FAIRFAX COUNTY
BOARD OF SUPERVISORS
May 2, 2017

AGENDA

9:30	**Done**	Presentations
10:00	**Adopted**	Board Adoption of the FY 2018 Budget Plan
10:10	**Done**	Items Presented by the County Executive
	ADMINISTRATIVE ITEMS	
1	**Approved**	Authorization for the Department of Family Services to Apply for and Accept Grant Funding from the Virginia Early Childhood Foundation for the Mixed-Delivery Preschool Grant Program
2	**Approved**	Approval of Traffic Calming Measures and “Watch for Children” Signs as Part of the Residential Traffic Administrative Program (Dranesville, Mount Vernon, Providence and Sully Districts)
3	**Approved**	Authorization to Advertise a Public Hearing on the Proposed Sale of Sewer Revenue Bonds, Series 2017
4	**Approved**	Designation of Plans Examiner Status under the Expedited Land Development Review Program
5	**Approved**	Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance Amendment Re: Planned Development District Recreational Facilities
6	**Approved**	Streets into the Secondary System (Providence, Sully, Mason and Dranesville Districts)
	ACTION ITEMS	
1	**Approved**	Endorsement of the Break in the Route 7 Limited Access Right-of-Way to Support the Establishment of a Pedestrian Facility Located at the Southeast Quadrant of Route 7 and the Dulles Toll Road (Dranesville and Hunter Mill Districts)
2	**Approved**	Board Endorsement of Break in Limited Access for the Backlick Road Bridge over CSX Railroad Replacement Project Located East of the Fairfax County Parkway On-Ramp from Telegraph Road (Lee and Mount Vernon Districts)

FAIRFAX COUNTY
BOARD OF SUPERVISORS
May 2, 2017

	ACTION ITEMS (Continued)	
3	**Approved**	Board Approval of Major Service Changes, Disparate Impact, and Disproportionate Burden Policies to Meet Federal Transit Administration (FTA) Requirements
4	**Deferred to May 16, 2017**	Endorsement of the Recommended List of Potential Improvements for Consideration for the Transform I-66 Outside the Beltway Project (Braddock, Hunter Mill, Providence, Springfield and Sully Districts)
5	**Approved**	Approval of Testimony and Comments for Public Hearing on the Commonwealth of Virginia's Six-Year Improvement Program for Interstate, Primary, and Urban Highway Systems and Public Transportation for FY 2018 Through FY 2023
	INFORMATION ITEMS	
1	**Noted**	Contract Amendment – Nursing and Other Healthcare Services
2	**Noted**	Contract Award – Prenatal Care and Genetic Testing Services
3	**Noted**	Contract Award – Primary Health Care Services
10:40	**Done**	Matters Presented by Board Members
11:30	**Done**	Closed Session
	PUBLIC HEARINGS	
3:30	**Approved**	Public Hearing on PCA 96-L-005-04 (Greenspring Village Incorporated) (Lee District)
3:30	**Approved**	Public Hearing on SEA 96-L-034-04 (Cellco Partnership D/B/A Verizon Wireless/Greenspring Village Incorporated) (Lee District)
3:30	**Approved**	Public Hearing on SEA 97-P-027 (KBSII Willow Oaks, LLC) (Providence District)
3:30	**Approved**	Public Hearing on RZ 2015-PR-017 (FP Tysons I, LLC) (Providence District)
3:30	**Approved**	Public Hearing on PCA 2011-PR-005/CDPA 2011-PR-005 (Tysons Central Lot A, LLC) (Providence District)

FAIRFAX COUNTY
BOARD OF SUPERVISORS
May 2, 2017

PUBLIC HEARINGS (Continued)

3:30	**Approved**	Public Hearing on RZ 2016-SP-009 (Winchester Homes Inc) (Springfield District)
4:00	**Cancelled**	Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of McWhorter Place Walkway - Missing Segments Between Cul-de-Sacs, 2G40-088-010 (Mason District)
4:00	**Deferred to 7/25/2017 at 4:00 p.m.**	Public Hearing on Proposed Plan Amendment 2017-CW-1CP, Mobile and Land-Based Telecommunications Policy Plan
4:00	**Approved**	Public Hearing to Expand the Pickwick Community Parking District (Sully District)
4:00	**Approved**	Public Hearing on Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study (Plan Amendment 2013-III-DS1), Located South of Lee Jackson Memorial Highway Between Walney Road and Elmwood Street (Sully District)
4:00	**Approved**	Public Hearing on Submission DSC-J-1 (Commonwealth Centre) of the Dulles Suburban Center Study (Plan Amendment 2013-III-DS1), Located West of Westfields Boulevard and North of the Newbrook Drive Loop Road (Sully District)
4:30	**Denied**	Public Hearing on SE 2016-DR-001 (Sunrise Development, Inc) (Dranesville District)
5:00	**Held**	Public Comment

R E V I S E D

Fairfax County, Virginia

BOARD OF SUPERVISORS AGENDA

Tuesday
May 2, 2017

9:30 a.m.

PRESENTATIONS

PROCLAMATIONS

- PROCLAMATION – To designate May 7-12, 2017, as Teacher Appreciation Week in Fairfax County. Requested by Supervisor Herrity.
- PROCLAMATION – To designate May 15-21, 2017, as Police Week and May 15, 2017, as Peace Officers Memorial Day in Fairfax County. Requested by Chairman Bulova.
- PROCLAMATION – To designate May 2017 as Foster Care and Foster Family Recognition Month in Fairfax County. Requested by Chairman Bulova.
- PROCLAMATION – To designate May 14-20, 2017, as Food Allergy Awareness Week Fairfax County. Requested by Chairman Bulova.
- PROCLAMATION – To designate May 7-13, 2017, as Child Care Professionals Week in Fairfax County. Requested by Chairman Bulova.

— more —

Board Agenda Item
May 2, 2017

- PROCLAMATION – To designate May 4, 2017, as Children's Mental Health Awareness Day in Fairfax County. Requested by Chairman Bulova.

- PROCLAMATION – To designate May 2017 as Break the Silence on Ovarian Cancer Month in Fairfax County. Requested by Chairman Bulova.

- PROCLAMATION – To designate May 2017 as Building Safety Month in Fairfax County. Requested by Supervisor Smith.

STAFF:
Tony Castrilli, Director, Office of Public Affairs
Bill Miller, Office of Public Affairs

Board Agenda Item
May 2, 2017

10:00 a.m.

Board Adoption of the FY 2018 Budget Plan

ENCLOSED DOCUMENTS:
Attachment 1 - FY 2018 Budget package – available online on Monday, May 1, 2017 at:
http://www.fairfaxcounty.gov/dmb/

STAFF:
Edward L. Long, Jr. County Executive
Joseph Mondoro, Chief Financial Officer and Director, Department of Management and Budget

Board Agenda Item
May 2, 2017

10:10 a.m.

Items Presented by the County Executive

Board Agenda Item
May 2, 2017

ADMINISTRATIVE - 1

Authorization for the Department of Family Services to Apply for and Accept Grant Funding from the Virginia Early Childhood Foundation for the Mixed-Delivery Preschool Grant Program

ISSUE:
Board of Supervisors authorization is requested for the Fairfax County Department of Family Services, Office for Children, to apply for and accept grant funding, if received, from the Virginia Early Childhood Foundation (VECF) in the amount of $250,000. Funding will be used for a pilot program to field-test the delivery of Virginia Preschool Initiative (VPI)-like services in a family child care setting. Funding will enable the County to develop a cohort of family child care providers who will provide high quality PreK and comprehensive services to 20 at-risk four-year-olds meeting VPI eligibility requirements yearly. This grant program is consistent with the Board's priority of promoting children's school readiness and supporting quality community-based child care programs. The grant period is July 1, 2017 through June 30, 2019. Funding will support 1/1.0 FTE new grant position. If the actual award received is significantly different from the application amount, another item will be submitted to the Board requesting appropriation of grant funds. Otherwise, staff will process the award administratively as per Board policy.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors authorize the Department of Family Services, Office for Children to apply for and accept grant funding, if received, from the Virginia Early Childhood Foundation. Funding in the amount of $250,000 will be used for a two-year pilot program to field-test the delivery of VPI-like services in a family child care setting and will enable the County to develop a cohort of family child care providers who will provide high quality PreK and comprehensive services to 20 at-risk four-year-olds meeting VPI eligibility requirements yearly. There is 1/1.0 FTE new grant position associated with this award. There is no Local Cash Match required.

TIMING:
Board action is requested on May 2, 2017.

BACKGROUND:
Funding made available in the FY 2017-2018 biennial budget by the Virginia General Assembly provides the Virginia Early Childhood Foundation funding for local pilot projects to field-test potential solutions to barriers that have prevented eligible children from participating in the Virginia Preschool Initiative (VPI) program. The Mixed-Delivery Preschool Fund and Grant Program promotes flexible and innovative practices to promote more public-private partnerships to increase collaboration between business, education, and community leaders.

The Department of Family Services, Office for Children currently provides VPI services to four-year-olds at risk for school failure through a mixed-delivery system in partnership with Fairfax County Public Schools and community center-based early childhood programs. Due to current VPI limits around program type, current VPI children are enrolled only in public and private center-based programs and Fairfax County is not able to serve all eligible children through these private partnerships. Therefore, the Office for Children is proposing to work with eligible four-year-olds enrolled in family child care programs. Fairfax County's Child Care Assistance and Referral (CCAR) program has identified many children eligible for VPI throughout Fairfax County who are enrolled in family child care programs, receive child care subsidy, and meet the VPI eligibility requirements. The VECF grant will allow for the opportunity to provide high quality early childhood experiences to more children at risk while supporting parent choice and family needs.

1/1.0 FTE Child Care Specialist position will support family child care providers by providing professional development, training and technical assistance focused on quality indicators such as the environment and adult-child interactions, curriculum implementation, ongoing child assessments, and comprehensive services to support the children enrolled in these settings and their families.

FISCAL IMPACT:
Grant funding in the amount of $250,000 is being requested to support a two-year pilot program to field-test the delivery of VPI-like services in a family child care setting, and will enable the County to develop a cohort of family child care providers who will provide high quality PreK and comprehensive services to 20 at-risk four-year-olds meeting VPI eligibility requirements yearly. There is no Local Cash Match required to accept this award; however, if the pilot program is successful, the current VPI program could be expanded to incorporate family child care providers and increase the number of children served, which would include additional Local Cash Match requirements. This action does not increase the expenditure level of the Federal-State Grant Fund, as funds are held in reserve for unanticipated grant awards. This grant does allow for the recovery of indirect costs; however, because of the highly competitive nature of the award, the

Department of Family Services did not include indirect costs as part of the application in order to increase the proposal's competitive position.

CREATION OF NEW POSITIONS:
There is 1/1.0 FTE new grant position associated with this award. The County is under no obligation to continue funding this position when the grant funding expires.

