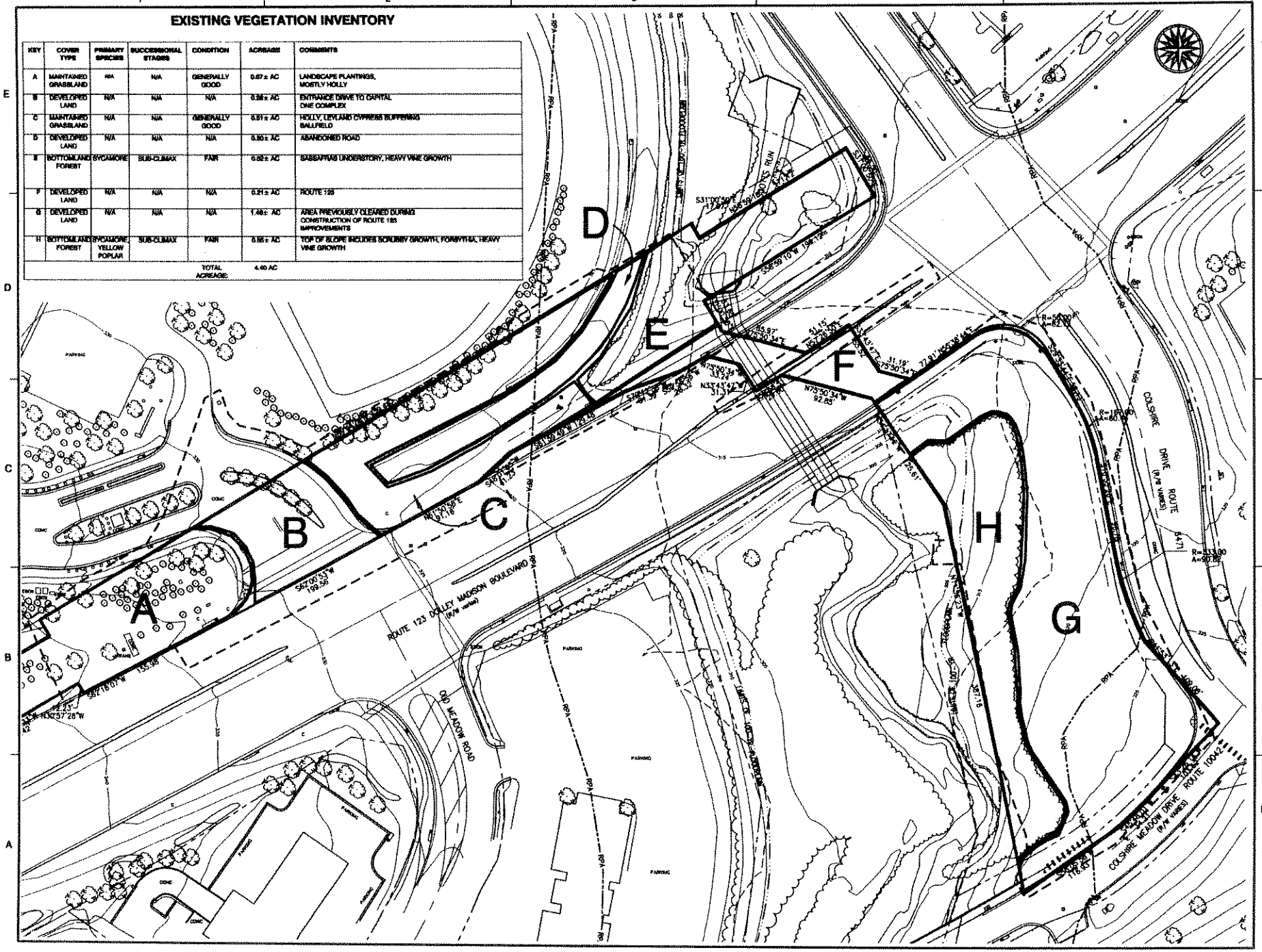
SHEET NO. 7 OF 8

M-10647

2232-P08-10

EXISTING VEGETATION INVENTORY

KEY	COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGES	CONDITION	ACREAGE	COMMENTS
A	MAINTAINED GRASSLAND	N/A	N/A	GENERALLY GOOD	0.67± AC	LANDSCAPE PLANTINGS, MOSTLY HOLLY
B	DEVELOPED LAND	N/A	N/A	N/A	0.38± AC	ENTRANCE DRIVE TO CAPITAL ONE COMPLEX
C	MAINTAINED GRASSLAND	N/A	N/A	GENERALLY GOOD	0.81± AC	HOLLY, LEYLAND CYPRESS BUFFERING BALLFIELD
D	DEVELOPED LAND	N/A	N/A	N/A	0.80± AC	ABANDONED ROAD
E	BOTTOMLAND FOREST	SYCAMORE	SUB-CLIMAX	FAIR	0.82± AC	SASSAFRAS UNDERSTORY, HEAVY VINE GROWTH
F	DEVELOPED LAND	N/A	N/A	N/A	0.31± AC	ROUTE 123
G	DEVELOPED LAND	N/A	N/A	N/A	1.48± AC	AREA PREVIOUSLY CLEARED DURING CONSTRUCTION OF ROUTE 123 IMPROVEMENTS
H	BOTTOMLAND FOREST	SYCAMORE, YELLOW POPLAR	SUB-CLIMAX	FAIR	0.55± AC	TOP OF SLOPE INCLUDES SCRUBBY GROWTH, FORSYTHIA, HEAVY VINE GROWTH
				TOTAL ACREAGE:	4.40 AC	



Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
EXISTING VEGETATION MAP
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 40' 80'

No.	DATE	BY	Description
3	10.01.08	JMC	
2	06.04.08	JMC	
1	12.19.07	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE AUGUST 28, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proje
Existing Vegetation Map

PROJECT NO. M-10647

8

SHEET NO. 8 OF 8

M-10647

2232-P08-10

2232-PO8-10

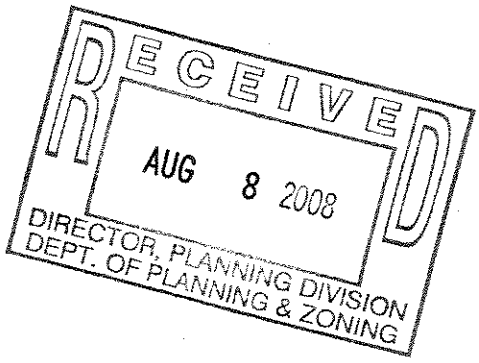
McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008



HAND DELIVERED

David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Additional submissions for Tysons East 2232 application

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Tysons East 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

30-3((28))B3, part	Copy of BOS Motion consenting to application
29-4((5))A1, B1 part, C1 part, D, E	Copy of BOS Motion consenting to application
30-3((28))C1 part	Letter from Michael Harris, DRPT
Portions of Rt. 123 and Colshire Dr. ROW	Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant. If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

solutions to local challenges. The Thomas H. Muehlenbeck Award recognizes only one local government in the United States for a program that demonstrates outstanding achievements.

Supervisor Hudgins announced that on June 5, the Fairfax County Magnet Housing program was selected from among 82 nationwide entries to receive the prestigious 2008 Thomas H. Muehlenbeck Award from the Alliance for Innovation for Excellence in Local Government. This award not only recognizes the good work and innovation of the Department of Housing and Community Development but the partners in this effort as well. Champion Awards were given to the Board and other County organizations, including the Redevelopment and Housing Authority, Police Department, Fire and Rescue Department, Sheriff's Office, and Fairfax County Public Schools. Inova Health System and key agency staff were recognized.

Accordingly, Supervisor Hudgins moved that the Board direct staff to invite the Department of Housing and Community Development and Magnet Housing program representatives to appear before the Board to be recognized for this significant accomplishment. Without objection, it was so ordered.

Chairman Connolly noted for the record that the award was for a workforce housing initiative.

9a. **FILING OF SPECIAL EXCEPTION AND 2232 APPLICATIONS ON BEHALF OF WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) (HUNTER MILL AND PROVIDENCE DISTRICTS)** (3:33 p.m.)

STALZER

Supervisor Hudgins said that utility work and other preparation continues for the Metrorail extension through Tysons Corner to Wiehle Ave in Reston. To further this process, the Board needs to authorize the filing of special exception and 2232 public facility applications on property owned by the Board, specifically, land proposed for the Tysons East and the Wiehle Metro Rail Stations. The special exception applications will be Category 6 Special Exception requests for electrically-powered regional rail transit facilities.

Supervisor Hudgins noted that the proposed Tysons East station is in the Providence District and the specific properties are as follows: Tax Map Numbers 30-3((28))B3 and C1, part and 30-3((5))A1, B1, C1, D, E, and portions of Old Springhouse Road. Specifically, the Metro station itself, as well as the associated north and south pedestrian entrance pavilions and the kiss and ride lot are to be located on Board property associated with the Tysons East station.

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The proposed Wiehle Station is in the Hunter Mill District and the specific property is Tax Map 17-4((1))17A. The northern pedestrian entrance pavilion and the structured and open air parking are located on Board property associated with the Wiehle Station.

Therefore, jointly with Chairman Connolly, Supervisor Hudgins moved that the Board, as owner of the property, authorize the filing of special exception and 2232 public facility applications on behalf of WMATAon the properties identified by the Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation. These properties are specifically identified as follows: Tax Map 17-4((1))17A, Tax Map Numbers 30-3((28))B3 and C1, part and 30-3((5))A1, B1, C1, D, E, and portions of Old Springhouse Road.

Supervisor Hudgins noted that approval of this motion should not be construed as a favorable recommendation of this application by the Board and does not relieve the applicant of compliance with the provision of any applicable ordinances, regulations or adopted. Supervisor Hyland seconded the motion, which carried by unanimous vote.

10a. **HUNTER MILL DISTRICT APPOINTMENTS** (3:35 p.m.)

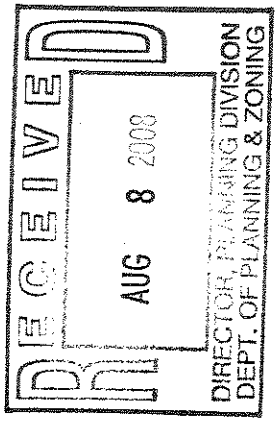
VEHRS

(APPTS) Supervisor Hudgins moved the reappointment of Mr. Robert Dim as the Fairfax Representative #5 to the Southgate Community Center Advisory Board. Supervisor Bulova seconded the motion, which carried by unanimous vote.

Supervisor Hudgins moved the appointment of Ms. Lin Wagener as the Hunter Mill District representative to the Commission on Aging. Supervisor Hyland seconded the motion, which carried by unanimous vote.

11a. **EVERGREEN LANE (MASON DISTRICT)** (3:36 p.m.)

STALZER



Supervisor Gross said that Evergreen Lane is a street which forms the eastern boundary of a portion of the Annandale Commercial Revitalization District in the Mason District. It has long been regarded by citizens of the Annandale community as the "line of demarcation" between the stable residential neighborhoods located on the east side of Evergreen Lane and the commercial uses located on the west side. However, over the years there has been increasing pressure for the adaptive reuse and replacement of the existing older homes on the east side of Evergreen Lane with more commercial uses, and there have been a number of applications for special exceptions, as well as a long series of zoning violations on these properties, which has been a constant concern of the community.

PAGE 3/3 * RCVD AT 8/6/2008 9:37:52 AM [Eastern Daylight Time] * SVR:RIGHTFAX/2 * DNIS:2303 * CSID:703 968 8984 * DURATION (mm-ss):01-10

2232-P08-10

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons East Station
Property Status and Consent
Tax Map 29-4((28))C1 part
West Group Properties, LLC

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

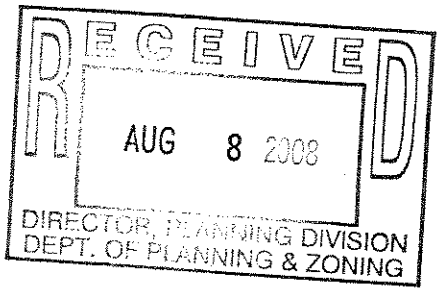
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-P08-10

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

2232-P08-10

COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

June 14, 2007

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AUG 8 2007
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Mr. Anthony H. Griffin
County Executive, Fairfax County
12000 Government Center Parkway, Suite 552
Fairfax, Virginia 22035

Dear Mr. Griffin:

The purpose of this letter is to state the Commonwealth's agreement, through a number of its agencies, to have a continuing role in the Dulles Corridor Metrorail Project (Project) following the anticipated transfer of the Project sponsor role from the Department of Rail and Public Transportation (DRPT) to the Metropolitan Washington Airports Authority (MWAA).

As the Project sponsor, MWAA will be the entity that is responsible for the implementation of the Dulles Corridor Metrorail Project. It shall be assisted with those responsibilities by DRPT, the Department of General Services (DGS), the Department of Conservation and Recreation (DCR), and the Virginia Department of Transportation (VDOT). MWAA will serve as the federal grant recipient and will be responsible for the completion of the financing, preliminary engineering, design-build activities, and associated project development activities including but not limited to: financial planning, right-of-way acquisition, environmental mitigation, utility coordination and relocation, permitting, intergovernmental agreements, and public involvement.

DRPT, which was responsible for overseeing the preparation of the majority of the preliminary engineering plans associated with this Project in accordance with all applicable state and federal standards, will continue to serve in a project coordination role for the Commonwealth. As part of this role, DRPT shall serve as a co-applicant on all special exception applications that are filed for the Project in accordance with Article 9 of the Zoning Ordinance for Fairfax County, Virginia (Fairfax County Zoning Ordinance). DGS shall conduct all required site plan reviews and inspections and shall be responsible for issuing all building permits that may be required for those portions of the Project that are located on land within Fairfax County, Virginia (Fairfax County), that is not owned by the federal government and/or MWAA. DCR shall be responsible for reviewing and

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approving all stormwater management and erosion and sediment control plans for those portions of the Project that are located within Fairfax County that is not owned by the federal government and/or MWAA. Regardless of the ownership of land, the project must be registered under the General Permit for Stormwater Discharge from Construction Activity with DCR. In addition, DCR shall be the regulatory authority for all land-disturbing and construction activity in Chesapeake Bay Preservation areas under the provisions of the Chesapeake Bay Preservation Act. Both DGS and DCR shall apply the stricter of the state or Fairfax County standards, where applicable, in reviewing plans and issuing permits.

Fairfax County shall inform DGS of any special exception development conditions imposed by the Fairfax County Board of Supervisors so that they be made a part of the approved site plans, as appropriate. DGS shall notify Fairfax County, on or before the time that MWAA applies for Non-Residential Use Permits on behalf of WMATA, of the extent to which such special exception development conditions were implemented as part of the final site plans for the Project. To the extent that any or all of the special exception development conditions were not addressed by DGS during the process of carrying out its regulatory role for the Project, Fairfax County will be permitted access to all approved plans and shall be permitted to inspect the Project facilities to verify that all special exception conditions were satisfactorily implemented by the Project.

Additionally, DGS, as appropriate, shall verify the Project's compliance with all applicable requirements for issuance of a Non-Residential Use Permit, as set forth in Fairfax County Zoning Ordinance § 18-704. To the extent that DGS is unable to verify the Project's compliance with all of the applicable requirements for issuance of Non-Residential Use Permit(s), Fairfax County shall be permitted access to all approved plans and shall be permitted to inspect the Project facilities to verify that all applicable requirements for issuance of Non-Residential Use Permits for the Project facilities have been satisfied.

Ongoing stormwater pond maintenance shall be performed based on the ownership of the ponds. Fairfax County will retain responsibility for ponds it currently maintains, WMATA will maintain all ponds located on property it currently owns or will own as a result of this Project, and all other ponds created for the project will be maintained by MWAA.

VDOT will assist MWAA with design reviews, use of VDOT right-of-way, property acquisition, utility relocation, construction permitting, construction and final acceptance, traffic maintenance, and project-related roadway improvements, as will be specifically set out in the MWAA-VDOT Cooperative Agreement. More specific information on the roles and responsibilities of each agency will be available in the Project's "Project Management Plan" and in the Cooperative Agreement entered into between Fairfax County and MWAA.

2232-P08-10

After all construction and start-up related contracts have been performed, MWAA intends to transfer the Project's transit line, facilities, and systems to WMATA for operation and maintenance and for incorporation into the Adopted Regional System MWAA anticipates having no permanent property interests other than the property interests that MWAA possessed prior to the Project, as permanent property interests in the Project will be held by either WMATA or VDOT, as applicable, in the name of the Commonwealth.

I hope this letter clarifies the anticipated continuing role of the Commonwealth. If you require any further information, please contact DRPT's Director, Matthew Tucker, at (804) 786-1051.

Sincerely,

Pierce R. Homer

Pierce R. Homer

Copy: The Honorable Viola Baskerville, Secretary of Administration
The Honorable Preston Bryant, Secretary of Natural Resources

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McGuireWoods LLP
1750 Tysons Boulevard
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Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

October 10, 2008

BY COURIER

David Jillson
Planning Division
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Consent Letter for Tysons East 2232 application, 2232-P08-10

Dear Mr. Jillson:

Enclosed please find a letter of consent from West*Group Properties LLC. The original was filed with Virginia Ruffner for the SE application. The BOS motion indicating consent to filing on Board land and a letter from Pierce Homer indicating the State properties can be used for the purposes stated in the Project were already submitted on August 7, 2008.

If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,
Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

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DEPT. OF PLANNING & ZONING

2232-P08-10

WEST GROUP

October 1, 2008

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OCT 01 2008
MWAA / PMSS
DOCUMENT CONTROL

Ms. Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway
Suite 801
Fairfax, VA 22035

RE: Consent for the filing of a Special Exception and a 2232 Application for a portion of the property known as Tax Map 030-3-28-C1
(West Group Properties, LLC, future Kiss and Ride Lot)

Dear Ms. Coyle:

The undersigned, as title owner of the above-referenced property, hereby consents to the Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation on behalf of the Washington Metropolitan Area Transit Authority filing and processing of a special exception application and a 2232 application for the above referenced property substantially as provided in the Tysons East Station Combined Special Exception and 2232 Application as revised June 13, 2008. The special exception request is to allow an electrically-powered regional rail transit facility with associated structures as shown on the special exception plat to be constructed on the property. The 2232 application is a request to review that the location, character and extent of the proposed use is substantially in accord with the Comprehensive Plan.

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Very truly yours,

Property Owner of Tax Map No. 030-3-28-C1
West Group Properties, LLC

G.T. Halpin

NAME: G. T. Halpin
TITLE: President

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before me this 1st day of October, 2008, by G.T. Halpin.

DONNA L. YOUNG
Notary Public
Commonwealth of Virginia
127640
My Commission Expires May 31, 2009

Donna L. Young
Notary Public

My Commission expires:

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

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2232-P08-10

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DIRECTOR, PLANNING DIVISION
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November 6, 2008

BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-P08-10), Tysons East

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 and the SE applications (administrative edits). I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for Tysons Corner Urban Center.

Response: The Principles of Good Design and Transit Oriented Design contained on pages 36-37 and 41-42 of the Comprehensive Plan underscore the need for function, order, identity and appeal in the design of buildings, open spaces, roadways, pedestrian paths and signage. The Metro stations (all 4 in Tysons Corner) will be key components of the transformed Tysons landscape. As stated in the Plan, one of the key objectives of the Tysons Corner Plan is to encourage alternative modes of transportation. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Tysons East station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Ample access points are provided to the Tysons East station including safe passage over Route 123. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations. The program will be

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applied to the 5 new stations in Phase 1. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. Art displayed in the stations will be visible from the public areas of the station. Ultimately, artists for each station will be chosen by a panel of representatives, including persons recommended by County Supervisors.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed. The Project is required per the MOA to maintain ongoing contact with the Virginia Department of Historic Resources who has jurisdiction over archaeological and historic resources.

Comment: Provide a summary detailing how noise will be mitigated.

Response: Noise impact studies were performed as part of the FEIS which considered ambient conditions and future operations of the station and the Kiss & Ride lot. No impacts were identified requiring mitigation. The noise analysis in the FEIS is lengthy and contains FTA, WMATA and County criteria. A summary, "C. Project Facilities" on page 4-102 of FEIS is attached. Note that the tracks have parapet walls on either side to reduce wheel noise. During construction, the project is subject to the requirements of the Fairfax County Noise Ordinance

Comment: Discuss any "green" technology used?

Response: The Dulles Corridor has been called the "the economic engine" of Fairfax County and Northern Virginia. The provision of Metrorail to Dulles is a critical step for providing multi-modal and comprehensive transit options, facilitating the movement of residents, customers and employees throughout that area. The Fairfax County Policy Plan encourages the implementation of transportation strategies that reduce auto travel, minimize dependence on single-occupant automobiles and improve traffic flow, thereby reducing auto emissions.

Public transit is crucial if we as a society are going to improve air quality and reduce green house gases released into the environment. The American Public Transportation Association (APTA) states that "an individual switching to public transit can reduce his or her daily carbon emissions by 20 pounds; that's more than 4,800 pounds in a year, a figure that is more than the combined carbon emissions reduction that comes from weathering your home and using energy efficient appliances and environmentally-friendly light bulbs." APTA goes on to state that "if just one commuter of a household switches from driving to using public transportation, the household's carbon footprint will

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be reduced by 10 percent. If a household gives up its second car altogether, a household can reduce carbon emissions by 30 percent."

Other than the obvious provision of alternative mode of transportation in the Dulles Corridor, below are some of the energy conserving aspects of the rail development:

- All steel has a 25 - 35% recycled content today.
- We are using fluorescent bulbs in many fixtures - tunnel areas, service rooms, pedestrian bridges, mezzanine and platform ceilings
- Use of LED lighting in handrails, and fixtures at platform capable of using LED in the future
- The system employs an Advanced Energy Management System (AEMS) that monitors energy consumption and provides for control and limits availability of electrical features unless needed
- Site lighting is actuated by photo sensors
- Site lighting uses cutoffs to reduce fugitive light, minimizing light pollution
- Rain gardens and redirected runoff are a featured concept in landscaping - providing increased ground water recharge and irrigation
- Increased use of free-ventilating spaces where possible to minimize energy intensive environmental controls
- Increased use of skylights and glazed storefront windows to increase contribution of natural lighting
- Increased attention to jobsite management of waste materials - increased recycling content and reduction of materials sent to landfills

Comment: What are the number of lanes provided for Rt. 123 and Rt. 7?

Response: Route 123 is planned for 3 through lanes in each direction with left and right turn lanes. Rt. 7 is planned for 3 through lanes in each direction plus a fourth lane in each direction for right turn movements and with left, additional right and auxiliary lanes.

Comment: How is stormwater management addressed?

Response: Stormwater management (quantity and quality) are managed through a combination of measures introduced on site and at the construction staging area. At the Kiss & Ride lot, water quality inlets (Filterra) are being used which exceed best management practice requirements for water treatment for the station and parking areas. An extended detention pond has been introduced at the construction staging area that provides quantity and additional quality controls with the Scotts Run watershed. This design is currently under review by DCR.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

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Response: Plantings at this station will reflect the use of native riparian species in disturbed areas of the RPA. Drought and disease resistant species of trees will be used in the Kiss & Ride open areas. Tree calipers will be two inches in diameter.

Comment: Discuss impact of Kiss & Ride lot on floodplain? Supply approvals from DCR. Was a floodplain study completed? Submit a copy. Did DCR ever determine that the Kiss & Ride was an integral part of the station? That is the only way it can be exempt from Ches. Bay Ordinance.

Response: DCR advised the Project in July 2002 that parking lots and stations were not exempt from the Chesapeake Bay Preservation Act. DCR provided comments in June 2005 specifically addressing the Tysons East Station and the Kiss & Ride lot, suggesting alternative locations, and if not feasible to relocate, requiring that the design be modified to the extent practical to minimize impervious surface and land disturbance. Design modifications were made during preliminary engineering and were included in the Environmental Assessment prepared by the project that resulted in an amended Record of Decision being issued by the FTA in November 2006. DCR has informally reviewed the modifications to the Tysons East Station and the Kiss & Ride lot, and they have provided favorable feedback. The formal submittal to DCR for compliance with the Chesapeake Bay Preservation Act has been made and approval is anticipated in December 2008. The Kiss & Ride lot modifies the currently delineated floodplain and re-establishes its boundary at the Kiss & Ride lot retaining wall. A copy of the floodplain study is attached. It indicates there was no impact to the floodplain elevation.

Comment: Coordination the location of bike lockers with Charlie Strunk.

Response: The bike locker location has been coordinated with Charlie Strunk and such is reflected on the plat.

Comment: Provide sidewalk on the west side of the Kiss & Ride lot.

Response: A paved area is provided on the west side of the Kiss & Ride lot.

Comment: Add landscaping in the northeast corner of where the pedestrian bridge connects to the station.

Response: We have no objection to a condition which requires the addition of plantings in that area. But note that this area is within the delineated RPA and such area will be replanted using native riparian species from the DCR list of approved plantings.

Comment: Confirm access at entrance to Kiss & Ride.

Response: The access point to the Kiss & Ride will be left and right in and right out only.

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

2232-P08-10 ATTACHMENT 1a

3.4.5 MITIGATION

To mitigate any visual effects of the project, DRPT and WMATA would consider designs for Metrorail stations, aerial structures, and portals that are compatible with the surrounding environment. In addition, landscaping would be provided at stations. Using established WMATA designs, traction power substations and tie-breaker stations would be designed to be compatible with the surrounding environment. At Dulles Airport, the design of the two tunnel portals would consider the historic terminal and other contributing elements to the historic district. DRPT and WMATA would coordinate with the Metropolitan Washington Airports Authority and the Virginia Department of Historic Resources in the design of these facilities.

3.5 CULTURAL RESOURCES

This section presents information regarding the impacts to archaeological and historic architectural resources that would occur due to the Wiehle Avenue Extension and the full LPA. The discussion includes a description of regulatory requirements, methods of identifying existing historic properties, the archaeological and architectural resources identified, discussions of impacts, and potential mitigation measures.

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3.5.1 LEGAL AND REGULATORY CONTEXT

Section 106 of the National Historic Preservation Act, 16 U.S.C. 470(f), as amended (Section 106), governs federal actions that could affect historic properties. Section 106 requires federal agencies to take into account the effects of their undertakings, including licensing and approvals on historic properties, and to afford the Advisory Council on Historic Preservation (ACHP) and other interested parties a reasonable opportunity to comment on such undertakings. As defined broadly by 36 CFR 800.16, a "historic property" means "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior." This term includes archaeological sites and properties of traditional religious and cultural importance to Native American tribes or Native Hawaiian organizations that meet the NRHP criteria. Section 101(b)(4) of NEPA requires federal agencies to coordinate and plan their actions so as to preserve important historic, cultural, and natural aspects of the country's national heritage.

Properties that qualify for inclusion in the NRHP must meet at least one of the following four criteria:

- Criterion A: Association with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Association with the lives of persons of significance in our past;
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction, or the work of a master, or high artistic values, or a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: Have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

Properties that qualify for the NRHP also must possess integrity, defined by the following seven aspects: location, design, setting, materials, workmanship, feeling, and association. The term "eligible for inclusion in the NRHP" includes both properties formally designated as eligible and all other properties determined to meet NRHP criteria. Normally, NRHP eligibility requires a property to be at least 50 years of age. In

order for buildings and structures less than 50 years of age to be eligible for the NRHP, these resources must be highly significant and meet the "special criteria considerations" as outlined in 36 CFR 60.4.

National Historic Landmarks are defined as historic properties of outstanding national significance that have been specially designated by the Secretary of the Interior, in accordance with 36 CFR 65.

Section 4(f) of U.S. Department of Transportation Act, as amended (49 USC 303 (c)) states that U.S. DOT may not approve the use of land from a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site of national, state, or local significance, unless a determination is made that there is no feasible and prudent alternative to the use of that land and the action includes all possible planning to minimize harm to the property resulting from such use. Chapter 7 of this Final EIS contains a complete discussion of sites and issues covered by this statute and its regulations.

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3.5.2 METHODOLOGY

An integral part of the Section 106 process is to determine the area within which archaeological and historic architectural resources would be affected or are likely to be affected. As defined by 36 CFR 800.16 (d), the Area of Potential Effect (APE) represents the "geographic area or areas within which an undertaking could cause changes in the character or use of historic properties, if any such properties exist." In accordance with 36 CFR 800.4(a), DRPT and WMATA consulted the Virginia Department of Historic Resources (VDHR) in determining the boundaries of the APE.

The APE for archaeology was initially defined as 200 feet beyond the predicted limits of disturbance and 200 feet beyond station footprints to allow for possible variation during construction. In delineating the APE, major human-made and natural features were considered. Survey work determined that portions of the APE had been disturbed by development-related construction and did not require intensive-level survey, and several areas were removed as a result of the selection of the Metrorail Alternative (T6/Y15) as the LPA. The remaining areas, a total of 138.07 acres, constitute the revised APE for archaeology on which the field investigations described in the Project's April 2004 *Identification and Evaluation Report—Archaeology* are based. Figures 3.5-1a and 3.5-1b show the revised APE for archaeology.

During the development of the Draft EIS, the APE for architecture was established at 1,000 feet from the centerline to account for the uncertainty of the proposed design plans for the various alternatives under consideration. The potential for direct, indirect, audible, and/or visual impacts to historic resources was assessed for a wide area to ensure a comprehensive study of all NRHP-listed or -eligible resources that could be affected by the proposed undertaking. Following the selection of the Metrorail Alternative (T6/Y15) as the LPA and subsequent narrowing of the study area, VDHR, DRPT, and WMATA agreed that a 1,000-foot APE was no longer necessary or appropriate. Based on an analysis of the impacts associated with the Wiehle Avenue Extension and the full LPA, the APE for architecture was revised to 600 feet from the centerline. Figures 3.5-1a and 3.5-1b show the revised APE for architecture.

The *Cultural Resources Technical Report (Phase 1a)* was prepared in August 2003 to provide further documentation of the data upon which the Draft EIS cultural resources analysis and Section 4(f) evaluation was based. The information presented in that report partially fulfilled the requirements of Section 106, including documentation of known archaeological and architectural resources that might be affected by the proposed project and identification of areas that may contain archaeological and/or architectural resources.

In order to complete the requirements of identification and evaluation under Section 106, the *Identification and Evaluation Report—Archaeology* and the *Identification and Evaluation Report—Historic Architecture* were prepared in April 2004 to document archaeological and historic architectural resources within the APE that had not previously been recorded and evaluated for NRHP eligibility. A Phase 1b archaeological survey of selected portions of the corridor was undertaken to determine the presence or absence of prehistoric and historic archaeological resources that may be in the APE and to provide recommendations on further cultural resource investigations.

Based on the Phase 1a survey completed in August 2003, 49 areas within the APE were recommended for additional archaeological survey. The total surveyed area was 138.07 acres, and a total of 2,101 shovel tests were excavated. Nine isolated artifact locations were identified; however, no archaeological sites were identified, and no remains of previously identified archaeological sites were found within the APE. Because no historic properties were identified, no additional archaeological studies were recommended.

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Based on the August 2003 Phase 1a survey and in coordination with VDHR, DRPT and WMATA identified 83 historic architectural resources within the APE that required Phase 1b survey and documentation. These resources are located in the portion of the corridor between the West Falls Church Metrorail Station and Tysons Corner in Fairfax County. The scope of this phase of work involved the execution of a reconnaissance level survey of each resource in accordance with VDHR survey guidelines. A historic context on the rapid development of Fairfax County during the second and third quarters of the twentieth century was developed in order to evaluate these resources within a relevant context for eligibility of listing in the NRHP. No new potentially eligible resources were identified during this investigation, and no additional architectural studies were recommended.

Together, the August 2003 *Cultural Resources Technical Report (Phase 1a)* and the April 2004 *Identification and Evaluation Reports* for archaeology and historic architecture serve as a detailed record of the cultural resources data collection that was performed during the preliminary engineering and environmental review process, as well as fulfilling the requirements of identification and evaluation under Section 106.

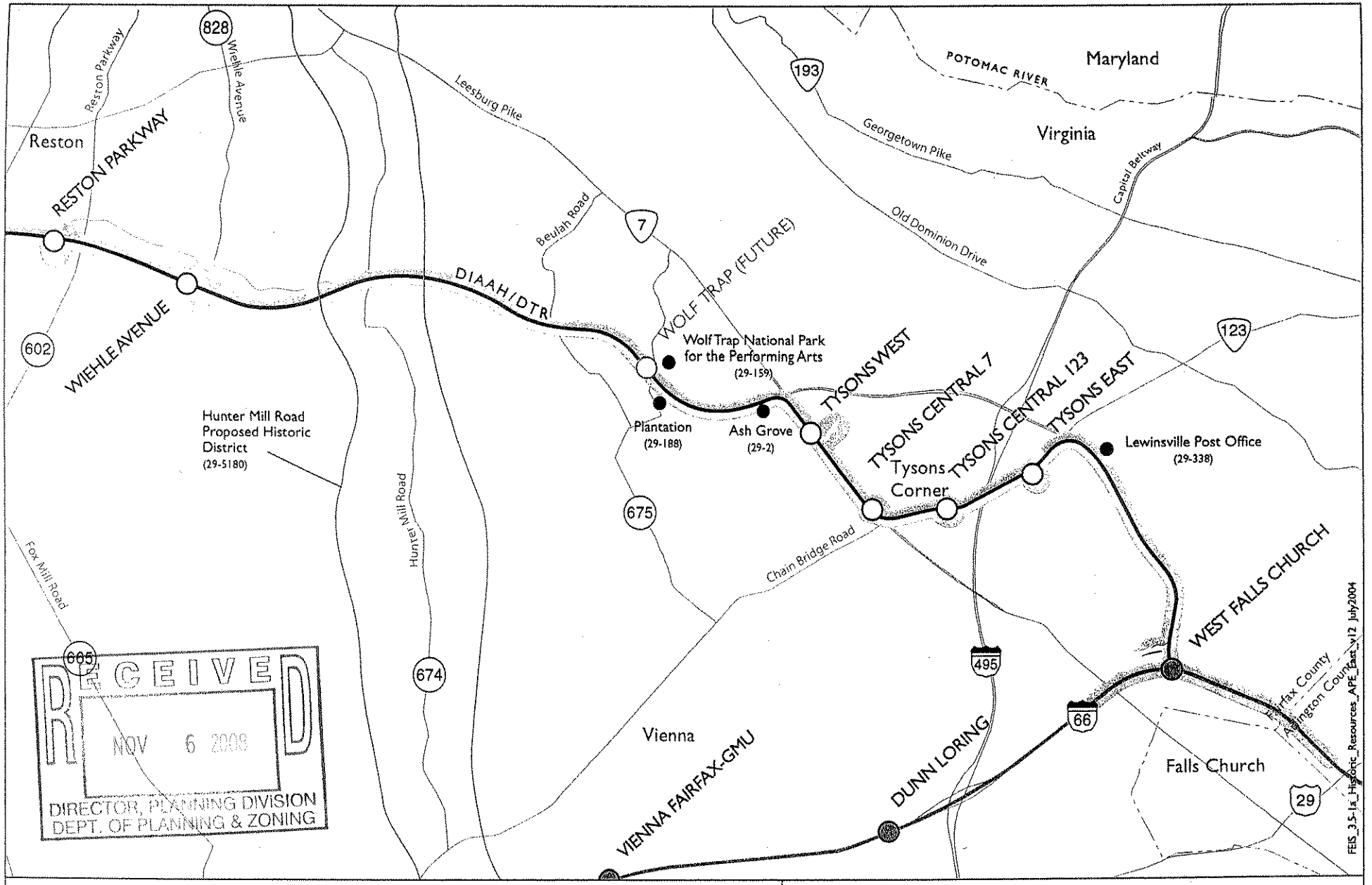
3.5.3 EXISTING CONDITIONS

The following sections describe the process used to identify historic properties, their historic context, and the archaeological and historic architectural resources that were identified.

3.5.3.1 Efforts to Identify Historic Properties

The identification of potentially affected historic properties is a critical step for compliance with both Section 106 and NEPA. Identification was conducted in accordance with the regulations implementing Section 106 and the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-44742), as well as guidance issued by VDHR.

Efforts to identify historic properties included, but were not limited to, public input obtained from public scoping meetings and other public meetings conducted for NEPA and Section 106 compliance, meetings or contact with other interested parties and agencies, including DRPT, WMATA, MWAA, and VDHR, and contact with individuals knowledgeable about known or potentially historic properties. Historic literature and maps were researched, along with historic context information from state and local guidelines and secondary sources.



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- Area of Potential Effect, Archaeology
- Area of Potential Effect, Architecture

DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road

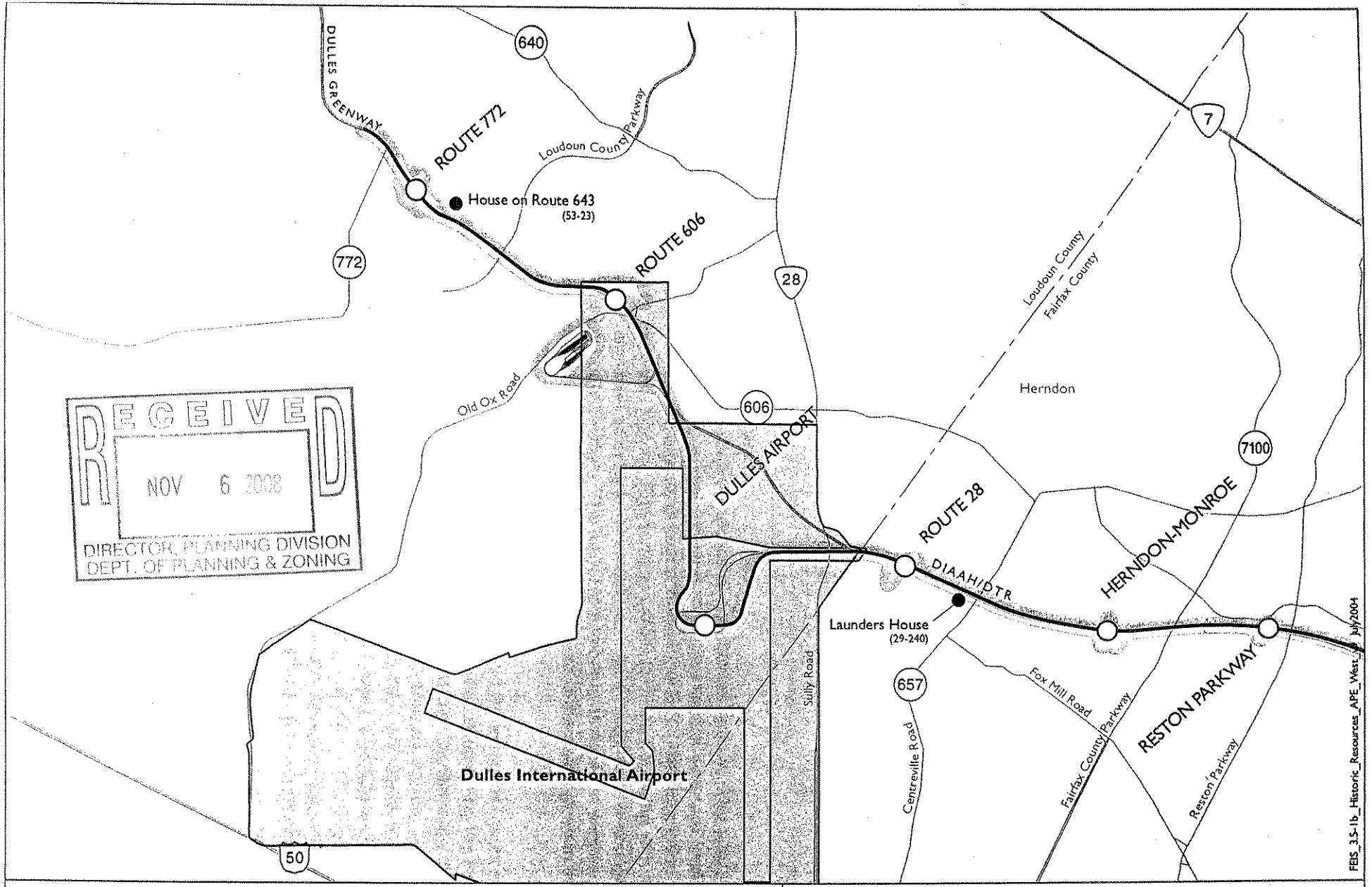
- Existing Metrorail Orange Line and Stations
- Proposed Station
- Historic Architectural Resources
- Proposed Metrorail Alignment
- County Boundary

0 3000 6000 FEET

Figure 3.5-1a

Area of Potential Effect and Known Historic Resources

Dulles Corridor Rapid Transit Project



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LEGEND

- Area of Potential Effect, Archaeology
- Area of Potential Effect, Architecture
- Historic Architectural Resources

DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road

- Dulles Property Boundary
- Boundary of NRHP-Eligible Dulles Airport Historic District (2004)
- Proposed Metrorail Alignment
- County Boundary
- Proposed Station

0 3000 6000 FEET

Figure 3.5-1b

Area of Potential Effect and Known Historic Resources

Dulles Corridor Rapid Transit Project

Key file materials, such as the NRHP and National Historic Landmark nomination forms, files and inventories for locally significant properties housed at VDHR and Fairfax County, and previous investigations (e.g., surveys and compliance-related reports) were reviewed. Shovel-testing of areas determined to have a high likelihood of archaeological potential; and reconnaissance-level survey of architectural resources in the APE were conducted.

Several repositories were consulted to identify known or potential historic properties and develop the historic context for the APE. Repositories visited included but were not limited to: the Library of Congress, VDHR, the Virginia State Library, the Virginia Room of the Fairfax County Library, the Fairfax County Planning Office, Fairfax Archaeological Services, Fairfax County Park Authority (FCPA), the Thomas Balch Library in Leesburg, the Virginia Room of the Spotsylvania County Public Library, the Architecture Library of the University of Maryland in College Park, and the Gelman Library of George Washington University in Washington, D.C.

3.5.3.2 Historic Context

Knowledge of local prehistory and history helps to place cultural resources within their historic context. A summary of prehistoric (Native American prior to European contact) and historic (since European immigration to the Americas) development within Fairfax and Loudoun counties is provided in the Project's April 2004 *Identification and Evaluation Report—Archaeology* and *Identification and Evaluation Report—Historic Architecture*.

3.5.3.3 Archaeological Resources

Archaeological resources are locations with evidence of past human activity. The sites identified below are listed in order from east to west; actual locations of archaeological sites are kept confidential to protect the sites from disturbance and are not provided in this Final EIS. The description begins with the site number assigned by the State Historic Preservation Officer (SHPO), beginning with 44, the code for Virginia (the 44th state in alphabetical order). The next two letters designate the county or city (FX for Fairfax County or LD for Loudoun County). The following number is assigned in sequence as new sites are recorded with the state. In parentheses after the site number is the name given to the site by those who provided the site information to the state.

Based on the selection of the Metrorail Alternative (T6/Y15) as the LPA and subsequent narrowing of the APE, as well as the results of additional testing of previously identified sites during the Phase 1b survey, several archaeological resources discussed in the Draft EIS, and the Supplemental Draft EIS are no longer considered to be affected by the full LPA or the Wiehle Avenue Extension. Previously identified sites that no longer fall within the APE for archaeology include: Site 44FX2662 (Zipf); Site 44FX2024 (Magarity Site); Site 44FX0051 (Maplewood); Site 44FX2299 (Jarrett #4); Site 44FX1569 (Dulles Toll Road Site); Site 44FX2034 (Reston Land Parcel 912 A&B); Site 44FX1489 (Worldgate Hotel Site); Site 44FX0232; Site 44FX2233 (Dulles Green/DG 2); Site 44LD0500 (Trueno); Site 44LD0491 (HE-696A "Orange"); Site 44LD0380 (HNWF-1A); Site 44LD0383 (HSEE-BR); Site 44LD0472 (HE-P620A); Site 44LD0377 (HNWB-1A); Site 44LD0378 (HNWB-1B); and Site 44LD0852 (Shellhorn Road 1). Detailed summaries of these resources can be found in the documents listed above.

Seven previously-identified archaeological sites are located within the revised APE for archaeology and are summarized in Table 3.5-1.

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Table 3.5-1: Archaeological Resources Identified

Site	Description	Listing
44FX0388 – Olney Park/Dulles Access Connector	Prehistoric archaeological site; most likely a rock quarry	Eligibility undetermined
44FX2405 – Scott's Run Site	Prehistoric archaeological site; lithic workshop used to process stone tools	Eligibility undetermined
44FX0915 – Arrowhead Farm	Historic archaeological site, early 20th century	Eligibility undetermined
44LD0379 – Indian Creek Site	Prehistoric, early/middle archaic occupation archaeological site	Potentially eligible for listing in the NRHP
44LD0432 – Runway #1	Prehistoric archaeological site	Eligibility undetermined
44LD0406	Prehistoric and historic occupation with artifacts dating to the Early Archaic period archaeological site	Potentially eligible for listing in the NRHP
44LD0408	Prehistoric archaeological site	Not eligible for listing in the NRHP

Source: Identification and Evaluation Report-Archaeology, April 2004.

In addition to these seven previously identified archaeological sites, nine isolated artifact locations were discovered during the Phase 1b archaeological survey conducted in early 2004. However, by definition, none of these meet the minimum requirements for consideration of eligibility for listing in the NRHP. The April 2004 *Identification and Evaluation Report—Archaeology* contains a discussion of these locations, as well as the other survey areas where shovel tests did not result in the identification of archaeological sites or isolated artifact locations.

3.5.3.4 Historic Architectural Resources

Generally, historic architectural resources are buildings, structures, landscapes, or objects greater than 50 years of age. Locations of the known architectural resources within the APE are shown in Figures 3.5-1a and 3.5-1b.

Based on the selection of the Metrorail Alternative (T6/Y15) as the LPA and subsequent narrowing of the APE, as well as the further reduction of the APE to 600 feet prior to Phase 1b survey, several architectural resources discussed in the Draft EIS, and Supplemental Draft EIS are no longer considered to be affected by the LPA or the Wiehle Avenue Extension. Previously identified sites that no longer fall within the revised APE for architecture include: Bois de Gosses (29-81, 1358 Windy Hill Road, McLean); Shiloh Baptist Church (29-189, 1331 Spring Hill Road, McLean); Wiehle/Sunset Hills Proposed Historic District (29-14, Reston); Robert Wiehle House (29-14-1, 1830 Old Reston Avenue, Reston); Smith Bowman Distillery (29-14-2, 1875 Old Reston Avenue, Reston); Sunset Hills (29-14-3, 1850 Reston Avenue, Reston); Ratcliff/Meiselman House (29-245, 2346 Centreville Road, Herndon); Middleton Farm (29-253, 13801 Frying Pan Road, Herndon); Cockerille House (53-1100, Route 789, Sterling vicinity); House, and Route 772 (now Petworth Court) (53-1095, Ryan).

Nine known historic resources are located within the revised APE for architecture. Summaries of these resources can be found in Table 3.5-2. Detailed descriptions of these resources are contained in the Draft EIS and Supplemental Draft EIS.

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Table 3.5-2: Historic Architectural Resources Identified

Resource	Description	Listing
The Lewinsville Post Office (29-338), 1554 Great Falls Road, McLean	Architectural resource, dating to the 1850s	Potentially Eligible for listing in the NRHP
Ash Grove (29-2), 8900 Ash Grove Lane, Vienna	Architectural resource, dating to the 1790s	Potentially Eligible for listing in the NRHP
Wolf Trap National Park for the Performing Arts (29-159) 1551 and 1555 Trap Road, Vienna	130-acre complex consisting of historic farm and associated outbuildings developed for the performing arts	Listed on the Fairfax Co. Historic Landmarks Inventory; Potentially eligible for listing in the NRHP
Plantation (29-5180) 1624 Trap Road, Vienna	Architectural resource, dating to 1895	Listed on the Fairfax Co. Historic Landmarks Inventory; Potentially eligible for listing in the NRHP
Hunter Mill Proposed Historic District (29-5180), Reston	District, stretching along Hunter Mill Road from Baron Cameron Road (6oute 606) to Chain Bridge Road (Route 123), with various resources and contributing elements identified along the roadway	Potentially Eligible for listing in the NRHP
Launders House (29-240), 2300 Centreville Road, Herndon	Architectural resource, built around 1910	Potentially Eligible for listing in the NRHP
Washington Dulles International Airport (53-8)	Proposed historic district within the 11,000-acre airport complex with various contributing elements, including the "peekaboo sequence" consisting of a series of viewsheds designed to allow motorists to gradually view structures on the airport property as they approach	Eligible for listing in the NRHP
House, Route 643 (53-23), Ryan	Architectural resource, dating to the late 19th century	Potentially Eligible for listing in the NRHP

Source: Identification and Evaluation Report-Historic Architecture, April 2004.

3.5.4 LONG-TERM EFFECTS

As defined in Section 106 of the National Historic Preservation Act, an effect on a cultural resource could occur due to an action that could 1) physically damage or destroy all or part of the property; 2) isolate the property or alter the character of the property's setting, when that character contributes to the property's qualification for the NRHP; 3) introduce visual, audible, or atmospheric elements that are out of character with the property or alter its setting; 4) result in neglect of a property leading to its deterioration or destruction; or 5) result in the transfer, lease, or sale of the property without adequate restriction or conditions included to ensure preservation of the property's significant historic features.

The long-term effects of the Wiehle Avenue Extension and the LPA on cultural resources could be direct or indirect. Direct effects would result from actual physical contact with the resources, while indirect effects would be from noise and visual impacts. Indirect impacts are more likely to affect historic architectural resources than archaeological sites. Exceptions include archaeological sites that are open to the public for visitation, such as those located at historic house museums or battlefield parks. The noise impacts at the identified historic architectural resources within the APE were assessed in accordance with applicable noise criteria. Potential impacts on historic architectural resources were assessed using FTA and WMATA criteria for noise. Vibration levels at the historic resources were judged to be below FTA criteria for annoyance and well below the threshold for minor cosmetic damage.

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Table 3.5-3 summarizes the effects of the Wiehle Avenue Extension and the full LPA archaeological resources, while Table 3.5-4 summarizes the effects of the Wiehle Avenue Extension and the full LPA on historic architectural resources.

Table 3.5-3: Project Effects on Archaeological Resources

Resource	No Build Alternative	Wiehle Avenue Extension	Full LPA
Site 44FX0388 (Olney Park/Dulles Access Connector Site)	Continues current conditions.	No historic properties affected.	No historic properties affected.
Site 44FX2405 (Scott's Run Site)	Continues current conditions.	No historic properties affected.	No historic properties affected.
Site 44FX0915 (Arrowhead Farm)	Continues current conditions.	Continues current conditions.	No historic properties affected.
Site 44LD0379 (HNWE-1A or Indian Creek Site)	Continues current conditions.	Continues current conditions.	No historic properties affected.
Site 44LD0432 (Runway #1)	Continues current conditions.	Continues current conditions.	No historic properties affected.
Site 44LD0406	Continues current conditions.	Continues current conditions.	No historic properties affected.
Site 44LD0408 (HSP-789A)	Continues current conditions.	Continues current conditions.	No historic properties affected.

Table 3.5-4: Project Effects on Architectural Resources

Resource	No Build Alternative	Wiehle Avenue Extension	Full LPA
The Lewinsville Post Office (29-338), 1554 Great Falls Road, McLean	Continues current conditions.	No historic properties affected.	No historic properties affected.
Ash Grove (29-2), 8900 Ash Grove Lane, Vienna	Continues current conditions.	No adverse effect.	No adverse effect.
Wolf Trap National Park for the Performing Arts (29-159), 1551 and 1555 Trap Road, Vienna	Continues current conditions.	No historic properties affected.	No historic properties affected.
Plantation (29-188), 1624 Trap Road, Vienna	Continues current conditions.	No adverse effects	No adverse effects
Hunter Mill Road Proposed Historic District (29-5180), Reston	Continues current conditions.	No adverse effect.	No adverse effect.
Launders House (29-240), 2300 Centreville Road, Herndon	Continues current conditions.	Continues current conditions.	No historic properties affected.
Washington Dulles International Airport (53-8)	Continues current conditions.	Continues current conditions.	Adverse effect.
House, Route 643 (53-23), Ryan	Continues current conditions.	Continues current conditions.	No adverse effect.

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3.5.4.1 No Build Alternative

The No Build Alternative would continue current conditions and would have no adverse effects on known archaeological or architectural resources in the corridor.

3.5.4.2 Wiehle Avenue Extension

The Wiehle Avenue Extension would have no adverse effects on known archaeological resources in the corridor. There are two previously identified sites (44FX0388 and 44FX2405) located within the Wiehle Avenue Extension portion of the APE; however, no remains of these sites were found within the APE during the 2004 Phase 1b survey. Therefore these sites would not be affected by the Wiehle Avenue Extension. Although Site 44FX0388 was described in the Draft EIS as being potentially disturbed by the

construction of a nearby tie-breaker station, design refinements associated with the relocation of this tie-breaker station have eliminated this potential adverse effect.

The Wiehle Avenue Extension would result in minor impacts to three historic architectural resources: Ash Grove Historic Site, the Plantation, and the Hunter Mill Road Proposed Historic District. However, construction of the Wiehle Avenue Extension would not affect the characteristics that contribute to these resources' eligibility for the NRHP; therefore, no adverse effects would occur.

The **Ash Grove Historic Site** and **the Plantation** would experience a minor increase in noise as a result of Metrorail operations; however, predicted noise levels do not exceed FTA or WMATA criteria at either property. Therefore, this would not adversely affect these resources.

The **Hunter Mill Road Proposed Historic District** could experience minor visual impacts from the Wiehle Avenue Extension. The LPA would pass through the potential historic district in the median of the DIAAH /Dulles Toll Road. In addition, three stormwater management ponds and two traction power substations would be located along the DIAAH/Dulles Toll Road within the potential boundaries of the Project facilities district. These Project facilities have been sited to lessen their visibility by being placed adjacent to the DIAAH/Dulles Toll Road (within or adjacent to existing public right-of-way) and are not near any significant contributing elements of the potential district. Due to the existing conditions, Metrorail operations would not be a predominant source of noise in the area and would not change the overall noise levels in the proposed district. Implementation of the Wiehle Avenue Extension would not have an adverse effect on the characteristics that make the Hunter Mill Road Proposed Historic District significant. Because the proposed district boundaries have yet to be determined, it is possible that these ancillary facilities would be located outside of the proposed district.

3.5.4.3 Full LPA

In addition to the effects on cultural resources discussed for the Wiehle Avenue Extension, the full LPA would also have the additional following effects.

The LPA would have no adverse effects on known archaeological resources in the corridor. There are five previously identified sites located within the APE for the full LPA; however, no remains of these sites were found within the APE during the 2004 Phase 1b survey. Therefore, these sites would not be affected by the LPA.

The LPA would result in an adverse effect on the Dulles International Airport Historic District and minor impacts to the house at 22017 Shellhorn Road (Route 643) in Ryan (53-23). Based on the results of the consultation with VDHR, the impacts to the "peekaboo" views of the main terminal control tower from the DIAAH, a contributing element to the **Dulles International Airport Historic District**, would constitute an Adverse Effect under Section 106. (This was previously identified in the Supplemental DEIS as No Adverse Effect). However, the implementation of the mitigation measures stipulated in a Memorandum of Agreement (MOA) executed between FTA, VDHR, and DRPT would reduce this effect significantly enough that it would no longer be considered adverse. A discussion of the mitigation measures included in the MOA is provided in Section 3.5.6.

