

**FAIRFAX COUNTY PLANNING COMMISSION
TRANSPORTATION COMMITTEE MEETING
WEDNESDAY, NOVEMBER 29, 2006**

COMMITTEE MEMBERS PRESENT:

John R. Byers, Mount Vernon District
Frank A. de la Fe, Hunter Mill District, Chairman
James R. Hart, Commissioner At-Large
Ronald W. Koch, Sully District
Laurie Frost-Wilson, Commissioner At-Large

COMMITTEE MEMBERS ABSENT:

Kenneth A. Lawrence, Providence District
Rodney L. Lusk, Lee District

OTHER COMMISSIONER PRESENT:

Walter L. Alcorn, Commissioner At-Large

OTHERS PRESENT:

Hillary Zahm, Cooley Godward Kronish LLP
Ben Wales, Cooley Godward Kronish LLP
Marcia McAllister, Dulles Corridor Rail Project
Sam Carnaggio, Virginia Department of Rail and Public Transportation, Dulles Project
Frank Turpin, Dulles Transit Partners
Jennifer Mitchell, Virginia Department of Rail and Public Transportation
Ari Cetron, *Connection Newspapers*

STAFF PRESENT:

Richard Stevens, Fairfax County Department of Transportation
David Marshall, Planning Division, Department of Planning and Zoning
Barbara J. Lippa, Executive Director, Planning Commission Office
Linda B. Rodeffer, Clerk, Planning Commission Office

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Chairman Frank de la Fe convened the meeting at 7:33 p.m. in the Board of Supervisors' Conference Room, 12000 Government Center Parkway, Fairfax, Virginia 22035. He noted that the first order of business was approval of minutes.

Commissioner Hart MOVED THAT THE MINUTES OF THE TRANSPORTATION COMMITTEE MEETING OF OCTOBER 18, 2006 BE APPROVED.

Commissioner Koch seconded the motion which carried unanimously.

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Chairman de la Fe announced that the committee would be briefed on application 2232-MD06-10, WMATA, which was scheduled for a Planning Commission public hearing on December 7, 2006 and noted that Commissioner Walter Alcorn would be handling this case.

Richard Stevens, Fairfax County Department of Transportation, said construction of the Dulles Rail Project would begin in about one year and County approval of a public facility was needed in accordance with *Virginia Code* Section 15.2-2232. He said the rail extension would have eight stations in Fairfax County and originate from the Orange Line between the East and West Falls Church Metro Stations and pass through the Tysons Corner area to Dulles Airport and Loudoun County.

Hilary Zahm, Land Use Planner, Cooley Godward and Kronish, LLP, noted that the committee had been briefed on the project in January 2006 and tonight the 2232 application would be reviewed. She explained that the application was seeking approval for tracks, accessory buildings, traction power substations, remote train control, and stormwater ponds but that stations, including pedestrian bridges, sidewalks, etc., were not included and would require special exception approval. She reviewed the timeline of the project:

- December 2004 – final Environment Impact Statement (EIS) completed;
- March 2005 – Federal Transit Administration (FTA) issued record of decision;
- November 2006 – FTA issued an amended record of decision.
- Spring 2007 – final design approval and application for Full Funding Grant Agreement (FFGA) submitted to federal government;
- Fall 2007 – goal for approval of the FFGA.

Ms. Zahm said that over 250 public forums and at least 15 public hearings had been held and thousands of letters had been sent during the EIS study in an effort to reach out to citizens and community associations. She explained that additional outreach efforts had been made with the communities most affected by the facilities in the Hunter Mill and Dranesville Districts. She said although the Providence District would not be greatly affected, this application had also been discussed with Supervisor Linda Smyth and Planning Commissioner Kenneth Lawrence. She indicated that the public meetings had gone well with few exceptions. She said it was possible that citizens would speak at the Planning Commission's public hearing about tunneling the station but noted that it was not part of this application. She said minor concerns such as landscaping, species of trees, and building facades had been addressed whenever possible but that some issues could not be resolved such as elimination or relocation of facilities.