ENCLOSED DOCUMENTS:
Attachment 1 – Summary of Grant Proposal

STAFF:
Patricia D. Harrison, Deputy County Executive
Nannette M. Bowler, Director, Department of Family Services
Anne-Marie D. Twohie, Director, Office for Children, Department of Family Services

Mixed-Delivery Preschool Grant

Summary of Grant Proposal

Grant Title:	Virginia Early Childhood Foundation Mixed-Delivery Preschool Grant
Funding Agency:	Virginia Early Childhood Foundation
Applicant:	Department of Family Services, Office for Children
Partners:	Department of Family Services and Community Family Child Care Providers
Purpose of Grant:	Funding will be used to support a pilot program to field-test the delivery of Virginia Preschool Initiative (VPI)-like services in a family child care setting. Funding will enable the County to develop a cohort of family child care providers who will provide high quality PreK and comprehensive services to 20 at-risk four-year-olds meeting VPI eligibility requirements yearly. This grant supports the Board's priority of promoting children's school readiness and supporting quality in community-based child care programs. The strategies of this project will strengthen the early childhood workforce and expand partnerships to family child care programs. The Department of Family Services, Office for Children will provide a collaborative mentoring model to support high quality programming within the family child care settings. Children will participate in a full-time quality early childhood learning and development program and receive comprehensive services including health screenings, social services and family supports with follow-up as needed. 1/1.0 FTE Child Care Specialist will support family child care providers by providing professional development, training and technical assistance focused on quality indicators such as the environment and adult-child interactions, curriculum implementation, ongoing child assessments, and comprehensive services to support the children enrolled in these settings and their families.
Funding Amount:	$250,000 for a two-year grant period.

Proposed Use of Funds:	Funding will primarily support program operations, staffing, materials and supplies for curriculum implementation and professional development.
Target Population:	Children who are four-years-old by September 30, 2017 and who are living with families meeting the VPI eligibility requirements, and family child care providers throughout the County.
Performance Measures:	The grant will allow for an evaluation of the model as well as ongoing assessments of child outcomes and family child care program outcomes.
Grant Period:	July 1, 2017-June 30, 2019

Board Agenda Item
May 2, 2017

ADMINISTRATIVE - 2

Approval of Traffic Calming Measures and "Watch for Children" Signs as Part of the Residential Traffic Administrative Program (Dranesville, Mount Vernon, Providence and Sully Districts)

ISSUE:
Board endorsement of Traffic Calming measures and "Watch for Children" signs as part of the Residential Traffic Administration Program (RTAP).

RECOMMENDATION:
The County Executive recommends that the Board endorse the traffic calming plans for Buena Vista Avenue, Devonshire Road and Cavalier Woods Lane and Moore Road consisting of the following:

- One speed hump on Buena Vista Avenue (Dranesville District)
- Two speed humps on Devonshire Road (Mount Vernon District)
- One speed hump on Cavalier Woods Lane (Sully District)
- One speed hump on Moore Road (Sully District)

The County Executive further recommends approval for "Watch for Children" signs on the following roads:

- Ferry Landing Court (Mount Vernon District)
- Idyl Lane (Providence)

In addition, the County Executive recommends that the Fairfax County Department of Transportation (FCDOT) be requested to schedule the installation of the approved traffic calming measures as soon as possible.

TIMING:
Board action is requested on May 2, 2017.

BACKGROUND:
As part of the RTAP, roads are reviewed for traffic calming when requested by a Board member on behalf of a homeowners' or civic association. Traffic calming employs the use of physical devices such as speed humps, speed tables, raised pedestrian crosswalks, chokers, median islands, traffic circles, or multi-way stop signs (MWS), to reduce the speed of traffic on a residential street. Staff performed engineering studies documenting the attainment of qualifying criteria. Staff worked with the local

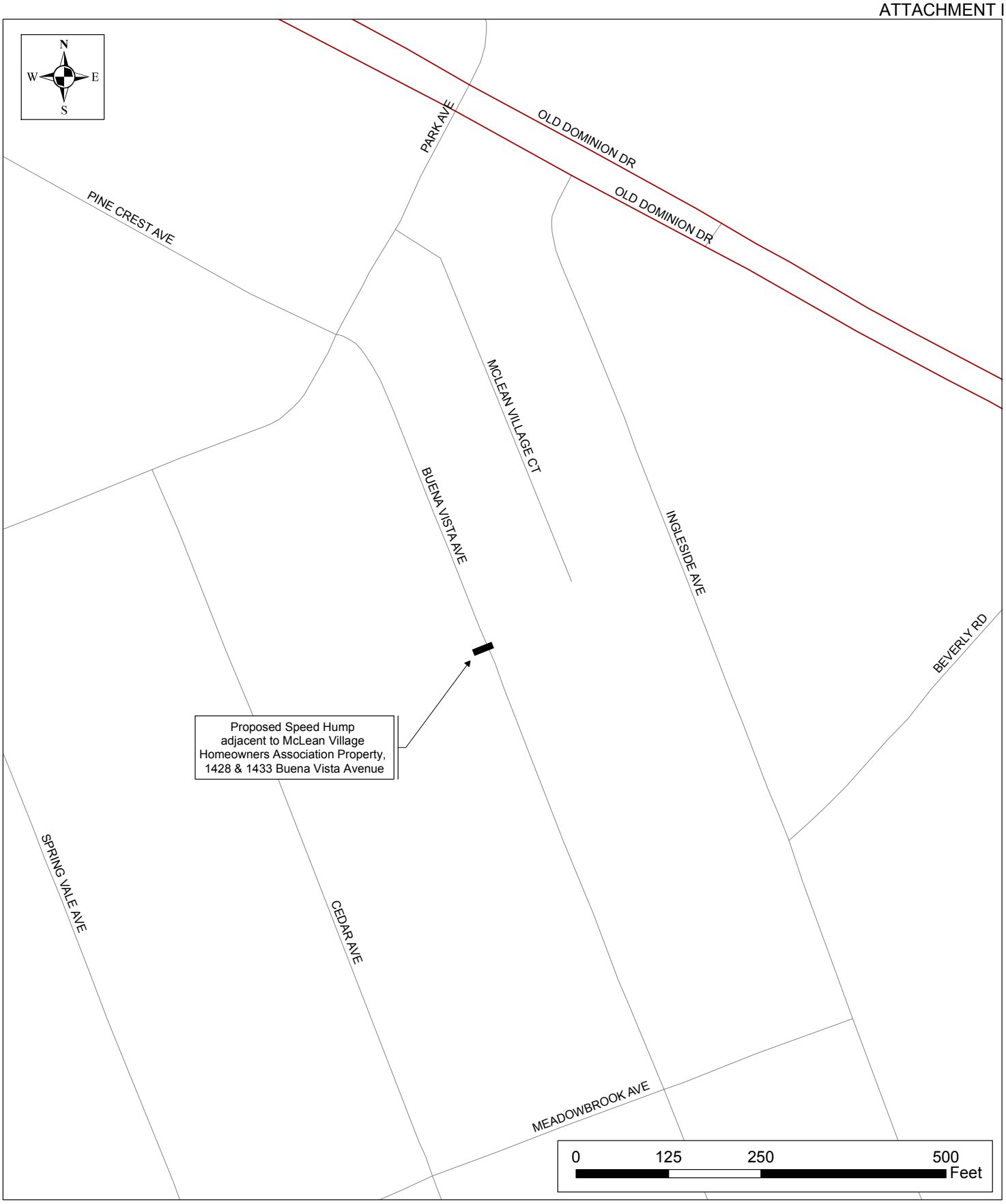
Supervisor's office and communities to determine the viability of the requested traffic calming measures to reduce the speed of traffic. Once the plan for the road under review is approved and adopted by staff that plan is then submitted for approval to residents of the ballot area in the adjacent community. On March 16, 2017, (Buena Vista Avenue, Dranesville District) on March 27, 2017, (Devonshire Road, Mount Vernon District) and on March 27, 2017, (Cavalier Woods Lane and Moore Road, Sully District), FCDOT received verification from the local Supervisors' office confirming community support for the above referenced traffic calming plan.

The RTAP allows for installation of "Watch for Children" signs at the primary entrance to residential neighborhoods, or at a location with an extremely high concentration of children relative to the area, such as playgrounds, day care centers, or community centers. FCDOT reviews each request to ensure the proposed sign will be effectively located and will not be in conflict with any other traffic control devices. On February 15, 2017, FCDOT received written verification from the respective local Supervisor's office confirming community support for the referenced "Watch for Children" signs.

FISCAL IMPACT:
Funding in the amount of $35,000 for the traffic calming measures associated with the Buena Vista Avenue, Devonshire Road, Cavalier Woods Lane and Moore Road projects is available in Fund 2G25-076-000, General Fund, under Job Number 40TTCP. Funding in the amount of $600 for the "Watch for Children" signs associated with the Ferry Landing Court (Mount Vernon) and Idyl Lane (Providence) projects are available in Fund100-C10001, General Fund, under Job Number 40TTCP.

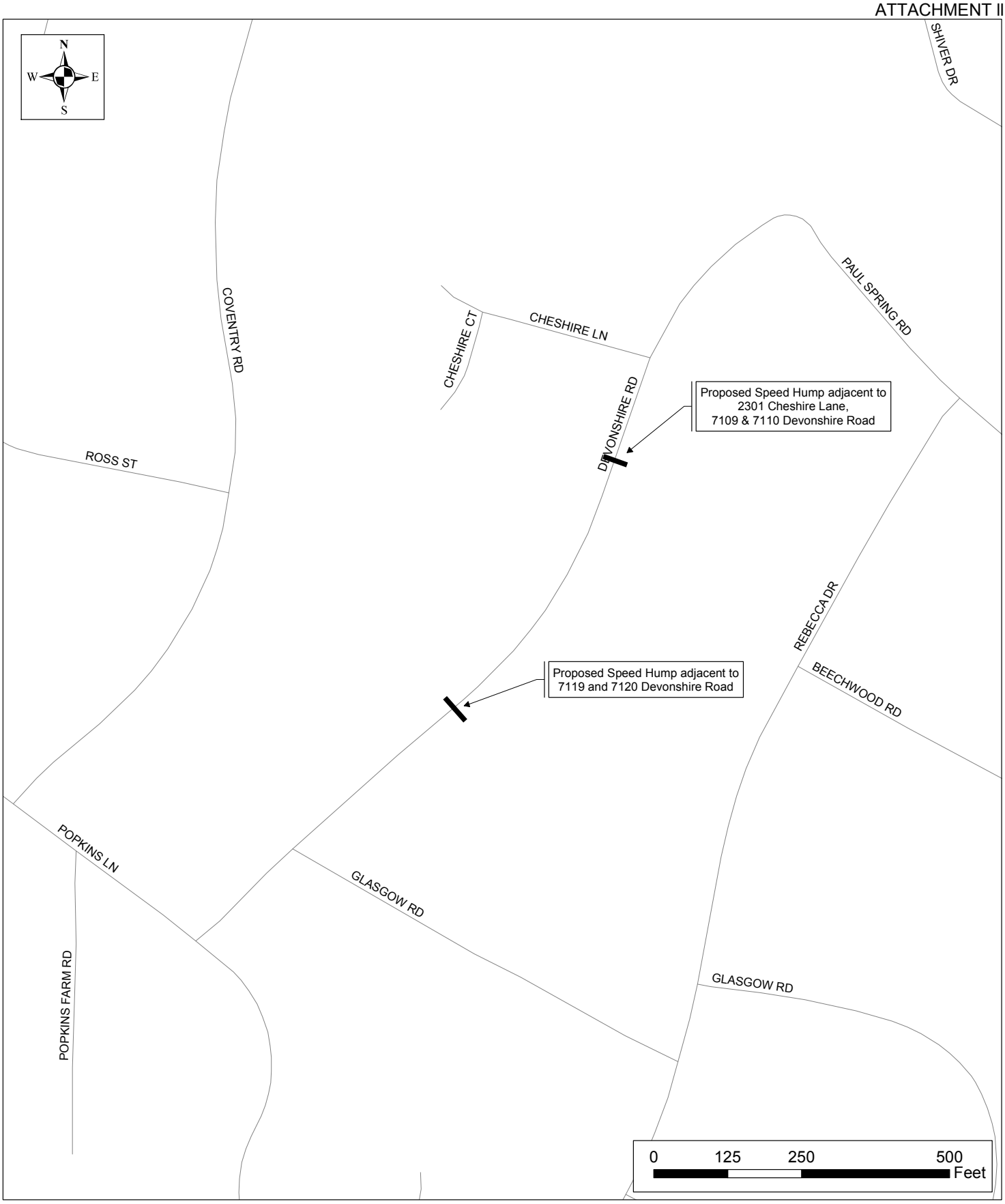
ENCLOSED DOCUMENTS:
Attachment I: Traffic Calming Plan for Buena Vista Avenue
Attachment II: Traffic Calming Plan for Devonshire Road
Attachment III: Traffic Calming Plan for Cavalier Woods Lane and Moore Road