In his design for the airport, architect Eero Saarinen incorporated all aspects of airport operations, including the terminal, runways, passenger movement devices called "mobile lounges," airport services and support systems, landscaping, land use, and roadways. It also provided for the DIAAH, a dedicated access road to provide an efficient and direct route to the airport from Washington, D.C. A 1989 historic

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architectural survey of the airport property identified 13 of the approximate 62 buildings at the airport as contributing buildings to a historic district associated with the Main Terminal, as well as the 18 original mobile lounges, terminal area landscaping, and the DIAAH.

Also identified as a contributing element to the district was the "peekaboo sequence," a series of viewsheds designed by Saarinen to allow motorists to gradually view structures on the airport property. Saarinen intended that this peekaboo sequence heighten viewer interest by providing motorists approaching the airport along the DIAAH a variety of views of the Main Terminal and control tower from different points along the roadway, each revealing an increasingly greater glimpse of the structures and creating a sense of dramatic expectation. Although several of the peekaboo views have been compromised or eliminated since Saarinen implemented his original design in the 1960s—a result of commercial construction, changes to the Route 28 interchange, and growth of landscaping and vegetation at the perimeter of the airport property and within the Route 28 interchange—the views that exist today remain important elements of the Dulles International Airport Historic District.

The full LPA would approach Dulles Airport at grade in the median of the DIAAH above ground before transitioning to a subway west of the Route 28 interchange after Horsepen Run. Three remaining peekaboo views that provide approaching motorists views of the airport's control tower are located in this area. In response to concerns raised during the Draft EIS comment period, the vertical profile of the Metrorail alignment and the concrete safety barrier required to separate the Metrorail tracks from vehicular traffic on the DIAAH were lowered by 3 feet to minimize the visual impacts of the full LPA on these three peekaboo views. Although these efforts have reduced the potential impacts, the design changes do not alter the full LPA's location within the boundaries of the historic district, and security fencing atop the concrete median barriers would still be required. As a result, the three peekaboo views could still be affected by the full LPA because a new physical element would be introduced between the approaching motorists' views of the control tower as they near the airport proper. Therefore, the visual effect of the portion of the LPA in this area would constitute an adverse effect to the Dulles International Airport Historic District.

With the exception of these three peekaboo views, the full LPA would not result in any additional adverse effects on any other elements of the Dulles International Airport Historic District. A full analysis of the effect of the full LPA on the district can be found in the April 2004 *Identification and Evaluation—Historic Architecture.*

The Route 772 station would be slightly visible from the **house located at 22017 Shellhorn Road (Route 643) in Ryan (53-23)**. Since the publication of the Draft EIS, the Route 772 station footprint has been reconfigured to be consistent with proposed development in the vicinity of the station site. Although the footprint of the proposed station facilities has been decreased and relocated closer to the Dulles Greenway, the station would still have some visual impact on the house, and the impact of the full LPA on this resource was changed from "No Historic Properties Affected" in the Draft EIS to "No Adverse Effect" in the Supplemental Draft EIS. However, the house is presently abandoned and deteriorating, and the property has been compromised by the construction of commercial warehouses immediately east of the farm and the earlier construction of the Dulles Greenway to the south and west. In addition, the approved Loudoun Station development would add new commercial development between the house and the station facilities. This site would experience an increase in noise; however, predicted noise levels do not exceed FTA or WMATA criteria at this property. Therefore, this resource would not be adversely affected by the full LPA.

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3.5.5 CONSTRUCTION EFFECTS

Construction effects on cultural resources result when there is direct physical impact. Construction effects could also occur from the operation of heavy equipment on or near a resource. Construction noise and vibration impacts were analyzed and were judged to be below the FTA impact criteria for structural damage along the project corridor (see Sections 4.7 and Section 4.8).

3.5.5.1 No Build Alternative

The No Build Alternative would continue current conditions and would have no construction effects on known archaeological or architectural resources in the corridor associated with this project.

3.5.5.2 Wiehle Avenue Extension

Construction activities associated with the Wiehle Avenue Extension would not result in additional impacts to any known archaeological or historic architectural resources. Several potential construction staging areas would be located along the corridor; however, these staging areas have been sited to avoid all known archaeological and architectural resources. Noise from construction would not change overall noise levels in the corridor in such a way as to result in an adverse effect on any architectural resource.

3.5.5.3 Full LPA

Construction activities associated with the full LPA would not result in additional impacts to any known archaeological resources. Several potential construction staging areas would be located along the corridor; however, these staging areas have been sited to avoid all known archaeological resources.

With the exception of Dulles Airport, no construction effects on historic architectural resources discussed would be anticipated from construction activities related to the full LPA. Noise from construction would not change overall noise levels in the corridor in such a way as to result in an adverse effect on any architectural resource.

During the construction period, there would be short-term impacts to the Dulles Airport terminal. No vibration effects would occur that would exceed FTA criteria. During a portion of the construction period, the area directly over the Dulles Airport underground station, directly in front of the terminal, would be excavated from the surface to allow construction of the station itself. The tunnels leading to and from the Dulles Airport Station also would be excavated from the surface, and then covered within the Dulles International Airport Historic District. During this time, proximity impacts, including air quality, noise, and visual effects, would occur. None of the proximity impacts would have any long-term effects that would compromise the significance of the resource.

3.5.6 MITIGATION

To mitigate the effects of the full LPA on the cultural resources present at Dulles Airport, the at-grade Metrorail alignment in the DIAAH median has been lowered to preserve the historic "peekaboo" view sequence of the control tower and main terminal. In addition, the design of the Dulles Airport station, two tunnel portals, and aerial structures would consider the historic terminal and other contributing elements of the historic district. DRPT and WMATA would coordinate the design of these facilities with the MWAA and the VDHR. As further mitigation, DRPT would also implement treatment measures, such as interpretive exhibits, public artwork, photo documentation, or landscaping to provide Metrorail users and airport travelers with an appreciation for the airport's unique historic characteristics. A treatment plan incorporating these measures will be developed in accordance with the Section 106 Memorandum of

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2232-P08-10

Agreement (see Appendix F). Additionally, the Section 106 MOA discusses mitigation for discovery of unknown archaeological artifacts.

3.6 PARKLANDS AND RECREATION AREAS

This section describes existing public parklands and recreation areas located within the study area of the project. An assessment of the long-term operating and short-term construction effects of the No Build Alternative, the Wiehle Avenue Extension and the full LPA on these resources, and proposed measures to mitigate any potential adverse impacts on parklands, is provided in the following sections. Additional details are presented in the Section 4(f) Evaluation and 6(f) Evaluation included in Chapter 7.

3.6.1 LEGAL AND REGULATORY CONTEXT

Section 4(f) of the U.S. Department of Transportation Act of 1966 protects public parks and recreational lands, wildlife habitat, and historic sites of national, state, or local significance from acquisition and conversion to transportation use. Section 4(f) is implemented by regulations 23 CFR 771.135. The Section 4(f) Evaluation in Chapter 7 provides detailed information on the conditions of "use" under Section 4(f).

Section 6(f) of the U.S. Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4601-4 to 4601-11) preserves, develops, and assures the quality and quantity of outdoor recreation resources through purchase and improvement of recreational lands, wildlife and waterfowl refuges, and other similar resources. Certain conditions must be met before conversion of these resources to other usage.

Federal Transit Law 49 USC §5301(e) requires that special effort should be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and important historical and cultural assets when planning, designing, and carrying out an urban mass transportation capital project with Federal financial assistance under sections 5309 and 5310 of this title.

3.6.2 METHODOLOGY

Potential effects to publicly owned or leased parks and recreation lands (parks) that are located within the proposed limit of disturbance for the various alternatives or immediately adjacent to these areas are described in this section. The study area for parklands and recreation areas was initially defined as an area within 300 feet of the proposed alignments, station areas, S&I Yard, and maintenance and storage facility. After the noise, vibration, and air quality effects (discussed in Chapter 4) were carefully analyzed, this study area was reviewed to ensure it adequately covered all of the parklands and recreational areas potentially affected. Section 3.2 contains information on neighborhood parks and community facilities that are not within or immediately adjacent to the limits of disturbance for any of the alternatives, and are not publicly owned.

Parklands and recreation areas in the study area were identified in coordination with the Fairfax County Park Authority (FCPA), Fairfax County Planning Department, Loudoun County Planning Department, Northern Virginia Regional Park Authority (NVRPA), the National Park Service (NPS), and the Commonwealth of Virginia Department of Conservation and Recreation (DCR). Parkland boundaries were confirmed with reviews of park master plans, the Outdoors 2002, Virginia ADC maps, aerial

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ATTACHMENT 1b

Receptor						
No.	Description	Community	WMATA Category	Wiehle Avenue Extension Noise Level (dBA)	Full LPA Noise Level (dBA)[1]	WMATA Impact Criteria (dBA)
R25	11810 Sunrise Valley	Reston	COM V	71[3]	73	85
R26	12708 Roark Court	Reston	SFAM III	60[3]	59	75
R27	2204 Westcourt Lane	Herndon	MFAM V	72[3]	74	80
R28	13300 Apgar Place	Herndon	MFAM III	58[3]	59	80
R29	Rail S&I Yard (Y7)	Ashburn	COM V	67[3]	69	85
R30	21971 Shellhorn Road	Ashburn	SFAM I	59[3]	54	70

1 Assessment of impact is displayed as follows: No impact and *impact*.
2 Not applicable. Due to other developments along the Dulles Corridor (not associated with the project), several receptors would be removed.
3 Receptor noise levels west of Wiehle Avenue are due to express buses under the Wiehle Avenue Extension.
* Discrete receptors R8 through R12 all lie along Westpark Drive and were originally selected to evaluate the former T4 alignment and therefore have been removed.
** Discrete receptors R14 through R17 all lie along Route 7 where the Metrorail tunnel is proposed and would not experience noise effects from Metrorail operations.

Overall, single-event Lmax noise levels under the Wiehle Avenue Extension are predicted to exceed the WMATA noise criteria threshold at 48 locations (46 residential and 2 commercial) as shown in Table 4.7-5.

Table 4.7-5: Number of WMATA Noise Impacts under the Wiehle Avenue Extension and the Full LPA

Land Use[1]	Wiehle Avenue Extension Impacts	Full LPA Impacts
Residential	46	47
Commercial	2	2
Other	0	0

1 Residential (Res.) land uses include all single- and multi-family buildings while commercial (Com.) receptors include all non-residential receptors such as offices. Other specific receptor types (Other) include schools and amphitheaters.

C. *Project Facilities*

Although the overall impact assessment included the noise contribution from project facilities such as passenger stations, feeder bus facilities, and parking garages, their individual contributions were also evaluated against the WMATA criteria and those from Fairfax County. Lmax noise levels from idling buses at passenger stations were predicted to range from below 20 dBA at a residence in McLean, to 51 dBA at the LaMadeleine Restaurant in Tysons Corner under the LPA. Similarly, project noise levels from parking facilities were expected to range from below the ambient background at receptors over 2,000 feet away, to 36 dBA at Moore Cadillac in Tysons Corner, which would be less than 750 feet away from the Tysons West station facilities. However, Lmax noise levels from facility activities associated with the new storage tracks at the West Falls Church S&I Yard are predicted to exceed the Fairfax County stationary noise criterion of 55 dBA at six residences in McLean. No other exceedances of the FTA or the WMATA facility criteria are predicted under the LPA.

D. *Historic Resources*

At all historic resources within the area of potential effect (APE), none of the predicted future noise levels are predicted to exceed the FTA or the WMATA impact criteria under the Wiehle Avenue Extension. However, at specific historic receptor locations, including Ash Grove historic site (29-2) and The Plantation (29-188), cumulative future ambient day-night noise levels under the Wiehle Avenue Extension are predicted to increase slightly by less than three dBAs. At the Lewinsville Post Office, cumulative future noise levels are not predicted to change from the existing ambient levels.

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ATTACHMENT 1C

Dulles Transit Partners, LLC

CALCULATION COVER SHEET

PROJECT	JOB NO.	CALC NO.	SHEET
Dulles Corridor Metrorail Project	25235	25235-000-C0C-C004-00003	1

SUBJECT	GROUP
Scotts Run Flood Plain Study	Civil

CALCULATION STATUS DESIGNATION	PRELIMINARY	CONFIRMED	SUPERSEDED	VOIDED
	☐	☒	☐	☐

COMPUTER PROGRAM/ TYPE	SCP	STAND-ALONE	NETWORKED	PROGRAM NO.	VERSION/RELEASE NO.
	☒YES ☐NO	☐	☒	See Below	See Below

NOTES/COMMENTS:

This calculation was developed to assess the effect of the proposed construction of the Dulles Corridor Metrorail Project related facilities on the water surface elevations of Scotts Run as it crosses under VA State Route 123, in McLean, Fairfax County, VA.

The project is proposing to build a parking lot and access facility on the Southwest corner of the intersection of Route 123 and Colshire Drive, along the east bank of Scotts Run. This is an ancillary facility to the Tysons East Metrorail Station, which will be located on the North side of Route 123. The proposed surface parking lot is located, in part, on what has been identified as the 100 year floodplain for Scotts Run.

In order to construct the proposed surface parking lot, a concrete retaining wall is required along the east bank of Scotts Run. These calculations were developed to compare the water surface elevations of the existing conditions to those with the proposed conditions with the retaining wall in place. The100 year flows and water surface elevations used in the calculation were obtained from the Storm Water Management section of Fairfax County. These flows reflect developed conditions of the watershed considering a high level of percentage imperviousness (85%). They are the official figures that Fairfax County uses for flows at this location. The water surface elevation provided by Fairfax County is based on the vertical datum system NGVD29. These elevations were converted to NAVD88, and the adjusted elevations were used as boundary conditions in the model. A conversion of elevation of a point in Scotts Run using Corpscon v6.0.1, U.S. Army Corps of Engineers, is presented in Section 6 of this calculation.

In addition to the water surface elevation calculations, a scour analysis has been performed to investigate the scour potential at the proposed retaining wall. Its results are part of this report as well.

Computer programs used in the development of this report are:

1. HEC-RAS Version 3.1.3, US Army Corps of Engineers
2. CorpsCon Version 6.01, Us Army Corps of Engineers

COMMONWEALTH OF VIRGINIA
FRANK WALTER MATCHNER III
Lic. No. 043979
12/20/07
PROFESSIONAL ENGINEER

NO.	REASON FOR REVISION	TOTAL NO OF SHEETS	LAST SHEET NO.	BY	CHECKED	APPROVED / ACCEPTED	DATE
				SZ	RB	FM	
0	Issued for Final Review	147	147	SZ	RB	FM	12-20-07

RECORD OF REVISIONS

2232-P08-10

CALCULATION SHEET		PROJECT:	Dulles Corridor Metrorail Project
		JOB NUMBER:	25235
		CALC NO.	25235-000-C0C-C004-00003
SUBJECT:	Scotts Run Flood Plain Study	SHEET NO.	2 of 147
BY:	Selim Zaman DATE: 12-05-07	SHEET REV.	0

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Section#	Subject	Page #
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2.	Table of contents	2
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CALCULATION SHEET

PROJECT: Dulles Corridor Metrorail Project
JOB NUMBER: 25235
CALC NO. 25235-000-C0C-C004-00003
SUBJECT: Scotts Run Flood Plain Study
SHEET NO. 3 of 147
BY: Selim Zaman DATE: 12-05-07
SHEET REV. 0

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DEPT. OF PLANNING & ZONING

3. - *Introduction*

These calculations were developed to assess the effect of the proposed construction of the Dulles Corridor Metrorail Project related facilities on the water surface elevations of Scotts Run as it crosses under VA State Route 123, in McLean, Fairfax County, VA.

4. - *Design Criteria and Applicable Standards*

A hydraulic model was created for the 1320 ft reach of Scotts Run which runs through a 4- barrel 6'x6' box culvert under VA Route 123 and 1-36'x10' Conspan Arch culvert under Scotts Crossing Road in the study area. The model was developed using the U.S. Army Corps of Engineers' HEC-RAS computer program, Version 3.1.3. The cross section data was derived from the topography available for the development of the Metrorail Project. The Manning's "n" factors used for the main channel and overbanks are based on guidelines found in the HEC-RAS manual and visual observation of the site.

The model was run using 25, 50, 100, and 500 yr. storm events, as required by VDOT Hydraulics Section. The 500-yr flow and corresponding water surface elevation were not available and hence approximated. The 500-yr flow was taken to be 1.7 times the 100-year flow, and the corresponding normal depth at the down stream section was used as the boundary condition.

The known water surface elevations at downstream end of the reach were selected as boundary conditions and the model was run under subcritical steady state flow regime to simulate existing condition. The Table in Section 7 shows the model calibration for 25, 50 and 100 year flow. The model results show that water surface elevations are in close agreement with the observed water surface elevations and hence, model calibration has been achieved.

To evaluate the impact of the retaining wall on the water surface elevation at the upper end of the box culvert, blocked obstructions were placed along the length of the retaining wall on the right bank of the stream, and an adjusted Manning's n was used to represent the concrete face of the retaining wall. In a sub-critical flow regime, boundary conditions are only necessary at the downstream end of the stream. In order to keep the upper end free, the known water surface elevation was used as boundary condition at the down stream end. The summary of the existing and the proposed model outputs are tabulated in Section 6.

Scour depth for the proposed retaining wall along Scotts Run was calculated using the HEC-RAS model based on FHWA 2001 (HEC-18) criteria/methods. Scour depth was calculated using the 500-yr. storm event, corresponding to a flow of 3910 cfs and normal depth (Elev. 303.89 ft, NAVD88) as the downstream boundary condition.

To perform the scour analysis, it was necessary to update the model geometry to include the proposed retaining wall. In HEC-RAS, there is no option in the Hydraulic Design Window editor for scour analysis for a retaining wall. Therefore, to estimate the scour depth, a fictitious bridge was added so that the retaining wall would be treated in the model as one of the vertical abutments of the

CALCULATION SHEET			
		PROJECT:	Dulles Corridor Metrorail Project
		JOB NUMBER:	25235
		CALC NO.	25235-000-C0C-C004-00003
SUBJECT:	Scotts Run Flood Plain Study	SHEET NO.	4 of 147
BY:	Selim Zaman DATE: 12-05-07	SHEET REV.	0

bridge. The other abutment was placed above the 500-yr flood plain to eliminate any effect on the water surface calculation. The bridge was inserted between cross section 8 and 7 since the depth of flow above the retaining wall toe was maximum in that region for 500-yr event. The calculated scour depth for 500-yr flow at this section could be used for foundation design of the proposed retaining wall.

Channel bed material in the vicinity of the Scotts Run area was found to be silty and clayey medium to fine sand with trace of gravel. This bed material is specified on the bore hole details (DTE-T6-B002 & DTE-T6022; see Section 10) supplied by Mactec Engineering and Consulting, Inc. The particle size distribution of the bed material shows that median particle (D_{50}) size is in the range of 0.05 to 0.1mm. The geotechnical laboratory analysis is included on Section 10 of this report. For scour analyses purposes a D_{50} = 0.05 mm was used for both the channel bed and the over bank area to be on the conservative side. The results of the scour analysis are presented in Section 10 of this report. These results represent the 500-yr flood event, which is the VDOT requirement for calculating scour (VDOT Drainage Manual, P12-4).

5.- Summary/Conclusions:

a) These calculations analyze the effect on the water surface elevations of Scotts Run as it flows under Route 123 due to the construction of ancillary facilities associated with the Dulles Corridor Metrorail Project.

b) A HEC-RAS model was used to analyze both existing and proposed conditions. This model was calibrated based on flows and elevations developed and provided to DTP by Fairfax County Stormwater Management Division.

c) In the absence of flow information for the 500-yr. storm event, this was assumed to be 1.7 times the 100-yr. storm event.

d) This assumed 500-yr. storm event was used to do a scour analysis on the proposed wall for a parking facility on the right bank of Scotts Run. After this analysis, DTP concluded that the scour depth for the proposed retaining wall would be 4.02 ft. The design of the foundation for this wall will reflect this depth.

e) From the HEC-RAS modeling results, we conclude that the 100 year water surface elevations are not affected by the proposed construction. These results are summarized on two tables in Section 6. The water surface elevation at the inlet to the box culvert under route 123 are 307.72 (existing) and 307.73 (after retaining wall construction)

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1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

December 22, 2008

VIA ELECTRONIC MAIL AND FIRST CLASS MAIL

David Jillson
Suzanne Lin
12055 Government Center Parkway
7th and 8th floors
Fairfax, VA 22035

RE: Traction Power Substation at Tysons East, 123 and 7

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to confirm that a traction power substation is included in the SE request and incorporated as one of the train rooms for the Tysons East, Tysons 123 and Tysons 7 stations. Thank you.

Sincerely,

Lori Greenlief
McGuireWoods LLP

cc: Frank Turpin, DTP
Rick Stevens, FDOT

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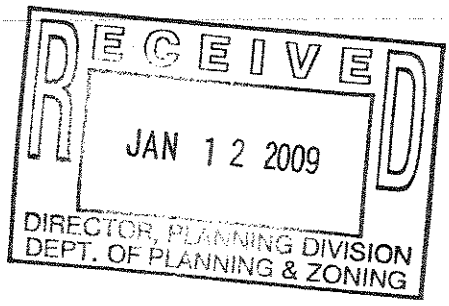
Jillson, David



From: Turpin, Frank [Frank.Turpin@DullesTransitPartners.com]
Sent: Monday, January 12, 2009 2:12 PM
To: Jillson, David
Cc: Greenlief, Lori R.
Subject: RE: Another question

David, give me a call if more is needed.

. During the construction of TC123, TC7, and TW, will Rte 123 and Rte 7 be widened to 6 or 8 through lanes ?

Sections of temporary roadway installed on eastbound Rt 7 during metrorail construction will be 4 lanes. As the permanent eastbound Rt 7 is completed, it will have 4 lanes beginning at the ramp from Dulles Tollroad eastbound onto Rt 7 and continuing to and under the Rt 123 overcrossing. As westbound Rt 7 is completed, it will have 4 lanes from the intersection of the frontage road (across Rt 7 from the entrance to Marshalls Shopping Center) to the exit ramp to eastbound Dulles Tollroad. Additional left and right turning lanes are provided at street intersections. The 4th lane being added in each direction is a shared "through/right turn" lane. It replaces the service roads on both sides of Rt 7 where they exist today. Right turn movements into driveways are allowed from these lanes, and the lanes extend on Rt 7 through the project area.

Street work on Rt 123 is incidental, and adding lanes is not within the project scope.

. If either road (or both) will be widened to 6 lanes, do the plans for the stations allow for future widening of both roads to the planned 8-lane configuration ?

The plans for the Central 123 Station do allow for an additional 4th lane on Rt 123 to be constructed in each direction.

Frank Turpin
ROW Manager

Dulles Corridor Metrorail Project
595 Spring Hill Road
Vienna, VA 22182

Phone: 703-852-5995
Email: frank.turpin@dullestransitpartners.com

From: Greenlief, Lori R. [mailto:lgreenlief@mcguirewoods.com]
Sent: Monday, January 12, 2009 11:08 AM
To: Turpin, Frank
Subject: FW: Another question

Frank - Can you respond to David today?

Lori R. Greenlief
Land Use Planner

McGUIREWOODS
McGuireWoods LLP
1750 Tysons Boulevard

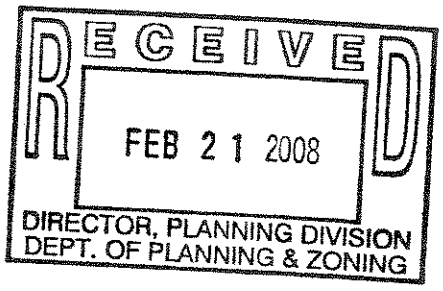
1/12/2009

2232-P08-11

ATTACHMENT 2

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

February 14, 2008



Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project
Application for Determination Pursuant to Sect. 15.2-2232 of the Code of Virginia Tysons Central 123 Station

Letter No: MWAA-00229

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority acting in coordination with the Virginia Department of Rail and Public Transportation is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority for an electrically-powered regional rail transit facility to be known as Tysons Central 123 Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary)
- A property identification table
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered.
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

TC123

2232-P08-11

If you have any questions regarding these submissions or need additional information, please contact Lori Greenlief at McGuireWoods LLP at (703)712-5433.

Sincerely,

Charles S. Carnaggio, P.E.
Project Director
Dulles Corridor Metrorail Project

CSC/ft/bt

Attachment: a/s

cc: James Van Zee, MWAA
Supervisor Linda Q. Smyth, Providence District
Ken A. Lawrence, Providence District Planning Commissioner

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DEPT. OF PLANNING & ZONING

COUNTY OF FAIRFAX, VIRGINIA

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

Application Number: 2232-P08-11
(assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

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(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address Property near intersection of Rt. 123 and Tysons Blvd.

City/Town Mclean, VA Zip Code _____

APPLICANT(S)

Name of Applicant Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Street Address 1593 Springhill Road, Suite 300

City/Town Vienna State VA Zip Code 22182

Telephone Number: Work (703) 572-0500 Fax (___) _____

E-mail Address _____

Name of Applicant's Agent/Contact (if applicable) Jonathan Rak/Lori Greenlief

Agent's Street Address 1750 Tysons Blvd. Suite 1800

City/Town Mclean State VA Zip Code 22102

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

2232-PDB-11

PROPOSED USE

Street Address Property near intersection of Rt. 123 and Tysons Blvd.

Fairfax Co. Tax Map and Parcel Number(s) 29-4((10))pts. 4A, 5A, 5B, and 5C

Brief Description of Proposed Use

The proposed use is an electrically powered regional rail transit facility.

Total Area of Subject Parcel(s) ~~3.23~~ 3.46 4R6 10/1/08 acres (acres or square feet)

Portion of Site Occupied by Proposed Use ~~3.23~~ 3.46 4R6 10/1/08 acres (acres or square feet)

Fairfax County Supervisor District Providence

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Cited on Transportation Plan as location for transit facility

Zoning of Subject Property PDC, HC, SC

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

PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address

City/Town State Zip Code

2232-P08-11

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

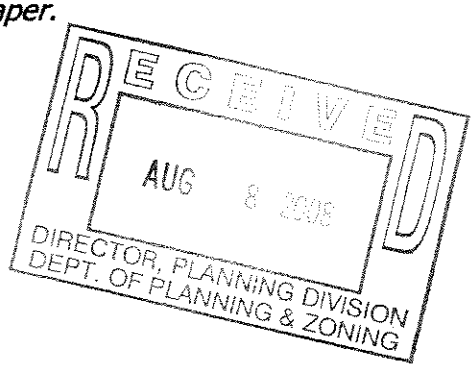
Name of Applicant or Agent Charles S. Carnaggio, P. E.

Signature of Applicant or Agent Charles S Carnaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.



Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

****

FOR STAFF USE ONLY

Date application received: 2/21/08

By: _____

Additional information requested to complete application:

_____

_____

_____

Date application accepted: 7/2/08

By: _____

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
TYSONS CENTRAL 123 STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
29-4	Metrorail Station and Pedestrian Bridge	Providence	Metrorail Facility		Commonwealth of Virginia	Route 123	
29-4 ((10)) 4A pt, 5A pt, 5B pt and 5C pt	Portion of Metrorail Station	Providence	Metrorail Facility	PDC, HC, SC	Commonwealth of Virginia	North Side of Route 7 at Tysons Blvd.	

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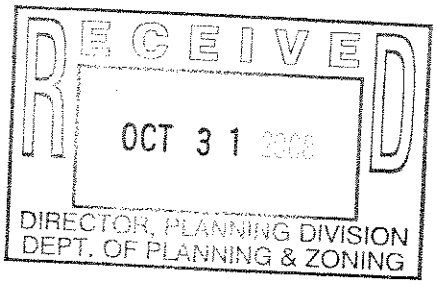
2232-P08-11

2232-POR-11

Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Tysons Central 123 Station

STATEMENT OF JUSTIFICATION

August 20, 2008



INTRODUCTION AND OVERVIEW

The Metropolitan Washington Airports Authority (MWAA) in coordination with the Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively "the Applicant", requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metro station located on the north side of Rt. 123 in Tysons Corner as shown on the plat included with this request.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions which were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Tysons Central 123 station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transportation Authority (FTA) issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969 (NEPA) and the Locally Preferred Alternative for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

The internal configuration of the station has been the subject of design studies conducted during the NEPA review period in order to reduce capital cost. Consideration

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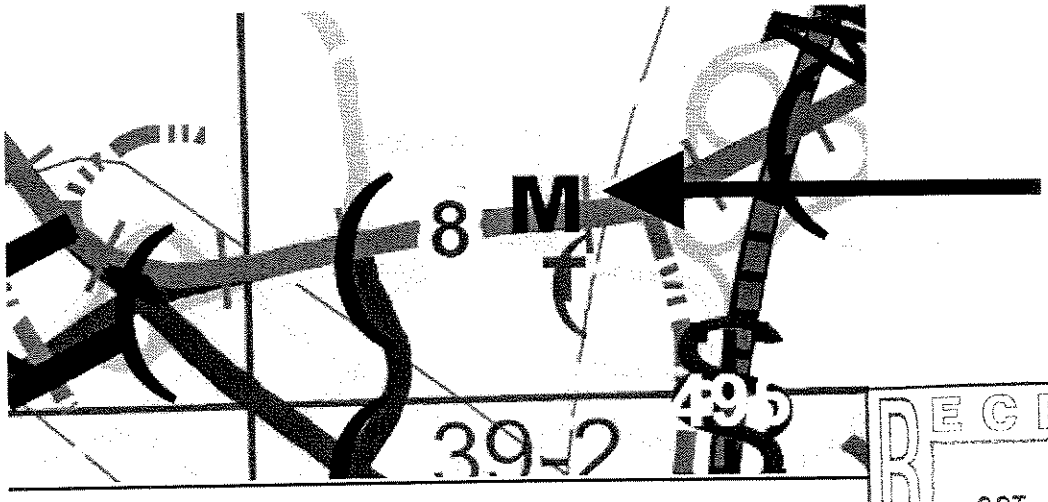
was given to eliminating the mezzanine level above the track platform by moving the station entrance and fare collection facilities to ground level below the track platform. Although this would reduce the overall height of the station and the cost of construction, concerns regarding transit passenger access from adjacent developments outweighed the potential cost savings. The station design proposed in this 2232 application is based on the design contained in the FEIS, in which the fare collection facilities and the connection to a pedestrian bridge are located on a mezzanine level above the track platform. The ground level below the track platform is an open plaza connecting with sidewalks on both Tysons Boulevard and Route 123.

COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i").

Specifically, the proposed location for the Tysons Central 123 station is within Sub-Unit N-3 of the Tysons Corner Urban Center portion of the Area II plan. Language within Sub-Unit N-3 contains land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located in proximity to Subunit N-3. This is where the station is proposed in this 2232 application and the accompanying special exception application.

Additionally, below is a segment of the County Transportation Plan Map which shows the envisioned location for a Metro station as proposed in this application.



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SECTION 15.2-2232 APPLICATION FOR THE TYSONS CENTRAL 7 STATION

1. Description of the Use

The proposed Tysons Central 123 station, located on the north side of Rt. 123 at it's intersection with Tysons Boulevard, will be the second transit station stop available to Metrorail passengers traveling west out of the East Falls Church Station and from locations farther east.

The station platform and mezzanine including an entrance pavilion will be located on land located just north of Rt. 123. There will also be an entrance pavilion on the south side of Rt. 123 to be constructed by others (Tysons Corner Center). An elevated pedestrian bridge will cross Rt. 123. Included with this application is a copy of the Special Exception plat and reference drawings which give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-powered regional rail transit facility
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends.
- Daily Patronage: The Dulles Corridor Metrorail extensions ridership is projected to be 59,000 by 2013, including 5,209 daily boardings at the Tysons Central 123 Station.
- Proposed number of employees: One employee (the station agent) assigned full time per shift, with additional employees present at various times to perform maintenance tasks, provide security and conduct operations assistance.
- Estimate of traffic impact: The primary mode of access for this station is pedestrian, not automobile, and there are no parking or Kiss & Ride facilities proposed. Three bus bays will be provided on southbound Tysons Boulevard near Route 123, and three to four bus bays will be provided by others (Tysons Corner Center) on the south side of Route 123. The station will generate very little new traffic to the area.
- Vicinity of area to be served: Tysons Corner and the metropolitan area east of I-495
- Description of building and façade: The station wall finishes will be textured pre-cast concrete panels, consistent with WMATA's criteria for character and quality appropriate for public transit facilities. The vaulted roof over the mezzanine will cover approximately 300-feet of length of the track platform.

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and will provide coverage for all vertical circulation elements and equipment. The roof system consists of standing seam metal roofing with aluminum frame skylights. The pedestrian bridge will have sloping walls comprised of a tightly woven wire fabric material. Pedestrian bridges will have a single-sloped roof. The selection of finishes and station features continues to be refined to achieve improvement in cost effectiveness, and current details are included on reference drawings attached to this application.

- Listing of Hazardous or Toxic Substances on site: The proposed use of the properties as a WMATA metro station will not generate hazardous waste, although there are a number of industrial products that are used in the operation and maintenance of a station. These products include (but are not limited to) paints and associated paint solvents, lead-based acid batteries, and oils and lubricants. WMATA manages these products and associated waste in accordance with state and federal laws.

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

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, population is expected to increase 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. Among the Guiding Planning Principles adopted by the Tysons Land Use Task Force in October of 2006 and continued as an objective throughout the current Task Force work, is the transformation of Tysons Corner from a suburban office park into a 24/7 activity center.

Given the increase in jobs, residential population and general activity level projected for Tysons Corner, strategically placed Metro stops are essential to move the flow of people in and out of Tysons. Further, the Metropolitan Washington Airport Authority forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use alone is projected to reach 55 million trips by 2035, more than twice the current level. Therefore, alternative access to the airport is also essential.

The general philosophy behind the placement of the transit stations in Tysons Corner was the ability to serve separate hubs within the area coupled with the goal of maximizing the efficiency of the system with respect to ridership. Alternative locations for stations and differing numbers of stations within Tysons Corner were evaluated with this goal in mind in preparation for the publication of the Draft EIS in 2002. The final location

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of the Tysons Central 123 station was refined in an Environmental Assessment approved by the FTA in the Amended ROD issued in November 2006.

3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metrorail Project is to provide an alternate transportation mode to the automobile for this increasing residential and employment population in the Dulles Corridor and generally improve transportation service in the corridor.

Specifically, around the Tysons Central 123 station, no significant traffic impacts are anticipated as there will be no parking or kiss & ride facilities. Pedestrian access to the station will be by way of entry pavilions on the north and south sides of Route 123 and a pedestrian bridge to the station.

Noise Impacts

In preparation for the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise proposed in the study area: Metrorail train passbys, articulated express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at park-and-ride lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Tysons Central 123 Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail. Consistent with the use of parapet walls installed along the aerial trackway for noise mitigation elsewhere within Tysons Corners, the Central 123 Station will utilize parapet walls on the trackway through the station.

Impacts of Environmental Features of the Site

The Tysons Central 123 Station is an aerial station supported on structures and retained fill. No streams or wetlands are impacted and the area is not within a floodplain.

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Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions from motor vehicle traffic associated with the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated from the construction and operation of the project. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects from the proposal on surface water resources; surface was quality; wetland systems; and floodplains. The Metrorail Project has been carefully designed to minimize impacts to water quality, and stormwater management has been computed and handled on a systemwide basis. Water quality requirements for the Tysons Central 123 station site will continue to be provided by the current stormwater management facilities as set forth in the Overall Storm Water Management Plan No. 6028-DS-01-3 approved by Fairfax County on September 20, 1990.

Visual Impacts

The proposed location for the Tysons Central 123 station is surrounded by office and retail development, zoned PDC. The station and its connecting aerial trackway and elevated pedestrian bridge will be visible to pedestrians and motorists on Route 123 and from adjacent properties as well as many high-rise buildings in the Tysons area. The station area is within a transportation corridor and a highly developed commercial area. The construction materials and design of the station and station canopy will fit into the urban character of Tysons Corner. The station entrance pavilion will be attractively landscaped to soften its visual impact.

4. Alternative Sites Considered for the Proposal

As stated previously, an alternative number and possible location shifts for stations were evaluated for the Tysons Corner area as a whole. The final location for the Tysons Central 123 Station was refined during preliminary engineering and was addressed in an Environmental Assessment approved by the FTA in an amended ROD issued in November 2006.

CONCLUSION

The proposed Tysons Central 123 Station is consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map.

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The following is offered in addition to the foregoing information to specifically to address the standards under Va. Code Sec. 15.202232, as amended:

Location: The proposed location of the Tysons Central 123 station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters to Tysons Corner.

Character: The proposed station within Tysons Corner will be compatible with the high-density urban character of the area and the Plan's vision of Tysons Corner as an Urban Center.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. Stations within Tysons Corner are integral to the operation rail to Dulles and the Tysons Central 123 station will further that goal.

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

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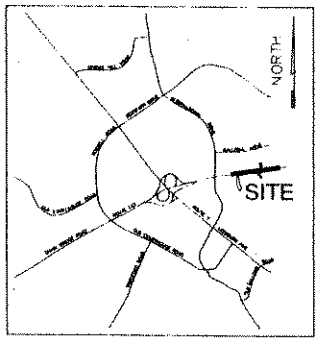
TYSONS CENTRAL 123 STATION
DULLES CORRIDOR METRORAIL PROJECT

Providence District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP
SCALE: 1" = 2,000'

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Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

Sheet Index

1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN, SIGN PLAN, AND EXISTING VEGETATION MAP
4. STATION PERSPECTIVE, NOTES, AND TABULATION
5. STATION PLAN VIEW DETAILS
6. PEDESTRIAN BRIDGE DETAILS
7. ELEVATIONS AND SECTIONS
8. ELEVATIONS AND SECTIONS

Tysons Central 123 Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

Dewberry
Dewberry & Davis LLC
DRPT
Virginia Department of Rail and Public Transportation
DULLES TRANSIT PARTNERS, LLC
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
RUSSELL A. WERNER
Lic. No. 018077

Rev. October 1, 2008
Rev. June 23, 2008
February 20, 2008

M-10697

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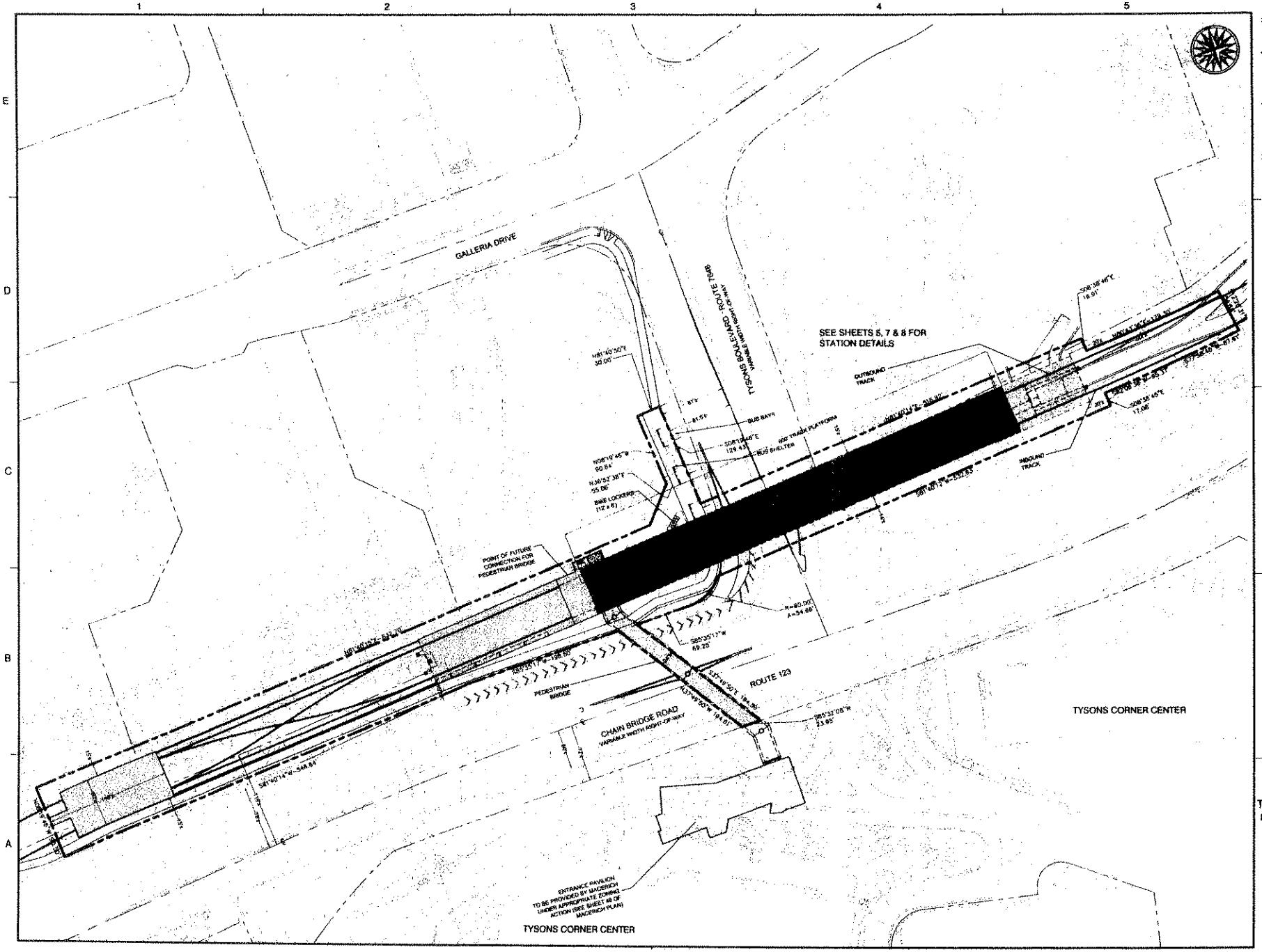

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Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 50' 100'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	06.23.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 25, 2008

TITLE

Tysons Central 123 Station
Dulles Corridor Metrorail Project

Special Exception Plat
2232 Plan

PROJECT NO. M - 10697

2

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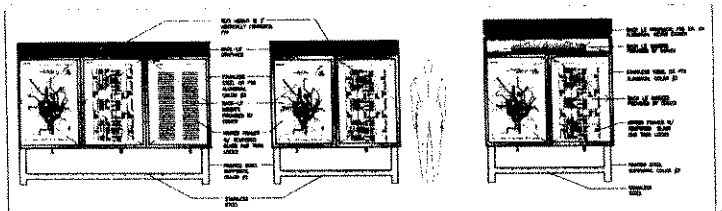
LEGEND

- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHRUBS / GROUNDCOVER / PERENNIALS

EXISTING VEGETATION INVENTORY

COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGES	CONDITION	ACREAGE	COMMENTS
DEVELOPED LAND	N/A	N/A	GOOD TO FAIR	3.48± AC	STREETSCAPE
			TOTAL ACREAGE:	3.48 AC	



SIGN C02 - INFORMATIONAL SIGNS

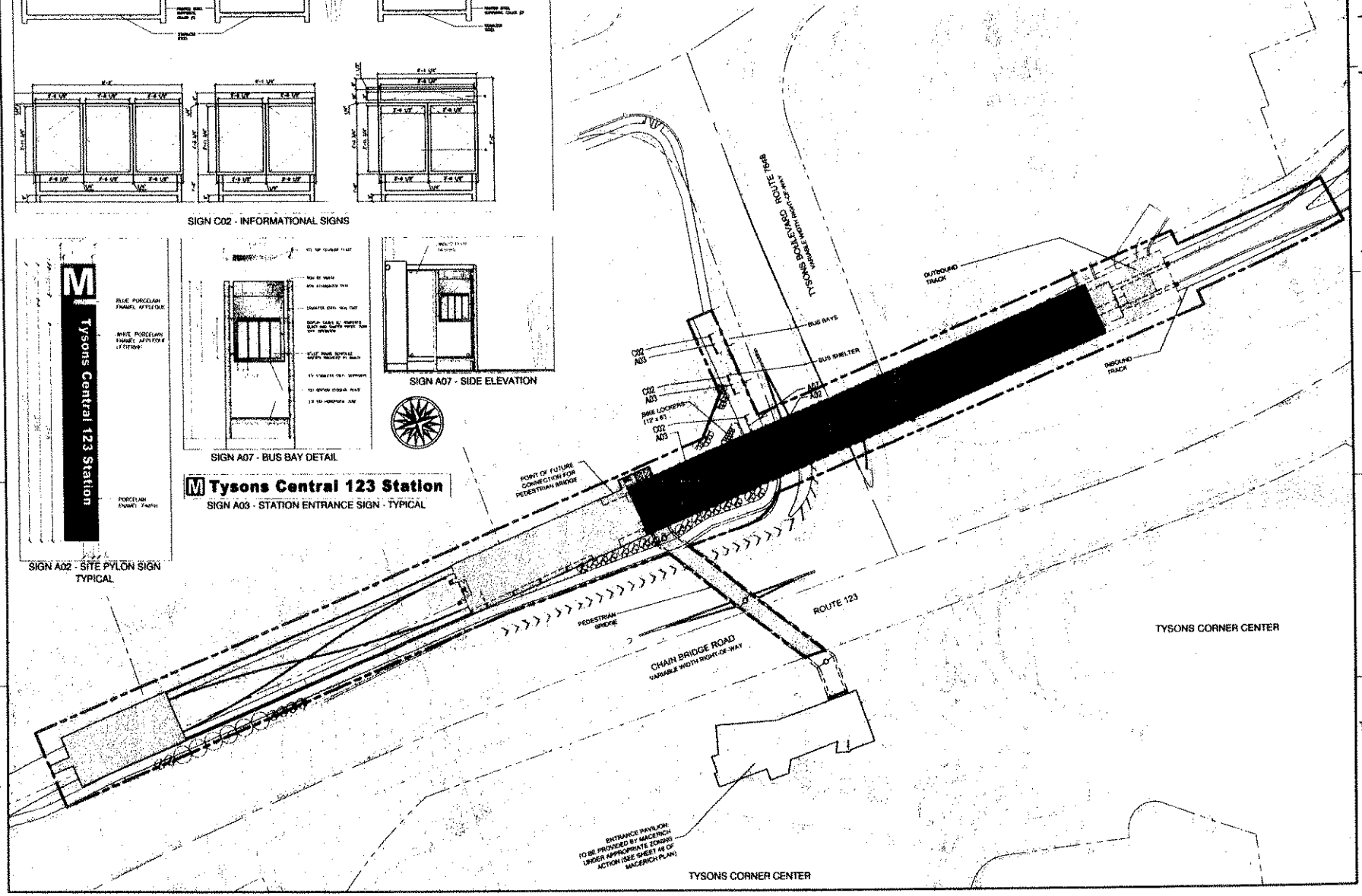
SIGN A02 - SITE PYLON SIGN TYPICAL

SIGN A07 - BUS BAY DETAIL

SIGN A07 - SIDE ELEVATION

Tysons Central 123 Station

SIGN A03 - STATION ENTRANCE SIGN - TYPICAL



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TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE 0' 50' 100'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.23.08	JMC	

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APPROVED BY
CHECKED BY LAM
DATE February 20, 2008

TITLE

Tysons Central 123 Station
Dulles Corridor Metrorail Project

Landscape Plan, Sign Plan & Existing Vegetation Map

PROJECT NO. M-10697

3

SHEET NO. 3 OF 8

M-10697

2232-P08-11

PERSPECTIVE VIEW OF STATION

NOTES:

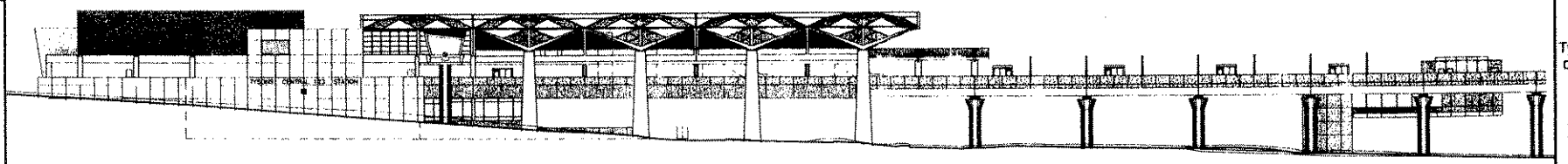
1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 29-4 ((19)) 4A PART, 5A PART, 5B PART, 5C PART AND VDOT RIGHTS-OF-WAY
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION APPLICATION IS APPROXIMATELY 3.46 ACRES AND IS ZONED PDC, HC AND SC
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE ESTABLISHMENT OF AN ELECTRICALLY POWERED REGIONAL RAIL TRANSIT FACILITY; SPECIFICALLY, A RAIL STATION AND ACCESSORY USES THERETO.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEFINED BY DULLES TRANSIT PARTNERS, LLC DURING SUPPLEMENTAL ENGINEERING
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FOOT FROM SURVEY INFORMATION PROVIDED BY DULLES TRANSIT PARTNERS, LLC
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT
7. MINIMUM YARD REQUIREMENTS FOR THE PDC DISTRICTS IS AS FOLLOWS:

   THE STANDARDS FOR REQUIRED YARDS IN THE PDC DISTRICT ARE AS SET FORTH IN PART 1 OF ARTICLE 16
8. AS STATED IN SECT. 9-404 AND 9-405 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE BULK REGULATIONS OR THE MINIMUM DISTRICT SIZE REQUIREMENTS OF THE ZONING DISTRICT IN WHICH THE USE IS LOCATED.
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED
10. NO PARKING FACILITY REQUIREMENTS WERE DETERMINED AS PART OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS).
11. THERE IS NO FLOODPLAIN, RESOURCE PROTECTION AREA (RPA) OR ENVIRONMENTAL QUALITY CORRIDOR (EQC) ON THE SUBJECT PROPERTY
12. STORMWATER MANAGEMENT HAS BEEN DESIGNED SYSTEM WIDE, INCLUDING THIS SITE, AND WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR), BASED ON FAIRFAX COUNTY CRITERIA, PER AGREEMENT BETWEEN THE COUNTY AND DCR. THEREFORE, A WAIVER OF PAR. 3 OF SECT. 9-011 OF THE ZONING ORDINANCE IS HEREBY REQUESTED.
13. THERE ARE NO EXISTING UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE OR MAJOR UNDERGROUND UTILITY EASEMENTS LOCATED ON THE SUBJECT PROPERTY
14. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS A SIX (6) FOOT SIDEWALK ON BOTH SIDES OF ROUTE 123, FLANKED BY MINIMUM STRIPS OF SIX FEET OF LANDSCAPING ON EACH SIDE
15. SEE SHEET 3 FOR THE LOCATIONS, NUMBER AND SIZES OF ALL PROPOSED SIGNS
16. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE FEIS, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY
17. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCE AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCES THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF IN CONJUNCTION WITH THE USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS.
18. EXCEPT AS QUALIFIED ABOVE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

TABULATION:

EXISTING/PROPOSED ZONING	PDC
TOTAL LAND AREA	3.46 ± AC
PDC	1.474 AC
VDOT R/W	1.990 AC
MAXIMUM FLOOR AREA RATIO PERMITTED	1.50
PROPOSED FLOOR AREA RATIO	0.52
MAXIMUM GROSS FLOOR AREA PERMITTED	226,076 ± SF
PROPOSED GROSS FLOOR AREA	78,411 ± SF
MAXIMUM BUILDING HEIGHT PROPOSED	75 FT
OPEN SPACE REQUIRED / PROVIDED (15%)	0.52 ± AC

NOTE: THE PERSPECTIVE VIEW SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES TO SHOW THE CHARACTER OF THE PROPOSED RAIL STATION. ARCHITECTURE AND LANDSCAPING ARE SUBJECT TO CHANGE WITH FINAL DESIGN.