Commissioner Byers noted that 2232 applications had no proffers or development conditions and asked how citizens and the Planning Commission would know if commitments had been honored. David Marshall, PD, DPZ, replied that 2232 applications were evaluated on the general location, character, and extent of facilities, not the specifics of each facility.

Responding to a question from Commissioner Alcorn, Mr. Stevens explained that staff would work with the Commission to ensure that commitments were honored. Marcia McAllister, Dulles Corridor Rail Project, noted that County design standards would be used for landscaping

stormwater management ponds. She also noted that deciduous trees, not evergreen, had been requested by community members.

Commissioner Alcorn said since this was an unusual 2232 application, it might be useful to document community input and how their concerns had been addressed for the Planning Commission.

Responding to a question from Commissioner Wilson, Mr. Stevens said that it had taken four years for the environmental review and that 15 public hearings had been held. He noted that the process was beyond the public comment stage except for working with those people who would be mostly affected.

Ms. Zahm commented that the affected District Planning Commissioners could decide if anything should be reviewed by the Commission as a whole. She said although further outreach would be done with the four or five neighbors mostly affected, the intent was not to open up the process to more public meetings.

In response to a question from Commissioner Wilson, Ms. Zahm explained that separate applications would be filed for individual stations. Chairman de la Fe noted that special exception applications would be required and since groundbreaking was scheduled to occur in November 2007, they would all have to be approved before then. He requested that the Committee be briefed on the final design of the stations.

Ms. Zahm distributed and reviewed the following:

- a map of the proposed rail alignment;
- a narrative of the ancillary infrastructure,
- photographs of an existing traction power sub-station and a tie breaker station;
- typical landscaping of a stormwater management pond;
- a narrative of planting stormwater management ponds;
- a DPWES brochure "Planting and Preserving Trees in and around Stormwater Management Ponds."

(A copy of the handout is in the date file.)

Commissioner Hart noted that one of the photographs showed white spray painted graffiti on an existing tie-breaker station in Arlington and requested that it be replaced.

Responding to a question from Chairman de la Fe, Frank Turpin, Dulles Transit Partners, said there would be no significant noise generated from the tie breaker stations.

In response to questions from Commissioner Byers, Mr. Turpin explained that the stormwater management pond shown in the handout was a typical pond designed by the state.

Responding to a question from Commissioner Alcorn, Mr. Stevens said all facilities had been identified as shown in the 2232 application during the EIS process.

In response to a question from Chairman de la Fe, Mr. Stevens said 28 residences and businesses would be affected by traction power sub-stations and stormwater management ponds, or other facilities.

In response to a question from Commissioner Alcorn, Mr. Stevens said that it was possible ponds could be designed to mitigate existing stormwater problems. Ms. Zahm said this would be analyzed on a case-by-case basis.

Mr. Turpin explained that if County regional ponds could be used, it would eliminate the need for two ponds, but no decision had been made yet.

Responding to a question from Commissioner Hopkins, Mr. Turpin said power substations and tie breaker stations would probably be accessed from local streets and that stormwater management ponds would be accessed from the Toll Road. Commissioner de la Fe recommended having specific information about this issue available at the public hearing.

In response to a question from Commissioner Alcorn, Mr. Turpin said that there was no participation by private entities in this application.

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Chairman de la Fe noted that the committee would meet again next week, December 7, 2006, to discuss the Transportation Demand Management Consultant Study.

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The meeting was adjourned at 8:09 p.m.
Frank A. de la Fe, Chairman

For a verbatim record of this meeting, reference may be made to the audio recording which can be found in the Office of the Planning Commission of Fairfax County, Virginia.

Minutes by: Linda B. Rodeffer

Approved: April 26, 2007

Linda B. Rodeffer, Clerk
Fairfax County Planning Commission