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT
Neil Freschman, Chief, Traffic Engineering Section, FCDOT
Steven K. Knudsen, Transportation Planner, Traffic Engineering Section, FCDOT
Paolo Belita, Transportation Planner, Traffic Engineering Section, FCDOT



Fairfax County Department of Transportation
Residential Traffic Administration Program (RTAP)
PROPOSED TRAFFIC CALMING PLAN
BUENA VISTA AVENUE
Dranesville District

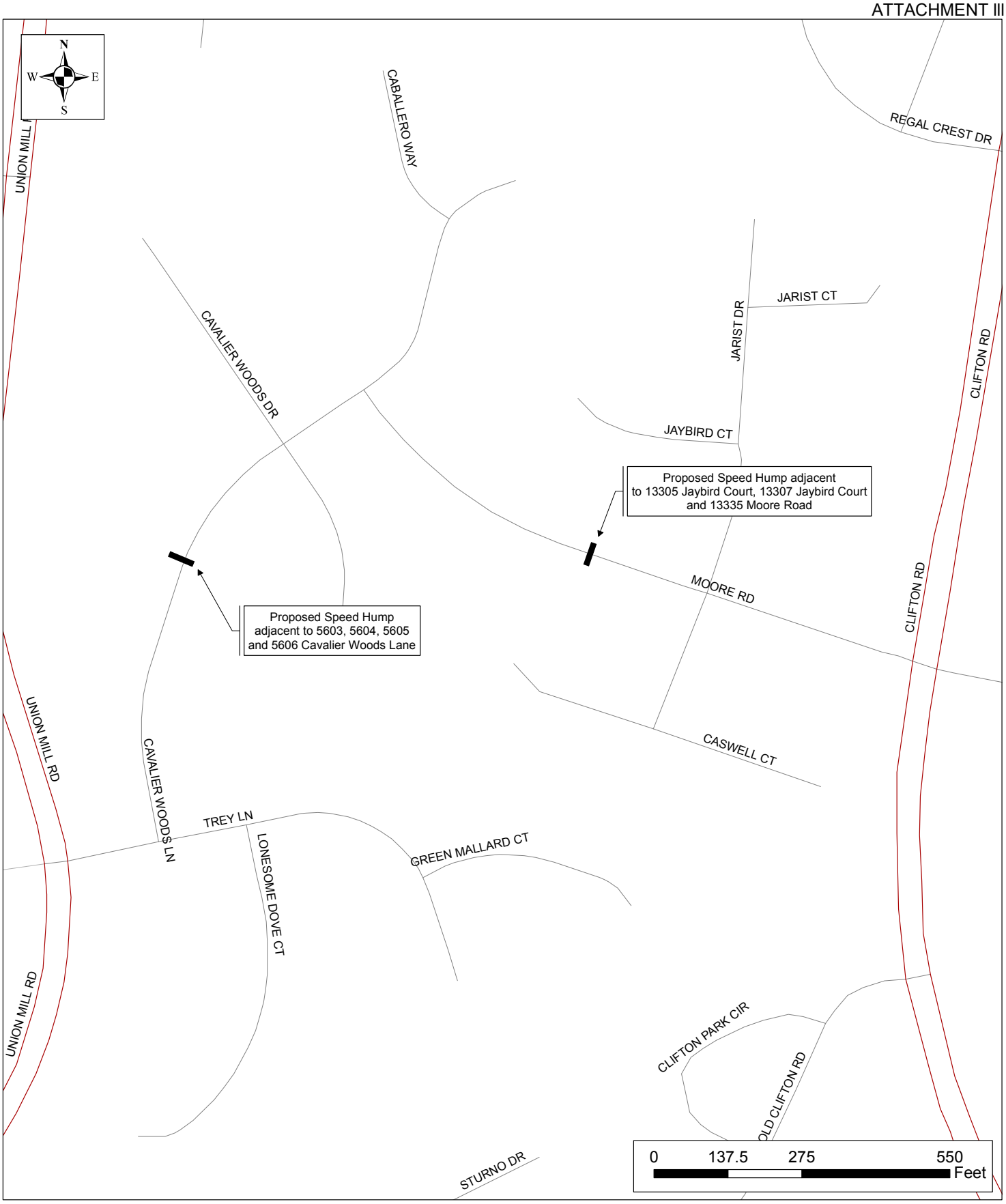
Tax Map: 30-2 March 2017



Fairfax County Department of Transportation
Residential Traffic Administration Program (RTAP)
PROPOSED TRAFFIC CALMING PLAN
DEVONSHIRE ROAD
Mount Vernon District

Tax Map: 93-1, 93-3

March 2017



Fairfax County Department of Transportation
Residential Traffic Administration Program (RTAP)
PROPOSED TRAFFIC CALMING PLAN
CAVALIER WOODS LANE AND MOORE ROAD
Sully District

Tax Map: 55-3, 66-1

March 2017

Board Agenda Item
May 2, 2017

ADMINISTRATIVE - 3

Authorization to Advertise a Public Hearing on the Proposed Sale of Sewer Revenue Bonds, Series 2017

ISSUE:
Board authorization is needed to advertise a public hearing on the proposed sale of Sewer Revenue Bonds in an estimated maximum amount of $110,000,000 on or about June 14, 2017. The bond proceeds will be used to fund a portion of the County's share of construction costs for Capital Improvement Programs (CIP) at the following Wastewater Treatment Plants (WTPs):

1. The County's Noman M. Cole, Jr. Pollution Control Plant (NMCPCP)
2. The District of Columbia Water and Sewer Authority (DCWASA) Blue Plains Advanced WTP
3. Alexandria Renew Enterprises (ARE) WTP
4. Arlington County's WTP
5. Loudoun Water's Broad Run WTP

Bond proceeds will also be used for upgrades to meet current environmental regulations, renovations and replacements of aging System infrastructure, to purchase additional treatment capacity if needed by the Integrated Sewer System (System), and to fund required deposits to bond reserves.

RECOMMENDATION:
The County Executive recommends that the Board authorize advertisement of a public hearing on the proposed Sale of Sewer Revenue Bonds Series 2017, in the form proposed in Attachment I.

TIMING:
Board approval is requested on May 2, 2017, to provide sufficient time to advertise the proposed Public Hearing on June 6, 2017, at 3:30 p.m.

BACKGROUND:
The proceeds of the sale of the Series 2017 Sewer Revenue Bonds will primarily be used to support the County's share of capital costs at certain WTPs that provide wastewater capacity to the System. The new treatment facilities are required to

reduce total nitrogen to state-of-the-art limits. The bond proceeds can also be used for additional capital needs of the System.

Meetings with the rating agencies to evaluate the Sewer Revenue Bond credit are scheduled for late May 2017. Existing bond ratings for the Sewer Revenue Bonds are Aaa from Moody's and AAA from S&P and Fitch. The bond sale is expected to occur the week of June 12, 2017. The Series Resolution is anticipated to include a maximum bond par amount of $110,000,000 in order to fund $100,000,000 of project costs. In addition to the project costs, the bonds will finance a deposit to the Debt Service Reserve Fund, which is required by the legal documents governing the sale of the County's Sewer Revenue Bonds, and will finance the costs of issuing the bonds.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment I – Bond Sale Advertisement

STAFF:
Joseph Mondoro, Chief Financial Officer
Robert A. Stalzer, Jr. Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Randolph W. Bartlett, Deputy Director, DPWES
Shahram Mohsenin, Director, Wastewater Planning and Monitoring Division, DPWES
Joseph LaHait, Debt Coordinator, Department of Management and Budget

ASSIGNED COUNSEL:
Emily Smith, Assistant County Attorney

Attachment I

FAIRFAX COUNTY NOTICE OF A PUBLIC HEARING ON THE SALE OF SEWER REVENUE BONDS SERIES 2017

NOTICE is hereby given that the Fairfax County Board of Supervisors will hold a **PUBLIC HEARING** on:

Tuesday
June 6, 2017
Commencing at 3:30 p.m.

in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on the matter of the sale of Sewer Revenue Bonds Series 2017.

The proceeds of the sale of the Series 2017 Sewer Revenue Bonds will primarily be used to support capital improvement projects at certain Wastewater Treatment Plants that provide wastewater capacity to the Integrated Sewer System (System). The bond proceeds can also be used for additional capital needs of the System.

The bond sale is expected to occur the week of June 12, 2017. It is estimated that the Series Resolution will include a maximum bond par amount of $110,000,000 in order to fund $100,000,000 of project costs. In addition to the project costs, the bonds will finance a deposit to the Debt Service Reserve Fund, which is required by the legal documents governing the sale of the County's sewer revenue bonds, and will finance the costs of issuing the bonds.

All persons wishing to present their views on these subjects may call the Office of the Clerk to the Board at 703-324-3151 to be placed on the Speakers List, or may appear and be heard. As required by law, copies of the full text of proposed ordinances, plans and amendments, as applicable, as well as information concerning the documentation for the proposed fee, levy, or increase, are on file and may be examined at the Office of the Clerk to the Board of Supervisors, Suite 533 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia. For the convenience of the public, copies may also be distributed to the County's Regional and Community Public Libraries.