STATION ELEVATION - SOUTH

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TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 30' 60'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	06.23.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 20, 2008

TITLE
Tysons Central 123 Station
Dulles Corridor Metrorail Project
Station Perspective, Notes, and Tabulation

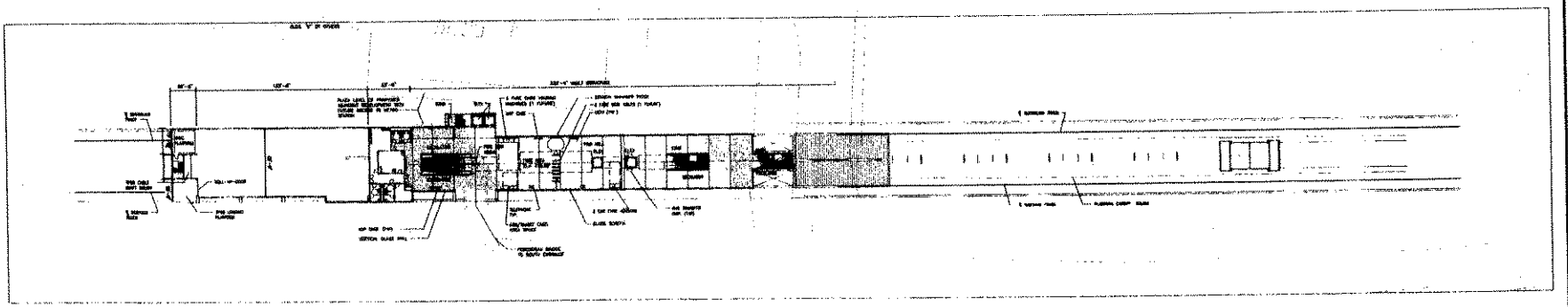
PROJECT NO. M-10697

4

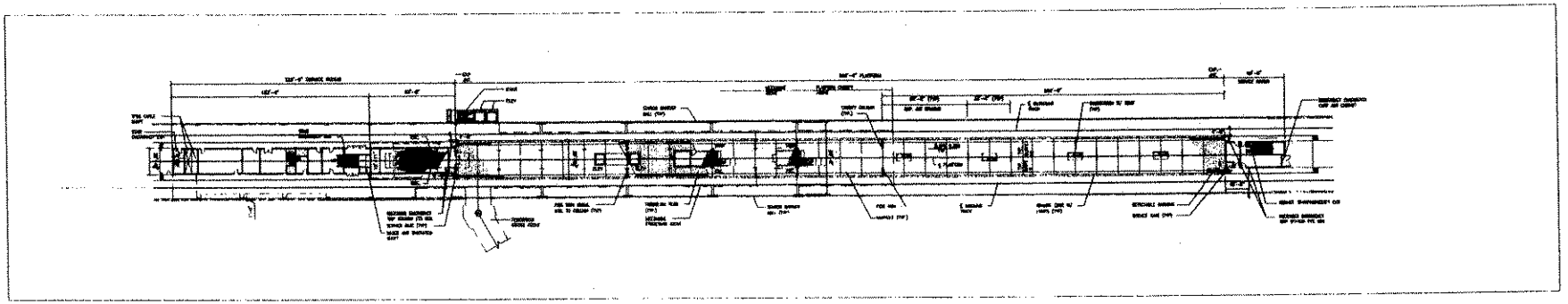
SHEET NO. 4 OF 8

M-10697

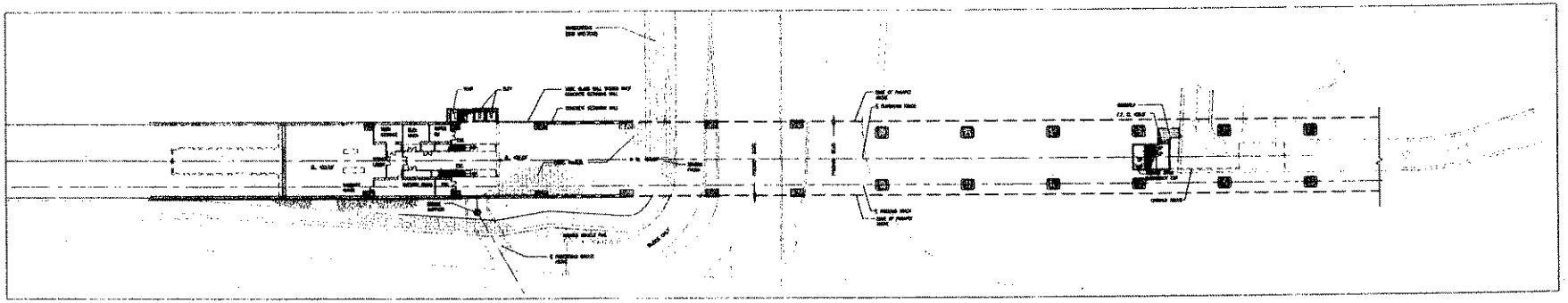
2232-P08-11



PLAN VIEW - MEZZANINE LEVEL



PLAN VIEW - PLATFORM LEVEL



PLAN VIEW - GROUND LEVEL

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TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
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SEAL

KEY PLAN

SCALE 0' 40' 100'

No.	DATE	BY	Description
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1	06.23.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 20, 2008

TITLE
Tysons Central 123 Station
Dulles Corridor Metrorail Project
Station Plan View Details

PROJECT NO M-10697

5

SHEET NO 5 OF 8

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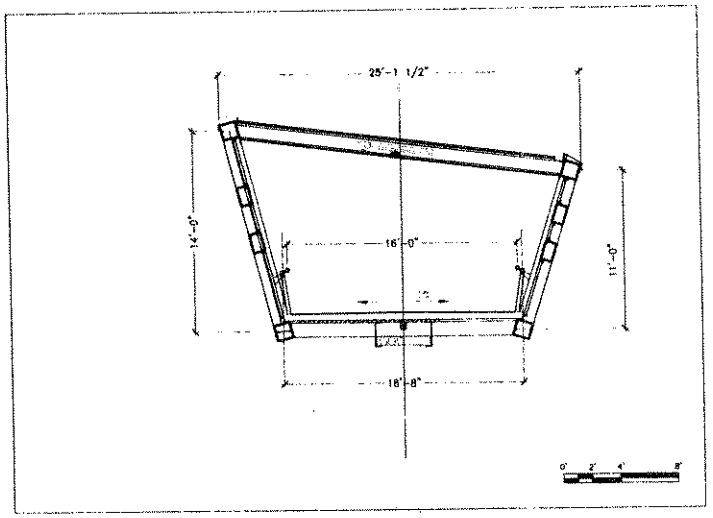
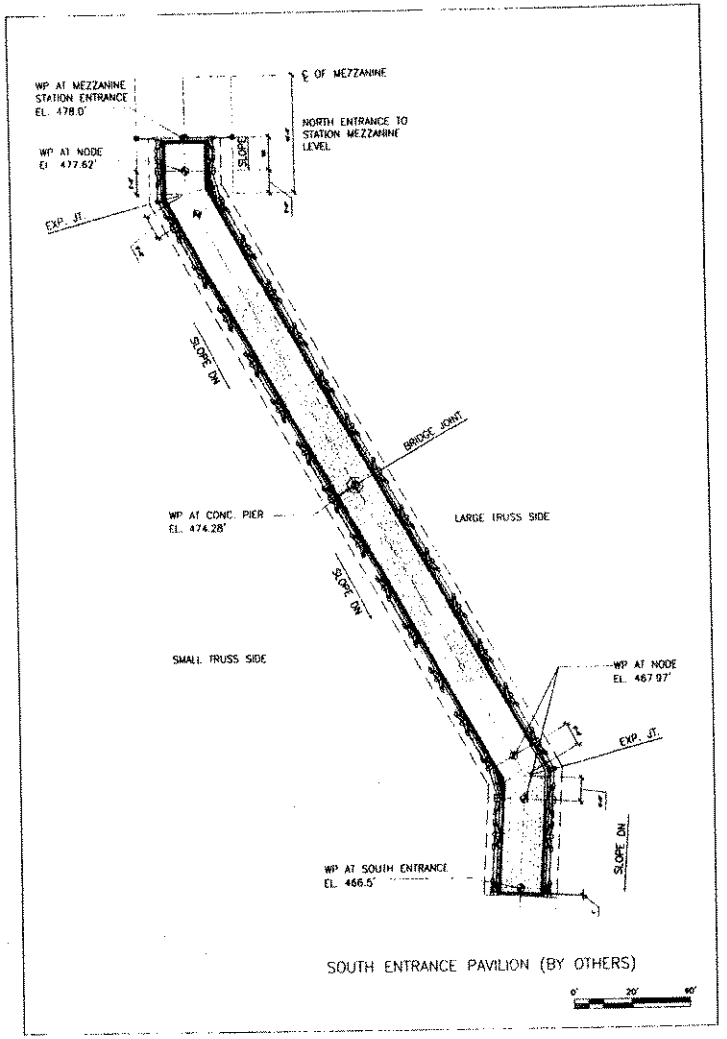


PEDESTRIAN BRIDGE - CROSS SECTION



BRIDGE LEVEL FLOOR PLAN

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TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
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1	08.23.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 20, 2008

TITLE

Tysons Central 123 Station
Dulles Corridor Metrorail Project

Pedestrian Bridge Details

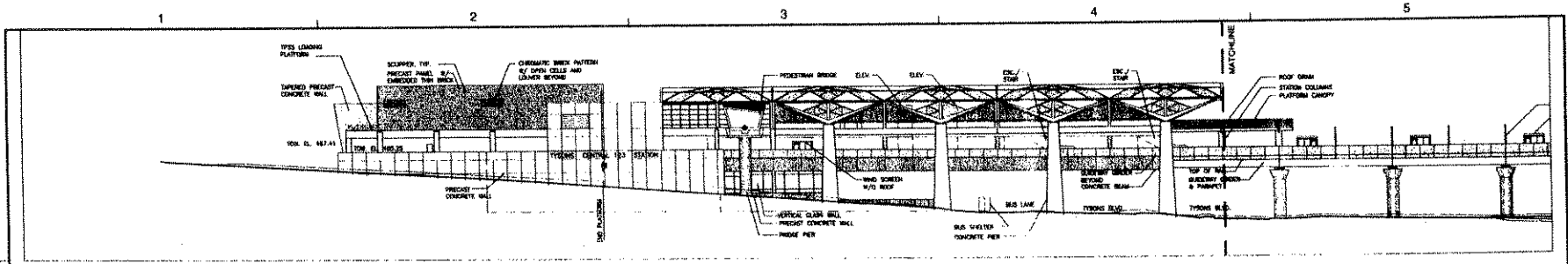
PROJECT NO. M-10697

6

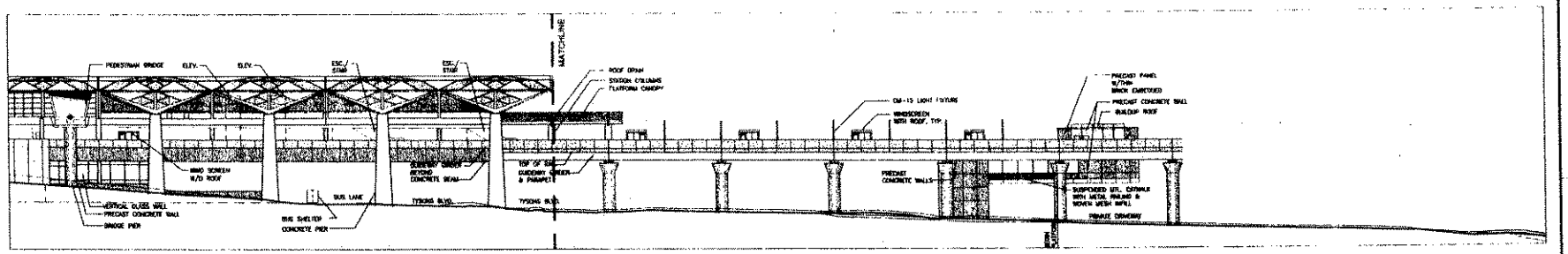
SHEET NO. 6 OF 8

M-10697

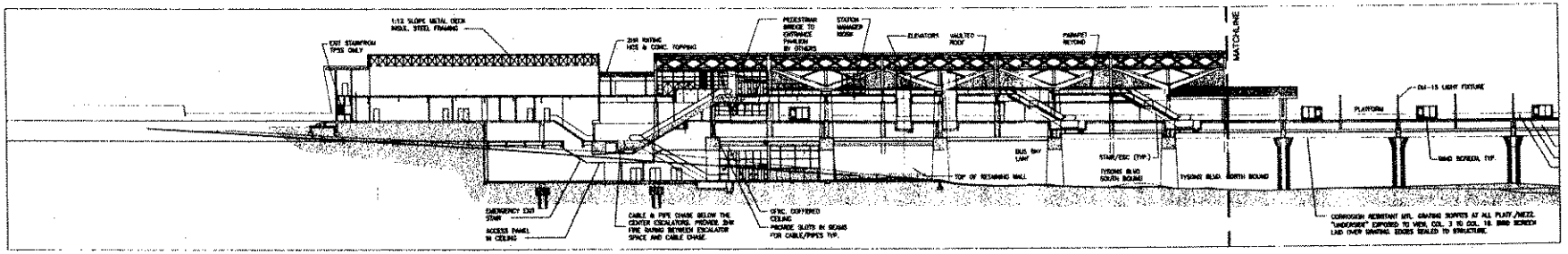
2232-P08-11



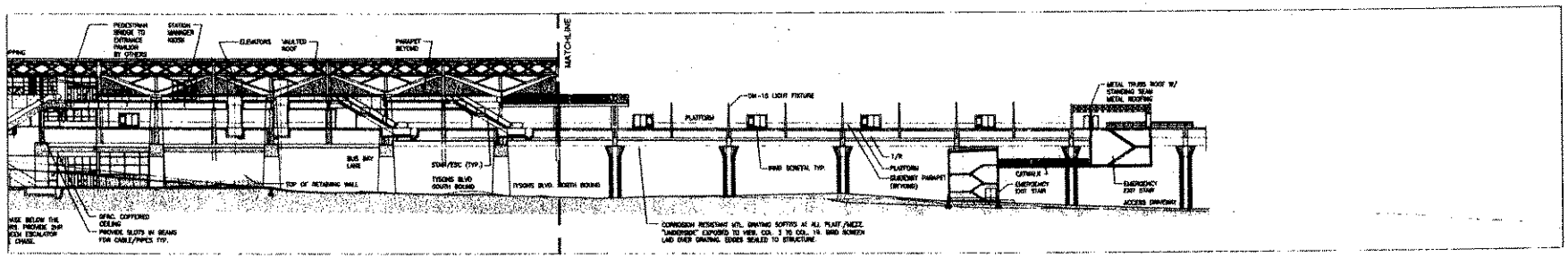
STATION ELEVATION - SOUTH



STATION ELEVATION - SOUTH (CONT)



LONGITUDINAL ELEVATION



LONGITUDINAL ELEVATION (CONT)

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 30' 60'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	06.23.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 20, 2008

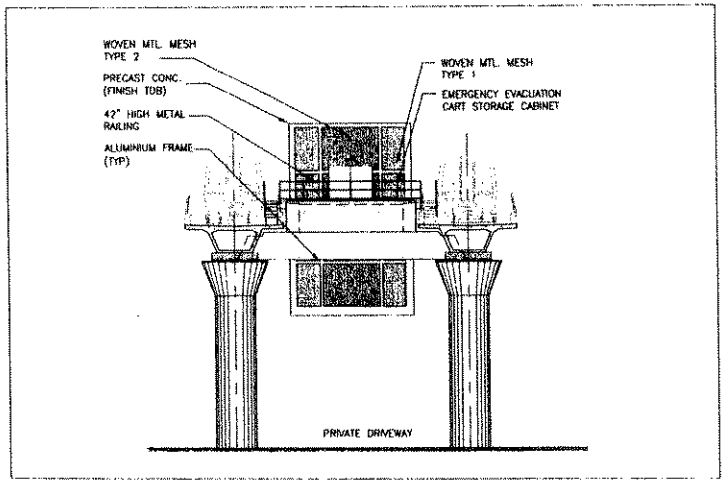
TITLE
Tysons Central 123 Station
Dulles Corridor Metrorail Project
Elevations and Sections

PROJECT NO. M-10697

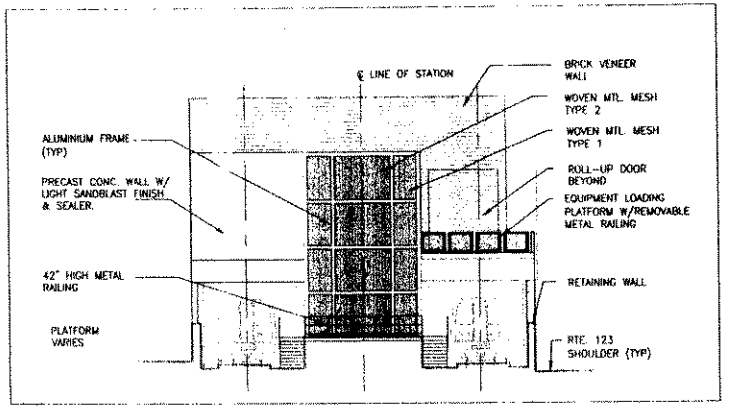
7

SHEET NO. 7 OF 8
M-10697

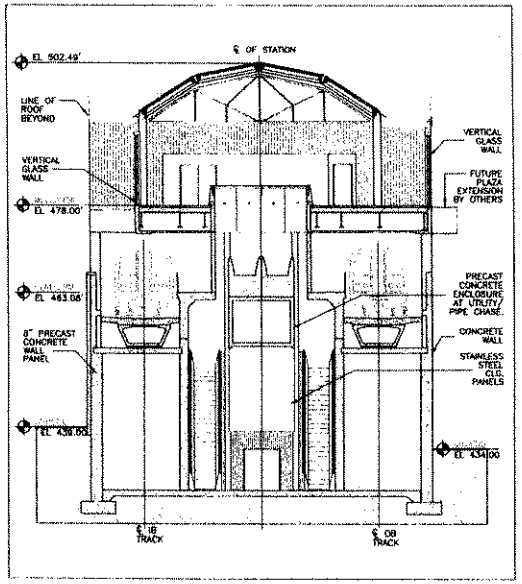
2232-P08-11



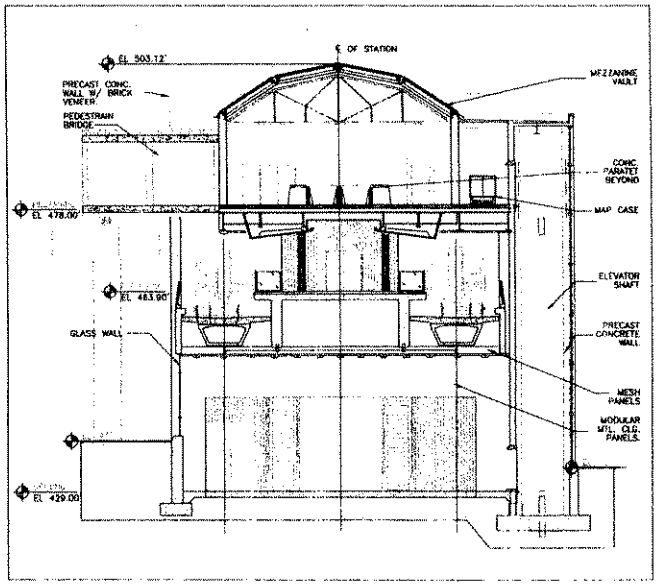
ELEVATION A
EAST END



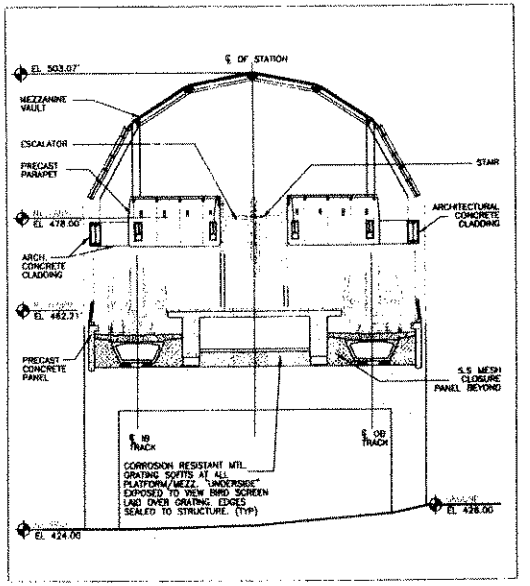
ELEVATION B
WEST END



SECTION C
BETWEEN COLUMNS 01 & 1



SECTION D
BETWEEN COLUMNS 1 & 2



SECTION E
BETWEEN COLUMNS 8 & 9

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

COMMONWEALTH OF VIRGINIA
RUSSELL A. WERNER
Lic. No. 019377
10/2/08
PROFESSIONAL ENGINEER

KEY PLAN

SCALE
0' 10' 20'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.23.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 20, 2008

TITLE
Tysons Central 123 Station
Dulles Corridor Metrorail Project
Elevations and Sections

PROJECT NO. M-10697

8

SHEET NO. 8 OF 8

M-10697

2232-P08-11

2232-P08-11

McGuireWoods LLP
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Suite 1800
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Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008

HAND DELIVERED

David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Additional submissions for Central 123 2232 application

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Central 123 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

29-4((10))5A part, 5B part, 5C part Portions of Rt. 123 ROW	Letter from Michael Harris, DRPT Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant. If you have any questions regarding these submittals, please feel free to call me.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

2232-POR-11

COMMONWEALTH of VIRGINIA

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

MATTHEW O. TUCKER
DIRECTOR

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

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AUG 8 2008
DEPARTMENT OF PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons Central 123 Station
Property Status and Consent
Tax Map 29-4((10))5A part, 5B part, 5C part , 4A PART
Tysons II Land Co.
HRG 12/17/08

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-P08-11

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

For June 14, 2007, letter from
Pierce Homer,
Secretary of Transportation,
Commonwealth of Virginia,
see

August 7, 2008, letter from
McGuireWoods,

in **ATTACHMENT 1**

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
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Lori Greenlief
Direct: 703.712.5433

2232-P08-11

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

October 10, 2008

BY COURIER

David Jillson
Planning Division
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
8th Floor
Fairfax, VA 22035

RE: Consent for Central 123 2232 application; 2232-P-08-11

Dear Mr. Jillson:

Enclosed please find a letter from the Department of Rail and Public Transportation (DRPT) indicating the status of the condemnation process for the Tysons II Land Co property. The original was filed with Virginia Ruffner for the SE application. A letter from Pierce Homer indicating the State properties can be used for the purposes stated in the Project was already submitted on August 7, 2008.

If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

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COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
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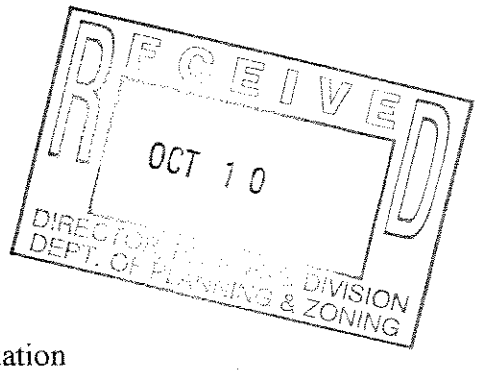
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

October 9, 2008



Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons Central 123 Station
Property Status and Consent
Tax Map 29-4((10))4A part. 5A part, 5B part, 5C part
Tysons II Land Co.

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property has been completed, a written offer of just compensation has been presented to the property owner and after the required time period, no reasonable response was received. Therefore, MWAA with support from the Commonwealth through the Virginia Department of Transportation (VDOT) has prepared a Certificate of Take to be filed with the Circuit Court on November 3, 2008. Upon filing the Certificate of Take (which terminates the interest or estate of the owner of the property described herein), title to the property will be acquired and right of entry gained by the Commonwealth on behalf of MWAA for this project.

2232-P08-11

Please also note that concurrence with the special exception application was also requested from the owner but that request was denied.

Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Dulles Corridor Coordinator
Department of Rail and Public Transportation

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OCT 10
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

McGuireWoods LLP
1750 Tysons Boulevard
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2232-P08-11

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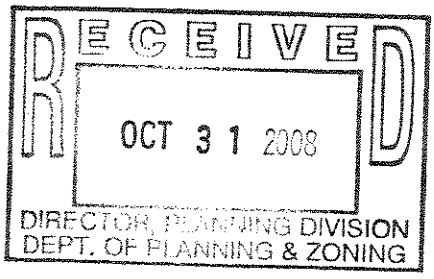
lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050



October 28, 2008

BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-P08-11), Tysons Central 123

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 application based on staff's comments. I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for Tysons Corner Urban Center.

Response: The Principles of Good Design and Transit Oriented Design contained on pages 36-37 and 41-42 of the Comprehensive Plan underscore the need for function, order, identity and appeal in the design of buildings, open spaces, roadways, pedestrian paths and signage. The Metro stations (all 4) will be key components of the transformed Tysons landscape. As stated in the Plan, one of the key objectives of the Tysons Corner Plan is to encourage alternative modes of transportation. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Tysons Central 123 station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Ample access points are provided to the Tysons Central 123 station including safe passage over Route 123. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations and the program

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will include the 5 stations in Phase 1. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. All art displayed in the stations will be visable from the public areas of the station. This also will allow those who choose to use the pedestrian bridges to enjoy any interior artworks. Ultimately, artists chosen by a panel recommended by County Supervisors, will be assigned to each station.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed at the Tysons Central 123 station. The applicable section of the FEIS, pages 3-64 through3-78 are attached for reference.

Comment: Provide a summary detailing how noise will be mitigated.

Response: Noise impact studies were performed as part of the FEIS which considered ambient conditions and future operations of the station. No impacts were identified requiring mitigation. The noise analysis in the FEIS is lengthy and contains FTA, WMATA and County criteria. A summary, "C. Project Facilities" on page 4-102 of FEIS is attached. Note that the tracks have parapet walls on either side to reduce wheel noise. During construction, the project is subject to the requirements of the Fairfax County Noise Ordinance.

Comment: Discuss any "green" technology used?

Response: The Dulles Corridor has been called the "the economic engine" of Fairfax County and Northern Virginia. The provision of Metrorail to Dulles is a critical step for providing multi-modal and comprehensive transit options, facilitating the movement of residents, customers and employees throughout that area. The Fairfax County Policy Plan encourages the implementation of transportation strategies that reduce auto travel, minimize dependence on single-occupant automobiles and improve traffic flow, thereby reducing auto emissions.

Public transit is crucial if we as a society are going to improve air quality and reduce green house gases released into the environment. The American Public Transportation Association (APTA) states that "an individual switching to public transit can reduce his or her daily carbon emissions by 20 pounds; that's more than 4,800 pounds in a year, a figure that is more than the combined carbon emissions reduction that comes from weathering your home and using energy efficient appliances and environmentally-friendly light bulbs." APTA goes on to state that "if just one commuter of a household switches from driving to using public transportation, the household's carbon footprint will

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be reduced by 10 percent. If a household gives up its second car altogether, a household can reduce carbon emissions by 30 percent."

Other than the obvious provision of alternative mode of transportation in the Dulles Corridor, below are some of the energy conserving aspects of the rail development:

- All steel has a 25 - 35% recycled content today.
- We are using fluorescent bulbs in many fixtures - tunnel areas, service rooms, pedestrian bridges, mezzanine and platform ceilings
- Use of LED lighting in handrails, and fixtures at platform capable of using LED in the future
- The system employs an Advanced Energy Management System (AEMS) that monitors energy consumption and provides for control and limits availability of electrical features unless needed
- Site lighting is actuated by photo sensors
- Site lighting uses cutoffs to reduce fugitive light, minimizing light pollution
- Rain gardens and redirected runoff are a featured concept in landscaping - providing increased ground water recharge and irrigation
- Increased use of free-ventilating spaces where possible to minimize energy intensive environmental controls
- Increased use of skylights and glazed storefront windows to increase contribution of natural lighting
- Increased attention to jobsite management of waste materials - increased recycling content and reduction of materials sent to landfills

Comment: What are the number of lanes provided for Rt. 123 and Rt. 7?

Response: Route 123 is planned for 3 through lanes in each direction with left and right turn lanes. Rt. 7 is planned for 3 through lanes in each direction with left, right and auxiliary lanes.

Comment: How is stormwater management addressed?

Response: Stormwater runoff from the station is collected in a closed system and routed into the existing pond on the Tysons II Land Company property. The design will be submitted to DCR in the near future for review.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

Response: The landscaping concept includes screening of the station wall and buffering the hardscape along Route 123, as well as screening the site from future development to the north of the station. Trees will be planted

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2232-P08-11

in planting strips that are a minimum of five feet wide. Tree calipers will be two inches in diameter. No tree grates will be used.

Comment: Provide benches at the station entrance.

Response: The applicant has no objection to a development condition requiring the provision of benches outside of the station entrance. It is noted that within the station, at the ground level entrance, there will be public space for seating or possibly retail uses.

Comment: Coordination the location of bike lockers with Charlie Strunk.

Response: The bike locker location has been coordinated with Charlie Strunk and such is reflected on the plat.

Comment: Provide explanation of timing and responsibility of construction for south entrance pavilion.

Response: Tysons Corner Holdings LLC and Tysons Corner Property Holdings LLC ("The Owners") entered into a Metrorail Facilities Agreement with The Virginia Department of Rail and Public Transportation on January 9, 2007. A copy is included for reference. To summarize, this agreement states that the Owners are responsible for the design and construction of the southern pavilion and bus plaza. If the Owners fail to commence construction in compliance with the rail project schedule, Fairfax County, through the proffers associated with RZ 2004-PR-044 or DRPT will demand dedication upon 60 days notice and DRPT will construct the improvements. In accordance with the agreement, DRPT will provide project schedule updates to the Owners.

Page 46 of the CDP/FDP for Tysons Corner Center shows the location and design of the proposed southern entrance pavilion. Proffer 50 associated with RZ 2004-PR-044 requires the execution of the agreement described above and specifically addresses the owners responsibility to construct the pavilion and bus plaza area.

2232-P08-11

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

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Attachments:

1. Revised 2232 Statement, clean and blacklined
2. Section 3.5 Cultural Resources of FEIS
3. Page 4-102 of FEIS, Noise Impacts
4. Agreement with Tysons Corner Holdings LLC and Tysons Corner Property Holdings LLC

ATTACHMENT 2a

For information regarding Section 106 of the National Historic Preservation Act, see **ATTACHMENT 1a**

"3.5 Cultural Resources"
Pages 3-64 through 3-78

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Social Effects

ATTACHMENT 2b

For information regarding Noise Impacts,
see **ATTACHMENT 1b**

Page 4-102

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Environmental Effects

2232-P08-11

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METRORAIL FACILITIES AGREEMENT

THIS METRORAIL FACILITIES AGREEMENT is dated January 9, 2007, and is by and between TYSONS CORNER HOLDINGS LLC and TYSONS CORNER PROPERTY HOLDINGS LLC, each of which is a Delaware limited liability company (jointly, the "Owners"), and THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION, a body politic of the Commonwealth of Virginia ("DRPT").

Background:

A. The Owners are the fee and/or leasehold owners of certain real property commonly known as the Tysons Corner Center super-regional shopping mall, which is identified on the Fairfax County Tax Map as 29-4 ((1)) 35A and 35C and 39-2 ((1)) 2, 4 and 5 (collectively, the "Property").

B. The Property is situated in Fairfax County, Virginia, the Owners having acquired the Property by deeds recorded in Deed Book 15694, at Page 1925 and Deed Book 10007, at Page 1118, among the land records of Fairfax County, Virginia (the "Land Records").

C. The Owners have filed an application with Fairfax County to rezone the Property to the Planned Development Commercial District, which application is pending as of the date of this Agreement (the "Rezoning"). The Rezoning of the Property is being done in contemplation of a mixed-use development of the Property over a period of years, as shown on a plan entitled "Conceptual/Final Development Plan RZ 2004-PR-044 (With Rail Option)," dated November 15, 2004 and revised through January 8, 2007, prepared by Patton, Harris, Rust & Associates of Chantilly, Virginia (the "Plan").

D. DRPT is responsible for the construction of an extension of Metrorail service ("Metro") under what is commonly referred to as the Dulles Corridor Rail Project (the "Project"), which will include stations in the vicinity of the Property, and in particular the Tysons Central 123 Metro Station, which is proposed to be constructed at or near the intersection of Route 123 and Tysons Boulevard (the "Station").

E. The parties desire to accommodate certain connections between the Property and the Station, and to provide for the construction and maintenance of facilities that will provide for those connections.

NOW THEREFORE, in consideration of the mutual promises contained herein, and the exchange of other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

Terms and Conditions of Agreement:

1. The Plan and the Project identify that there will be an elevated pedestrian bridge between the Station and the Property (the "Bridge"), which is shown and labeled on

2232-P08-11

the Plan as the "Pedestrian Bridge Connection to Metro Station" or an underground pedestrian connection between the Station and Property. DRPT agrees to the alignment of the Bridge and to the approximate location of its landing on the Property. Except as provided in the following sentence, DRPT shall construct and maintain the Bridge at its sole cost and expense. Notwithstanding the foregoing, if the Bridge design that DRPT intends to use for Project contracting purposes does not incorporate a handrail-to-handrail width of 16' or more, then upon completion and opening of the Bridge, the Owners shall reimburse DRPT for the agreed cost of widening the Bridge from 12'± to 16' (handrail-to-handrail). DRPT estimates this reimbursement to be $305,360 in 2006 dollars and DRPT will provide the Owners with an updated estimate of the cost of this work prior to the commencement thereof for the Owners' review and acceptance. The effect of the foregoing will be that if DRPT incorporates a pedestrian Bridge having a handrail-to-handrail width of 16' or more into the design for the Station or an underground pedestrian connection, the Owners shall not be responsible for the cost of the widening of this Bridge.

2. The Plan identifies that there will be an entrance pavilion that will be built along the northern edge of the Property. This is shown and labeled on the Plan as "2-E South Entrance Pavilion" (the "Pavilion"). DRPT agrees to the approximate location of the Pavilion. The Pavilion shall provide for sufficient access (further defined in Section 5) between the ground level bus plaza and the Bridge or underground pedestrian connection.

3. The Plan identifies that there will be a four-bay bus plaza that will also be built along the northern edge of the Property, adjacent to the Pavilion. This is shown and labeled on the Plan as "Bus Plaza" (the "Bus Plaza"). DRPT agrees to the approximate location of the Bus Plaza. The Bus Plaza indicates four bus bays; however, DRPT only requires three bus bays. DRPT shall only reimburse the Owners for three of the four bus bays as further described in para. 5 below.

4. The Owners will be responsible for reconfiguring Route 123 to be all 11' lanes for the area between the center median in Route 123 and the Bus Plaza, if VDOT approves this reconfiguration, and provided that the additional space created by such lane reconfiguration is used to accommodate the vertical circulation for the Station on the north side of Route 123, the South Entrance Pavilion or the Bus Plaza on the south side of Route 123.

5. Owners shall design and build the Pavilion and the Bus Plaza. DRPT shall reimburse the Owners for Owners' expenditures in constructing the Pavilion and three bays of the Bus Plaza. The amount of such reimbursement is estimated to be $6,067,168 in 2006 dollars, in accordance with the budget prepared by DRPT and attached hereto as Attachment 2, and DRPT will provide the Owners with an updated estimate of the cost of this work prior to the commencement thereof for the Owners' review and acceptance. Reimbursement shall be provided to the Owners in the form of customary construction progress draws, based on certified percentage

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of completion by the Owners, with payments to be made within thirty (30) days of submission. To the extent that the cost of the Pavilion and the Bus Plaza exceeds the amount that DRPT is obligated to reimburse the Owners, then the excess cost shall be borne by the Owners, and such excess shall be fully paid or spent by the Owners on such improvements before DRPT is required to commence reimbursement payments to the Owners. The Owners shall design and build the Pavilion and Bus Plaza in compliance with applicable design criteria, specifications and requirements of the Project. Owners shall provide the following vertical circulation devices in the Pavilion: at a minimum, one stairway, one ascending escalator, one descending escalator and two elevators.

6. The Pavilion and Bus Plaza must be operational, including a positive acceptance inspection by DRPT and WMATA, in compliance with the Project construction schedule provided by DRPT and reasonably accepted by the Owners. Additionally, construction of the Pavilion and Bus Plaza must be advanced in accordance with any interface milestones required to facilitate construction of the Bridge. Likewise, DRPT shall complete the Bridge (or underground pedestrian connection) prior to the opening of the Station. DRPT, WMATA and the Owners shall coordinate their respective design, construction and construction inspection work in a manner so as to ensure that the Bridge (or underground pedestrian connection) and the Pavilion are compatible and meet the Project design requirements. To that end, Owners shall grant to DRPT any reasonably necessary construction and utility easements to facilitate the connection of the Bridge (or underground pedestrian connection) to the Pavilion, and also to permit installation of connections with the Bus Plaza. Other specific Pavilion and Bus Plaza requirements include, but are not limited to, those outlined in the hereto attached Exhibit A. The Owners shall provide DRPT reasonable access to the facilities and all design drawings during construction for periodic inspections.

7. DRPT shall provide Owners with prior written notice of the Station's opening not less than three years prior to the scheduled opening. Such notice shall be accompanied with a detailed construction schedule pertaining to DRPT's work. All work to be performed by the Owner shall be in accordance with the Project construction schedule provided by DRPT and reasonably accepted by the Owners.

8. Upon acceptance of the Project, it is assumed that WMATA shall be responsible for maintenance of the Bridge (or underground pedestrian connection) and the Bus Plaza, and those portions of the Pavilion that serve the Bus Plaza and the Bridge/underground pedestrian connection (including vertical circulation devices). The Owners shall contribute to such maintenance in an equitable amount. Such maintenance responsibilities shall be evidenced by separate agreement between the Owners and WMATA. Representatives of the Owners shall have the right to enter those portions of the Pavilion and Bus Plaza for which WMATA is responsible for routine cleaning and maintenance.

9. Subsequent to completion of the Pavilion, the Bus Plaza and the Bridge/underground pedestrian connection, the Owners shall dedicate the land for the Bus Plaza to Fairfax County in fee simple and grant permanent access easements to Fairfax County and WMATA to provide for access to the Pavilion and bus egress from the Bus Plaza to Route 123. Dedication of the land for the Bus Plaza shall be completed incrementally, with land area for three bus bays to be dedicated with Phase 1 and land area for the fourth bus bay to be dedicated with Phase 2, as indicated in the Plan. The Owners shall not be entitled to receive and shall waive the right to obtain compensation for such dedication of land and conveyance of easements, and the dedication of land and conveyance of easements will be evidenced by recorded instruments in the Land Records. The Owners shall prepare the plats and legal instruments and pay any fees associated with the recordation of the documents unless DRPT chooses to prepare and record the documents.

10. If the Owners fail to commence construction of the Pavilion or the Bus Plaza in compliance with the Project construction schedule provided by DRPT and reasonably accepted by the Owners or fail to complete and dedicate the land and grant the easements described above in a timely manner, Fairfax County through proffers associated with RZ 2004-PR-044 or DRPT shall demand dedication of the underlying land and the conveyance of the requisite easements for construction and permanent operations on sixty (60) days' prior written notice, and then DRPT may complete the improvements for the Pavilion and the Bus Plaza in accordance with WMATA's prototypes for those facilities and Sheet 46 of the Plan. The Owners shall (i) dedicate in fee simple to the County the area of land necessary for the Bus Plaza as specified on Sheet 46 of the Development With Rail CDP/FDP and (ii) convey necessary easements to the County for construction and permanent operations of the Bus Plaza and the South Entrance Pavilion. No demand for dedication shall be made prior to the execution of a Full Funding Grant Agreement in favor of DRPT or its successor(s) in interest by all requisite parties in respect of the Project. Subsequent to this construction, if the Owners choose to continue with their development as indicated in the Plan, the Owners may do so in coordination with Fairfax County and DRPT to ensure that modifications to the Bus Plaza and the Pavilion may be made to allow these facilities to integrate with the development as indicated in the Plan. The Owners shall prepare the plats and legal instruments and pay any fees associated with the recordation of the documents unless DRPT chooses to prepare and record the documents.

11. The dedication of land described in Sections 9 and 10 shall be subject to the reservation that such land area shall at all times be used solely for bus, transit, emergency and ancillary support purposes, and shall expressly exclude the right of DRPT, WMATA or Fairfax County to develop or re-develop the Bus Plaza area or any air rights relating thereto for any uses other than those approved by the Owners, or uses in which DRPT, WMATA or Fairfax County and the Owners are joint venturers.

2232-P08-11

12. This rights and obligations of the parties under this Agreement are expressly conditioned on the approval of the Rezoning by the Fairfax County Board of Supervisors. If the Rezoning is not approved by the Fairfax County Board of Supervisors on or before February 28, 2007, then this Agreement shall automatically be null and void without further action by either party.

13. The parties agree that the rights, privileges and obligations contained in this Agreement shall be binding upon the parties and their successors and assigns, if any.

14. This Agreement may be executed in counterparts, which, taken together, shall constitute one and the same instrument.

15. The parties agree that the Project and the Plans are in substantial conformance with the 100% Preliminary Engineering Dulles Metrorail plans (with modifications currently under review for changes to the mezzanine and the pedestrian bridge). Minor modifications in these plans may occur as a result of design changes, site engineering conditions or other factors. The parties agree to adapt to these changes as long as they conform to RZ 2004-PR-044 and have the approval of Fairfax County and will best serve to connect the Station with the Property. Should the cost estimates provided in Sections 1 and 5 change to reflect design modifications to the Station or the Bridge, such as but not limited to a change in the elevation of the Station mezzanine above the tracks, the Owners and DRPT shall coordinate to adjust the cost estimates indicated to accurately reflect the costs associated with the modified design.

16. DRPT shall have the right to assign all of its rights and obligations under this Agreement to the Metropolitan Washington Airports Authority without the consent of the Owners. DRPT shall give prompt written notice of the assignment to the Owners."

{SIGNATURES APPEAR ON FOLLOWING PAGES}

2232-P08-11

FURTHER WITNESS the following signatures and seals.

TYSONS CORNER HOLDINGS LLC,
a Delaware limited liability company
Owner of Tax Map #39-2 ((1)) 2, 4 and 5

By: TYSONS CORNER LLC,
a Virginia limited liability company,
its sole member

By: MACW TYSONS, LLC,
a Delaware limited liability company,
its member

By: _____
Name: Thomas E. O'Hern
Title: Executive Vice President

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OCT 31
DIRECTOR'S ADMIN. DIVISION
DEPT. OF PLANNING & ZONING

COMMONWEALTH OF VIRGINIA
COUNTY OF _____, to wit:

I the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that _____ as _____ of MACW TYSONS LLC, whose name is signed to the foregoing Agreement, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this _____ day of _____, 2007.

My commission expires:

_____

_____
Notary Public

2232-P08-1L

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California
County of LOS ANGELES } ss.

On 19 January 2007 (Date) before me, Kristen McCormick, Notary Public (Name and Title of Officer (e.g., "Jane Doe, Notary Public")),

personally appeared Thomas O'Hara (Name(s) of Signer(s)),

☑ personally known to me

☐ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

KRISTEN MC CORMICK
Commission # 1563627
Notary Public - California
Los Angeles County
My Comm. Expires Apr 20, 2009

WITNESS my hand and official seal.

Kristen McCormick
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☐ Individual	☐ Individual
☐ Corporate Officer — Title(s): _____	☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact	☐ Attorney in Fact
☐ Trustee	☐ Trustee
☐ Guardian or Conservator	☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
Signer Is Representing: _____	Signer Is Representing: _____
RIGHT THUMBPRINT OF SIGNER — Top of thumb here	RIGHT THUMBPRINT OF SIGNER — Top of thumb here

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2232-P08-11

TYSONS CORNER PROPERTY HOLDINGS LLC,
a Delaware limited liability company
Owner of Tax Map # 29-4 ((1)) 35A and 35C

By: TYSONS CORNER PROPERTY LLC,
a Virginia limited liability company,
its sole member

By: MACW TYSONS, LLC,
a Delaware limited liability company,
its member

By: _____
Name: Thomas E. O'Hern
Title: Executive Vice President

COMMONWEALTH OF VIRGINIA
COUNTY OF _____, to wit:

I the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that _____ as _____ of MACW TYSONS LLC, whose name is signed to the foregoing Agreement, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this _____ day of _____, 2007.

My commission expires:

_____

_____
Notary Public

2232-P08-11

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California
County of LOS ANGELES } ss.

On 19 January 2007 (Date) before me, Kristen McCormick, Notary Public (Name and Title of Officer (e.g., "Jane Doe, Notary Public"))

personally appeared Thomas O'Hern (Name(s) of Signer(s))

☑ personally known to me

☐ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

KRISTEN MC CORMICK
Commission # 1563627
Notary Public - California
Los Angeles County
My Comm. Expires Apr 20, 2009

WITNESS my hand and official seal.

Kristen McCormick
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

Signer's Name: _____
☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

RIGHT THUMBPRINT OF SIGNER
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2232-P08-11

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: Matt O. Tuck
Name: Matthew O. Tucker
Title: Executive Director

COMMONWEALTH OF VIRGINIA
COUNTY OF Richmond City, to wit:

I the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that Mathew Tucker as Executive Director of THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION, whose name is signed to the foregoing Agreement, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this 26th day of March, 2007.

Notary Public

My commission expires:
31 March 2011

298780 v11/RE

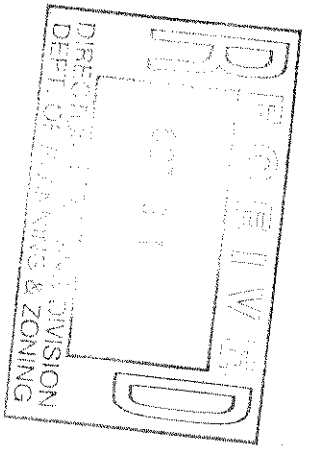
25071-000-T06-GAMT-00004a02

Attachment 2
Summary

Dulles Corridor Metrorail Project
Tysons 123 Station / Macerich Interface
Estimated Cost Summary
Pavilion and Bus Plaza

Bid Item	Description	TOTAL (2006$)*	Comments
41011012	TC 123 - South Entrance Pavillion	$ (1,729,506)	Building
30101012	T6 Tysons Central 123 - Elevators	$ (1,192,895)	Tys C123 El #3 - 24' VR
30201012	T6 Tysons Central 123 - Escalators	$ (814,660)	Tys C123 Escal #4 - 26.1' VR
	Design	$ (136,329)	
SUBTOTAL SOUTH PAVILLION		**$ (3,873,390)**	
62401013	Tysons Central 123 Bus Stop Area	$ (2,043,922)	2066 sf
63001011	Partial T6 Tysons Corner - MPT/MOT	$ (57,332)	Allowance
62601013	Partial T6 Tysons C 123 Sta - Landscaping	$ (92,525)	Allowance
SUBTOTAL BUS STOP AREA		**$ (2,193,779)**	
TOTAL EQUIVALENT COST *		***$ (6,067,168)***	

Note: *Cost data based on 100% PE capital cost estimate



2232-P08-11

Dulles Corridor Metrorail Project
South Pavilion

Attachment 2
Sheet 2.1

***BidItem	BidItem Description	***Activity	Description	Units	Quantity
	South Entrance Pavillion	01540.001	Scaffolding - Brick & Block	SF	3371
	double wide	02315.001	Structural Excavation	CY	741
		02315.005	Structural Backfill	CY	195
		02315.01	Haul out & Stockpile	CY	503.84
		02370.10	Gravel 6"	CY	55
		0311.1262	Form Wall	SF	8450
		0311.1281	SIP Forms, Elevated Slab	SF	475
		0311.1362	Form Columns & Beams	SF	3055
		0311.1911	P/S Slab on grade Forms	SF	1242
		0315.250	Construction Joints	LF	28
		0321.2000	Reinforcing Steel	TN	54.3
		0321.2010	Embeds	LB	613
		0331.1250	Wall Concrete	CY	164
		0331.1251	Concrete In Place, Fdn Mat	CY	414
		0331.1350	Concrete - Column & Beam	CY	33
		0331.3390	Cure Concrete	SF	12747
		0335.3350	Finish Conc	SF	475
		0339.1212	Patch Wall	SF	9768
		0339.1213	Patch Column	SF	1737
		0339.1520	WWM	SF	475
		0348.2000	*Precast Granite Stair*	*VLF*	*37*
		0422.1000	Concrete Masonry Block - 8 In	SF	785
		0422.2001	Brick Veneer - Norman	SF	3371
		0485.001	*F & I Granite Landing*	*SF*	*77*
		0512.117	Str Stl Erect - Entrance Pavillon	TN	28.87
		0572.200	*Handrail, SStl with Screen*	*LF*	*245*
		0575.2000	Install Scrim - screen	SF	190
		07220.001	Roof & Deck - Sheathing	SF	3200
		0761.001	Standing Seam Roof	SF	3200
		0761.003	Soffit - Standing Seam Roof	SF	1317
		0761.004	Fascia – Standing Seam Roof	SF	602
		0811.200	Hollow Metal Door & Frame	EA	2
		0811.300	Hollow Metal Dr & Frame - Pair	EA	2
		0811.500	Finish Hardware	EA	6
		0835.100	Furnish & Install - S.S. Folding Gate	SF	240
		0852.1000	Aluminum Frame Windows	SF	564
		0861.200	Elevator Passageway Glass	SF	166
		0897.100	Glass Curtain Wall	SF	1069
		0934.100	Lay Paver Tile	SF	330
		0938.201	*Install Granite Paver*	*SF*	*315*
		0951.002	Furn & Install - Susp Metal Pan Ceilin	SF	1884
		09510.002	Susp Ceiling Support System	SF	1884
		0998.250	Floor Sealer	SF	515
		12400.100	Signs & Identification Devices	LS	1
		1606.4168	Grounding Grid	LF	80
Total South Entrance Pavillion					

2232-P08-11

Dulles Corridor Metrorail Project
100% PE Bus Drop Off

Attachment 2
Sheet 2.2

***Biditem	Biditem Description	***Activity	Description	Units	Quantity
62401013	Tysons Central 123 Bus Stop Area	0222.008	Site Demolition - Concrete Curb	LF	595
		0222.009	Site Demolition - Pavement	SY	532.4
		0222.011	Site Demolition - Remove Striping	LF	800
		0222.014	Demolition - small Structures	EA	5
		0222.510	Sawcut	LF	400
		0223.001	Site Clearing - Clearing & Grubbing	ACRE	0.44
		0223.002	Site Clearing - 12" Root Mat Removal	CY	723.77
		02315.001	Structural Excavation	CY	1025.7
		02315.002	Fill - 6" Gravelbed	CY	73.4
		02315.005	Structural Backfill	CY	163.7
		02315.0052	Struc Backfill - Small Bldg	CY	336
		0245.850	Drive Piles - Retaining Walls	VLF	5238
		0263.0PLUG	Stormdrain - Plug/Mod. Pipe/MH	EA	2
		0271.0100	Base Course	SY	1463.8
		0275.0100	Concrete Pavement 6" - 8"	SY	229.6
		0276.0710	Striping - 4"	LF	2400
		0276.0780	Striping - Symbols	EA	10
		0277.0440	Curb & Gutter - CIP	LF	538
		02775.0450	Sidewalk 6'	SF	9225
		02775.0451	Sidewalk Scoring 3' x 3'	SF	28087
		02775.400	Sidewalk - Precast 6"x8"	SF	6316
		02775.401	Sidewalk - Precast Paver Base	CY	58.5
		02775.402	Sidewalk Exp Joints	LF	1010
		0287.1000	Site Furnishings	LS	1
		0289.007	Traffic - Signs	EA	15
		0315.240	Place Const Joint	LF	7238
		0315.250	Construction Joints	LF	550
		0321.2000	Reinforcing Steel	TN	3.26
		0331.1911	Place Conc - Slab on Grade	CY	1197
		0331.3390	Cure Concrete	SF	675
		0335.120	Cure, Protect, Finish Slab	SF	11291.4
		0512.119	Str Stl Erect - Bus Canopy	TN	20
		07220.001	Roof & Deck - Sheathing	SF	3305
		0761.001	Standing Seam Roof	SF	2725
		0761.002	Furnish & Install - Acoustical Roof Deck	SF	3305
		0761.005	F & I Shingles	SF	580
		0771.2000	Roof Drainage	LF	500
		0862.200	Skylights	SF	195
		0997.100	Str Steel Painting, 2-Coats	SF	2200
		12400.100	Signs & Identification Devices	LS	1
		1606.416810	Grounding Grid	LF	250
		16525.001	Lighting fixtures	EA	5
62801013	T6 Tysons C 123 Sta - Landscaping	02930.200	Landscaping - Exterior Plants	LS	1

2232-P08-11

25071-000-106-GAMT-00004a03

Dulles Corridor Metrorail Project
Tysons 123 Station / Macerich Interface
Ped Bridge Comparison

Attachment 3
Summary

Bid Item	Description	TOTAL (2006$)*	Comments	Description	TOTAL (2006$)*	Comments	DELTA $$
100% PE PEDESTRIAN BRIDGE				*16 FOOT WIDE PEDESTRIAN BRIDGE*			
41091021	TC 123 - Foundation Ped Bridge	$ 117,162	Caisson 2.5' dia. 180 ft long (per Pier)	TC 123 - Foundation Ped Bridge	$ 131,157	Caisson 6' dia. 70 ft long (per Pier)	$ 13,996
41091022	TC 123 - Piers Ped Bridge	$ 190,579	2 Piers	TC 123 - Piers Ped Bridge	$ 253,182	2 Piers	$ 62,604
41091023	TC 123 - Superstr. Ped Bridge	$ 1,639,422	Bridge Span 276 ft width 11 ft	TC 123 - Superstr. Ped Bridge	$ 1,903,872	Shorter Bridge Span 255 ft width 16 ft	$ 264,450
41091024	TC 123 - Architectural - Ped Bridge	$ 1,236,916		TC 123 - Architectural - Ped Bridge	$ 1,203,226		$ (35,689)
*Total Estimate 100% PE Pedestrian Bridge**		*$ 3,185,079*		*Total Estimate 16 wide Pedestrian Bridge**	*$ 3,491,438*		*$ 305,360*

Note: *Cost data based on 100% PE capital cost estimate

2232-88-11

Dulles Corridor Metrorail Project
100% PE bridge

Attachment 3
Sheet 3.1

***Biditem	Biditem Description	***Activity	Description	Units	Quantity
41091021	TC 123 - Foundation Ped Bridge	0247.002	Install Caissons	LF	360
		0321.1900	Caissons - Rebar	LB	15,053
41091022	TC 123 - Piers Ped Bridge	0311.0013	Fab Pile Cap	SF	256
		0311.1200	Form Pile Cap	SF	288
		0311.1350	Fabricate Cols	SF	407
		0311.1352	Form Cols	SF	1626
		0321.2000	Reinforcing Steel	TN	17.11
		0321.2010	Embeds	LB	200
		0331.1260	Column Concrete	CY	104.6
		0331.1910	Place Conc - Pile Cap	CY	32
		0331.3390	Cure Concrete	SF	1914
		0339.1213	Patch Column	SF	1626
		0339.1215	Patch Pile Cap	SF	288
		1606.41681	Grounding Grid	LF	708
41091023	TC 123 - Superstr. Ped Bridge	0331.1280	Suspended Slab Concrete	CY	64.5
		0331.3390	Cure Concrete	SF	3482
		0335.110	Place Screed	SF	3482
		0335.3350	Finish Conc	SF	3482
		0339.1217	Patch Sus Slab	SF	3482
		0339.1520	WWM	SF	3482
		0512.300	Str Steel Erect - Ped Bridge	TN	144.04
		0531.100	Furnish & Install Metal Deck	SF	3482
41091024	TC 123 - Architectural - Ped Bridge	0531.100	Furnish & Install Metal Deck	SF	6875
		0572.200	Handrail - SStl with Screen	LF	522
		0575.2000	Install Scrim - screen	SF	7823
		0581.0200	Exp Joint Assy - Floor,1" Space Alum	LF	65
		0581.0800	Exp Joint Assy - Wall, 1" Space, Alum	LF	180
		0581.200	Exp Joint Assy - Roof, Alum	LF	125
		07220.001	Roof & Deck - Sheathing	SF	7136
		0761.001	Standing Seam Roof	SF	7136
		0771.2000	Roof Drainage	LF	100
		07710.100	Roof Gutter, Ped Bridge Standing Sea	LF	274
		0862.200	Skylights	SF	100
		0934.100	Lay Paver Tile	SF	2366
		0938.200	Granite Edge	SF	698
		0951.002	Furn & Install - Susp Metal Pan Ceilin	SF	4368
		09510.002	Susp Ceiling Support System	SF	4368
		0997.100	Str Steel Painting, 2-Coats	SF	54344
		12400.100	Signs & Identification Devices	LS	1

2222-PB-11

Dulles Corridor Metrorail Project
16' Wide Bridge
(TCC / Macerich)

Attachment 3
Sheet 3.2

Biditem	Act ID	Description	QTY	Unit
	0247.002	Install 6' dia, 70 ft long caisson	140	lf
	0321.19	Casisson - Rebar	33,720	lb
41091021		***Foundation Ped Bridge***		
	0311.0013	Fab Pile Cap	294	SF
	0311.1200	Form Pile Cap	331	SF
	0311.1350	Fabricate Cols	937	SF
	0311.1352	Form Cols	1771	SF
	0321.2000	Reinforcing Steel	14	TN
	0321.2010	Embeds	230	LB
	0331.1260	Column Concrete	78	CY
	0331.1910	Place Conc - Pile Cap	32	CY
	0331.3390	Cure Concrete	2201	SF
	0339.1213	Patch Column	1870	SF
	0339.1215	Patch Pile Cap	331	SF
	1606.41681	Grounding Grid	814	LF
41091022		**Piers Ped Bridge**		
	0331.1280	Suspended Slab Concrete	80	cy
	0331.3390	Cure Concrete	4332	sf
	0335.110	Place Screed	4332	sf
	0335.3350	Finish Conc	4332	sf
	0339.1217	Patch Sus Slab	4332	sf
	0339.1520	WWM	4332	sf
	0512.300	Str Steel Erect - Ped Bridge	167	tn
	0531.100	Furnish & Install Metal Deck	4332	sf
41091023		**Superstr Ped Bridge**		
	531.1	Furnish and install metal deck	6880	sf
	572.2	Handrail	510	lf
	575.2	Install scrim screen	6970	SF
	581.02	Exp jt flr	65	lf
	581.08	Exp jt wall	180	lf
	581.2	Exp jt roof	125	lf
	7220.001	roof sheathing (densdeck and mtl dck)	6880	sf
	761.001	standing seam	6880	sf
	771.2	rf drainage	100	lf
	7710.1	rf gutter	274	lf
	862.2	skylights	100	sf
	934.1	paver tile	4332	sf
	934.2	granite edge	510	sf
	951.002	ceiling pnl	6370	sf
	9510.002	ceiling susp sys	6370	sf
	997.1	painting	44410	sf
	12400.1	signs	1	ls
41091024		**Architectural - Ped Bridge**		

2232-RB-11

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METRORAIL FACILITIES AGREEMENT
Exhibit A

REQUIREMENTS FOR PAVILION AND BUS PLAZA:

- Pavilion design for aerial alignment shall provide structural support for the south end of the Bridge. Structural design to comply with VUSBC and Washington Metropolitan Area Transit Authority (WMATA) Design Criteria. Coordinate with loading requirements and support configuration to be provided by the Project.