Fairfax County supports the Americans with Disabilities Act by making reasonable accommodations for persons with disabilities. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a County program, service, or activity, should contact the ADA representative in the Clerk's Office, 703-324-3151, TTY: 703-324-3903, as soon as possible but no later than 48 hours before the scheduled event.

GIVEN under my hand this 2nd day of May 2017.

_____
Denise Long
Chief Deputy Clerk to the Board of Supervisors

Ad Run Dates: May 19 and May 26, 2017

Board Agenda Item
May 2, 2017

ADMINISTRATIVE - 4

Designation of Plans Examiner Status under the Expedited Land Development Review Program

ISSUE:
Board of Supervisors' action to place three individuals who have elected not to pursue their continuing education requirements into inactive status; and, to designate two individuals as Plans Examiners to participate in the Expedited Land Development Review Program.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors (the Board) take the following action:

- Designate the following three individuals, identified with their registration numbers, as inactive Plans Examiners:

Victor Amole	#223 (requested to be inactive)
John William Ewing	#109
John Gaston	#268

- Designate the following individuals, identified with their registration numbers, as Plans Examiners:

Glen Faunce	#321
Malak Bahram Bahrami	#322

TIMING:
Routine.

BACKGROUND:
On August 7, 1989, the Board adopted Chapter 117 (Expedited Land Development Review) of The Code of the County of Fairfax, Virginia, (The Code) establishing a Plans Examiner Program under the auspices of an Advisory Plans Examiner Board (APEB). The purpose of the Plans Examiner Program is to expedite the review of site and subdivision plans submitted by certain specially qualified applicants, i.e., Plans Examiners, to Land Development Services.

The Code requires that the Board designate an individual's status under the Expedited Land Development Review Program.

Inactive Status: Chapter 117 requires Plans Examiners to participate in the Board adopted Continuing Education Program. Consonant with the requirements of Section 117-1-3(a), and subject to Board approval, the APEB will recommend designation of inactive status for individuals electing not to pursue the continuing education program. This status designation continues until and if they wish to reactivate their Designated Plans Examiner (DPE) status by completing the continuing education requirements. An inactive status makes these individuals ineligible to participate in the expedited plan process procedure. At the time they are placed in inactive status, individuals are provided with information concerning requirements for reinstatement as an active DPE.

In a letter dated March 22, 2017, from the Chairman of the APEB, James H. Scanlon, P.E., L.S., to Chairman Sharon Bulova, three individuals were identified that have elected not to pursue the continuing education requirements. The APEB recommends that their status become inactive until and if they wish to reactivate their status as a DPE by completing their continuing education requirements.

Plans Examiner Status: Candidates for status as Plans Examiners must meet the education and experience requirements contained in Chapter 117. After reviewing the applications and credentials, the APEB has found that the two candidates listed above have satisfied these requirements. This finding was also documented in a letter dated March 222, 2017, from the Chairman of the APEB.

Staff concurs with these recommendations as being in accordance with Chapter 117 and the Board-adopted criteria.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment I – Letters dated March 22, 2017, from the Chairman of the APEB to the Chairman of the Board of Supervisors

STAFF:
Robert A. Stalzer, Deputy County Executive
William D. Hicks, P.E., Director, Land Development Services

Engineers & Surveyors Institute

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David S. Dwornik
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Kayvan Jaboori, P.E.
KJ & Associates

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Charles P. Johnson & Associates, Inc.

Paul J. Kraucunas, P.E.
Virginia Department of Transportation

David Logan, P.E.
Bohler Engineering, P.C.

Kevin E. Murray, P.E.
Tri-Tek Engineering

J. Keith Sinclair, Jr., P.E.
A. Morton Thomas & Associates, Inc.

William J. Skrabak
City of Alexandria, T&ES

Blake A. Smith, P.E.
Smith Engineering

Ross Stilling
Fairfax Water

Dennis M. Thomas, P.E.
Burgess & Niple, Inc.

Anita M. Tierney
Loudoun County, B&D

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Walter L. Phillips, Inc.

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Susan S. Wolford, CLA, AICP
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Jeffrey L. Blackford, P.E.

March 22, 2017

Hon. Sharon Bulova, Chairman
Fairfax County Board of Supervisors
12000 Government Center Parkway
Fairfax, VA 22035

Dear Chairman Bulova:

The Board of Supervisors approved the following individuals as Designated Plans Examiners:

Name	Reg. Number
Victor Amole	#223 (requested to be inactive)
John William Ewing	#109
John Gaston	#268

However, they have elected not to pursue the continuing education requirements at this time. It is recommended that their status become inactive until and if they wish to reactivate their status by completing their continuing education requirements. As such, they would no longer be eligible to participate in the expedited plan process procedure.

Following the Board of Supervisors' approval of this recommendation, each will be notified of his/her status change, as well as the procedure to be followed for reinstatement.

Sincerely,

James H. Scanlon, PE. LS
Chairman
Fairfax County Advisory Plans Examiner Board

Received

APR 3 2017

Land Development Services
Directors Office

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VA Dept. Rail & Public Transportation

David S. Dwornik
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Kayvan Jaboori, P.E.
KJ & Associates

Paul B. Johnson, P.E.
Charles P. Johnson & Associates, Inc.

Paul J. Kraucunas, P.E.
Virginia Department of Transportation

David Logan, P.E.
Bohler Engineering, P.C.

Kevin E. Murray, P.E.
Tri-Tek Engineering

J. Keith Sinclair, Jr., P.E.
A. Morton Thomas & Associates, Inc.

William J. Skrabak
City of Alexandria, T&ES

Blake A. Smith, P.E.
Smith Engineering

Ross Stilling
Fairfax Water

Dennis M. Thomas, P.E.
Burgess & Niple, Inc.

Anita M. Tierney
Loudoun County, B&D

Aaron Vinson, P.E.
Walter L. Phillips, Inc.

Robert W. Walker, P.E., CLA
Gordon

Susan S. Wolford, CLA, AICP
Pennoni Associates

Current Past Chairman
William E. Fissel, P.E.
Dewberry

EXECUTIVE DIRECTOR
Jeffrey L. Blackford, P.E.

March 22, 2017

Hon. Sharon Bulova, Chairman
Fairfax County Board of Supervisors
12000 Government Center Parkway
Fairfax, VA 22035

Dear Chairman Bulova:

The following named individuals, was approved by the Advisory Plans Examiner Board for recommendation as Designated Plans Examiners:

Name	Reg. No
Glen Faunce	#321
Malak Bahram Bahrami	#322

They have been found to meet the qualifications outlined in Chapter 117-1-2 of the Code of Fairfax County and are in accordance with the criteria adopted by the Fairfax County Board of Supervisors on February 11, 1991.

Sincerely,

James H. Scanlon, PE. LS
Chairman
Fairfax County Advisory Plans Examiner Board

Received

APR 3 2017

Land Development Services
Directors Office

Board Agenda Item
May 2, 2017

ADMINISTRATIVE - 5

Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance Amendment Re: Planned Development District Recreational Facilities

ISSUE:
The proposed amendment increases the minimum expenditure per dwelling unit for recreational facilities required in the PDH, PDC, PRM and PTC Districts from $1,800 to $1,900.

RECOMMENDATION:
The County Executive recommends the authorization of the proposed amendment by adopting the resolution set forth in Attachment 1.

TIMING:
Board action is requested on May 2, 2017, to provide sufficient time to advertise the proposed Planning Commission public hearing on May 25, 2017, at 8:15 p.m., and the proposed Board of Supervisors public hearing on June 20, 2017, at 4:00 p.m.

BACKGROUND:
The proposed amendment is on the 2016 Priority 1 Zoning Ordinance Amendment Work Program and is in response to a 2007 request by the Board of Supervisors to reconsider the per unit recreational expenditure every two years. It has been more than two years since the Board last adjusted the planned district recreational expenditure on October 28, 2014, and therefore, this amendment is brought forward for the Board's consideration.

The Zoning Ordinance currently requires recreational facilities to be provided in planned development districts, with a minimum expenditure of $1,800 per dwelling unit. The facilities are required to be provided on-site in substantial conformance with the approved final development plan, and/or the Board may approve the facilities to be located off-site, in accordance with Sect. 16-404 of the Zoning Ordinance. The minimum per dwelling unit expenditure does not apply to affordable dwelling units.

The minimum required expenditure has been previously adjusted based on the Construction Cost Index (CCI). The current $1,800 per unit expenditure has been in effect since October 29, 2014. According to the Architects, Contractors, Engineers Guide to Construction Costs, 2017 Edition, Vol. XLVIII, construction costs have

increased 3.4% since June 30, 2014, indicating that an adjustment of the expenditure to $1,900 per dwelling unit would be appropriate. The amendment would be advertised for the Board of Supervisors to consider any expenditure between the current rate of $1,800 and the proposed $1,900 per dwelling unit.

A more detailed discussion is set forth in the Staff Report, enclosed as Attachment 2.

REGULATORY IMPACT:
The proposed amendment increases the minimum expenditure per dwelling unit for recreational facilities in the PDH, PDC, PRM and PTC District from $1,800 to $1,900, and has no further regulatory impact.

FISCAL IMPACT:
An increase of $100 per unit will be required of the developer for the construction costs of recreational facilities. The amendment will not require any additional review by staff.

ENCLOSED DOCUMENTS:
Attachment 1 – Resolution
Attachment 2 – Staff Report

STAFF:
Robert A. Stalzer, Deputy County Executive
Fred Selden, Director, Department of Planning and Zoning (DPZ)
Leslie B. Johnson, Zoning Administrator, DPZ
Carmen Bishop, Senior Assistant to the Zoning Administrator, DPZ
Ryan Stewart, Planner III, Park Planning Branch, FCPA

ATTACHMENT 1

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center Building, Fairfax, Virginia, on May 2, 2017, at which meeting a quorum was present and the following resolution was adopted:

WHEREAS, the current Zoning Ordinance requires recreational facilities to be provided as part of the open space in the PDH, PDC, PRM and PTC Districts which contain residential dwelling units based on a minimum expenditure of $1,800 per unit; and

WHEREAS, the $1,800 fee has not been increased since October 2014 and it may be appropriate to increase the expenditure to $1,900 per unit to account for inflation, which has increased construction costs by 3.4% over the past two years, according to the Construction Cost Index data provided in the *Architects, Contractors, Engineers Guide to Construction Costs*, 2017 Edition, Vol. XLVIII; and

WHEREAS, the public necessity, convenience, general welfare, and good zoning practice require consideration of the proposed revisions to Chapter 112 (Zoning Ordinance) of the County Code.

NOW THEREFORE BE IT RESOLVED, for the foregoing reasons and as further set forth in the Staff Report, the Board of Supervisors authorizes the advertisement of the proposed Zoning Ordinance amendment as recommended by staff.

A Copy Teste:

_____
Catherine A. Chianese
Clerk to the Board of Supervisors

FAIRFAX COUNTY

V I R G I N I A

STAFF REPORT

PROPOSED ZONING ORDINANCE AMENDMENT

Planned Development District Recreational Facilities

PUBLIC HEARING DATES

Planning Commission May 25, 2017 at 8:15 p.m.

Board of Supervisors June 20, 2017 at 4:00 p.m.

PREPARED BY
ZONING ADMINISTRATION DIVISION
DEPARTMENT OF PLANNING AND ZONING
703-324-1314

May 2, 2017

CB

Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call 703-324-1334 or TTY 711 (Virginia Relay Center).

STAFF COMMENT

The proposed amendment to consider increasing the minimum expenditure per dwelling unit for recreational facilities required in the PDH, PDC, PRM and PTC Districts is on the 2016 Priority 1 Zoning Ordinance Amendment Work Program, and is in response to a 2007 request by the Board of Supervisors (Board) to reconsider the per unit recreational expenditure every two years. It has been more than two years since the Board adjusted the planned development district recreational expenditure on October 28, 2014, and therefore, this amendment is brought forward for the Board's consideration.

Article 6 of the Zoning Ordinance requires recreational facilities to be provided in all planned development districts (except PRC), with a minimum expenditure of $1,800 per dwelling unit. The facilities are required to be provided on-site in substantial conformance with the approved final development plan, and/or the Board may approve the facilities to be located off-site, in accordance with Sect. 16-404 of the Zoning Ordinance. It should be noted that the minimum per dwelling unit expenditure does not apply to affordable dwelling units.

A minimum per unit recreational expenditure was first adopted as part of the Zoning Ordinance in 1975. The original $500 per dwelling unit expenditure remained in effect unit April 7, 1997 when the Zoning Ordinance was amended to increase the expenditure to $955 per dwelling unit. Subsequently, the Zoning Ordinance has been amended in 2007, 2009, 2012 and 2014 to increase the minimum expenditure based on the Construction Cost Index (CCI) provided in the Architects, Contractors, Engineers Guide to Construction Costs. When the current expenditure of $1,800 per dwelling unit was adopted in 2014, the escalated amount of the recreational expenditure based on the CCI was $1,855. Since then, construction costs have increased by 3.4%, which would bring the escalated expenditure to $1,919 per dwelling unit. Rounding down to an even number, the proposed amendment increases the recreational facilities expenditure from $1,800 to $1,900 per dwelling unit in the PDH, PDC, PRM and PTC Districts. In order to provide flexibility, the Board could consider any amount between the current $1,800 and the proposed $1,900, and still be within the scope of advertising. In addition, the proposed amendment clarifies that the provision of recreational facilities is part of approval of the final development plan and related development conditions.

Because constructions costs will likely continue to rise, it is recommended that the per unit recreational expenditure continue to be reviewed every two years. If an increase is again warranted based on the CCI, staff would recommend that the Board consider amending the Zoning Ordinance accordingly.

In conclusion, based on the increase in construction costs since the previous amendment in 2014, staff recommends approval of the proposed amendment to increase the per unit recreational expenditure in P-Districts to $1,900 per dwelling unit, with an effective date of 12:01 a.m., July 1, 2017.

Because this amendment may impact certain applications and/or prior approvals, staff recommends the following:

- Rezoning applications to the PDH, PDC, PRM or PTC Districts proposing dwelling units, and proffered condition amendments which propose to add dwelling units that are accepted prior to the effective date of the amendment shall be grandfathered from this amendment.

- Proffered condition amendments which propose to add dwelling units and are accepted on or after the effective date of the amendment shall be subject to the requirements of this amendment for the additional density.

PROPOSED AMENDMENT

This proposed Zoning Ordinance amendment is based on the Zoning Ordinance in effect as of May 2, 2017, and there may be other proposed amendments which may affect some of the numbering, order or text arrangement of the paragraphs or sections set forth in this amendment, which other amendments may be adopted prior to action on this amendment. In such event, any necessary renumbering or editorial revisions caused by the adoption of any Zoning Ordinance amendments by the Board of Supervisors prior to the date of adoption of this amendment will be administratively incorporated by the Clerk in the printed version of this amendment following Board adoption.

Amend Article 6, Planned Development District Regulations as follows:

- **Amend Part 1, PDH Planned Development Housing District, Sect. 6-110, Open Space, by revising Par. 2 to read as follows:**

2. As part of the open space to be provided in accordance with the provisions of Par. 1 above, there shall be a requirement to provide recreational facilities in all PDH Districts in conjunction with approval of a final development plan. The provision of such facilities shall be subject to the provisions of Sect. 16-404, and such requirements shall be based on a minimum expenditure of ~~$1,800~~ $1,900 ***[Advertised range is $1,800 to $1,900]*** per dwelling unit for such facilities and either:

   A. The facilities shall be provided on-site by the developer in substantial conformance with the approved final development plan, and/or

   B. The Board may approve the provision of the facilities on land which is not part of the subject PDH District.

   Notwithstanding the above, in affordable dwelling unit developments, the requirement for a per dwelling unit expenditure shall not apply to affordable dwelling units.

- **Amend Part 2, PDC Planned Development Commercial District, Sect. 6-209, Open Space, by revising Par. 2 to read as follows:**

2. In a PDC development where dwelling units are proposed as a secondary use, as part of the open space to be provided in accordance with the provisions of Par. 1 above, there shall be a requirement to provide recreational facilities for the enjoyment of the residents of the dwelling units in conjunction with approval of a final development plan. The provision of such facilities shall be subject to the provisions of Sect. 16-404, and such requirement shall be based on a minimum expenditure of ~~$1,800~~ $1,900 ***[Advertised range is $1,800 to $1,900]*** per dwelling unit for such facilities and either:

A. The facilities shall be provided on-site by the developer in substantial conformance with the approved final development plan. In the administration of this provision, credit shall be considered where there is a plan to provide common recreational facilities for the residents of the dwelling units and the occupants of the principal uses, and/or

B. The Board may approve the provision of the facilities located on property which is not part of the subject PDC District.

Notwithstanding the above, in affordable dwelling unit developments, the requirement for a per dwelling unit expenditure shall not apply to affordable dwelling units.

- **Amend Part 4, PRM Planned Residential Mixed Use District, Sect. 6-409, Open Space, by revising Par. 2 to read as follows:**

2. In addition to Par. 1 above, there shall be a requirement to provide recreational facilities in conjunction with approval of a final development plan. The provision of such facilities shall be subject to the provisions of Sect. 16-404, however, recreational facilities, such as swimming pools, exercise rooms, or health clubs, which are located on rooftops, deck areas and/or areas within a building, may be used to fulfill this requirement. The requirement for providing recreational facilities shall be based on a minimum expenditure of ~~$1,800~~ $1,900 ***[Advertised range is $1,800 to $1,900]*** per dwelling unit for such facilities and either:

   A. The facilities shall be provided on-site by the developer in substantial conformance with the approved final development plan, and/or

   B. The Board may approve the provision of the facilities on land which is not part of the subject PRM District.

   Notwithstanding the above, in affordable dwelling unit developments, the requirement for a per dwelling unit expenditure shall not apply to affordable dwelling units.

- **Amend Part 5, PTC Planned Tysons Corner Urban District, Sect. 6-508, Open Space, by revising Par. 2 to read as follows:**

2. In addition to Par. 1 above, there shall be a requirement to provide recreational facilities in conjunction with approval of a final development plan. The provision of such facilities shall be subject to the provisions of Sect. 16-404, however, recreational facilities, such as swimming pools, exercise rooms, or health clubs, which are located on rooftops, deck areas and/or areas within a building, may be used to fulfill this requirement. The requirement for providing recreational facilities shall be based on a minimum expenditure of ~~$1,800~~ $1,900 ***[Advertised range is $1,800 to $1,900]*** per dwelling unit for such facilities and either:

A. The facilities shall be provided on-site by the developer in substantial conformance with the approved final development plan; and/or

B. The Board may approve the provision of the facilities on land which is not part of the subject PTC District.

Notwithstanding the above, in affordable dwelling unit developments, the requirement for a per dwelling unit expenditure shall not apply to affordable dwelling units.

Board Agenda Item
May 2, 2017

ADMINISTRATIVE – 6

Streets into the Secondary System (Providence, Sully, Mason and Dranesville Districts)

ISSUE:
Board approval of streets to be accepted into the State Secondary System.

RECOMMENDATION:
The County Executive recommends that the street(s) listed below be added to the State Secondary System.

Subdivision	**District**	**Street**
Avion Development Stonecroft Boulevard	Sully	Stonecroft Boulevard
Calvert Oaks	Mason	Virginia Street
Marquette	Dranesville	Dara Lane
Suzanne's Way	Providence	Stolen Moments Terrace

TIMING:
Routine

BACKGROUND:
Inspection has been made of these streets, and they are recommended for acceptance into the State Secondary System.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachments – Street Acceptance Forms

STAFF:
Robert A. Stalzer, Deputy County Executive
William D. Hicks, P.E., Director, Land Development Services

Attachment 1

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 6455-SP-01 (Portion of)

SUBDIVISION PLAT NAME: Avion Development - Stonecroft Boulevard

COUNTY MAGISTERIAL DISTRICT: Sully

ENGINEERING MANAGER: Imad A. Salous, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 03/08/2017

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Stonecroft Boulevard	CL Lee-Jackson Memorial Highway (Route 50) - 950' NW CL Westfax Drive (Route 8610)	1,390' N to Existing Stonecroft Boulevard (Willard Road)	0.26
		TOTALS:	0.26

NOTES:

Attachment 2

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 1740-SD-01

SUBDIVISION PLAT NAME: Calvert Oaks

COUNTY MAGISTERIAL DISTRICT: Mason

ENGINEERING MANAGER: Imad A. Salous, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 02/21/2017

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Virginia Street	Existing Virginia Street (Route 811) - 290' S CL Seventh Street (Route 4170)	210' SE to End of Cul-de-Sac	0.04
		TOTALS:	0.04

NOTES:

4' Concrete Sidewalk on the East Side to be maintained by VDOT.

Attachment 3

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 2443-SD-004

SUBDIVISION PLAT NAME: Marquette

COUNTY MAGISTERIAL DISTRICT: Dranesville

ENGINEERING MANAGER: Imad A. Salous, P.E.

BY: Nadia Alhamad

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 02/16/2017

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Dara Lane	Existing Dara Lane (Route 8377) - 596' NW CL Towlston Road (Route 676)	767' NW to End of Cul-de-Sac	0.15
		TOTALS:	0.15

NOTES:

Attachment 4

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS **FAIRFAX, VA** **Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.**	**VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA** REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM. **PLAN NUMBER:** 124-SD-01 **SUBDIVISION PLAT NAME:** Suzanne's Way **COUNTY MAGISTERIAL DISTRICT:** Providence
ENGINEERING MANAGER: Imad A. Salous, P.E. **BY:** Nadia Alphonse	**FOR OFFICIAL USE ONLY** **DATE OF VDOT INSPECTION APPROVAL:** 02/10/2017

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Stolen Moments Terrace	CL Hunter Road (Route 700) - 57' SW CL Delfield Lane (Route 2512)	389' W to End of Cul-De-Sac	0.07
NOTES:		**TOTALS:**	0.07

Board Agenda Item
May 2, 2017

ACTION - 1

Endorsement of the Break in the Route 7 Limited Access Right-of-Way to Support the Establishment of a Pedestrian Facility Located at the Southeast Quadrant of Route 7 and the Dulles Toll Road (Dranesville and Hunter Mill Districts)

ISSUE:
Board support is required to establish access for the pedestrian facility located at the southeast quadrant of Route 7 and the Dulles Toll Road.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors authorize the Director of Fairfax County Department of Transportation to support the establishment of access for the pedestrian facility located at the southeast quadrant of Route 7 and the Dulles Toll Road by permitting a break in the Limited Access Line.