- Pavilion design shall incorporate the following ancillary spaces: Elevator Machine Room, Escalator Equipment Room, Electrical Room and Yard Storage Room, with all associated mechanical and electrical systems provided in accordance with the Project design requirements. The minimum size and configuration of these spaces/rooms shall be as shown in the Project's Pavilion drawings.

- Hydraulic Elevators for which WMATA will become responsible for maintenance shall comply with Project design requirements including WMATA Standard Specifications and Design Criteria. They shall also provide the same capacity and, to the extent practicable, be the same model and of the same manufacturer as to be installed by the Project at other similar locations.

- Escalators for which WMATA will become responsible for maintenance shall be heavy duty transit type escalators and shall comply with Project design requirements including WMATA Standard Specifications and Design Criteria. They shall also provide the same capacity and, to the extent practicable, be the same model and of the same manufacturer as to be installed by the Project at other similar locations.

- Lighting levels at the Pavilion and Bus Plaza shall, at a minimum, comply with Project design requirements. Lighting controls for Pavilion and Bus Plaza areas shall be coordinated with Station lighting controls.

- Bus shelter/windscreens and site furnishings shall be provided and installed by the Owner. Bus shelter/windscreen design and site furnishings shall be as shown in the Project drawings and specifications, and shall incorporate provisions for public phones. Note that alternative designs can be considered, subject to approval by WMATA.

- Pavilion design shall incorporate a fire department connection and routing for the fire line to the Bridge serving the station. Owners shall ensure the

2232-P08-11

provision of a fire hydrant in an adjacent location acceptable to the jurisdictional fire/life safety authority.

- Pavilion design shall incorporate provisions for installation of WMATA fire and intrusion alarm systems, and other communication systems in locations required by Project design requirements. Provisions shall include, but not be limited to, conduit, junction boxes, preparation of doorframes and other work necessary to allow installation of devices and wiring by the Project. Conduit shall terminate at point of interface to be determined.

- Pavilion design shall incorporate provisions for securing access to the Bridge during Metrorail non-revenue hours, such as the swing gates indicated in the Project drawings. Note that alternative provisions may be considered, subject to approval by WMATA.

- Pavilion and Bus Plaza design shall incorporate provisions for the installation of signage to be furnished by the Project, including provision of power where required for illuminated signs and map cases.

320980 v2/RE

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2232-P08-11

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

December 10, 2008

BY EMAIL

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Clarification of Response to Staffing Comments regarding SE 2008-PR-035 and 2232 application (2232-P08-11), Tysons Central 123

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to clarify one of the responses contained in my letter of October 28, 2008. The response to the comment about providing benches at the station entrance should read:

Response: The applicant has no objection to a development condition requiring the provision of benches outside of the station entrance. It is noted that within the station, at the ground level entrance, public space for seating will be provided as well as possible retail uses subject to conformance with the proffered rezoning.

Please contact me if you have any questions. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

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lgreenlief@mcguirewoods.com
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December 22, 2008

VIA ELECTRONIC MAIL AND FIRST CLASS MAIL

David Jillson
Suzanne Lin
12055 Government Center Parkway
7th and 8th floors
Fairfax, VA 22035

RE: Traction Power Substation at Tysons East, 123 and 7

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to confirm that a traction power substation is included in the SE request and incorporated as one of the train rooms for the Tysons East, Tysons 123 and Tysons 7 stations. Thank you.

Sincerely,

Lori Greenlief
McGuireWoods LLP

cc: Frank Turpin, DTP
Rick Stevens, FDOT

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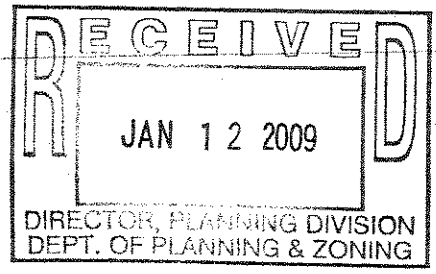
2232-P08-11



llson, David

rom: Turpin, Frank [Frank.Turpin@DullesTransitPartners.com]
ent: Monday, January 12, 2009 2:12 PM
o: Jillson, David
:c: Greenlief, Lori R.
ubject: RE: Another question

vid, give me a call if more is needed.

During the construction of TC123, TC7, and TW, will Rte 123 and Rte 7 be widened to 6 or 8 through lanes ?

Sections of temporary roadway installed on eastbound Rt 7 during metrorail construction will be 4 lanes. As the permanent eastbound Rt 7 is completed, it will have 4 lanes beginning at the ramp from Dulles Tollroad eastbound onto Rt 7 and continuing to and under the Rt 123 overcrossing. As westbound Rt 7 is completed, it will have 4 lanes from the intersection of the frontage road (across Rt 7 from the entrance to Marshalls Shopping Center) to the exit ramp to eastbound Dulles Tollroad. Additional left and right turning lanes are provided at street intersections. The 4th lane being added in each direction is a shared "through/right turn" lane. It replaces the service roads on both sides of Rt 7 where they exist today. Right turn movements into driveways are allowed from these lanes, and the lanes extend on Rt 7 through the project area.

Street work on Rt 123 is incidental, and adding lanes is not within the project scope.

If either road (or both) will be widened to 6 lanes, do the plans for the stations allow for future widening of both roads to the anned 8-lane configuration ?

The plans for the Central 123 Station do allow for an additional 4th lane on Rt 123 to be constructed in each direction.

ank Turpin
)W Manager

ulles Corridor Metrorail Project
595 Spring Hill Road
enna, VA 22182

none: 703-852-5995
nail: frank.turpin@dullestransitpartners.com

---

rom: Greenlief, Lori R. [mailto:lgreenlief@mcguirewoods.com]
ent: Monday, January 12, 2009 11:08 AM
o: Turpin, Frank
ubject: FW: Another question

rank - Can you respond to David today?

ori R. Greenlief
and Use Planner

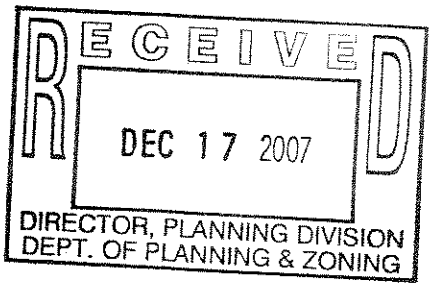
McGUIREWOODS
/cGuireWoods LLP
750 Tysons Boulevard

1/12/2009

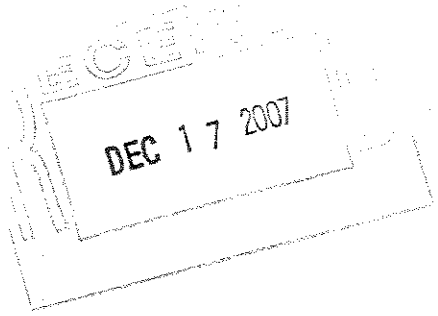
2232-MD08-12

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ATTACHMENT 3



December 11, 2007



Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project
Application for Determination Pursuant to Sect. 15.2-2232 of the Code of Virginia Tysons Central 7 Station

Letter No: MWAA-00093

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority acting in coordination with the Virginia Department of Rail and Public Transportation is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority for an electrically-powered regional rail transit facility to be known as Tysons Central 7 Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary)
- A property identification table
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered.
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

TC7

2232-MD08-12

If you have any questions regarding these submissions or need additional information, please contact Lori Greenlief at McGuireWoods LLP at (703)712-5433.

Sincerely,

Charles S. Carnaggio, PE
Project Director
Dulles Corridor Metrorail Project

CSC/rm/ml

cc: James Van Zee, MWAA
Supervisor Linda Q. Smyth, Providence District
Supervisor Cathy Hudgins, Hunter Mill District
Ken A. Lawrence, Providence District Planning Commissioner
Frank de la Fe, Hunter Mill District Planning Commissioner

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COUNTY OF FAIRFAX, VIRGINIA

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

Application Number: 2232-MD08-12
(assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

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(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address 8359 and 8348 Leesburg Pike

City/Town Vienna, VA Zip Code _____

APPLICANT(S)

Name of Applicant Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Street Address 1593 Springhill Road, Suite 300

City/Town Vienna State VA Zip Code 22182

Telephone Number: Work (703) 572-0500 Fax (___) _____

E-mail Address _____

Name of Applicant's Agent/Contact (if applicable) Jonathan Rak/Lori Greenlief

Agent's Street Address 1750 Tysons Blvd. Suite 1800

City/Town Mclean State VA Zip Code 22102

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

2232-MD08-12

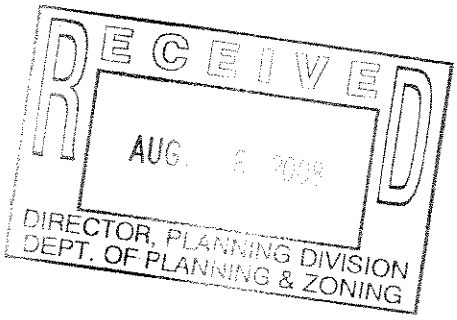
PROPOSED USE

Street Address 8359 and 8348 Leesburg Pike

Fairfax Co. Tax Map and Parcel Number(s) See attached

Brief Description of Proposed Use

The proposed use is an electrically powered regional rail transit facility.



Total Area of Subject Parcel(s) 2.51 acres (acres or square feet)

Portion of Site Occupied by Proposed Use 2.51 acres (acres or square feet)

Fairfax County Supervisor District Providence/Hunter Mill

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Right-of-way and commercial

Zoning of Subject Property C-7 and C-8, HC AND SC BRB 10/1/08

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

N/A

PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address

City/Town State Zip Code

2232-MD08-12

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

Name of Applicant or Agent Charles S. Carnaggio, P. E.

Signature of Applicant or Agent Charles S Carnaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

****

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FOR STAFF USE ONLY

Date application received: 12/17/07

By: _____

Additional information requested to complete application:

Date application accepted: 6/26/08

By: _____

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
TYSONS CENTRAL 7 STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
29-3	Station Platform and Mezannine, Pedestrian Bridges	Providence, Hunter Mill	Metrorail Facility		Commonwealth of Virginia	Leesburg Pike, Route 7	
29-3 ((1)) 71A pt	North Entrance Pavilion	Providence	Metrorail Facility	C-8, HC, SC	Marbish LLC Bishmar LLC	North Side of Route 7	6101 Ed Crone Lane, Frederick, MD 21703 5700 Sugarbush Lane, Rockville, MD 20852
29-3 ((1)) 32 pt	South Entrance Pavilion	Hunter Mill	Metrorail Facility	C-7, HC, SC	Commonwealth of Virginia	South Side of Route 7	

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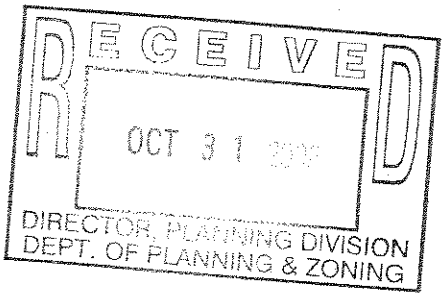
Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Tysons Central 7 Station

STATEMENT OF JUSTIFICATION

August 20, 2008



INTRODUCTION AND OVERVIEW

The Metropolitan Washington Airports Authority (MWAA) in coordination with the Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively "the Applicant", requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metro station located in the median of Rt. 7 and portions of the lots directly to the north and south of the station as shown on the plat included in this application.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions which were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Tysons Central 7 station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transportation Authority issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969 and the Locally Preferred Alternative (LPA) for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

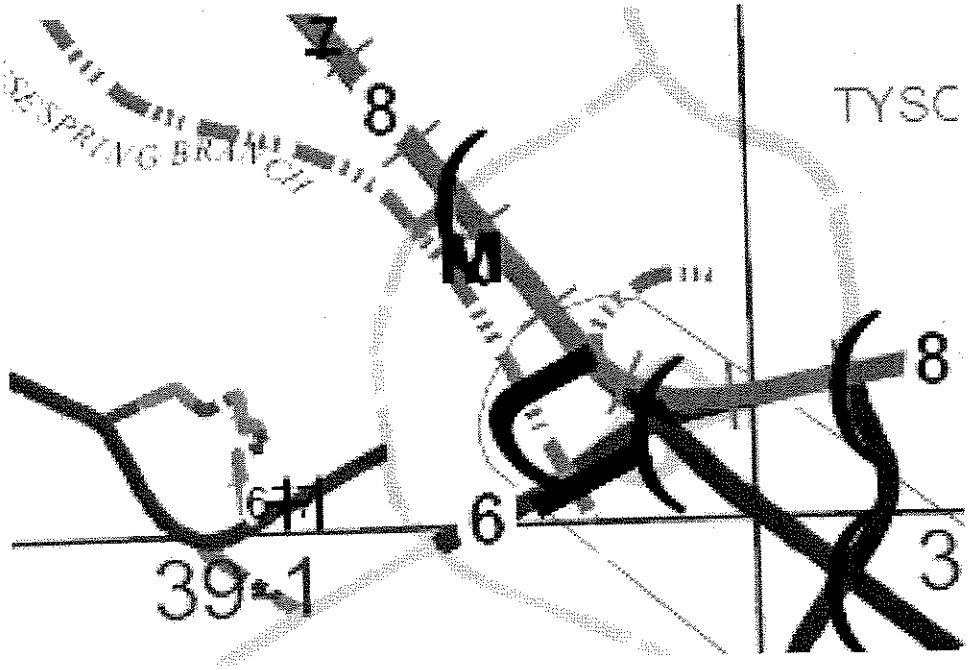
2232-MD08-12

COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i").

Specifically, the proposed location for the Tysons Central 7 station is within Sub-Unit D-1 south of Rt. 7 and subunits M-1 and M-2 north of Rt. 7 within the Tysons Corner Urban Center portion of the Area II plan. Language within Sub-Units D-1, M-1 and M-2 contain land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located in proximity to Subunits D-1, M-1 and M-2. This is where the station is proposed in this 2232 application and the accompanying special exception application.

Additionally, below is a segment of the County Transportation Plan Map which shows the envisioned location for a Metro station as proposed in this application.



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SECTION 15.2-2232 APPLICATION FOR THE TYSONS CENTRAL 7 STATION

1. Description of the Use

The proposed Tysons Central 7 station, located in the median of Rt. 7 west of it's intersection with Rt. 123, will be the third transit station stop available to passengers traveling west out of the East Falls Church Station and from locations farther east.

The station platform and mezzanine will be located in the median of Rt. 7 and there will be entrance pavilions located on the north and south sides of Rt 7 with elevated pedestrian bridges over Rt. 7 to access the station. Included with this application is a copy of the Special Exception plat and reference drawings which give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-powered regional rail transit facility
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends.
- Daily Patronage: The Dulles Corridor Metrorail extensions ridership is projected to be 59,000 by 2013, including 3,306 daily boardings at the Tysons Central 7 Station.
- Proposed number of employees: One employee (the station agent) assigned full time per shift, with additional employees present at various times to perform maintenance tasks, provide security and conduct operations assistance.
- Estimate of traffic impact: Park & Ride and Kiss & Ride facilities will not be provided, and feeder and/or circulator bus service is not planned to serve this station. Therefore, no traffic impact is anticipated.
- Vicinity of area to be served: Tysons Corner and the metropolitan area east of I-495
- Description of building and façade: The station will be brick veneer and concrete, consistent with WMATA's criteria for character and quality appropriate for public transit facilities. Elevations and section drawings are provided with this submittal as reference drawings.

  Listing of Hazardous or Toxic Substances on site: Environmental site assessments have been conducted for land parcels comprising both entrance pavilions of the Tysons Central 7 Station. Record reviews for the north pavilion area (Merchant's Tire and Auto site) indicate the site was originally used for agricultural purposes and developed in the early 1970's

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as an automotive repair shop. Petroleum releases associated with both the site and adjacent properties are documented within records of the Virginia Department of Environmental Quality (DEQ). All cases are currently closed and the site in not subject to any known environmental regulatory program. Record reviews for the south pavilion area (Tysons Square Center site) indicate that this site has always been undeveloped and was originally situated around agricultural areas. The site was cleared in the 1960's to make way for parking areas associated with Tysons Square Center. The site is not currently subject to regulatory action. Soils borings and groundwater samples were obtained and analyzed from both sites to support acquisition of the properties by the Commonwealth of Virginia. The assessments confirmed existence of petroleum contamination (residual or associated with adjacent properties), and a soil management plan was recommended by DEQ for implementation during construction.

WMATA Metrorail stations and parking structures themselves do not generate hazardous waste, although there are a number of industrial products that are used in the operation and maintenance of a station. These products include (but are not limited to) paints and associated paint solvents, lead-acid batteries, and oils and lubricants. WMATA manages these products and associated waste in accordance with state and federal laws.

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

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, population is expected to increase 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. Among the Guiding Planning Principles adopted by the Tysons Land Use Task Force in October of 2006 is the transformation of Tysons Corner from a suburban office park into a 24/7 activity center which will inherently mean an increase in the housing stock. Given the increase in jobs, residential population and general activity level projected for Tysons Corner, strategically placed Metro stops are essential to move the flow of people in and out of Tysons. Further, the Metropolitan Washington Airport Authority forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use alone is projected to reach 55 million trips by 2035, more than twice the current level. Therefore, alternative access to the airport is also essential.

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The general philosophy behind the placement of the transit stations in Tysons Corner was the ability to serve separate hubs within the area coupled with the goal of maximizing the efficiency of the system with respect to ridership. Alternative locations for stations and differing numbers of stations within Tysons Corner were evaluated with this goal in mind in preparation for the publication of the Draft EIS in 2002. The final location of the Tysons Central 7 station was refined in an Environmental Assessment approved by the Federal Transportation Authority in the Amended ROD issued in November 2006.

3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metro Project is to provide an alternate transportation mode to the automobile for this increasing residential and employment population in the Dulles Corridor and generally improve transportation service in the corridor.

Specifically, around the Tysons Central 7 station, no traffic impacts are anticipated as there will be no parking, kiss & ride facilities or bus bays. Pedestrian access to the station will be by way of entry pavilions on the north and south sides of Route 7 and pedestrian bridges to the station.

Noise Impacts

In preparation for the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise proposed in the study area: Metrorail train passbys, articulated express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at park-and-ride lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Tysons Central 7 Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail. Consistent with the use of parapet walls installed along the aerial trackway for noise mitigation elsewhere within Tysons Corners, the Central 7 Station will utilize parapet walls on the trackway through the station.

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Impacts of Environmental Features of the Site

The Tysons Central 7 Station is partially at-grade and partially above grade in the median of Route 7. The entrance pavilions on the north and south sides of Route 7 are located in areas presently paved for commercial uses. No streams or wetlands are impacted and the area is not within a floodplain.

Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions from motor vehicle traffic associated with the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated from the construction and operation of the project. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects from the proposal on surface water resources; surface was quality; wetland systems; and floodplains. The Metrorail projects have been carefully designed to minimum impacts to water quality and stormwater management has been computed and handled on a systemwide basis.

Visual Impacts

The proposed location for the Tysons Central 7 station is surrounded by office and retail development, zoned C-37 and C-8. The station and its connecting aerial trackway and elevated pedestrian bridges will be visible to pedestrians and motorists on Route 7 and from adjacent properties as well as many high-rise buildings in the Tysons area. The station area is within a transportation corridor and a highly developed commercial area. The construction materials and design of the station and station canopy will fit into the urban character of Tysons Corner. The station entrance pavilions will be attractively landscaped to soften their visual impact.

4. Alternative Sites Considered for the Proposal

As stated previously, an alternative number and possible location shifts for stations were evaluated for the Tysons Corner area as a whole. The final location for the Tysons Central 7 Station was refined during preliminary engineering and was addressed in an Environmental Assessment approved by the Federal Transit Administration in an amended ROD issued in November 2006.

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CONCLUSION

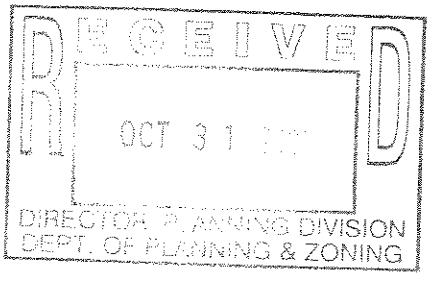
The proposed Tysons Central 7 Station and entrance pavilions are consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map. The following is offered in addition to the foregoing information to specifically to address the standards under Va. Code Sec. 15.202232, as amended:

Location: The proposed location of the Tysons Central 7 station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters to Tysons Corner.

Character: The proposed station within Tysons Corner will be compatible with the high-density urban character of the area and the Plan's vision of Tysons Corner as an Urban Center.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. Stations within Tysons Corner are integral to the operation rail to Dulles and the Tysons Central 7 station will further that goal.

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

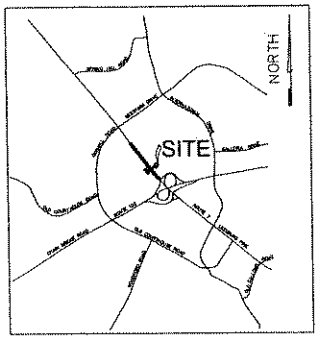


TYSONS CENTRAL 7 STATION

DULLES CORRIDOR METRORAIL PROJECT

Providence District and Hunter Mill District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP
SCALE : 1"= 2,000'

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Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

Sheet Index

1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN AND SIGN PLAN
4. STATION PERSPECTIVE, ILLUSTRATIVE, NOTES, & TABULATION
5. STATION PLAN VIEW DETAILS
6. NORTH ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
7. SOUTH ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
8. ELEVATIONS AND SECTIONS
9. ELEVATIONS AND SECTIONS

Tysons Central 7 Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

Dewberry
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DRPT
Virginia Department of Rail and Public Transportation

DULLES TRANSIT PARTNERS, LLC
1595 SPRING HILL RD., STE 600
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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

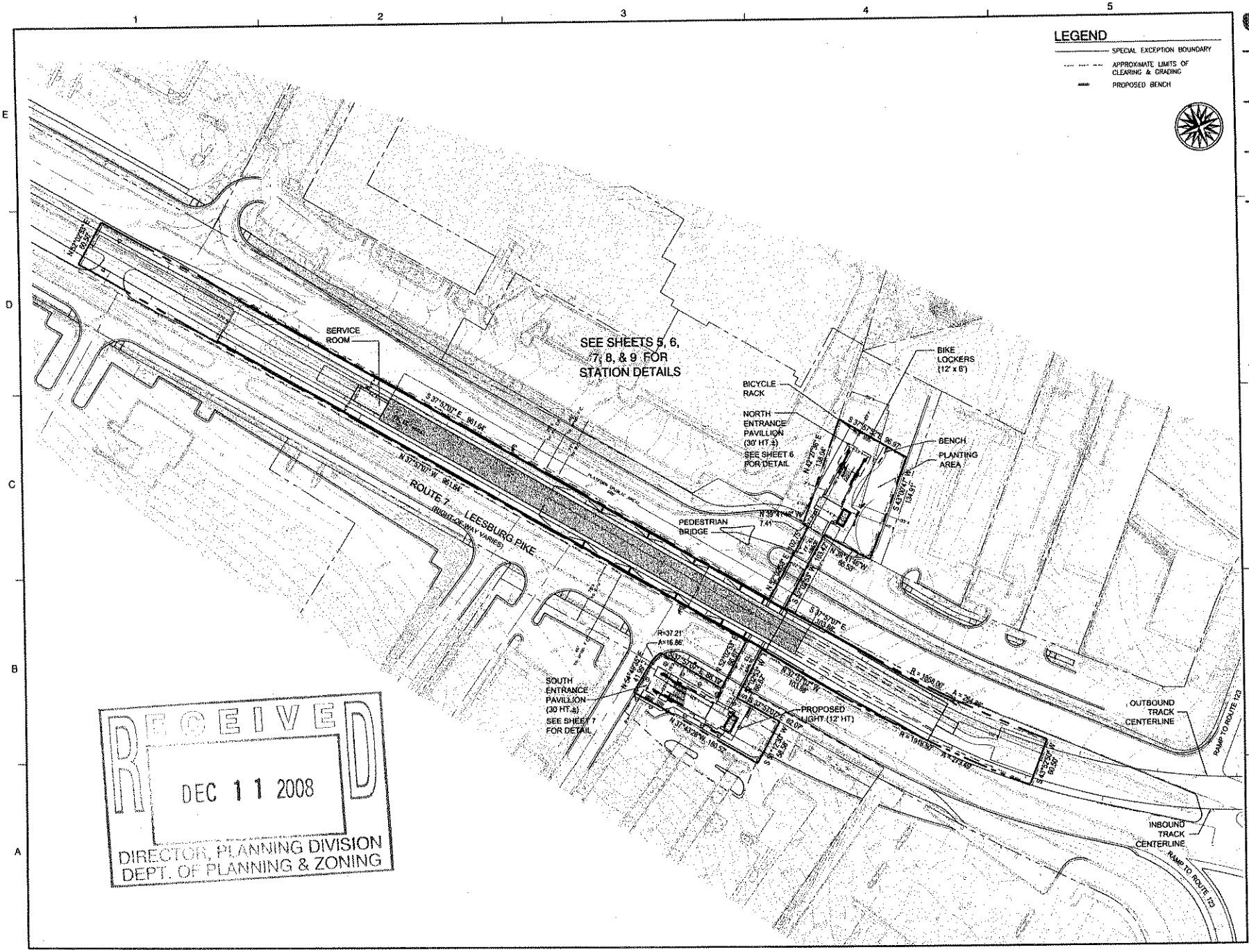
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

COMMONWEALTH OF VIRGINIA
RUSSELL A. WERNER
Lic. No. 019577
9/10/08
SEAL

Revised August 5, 2008
Revised June 4, 2008
November 19, 2007

M-10672

2232-MD08-12



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TYSONS CENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL
COMMONWEALTH OF VIRGINIA
PATRICIA A. WERNER
LIC. NO. 019377
8/01/08
PROFESSIONAL ENGINEER

KEY PLAN

SCALE
0' 50' 100'

No.	DATE	BY	Description
2	08.05.08	JMC	
1	08.01.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE November 19, 2007

TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
Special Exception Plat
2232 Plan

PROJECT NO. M-10672

2

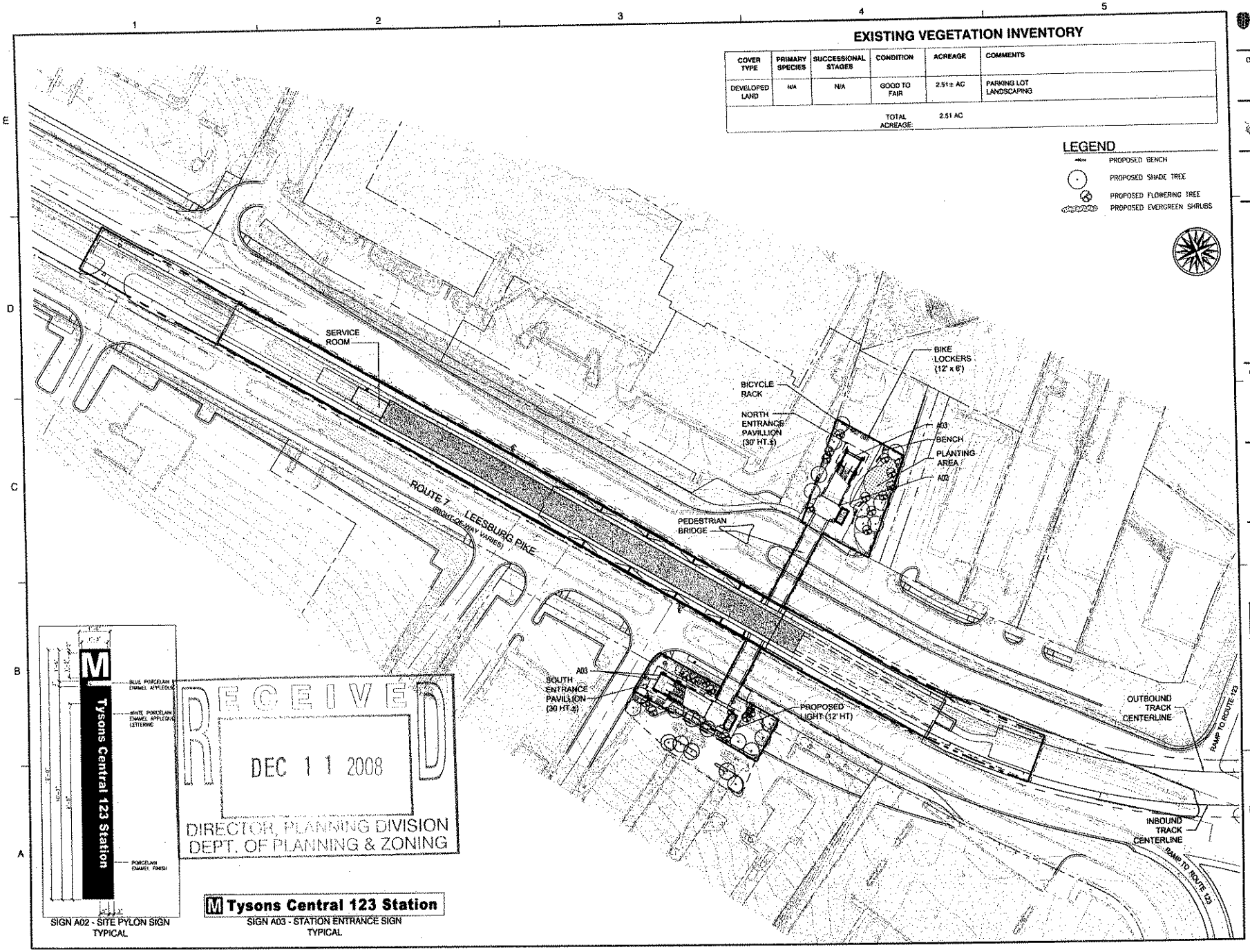
SHEET NO. 2 OF 9

M-10672

2232-MD08-12

EXISTING VEGETATION INVENTORY

COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGES	CONDITION	ACREAGE	COMMENTS
DEVELOPED LAND	N/A	N/A	GOOD TO FAIR	2.51± AC	PARKING LOT LANDSCAPING
			TOTAL ACREAGE:	2.51 AC	



SIGN A02 - SITE PYLON SIGN
TYPICAL

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M Tysons Central 123 Station
SIGN A03 - STATION ENTRANCE SIGN
TYPICAL

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PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

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8/4/08
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KEY PLAN

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0' 50' 100'

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2	08.05.08	JMC	
1	05.04.08	JMC	

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DATE November 19, 2007

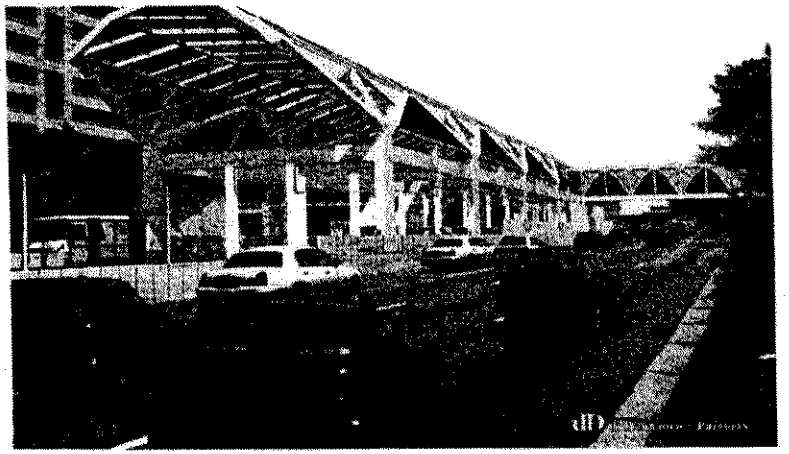
TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
Landscape Plan, Sign Plan & Existing Vegetation Map

PROJECT NO. M-10672

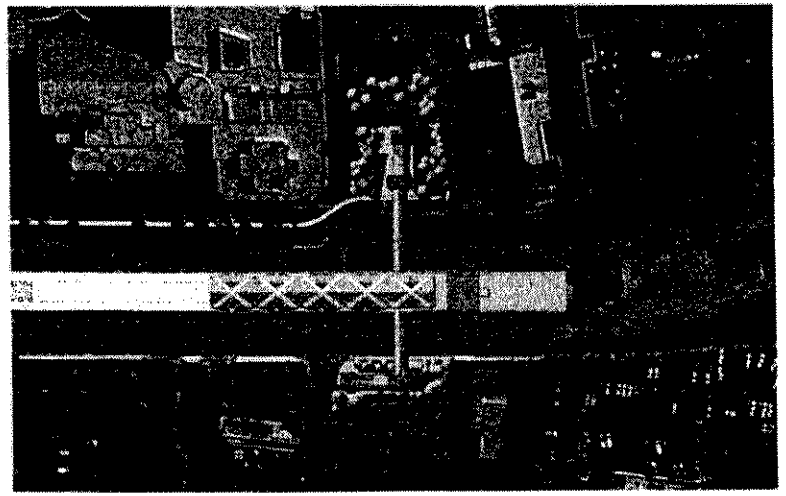
3

SHEET NO. 3 OF 9
M-10672

2232-MD08-12



PERSPECTIVE VIEW OF STATION



ILLUSTRATIVE

NOTES:

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 39-3 ((1)) 71A (PART) AND 38 (PART) AND IS ZONED C-7, C-8, HCA AND SC.
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION APPLICATION IS APPROXIMATELY 3.31 ACRES.
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE ESTABLISHMENT OF AN ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY; SPECIFICALLY, A RAIL STATION AND ACCESSORY USES THERETO.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEFINED BY DULLES TRANSIT PARTNERS, LLC DURING SUPPLEMENTAL ENGINEERING.
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FOOT FROM SURVEY INFORMATION PROVIDED BY DULLES TRANSIT PARTNERS, LLC.
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT.
7. MINIMUM YARD REQUIREMENTS FOR THE C-7 AND C-8 DISTRICTS ARE AS FOLLOWS:

   FRONT: CONTROLLED BY A 45° ANGLE OF RISE PLANE, BUT NOT LESS THAN 40 FEET.

   SIDE: NO REQUIREMENT.

   REAR: 20 FEET
8. AS STATED IN SECT. 9-404 AND 9-405 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE BULK REGULATIONS OR THE MINIMUM DISTRICT SIZE REQUIREMENTS OF THE ZONING DISTRICT IN WHICH THIS USE IS LOCATED.
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED.
10. NO PARKING FACILITY REQUIREMENTS WERE DETERMINED AS PART OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS).
11. THERE IS NO FLOODPLAIN, RESOURCE PROTECTION AREA (RPA) OR ENVIRONMENTAL QUALITY CORRIDOR (EQC) ON THE SUBJECT PROPERTY.
12. STORMWATER MANAGEMENT HAS BEEN DESIGNED SYSTEM WIDE, INCLUDING THIS SITE, AND WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR), BASED ON FAIRFAX COUNTY CRITERIA, PER AGREEMENT BETWEEN THE COUNTY AND DCR. THEREFORE, A WAIVER OF PAR. 3 OF SECT. 9-011 OF THE ZONING ORDINANCE IS HEREBY REQUESTED.
13. THERE ARE NO EXISTING UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE OR MAJOR UNDERGROUND UTILITY EASEMENTS ON THE SUBJECT PROPERTY.
14. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS A SIX (6) FOOT SIDEWALK ON BOTH SIDES OF ROUTE 7, FLANKED BY MINIMUM STRIPS OF SIX FEET OF LANDSCAPING ON EACH SIDE.
15. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE FEIS, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY.
16. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCE AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116A, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCE THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF IN CONJUNCTION WITH THIS USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS.
17. EXCEPT AS QUALIFIED ABOVE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

TABULATION:

EXISTING/PROPOSED ZONING	C-7 AND C-8
TOTAL LAND AREA (109,331)	2.51 ± AC
C-8	0.36
C-7	0.17
VDOT R/W	2.84
MAXIMUM FLOOR AREA RATIO PERMITTED (109,331 SF)	0.80
PROPOSED FLOOR AREA RATIO (78,760 SF)	0.72
MAXIMUM GROSS FLOOR AREA PERMITTED	87,465 ± SF
PROPOSED GROSS FLOOR AREA	78,760 ± SF
MAXIMUM BUILDING HEIGHT PROPOSED	75 FT
OPEN SPACE REQUIRED (15%)	0.87 ± AC*
OPEN SPACE PROVIDED (15%)	0.26 ± AC*

* OPEN SPACE BASED ON NET SITE AREA OF 5.47 AC (3.51 AC – 2.04 AC IN VDOT R/W).

NOTE: THE PERSPECTIVE VIEW AND ILLUSTRATIVE PLAN SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES TO SHOW THE CHARACTER OF THE PROPOSED RAIL STATION. ARCHITECTURE AND LANDSCAPING ARE SUBJECT TO CHANGE WITH FINAL DESIGN.

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STATION ELEVATION - SOUTH

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TYSONS CENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

REVISIONS

No.	DATE	BY	Description
2	06.06.08	JMC	
1	05.04.08	JMC	

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APPROVED BY
CHECKED BY LAM
DATE NOVEMBER 19, 2007

TITLE
Tysons Central 7 Station
Dulles Corridor Metrorail Project
Station Perspective, Illustrative, Notes, & Tabulation

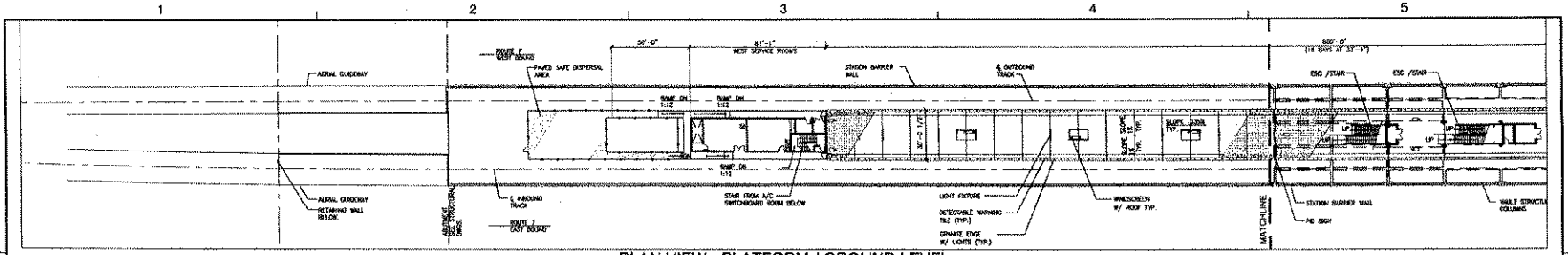
PROJECT NO. M-10872

4

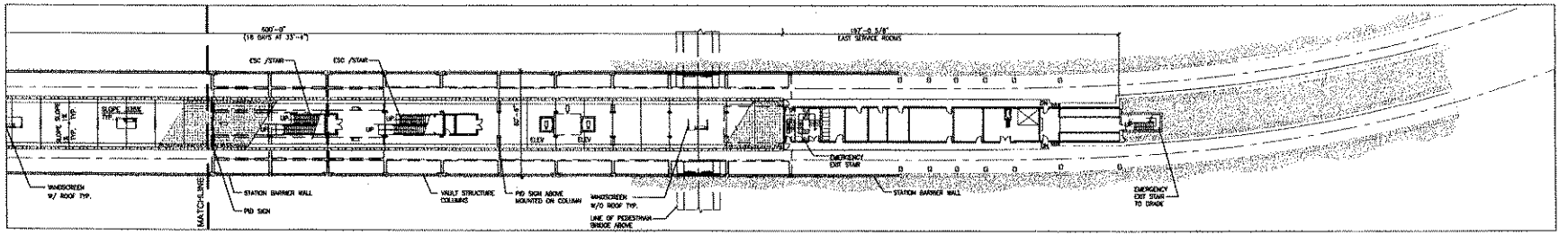
SHEET NO 4 OF 9

M-10872

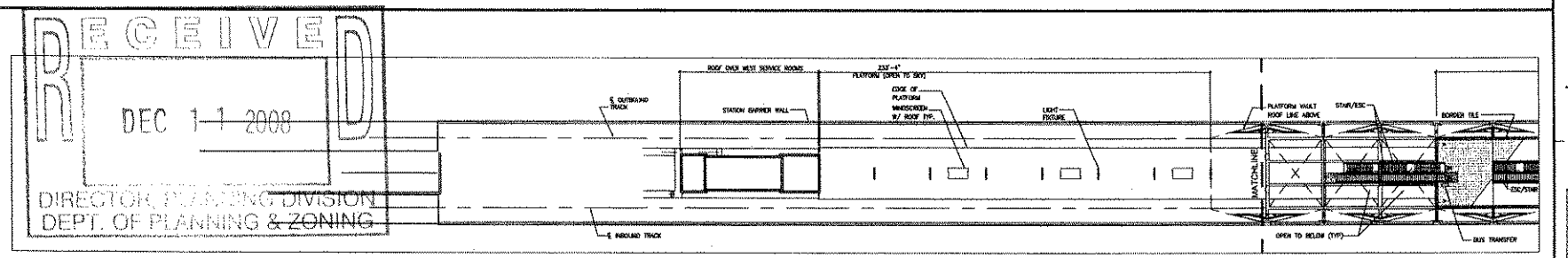
2232-MD08-12



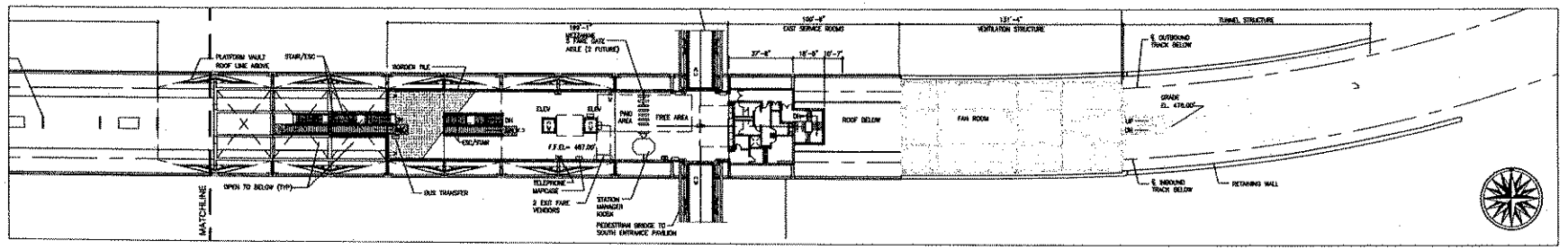
PLAN VIEW - PLATFORM / GROUND LEVEL



PLAN VIEW - PLATFORM / GROUND LEVEL (CONT)



PLAN VIEW - MEZZANINE LEVEL



PLAN VIEW - MEZZANINE LEVEL (CONT)

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SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

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COMMONWEALTH OF VIRGINIA
RUSSELL K. WERNER
REG. No. 018377
8/1/08
PROFESSIONAL ENGINEER

KEY PLAN

SCALE
0' 30' 60'

No.	DATE	BY	Description
2	08.05.08	JMC	
1	06.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE November 19, 2007

TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
Station Plan View Details

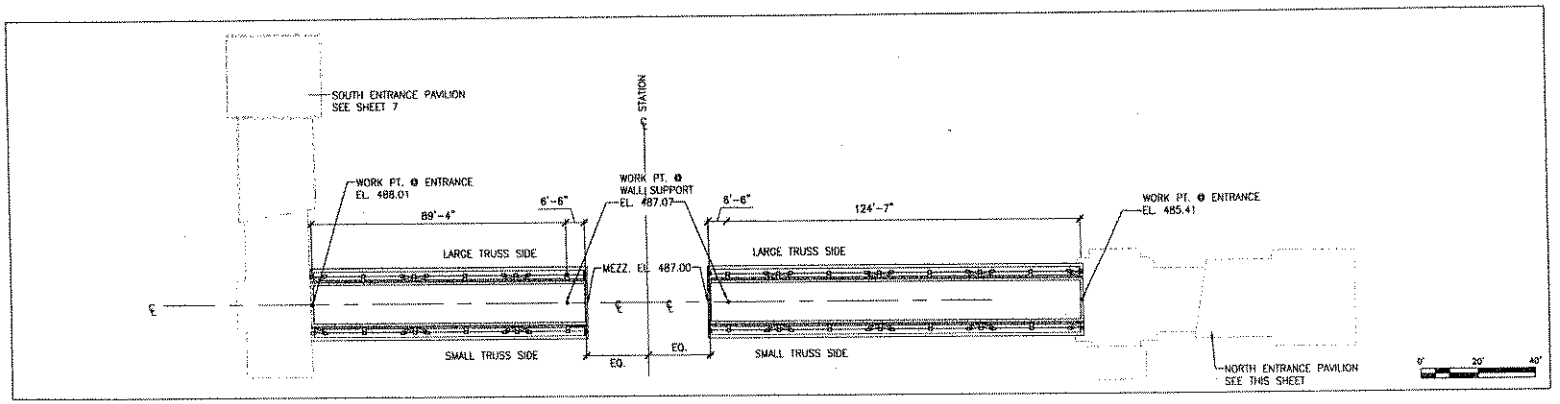
PROJECT NO. M-10672

5

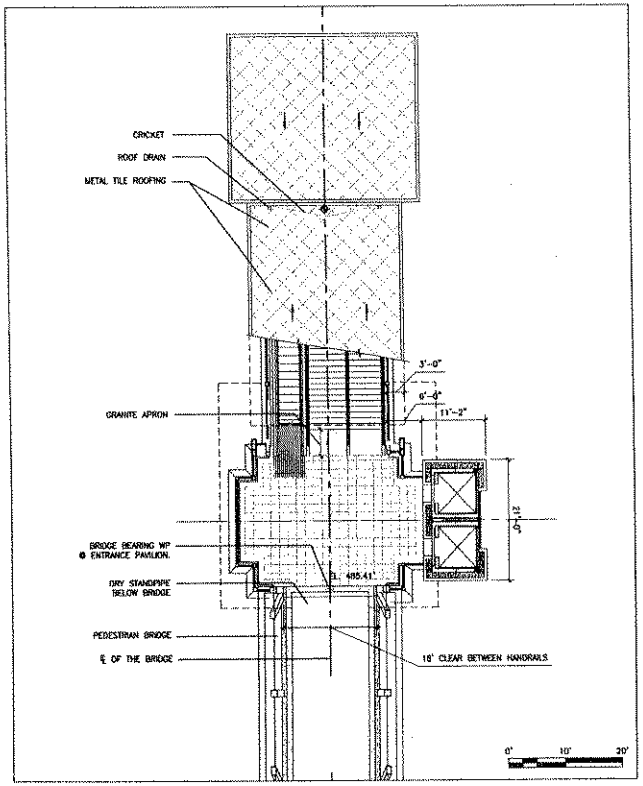
SHEET NO 5 OF 9

M-10647

2232-MD08-12



BRIDGE LEVEL FLOOR PLAN



NORTH ENTRANCE PAVILION - BRIDGE LEVEL

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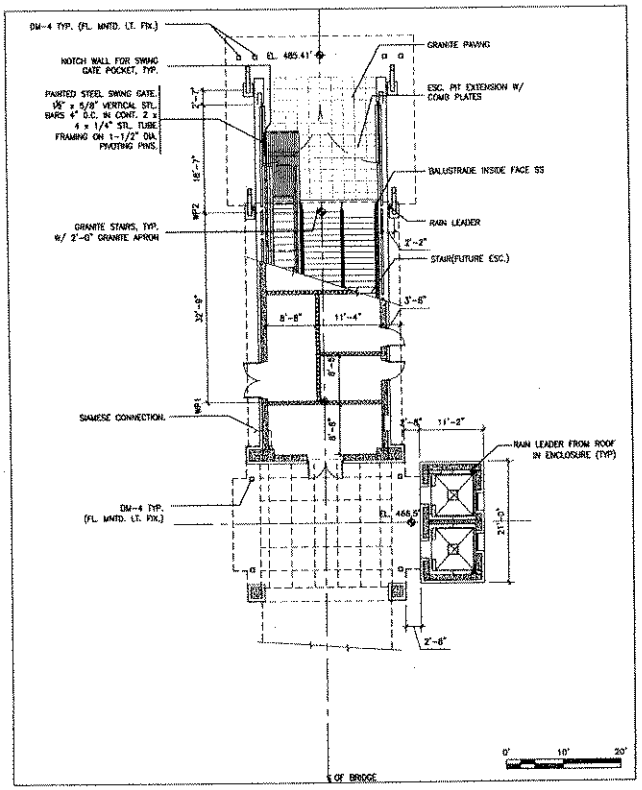

NORTH ENTRANCE PAVILION - GROUND LEVEL

2232-MD08-12

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2232 PLAN
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FAIRFAX COUNTY, VIRGINIA

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KEY PLAN

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No.	DATE	BY	Description
2	08.05.08	JMC	
1	08.04.08	JMC	

REVISIONS

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DATE November 19, 2007

TITLE

Tysons Cenral 7 Station
Dulles Corridor Metrorail Project

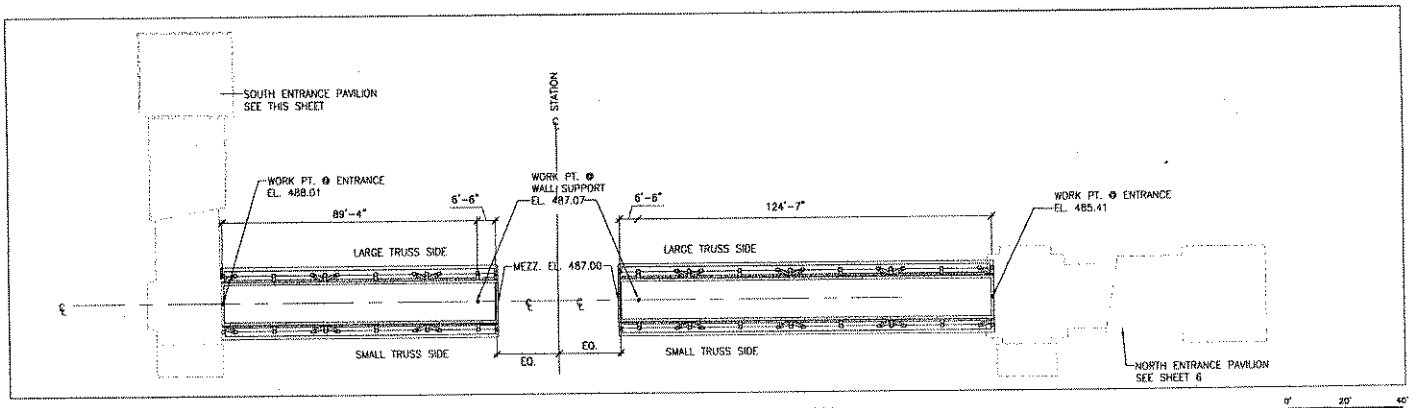
North Entrance Pavilion and Pedestrian Bridge Details

PROJECT NO. M-10672

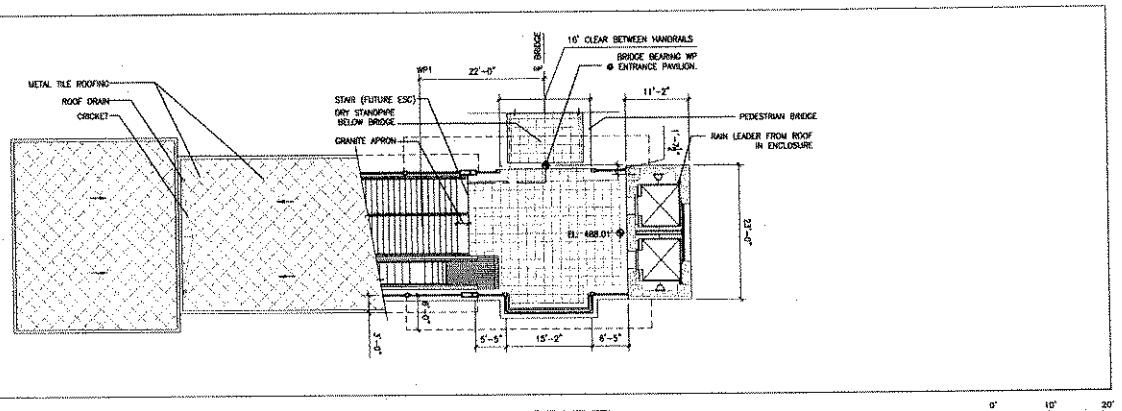
6

SHEET NO. 6 OF 9

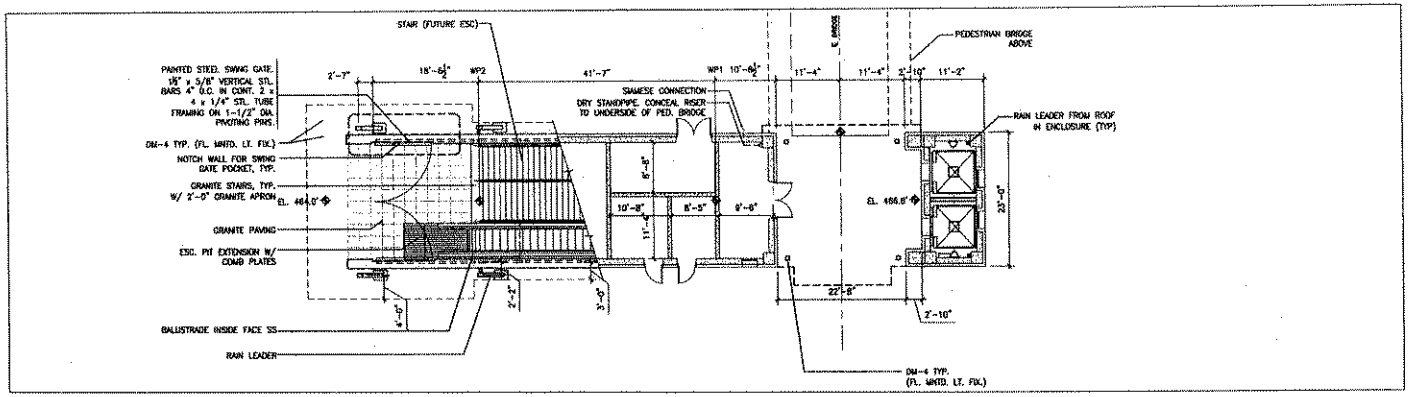
M-10647



BRIDGE LEVEL FLOOR PLAN



SOUTH ENTRANCE PAVILION - BRIDGE LEVEL



SOUTH ENTRANCE PAVILION - GROUND LEVEL

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SPECIAL EXCEPTION PLAT
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KEY PLAN

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No.	DATE	BY	Description
2	08.05.08	JMC	
1	06.04.08	JMC	

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DATE November 19, 2007

TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
South Entrance Pavilion and
Pedestrian Bridge Details

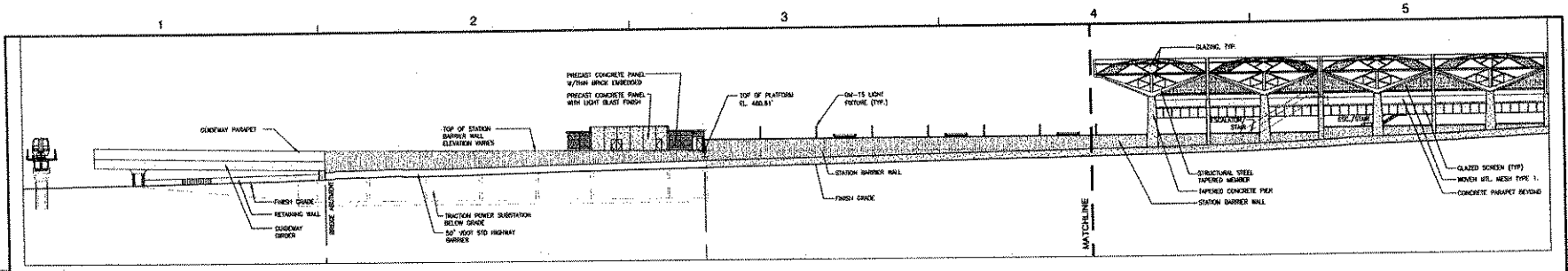
PROJECT NO. M-10672

7

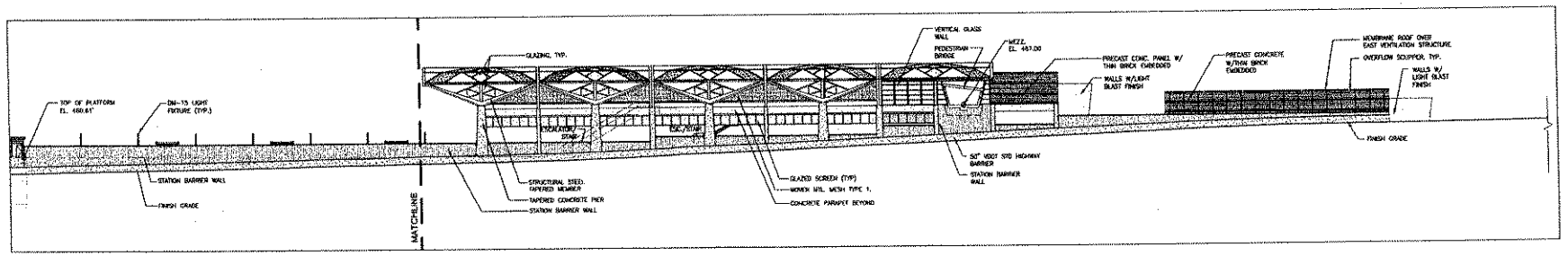
SHEET NO. 7 of 9

M-10647

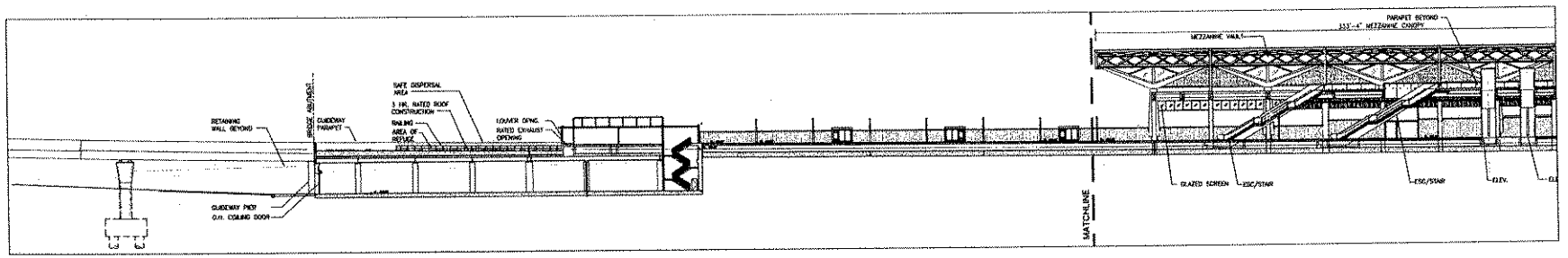
2232-MD08-12



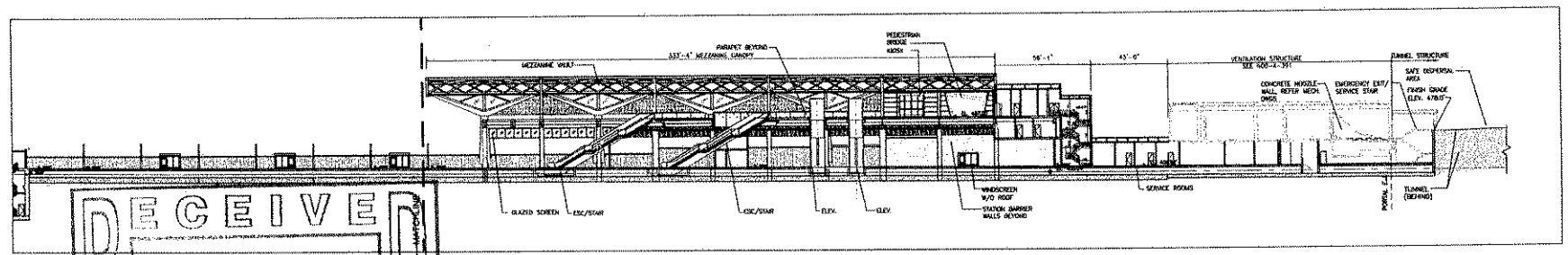
STATION ELEVATION - SOUTH



STATION ELEVATION - SOUTH (CONT)



LONGITUDINAL ELEVATION



LONGITUDINAL ELEVATION (CONT)

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TYSONS CENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

COMMONWEALTH OF VIRGINIA
RUSSELL A. WERNER
Lic. No. 018077
6/6/08
PROFESSIONAL ENGINEER

KEY PLAN

SCALE
0' 30' 60'

No.	DATE	BY	Description
2	08.05.08	JMC	
1	06.04.08	JMC	

REVISIONS

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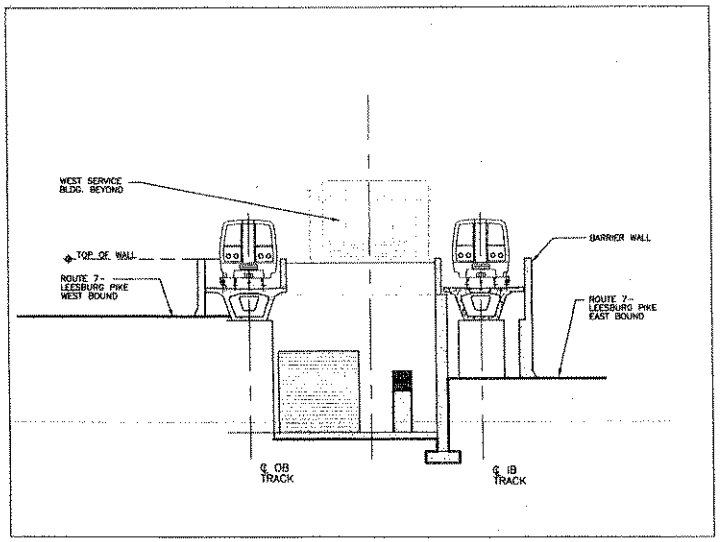
APPROVED BY
CHECKED BY JJM
DATE November 19, 2007

TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
Elevations and Sections

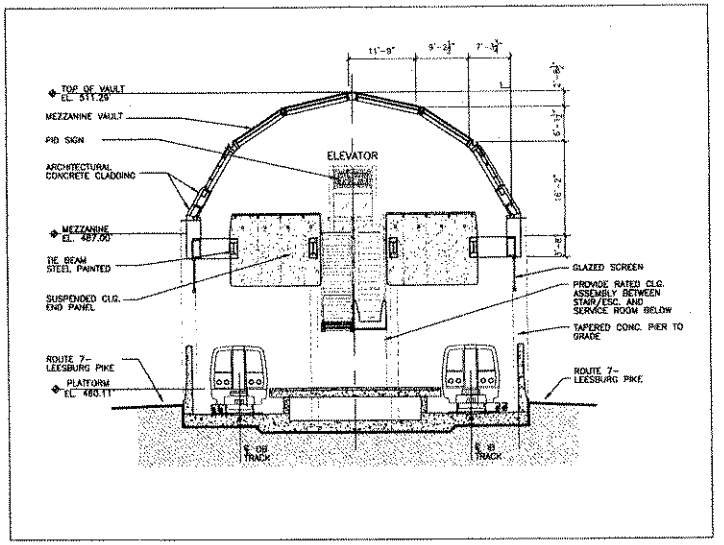
PROJECT NO. M-10872

8

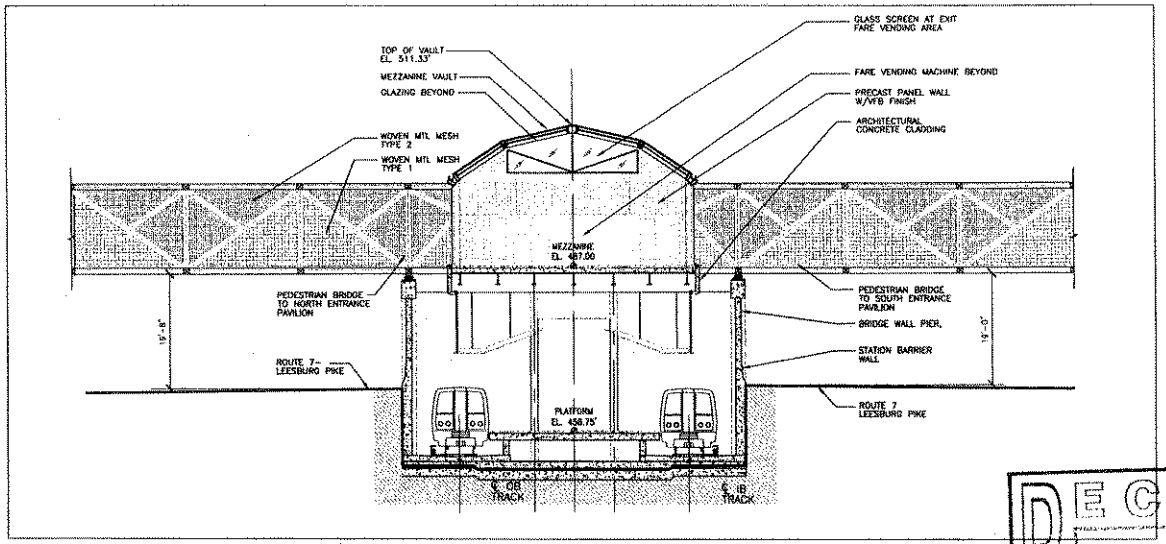
SHEET NO. 8 OF 9
M-10647



SECTION A
AT COLUMN 07



SECTION B
BETWEEN COLUMNS 11 & 12



SECTION C
BETWEEN COLUMNS 17 & 18

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TYSONS CENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

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KEY PLAN

SCALE
0' 10' 20'

No.	DATE	BY	Description
1	06.04.08	JMC	

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APPROVED BY
CHECKED BY LAM
DATE November 19, 2007

TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
Elevations and Sections

PROJECT NO. M-10672

9

SHEET NO. 9 OF 9
M-10647

2232-MD08-12

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008

HAND DELIVERED

David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Additional submissions for Tysons 7 2232 applications

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Central 7 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

29-3((1))32, part	Letter from Michael Harris, DRPT
29-3((1))71A, part	Letter from Michael Harris, DRPT
Portions of Rt. 7 ROW	Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant and changes the acreage of the 2232 area. The SE plat has also been revised to reflect this acreage change and is included. If you have any questions regarding these submittals, please feel free to call me.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

2232-MD08-12

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

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AUG 8 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons Central 7 Station
Property Status and Consent
Tax Map 29-3((1))71A, part
8350 Leesburg Pike, LLC
(Merchants Tire)

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property has been completed. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) has been transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

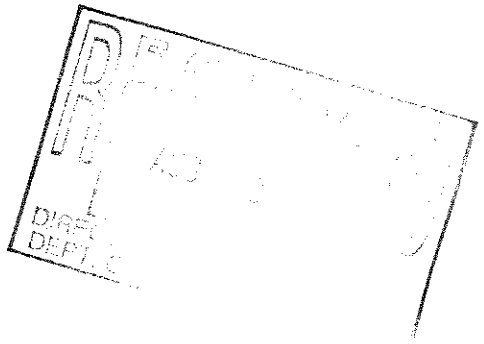
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-MD08-12

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

2232-MD08-12

COMMONWEALTH of VIRGINIA

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

MATTHEW O. TUCKER
DIRECTOR

August 7, 2008

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AUG 8 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons Central 7 Station
Property Status and Consent
Tax Map 29-3((1))32, part
Trulie Investment Corp., Joray Realty, Antonoff Family Trust Partnership, LLP
(Marshalls Shopping Center)

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the referenced property has been completed and a written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) has been transmitted to the property owner.

By MWAA and VDOT record, that offer has been rejected and a certificate of condemnation is currently being prepared for filing in the circuit court. The Commonwealth of Virginia will take ownership of this property on behalf of MWAA for this transportation project.

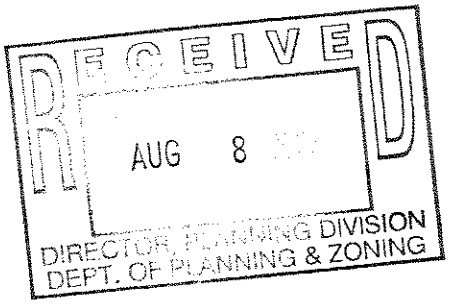
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuirewoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-MD08-12

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

For June 14, 2007, letter from
Pierce Homer,
Secretary of Transportation,
Commonwealth of Virginia,
see

August 7, 2008, letter from
McGuireWoods,

in **ATTACHMENT 1**

2232-MD08-12

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
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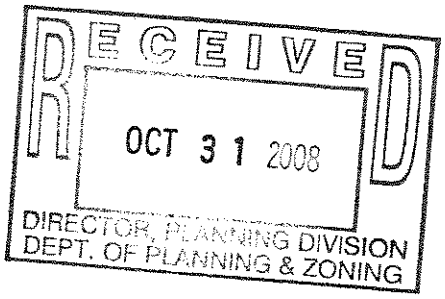
lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050



October 30, 2008

BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-MD08-12), Tysons Central 7

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 and the SE applications (administrative edits). I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for Tysons Corner Urban Center.

Response: The Principles of Good Design and Transit Oriented Design contained on pages 36-37 and 41-42 of the Comprehensive Plan underscore the need for function, order, identity and appeal in the design of buildings, open spaces, roadways, pedestrian paths and signage. The Metro stations (all 4) will be key components of the transformed Tysons landscape. As stated in the Plan, one of the key objectives of the Tysons Corner Plan is to encourage alternative modes of transportation. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Tysons Central 7 station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Ample access points are provided to the Tysons Central 7 station including safe passage over Route 7. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations and the program will include

2232-MD08-12

the 5 stations in Phase 1. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. All art displayed in the stations will be visable from the public areas of the station. This also will allow those who choose to use the pedestrian bridges to enjoy any interior artworks. Ultimately, artists chosen by a panel recommended by County Supervisors, will be assigned to each station.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed at the Tysons Central 7 station. The applicable section of the FEIS, pages 3-64 through 3-78 are attached for reference.

Comment: Provide a summary detailing how noise will be mitigated.

Response: Noise impact studies were performed as part of the FEIS which considered ambient conditions and future operations of the station. No impacts were identified requiring mitigation. The noise analysis in the FEIS is lengthy and contains FTA, WMATA and County criteria. A summary, "C. Project Facilities" on page 4-102 of FEIS is attached. Note that the tracks have parapet walls on either side to reduce wheel noise. During construction, the project is subject to the requirements of the Fairfax County Noise Ordinance.

Comment: Discuss any "green" technology used?

Response: The Dulles Corridor has been called the "the economic engine" of Fairfax County and Northern Virginia. The provision of Metrorail to Dulles is a critical step for providing multi-modal and comprehensive transit options, facilitating the movement of residents, customers and employees throughout that area. The Fairfax County Policy Plan encourages the implementation of transportation strategies that reduce auto travel, minimize dependence on single-occupant automobiles and improve traffic flow, thereby reducing auto emissions.

Public transit is crucial if we as a society are going to improve air quality and reduce green house gases released into the environment. The American Public Transportation Association (APTA) states that "an individual switching to public transit can reduce his or her daily carbon emissions by 20 pounds; that's more than 4,800 pounds in a year, a figure that is more than the combined carbon emissions reduction that comes from weathering your home and using energy efficient appliances and environmentally-friendly light bulbs." APTA goes on to state that "if just one commuter of a household switches from driving to using public transportation, the household's carbon footprint will

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2232-MD08-12

be reduced by 10 percent. If a household gives up its second car altogether, a household can reduce carbon emissions by 30 percent."

Other than the obvious provision of alternative mode of transportation in the Dulles Corridor, below are some of the energy conserving aspects of the rail development:

- All steel has a 25 - 35% recycled content today.
- We are using fluorescent bulbs in many fixtures - tunnel areas, service rooms, pedestrian bridges, mezzanine and platform ceilings
- Use of LED lighting in handrails, and fixtures at platform capable of using LED in the future
- The system employs an Advanced Energy Management System (AEMS) that monitors energy consumption and provides for control and limits availability of electrical features unless needed
- Site lighting is actuated by photo sensors
- Site lighting uses cutoffs to reduce fugitive light, minimizing light pollution
- Rain gardens and redirected runoff are a featured concept in landscaping - providing increased ground water recharge and irrigation
  Increased use of free-ventilating spaces where possible to minimize energy intensive environmental controls
- Increased use of skylights and glazed storefront windows to increase contribution of natural lighting
- Increased attention to jobsite management of waste materials - increased recycling content and reduction of materials sent to landfills

Comment: What are the number of lanes provided for Rt. 123 and Rt. 7?

Response: Route 123 is planned for 3 through lanes in each direction with left and right turn lanes. Rt. 7 is planned for 3 through lanes in each direction with left, right and auxiliary lanes.

Comment: How is stormwater management addressed?

Response: Stormwater runoff in the station and pavilion areas is being routed into the roadway system. Discharge quantity and quality controls are being introduced in the median areas as a series of shallow ponds connected by an underdrain. This design is currently under review by DCR.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

Response: The landscaping concept has been developed through a series of workshops involving VDOT and County staff and is consistent with the Comprehensive Plan. Tree species have been screened and either William Oak or Red Maple cultivars

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with two inch calipers are proposed. Tree pit areas have been optimized given the requirements for sidewalks and utilities. Note the median treatment is under development and subject to change pending DCR review.

Comment: Will the station location conflict with future extensions to Pinnacle Drive?

Response: The design has avoided placing any structures within the existing 30-foot wide access easement along the east side of the north pavilion station entrance site. No design for Pinnacle Drive was provided for use; however, limited conceptual design was performed during Preliminary Engineering which indicated its future construction would be feasible.

Comment: Provide additional information on the streetscape plan for Rt. 7.

Response: The Route 7 Streetscape 60% design is under review by MWAA. Included with this response are plans and cross-sections of the sidewalk areas. Note the median treatment proposed in this submittal is subject to change per recent agreements between project stakeholders and the pending DCR review.

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

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Attachments:

Revised, clean and blacklined 2232 statement
Revised, clean and blacklined SE statement

2232-MD08-12

ATTACHMENT 3a

For information regarding Section 106 of the National Historic Preservation Act, see **ATTACHMENT 1a**

"3.5 Cultural Resources"
Pages 3-64 through 3-78

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Social Effects

ATTACHMENT 3b

For information regarding Noise Impacts,
see **ATTACHMENT 1b**

Page 4-102

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Environmental Effects

2232-MD08-12

McGuireWoods LLP
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Suite 1800
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Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

December 22, 2008

VIA ELECTRONIC MAIL AND FIRST CLASS MAIL

David Jillson
Suzanne Lin
12055 Government Center Parkway
7th and 8th floors
Fairfax, VA 22035

RE: Traction Power Substation at Tysons East, 123 and 7

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to confirm that a traction power substation is included in the SE request and incorporated as one of the train rooms for the Tysons East, Tysons 123 and Tysons 7 stations. Thank you.

Sincerely,

Lori Greenlief
McGuireWoods LLP

cc: Frank Turpin, DTP
Rick Stevens, FDOT

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DEPT. OF PLANNING & ZONING

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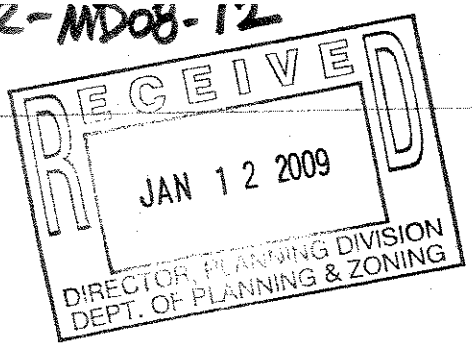
2232-MD08-12



illson, David

rom: Turpin, Frank [Frank.Turpin@DullesTransitPartners.com]
ent: Monday, January 12, 2009 2:12 PM
o: Jillson, David
c: Greenlief, Lori R.
Subject: RE: Another question

vid, give me a call if more is needed.

During the construction of TC123, TC7, and TW, will Rte 123 and Rte 7 be widened to 6 or 8 through lanes ?

Sections of temporary roadway installed on eastbound Rt 7 during metrorail construction will be 4 lanes. As the permanent eastbound Rt 7 is completed, it will have 4 lanes beginning at the ramp from Dulles Tollroad eastbound onto Rt 7 and continuing to and under the Rt 123 overcrossing. As westbound Rt 7 is completed, it will have 4 lanes from the intersection of the frontage road (across Rt 7 from the entrance to Marshalls Shopping Center) to the exit ramp to eastbound Dulles Tollroad. Additional left and right turning lanes are provided at street intersections. The 4th lane being added in each direction is a shared "through/right turn" lane. It replaces the service roads on both sides of Rt 7 where they exist today. Right turn movements into driveways are allowed from these lanes, and the lanes extend on Rt 7 through the project area.

Street work on Rt 123 is incidental, and adding lanes is not within the project scope.

If either road (or both) will be widened to 6 lanes, do the plans for the stations allow for future widening of both roads to the anned 8-lane configuration ?

The plans for the Central 123 Station do allow for an additional 4th lane on Rt 123 to be constructed in each direction.

rank Turpin
OW Manager

ulles Corridor Metrorail Project
595 Spring Hill Road
ienna, VA 22182

hone: 703-852-5995
mail: frank.turpin@dullestransitpartners.com

rom: Greenlief, Lori R. [mailto:lgreenlief@mcguirewoods.com]
ent: Monday, January 12, 2009 11:08 AM
o: Turpin, Frank
Subject: FW: Another question

rank - Can you respond to David today?

Lori R. Greenlief
Land Use Planner

McGUIREWOODS
McGuireWoods LLP
1750 Tysons Boulevard

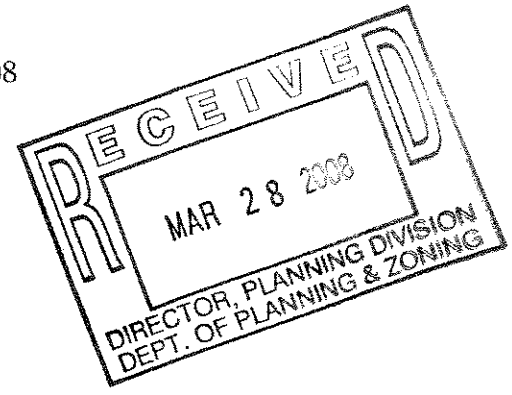
1/12/2009

2232-MD08-13

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ATTACHMENT 4

March 13, 2008



Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project:
Application for Determination Pursuant to Sect. 15.2-2232 of the Code of Virginia, Tysons West Station

Letter No: MWAA-00299

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority, acting in coordination with the Virginia Department of Rail and Public Transportation, is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority for an electrically-powered regional rail transit facility to be known as Tysons West Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary);
- A property identification table;
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered;
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

TW

2232-MD08-13

If you have any questions regarding these submissions or need additional information, please contact Lori Greenlief at McGuireWoods LLP at (703) 712-5433.

Sincerely,

Charles S. Carnaggio, P.E.
Project Director
Dulles Corridor Metrorail Project

CSC/rm/bt

cc: James Van Zee, MWAA
Supervisor Linda Q. Smyth, Providence District
Supervisor Cathy Hudgins, Hunter Mill District
Ken A. Lawrence, Providence District Planning Commissioner
Frank de la Fe, Hunter Mill District Planning Commissioner

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MAR 28 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

COUNTY OF FAIRFAX, VIRGINIA

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

Application Number: 2232-MD08-13
(assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

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(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address 8536, 8548 Leesburg Pike and 1580 Spring Hill Road

City/Town Vienna, VA Zip Code _____

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

Name of Applicant _____

Street Address 1593 Springhill Road, Suite 300

City/Town Vienna State VA Zip Code 22182

Telephone Number: Work (703) 572-0500 Fax (____) _____

E-mail Address _____

Name of Applicant's Agent/Contact (if applicable) Jonathan Rak/Lori Greenlief

Agent's Street Address 1750 Tysons Blvd. Suite 1800

City/Town Mclean State VA Zip Code 22102

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

2232-MD08-13

PROPOSED USE

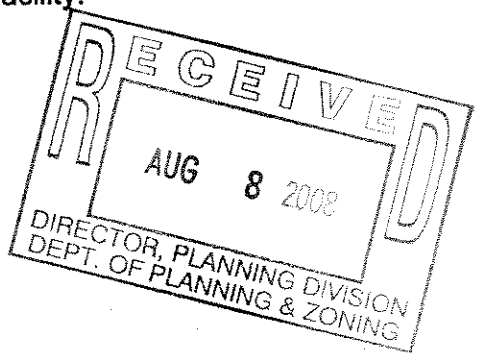
Street Address 8536, 8548 Leesburg Pike and 1580 Spring Hill Road

Fairfax Co. Tax Map and Parcel Number(s) 29-3((1))2C, 53 and 53A - PARTS

dc2 LRB 10/17/08

Brief Description of Proposed Use

The proposed use is an electrically powered regional rail transit facility.



Total Area of Subject Parcel(s) ~~1.40~~ 1.91 acres LRB 10/1/08 (acres or square feet)

Portion of Site Occupied by Proposed Use ~~1.40~~ 1.91 acres 10/1/08 (acres or square feet)

Fairfax County Supervisor District Providence/Hunter Mill

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

Right-of-way and commercial

Zoning of Subject Property C-7, HC LRB 10/1/08

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

N/A

PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address

City/Town State Zip Code

2232-MD08-13

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

Name of Applicant or Agent Charles S. Carnaggio, P. E.

Signature of Applicant or Agent Charles S Carnaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

****

FOR STAFF USE ONLY

Date application received: 3/28/08

By: _____

Additional information requested to complete application:

_____

_____

_____

_____

Date application accepted: 6/26/08

By: _____

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
TYSONS WEST STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
29-3	Metrorail Station and Pedestrian Bridges	Providence, Hunter Mill	Metrorail Facility		Commonwealth of Virginia	Route 7	
29-3 ((1)) 2C1, pt	Station Entrance Pavilion	Hunter Mill	Metrorail Facility	C-7, HC, SC	CARS-DB1 LLC, successor in interest to Capital Automotive LP	South Side of Route 7 at Spring Hill Road	c/o Capital Automotive REIT 8270 Greensboro Drive, Suite 950 McLean, VA 22102
29-3 ((1)) 53 pt, 53A pt	Station Entrance Pavilion, Bus Bays	Providence	Metrorail Facility	C-7, HC, SC	Cherner Family LLC	North Side of Route 7 at Spring Hill Road	PO Box 9400 McLean, VA 22102

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2232-MD08-13

2232-MD08-13

Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Tysons West Station

STATEMENT OF JUSTIFICATION

August 20, 2008

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NOV 17
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

INTRODUCTION AND OVERVIEW

The Metropolitan Washington Airports Authority (MWAA) in coordination with the Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively "the Applicant", requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metro station located in the median of Route 7 in Tysons Corner and on portions of the lots directly to the north and south of the station as shown on the plat included with this application.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions which were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Tysons West station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transit Authority (FTA) issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969 and the Locally Preferred Alternative (LPA) for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

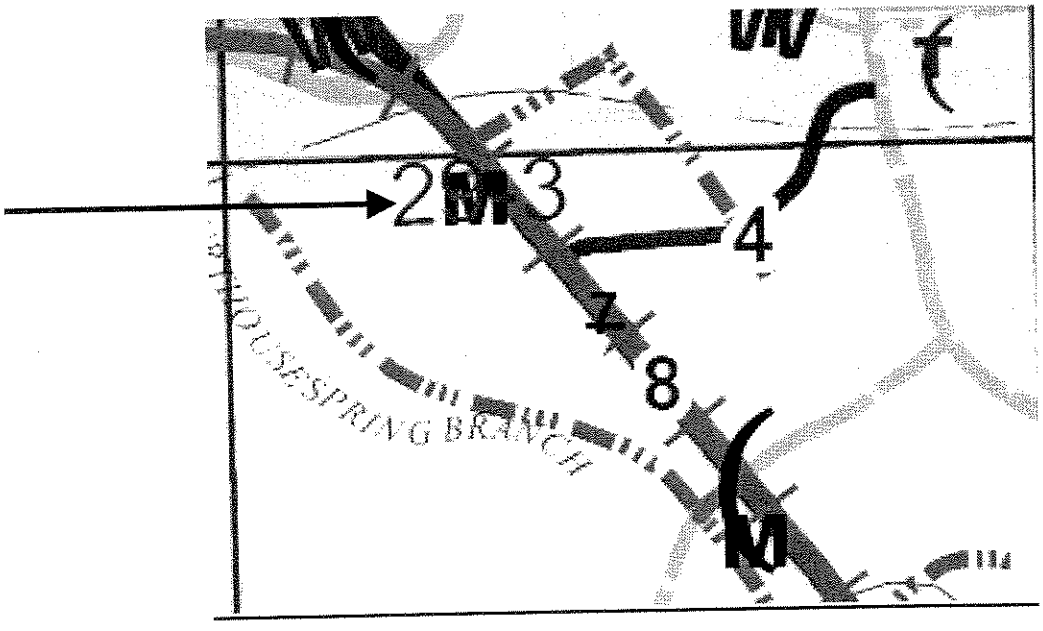
2232-MD08-13

COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i").

Specifically, the proposed location for the Tysons West Station is within Sub-Units I-1 and B-1 of the Tysons Corner Urban Center portion of the Area II plan. Language within these sub-units contains land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located in proximity to Subunit I-1. This is where the station is proposed in this 2232 application and the accompanying special exception application.

Additionally, below is a segment of the County Transportation Plan Map which shows the envisioned location for a Metro station as proposed in this application.



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2232-MD08-13

SECTION 15.2-2232 APPLICATION FOR THE TYSONS WEST STATION

1. Description of the Use

The proposed Tysons West station, located in the median of Route 7 west of it's intersection with Spring Hill Road, will be the fourth transit station stop available to Metrorail passengers traveling west out of the East Falls Church Station and from locations farther east.

The station platform and mezzanine will be located in the median of Route 7 and there will be entrance pavilions located on the north and south sides of Rt 7 with elevated pedestrian bridges over Route 7 to access the station. Included with this application is a copy of the Special Exception plat and reference drawings which give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-powered regional rail transit facility
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends.
- Daily Patronage: The Dulles Corridor Metrorail extensions ridership is projected to be 59,000 by 2013, including 4,000 daily boardings at the Tysons West Station.
- Proposed number of employees: One employee (the station agent) assigned full time per shift, with additional employees present at various times to perform maintenance tasks, provide security and conduct operations assistance.
- Estimate of traffic impact: Once the Kiss & Ride Lot is constructed, traffic on Tyco Road is projected to increase by 45 peak hour trips in each direction. The primary mode of access for this station, however, is pedestrian, not automobile. Four bus bays will be provided on the north side of Route 7 adjacent to the station entrance pavilion.
- Vicinity of area to be served: Tysons Corner and the metropolitan area east of I-495
- Description of building and façade: The station finish will be comprised of textured pre-cast concrete panels and brick veneer, consistent with WMATA's criteria for character and quality appropriate for public transit facilities. The platform canopy on the track level will cover approximately 300-feet of length of the track platform, and will provide coverage for vertical circulation elements and equipment. The roof system consists of standing seam metal roofing with aluminum frame skylights. The pedestrian bridges will have sloping walls comprised of a tightly woven wire fabric material. Pedestrian bridges will have a single-sloped roof. The selection of finishes and station features continues to be

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

- Listing of Hazardous or Toxic Substances on site: The proposed use of the properties as a WMATA metro station will not generate hazardous waste, although there are a number of industrial products that are used in the operation and maintenance of a station. These products include (but are not limited to) paints and associated paint solvents, lead-acid batteries, and oils and lubricants. WMATA manages these products and associated waste in accordance with state and federal laws.

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

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, population is expected to increase 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. Among the Guiding Planning Principles adopted by the Tysons Land Use Task Force in October of 2006 and continued as an objective throughout the current Task Force work, is the transformation of Tysons Corner from a suburban office park into a 24/7 activity center.

Given the increase in jobs, residential population and general activity level projected for Tysons Corner, strategically placed Metro stops are essential to move the flow of people in and out of Tysons. Further, the Metropolitan Washington Airport Authority forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use alone is projected to reach 55 million trips by 2035, more than twice the current level. Therefore, alternative access to the airport is also essential.

The general philosophy behind the placement of the transit stations in Tysons Corner was the ability to serve separate hubs within the area coupled with the goal of maximizing the efficiency of the system with respect to ridership. Alternative locations for stations and differing numbers of stations within Tysons Corner were evaluated with this goal in mind in preparation for the publication of the Draft EIS in 2002. The final location of the Tysons West station was refined in an Environmental Assessment approved by the FTA in the Amended ROD issued in November 2006.

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2232-MD08-13

3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metrorail Project is to provide an alternate transportation mode to the automobile for this increasing residential and employment population in the Dulles Corridor and generally improve transportation service in the corridor.

Specifically, around the Tysons West station, no traffic impacts are anticipated as, at this time, a kiss & ride facility is not part of the application. Pedestrian access to the station will be by way of entry pavilions on the north and south sides of Route 7 and pedestrian bridges to the station.

Noise Impacts

In preparation for the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise proposed in the study area: Metrorail train passbys, articulated express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at park-and-ride lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Tysons West Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail. Consistent with the use of parapet walls installed along the aerial trackway for noise mitigation elsewhere within Tysons Corners, the Tysons West Station will utilize parapet walls on the trackway through the station.

Impacts of Environmental Features of the Site

The Tysons West Station is an aerial station in the median of Route 7. The entrance pavilions on the north and south sides of Route 7 are located in areas presently paved for commercial uses. No streams or wetlands are impacted and the area is not within a floodplain.

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Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions from motor vehicle traffic associated with the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated from the construction and operation of the project. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects from the proposal on surface water resources; surface was quality; wetland systems; and floodplains. The Metrorail Project has been carefully designed to minimize the impacts to water quality, and stormwater management has been computed and handled on a systemwide basis.

Visual Impacts

The proposed location for the Tysons West station is surrounded by office, hotel, retail and car dealerships, zoned C-7. The station and its connecting aerial trackway and elevated pedestrian bridges will be visible to pedestrians and motorists on Route 7 and from adjacent properties as well as many high-rise buildings in the Tysons area. The station area is within a transportation corridor and a highly developed commercial area. The construction materials and design of the station and station canopy will fit into the urban character of Tysons Corner. The station entrance pavilions will be attractively landscaped to soften their visual impact.

4. Alternative Sites Considered for the Proposal

As stated previously, an alternative number and possible location shifts for stations were evaluated for the Tysons Corner area as a whole. The final location for the Tysons West Station was refined during preliminary engineering and was addressed in an Environmental Assessment approved by the FTA in an amended ROD issued in November 2006.

CONCLUSION

The proposed Tysons West Station and entrance pavilions are consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map. The following is offered in addition to the foregoing information to specifically to address the standards under Va. Code Sec. 15.202232, as amended:

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Location: The proposed location of the Tysons West station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters to Tysons Corner.

Character: The proposed station within Tysons Corner will be compatible with the high-density urban character of the area and the Plan's vision of Tysons Corner as an Urban Center.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. Stations within Tysons Corner are integral to the operation rail to Dulles and the Tysons West station will further that goal.

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

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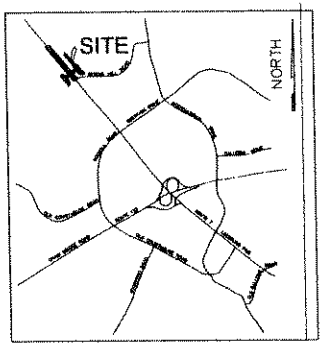
TYSONS WEST STATION

DULLES CORRIDOR METRORAIL PROJECT

Providence District and Hunter Mill District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP
SCALE : 1"= 2,000'

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Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

Sheet Index

1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN AND SIGN PLAN
4. STATION PERSPECTIVE, NOTES & TABULATION
5. STATION PLAN VIEW DETAILS
6. NORTH ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
7. SOUTH ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
8. ELEVATIONS AND SECTIONS

Tysons West Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

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Dewberry & Davis LLC

DRPT
Virginia Department of Rail and Public Transportation

DULLES TRANSIT PARTNERS, LLC

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

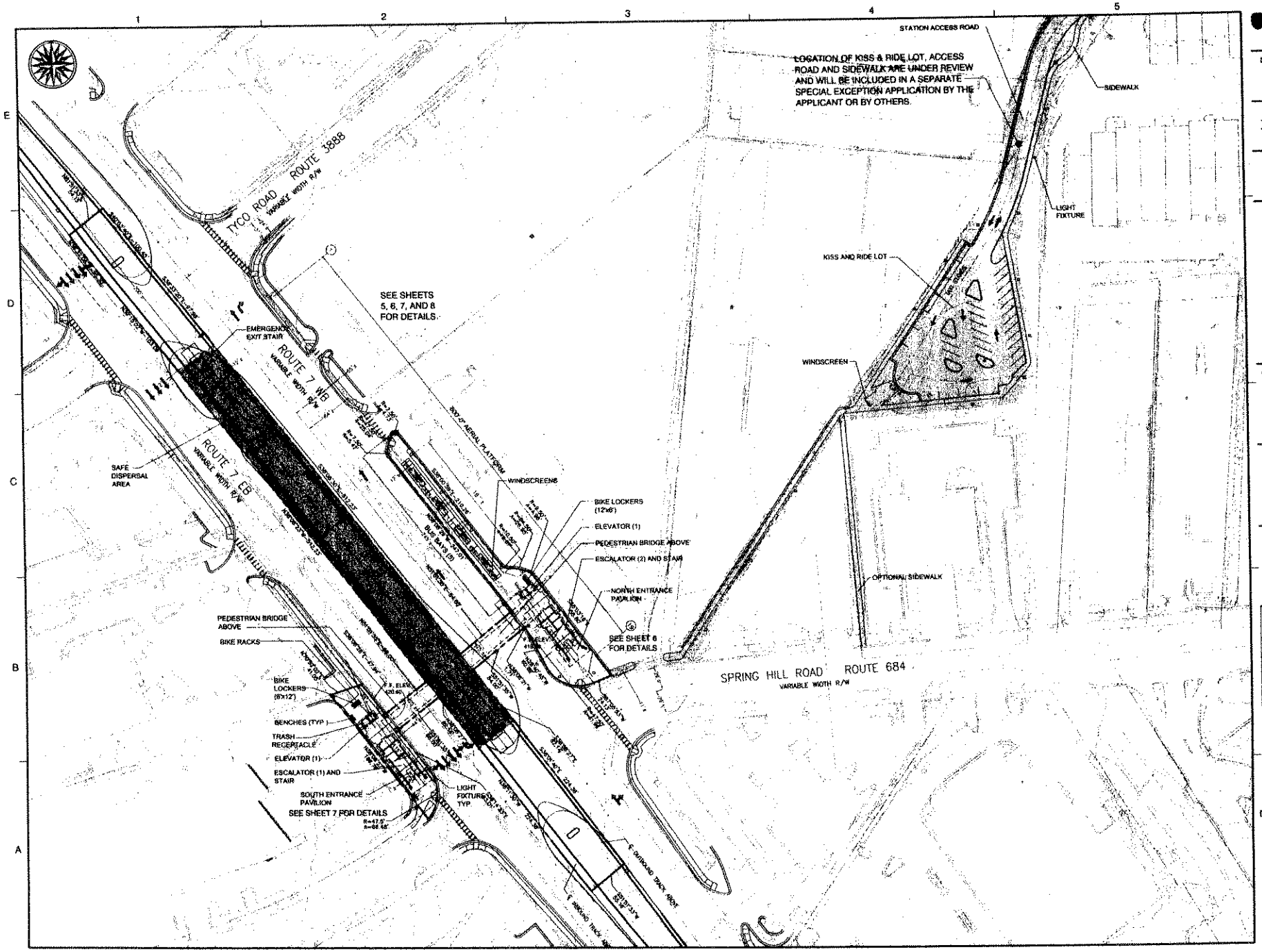
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SEAL

Rev. October 1, 2008
Rev. June 4, 2008
February 14, 2008

M-10696

2232-MD08-13



Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 50' 100'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.04.08	JMC	

REVISIONS

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

TITLE
Tysons West Station
Dulles Corridor Metrorail Project
Special Exception Plat and 2232 Plan

PROJECT NO.

2

SHEET NO. 2 OF 8

M-10696

2232-MD08-13

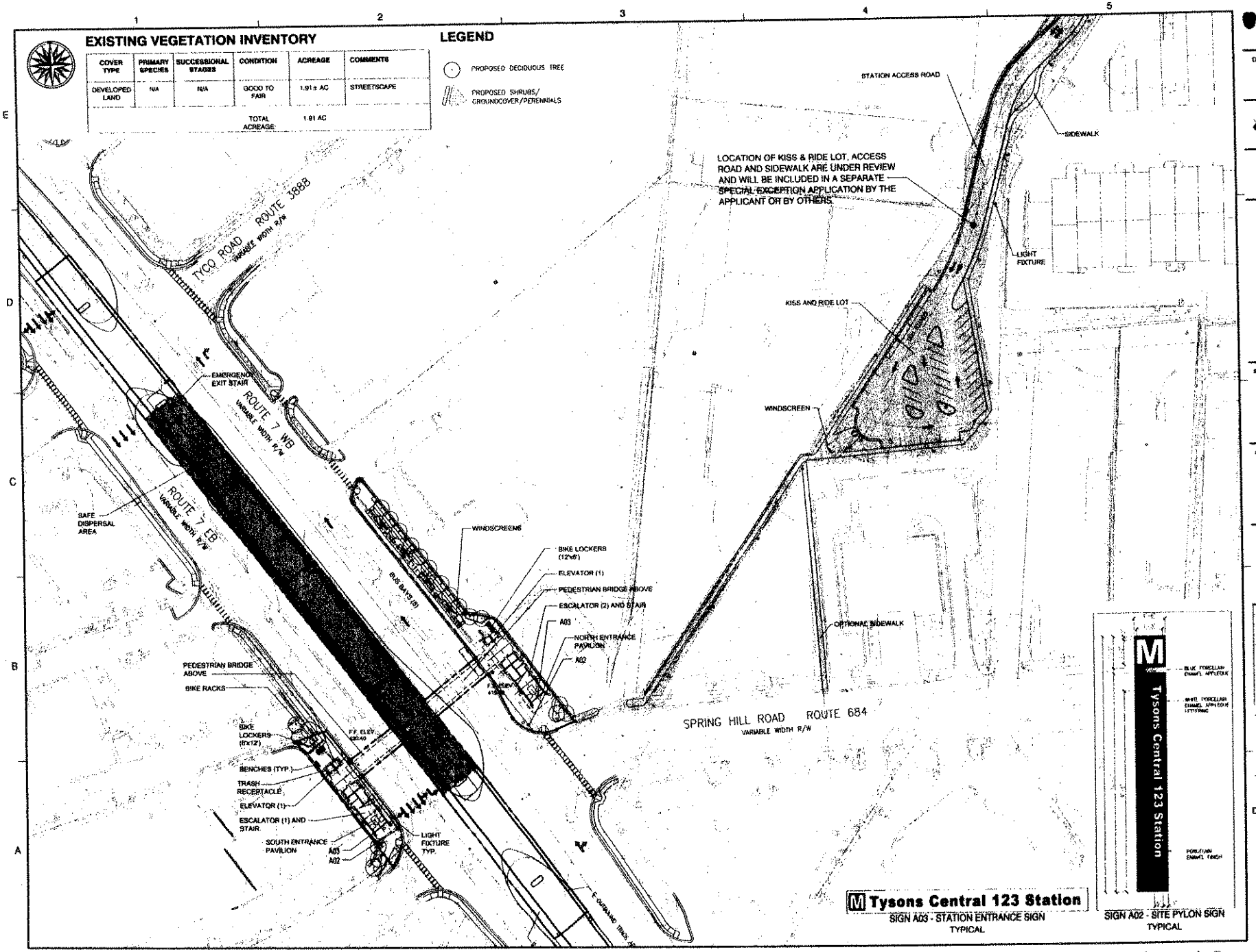
EXISTING VEGETATION INVENTORY

COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGES	CONDITION	ACREAGE	COMMENTS
DEVELOPED LAND	N/A	N/A	GOOD TO FAIR	1.91± AC	STREETSCAPE
TOTAL ACREAGE				1.91 AC	

LEGEND

PROPOSED DECIDUOUS TREE

PROPOSED SHRUBS/ GROUNDCOVER/PERENNIALS



Tysons Central 123 Station

SIGN A03 - STATION ENTRANCE SIGN TYPICAL

SIGN A02 - SITE PYLON SIGN TYPICAL

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Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

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DANIEL A. WEBNER
Lic. No. 010077
12/5/08

KEY PLAN

SCALE
0' 50' 100'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	06.04.08	JMC	

REVISIONS

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APPROVED BY
DESIGNED BY LAM
DATE February 14, 2008

TITLE
Tysons West Station
Dulles Corridor Metrorail Pro
Landscape Plan, Sign Pla
& Existing Vegetation Ma

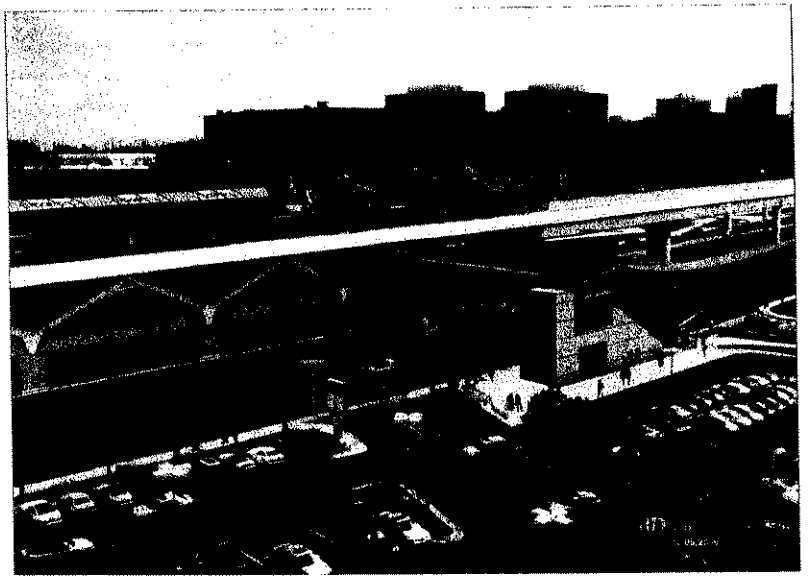
PROJECT NO

3

SHEET NO 3 OF

M-10696

2232-MD08-13



PERSPECTIVE VIEW OF STATION

NOTE: THE PERSPECTIVE VIEW SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES TO SHOW THE CHARACTER OF THE PROPOSED RAIL STATION. ARCHITECTURE AND LANDSCAPING ARE SUBJECT TO CHANGE WITH FINAL DESIGN.

NOTES:

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 29-3 ((1)) 2C PART, 53 PART AND 55A PART AND IS ZONED C-7, HC AND SC
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION APPLICATION IS APPROXIMATELY 1 91 ACRES.
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE ESTABLISHMENT OF AN ELECTRICALLY POWERED REGIONAL RAIL TRANSIT FACILITY; SPECIFICALLY, A RAIL STATION AND ACCESSORY USES THERETO.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEFINED BY DULLES TRANSIT PARTNERS, LLC DURING SUPPLEMENTAL ENGINEERING.
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FOOT FROM SURVEY INFORMATION PROVIDED BY DULLES TRANSIT PARTNERS, LLC.
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT.
7. MINIMUM YARD REQUIREMENTS FOR THE C-7 DISTRICT ARE AS FOLLOWS:

   FRONT: CONTROLLED BY A 45° ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET.

   SIDE: NO REQUIREMENT

   REAR: 20 FEET.

8. AS STATED IN SECT. 9-404 AND 9-405 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE BULK REGULATIONS OR THE MINIMUM DISTRICT SIZE REQUIREMENTS OF THE ZONING DISTRICT IN WHICH THE USE IS LOCATED
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED.
10. NO PARKING FACILITY REQUIREMENTS WERE DETERMINED AS PART OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS). LOCATION OF THE PARKING AND ACCESS ROAD ARE UNDER REVIEW AND WILL BE INCLUDED IN A SPECIAL EXCEPTION AMENDMENT APPLICATION
11. THERE IS NO FLOODPLAIN, RESOURCE PROTECTION AREA (RPA) OR ENVIRONMENTAL QUALITY CORRIDOR (EQC) ON THE SUBJECT PROPERTY
12. STORMWATER MANAGEMENT HAS BEEN DESIGNED SYSTEM WIDE, INCLUDING THIS SITE, AND WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR), BASED ON FAIRFAX COUNTY CRITERIA, PER AGREEMENT BETWEEN THE COUNTY AND DCR. THEREFORE, A WAIVER OF PAR. 3 OF SECT. 9-611 OF THE ZONING ORDINANCE IS HEREBY REQUESTED.
13. THERE ARE NO EXISTING UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE OR MAJOR UNDERGROUND UTILITY EASEMENTS LOCATED ON THE SUBJECT PROPERTY
14. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS A SIX (6) FOOT SIDEWALK ON BOTH SIDES OF ROUTE 7, FLANKED BY MINIMUM STRIPS OF SIX FEET OF LANDSCAPING ON EACH SIDE
15. SEE REFERENCE DRAWINGS, WHICH HAVE BEEN PROVIDED UNDER SEPARATE COVER, FOR THE LOCATIONS, NUMBER AND SIZES OF ALL PROPOSED SIGNS.
16. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE FEIS, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY.
17. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCE AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCES THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF IN CONJUNCTION WITH THE USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS
18. EXCEPT AS QUALIFIED ABOVE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

TABULATION:

EXISTING/PROPOSED ZONING	C-7
TOTAL LAND AREA	1 91 ± AC
C-7	0 80 ± AC
VDOT R/W	1 11 ± AC
MAXIMUM FLOOR AREA RATIO PERMITTED	0 60*
PROPOSED FLOOR AREA RATIO	0 57
MAXIMUM GROSS FLOOR AREA PERMITTED	66,633 ± SF
PROPOSED GROSS FLOOR AREA	47,761 ± SF**
MAXIMUM BUILDING HEIGHT PROPOSED	77± FT
OPEN SPACE REQUIRED (15%)	0 04± AC***
OPEN SPACE PROVIDED (40%)	0 16± AC***

* MAY BE INCREASED TO 1.0 BY THE BOARD OF SUPERVISORS WITH THE PROVISIONS OF SECT 9-618 OF THE ZONING ORDINANCE.

** NOTE THAT THIS AREA DOES NOT INCLUDE THE PARKING LOT AND ACCESS ROAD

*** OPEN SPACE BASED ON NET SITE AREA OF 0 40 ACRES (1 91 AC - 1 51 AC IN VDOT R/W).

Dewberry

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FAX: 703.849.0518
www.dewberry.com

DULLES TRANSIT PARTNERS, LLC
1595 SPRING HILL RD, STE 600
VIENNA, VA 22182

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	JMC	
1	06.04.08	JMC	

REVISIONS

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

TITLE

Tysons West Station
Dulles Corridor Metrorail Project

Station Perspective, Notes, & Tabulation

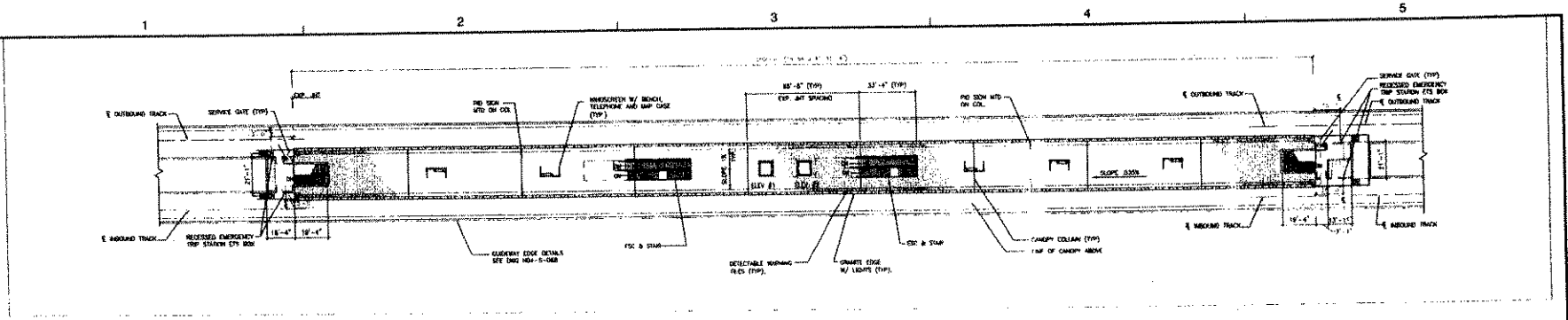
PROJECT NO.