TIMING:
Board action is requested on May 2, 2017, so that VDOT may proceed with this improvement, which is already in progress with Design-Build delivery.

BACKGROUND:
VDOT is rehabilitating the Route 7 bridges over the Dulles Toll Road and widening the road from four lanes to six lanes, from approximately Tyco Road to Jarrett Valley Drive. A shared use path will be built for pedestrians and bicycles to travel in each direction.

Attachment 1 shows the existing limited access line, which is also the existing right-of-way line, in the southeast corner of Route 7 and the Dulles Toll Road along the Tysons West property frontage. The shared use path at this location crosses the limited access line. The VDOT project will build a portion of the shared use path up to the location where it just crosses the limited access line. A developer, Tysons West, will build the remaining portion of the shared use path from the location where it just crosses the limited access line and ties into the existing trail along the developer's frontage. Establishment of access for the bicycle and pedestrian facility has been reviewed by VDOT and FCDOT. Attachment 2 also shows the limited access line break points along the shared use path. Attachment 3 shows the location of the project in relation to Tysons and the Spring Hill Metrorail Station.

The Route 7 corridor was originally established as a limited access highway and, as a result, VDOT regulations will not permit a break in the limited access line without approval from the Board of Supervisors. This break in limited access will enhance both bicycle and pedestrian usage along the Route 7 corridor in conformance with the County's Comprehensive Plan. This new shared use path will improve access to Tysons and the Spring Hill Metrorail Station from the west by bicyclists and pedestrians. This break will ultimately require approval by the Commonwealth Transportation Board.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment 1: Letter to VDOT indicating the Board of Supervisors' approval of the Route 7 limited access line break
Attachment 2: Change in Limited Access (Southeast corner of Route 7 and the Dulles Toll Road)
Attachment 3: Overall location map

STAFF:
Robert A Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation
Eric Teitelman, Chief, Capitol Projects and Traffic Engineering Division, FCDOT
Karyn Moreland, Chief, Capital Projects Section, FCDOT
Michael Guarino, Transportation Planner IV, FCDOT
Smitha Chellappa, Transportation Planner III, FCDOT

County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Ms. Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Route 7 Bridge over Dulles Airport Toll Road and Airport Access Highway, UPC 82135

Dear Ms. Cuervo:

On May 2, 2017, the Fairfax County Board of Supervisors took action to support the establishment of access for the pedestrian facility located at the southeast quadrant of Route 7 and the Dulles Toll Road by permitting a break in the limited access line.

Please call Smitha Chellappa at (703) 877-5761, or me at (703) 877-5663, if you have any questions or need additional information. Thank you for your assistance.

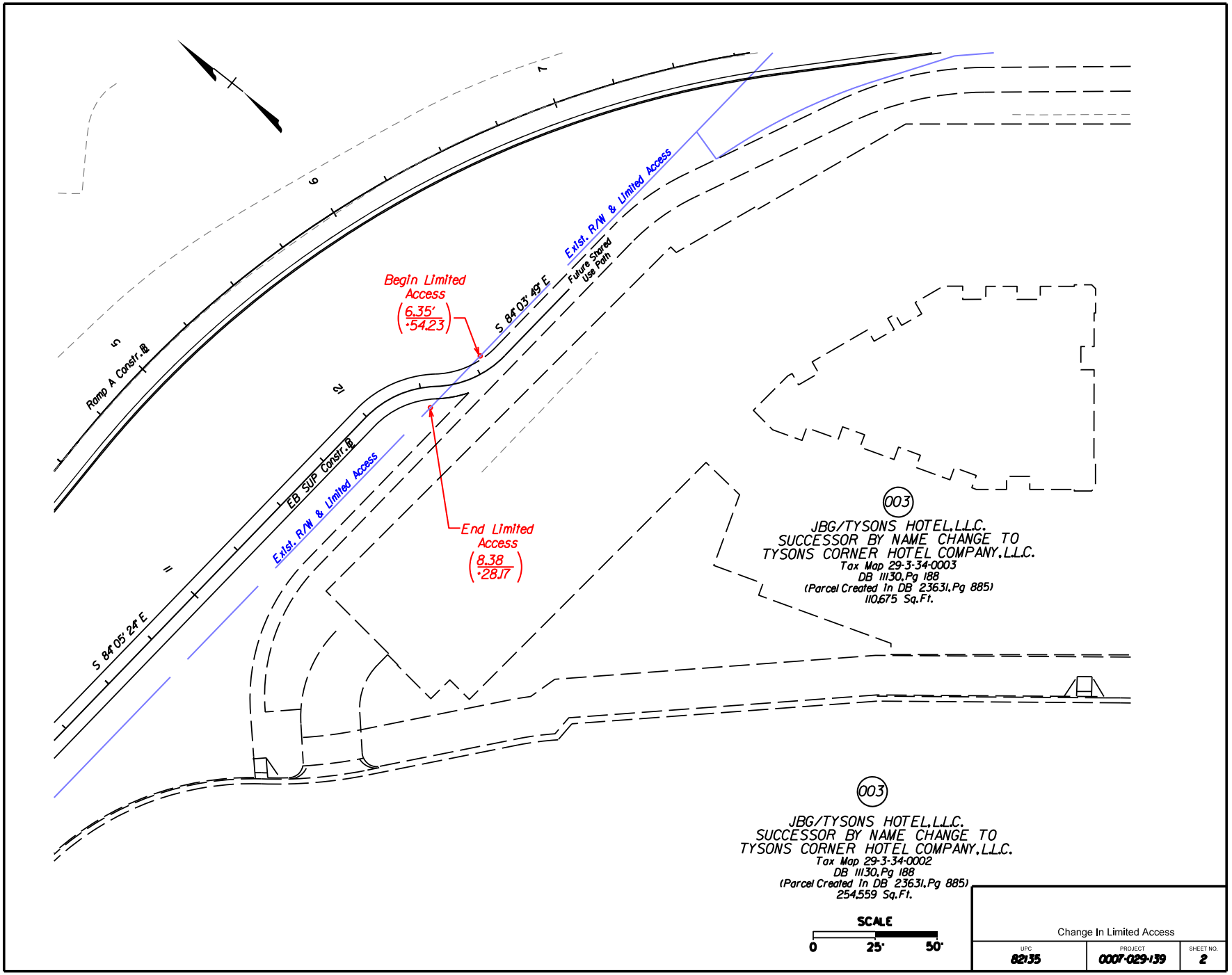
Sincerely,

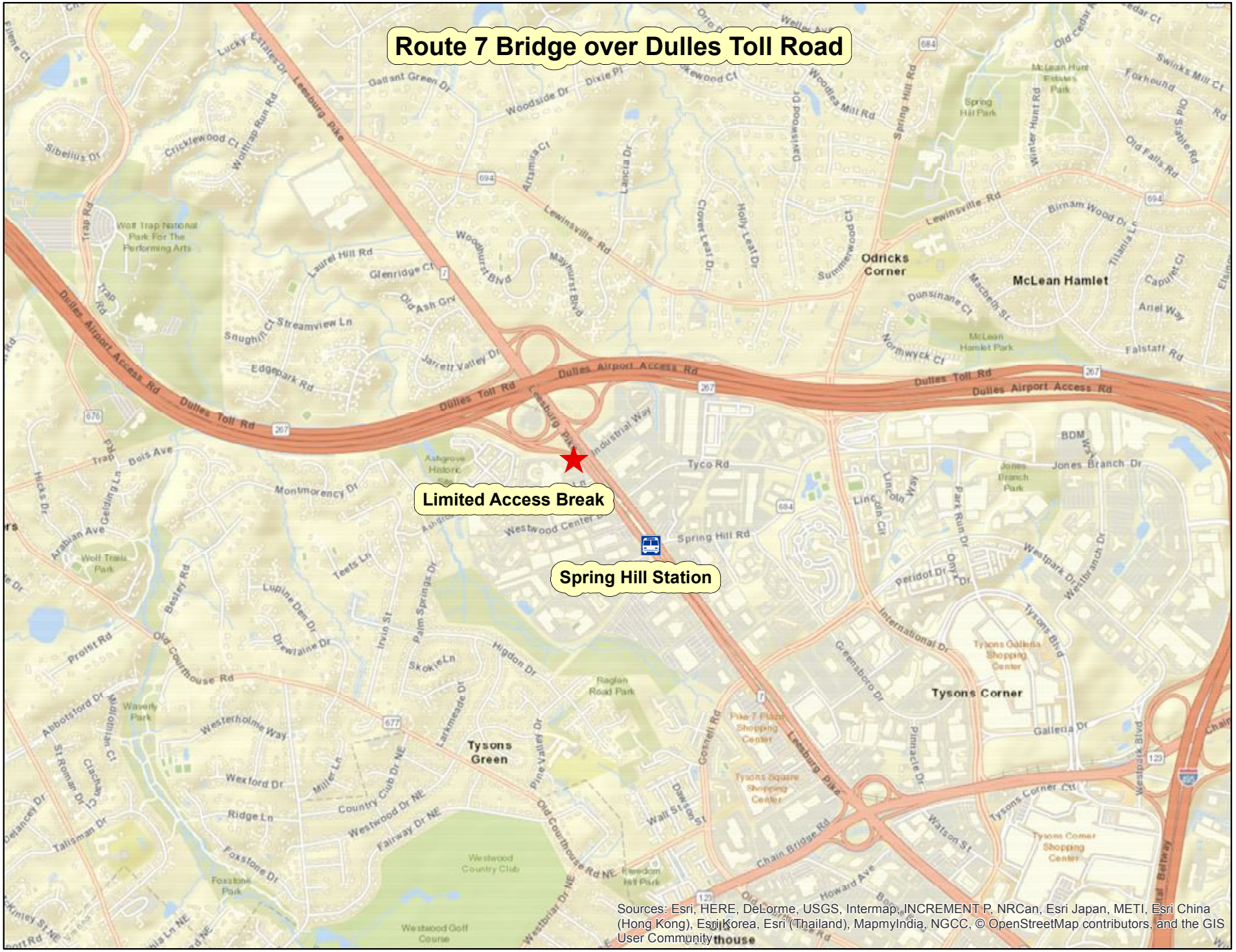
Tom Biesiadny
Director

cc: Members, Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Arif Rahman, P.E., Project Manager, Structure & Bridge, VDOT
Eric M. Teitelman, Chief, Capital Projects and Traffic Engineering Division
Karyn L. Moreland, Chief, Capital Projects Section, FCDOT

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot

ATTACHMENT 2




Route 7 Bridge over Dulles Toll Road
Limited Access Break
Spring Hill Station
Dulles Airport Access Rd
Dulles Toll Rd
Leesburg Pike
Tyco Rd
Spring Hill Rd
Tysons Corner
Tysons Green
Odricks Corner
McLean Hamlet
Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Board Agenda Item
May 2, 2017

ACTION - 2

Board Endorsement of Break in Limited Access for the Backlick Road Bridge over CSX Railroad Replacement Project Located East of the Fairfax County Parkway On-Ramp from Telegraph Road (Lee and Mount Vernon Districts)

ISSUE:
Board support is required to establish a temporary access road, located east of the Fairfax County Parkway on-ramp from Telegraph Road, to supplement Backlick Road Bridge's full closure during its replacement by temporarily permitting a break in the Limited Access Line.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors authorize the Director of Fairfax County Department of Transportation to sign a letter to support the establishment of the temporary access road located east of the Fairfax County Parkway on-ramp from Telegraph Road by temporarily permitting a break in the Limited Access Line.