4

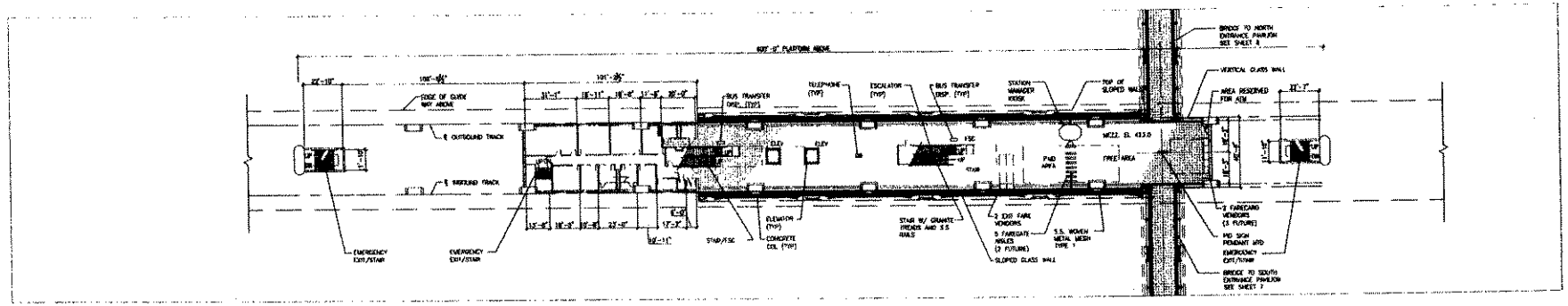
SHEET NO. 4 OF 8

M-10696

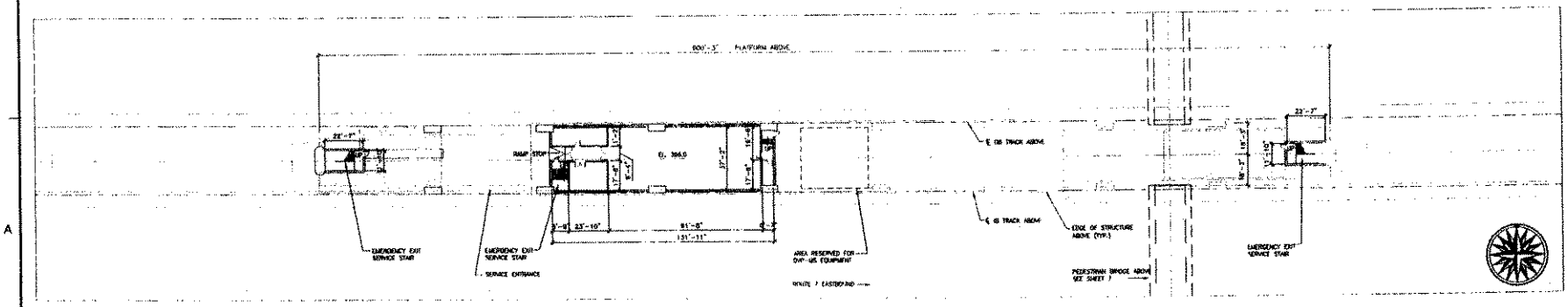
2232-MD08-13



PLAN VIEW - PLATFORM LEVEL



PLAN VIEW - MEZZANINE LEVEL



PLAN VIEW - GROUND LEVEL

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TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 30' 60'

NO.	DATE	BY	Description
2	10.01.08	JMC	
1	08.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAH
DATE February 14, 2008

TITLE
Tysons West Station
Dulles Corridor Metrorail Project
Station Plan View Details

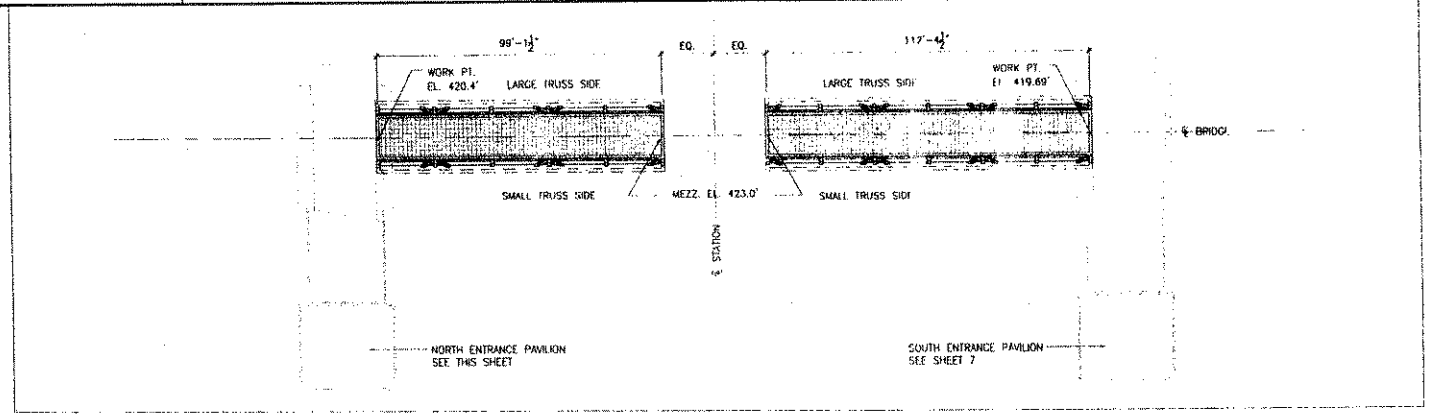
PROJECT NO

5

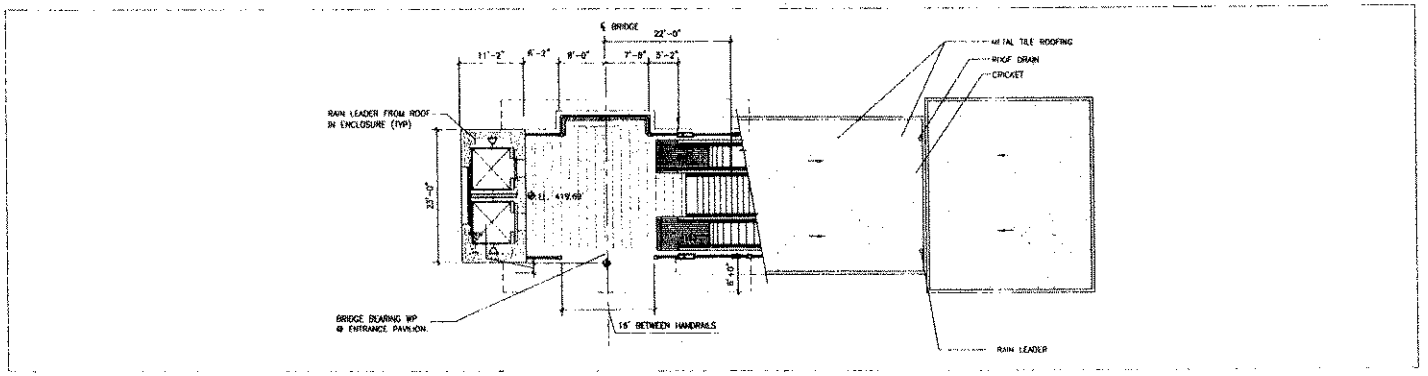
SHEET NO 5 OF 8

M-10696

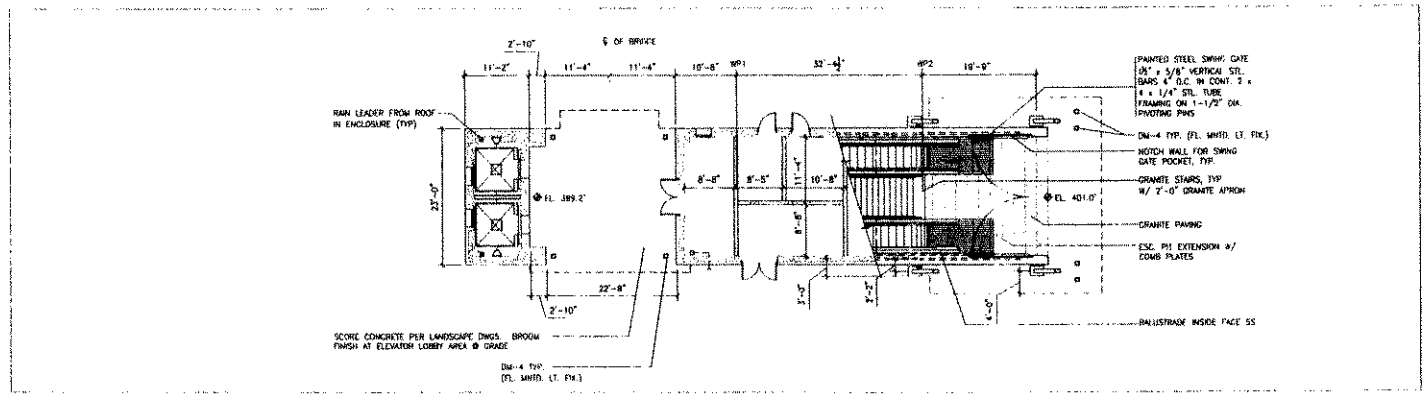
2232-MD08-13



BRIDGE LEVEL FLOOR PLAN



NORTH ENTRANCE PAVILION - BRIDGE LEVEL



NORTH ENTRANCE PAVILION - GROUND LEVEL

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DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

COMMONWEALTH OF VIRGINIA
RUSSELL A. WERNER
Reg. No. 019377
12/5/08
PROFESSIONAL ENGINEER

KEY PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.04.08	JMC	

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APPROVED BY
CHECKED BY LAM
DATE February 15, 2008

TITLE
Tysons West Station
Dulles Corridor Metrorail Project
North Entrance Pavilion and Pedestrian Bridge Details

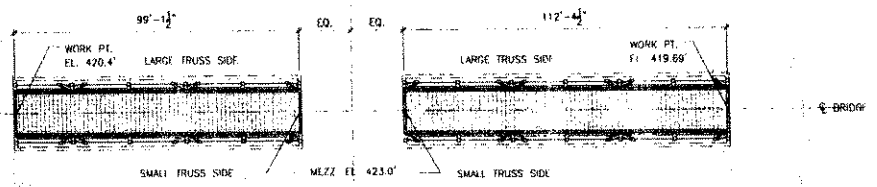
PROJECT NO.

6

SHEET NO. 6 of 8

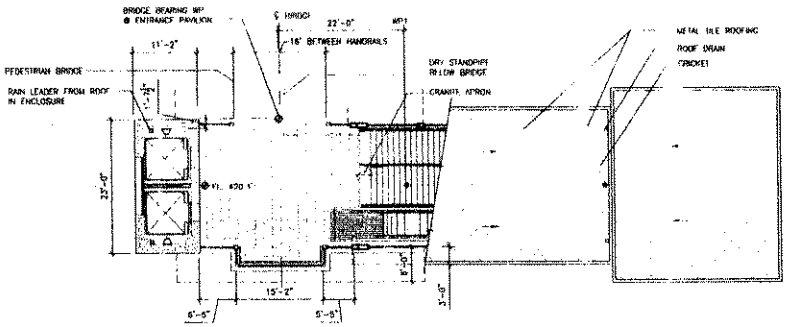
M-10695

2232-MD08-13



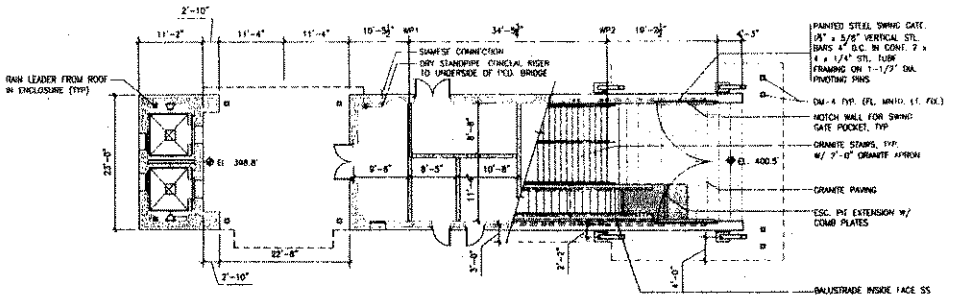
BRIDGE LEVEL FLOOR PLAN

0' 20' 40'



SOUTH ENTRANCE PAVILION - BRIDGE LEVEL

0' 10' 20'



SOUTH ENTRANCE PAVILION - GROUND LEVEL

0' 10' 20'

Dewberry

Dewberry & Davis LLC
8401 ARLINGTON BLVD
FAIRFAX, VA 22031
(703)268-7600 FAX 268-5814
www.dewberry.com

DULLES TRANSIT PARTNERS, LLC
1600 TYSONS BLVD, STE 550
MCLEAN, VA 22102

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

COMMONWEALTH OF VIRGINIA
RICHARD A WERNER
Reg. No. 019077
10/6/06

SCALE

No	DATE	BY	Description
2	10.01.06	JMC	
1	06.04.06	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 14, 2006

TITLE
Tysons West Station
Dulles Corridor Metrorail Project
South Entrance Pavilion and
Pedestrian Bridge Details

PROJECT NO

7

SHEET NO 7 OF 8

M-10847

2232-MD08-13

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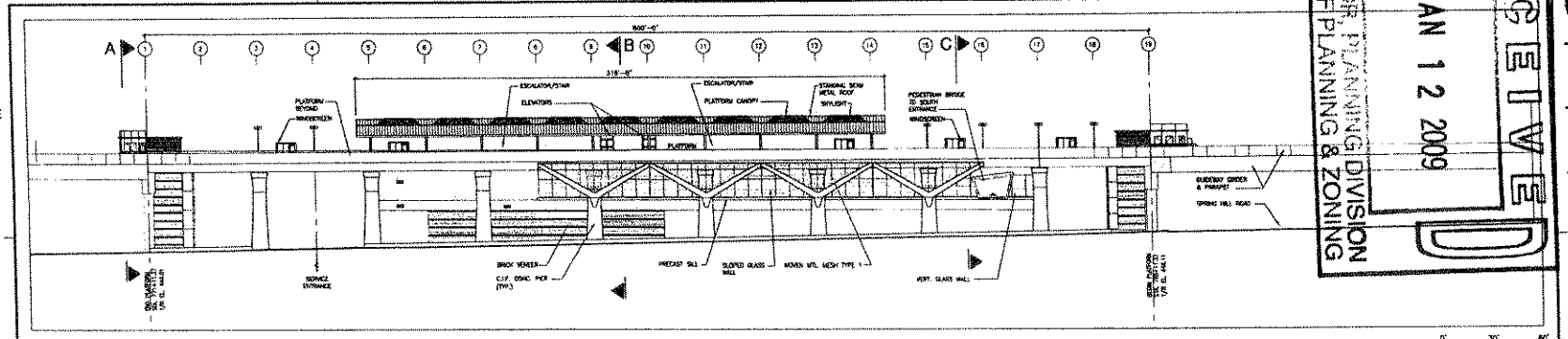
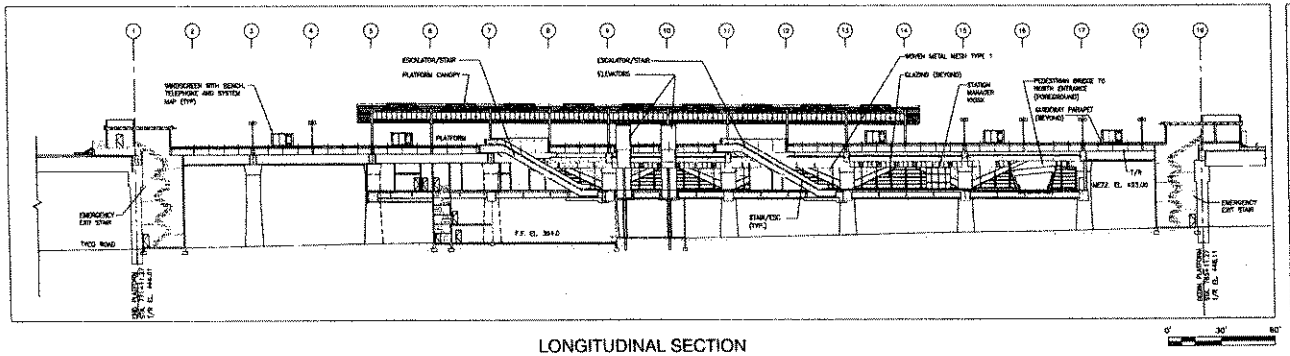
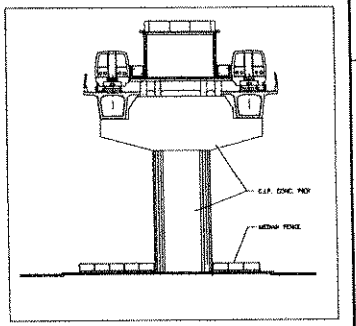
JAN 12 2009
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING



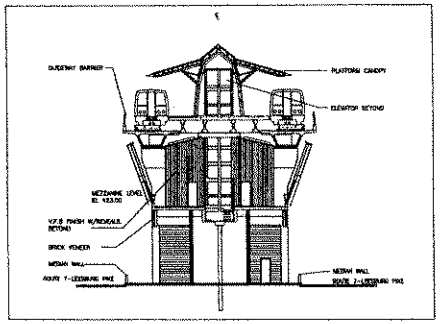
STATION ELEVATION - SOUTH



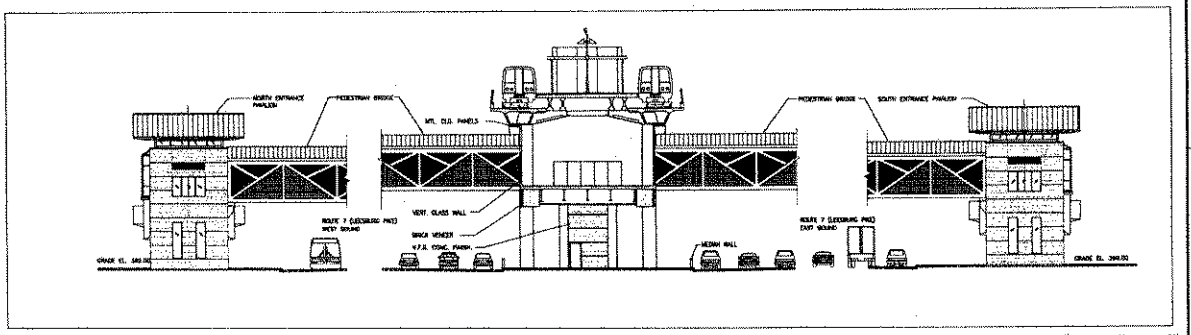
LONGITUDINAL SECTION



SECTION A
WEST OF COLUMN 1



SECTION B
BETWEEN COLUMNS 9 & 10



SECTION C
BETWEEN COLUMNS 15 & 16

Dewberry®

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	JMC	
1	06.04.08	JMC	

REVISIONS

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

TITLE
Tysons West Station
Dulles Corridor Metrorail Project
Elevations and Sections

PROJECT NO

8

SHEET NO 8 OF 8

M-10647

2232-MD08-13

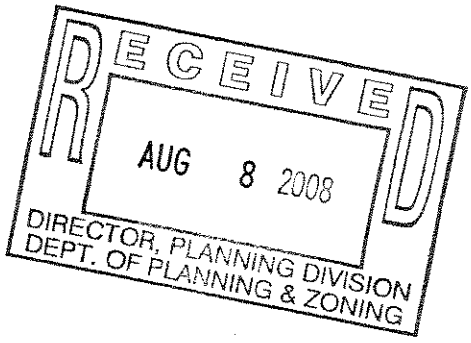
McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

2232-MD08-13

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008



HAND DELIVERED

David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
8th Floor
Fairfax, VA 22035

RE: Additional submissions for Tysons West 2232 application

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Tysons West 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

29-3((1))53A part, 53 part	Letter from Michael Harris, DRPT
29-3((1))2C part	Letter from Michael Harris, DRPT
Portions of Rt. 7 ROW	Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant. If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

2232-MD08-13

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons West Station
Property Status and Consent
Tax Map 29-3((1))53 part, 53A part
Cherner Family LLC

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-MD08-13

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

2232-MD08-13

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons West Station
Property Status and Consent
Tax Map 29-3((1))2C part
CARS-DB1, LLC 2C2, PART
LR6 10/17/08

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

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2232-MD08-13

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project

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AUG 8
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

For June 14, 2007, letter from
Pierce Homer,
Secretary of Transportation,
Commonwealth of Virginia,
see

August 7, 2008, letter from
McGuireWoods,

in **ATTACHMENT 1**

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

2232-MD08-13

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

October 10, 2008

BY COURIER

David Jillson
Planning Division
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
8th Floor
Fairfax, VA 22035

RE: Consent Letters for Tysons West 2232 application; 2232-H08-14

Dear Mr. Jillson:

- Enclosed please find a consent letter from CARS-DB1-LLC, the property on the south side of Route 7 and a consent letter from Cherner Family LLC. The original was forwarded to Virginia Ruffner to file with the SE applications. A letter from Pierce Homer indicating the State properties can be used for the purposes stated in the Project was already submitted on August 7, 2008.

If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

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DIRECTOR, PLANNING DIVISION
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2232-MD08-13

Ms. Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, VA 22035

RE: Consent for the filing of a Special Exception and a 2232 Application for a portion of the real property known as Tax Map 029-3-01-0002C to be acquired by the Commonwealth of Virginia (the "Commonwealth") as more particularly shown on Exhibit A attached hereto and made a part hereof

Dear Ms. Coyle:

The undersigned, as title owner of the above-referenced property, hereby authorizes the Metropolitan Washington Airports Authority (the "Authority") in coordination with the Commonwealth of Virginia Department of Rail and Public Transportation ("DRPT") on behalf of the Washington Metropolitan Area Transit Authority ("WMATA") to act as agent with regard to the filing and processing of a special exception application and a 2232 application for the above referenced property. The special exception request is to allow only an electrically-powered regional rail transit facility with associated structures as shown on the special exception plat to be constructed on the property. The 2232 application is a request to confirm that the location, character and extent of the proposed use is substantially in accord with the Comprehensive Plan. The Fairfax County Department of Planning and Zoning, the Commonwealth the Authority, DRPT, and WMATA all acknowledge that the property owner's execution of this Consent Letter does not in any way indicate that property owner has accepted or agreed to fulfill any conditions or requirements that Fairfax County may impose or require as a condition to granting acceptance to the above referenced special exception filing application or the 2232 application.

Very truly yours,

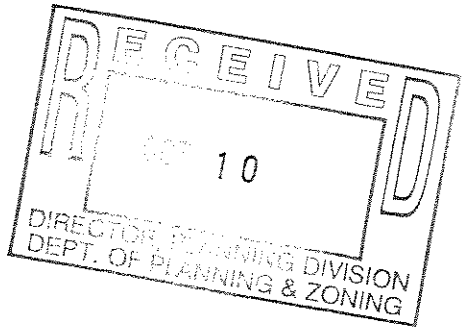
Property Owner of Tax Map No. 029-3-01-0002C

CARS-DB1, L.L.C.
a Delaware limited liability company

By: CARS-DBSPE1, INC., a Delaware corporation, its Manager

By: Capital Automotive Real Estate Services, Inc.,
a Delaware corporation,
its Authorized Agent

By: John M Weaver
Name: John M. Weaver
Title: SVP DATE 8-26-08



2232-MD08-13

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before me this 26 of August, 2008, by John M. Weaver

Notary Public

My Commission expires: 3-31-12

MARY A. PETT
NOTARY PUBLIC
REG # 293359
MY COMMISSION EXPIRES
03/31/2012
COMMONWEALTH OF VIRGINIA

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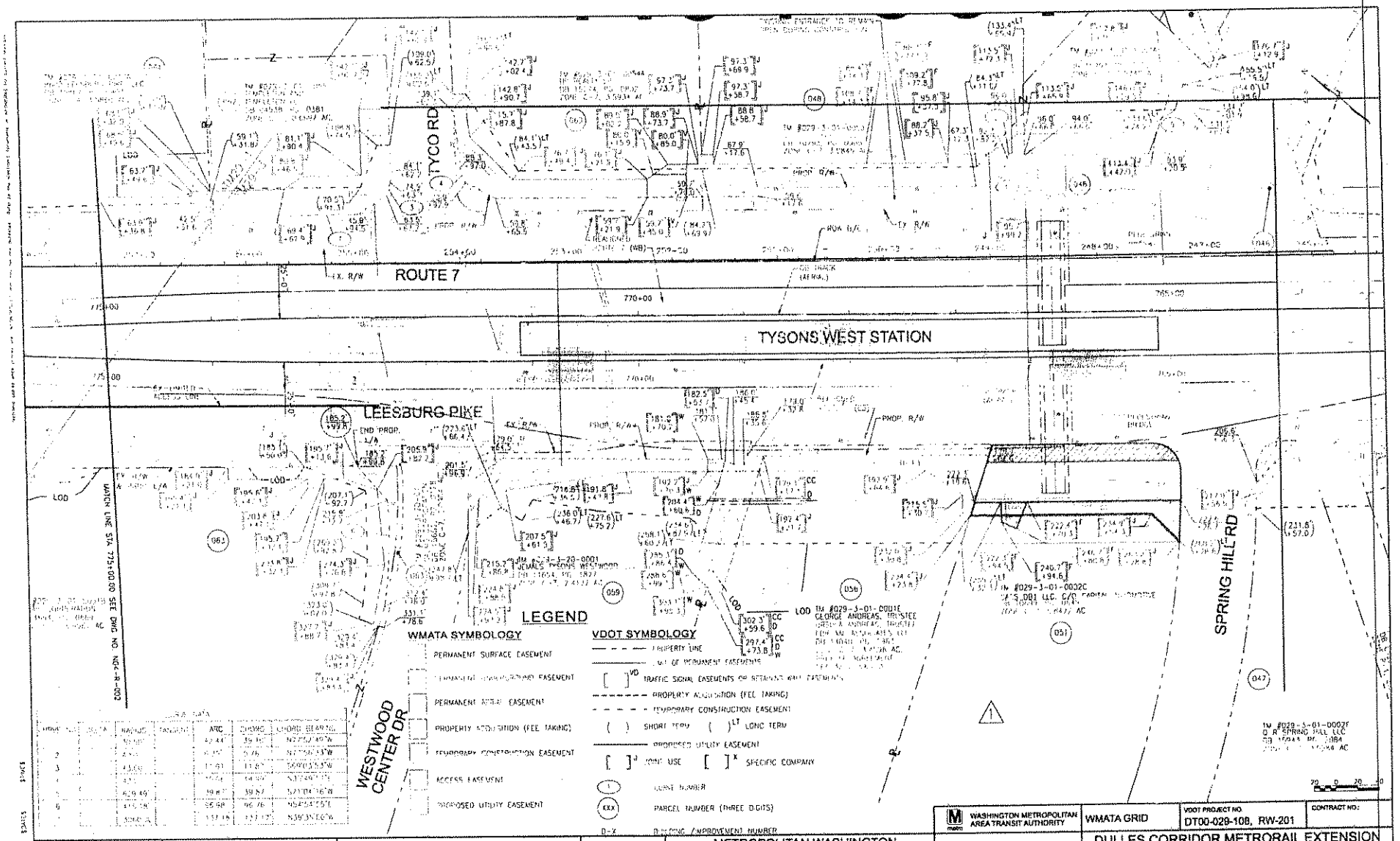
10
DIRECTOR'S OFFICE DIVISION
DEPT. OF PLANNING & ZONING



REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS								
NO	DATE	DESCRIPTION	GRID	CHCK	SUPVI	APPR
0	07/06/07	ISSUE FOR PROPERTY ACQUISITION	JP	AS	IT	RF
1	09/12/07	GENL REVS. FOR PROP REFINEMENTS	JP	AS	IT	RF

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

DULLES TRANSIT PARTNERS, LLC

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WMATA GRID

VDOT PROJECT NO. DT00-029-108, RW-201

CONTRACT NO:

DULLES CORRIDOR METRORAIL PROJECT

DULLES CORRIDOR METRORAIL EXTENSION
TYSONS WEST
PROPERTY IDENTIFICATION PLAN
STA. 764+00 TO 775+00

SCALE: 1"=40'

DRAWING NO.: N04-R-001

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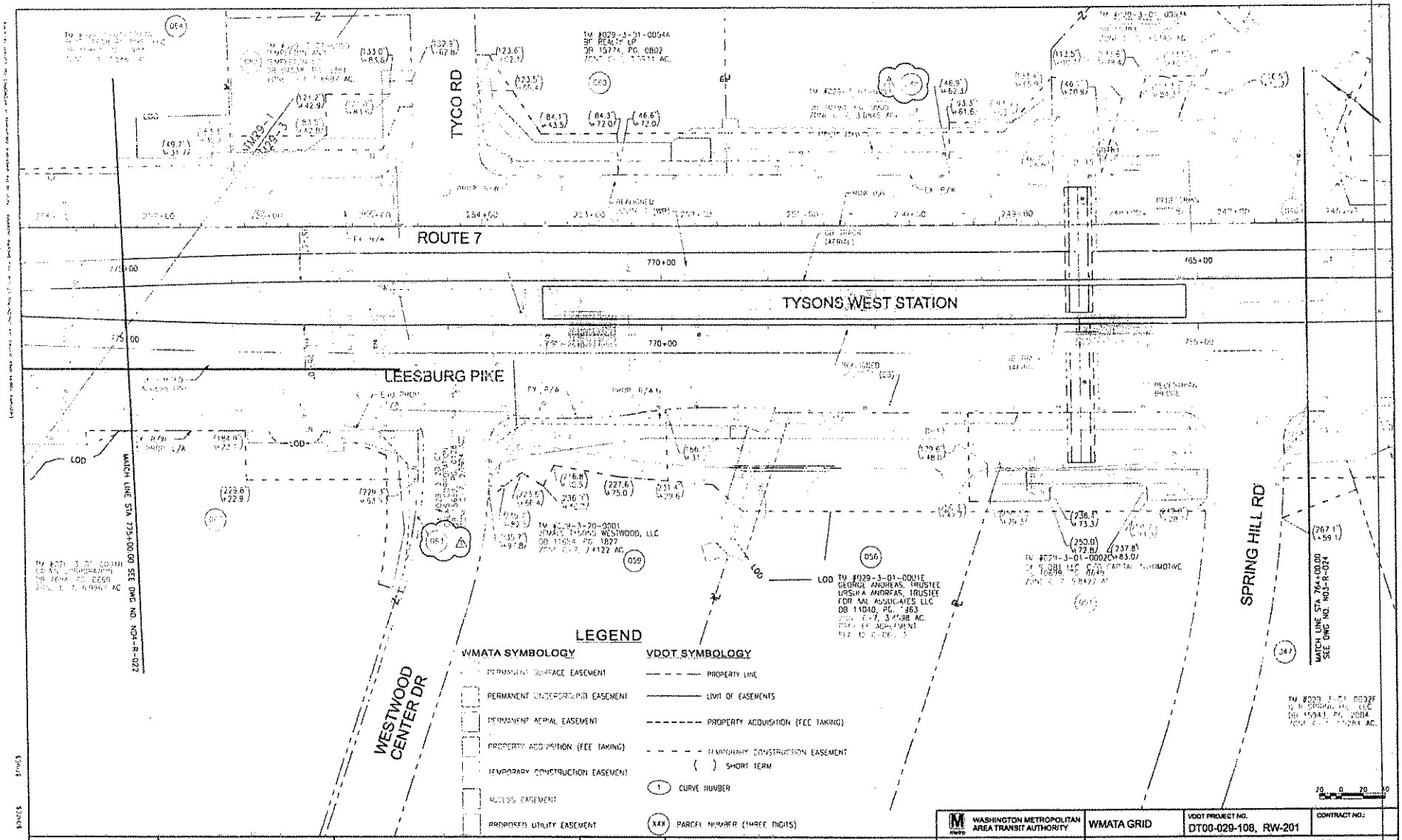

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS						
NO	DATE	DESCRIPTION	ORIG	CHKR	SUPV	APPR
0	07/09/07	ISSUE FOR PROPERTY ACQUISITION	JP	AS	IT	RP
1	08/13/07	DEVL. REVS. FOR PROP. REFINEMENTS	JP	AS	IT	RP

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WMATA GRID

VDOT PROJECT NO. DT00-029-108, RW-201

CONTRACT NO.:

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

DULLES TRANSIT PARTNERS, LLC

DULLES CORRIDOR METRORAIL PROJECT

EXTENSION TO WIEHLE AVE
TYSONS WEST
SHORT TERM CONSTRUCTION EASEMENT
PLAN - STA. 764+00 TO 775+00

SCALE: 1"=40'

DRAWING NO: N04-R-021

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

2232-MD08-13

2232-MD08-13

Ms. Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway
Suite 801
Fairfax, VA 22035

RE: Consent for the filing of a Special Exception and a 2232 Application for a portion of the property known as Tax Map 029-3-01-0053A (Cherner Kia Isuzu)

Dear Ms. Coyle:

The undersigned, as title owner of the above-referenced property, hereby authorizes the Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation on behalf of the Washington Metropolitan Area Transit Authority to act as agent with regard to the filing and processing of a special exception application and a 2232 application for the above referenced property. The special exception request is to allow an electrically-powered regional rail transit facility with associated structures as shown on the special exception plat to be constructed on the property. The 2232 application is a request to confirm that the location, character and extent of the proposed use is substantially in accord with the Comprehensive Plan.

Very truly yours,

Property Owner of Tax Map No.
029-3-01-0053A

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DIVISION
PLANNING & ZONING

NAME: Jonathan K Cherner
TITLE:

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before me this 8 of October, 2008, by _____.

Judith Kreseen #337004
Notary Public

My Commission expires: 3-31-2011

JUDITH KRESEEN NOTARY PUBLIC COMMONWEALTH OF VIRGINIA

Judith Kreseen
NOTARY PUBLIC
Commonwealth of Virginia
My Commission Expires
March 31, 2011

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

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McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

November 13, 2008

BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-MD08-14, Tysons West

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 and the SE applications (administrative edits). I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for Tysons Corner Urban Center.

Response: The Principles of Good Design and Transit Oriented Design contained on pages 36-37 and 41-42 of the Comprehensive Plan underscore the need for function, order, identity and appeal in the design of buildings, open spaces, roadways, pedestrian paths and signage. The Metro stations (all 4 in Tysons Corner) will be key components of the transformed Tysons landscape. As stated in the Plan, one of the key objectives of the Tysons Corner Plan is to encourage alternative modes of transportation. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Tysons West station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Ample access points are provided to the Tysons West station including safe passage over Route 123. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations. The program will be

applied to the 5 new stations in Phase 1. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. Art displayed in the stations will be visible from the public areas of the station. Ultimately, artists for each station will be chosen by a panel of representatives, including persons recommended by County Supervisors.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed. The Project is required per the MOA to maintain ongoing contact with the Virginia Department of Historic Resources who has jurisdiction over archaeological and historic resources.

Comment: Provide a summary detailing how noise will be mitigated.

Response: Noise impact studies were performed as part of the FEIS which considered ambient conditions and future operations of the station and the Kiss & Ride lot. No impacts were identified requiring mitigation. The noise analysis in the FEIS is lengthy and contains FTA, WMATA and County criteria. A summary, "C. Project Facilities" on page 4-102 of FEIS is attached. Note that the tracks have parapet walls on either side to reduce wheel noise. During construction, the project is subject to the requirements of the Fairfax County Noise Ordinance

Comment: Discuss any "green" technology used?

Response: The Dulles Corridor has been called the "the economic engine" of Fairfax County and Northern Virginia. The provision of Metrorail to Dulles is a critical step for providing multi-modal and comprehensive transit options, facilitating the movement of residents, customers and employees throughout that area. The Fairfax County Policy Plan encourages the implementation of transportation strategies that reduce auto travel, minimize dependence on single-occupant automobiles and improve traffic flow, thereby reducing auto emissions.

Public transit is crucial if we as a society are going to improve air quality and reduce green house gases released into the environment. The American Public Transportation Association (APTA) states that "an individual switching to public transit can reduce his or her daily carbon emissions by 20 pounds; that's more than 4,800 pounds in a year, a figure that is more than the combined carbon emissions reduction that comes from weathering your home and using energy efficient appliances and environmentally-friendly light bulbs." APTA goes on to state that "if just one commuter of a household switches from driving to using public transportation, the household's carbon footprint will

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2232-MD08-13

be reduced by 10 percent. If a household gives up its second car altogether, a household can reduce carbon emissions by 30 percent."

Other than the obvious provision of alternative mode of transportation in the Dulles Corridor, below are some of the energy conserving aspects of the rail development:

- All steel has a 25 - 35% recycled content today.
- We are using fluorescent bulbs in many fixtures - tunnel areas, service rooms, pedestrian bridges, mezzanine and platform ceilings
- Use of LED lighting in handrails, and fixtures at platform capable of using LED in the future
- The system employs an Advanced Energy Management System (AEMS) that monitors energy consumption and provides for control and limits availability of electrical features unless needed
- Site lighting is actuated by photo sensors
- Site lighting uses cutoffs to reduce fugitive light, minimizing light pollution
- Rain gardens and redirected runoff are a featured concept in landscaping - providing increased ground water recharge and irrigation
- Increased use of free-ventilating spaces where possible to minimize energy intensive environmental controls
- Increased use of skylights and glazed storefront windows to increase contribution of natural lighting
- Increased attention to jobsite management of waste materials - increased recycling content and reduction of materials sent to landfills

Comment: What are the number of lanes provided for Rt. 123 and Rt. 7?

Response: Route 123 is planned for 3 through lanes in each direction with left and right turn lanes. Rt. 7 is planned for 3 through lanes in each direction plus a fourth lane in each direction for right turn movements and with left, additional right and auxiliary lanes.

Comment: How is stormwater management addressed?

Response: Stormwater runoff in the station and pavilion areas is being routed into the roadway system. Discharge quantity and quality controls are being introduced in the median of Route 7 as a series of infiltration basins connected by an underdrain. This design is currently under review by DCR.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

Response: The landscaping concept has been developed through a series of submittals in Preliminary Engineering involving County Staff. Drought and disease resistant tree species are proposed with two inch calipers. Tree pits and plantings

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2232-MD08-13

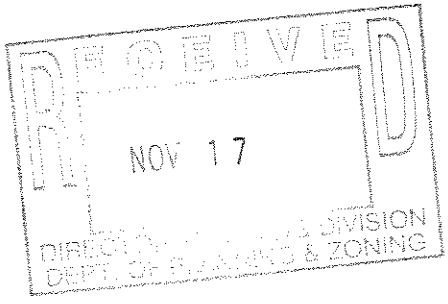
areas will be a minimum of five feet wide and surface runoff will be directed to the plantings areas where feasible.

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire



ATTACHMENT 4a

For information regarding Section 106 of the National Historic Preservation Act, see **ATTACHMENT 1a**

"3.5 Cultural Resources"
Pages 3-64 through 3-78

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Social Effects

ATTACHMENT 4b

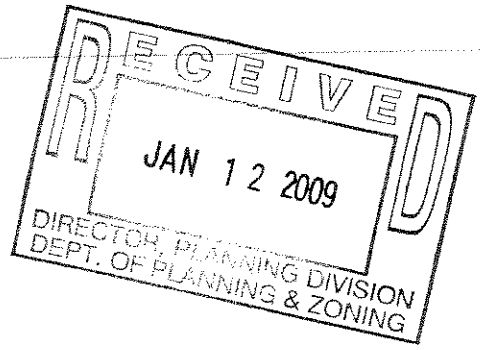
For information regarding Noise Impacts,
see **ATTACHMENT 1b**

Page 4-102

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Environmental Effects

2232-MD08-13

illson, David



rom: Turpin, Frank [Frank.Turpin@DullesTransitPartners.com]
ent: Monday, January 12, 2009 2:12 PM
o: Jillson, David
c: Greenlief, Lori R.
ubject: RE: Another question

vid, give me a call if more is needed.

During the construction of TC123, TC7, and TW, will Rte 123 and Rte 7 be widened to 6 or 8 through lanes ?

Sections of temporary roadway installed on eastbound Rt 7 during metrorail construction will be 4 lanes. As the permanent eastbound Rt 7 is completed, it will have 4 lanes beginning at the ramp from Dulles Tollroad eastbound onto Rt 7 and continuing to and under the Rt 123 overcrossing. As westbound Rt 7 is completed, it will have 4 lanes from the intersection of the frontage road (across Rt 7 from the entrance to Marshalls Shopping Center) to the exit ramp to eastbound Dulles Tollroad. Additional left and right turning lanes are provided at street intersections. The 4th lane being added in each direction is a shared "through/right turn" lane. It replaces the service roads on both sides of Rt 7 where they exist today. Right turn movements into driveways are allowed from these lanes, and the lanes extend on Rt 7 through the project area.

Street work on Rt 123 is incidental, and adding lanes is not within the project scope.

If either road (or both) will be widened to 6 lanes, do the plans for the stations allow for future widening of both roads to the anned 8-lane configuration ?

The plans for the Central 123 Station do allow for an additional 4th lane on Rt 123 to be constructed in each direction.

rank Turpin
OW Manager

ulles Corridor Metrorail Project
595 Spring Hill Road
ienna, VA 22182

hone: 703-852-5995
mail: frank.turpin@dullestransitpartners.com

rom: Greenlief, Lori R. [mailto:lgreenlief@mcguirewoods.com]
ent: Monday, January 12, 2009 11:08 AM
o: Turpin, Frank
ubject: FW: Another question

rank - Can you respond to David today?

ori R. Greenlief
and Use Planner

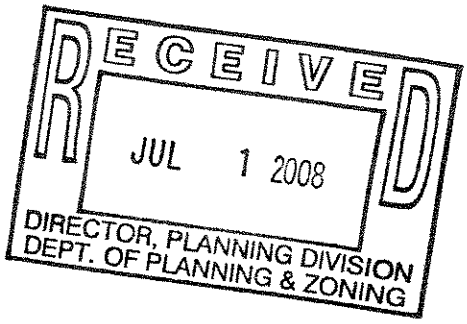
McGUIREWOODS
McGuireWoods LLP
1750 Tysons Boulevard

2232-H08-14

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ATTACHMENT 5

April 16, 2008



Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project
Application for Determination Pursuant to Sect. 15.2-2232 of the Code of Virginia Wiehle Avenue Station

Letter No: MWAA-00389

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority (Airports Authority), acting in coordination with the Virginia Department of Rail and Public Transportation (VDRPT), is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority (WMATA) for an electrically-powered regional rail transit facility to be known as Wiehle Avenue Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary).
- A property identification table.
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered.
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

WA

2232-H08-14

If you have any questions regarding these submissions or need additional information, please contact Lori Greenlief at McGuireWoods LLP at (703)712-5433.

Sincerely,

Charles S. Carnaggio, P.E.
Project Director
Dulles Corridor Metrorail Project

CSC/rm/bt
Attachment: a/s
cc: James Van Zee, MWAA
Supervisor Cathy Hudgins, Hunter Mill District
Frank de la Fe, Hunter Mill District Planning Commissioner

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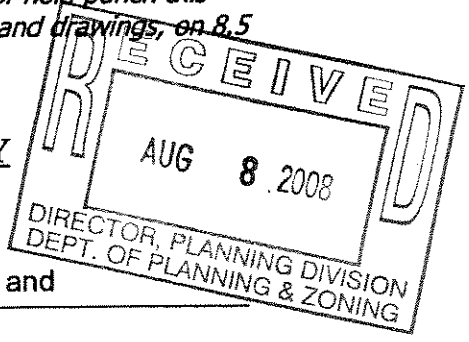
JUL 1 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

COUNTY OF FAIRFAX, VIRGINIA

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

Application Number: 2232-H08-14
(assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.



(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address 1860 Wiehle Ave., 1850 Cenntennial Park Drive and

City/Town 11400 Commerce Park Dr. Zip Code Reston, VA

APPLICANT(S)

Name of Applicant Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Street Address 1593 Springhill Road, Suite 300

City/Town Vienna State VA Zip Code 22182

Telephone Number: Work (703) 572-0500 Fax (___) _____

E-mail Address _____

Name of Applicant's Agent/Contact (if applicable) Jonathan Rak/Lori Greenlief

Agent's Street Address 1750 Tysons Blvd. Suite 1800

City/Town Mclean State VA Zip Code 22102

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

2232-H08-14

PROPOSED USE

Street Address See below

Fairfax Co. Tax Map and Parcel Number(s) _____

Brief Description of Proposed Use _____

Addresses: 1860 Wiehle Ave. 1850 Centennial Park Drive, 11400 Commerce Park Drive

Tax maps: 17-4((1))17A; 17-4((12))11D4pt, 11D5pt and portions of land owned by the Commonwealth of VA

The proposed use is an electrically powered regional rail transit facility.

Total Area of Subject Parcel(s) 10.29 acres (acres or square feet)

Portion of Site Occupied by Proposed Use 10.29 acres (acres or square feet)

Fairfax County Supervisor District Hunter Mill

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Cited on Transportation Plan as location for transit facility

Zoning of Subject Property I-3 and I-4

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

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PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address _____

City/Town _____ State _____ Zip Code _____

2232-H08-14

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

Name of Applicant or Agent Charles S. Carnaggio, P. E.

Signature of Applicant or Agent Charles S Carnaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

****

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FOR STAFF USE ONLY

Date application received: 7/1/08

By: _____

Additional information requested to complete application:

Date application accepted: 7/2/08

By: _____

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
WIEHLE AVENUE STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
17-4	Metrorail Station Entrance and Pedestrian Bridges	Hunter Mill	Metrorail Facility		Commonwealth of Virginia	Wiehle Avenue at Dulles International Airport Access Highway	
17-4((1))17A	Station Entrance Pavilion, Parking Garage, Bus Bays, Kiss & Ride Lot	Hunter Mill	Metrorail Facility	I-4	Board of Supervisors, Fairfax County	North side of Dulles International Airport Access Highway at Wiehle Avenue	
17-4((12))11D4 pt, 11D5 pt	Station Entrance Pavilion, Bus Bays	Hunter Mill	Metrorail Facility	I-3	CESC Commerce Executive Park, LLC	South side of Dulles International Airport Access Highway at Wiehle Avenue	2345 Crystal Drive Arlington, VA 22202

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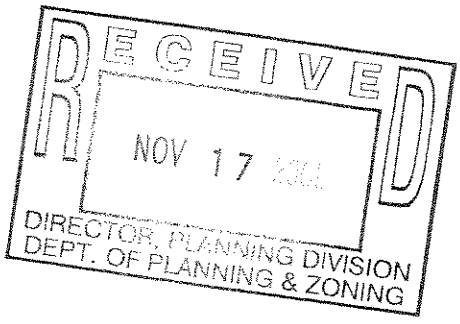
2232-H08-14

2232-H08-14

Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Wiehle Avenue Station

STATEMENT OF JUSTIFICATION

August 20, 2008



INTRODUCTION AND OVERVIEW

The Metropolitan Washington Airports Authority (MWAA) in coordination with the Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively "the Applicant", requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metro station located in the median of the Dulles International Airport Access Highway (DIAAH) and portions of the lots directly to the north and south of the station as shown on the plat included in this application.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions which were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Wiehle Avenue Station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transit Administration (FTA) issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969 and the Locally Preferred Alternative (LPA) for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

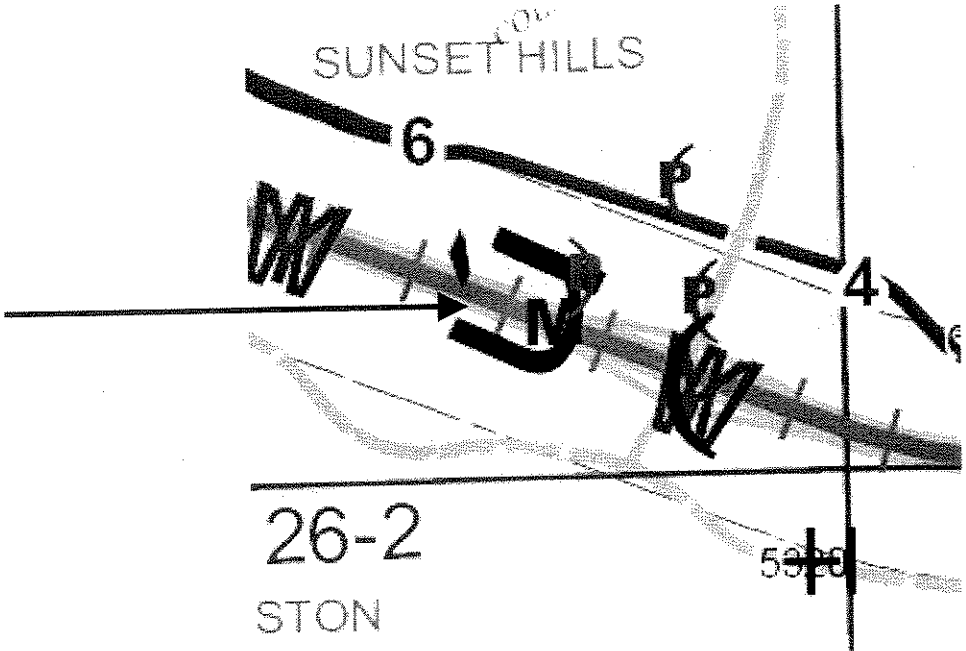
2232-H08-14

COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i").

Specifically, the proposed location for the Wiehle Avenue Station and the accessory uses such as the entrance pavilions and the parking areas are within Sub-Units G-4 and H-2 of the Reston-Herndon Suburban Center and Transit Station Area sector of the Area III plan. Language within these sub-units contains land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located in proximity to Subunits G-4 and H-2. This is where the station is proposed in this 2232 application and the accompanying special exception application.

Additionally, below is a segment of the County Transportation Plan Map which shows the envisioned location for a Metro station as proposed in this application.



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2232-H08-19

SECTION 15.2-2232 APPLICATION FOR THE Wiehle Avenue STATION

1. Description of the Use

The proposed Wiehle Avenue Station, located in the median of the DIAAH west of it's intersection with Wiehle Avenue is an at-grade facility and will serve as an interim terminal station until the full LPA (Locally Preferred Alternative) is completed to Loudoun County (Phase II of the project).

The station itself will be located in the median of the DIAAH and there will be entrance pavilions located on the north and south sides of the Dulles Toll Road. Pedestrian bridges spanning across the DIAAH and the adjacent Dulles Toll Road will connect the station to the entrance pavilions. A multi-level parking structure which can accommodate 2,048 vehicles is proposed on the north site of the DIAAH. Adjacent to the parking structure is a Kiss & Ride Lot with 46 spaces and a Park & Ride Lot with 212 spaces. Bike racks, lockers and motorcycle spaces are also shown within these lots. Primary access to the parking lots and the parking structure is shown from Wiehle Avenue. Additional street access will be provided by an upgrade to an existing outlet road connecting to Sunset Hills Road. The street improvements are not a part of this application.

The County issued a Request for Proposal (RFP) for the development of a mixed use transit oriented development on the 9 acre County-owned property on which the parking structure and lots are shown. Part of the required elements in the RFP were: 2,300 commuter parking spaces, 46 kiss and ride spaces 10-12 bus bays, 150 bicycle spaces and the entrance pavilion as access to the pedestrian bridge connecting with the station. According to the County, the RFP closed on February 13, 2008 and there are four proposals now under consideration. The development of the 9 acre parcel with the required elements is shown as part of this Special Exception Application in the event that development pursuant to the RFP does not occur.

Included with this application is a copy of the Special Exception plat and reference drawings which give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-powered regional rail transit facility
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends. It is anticipated that access to the parking structure and lots will be possible 24 hours a day.

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- Daily Patronage: The Dulles Corridor Metrorail extensions ridership is projected to be 59,000 by 2013, including 8,200 daily boardings at the Wiehle Avenue Station.

- Proposed number of employees: One employee (the station agent) assigned full time per shift, with additional employees present at various times to perform maintenance tasks, provide security and conduct operations assistance.

- Estimate of traffic impact: The mitigation of traffic impacts at the Wiehle Avenue Station was studied as part of the FEIS. Mitigations adopted include an additional left turn land into the station from northbound Wiehle Avenue, a new left turn lane from the eastbound Dulles Toll Road exit ramp onto Wiehle Avenue, a new entry for buses to the north station facilities from the westbound Dulles Toll Road entry ramp, a new acceleration lane for bus egress from north station facilities onto the westbound Dulles Toll Road, and bus bays separated from traffic on the eastbound Dulles Toll Road ramp. The private roadway south of Sunset Hills Road will be improved to VDOT standards and extended to provide a secondary means of access to the north side station facilities. Westbound Sunset Hills Road between Wiehle Avenue and Isaac Newton Square will be widened and a left turn lane provided for access into the station. A project advisory committee, the Reston Metrorail Access Group, appointed by Supervisor Catherine Hudgins is overseeing the Wiehle Avenue and Reston Parkway Station Access Management Study. The committee will ultimately make recommendations for improvements to intersections, roadways, street grid system, bus service and pedestrian access in a broad area surrounding both the Wiehle Avenue and the Reston Parkway Metrorail stations. It is anticipated that these improvements will be implemented with the development of transit oriented uses around the stations.

- Vicinity of area to be served: Reston, Tysons Corner and the metropolitan area west of I-495

- Description of building and façade: The pavilions and the parking garage finish will be comprised of textured pre-cast concrete panels consistent with WMATA's criteria for character and quality appropriate for public transit facilities. The selection of finishes and other features continues to be refined to achieve improvement in cost effectiveness and current details are included on reference drawings attached to this application.

- Listing of Hazardous or Toxic Substances on site: The proposed use of the properties as a WMATA metro station will not generate hazardous waste, although there are a number of industrial products that are used in the operation and maintenance of a station. These products include (but are not limited to) paints and associated paint solvents, lead-acid batteries, and oils and lubricants. WMATA manages these products and associated waste in accordance with state and federal laws.

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

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, population is expected to increase 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. The Metropolitan Washington Airport Authority forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use at the airport alone is projected to reach 55 million trips by 2035, more than twice the current level. Therefore, alternative access to the airport is also essential.

The general philosophy behind the placement of the transit stations was to maximize the efficiency of the system with respect to ridership. Alternative locations for the station were evaluated with this goal in mind in preparation for the publication of the Draft EIS in 2002. The final locations of the parking structure and bus bays at Wiehle Avenue Station were refined in an Environmental Assessment approved by the FTA in the Amended ROD issued in November 2006.

3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metro Project is to provide an alternate transportation mode to the automobile for this increasing residential and employment population in the Dulles Corridor and generally improve transportation service in the corridor.

Specifically, around the Wiehle Avenue Station, transportation improvements are proposed to ease the impact of the station on surrounding streets. Additional transportation improvements for the broader area surrounding the station will be recommended by the Reston Metroral Access Group currently studying station access issues.

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Noise Impacts

In preparation for the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise proposed in the study area: Metrorail train passbys, articulated express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at Park & Ride Lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Wiehle Avenue Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail.

Impacts of Environmental Features of the Site

The Wiehle Avenue Station is at grade in the median of the DIAAH. The entrance pavilions on the north and south sides of the DIAAH are located in areas presently developed. No streams or wetlands are impacted and the area is not within a floodplain.

Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions from motor vehicle traffic associated with the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated from the construction and operation of the project. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects from the proposal on surface water resources; surface was quality; wetland systems; and floodplains. The Metrorail projects has been carefully designed to minimize impacts to water quality, and stormwater management has been computed and handled on a systemwide basis.

Visual Impacts

The proposed location for the Wiehle Avenue Station is surrounded by office and industrial uses. The station and the proposed garage and parking lots will be visible to pedestrians and motorists on the in area and from adjacent properties. The station area is within a transportation corridor and a highly developed commercial area. The construction materials and design of the station and station canopy will fit into the urban character of the Reston/Herndon area. The station entrance pavilions and the

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associated garage and parking lots will be attractively landscaped to soften their visual impact.

4. Alternative Sites Considered for the Proposal

As stated previously, possible location shifts for stations were evaluated for the rail system as a whole during preparation of the Draft FEIS. The final location for the Wiehle Avenue Station was confirmed during preliminary engineering, and refinements made to its layout were addressed in an Environmental Assessment approved by the Federal Transit Administration in an amended ROD issued in November 2006.

CONCLUSION

The proposed Wiehle Avenue Station, entrance pavilions, and parking areas are consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map. The following is offered in addition to the foregoing information to specifically to address the standards under Va. Code Sec. 15.202232, as amended:

Location: The proposed location of the Wiehle Avenue Station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters in the Dulles Corridor.

Character: The proposed station will be compatible with the urban character of the area and the Plan's vision for the Reston-Herndon Transit Area.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. This station is integral to the operation rail to Dulles.

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

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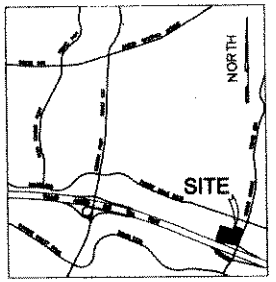
WIEHLE AVENUE STATION

DULLES CORRIDOR METRORAIL PROJECT

Hunter Mill District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP
SCALE : 1"= 2,000'

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Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

Sheet Index
1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN, SIGN PLAN, & EXISTING VEGETATION MAP
4. STATION PERSPECTIVE, NOTES, & TABULATION
5. SOUTH ENTRANCE PAVILION & PEDESTRIAN BRIDGE DETAILS
6. ELEVATIONS AND SECTIONS
7. GARAGE ELEVATIONS

Wiehle Avenue Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

Dewberry
Dewberry & Davis LLC

DRPT
Virginia Department of Rail and Public Transportation

DULLES TRANSIT PARTNERS, LLC

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Revised October 1, 2008
Revised June 23, 2008
April 7, 2008

M-10698

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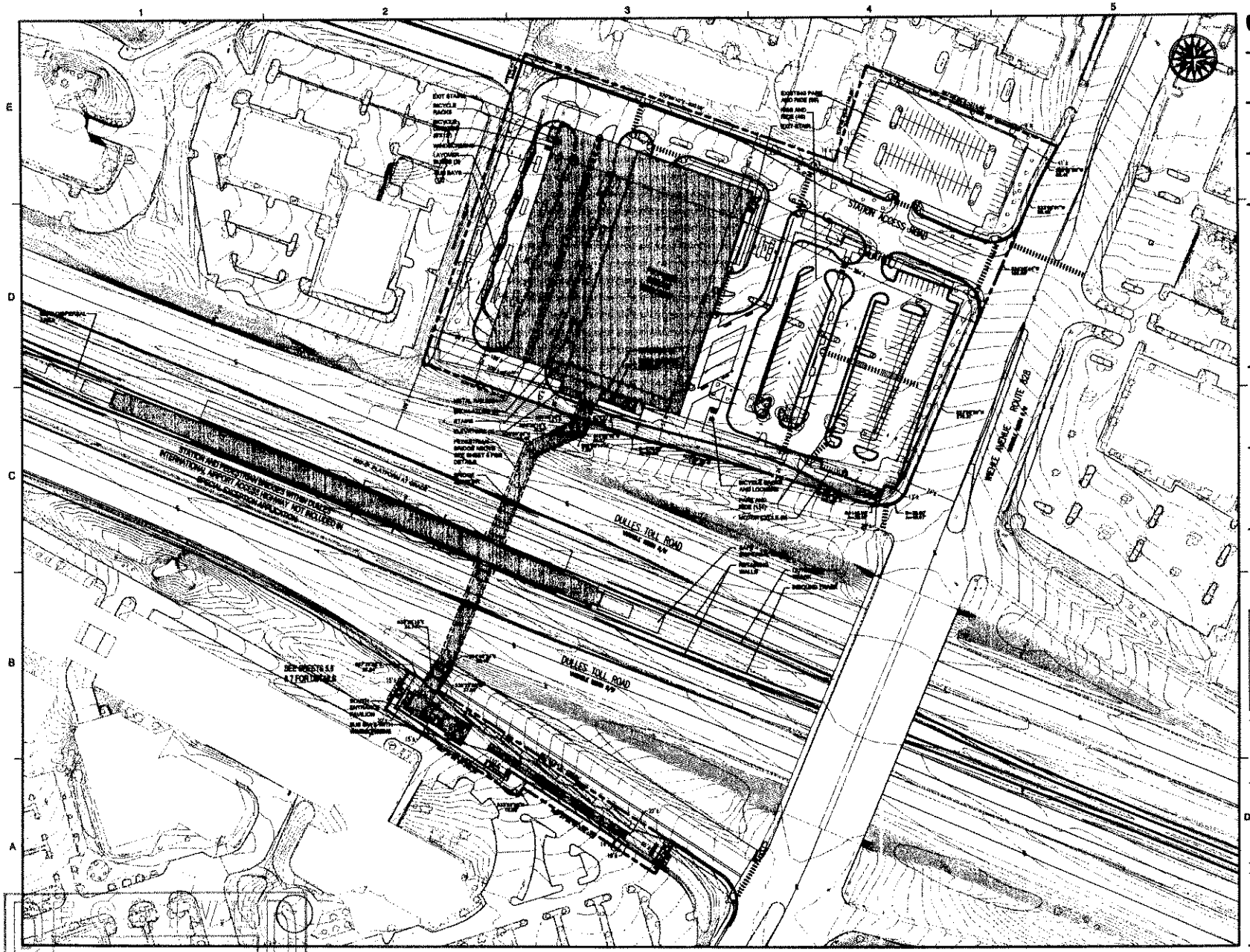

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 60' 120'

No.	DATE	BY	Description
3	10.01.06	JMC	
2	08.03.06	JMC	
1	06.23.06	ARW	

DRAWN BY ARW
APPROVED BY
CHECKED BY LAN
DATE April 7, 2006

TITLE
Wiehle Avenue Station
Dulles Corridor Metrorail Project
Special Exception Plat
2232 Plan

PROJECT NO.

2

SHEET NO. 2 OF 7

M-10008

2232-H08-14

OCT 6

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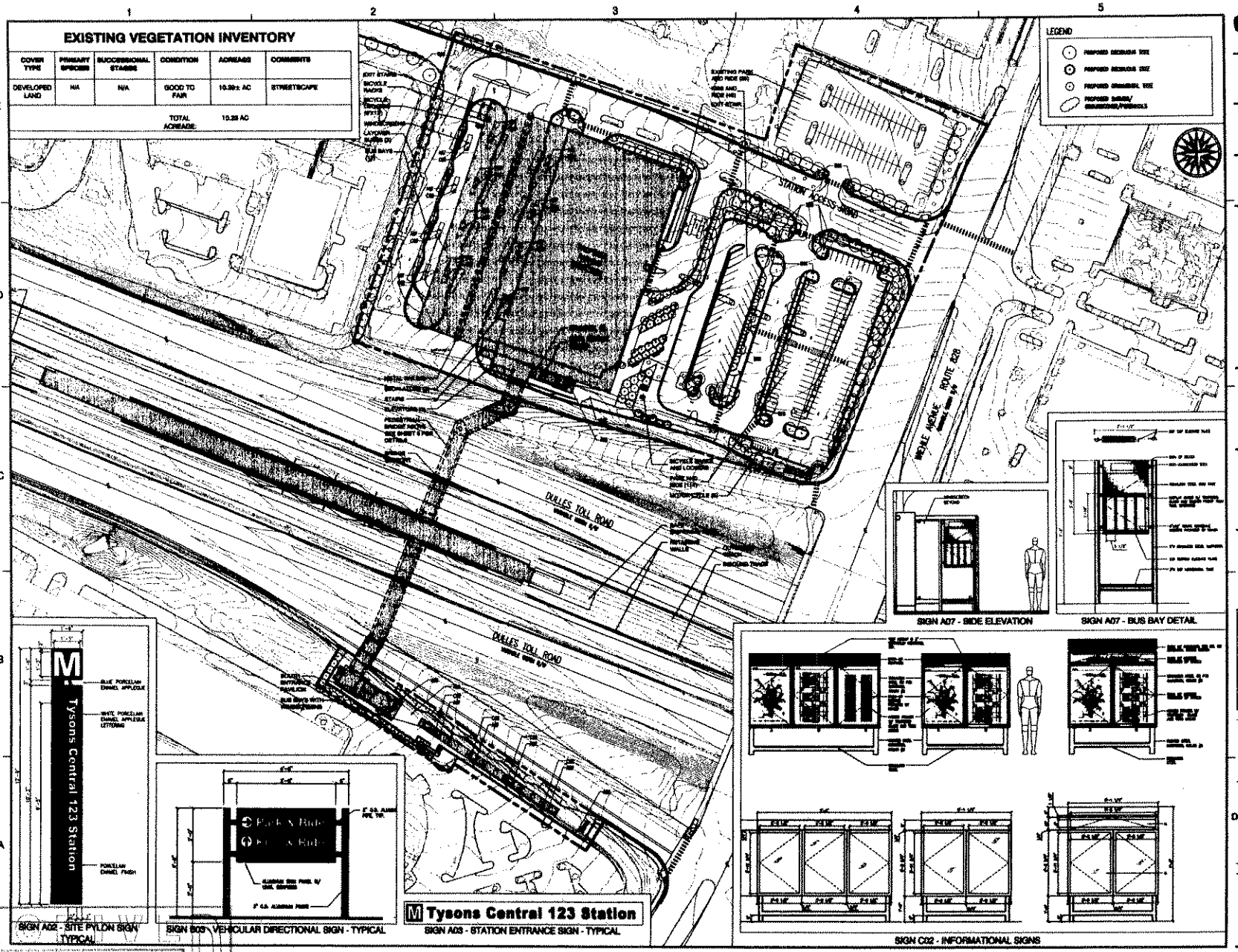
DEPT. OF PLANNING & ZONING

EXISTING VEGETATION INVENTORY

COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGES	CONDITION	ACREAGE	COMMENTS
DEVELOPED LAND	N/A	N/A	GOOD TO FAIR	10.39± AC	STREETSCAPE
		TOTAL ACREAGE:		10.39 AC	



SIGN A07 - SIDE ELEVATION

SIGN A07 - BUS BAY DETAIL

SIGN A02 - SITE PYLON SIGN TYPICAL

SIGN B03 - VEHICULAR DIRECTIONAL SIGN - TYPICAL

SIGN A03 - STATION ENTRANCE SIGN - TYPICAL

SIGN C02 - INFORMATIONAL SIGNS

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232R
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE

No.	DATE	BY	Description
3	10.01.08	ASC	
2	09.02.08	ASC	
1	08.23.08	ASC	

DRAWN BY: ASC
APPROVED BY:
CHECKED BY: LAM
DATE: April 7, 2008

TITLE
Wiehle Avenue Station
Dulles Corridor Metrorail Project
Landscape Plan, Sign Plan & Existing Vegetation Map

PROJECT NO.

3

SHEET NO. 3 of 7

M-10888

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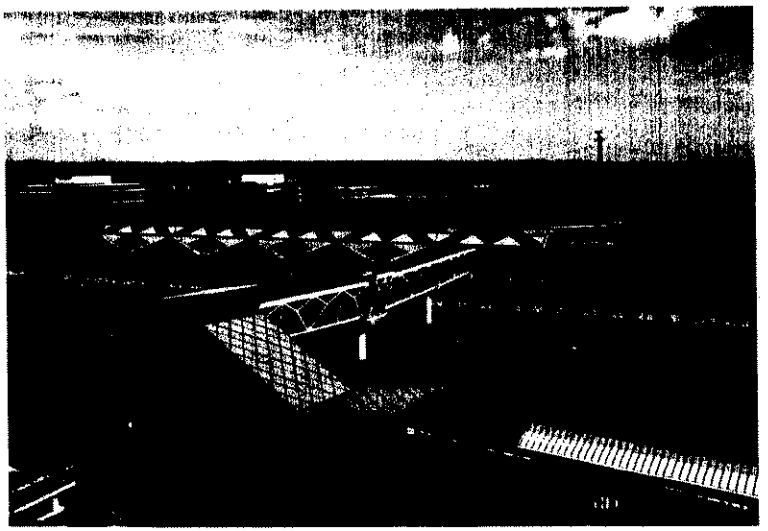
2232-H08-14



PERSPECTIVE VIEW OF STATION

NOTES:

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 17-4 ((1)) 17A PART 1B-BOH IS ZONED I-4, AND 17-4 ((12)) 11D4 PART AND 11D5 PART WHICH ARE ZONED I-5.
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION APPLICATION IS APPROXIMATELY 16.29 ± ACRES.
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE ESTABLISHMENT OF AN ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY, SPECIFICALLY ACCESSORY USES THERETO AND TO ALLOW AN INCREASE IN BUILDING HEIGHT FOR THE PROPOSED PARKING GARAGE ON THE SUBJECT PROPERTY.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEPICTED BY DULLES TRANSIT PARTNERS, LLC DURING PRELIMINARY ENGINEERING.
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FOOT FROM SURVEY INFORMATION PROVIDED BY AERIAL SURVEY MAPPING PREPARED AND PROVIDED BY HARRIS, LLC, HERNDON, VIRGINIA (COPYRIGHT 2002), AND FROM SUPPLEMENTAL FIELD SURVEYS PERFORMED BY DEWBERRY AND DAVIS AND NOL IN 2005.
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT.
7. THE MINIMUM YARD REGULATIONS FOR THE I-5 DISTRICT ARE AS FOLLOWS:

   FRONT YARD: 40' ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET;
   SIDE YARD: 40' ANGLE OF BULK PLANE, EXCEPT NONE REQUIRED WHEN A SIDE YARD ABUTS A RAILROAD RIGHT-OF-WAY;
   REAR YARD: 40' ANGLE OF BULK PLANE, EXCEPT NONE REQUIRED WHEN A SIDE YARD ABUTS A RAILROAD RIGHT-OF-WAY;

   THE MINIMUM YARD REGULATIONS FOR THE I-4 DISTRICT ARE AS FOLLOWS:

   FRONT YARD: 40' ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET;
   SIDE YARD: NO REQUIREMENT;
   REAR YARD: NO REQUIREMENT.
8. AS STATED IN SECT. 9-404 AND 9-498 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE BULK REGULATIONS OR THE MINIMUM DISTRICT SIZE REQUIREMENTS OF THE ZONING DISTRICT IN WHICH THE USE IS LOCATED.
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED.
10. PARKING REQUIREMENTS FOR THE PROPOSED FACILITIES HAVE BEEN ESTABLISHED IN CONJUNCTION WITH THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY AND INCLUDES BOTH SURFACE AND STRUCTURED PARKING.
11. THERE IS NO FLOODPLAIN, RESOURCE PROTECTION AREA (RPA) ENVIRONMENTAL QUALITY CORRIDOR (EQC) ON THE SUBJECT PROPERTY.
12. STORMWATER MANAGEMENT HAS BEEN DESIGNED SYSTEM WIDE, INCLUDING THIS SITE, AND WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR), BASED ON AN AGREEMENT BETWEEN FAIRFAX COUNTY AND DCR. THEREFORE, A WAIVER OF PFM 2 OF SECT 6-0111 IS HEREBY REQUESTED.
13. THERE ARE NO EXISTING UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE OR MAJOR UNDERGROUND EASEMENTS LOCATED ON THIS PROPERTY.
14. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS MAJOR PAVED TRAIL HARPHALT—8 FEET IN WIDTH) ALONG THE WEST SIDE OF WIEHLE AVENUE ADJACENT TO THE SUBJECT PROPERTY. A WAIVER OF THE TRAIL REQUIREMENTS IS HEREBY REQUESTED.
15. SEE SHEET 3 FOR THE LOCATION, NUMBER, AND SIZE OF PROPOSED SIGNS.
16. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE PAST, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY.
17. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCE AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 110.4, 302.4 AND 355, ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCES THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF IN CONJUNCTION WITH THE USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS.
18. EXCEPT AS QUALIFIED ABOVE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

NOTE: THE PERSPECTIVE VIEW SHOWN ON THIS SHEET IS FOR ILLUSTRATIVE PURPOSES TO SHOW THE CHARACTER OF THE PROPOSED RAIL STATION. ARCHITECTURE AND LANDSCAPING ARE SUBJECT TO CHANGE WITH FINAL DESIGN.

TABULATION:

EXISTING/PROPOSED ZONING	I-3 AND I-4
TOTAL LAND AREA	16.29 ± AC
MAXIMUM FLOOR AREA RATIO PERMITTED	0.50
PROPOSED FLOOR AREA RATIO	0.11
MAXIMUM GROSS FLOOR AREA PERMITTED	176,265 ± SF
PROPOSED GROSS FLOOR AREA	70,600 ± SF
MAXIMUM BUILDING HEIGHT PERMITTED	75 FT
MAXIMUM BUILDING HEIGHT PROPOSED	83 FT
OPEN SPACE REQUIRED (10%)	1.34 ± AC
OPEN SPACE PROVIDED (34%)	3.39 ± AC

RECEIVED
OCT 6
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project

SPECIAL EXCEPTION PLAT
22232 PLAN
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.23.08	ARW	

REVISIONS

DRAWN BY ARW
APPROVED BY
CHECKED BY LAM
DATE April 7, 2008

TITLE
Wiehle Avenue Station
Dulles Corridor Metrorail Project
Station Perspective, Notes, & Tabulation

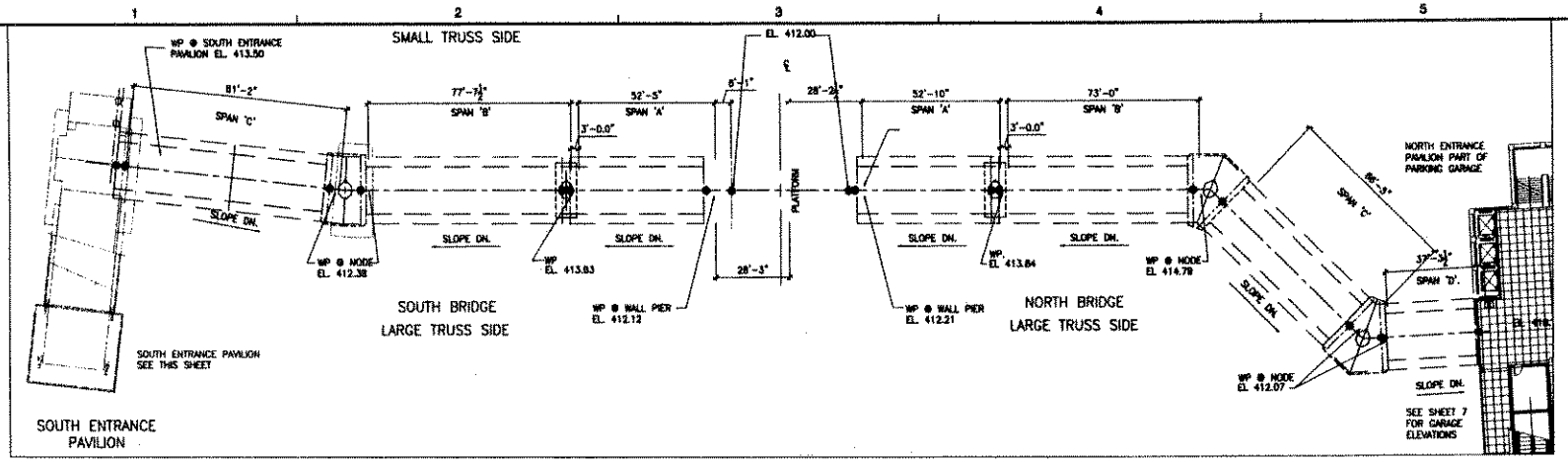
PROJECT NO.

4

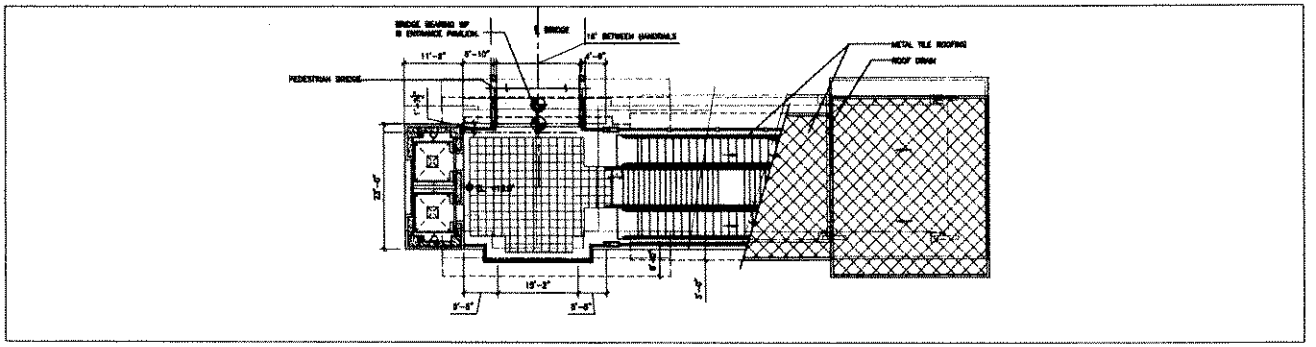
SHEET NO. 4 OF 7

M-10998

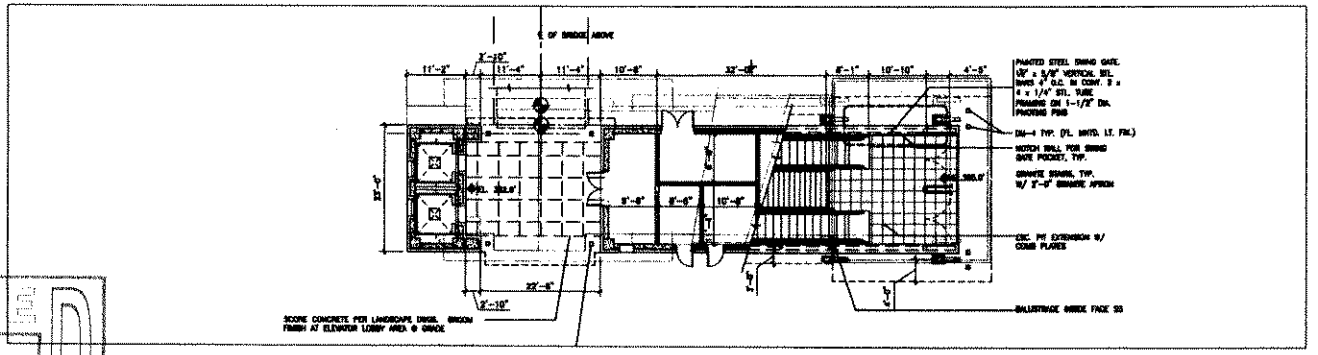
2232-H08-14



BRIDGE LEVEL FLOOR PLAN



SOUTH ENTRANCE PAVILION - BRIDGE LEVEL



SOUTH ENTRANCE PAVILION - GROUND LEVEL

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.13.08	MBM	

DRAWN BY MBM
APPROVED BY
CHECKED BY LMM
DATE April 7, 2008

TITLE
Wiehle Avenue Station
Dulles Corridor Metrorail Project
South Entrance Pavilion and Pedestrian Bridge Details

PROJECT NO.

5

SHEET NO. 5 OF 7

M-10598

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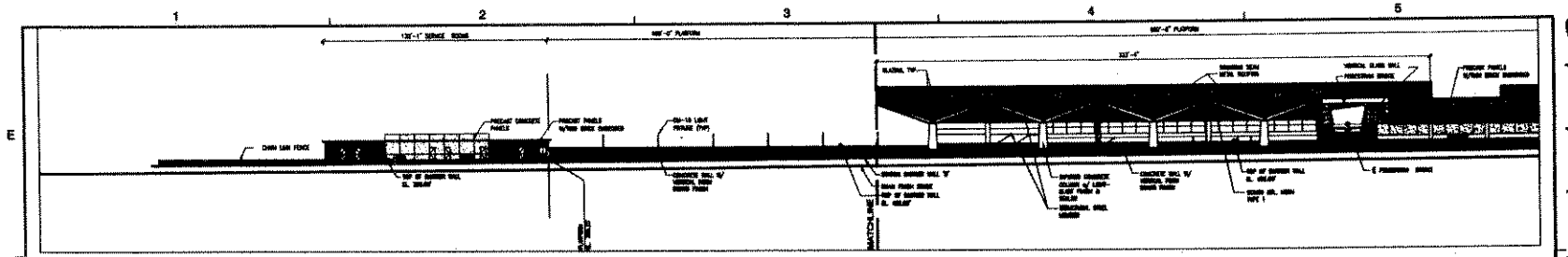
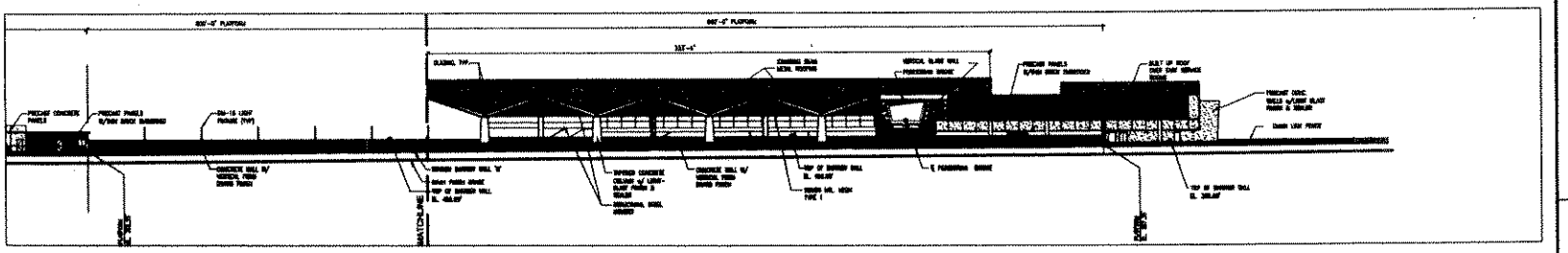
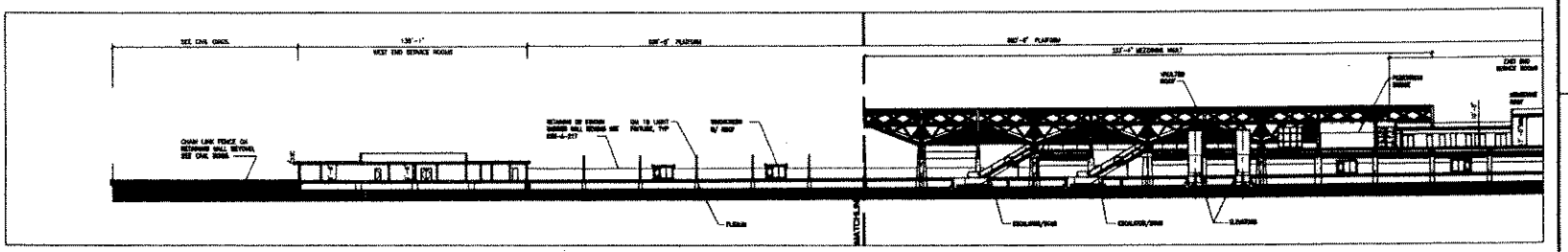
2232-H08-14



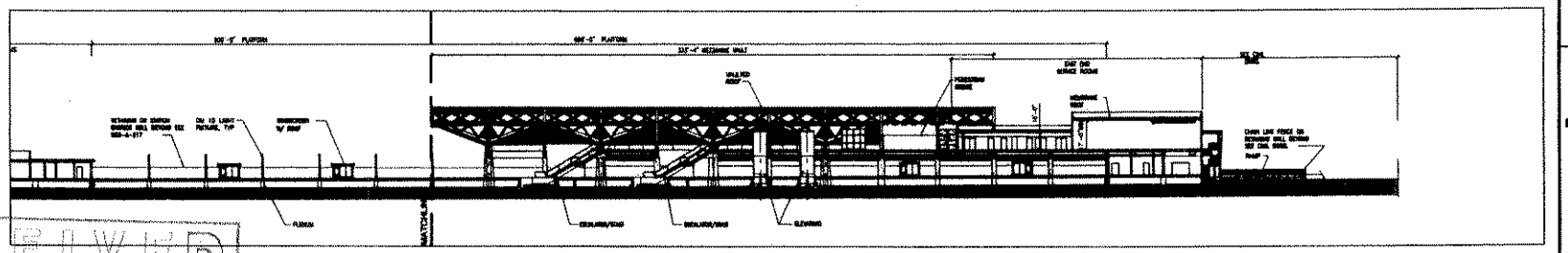
STATION ELEVATION - SOUTH



STATION ELEVATION - SOUTH (CONT)



LONGITUDINAL SECTION



LONGITUDINAL SECTION (CONT)

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

NEW PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	AMC	
1	08.23.08	ARM	

DRAWN BY ARM
APPROVED BY
CHECKED BY LAN
DATE April 7, 2008

TITLE
Wiehle Avenue Station
Dulles Corridor Metrorail Project
Elevations and Sections

PROJECT NO.

6

SHEET NO. 6 OF 7

M-10808

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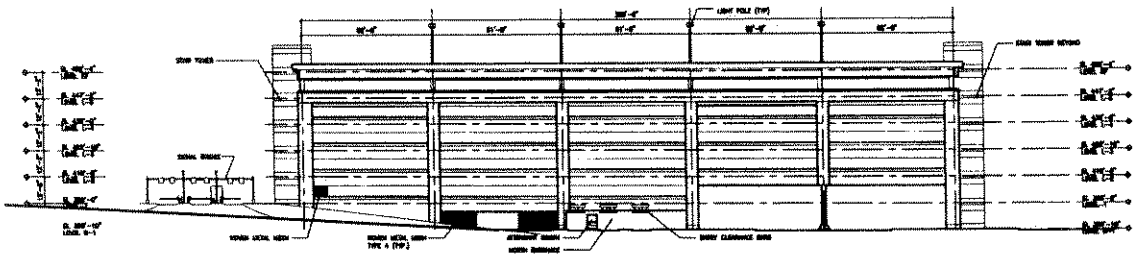
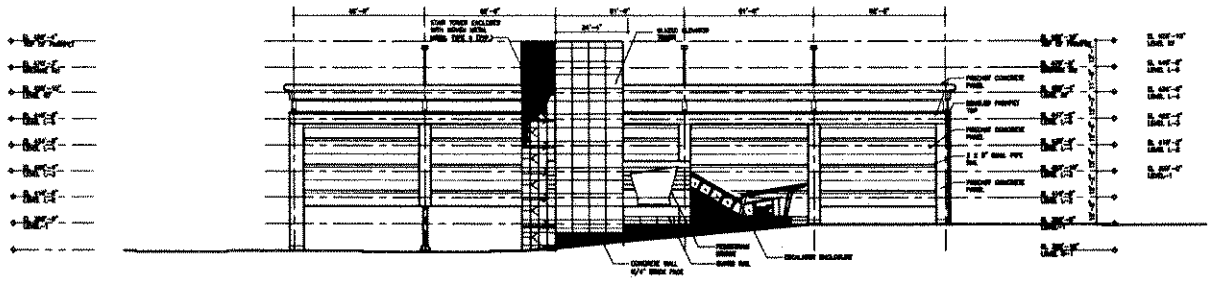
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

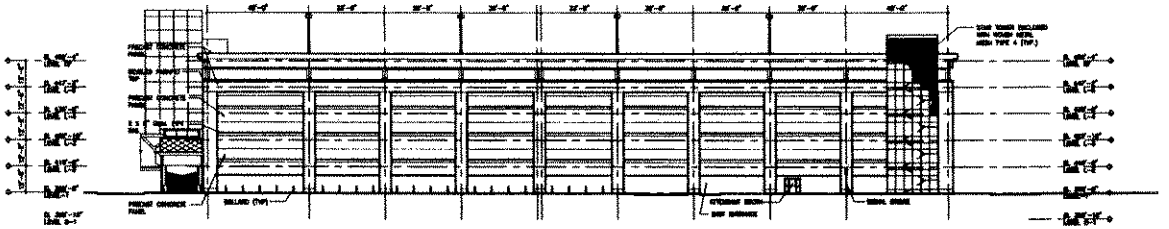
2232-H08-14



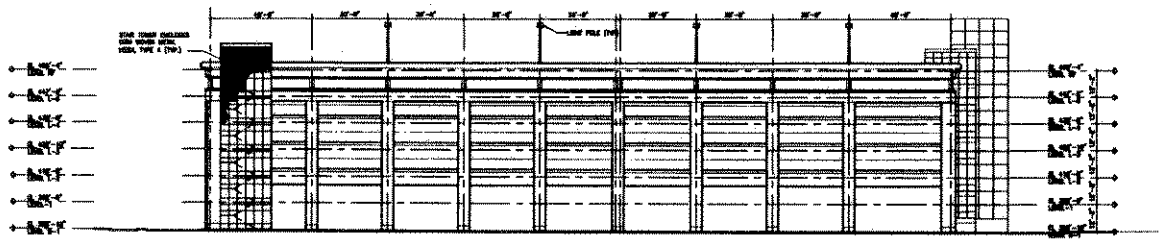
GARAGE ELEVATION - NORTH



GARAGE ELEVATION - SOUTH



GARAGE ELEVATION - EAST



GARAGE ELEVATION - WEST

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

COMMONWEALTH OF VIRGINIA
WILLIAM A. WERNER
Lic. No. 016877
10/4/08
PROFESSIONAL ENGINEER

KEY PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.04.08	ABW	

REVISIONS

DRAWN BY ABW
APPROVED BY
CHECKED BY LAM
DATE April 7, 2008

TITLE
Wiehle Avenue Station
Dulles Corridor Metrorail Project
Garage Elevations

PROJECT NO.

7

SHEET NO. 7 of 7

M-10698

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2232-H08-14

2232-H08-14

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008

HAND DELIVERED

David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Additional submissions for Wiehle 2232 application

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Wiehle 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

17-4((12))11D4 part, 11D5 part	Letter from Michael Harris, DRPT
17-4((1))17A part	Copy of BOS Motion consenting to application
Land adjacent to Toll Rd ramps	Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant. If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

2232-H08-14

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

RECEIVED
AUG 8 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Re.: Dulles Corridor Metrorail Project, Wiehle Station
Property Status and Consent
Tax Map 17-4((12))11D4 part, 11D5 part
CESC, LLC

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

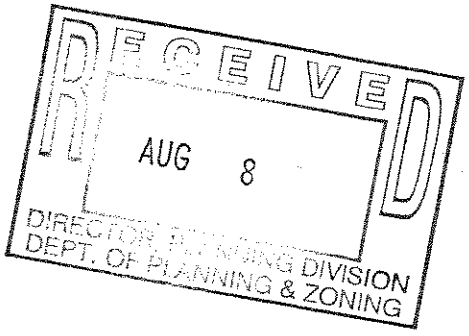
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-HD8-14

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

2232-H08-14

solutions to local challenges. The Thomas H. Muehlenbeck Award recognizes only one local government in the United States for a program that demonstrates outstanding achievements.

Supervisor Hudgins announced that on June 5, the Fairfax County Magnet Housing program was selected from among 82 nationwide entries to receive the prestigious 2008 Thomas H. Muehlenbeck Award from the Alliance for Innovation for Excellence in Local Government. This award not only recognizes the good work and innovation of the Department of Housing and Community Development but the partners in this effort as well. Champion Awards were given to the Board and other County organizations, including the Redevelopment and Housing Authority, Police Department, Fire and Rescue Department, Sheriff's Office, and Fairfax County Public Schools. Inova Health System and key agency staff were recognized.

Accordingly, Supervisor Hudgins moved that the Board direct staff to invite the Department of Housing and Community Development and Magnet Housing program representatives to appear before the Board to be recognized for this significant accomplishment. Without objection, it was so ordered.

Chairman Connolly noted for the record that the award was for a workforce housing initiative.

9a. **FILING OF SPECIAL EXCEPTION AND 2232 APPLICATIONS ON BEHALF OF WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) (HUNTER MILL AND PROVIDENCE DISTRICTS)** (3:33 p.m.)

STALZER

Supervisor Hudgins said that utility work and other preparation continues for the Metrorail extension through Tysons Corner to Wiehle Ave in Reston. To further this process, the Board needs to authorize the filing of special exception and 2232 public facility applications on property owned by the Board, specifically, land proposed for the Tysons East and the Wiehle Metro Rail Stations. The special exception applications will be Category 6 Special Exception requests for electrically-powered regional rail transit facilities.

Supervisor Hudgins noted that the proposed Tysons East station is in the Providence District and the specific properties are as follows: Tax Map Numbers 30-3((28))B3 and C1, part and 30-3((5))A1, B1, C1, D, E, and portions of Old Springhouse Road. Specifically, the Metro station itself, as well as the associated north and south pedestrian entrance pavilions and the kiss and ride lot are to be located on Board property associated with the Tysons East station.

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PAGE 2/3 * RCVD AT 8/6/2008 9:37:52 AM [Eastern Daylight Time] * SVR:RIGHTFAX/2 * DNIS:2303 * CSID:703 968 8984 * DURATION (mm-ss):01-10

2232-H08-14

The proposed Wiehle Station is in the Hunter Mill District and the specific property is Tax Map 17-4((1))17A. The northern pedestrian entrance pavilion and the structured and open air parking are located on Board property associated with the Wiehle Station.

Therefore, jointly with Chairman Connolly, Supervisor Hudgins moved that the Board, as owner of the property, authorize the filing of special exception and 2232 public facility applications on behalf of WMATAon the properties identified by the Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation. These properties are specifically identified as follows: Tax Map 17-4((1))17A, Tax Map Numbers 30-3((28))B3 and C1, part and 30-3((5))A1, B1, C1, D, E, and portions of Old Springhouse Road.

Supervisor Hudgins noted that approval of this motion should not be construed as a favorable recommendation of this application by the Board and does not relieve the applicant of compliance with the provision of any applicable ordinances, regulations or adopted. Supervisor Hyland seconded the motion, which carried by unanimous vote.

10a. **HUNTER MILL DISTRICT APPOINTMENTS** (3:35 p.m.)

VEHRS

(APPTS) Supervisor Hudgins moved the reappointment of Mr. Robert Dim as the Fairfax Representative #5 to the Southgate Community Center Advisory Board. Supervisor Bulova seconded the motion, which carried by unanimous vote.

Supervisor Hudgins moved the appointment of Ms. Lin Wagener as the Hunter Mill District representative to the Commission on Aging. Supervisor Hyland seconded the motion, which carried by unanimous vote.

11a. **EVERGREEN LANE (MASON DISTRICT)** (3:36 p.m.)

STALZER

Supervisor Gross said that Evergreen Lane is a street which forms the eastern boundary of a portion of the Annandale Commercial Revitalization District in the Mason District. It has long been regarded by citizens of the Annandale community as the "line of demarcation" between the stable residential neighborhoods located on the east side of Evergreen Lane and the commercial uses located on the west side. However, over the years there has been increasing pressure for the adaptive reuse and replacement of the existing older homes on the east side of Evergreen Lane with more commercial uses, and there have been a number of applications for special exceptions, as well as a long series of zoning violations on these properties, which has been a constant concern of the community.

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PAGE 3/3 * RCVD AT 8/6/2008 9:37:52 AM [Eastern Daylight Time] * SVR:RIGHTFAX/2 * DNIS:2303 * CSID:703 968 8984 * DURATION (mm-ss):01-10

For June 14, 2007, letter from
Pierce Homer,
Secretary of Transportation,
Commonwealth of Virginia,
see

August 7, 2008, letter from
McGuireWoods,

in **ATTACHMENT 1**

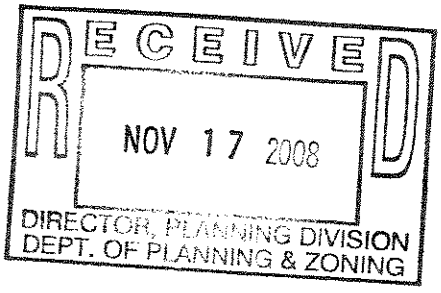
McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

2232-H08-14

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050



November 17, 2008

BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-H08-14), Wiehle Avenue Station

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 and the SE applications (administrative edits). I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for the Dulles Corridor.

Response: The Urban Design Principles for Transit Station Areas contained on pages 63-69 of the Comprehensive Plan encourage the creation of a land use environment that is supportive of mass transit, minimizes need for single-occupant automobiles, and fosters a vibrant pedestrian atmosphere. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Wiehle station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Parking capacity includes approximately 2,300 spaces, 2,048 of which are within a parking structure. The balance of parking capacity consists of surface parking in the form of 212 park-and-ride spaces and 46 kiss-and-ride spaces. A total of 12 bus bays with 3 lay-over bus bays are provided on the north side of the Toll Road. As indicated in the statement of use, these elements are provided in the event that the joint development proposal for TOD development on the property does not occur. Ample access points are provided to the Wiehle Avenue station site, obviously including safe passage over The Dulles Toll Road and International Airport

2232-H08-14

Access Highway. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations. The program will be applied to the Wiehle station. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. Art displayed in the stations will be visible from the public areas of the station. Ultimately, artists for each station will be chosen by a panel of representatives, including persons recommended by County Supervisors.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed at the Wiehle Station. The Project is required per the MOA to maintain ongoing contact with the Virginia Department of Historic Resources who has jurisdiction over archaeological and historic resources.

Comment: How is stormwater management addressed?

Response: On the north side of the Toll Road, stormwater runoff is collected in the parking lot and garage and routed through localized rain gardens and underground filter devices prior to being released into an existing regional pond. On the south side, stormwater runoff is collected in the entrance pavilion area in curb inlets along the bus loading zone and routed into a closed drainage system, eventually leading to the existing regional pond.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

Response: The landscaping concept emphasizes sustainable plantings through the use of rain gardens and routed runoff into planting areas. Native shade trees and ground covers are provided at the site perimeter and at the ends of traffic aisles where possible.

Comment: Will there be any support retail or public art on the pedestrian bridges?

Response: It is against WMATA policy to have retail on the pedestrian bridges.

Comment: Crosswalk at south end of kiss & ride is graphically confusing.

Response: The plat has been revised to clarify the purpose of this crosswalk.

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DEPT. OF PLANNING & ZONING

2232-H08-14

Comment: *Minimize expanse of blank wall on station (2232 comment).*

Response: The station wall is designed with articulated concrete which will have texture and shading to avoid a homogenous look.

Comment: *Add benches at passenger pick-up area*

Response: The plat has been revised to show benches in that area.

Comment: *Need modification for height of garage*

Response: A request to increase building height was already included on the application form.

Comment: *Is there adequate capacity in the left turn lane from Wiehle into the station?*

Response: Yes. As per the traffic analysis in the EIS, the project is implementing those recommendations contained in the ROD which do match those in the station access management study which was conducted.

Comment: *The EIS addressed no direct access to the station from the DAAR.*

Response: There is no direct access to the station from the DAAR.

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

RECEIVED
NOV 17
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 5a

For information regarding Section 106 of the National Historic Preservation Act, see **ATTACHMENT 1a**

"3.5 Cultural Resources"
Pages 3-64 through 3-78

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Social Effects

ATTACHMENT 5b

For information regarding Noise Impacts,
see **ATTACHMENT 1b**

Page 4-102

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Environmental Effects

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

1E

FAIRFAX COUNTY
RECEIVED
JUN 27 2008
2008-0363
DIVISION OF
ZONING ADMINISTRATION

ATTACHMENT 6

DATE: 6-26-08

O: Distribution Below

ROM: David S. Jillson, Planner
Facilities Planning Branch, Planning Division, DPZ

UBJECT: 2232 Review Application
Application 2232-P08-10 TAX MAP: VDOT R/W 29-4 pt.; 30-3 pt.; 29-4 ((5)) A1, B1, C1, D, E; 30-3 ((28)) B3, C1

ttached for your Review and Comment is a 2232 Review Application submitted by
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
equesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 5.2-2232, whether this proposal to
ONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY (TYSONS EAST STATION), INCLUDING A KISS-AND-RIDE DROP-OFF AREA AND A BUS DROP-OFF AREA
at DOLLEY MADISON BOULEVARD BETWEEN OLD MEADOW RD. & COLSHIRE DR.
is substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis, **send, fax (703-324-3056), or e-mail (david.jillson@fairfaxcounty.gov) your comments to David Jillson (tel. 703-324-1249), Planning Division, DPZ by**
MONDAY, JULY 14, 2008

Distribution:

DPWES /
- ■ LDS - Environmental & Site Review Div.
- □ LDS - Urban Forestry
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- ■ **VDOT** / District Land Development Mgr.
- □ ______
- □ ______
- □ ______
- □ ______

* *

□ **ZAD** (~~for proposed telecommunications facilities~~): ~~Permitted in accordance with, and subject to the provisions of, Zoning Ordinance Section 2-514~~ Special exception approval is required and a special exception application has been submitted. Must be in substantial conformance with PCA92-P-001-2 and PCA92-P-001-3 and ZED will back that determination during application acceptance.

03/08

TYSONS EAST STATION -10

TC123

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

ATTACHMENT 7

FAIRFAX COUNTY RECEIVED
JUL - 7 2008
2008-0371
DIVISION OF ZONING ADMINISTRATION

DATE: 7-3-08

TO: Distribution Below

FROM: David S. Jillson, Planner
Facilities Planning Branch, Planning Division, DPZ

SUBJECT: 2232 Review Application
Application 2232-P08-11 TAX MAP: VDOT R/W 29-4 (pt.) 29-4 ((10)) 4A, 5A, 5B, 5C

Attached for your Review and Comment is a 2232 Review Application submitted by METROPOLITAN WASHINGTON AIRPORTS AUTHORITY requesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 15.2-2232, whether this proposal to CONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY (TYSONS CENTRAL 123 STATION), INCLUDING A BUS DROP-OFF AREA

at CHAIN BRIDGE ROAD AT TYSONS BOULEVARD

is substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis, **send, fax (703-324-3056), or e-mail (david.jillson@fairfaxcounty.gov) your comments to David Jillson (tel. 703-324-1249), Planning Division, DPZ by** MONDAY, JULY 14, 2008

Distribution:

DPWES /
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FCPS /
- □ Property Management.
- □ Facilities Planning

- ■ **Fire & Rescue** / Strategic Planning
- ■ **DOT** / Transportation Planning Div.
- ■ **VDOT** / District Land Development Mgr.
- □ ______
- □ ______
- □ ______
- □ ______

* *

□ **ZAD** ~~**(for proposed telecommunications facilities): Permitted in accordance with, and subject to the provisions of, Zoning Ordinance Section 2-514**~~ Special exception approval is required and a special exception application has been submitted to ZED. The property is subject to proffered conditions associated with PCA 84-D-049-5, PCA 84-D-049 and RZ 84-D-049 and is also subject to Final Development Plan Amendment FDPA 84-D-049-6

03/08

TYSONS CENTRAL 123 STATION -11

ICI

ATTACHMENT 8

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

FAIRFAX COUNTY RECEIVED
JUN 27 2008
2008-0361
DIVISION OF ZONING ADMINISTRATION

DATE: 6-26-08

TO: Distribution Below

FROM: David S. Jillson, Planner
Facilities Planning Branch, ~~Planning Division, DPZ~~

SUBJECT: 2232 Review Application
Application 2232-MD08-12 TAX MAP: VDOT R/W 29-3 pt.; 29-3 ((1)) 32, 71A

Attached for your Review and Comment is a 2232 Review Application submitted by METROPOLITAN WASHINGTON AIRPORTS AUTHORITY requesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 15.2-2232, whether this proposal to CONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY (TYSONS CENTRAL 7 STATION), INCLUDING 2 ENTRANCE PAVILIONS at LEESBURG PIKE IMMEDIATELY NORTH OF CHAIN BRIDGE ROAD OVERPASS is substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis, **send, fax (703-324-3056), or e-mail (david.jillson@fairfaxcounty.gov) your comments to David Jillson (tel. 703-324-1249), Planning Division, DPZ by** MONDAY, JULY 14, 2008

Distribution:

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FCPS /
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- □ Facilities Planning

- ■ **Fire & Rescue** / Strategic Planning
- ■ **DOT** / Transportation Planning Div.
- ■ **VDOT** / District Land Development Mgr.
- □ ______
- □ ______
- □ ______
- □ ______

****

□ **ZAD** (~~for proposed telecommunications facilities~~): ~~**Permitted in accordance with, and subject to the provisions of, Zoning Ordinance Section 2-514**~~ Special exception approval is required and a special exception application has been submitted. Must be in substantial conformance with SEA 81-C-008 and ZED will make that determination during application acceptance

03/08

TYSONS CENTRAL 7 STATION -12

MEMORANDUM

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

TW

ATTACHMENT 9

FAIRFAX COUNTY RECEIVED JUN 27 2008 2008-0362 DIVISION OF ZONING ADMINISTRATION

TO: Distribution Below

DATE: 6-26-08

FROM: David S. Jillson, Planner
Facilities Planning Branch, Planning Division, DPZ

SUBJECT: 2232 Review Application
Application 2232-MD08-13 TAX MAP: VDOT R/W 29-3 pt.; 29-3 ((1)) 2C, 53, 53A

Attached for your Review and Comment is a 2232 Review Application submitted by METROPOLITAN WASHINGTON AIRPORTS AUTHORITY requesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 15.2-2232, whether this proposal to CONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY (TYSONS WEST STATION), INCLUDING BUS DROP-OFF AREAS (KISS-AND-RIDE DROP-OFF AREA SHOWN ON PLANS WILL BE SUBJECT TO A SEPARATE REVIEW)
at LEESBURG PIKE BETWEEN SPRING HILL RD. & TYCO RD.
is substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis, **send, fax (703-324-3056), or e-mail (david.jillson@fairfaxcounty.gov) your comments to David Jillson (tel. 703-324-1249), Planning Division, DPZ by** MONDAY, JULY 14, 2008

Distribution:

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- □ LDS - Urban Forestry
- □ SWM – Stormwater Planning Div.
- □ WM - Wastewater Plan. & Monitoring Div.

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- ■ Planning Div. - Historic Preservation
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- ■ **FW** / Planning & Engineering Div.

FCPS /
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- □ Facilities Planning

- ■ **Fire & Rescue** / Strategic Planning
- ■ **DOT** / Transportation Planning Div.
- ■ **VDOT** / District Land Development Mgr.
- □ ____
- □ ____
- □ ____
- □ ____

* *

□ **ZAD** (~~for proposed telecommunications facilities~~): ~~**Permitted in accordance with, and subject to the provisions of, Zoning Ordinance Section 2-514**~~ Special exception approval is required and a special exception application has been submitted. ZED has already determined that proposal is in substantial conformance with SEA 79-C-007-3

03/08

TYSONS WEST STATION -13

MEMORANDUM

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

WA

ATTACHMENT 10

FAIRFAX CO. REC'D J. / 2008 2008-0372 DIVISION OF ZONING ADMINISTRATION

DATE: 7-3-08

O: Distribution Below

ROM: David S. Jillson, Planner
Facilities Planning Branch, Planning Division, DPZ

UBJECT: 2232 Review Application
Application 2232-H08-14 TAX MAP: R/W 17-4 pt., 17-4((1))17A; 17-4((12))11D4, 11D5

ttached for your Review and Comment is a 2232 Review Application submitted by METROPOLITAN WASHINGTON AIRPORTS AUTHORITY equesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 5.2-2232, whether this proposal to ONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY (WIEHLE AVENUE STATION), INCLUDING MULTI-LEVEL PARKING GARAGE, KISS-AND-RIDE PARKING LOT, ARK-AND-RIDE PARKING LOT, AND BUS DROP-OFF AREAS at DULLES INT. AIRPORT ACCESS HIGHWAY/DULLES AIRPORT TOLL ROAD & WIEHLE AVENUE s substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis, **send, fax (703-324-3056), or e-mail (david.jillson@fairfaxcounty.gov) your comments to David Jillson (tel. 703-324-1249), Planning Division, DPZ by** MONDAY, JULY 14, 2008

Distribution:

DPWES /
- ■ LDS - Environmental & Site Review Div.
- □ LDS - Urban Forestry
- □ SWM – Stormwater Planning Div.
- □ WM - Wastewater Plan. & Monitoring Div.

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- ■ Planning Div. - Historic Preservation
- ■ Zoning Administration Div. - Ord. Admin.
- □ Zoning Evaluation Div. - RZ & SE Eval.

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FCPS /
- □ Property Management.
- □ Facilities Planning

- ■ **Fire & Rescue** / Strategic Planning
- ■ **DOT** / Transportation Planning Div.
- ■ **VDOT** / District Land Development Mgr.
- □ ______
- □ ______
- □ ______
- □ ______

* *

□ **ZAD** ~~(for proposed telecommunications facilities)~~: ~~**Permitted in accordance with, and subject to the provisions of, Zoning Ordinance Section 2-514**~~ Special exception approval is required and a special exception application has been submitted to the Zoning Evaluation Division. Property is also subject to Special Exception SE 94-H-049

WIEHLE AVENUE STATION — 14

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 11

DATE: 14 July 2008

TO: David Jillson, Senior Planner

FROM: Linda Cornish Blank, Historic Preservation Planner

SUBJECT: **2232-P08-10; 2232-P08-11; 2232-MD08-12; 2232-MD08-13** Construct Regional Rail Transit Facilities; Tax maps 29-3((1)); 29-4((1)) and ((5)); 30-3((28)); VDOT R-O-W 29-3: 29-4; 30-3

Finding: The subject parcels and VDOT R-O-Ws are not included within the boundaries of a Fairfax County Historic Overlay District, are not listed on the Fairfax County Inventory of Historic Sites or the National Register of Historic Places or documented in the historic structures survey file. There are no properties in the immediate vicinity of the parcels and areas which are the subject of this application that are within the boundaries of a Fairfax County Historic Overlay District, listed on the Fairfax County Inventory of Historic Sites or the National Register of Historic Places or documented in the historic structures survey file that would be negatively impacted by the construction of the rail transit facilities

Recommendation:

1. The applicant supply information as an amendment to the 2232 applications that compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as may be necessary was completed.
2. The Cultural Resource and Protection Section of the Fairfax County Park Authority should provide comment on these applications.

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JUL 14 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

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Planning Division
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Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

DEPARTMENT OF PLANNING & ZONING

County of Fairfax, Virginia

MEMORANDUM

DATE: 17 July 2008

TO: David Jillson, Senior Planner

FROM: Linda Cornish Blank, Historic Preservation Planner LCB

SUBJECT: **2232--H08-~~13~~ 14** Construct Regional Rail Transit Facility Wheile Ave.; Tax map 17- 4 ((1)) and ((12)); VDOT R-O-W 17-4.

Finding: The subject parcels and VDOT R-O-Ws are not included within the boundaries of a Fairfax County Historic Overlay District, are not listed on the Fairfax County Inventory of Historic Sites or the National Register of Historic Places or documented in the historic structures survey file. There are no properties in the immediate vicinity of the parcels and areas which are the subject of this application that are within the boundaries of a Fairfax County Historic Overlay District, listed on the Fairfax County Inventory of Historic Sites or the National Register of Historic Places or documented in the historic structures survey file that would be negatively impacted by the construction of the rail transit facilities

Recommendation:

1. The applicant supply information as an amendment to the 2232 applications that compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as may be necessary was completed.
2. The Cultural Resource and Protection Section of the Fairfax County Park Authority should provide comment on these applications.

RECEIVED
JUL 17 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

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Planning Division
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Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

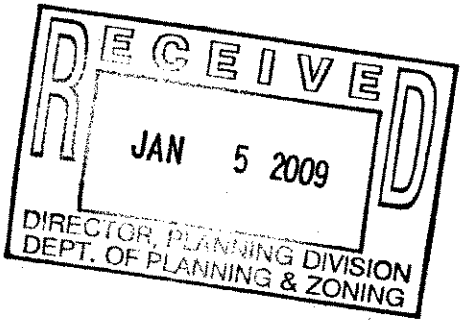
DEPARTMENT OF PLANNING & ZONING

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 12

December 23, 2008



TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

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

SUBJECT: **ENVIRONMENTAL ASSESSMENT** for: **SE 2008-PR-033/2232-P08-10**
WMATA – Tysons East Metro Station

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that list and explain environmental policies for this property. The citations are followed by a discussion of environmental concerns, including a description of potential impacts that may result from the proposed development as depicted on the special exception plat dated August 28, 2007, as revised through October 2, 2008. Possible solutions to remedy identified environmental impacts are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

COMPREHENSIVE PLAN CITATIONS:

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

In the Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition, Environment section as amended through February 25, 2008, on page 6 through 10, the Plan states:

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

Policy d. Preserve the integrity and the scenic and recreational value of stream valley EQCs when locating and designing storm water detention and BMP facilities. In general, such facilities should not be provided within stream valley EQCs

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
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DEPARTMENT OF PLANNING & ZONING

> unless they are designed to provide regional benefit or unless the EQCs have been significantly degraded. When facilities within the EQC are appropriate, Encourage the construction of facilities that minimize clearing and grading, such as embankment-only ponds, or facilities that are otherwise designed to maximize pollutant removal while protecting, enhancing, and/or restoring the ecological integrity of the EQC. . . .

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

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

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

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

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

The other, less sensitive category of land in the Preservation Areas is called the "Resource Management Area (RMA)." Development is permitted in RMAs as long as it meets water quality goals and performance criteria for these areas. These goals and criteria include stormwater management standards, maintenance requirements and reserve capacity for

on-site sewage disposal facilities, erosion and sediment control requirements, demonstration of attainment of wetlands permits, and conservation plans for agricultural activities. In Fairfax County, RMAs include any area that is not designated as an RPA.