TIMING:
Board action is requested on May 2, 2017, so that VDOT can proceed with plan submittal for the Commonwealth Transportation Board's approval.

BACKGROUND:
This project will replace the existing two-lane bridge over CSX railroad tracks to accommodate the addition of the third CSX railroad track proposed as part of Virginia's Atlantic Gateway Project. The new bridge will correct and increase the existing substandard vertical clearance above the current and proposed CSX tracks.

During the construction phase of the project, Backlick Road Bridge will be closed to all vehicular and pedestrian traffic. This closure will last approximately ten months. To accommodate the egress and ingress of traffic at the time of the full closure, VDOT proposes to construct a temporary access road between Fairfax County Parkway on-ramp from Telegraph Road and Backlick Road, by temporarily permitting a break in the Limited Access Line. See Attachment 2.

Board Agenda Item
May 2, 2017

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment 1: Letter to VDOT indicating the Board of Supervisors' approval of the Fairfax County Parkway On-ramp limited access line break
Attachment 2: Aerial Image of VDOT's proposed temporary access road between Fairfax County Parkway on-ramp from Telegraph Road and Backlick Road
Attachment 3: Overall Location Map

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation
Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT
Karyn Moreland, Chief, Capital Projects Section, FCDOT
Sung Shin, Transportation Planner IV, FCDOT
Ryan Knight, Transportation Planner III, FCDOT

County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

May 2, 2017

Ms. Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Backlick Road (617) Bridge Replacement Over CSX Railroad Project, VDOT Project No. 0617-029-344, P101, C501, B642 UPC 110156

Dear Ms. Cuervo:

On May 2, 2017, the Fairfax County Board of Supervisors supported the temporary access road located east of the Fairfax County Parkway on-ramp from Telegraph Road to supplement the full closure of the Backlick Road Bridge by temporarily permitting a break in the limited access line.

Please call Ryan Knight at (703) 877-5784 or me at (703) 877-5663, if you have any questions or need additional information. Thank you for your assistance.

Sincerely,

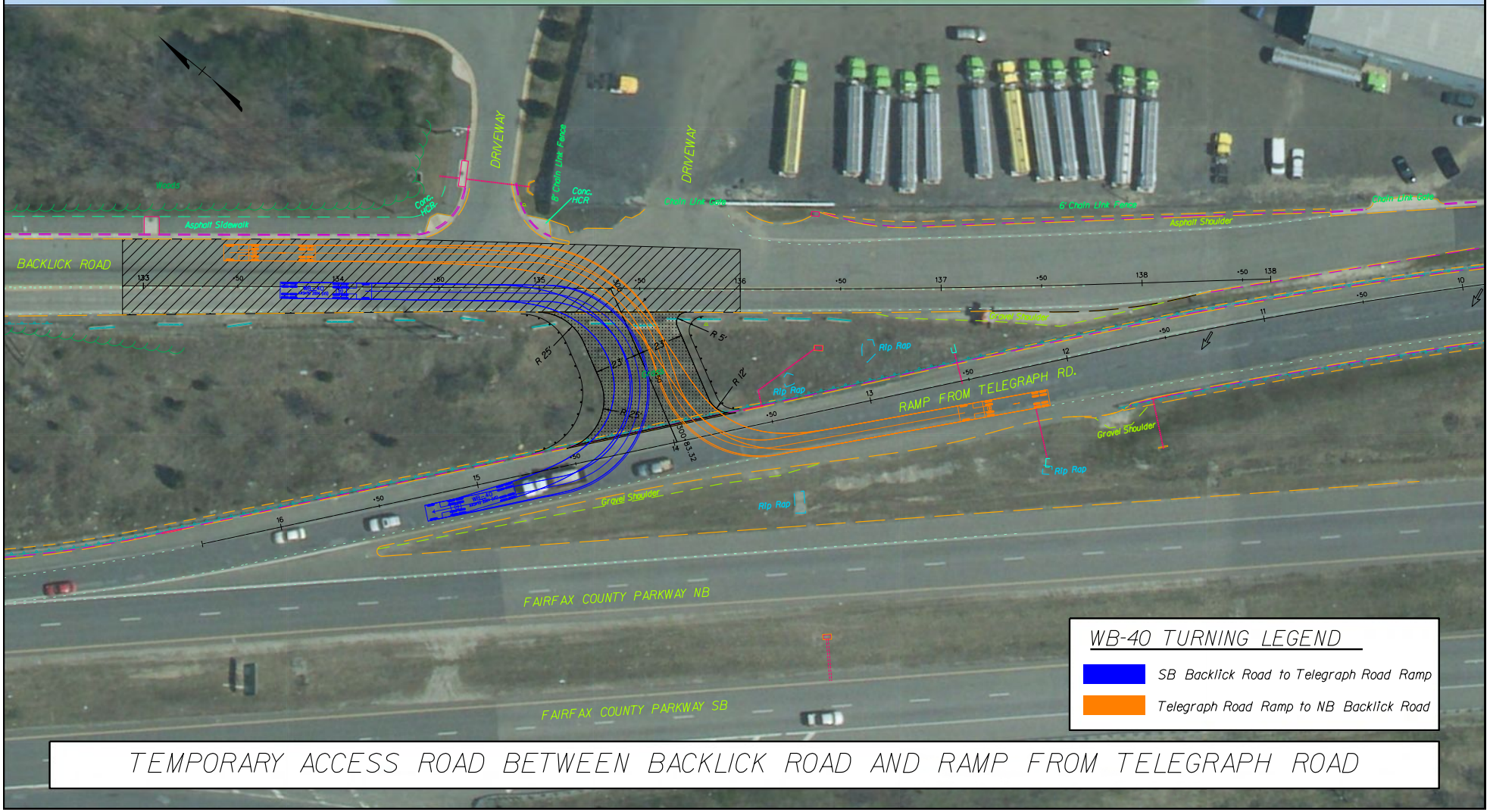
Tom Biesiadny
Director

cc: Members, Fairfax County Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Shahrad Behboodi, Project Manager, VDOT
Terry Yates, Assistant Transportation and Land Use Director, VDOT
Eric M. Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT
Karyn L. Moreland, Chief, Capital Projects Section, FCDOT
Sung Shin, Transportation Planner IV, FCDOT
Ryan Knight, Transportation Planner III, FCDOT

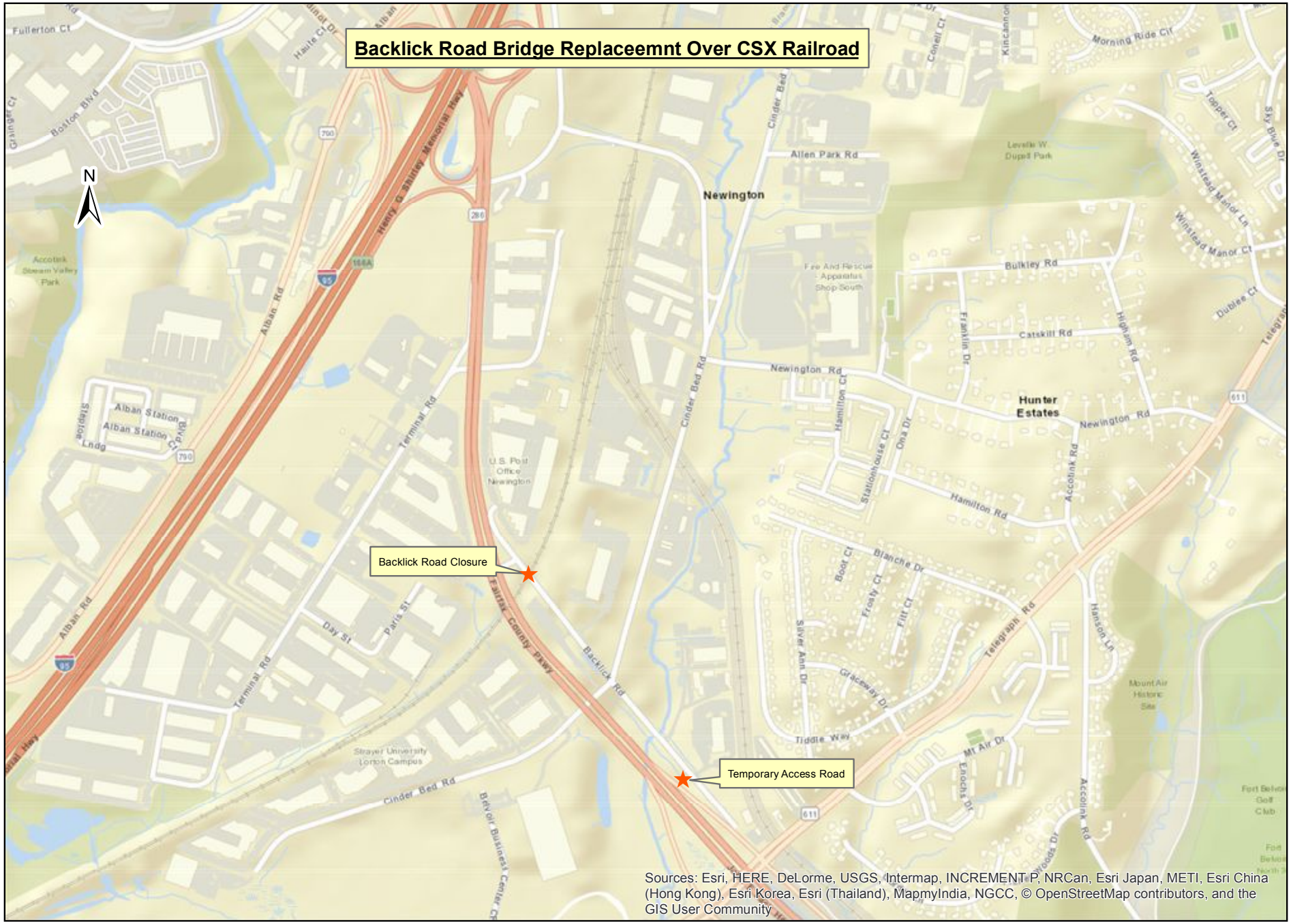
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot

Backlick Road Bridge Replacement Over CSX Railroad

ATTACHMENT 2



TEMPORARY ACCESS ROAD BETWEEN BACKLICK ROAD AND RAMP FROM TELEGRAPH ROAD


Backlick Road Bridge Replaceemnt Over CSX Railroad
N
Backlick Road Closure
Temporary Access Road
Newington
Hunter Estates
Allen Park Rd
Bulkley Rd
Catskill Rd
Newington Rd
Hamilton Rd
Blanche Dr
Telegraph Rd
Terminal Rd
Alban Rd
Cinder Bed Rd
Backlick Rd
Fairfax County Pkwy
Day St
Paris St
Tiddle Way
Mt Air Dr
Alban Station Blvd
Alban Station Ct
Strayer University Loton Campus
U.S. Post Office Newington
Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Board Agenda Item
May 2, 2017

ACTION – 3

Board Approval of Major Service Changes, Disparate Impact, and Disproportionate Burden Policies to Meet Federal Transit Administration (FTA) Requirements (Countywide)

ISSUE:
Board of Supervisors approval of Major Service Change, Disparate Impact, and Disproportionate Burden Policies for FTA-supported projects.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors approve the attached Major Service Change, Disparate Impact, and Disproportionate Burden Policies substantially in the form of the attached documents.