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

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance, as applied to Chesapeake Bay Preservation Areas adopted by the Board of Supervisors"

In the Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition, Environment section as amended through February 25, 2008, on page 13-15, the Plan states:

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

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

- Habitat Quality: The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest.
- "Connectedness": This segment of open space could become a part of a corridor to facilitate the movement of wildlife.
- Aesthetics: This land could become part of a green belt separating land uses, providing passive recreational opportunities to people.
- Pollution Reduction Capabilities: Preservation of this land would result in significant reductions to nonpoint source water pollution, and/or, micro climate control, and/or reductions in noise.

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

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

- All areas of 15% or greater slopes adjacent to the flood plain, or if no flood plain is present, 15% or greater slopes that begin within 50 feet of the stream channel;

- All wetlands connected to the stream valleys; and

- All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope measured perpendicular to the stream bank. The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the flood plain boundary and a point fifty feet up slope from the flood plain. This measurement should be taken at fifty foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation.

Modifications to the boundaries so delineated may be appropriate if the area designated does not benefit habitat quality, connectedness, aesthetics, or pollution reduction as described above. In addition, some intrusions that serve a public purpose such as unavoidable public infrastructure easements and rights of way are appropriate. Such intrusions should be minimized and occur perpendicular to the corridor's alignment, if practical."

ENVIRONMENTAL ANALYSIS:

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions. Particular emphasis is given to opportunities provided by this application to conserve the County's remaining natural amenities.

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

Issue:

A significant portion of the proposed transit station development site is within an EQC and RPA for a segment of the Scott's Run stream valley. While some design modifications may have already been made to accommodate the impacts to this area, staff feels that additional measures may be needed to provide a greater level of mitigation to the short-term and long-term impacts of the proposed development. In the short-term, we can anticipate increased runoff resulting from the anticipated construction at this location

resulting in increased sediment loading in the stream. Increased runoff in Scott's Run after the completion of the project may also occur in a stream which is already highly degraded.

Resolution:

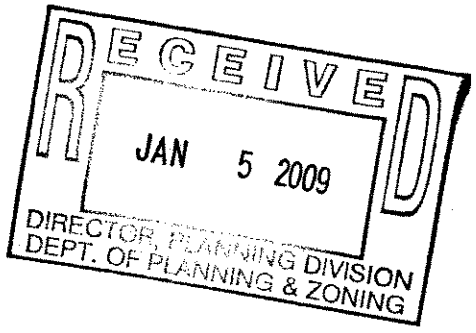
Staff would encourage the applicants to seek restoration measures for portions of Scott's Run in the immediate vicinity of the proposed transit station area.

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 13

DATE: December 23, 2008



TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

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

SUBJECT: Environmental Assessment: SE 2008-PR-035 and 2232-P08-11
Tysons Central 123 Station, Dulles Corridor Metrorail Project
Metropolitan Washington Airports Authority

This special exception application and 2232 application for Tysons Central 123 Station as part of the Dulles Corridor Metrorail Project requests approval to construct an electrically powered transit station traversing approximately 1,380 feet on the north side of Chain Bridge Road between International Drive and Tysons Boulevard. The Tysons Central Station is proposed to be located in an area adjacent to the 123 right-of-way which is currently developed with a trail and grass land and existing roadway. Mary Ann Welton of the Environment and Development Review Branch has reviewed this application and has determined that no significant environmental issues have been identified as a result of this request.

PGN/MAW

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

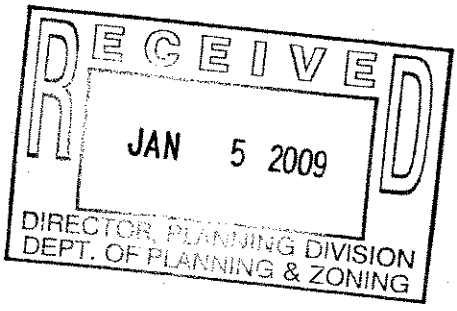
DEPARTMENT OF PLANNING & ZONING

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 14

DATE: December 2[illegible]008



TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

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

SUBJECT: **Environmental Assessment:** SE 2008-MD-036/2232-MD08-12
WMATA – Tyson's Central 7 Metro Station

John R. Bell of the Environment and Development Review Branch has reviewed this application for a special exception and 2232 approval to permit the development of a public mass transit rail station. No environmental issues have been identified as a result of this evaluation.

PGN: JRB

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

DEPARTMENT OF PLANNING & ZONING

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 15

DATE: December 23, 2008

RECEIVED
JAN 5 2009
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

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

SUBJECT: **ENVIRONMENTAL ANALYSIS:** SE 2008-PR-034/2232-MD08-13
Metropolitan Washington Airports Authority – Tyson West Metrorail Station

Jennifer Bonnette of the Environment and Development Review Branch has reviewed this application for the Tysons West Metrorail Station to be located in the median of Route 7-Leesburg Pike, immediately north of the intersection with Spring Hill Road. The metrorail station facilities will include entrance pavilions located to the north and south of Route 7 and a Kiss-and-Ride located to the north of Route 7. No significant environmental issues have been identified as a result of this evaluation.

PGN: JRB

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

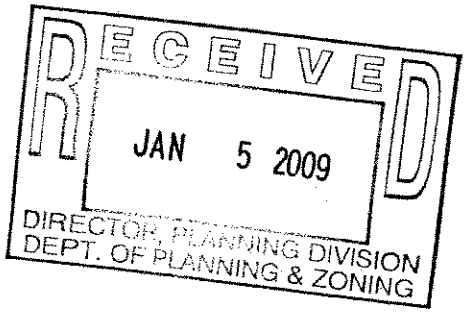
DEPARTMENT OF PLANNING & ZONING

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 16

DATE: December 2[illegible], 08



TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

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

SUBJECT: **ENVIRONMENTAL ANALYSIS:** SE 2008-HM-038 and 2232-H08-14
Metropolitan Washington Airports Authority – Wiehle Avenue Metrorail Station

Jennifer Bonnette of the Environment and Development Review Branch has reviewed this application for facilities associated with the proposed Wiehle Avenue Metrorail Station to be located near the intersection of the Dulles Access and Toll Road and Wiehle Avenue. The Special Exception application includes the north and south pavilions, parking lots, garage and bus bays associated with the metrorail station. No significant environmental issues have been identified as a result of this evaluation.

PGN: JRB

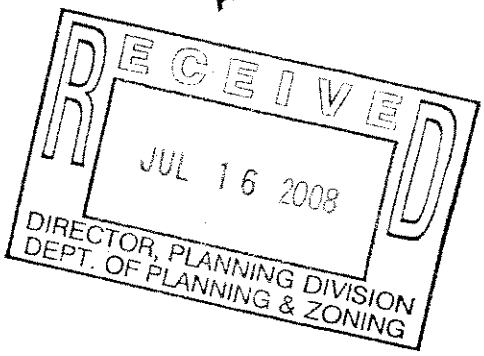
Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

DEPARTMENT OF PLANNING & ZONING

FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

ATTACHMENT 17



TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning

FROM: Sandy Stallman, Manager
Park Planning Branch

DATE: July 10, 2008

SUBJECT: SE 2008-0168. 2232-P08-10 - Tysons East Metro Station
Tax Map Numbers: 29-4 ((5)) A1, B1 pt, C1 pt, D, E; 30-3 ((28)) B3 pt, C1 pt

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated June 4, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station and associated park-and-ride lot on 3.92 acres adjacent to Scotts Run Stream Valley Park in the Providence Supervisory District.

COMPREHENSIVE PLAN CITATIONS

1. **Resource Protection** (The Policy Plan, Parks and Recreation Objectives 2 & 5, pp. 5-7)

"Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources."

"Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas."

"Policy j: Minimize adverse impacts of development on water resources and stream valleys."

"Policy k: Minimize the effects of storm water outfalls on parkland."

"Objective 5: Ensure the long term protection, preservation and sustainability of park resources."

"Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate."

2. **Heritage Resources** (The Policy Plan, Heritage Resources, Objective 1, p. 3)

"Objective 1: Identify heritage resources representing all time periods and in all areas of the County."

"Policy a: Identify heritage resources well in advance of potential damage or destruction."

3. **Heritage Resources** (Comprehensive Policy Plan, Heritage Resources Objective 3, page 4)

"Objective 3: Protect significant historical resources from degradation or damage and destruction by public or private action."

ANALYSIS AND RECOMMENDATIONS

Natural Resources Impact:

The project is directly adjacent to a portion of Scott's Run Stream Valley Park. Scott's Run is given the rating of Level II – Restoration in the Fairfax County 2001 Stream Protection Strategy. The Park Authority owns additional land down stream including the regionally significant Scott's Run Nature Preserve.

The project requires waivers to place structures in the 100 year floodplain. The Park Authority recommends that the applicant be required to conduct stabilization of Scott's Run upstream of Route 123 and possibly down stream. Such stabilization would likely need to be conducted mostly on parkland and could include various methods including reconnecting the stream with the floodplain and the creation of wetlands. The Park Authority and DPWES Stormwater should be directly involved in planning for floodplain and stream channel stabilization.

The applicant plans to use evergreen shrubs to stabilize areas in the floodplain. All planting should be native to Fairfax County and should provide positive habitat benefits. The Park Authority's Natural Resource Management and Protection (NRMP) staff would be happy to work with the applicant to develop a suitable planting plan for this purpose.

The applicant should use Low Impact Design to the greatest extent possible. This should include consideration of the use of cisterns and other methods to capture stormwater to increase the time of concentration (peak shave) and in order to reuse this captured stormwater to irrigate planters

and beds at both the Metro station and the park-and-ride lot. Also, plants native to Fairfax County should be used in landscaping. If non-native plants are used they should not be invasive plants. A list of invasive plant species for the state of Virginia can be found at the Virginia Department of Conservation & Recreation Division of Natural Heritage (DNH) website at http://www.dcr.virginia.gov/dnh/invinfo.htm. For a list of native plant species, see the section on the DNH website titled ***Native Plants for Conservation, Restoration, and Landscaping*** at http://www.dcr.virginia.gov/natural_heritage/nativeplants.shtml.

Finally, the County may wish to consider creation of a regional pond on parcel 29-4 ((5)) A2 in conjunction with this project in order to attenuate erosive storm flows within Scott's Run from the Tysons Corner area.

Cultural Resources Impact:

The parcel was subject to archival cultural resources review. The review indicated that the adjacent park land contains a prehistoric archaeological site that appears to extend into the area of the proposed development. As a result, portions of the subject property that have not been previously disturbed have a high potential for prehistoric archaeological resources.

The Park Authority recommends that the subject property be subjected to a disturbance assessment and if warranted a tight interval Phase I archaeological survey, using a scope of work provided by the Cultural Resource Management and Protection (CRMP) section of the Park Authority. If any archaeological resources are found by the Phase I survey and determined to be potentially significant then a Phase II assessment should be done. If any sites are determined to be significant then either they should be avoided or Phase III data recoveries should be performed in accordance with a scope provided by CRMP. Any Phase III scopes will provide for public interpretation of the results. Draft and final archaeological reports produced as a result of Phase I, II and/or III studies should be submitted for approval to CRMP prior to submittal to other County agencies.

Appropriate chain link fencing should be installed by the applicant along the park boundary to prevent intrusion by construction equipment onto the prehistoric archaeological site located on park property. If the proposed development will impact park property then the above recommendations for a Phase II archaeological assessment should be applied to the known cultural resource site on park property. Any other disturbance to park property should be preceded by Phase I and if necessary II and III archaeology. All scopes of work should be provided by CRMP.

The applicant should also be made aware that there are specific archaeological requirements under Section 106 of the National Historic Preservation Act, which are associated with Federally licensed or funded development. If Section 106 applies then any archaeological work under this recommendation should also be coordinated in advance with the Virginia State Historic Preservation Officer (SHPO).

Dedication of Land to the Park Authority:

Upon completion of construction of this project, the applicant should transfer unused portions of parcels 30-3 ((28)) B3 and 29-4 ((5)) A2 to the Park Authority for inclusion within the Scott's Run Stream Valley Park.

In accordance with a December 11, 2000 BOS resolution, "park, recreation or open space should be deeded directly to the Fairfax County Park Authority without first being deeded to the Board." Development conditions should indicate that land will be dedicated directly to the Park Authority and a note indicating such should be added to the Development Plan.

Any debris and waste on the parcel should be removed prior to dedication. In accordance with PFM 2-1102.4B, the landowner is required to take any necessary corrective action prior to Park Authority acceptance. Following site cleanup of debris and prior to land dedication, the Park Authority requests that the Applicant arrange for an inspection by the Park Authority Land Acquisition Manager (Kay Rutledge, 703-324-8741), Area 1 Operations Manager (Ed Busenlehner, 703-893-2481) and Natural Resource Protection Manager (Heather Schinkel, 703-324-8674). If the condition of the land is acceptable to the Park Authority, the applicant should dedicate the property prior to their bond release from Fairfax County.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

cc: Cindy Walsh, Acting Director, Resource Management Division
Kay Rutledge, Manager, Land Acquisition and Management Branch
Chron Binder
File Copy

FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

ATTACHMENT 18

TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning

RECEIVED
JUL 10 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

FROM: Sandy Stallman, Manager
Park Planning Branch

DATE: July 10, 2008

SUBJECT: SE 2008-0189, 2232-P08-11 - Tysons Central 123 Station
Tax Map Numbers: 29-4 ((10)) 4A, 5A, 5B, 5C

The Park Authority staff has reviewed the proposed Development Plan dated June 23, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station in the Providence Supervisory District. Based on the review, staff has determined that this application bears no adverse impact on land or resources of the Park Authority.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

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

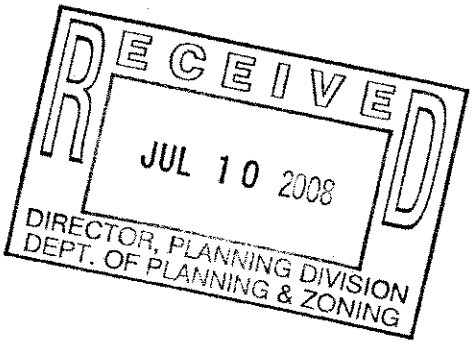
FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

ATTACHMENT 19

TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning



FROM: Sandy Stallman, Manager
Park Planning Branch

DATE: July 10, 2008

SUBJECT: SE 2008-0161, 2232-P08-12 - Tysons Central 7 Station
Tax Map Numbers: 29-3 ((1)) 32 part, 71A

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated June 4, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station in the Providence Supervisory District.

COMPREHENSIVE PLAN CITATIONS

1. **Resource Protection** (The Policy Plan, Parks and Recreation Objectives 2 & 5, pp. 5-7)

"Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources."

"Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas."

"Policy j: Minimize adverse impacts of development on water resources and stream valleys."

"Policy k: Minimize the effects of storm water outfalls on parkland."

"Objective 5: Ensure the long term protection, preservation and sustainability of park resources."

"Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate."

ANALYSIS AND RECOMMENDATIONS

Natural Resources Impact:

The subject property drains in part to Old Courthouse Spring Branch which was given the rating of Level II – Restoration in the Fairfax County 2001 Stream Protection Strategy. The Park Authority owns and operates Old Courthouse Spring Branch Stream Valley Park down stream of the project as well as extensive parkland within the Difficult Run stream corridor.

The applicant should seek to reduce storm water flows off of the project site over existing conditions to the greatest extent possible and should use Low Impact Design to the greatest extent possible. This should include consideration of the use of cisterns and other methods to capture stormwater to increase the time of concentration (peak shave) and in order to reuse this captured stormwater to irrigate planters and beds at the Metro station. Also, plants native to Fairfax County should be used in landscaping. If non-native plants are used they should not be invasive plants. A list of invasive plant species for the state of Virginia can be found at the Virginia Department of Conservation & Recreation Division of Natural Heritage (DNH) website at http://www.dcr.virginia.gov/dnh/invinfo.htm. For a list of native plant species, see the section on the DNH website titled ***Native Plants for Conservation, Restoration, and Landscaping*** at http://www.dcr.virginia.gov/natural_heritage/nativeplants.shtml.

Finally, the County may wish to consider creation of a regional pond on parcel 29-3 ((1)) 38 in conjunction with this project in order to attenuate erosive storm flows within Old Courthouse Spring Branch from the Tysons Corner area. At a minimum, stream stabilization could occur on this parcel to improve the outfalls from the extensive paved headwaters area.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

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

FAIRFAX COUNTY PARK AUTHORITY

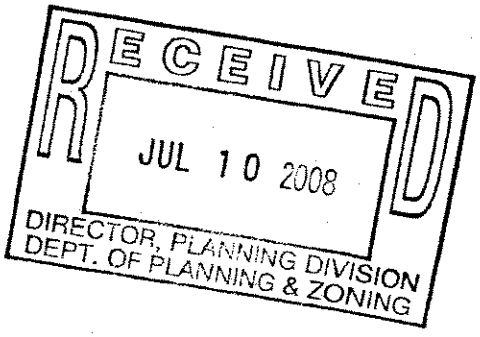
MEMORANDUM

ATTACHMENT 20

TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning

FROM: Sandy Stallman, Manager
Park Planning Branch



DATE: July 10, 2008

SUBJECT: SE 2008-0093, 2232-P08-13 - Tysons West Station
Tax Map Numbers: 29-3 ((1)) 2C, 53, 53A

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated June 4, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station in the Providence Supervisory District.

COMPREHENSIVE PLAN CITATIONS

1. **Resource Protection** (The Policy Plan, Parks and Recreation Objectives 2 & 5, pp. 5-7)

"Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources."

"Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas."

"Policy j: Minimize adverse impacts of development on water resources and stream valleys."

"Policy k: Minimize the effects of storm water outfalls on parkland."

"Objective 5: Ensure the long term protection, preservation and sustainability of park resources."

"Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate."

ANALYSIS AND RECOMMENDATIONS

Natural Resources Impact:

The project drains in part to Old Courthouse Spring Branch which was given the rating of Level II – Restoration in the Fairfax County 2001 Stream Protection Strategy. The Park Authority owns and operates Old Courthouse Spring Branch Stream Valley Park down stream of the project as well as extensive parkland within the Difficult Run stream corridor.

The applicant should seek to reduce storm water flows off of the project site over existing conditions to the greatest extent possible and should use Low Impact Design to the greatest extent possible. This should include consideration of the use of cisterns and other methods to capture stormwater to increase the time of concentration (peak shave) and in order to reuse this captured stormwater to irrigate planters and beds at the Metro station. Also, plants native to Fairfax County should be used in landscaping. If non-native plants are used they should not be invasive plants. A list of invasive plant species for the state of Virginia can be found at the Virginia Department of Conservation & Recreation Division of Natural Heritage (DNH) website at http://www.dcr.virginia.gov/dnh/invinfo.htm. For a list of native plant species, see the section on the DNH website titled ***Native Plants for Conservation, Restoration, and Landscaping*** at http://www.dcr.virginia.gov/natural_heritage/nativeplants.shtml.

Finally, the County may wish to consider creation of a regional pond on parcel 29-3 ((1)) 38 in conjunction with this project in order to attenuate erosive storm flows within Old Courthouse Spring Branch from the Tysons Corner area. At a minimum, stream stabilization could occur on this parcel to improve the outfalls from the extensive paved headwaters area.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

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

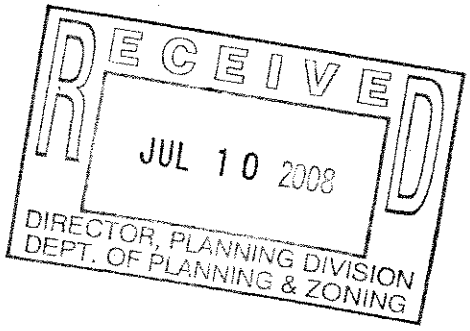
FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

ATTACHMENT 21

TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning



FROM: Sandy Stallman, Manager
Park Planning Branch

DATE: July 10, 2008

SUBJECT: SE 2008-0066, 2232-P08-14 - Wiehle Avenue Station
Tax Map Number: 17-4 ((91)) 17A

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated June 23, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station and associated park-and-ride lot in the Hunter Mill Supervisory District.

COMPREHENSIVE PLAN CITATIONS

1. **Resource Protection** (The Policy Plan, Parks and Recreation Objectives 2 & 5, pp. 5-7)

"Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources."

"Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas."

"Policy j: Minimize adverse impacts of development on water resources and stream valleys."

"Policy k: Minimize the effects of storm water outfalls on parkland."

"Objective 5: Ensure the long term protection, preservation and sustainability of park resources."

"Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate."

ANALYSIS AND RECOMMENDATIONS

Natural Resources Impact:

The project drains to a tributary of Colvin Run which flows through Lake Fairfax Park owned and operated by the Park Authority. The stream is in poor condition overall and was given the rating of Level II – Restoration in the Fairfax County 2001 Stream Protection Strategy. Lake Fairfax has experienced a large amount of siltation from in-stream erosion caused by intensive upstream development which lacks stormwater detention.

Note 12 on Sheet 4 of the development plans states that the applicant will be seeking a stormwater waiver since stormwater is planned and taken care of "system wide." As stated above, the regional stormwater approach is effective in some ways, but has caused extreme degradation in the receiving streams above Lake Fairfax. Therefore, the Park Authority recommends that the applicant be required to reduce storm water flows off of the project site over existing conditions to the greatest extent possible.

The applicant should use Low Impact Design for the project wherever possible. This should include consideration of the use of cisterns and other methods to capture stormwater to increase the time of concentration (peak shave) and in order to reuse this captured stormwater to irrigate planters and beds at the Metro station. Also, plants native to Fairfax County should be used in landscaping. If non-native plants are used they should not be invasive plants. A list of invasive plant species for the state of Virginia can be found at the Virginia Department of Conservation & Recreation Division of Natural Heritage (DNH) website at http://www.dcr.virginia.gov/dnh/invinfo.htm. For a list of native plant species, see the section on the DNH website titled ***Native Plants for Conservation, Restoration, and Landscaping*** at http://www.dcr.virginia.gov/natural_heritage/nativeplants.shtml.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

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

Fairfax Water

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

July 15, 2008

ATTACHMENT 22

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

Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Tysons East Metro Station (2232-P08-10)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Tysons East Metro Station with associated passenger drop-off areas and offer the following:

- Fairfax Water is capable of providing service to the proposed station located inside the Capital Beltway along Dolley Madison Boulevard. A minimum 12-inch diameter off-site extension from an existing 24-inch diameter main in Magarity Road will be required to provide domestic water and fire protection for the Tysons East site. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy water quantity and quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- Existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

These comments are provided per your request dated June 26, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

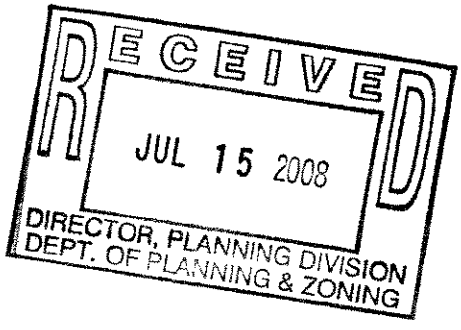
Sincerely,

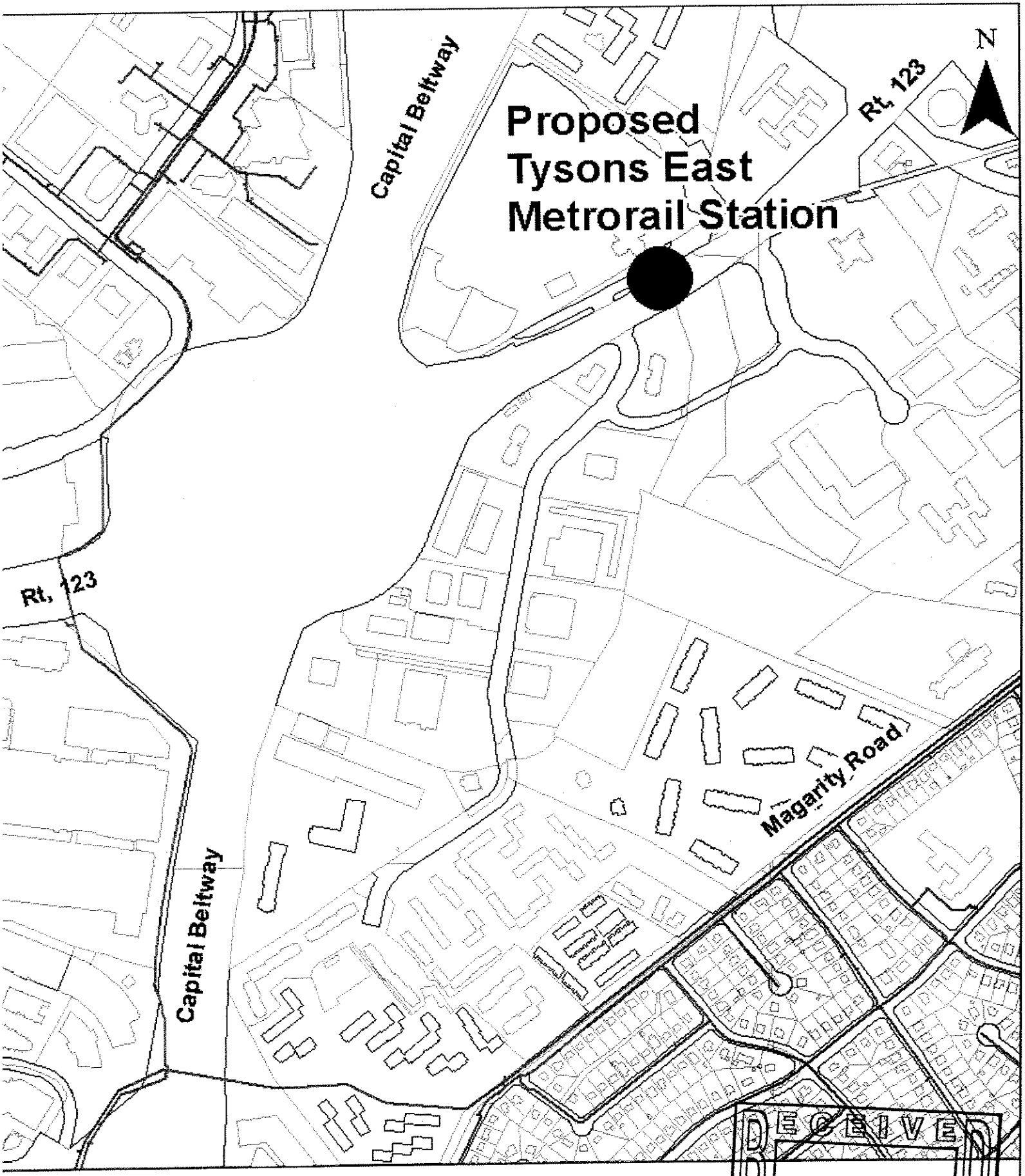
Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning





Fairfax Water

Tysons East Metrorail Station

July 14, 2008

Existing Water Main

Sheet 1 of 1

RECEIVED
JUL 15 2008
DIRECTOR, PLANNING DIVISION
PLANNING & ZONING

ATTACHMENT 23

Fairfax Water

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

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

July 15, 2008

RECEIVED
JUL 15 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Tysons Central 123 Station (2232-P08-11)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Tysons Central 123 Metro Station with associated passenger drop-off area and offer the following:

- Fairfax Water is capable of providing service to the proposed station located across from the Tysons Corner Shopping Center along Rt. 123. A minimum 12-inch diameter off-site extension from an existing main in Tysons Boulevard will be required to provide domestic water and fire protection for the Tysons Central 123 site. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy water quantity and quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- Existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

These comments are provided per your request dated July 2, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

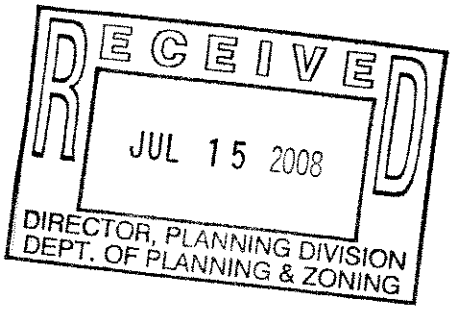
Sincerely,

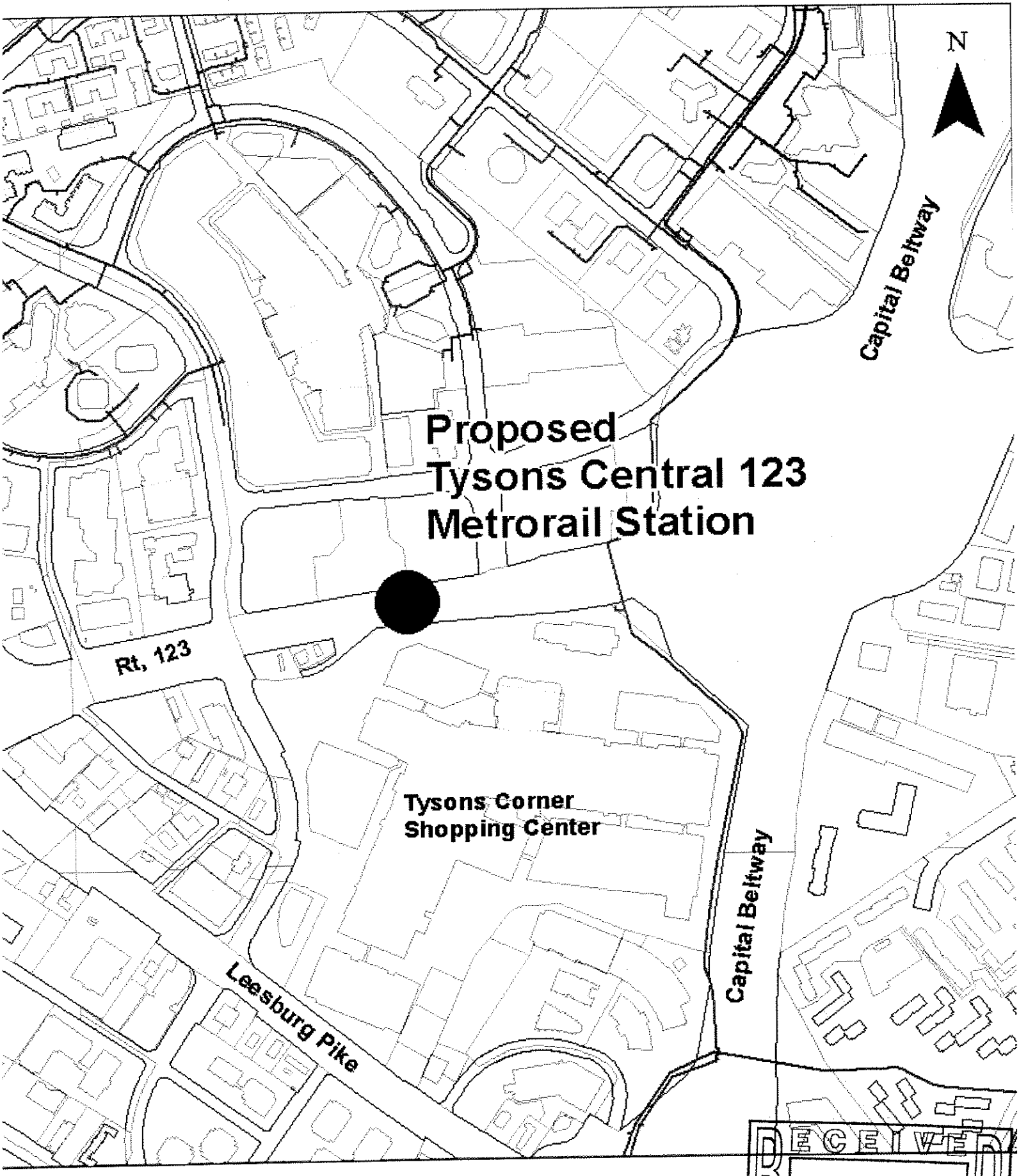
Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning





Fairfax Water

Tysons Central 123 Metrorail Station

July 14, 2008

Existing Water Main

RECEIVED
JUL 15 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 24

Fairfax Water

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

July 15, 2008

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

Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Tysons Central 7 Station (2232-MD08-12)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Tysons Central 7 Metro Station with associated entrance pavilions and offer the following:

- Fairfax Water is capable of providing service to the proposed station located on Leesburg Pike immediately north of the Chain Bridge Road overpass. A proposed 24-inch diameter water main, to be constructed along Leesburg Pike concurrent with the Metrorail extension, may be used to provide domestic water and fire protection for the Tysons Central 7 site. Existing distribution mains adjacent to the site may alternatively be used to serve the Metrorail station. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy water quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- The proposed Metro station site and associated pedestrian bridge will be in conflict with Fairfax Water's existing 12" water main and meter vault in Route 7 (Leesburg Pike). These facilities must be relocated, and placed into service, under the advance utility relocations phase(s) of the Dulles Corridor Metrorail Project, as indicated on Fairfax Water Project No. 2367, Division 1 (Phase 1), prior to construction of the Metro station. Other existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

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DEPT. OF PLANNING & ZONING

These comments are provided per your request dated June 26, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

Sincerely,

Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning

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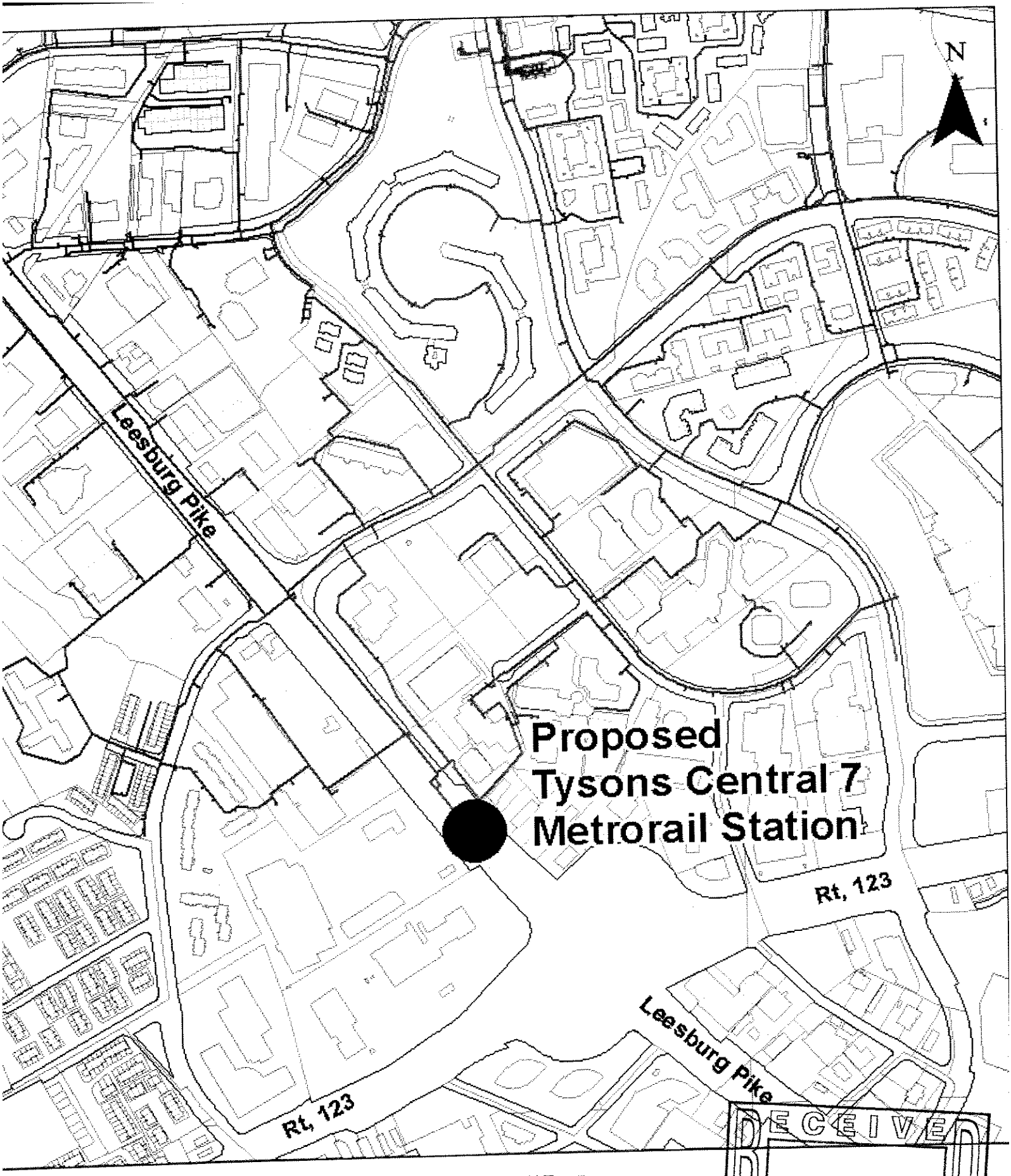
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING



Fairfax Water

Tysons Central 7 Metrorail Station

Existing Water Main

July 14, 2008

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ATTACHMENT 25

Fairfax Water

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

July 15, 2008

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

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Tysons West Station (2232-MD08-13)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Tysons West Metro Station with associated bus passenger drop-off areas and offer the following:

- Fairfax Water is capable of providing service to the proposed station located on Leesburg Pike between Spring Hill Road and Tyco Road. A proposed 24-inch diameter water main, to be constructed along Leesburg Pike concurrent with the Metrorail extension, may be used to provide domestic water and fire protection for the Tysons West site. Existing distribution mains adjacent to the site may alternatively be used to serve the Metrorail station. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy water quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- The proposed Metro station site will not be in conflict with any existing Fairfax Water facilities in Route 7 (Leesburg Pike). However, the proposed roadway improvements associated with this station will be in conflict with Fairfax Water's existing water mains in this area. These facilities must be relocated, and placed into service, under the advance utility relocations phase(s) of the Dulles Corridor Metrorail Project, as indicated on Fairfax Water Project No. 2367, Division 1 (Phases 1 and 2), prior to construction of the Metro station. Other existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

These comments are provided per your request dated June 26, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

Sincerely,

Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning

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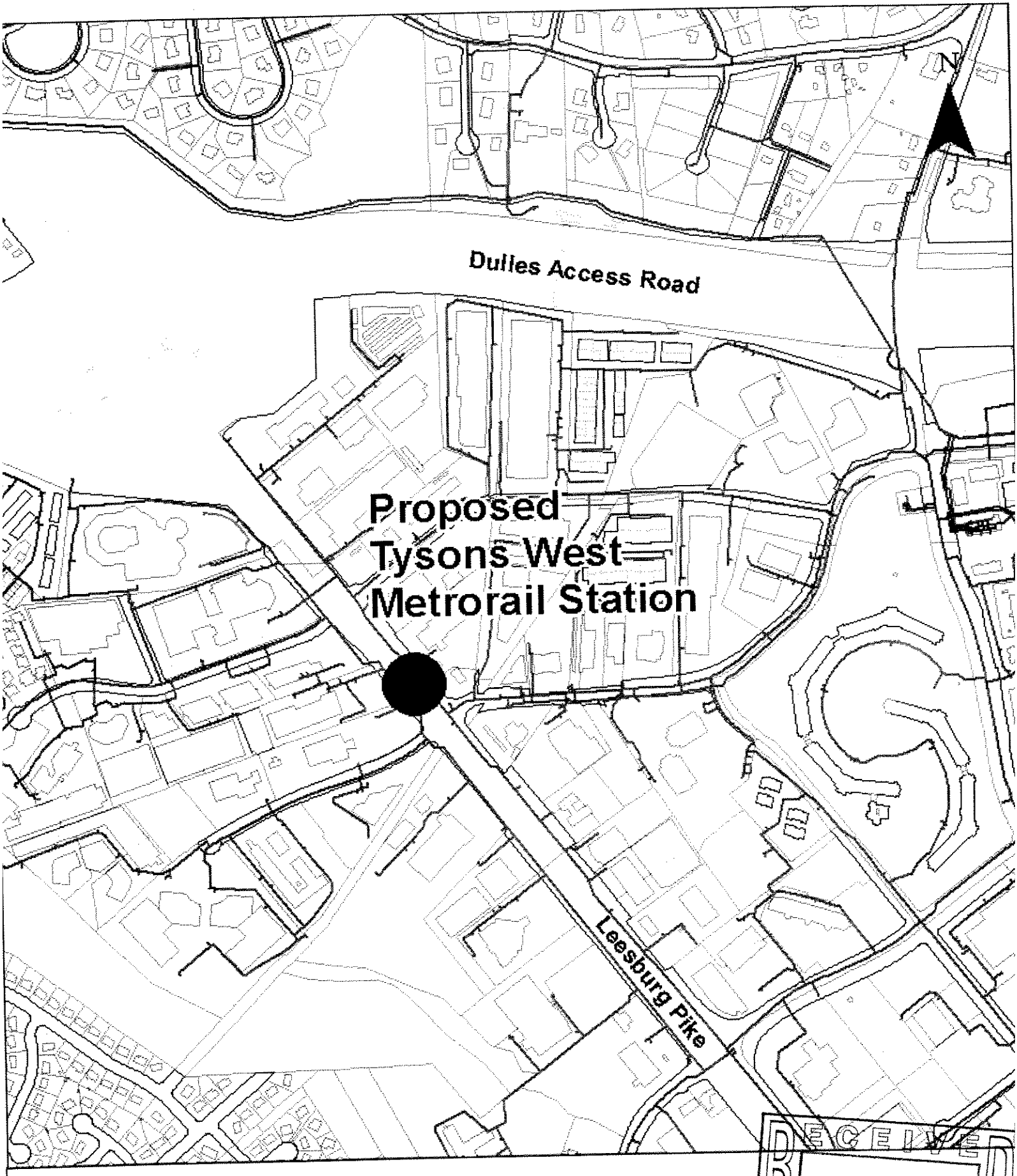
DEPT. OF PLANNING & ZONING



Fairfax Water

Tysons West Metrorail Station

July 14, 2008

Existing Water Main

Sheet 1 of 1

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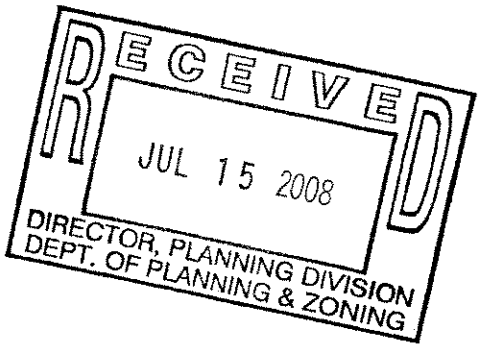
Fairfax Water

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

ATTACHMENT 26

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

July 15, 2008



Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Wiehle Avenue Station (2232-H08-14)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Wiehle Avenue Metro Station with associated parking garage, parking lots and passenger drop-off areas and offer the following:

- Fairfax Water is capable of providing service to the proposed station located on the Dulles Access Road at Wiehle Avenue in Reston. Existing distribution mains adjacent to the site are adequate to serve the Wiehle Avenue Metrorail station. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy quantity and water quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- The proposed Metro station site itself will not be in conflict with any existing Fairfax Water facilities.
- The proposed South Entrance Pavilion and Bus Bays associated with this station will be in conflict with Fairfax Water's existing facilities just south of Dulles Access Toll Road. These facilities must be relocated, and placed into service, under the advance utility relocations phase(s) of the Dulles Corridor Metrorail Project, as indicated on Fairfax Water Project No. 2367, Division 1 (Phase 1), prior to construction of the Metro station.
- A review of the recent 60% DIAAH plans (see sheet N06-U-003 attachment), provided by Dulles Transit Partners (DTP) to Fairfax Water's Design Department, indicated the installation of a proposed 6" water main from Fairfax Water's relocated 8" water main on the south side of Dulles Access Toll Road (referenced in the ~~2nd~~ 5th bullet above), to the proposed Metro station on the north side of the Toll Road. The proposed 6" water main was not part of Fairfax Water's advance relocations under Project No. 2367, Division 1 (Phase 1 or 2). Therefore, these proposed improvements will require a formal submission through Fairfax County's site plan review process, which need to be distributed to Fairfax Water for a follow-up review.

DPZ 7/16/08

- There are potential conflicts between the proposed North Entrance parking facilities for the Metro station and Fairfax Water's existing on-site 8" and 12" water mains (see Tax Map 17-4 attachment). Therefore, a formal submission will be required through Fairfax County's site plan review process, to address relocation and/or abandonment of these existing facilities, which need to be distributed to Fairfax Water for a follow-up review.
- Other existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

These comments are provided per your request dated July 2, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

Sincerely,

Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Jillson, David

From: Traci Kammer Goldberg [tgoldberg@fairfaxwater.org]
Sent: Wednesday, July 16, 2008 2:48 PM
To: Jillson, David
Cc: Kathy Smedley; Jamie Bain Hedges
Subject: RE: Dulles Metrorail 2232s - FW Comments
Attachments: plan N06-U-003.pdf; Tax Map 17-4.pdf

David,

After transmitting the letters two you earlier, two minor items were pointed out to me on the Whiele Avenue letter:

1. The sixth bullet references the proposed W/M relocations (under Project 2367-1), as described under the second bullet. This actually should refer to the fifth bullet in the letter.

2. The sheet N06-U-003 and Tax Map 17-4 attachments referenced in bullets six and seven, respectively, were not included as attachments in the pdfs I sent you. Please see attached for these.

Sorry for the errors. A second set of eyes is always helpful!

Traci

From: Jillson, David [mailto:David.Jillson@fairfaxcounty.gov]
Sent: Wednesday, July 16, 2008 7:41 AM
To: Traci Kammer Goldberg
Subject: RE: Dulles Metrorail 2232s - FW Comments

thanks

From: Traci Kammer Goldberg [mailto:tgoldberg@fairfaxwater.org]
Sent: Tuesday, July 15, 2008 4:02 PM
To: Jillson, David
Cc: Jamie Bain Hedges; Kathy Smedley; William Kirkpatrick
Subject: Dulles Metrorail 2232s - FW Comments

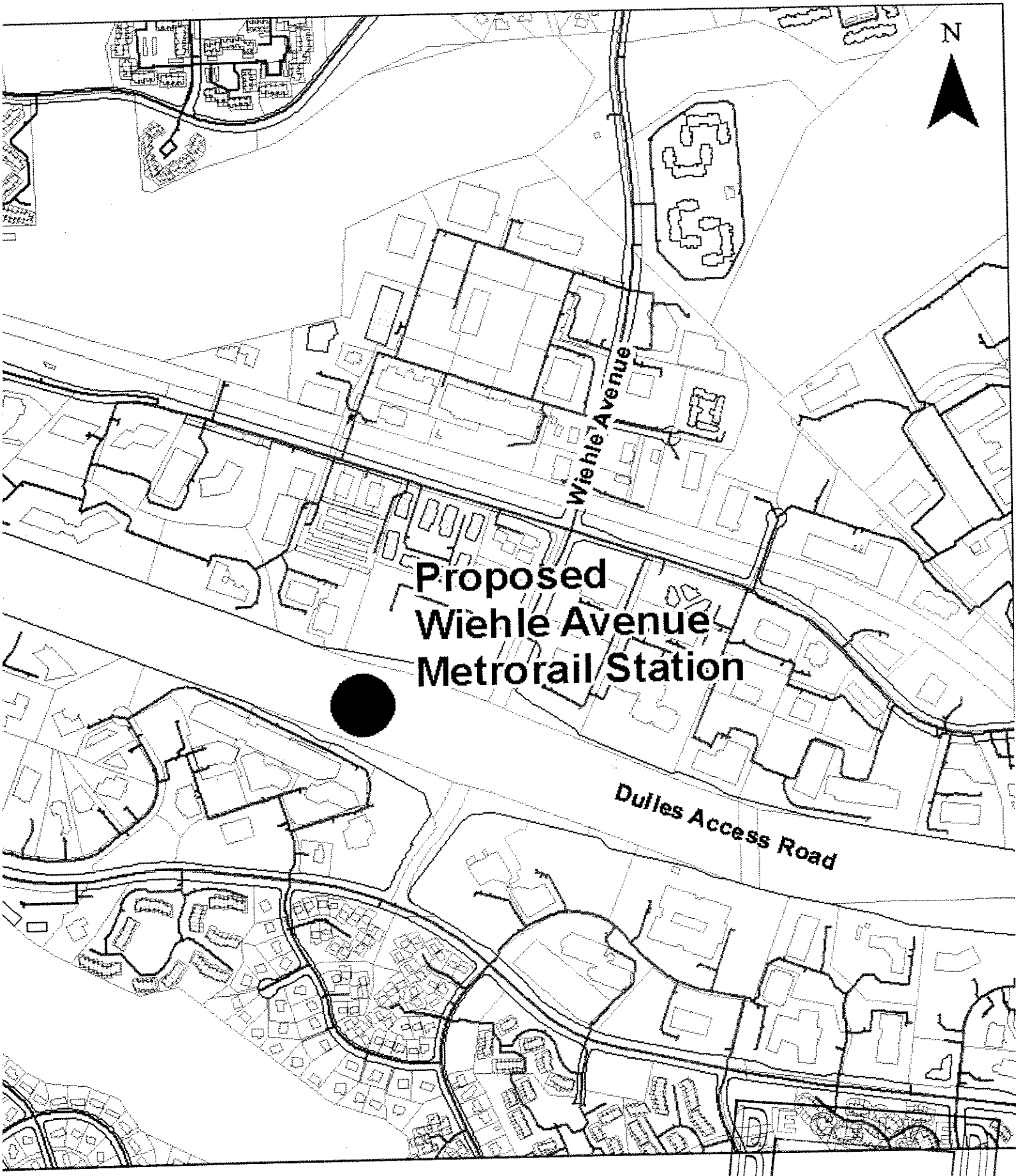
David,

Attached are Fairfax Water's responses for the Dulles Metrorail 2232s. Please contact me if you have any questions.

Hard copies to follow in the mail.

Traci

Traci Kammer Goldberg, P.E.
Manager, Planning
Fairfax Water
8560 Arlington Boulevard
Fairfax, VA 22031



Fairfax Water

Wiehle Avenue Metrorail Station

July 14, 2008

Existing Water Main

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ATTACHMENT 27

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 3, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-P08-10 MWAA
Tax Map # 29-4((05)) & 30-3((28)) Various Parcels Tysons East Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated June 26, 2008, and received on June 30, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. The following comment is offered:

1. The proposed pedestrian bridge crossing Rt. 123 shall provide adequate sight lines for the traffic signals along Rt. 123

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-P08-10r1MWAATysonsMetroEastSta7-3-08DJ

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 28

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 11, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-P08-11 MWAA
Tax Map # 29-4((01)) Various Parcels Tysons Central 123 Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated July 3, 2008, and received on July 8, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. The following comment is offered:

1. The proposed pedestrian bridge crossing Rt. 123 shall provide adequate sight lines for the traffic signals along Rt. 123

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-P08-11r1MWAATysonsCentral123MetroSta7-11-08DJ

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ATTACHMENT 29

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 3, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-MD08-12 MWAA
Tax Map # 29-3((01)) 0032 & 71A Tysons Central 7 Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated June 26, 2008, and received on June 30, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. I have no comments on this application.

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-MD08-12r1MWAATysonsCentral7MetroSta7-3-08DJ

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ATTACHMENT 30

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 3, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-MD08-13 MWAA
Tax Map # 29-3((01)) 0002C, 53 & 53A Tysons West Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated June 26, 2008, and received on June 30, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. I have no comments on this application.

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-MD08-13r1MWAATysonsWestMetroSta7-3-08DJ

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JUL 10 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 31

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 11, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-H08-14 MWAA
Tax Map # 17-4((01)) & ((12)) Various Parcels Tysons Wiehle Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated July 3, 2008, and received on July 8, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. I have no comments on this application.

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-H08-14r1MWAATysonsWiehleMetroSta7-11-08DJ

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ATTACHMENT 32

§ 15.2-2232. Legal status of plan.

A. Whenever a local planning commission recommends a comprehensive plan or part thereof for the locality and such plan has been approved and adopted by the governing body, it shall control the general or approximate location, character and extent of each feature shown on the plan. Thereafter, unless a feature is already shown on the adopted master plan or part thereof or is deemed so under subsection D, no street or connection to an existing street, park or other public area, public building or public structure, public utility facility or public service corporation facility other than railroad facility, whether publicly or privately owned, shall be constructed, established or authorized, unless and until the general location or approximate location, character, and extent thereof has been submitted to and approved by the commission as being substantially in accord with the adopted comprehensive plan or part thereof. In connection with any such determination, the commission may, and at the direction of the governing body shall, hold a public hearing, after notice as required by § 15.2-2204.

B. The commission shall communicate its findings to the governing body, indicating its approval or disapproval with written reasons therefor. The governing body may overrule the action of the commission by a vote of a majority of its membership. Failure of the commission to act within sixty days of a submission, unless the time is extended by the governing body, shall be deemed approval. The owner or owners or their agents may appeal the decision of the commission to the governing body within ten days after the decision of the commission. The appeal shall be by written petition to the governing body setting forth the reasons for the appeal. The appeal shall be heard and determined within sixty days from its filing. A majority vote of the governing body shall overrule the commission.

C. Widening, narrowing, extension, enlargement, vacation or change of use of streets or public areas shall likewise be submitted for approval, but paving, repair, reconstruction, improvement, drainage or similar work and normal service extensions of public utilities or public service corporations shall not require approval unless involving a change in location or extent of a street or public area.

D. Any public area, facility or use as set forth in subsection A which is identified within, but not the entire subject of, a submission under either § 15.2-2258 for subdivision or provision 8 of § 15.2-2286 for development or both may be deemed a feature already shown on the adopted master plan, and, therefore, excepted from the requirement for submittal to and approval by the commission or the governing body; provided, that the governing body has by ordinance or resolution defined standards governing the construction, establishment or authorization of such public area, facility or use or has approved it through acceptance of a proffer made pursuant to § 15.2-2303.

E. Approval and funding of a public telecommunications facility by the Virginia Public Broadcasting Board pursuant to Article 12 (§ 2.2-2426 et seq.) of Chapter 24 of Title 2.2 shall be deemed to satisfy the requirements of this section and local zoning ordinances with respect to such facility with the exception of television and radio towers and structures not necessary to house electronic apparatus. The exemption provided for in this subsection shall not apply to facilities existing or approved by the Virginia Public Telecommunications Board prior to July 1, 1990. The Virginia Public Broadcasting Board shall notify the governing body of the locality in advance of any meeting where approval of any such facility shall be acted upon.

F. On any application for a telecommunications facility, the commission's decision shall comply with the requirements of the Federal Telecommunications Act of 1996. Failure of the commission to act on any such application for a telecommunications facility under subsection A submitted on or after July 1, 1998, within ninety days of such submission shall be deemed approval of the application by the commission unless the governing body has authorized an extension of time for consideration or the applicant has agreed to an extension of time. The governing body may extend the time required for action by the local commission by no more than sixty additional days. If the commission has not acted on the application by the end of the extension, or by the end of such longer period as may be agreed to by the applicant, the application is deemed approved by the commission.

(Code 1950, §§ 15-909, 15-923, 15-964.10; 1958, c. 389; 1960, c. 567; 1962, c. 407, § 15.1-456; 1964, c. 528; 1966, c. 596; 1968, c. 290; 1975, c. 641; 1976, c. 291; 1978, c. 584; 1982, c. 39; 1987, c. 312; 1989, c. 532; 1990, c. 633; 1997, cc. 587, 858; 1998, c. 683.)