TIMING:
The Board of Supervisors is requested to act on this item on May 2, 2017, so that the County can update its existing Title VI (Civil Rights) Plan. Pursuant to FTA Circular 4702.1B, the County must submit an updated Title VI Plan every three years. The Department of Transportation anticipates submitting a revised Title VI Plan to FTA by the end of July 2017, after final approval by the Board of Supervisors.

BACKGROUND:
All recipients of federal financial assistance are subject to Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) and the United States Department of Transportation's (USDOT) implementing regulations. To document their compliance with Title VI, all recipients of federal financial assistance must maintain a valid Title VI Plan that demonstrates how the recipient is complying with Title VI requirements, including prohibiting discrimination on the basis of race, color, or national origin. Although not directly prohibited by Title VI, preventing discrimination on the basis of economic status is also part of a Title VI Plan (see Executive Order 12898, *Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994). Integral to a valid Title VI Plan is the adoption of Major Service Change, Disparate Impact, and Disproportionate Burden Policies. These policies help ensure that the needs of minority and low-income communities are fully and fairly evaluated when changes to Fairfax Connector are being considered.

Three years from the date of the last submittal to FTA, the County is required to submit an updated Title VI Plan 60 days before the current plan expires on October 1, 2017. This submission is due by August 1, 2017. A critical element of a full Title VI Plan is the adoption of Major Service Change, Disparate Impact, and Disproportionate Burden Policies. The proposed policies and thresholds, which are unchanged from the existing Title VI Plan adopted by the Board in 2014, are summarized below.

- **Major Service Change** - A major service change is defined as either an increase or a decrease of 25 percent or more in either daily revenue service hours, revenue service miles, or both for the individual route being modified.

- **Disparate Impact** - A disparate impact occurs when the difference between minority riders and non-minority riders affected by a proposed service change or fare change is 10 percent or greater.

- **Disproportionate Burden** - A disproportionate burden occurs when the difference between low-income riders and non-low-income riders affected by a proposed service change or fare change is 10 percent or greater.

These policies underwent a 30-day public comment period from February 16 to March 16, 2017. The public comment period was advertised on the Fairfax Connector website and social media (i.e., posts to Fairfax Connector's Facebook page and Twitter feed). The proposed policies were posted to the Fairfax Connector website, including a PowerPoint presentation (Attachment III) that provided an overview of the policies, how they were developed, and how they might be applied. FCDOT also held two focus groups with community-based organizations, co-hosted by the Office of Human Rights and Equity Programs, to solicit feedback directly from community stakeholders serving minority, low-income, and limited English proficient populations. Members of the public were invited to provide comment to FCDOT by U.S. mail, as well as by electronic mail. In general, the comments received at both the public meetings and via email, concerned Fairfax Connector services and not substantially on the proposed policies. The comments are summarized as follows:

- More transit is needed along Richmond Highway and other parts of the County to serve low-income communities and military retirees, particularly for accessing medical services.
- Bus service from Newington Forest to the Lorton VRE station was eliminated, forcing people to drive to work, for shopping, and for medical appointments; whereas, they used to be able to take the bus to the train.
- More frequent long, express bus routes would be helpful for getting more places in the County and the region. Also, the number of routes that are being modified

can be confusing. Better and more consistent communications regarding service changes would be helpful and would increase ridership.

See public comments submitted via email (Attachment IV).

If the Board approves of these policies, FCDOT must complete a Fare Equity Analysis for the proposed fare increases. FCDOT also is finalizing the remaining elements of the full Title VI Plan, and plans to submit the full Plan to the Board of Supervisors for consideration on July 11, 2017.

FISCAL IMPACT:
Obtaining Title VI compliance will allow Fairfax County to be eligible to receive future FTA grant and other USDOT funding, including New Starts funding.

ENCLOSED DOCUMENTS:
Attachment I: Major Service Change, Disparate Impact, and Disproportionate Burden Policies (Table)
Attachment II: Major Service Change, Disparate Impact, and Disproportionate Burden Policies
Attachment III: Major Service Change, Disparate Impact, and Disproportionate Burden Policies – Public Comments Received – PowerPoint Presentation
Attachment IV: Major Service Change, Disparate Impact, and Disproportionate Burden Policies – Public Comments Received

STAFF:
Robert A. Stalzer, Deputy County Executive
Kenneth Saunders, Director, Office of Human Rights and Equity Programs
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Todd Wigglesworth, Chief, Coordination and Funding Division, FCDOT
Brent Riddle, Coordination and Funding Division, FCDOT

ATTACHMENT I

DRAFT Title VI Policies

03/31/2017

Major Service Change, Disparate Impact, and Disproportionate Burden Policies

In accordance with the requirements of FTA Circular 4702.1B, *Title VI Requirements for Federal Transit Administration Recipients*, Fairfax County must establish policies for what constitutes a major service change, disparate impact, and disproportionate burden for use in future service equity and fare equity analyses.

The use of these policies to evaluate proposed service and fare changes prior to implementation is designed to determine whether those changes will have a discriminatory impact based on race, color, or national origin.

A major service change is a numerical threshold in change of service that determines when changes are large enough in scale for the individual transit system to require a subsequent service equity analysis.

Major Service Change A major service change is defined as either an increase or a decrease of 25 percent or more in either daily revenue service hours, revenue service miles, or both for the individual route being modified.
Disparate Impact A disparate impact occurs when the difference between minority riders and non-minority riders affected by a proposed service change or fare change is 10 percent or greater.
Disproportionate Burden A disproportionate burden occurs when the difference between low-income riders and non-low-income riders affected by a proposed service change or fare change is 10 percent or greater.

ATTACHMENT II

DRAFT Title VI Policies

03/31/2017

Major Service Change, Disparate Impact, and Disproportionate Burden Policies

In accordance with the requirements of FTA Circular 4702.1B, Title VI Requirements for Federal Transit Administration Recipients, Fairfax County must establish policies for what constitutes a major service change, disparate impact, and disproportionate burden for use in future service equity and fare equity analyses. The County last established these policies and their accompanying thresholds in July 2014. According to the Circular, the County must revisit these policies every three years and make revisions as necessary. The proposed policies and thresholds proposed for FY 2018-2020 are unchanged.

The use of these policies to evaluate proposed service and fare changes prior to implementation is designed to determine whether those changes will have a discriminatory impact based on race, color, or national origin.

A major service change is a numerical threshold in change of service that determines when changes are large enough in scale for the individual transit system to require a subsequent service equity analysis.

FTA C 4702.1B defines disparate impact and disproportionate burden as follows:

> "The transit provider shall develop a policy for measuring **disparate impacts**. The policy shall establish a threshold for determining when adverse effects of service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly, regardless of mode, and cannot be altered until the next Title VI Program submission." (FTA C 4702.1B, Chap. IV-13)
>
> "The transit provider shall develop a policy for measuring **disproportionate burdens** on low-income populations. The policy shall establish a threshold for determining when adverse effects of service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts borne by non-low-income populations. The disproportionate burden threshold must be applied uniformly, regardless of mode." (FTA C 4702.1B, Chap. IV-17)

FTA C 4702.1B requires that if a *disparate impact* on minority communities is found, Fairfax County must determine ways to avoid, minimize, or mitigate the impact. Fairfax County can only implement a proposed change that results in a disparate impact, if substantial legitimate justification exists, and there are no alternatives meeting the same legitimate objectives. Fairfax County is committed to adequately addressing any adverse impacts that result in a *disproportionate* burden to low-income communities.

Fairfax County Title VI Policies

The major service change, disparate impact, and disproportionate burden policies of Fairfax County Department of Transportation are as follows:

Major Service Change

A major service change is defined as either an increase or a decrease of 25 percent or more in either daily revenue service hours, revenue service miles, or both for the individual route being modified.

Major Service Change Key Definitions
Daily Revenue Service Hours: The number of hours a bus operates while carrying paying passengers.
Revenue Service Miles: The number of miles a bus operates while carrying paying passengers.

Disparate Impact

A disparate impact occurs when the difference between minority riders and non-minority riders affected by a proposed service change or fare change is 10 percent or greater.

Disproportionate Burden

A disproportionate burden occurs when the difference between low-income riders and non-low-income riders affected by a proposed service change or fare change is 10 percent or greater.

Major Service Change, Disparate Impact, and Disproportionate Burden Policy Development

The major service change, disparate impact, and disproportionate burden policies were drafted collaboratively by FCDOT staff. A variety of data were used in the determination of these draft policies:

- Data availability and ease of application to determine when a major service change is proposed.
- Census data analysis on the demographic and socio-economic composition of the population living within a quarter mile of a Fairfax Connector route.
- Ridership survey data collected in 2014.
- Policies in place at peer transit agencies in the Washington, D.C. metropolitan area and across the United States.

The major service change policy reflects the availability of daily revenue service miles and hours and consideration of the types of service that is offered by Fairfax Connector. Revenue service hours and revenue service miles were both included in the major service change policy, due to the different types of service offered by the Fairfax Connector; some Fairfax Connector routes run for short periods of time over long distances, while other routes run for many hours in revenue service, but operate over a small geographic area.

The disparate impact policy was developed using a comparative analysis of the proportion of the population that is minority at the route-level for the entire Fairfax Connector system. This was done through an analysis of 2010 Decennial Census data in geographic information system (GIS) software that extracted the raw minority population and the total population living within a quarter mile of each Fairfax Connector route. This data for each route, and the system as a whole, was then examined to determine a threshold level that would likely result in meeting FTA's Title VI Circular's intent of

establishing policies that are simultaneously not so high that they would never identify impacts and not so low that they would always identify an impact.

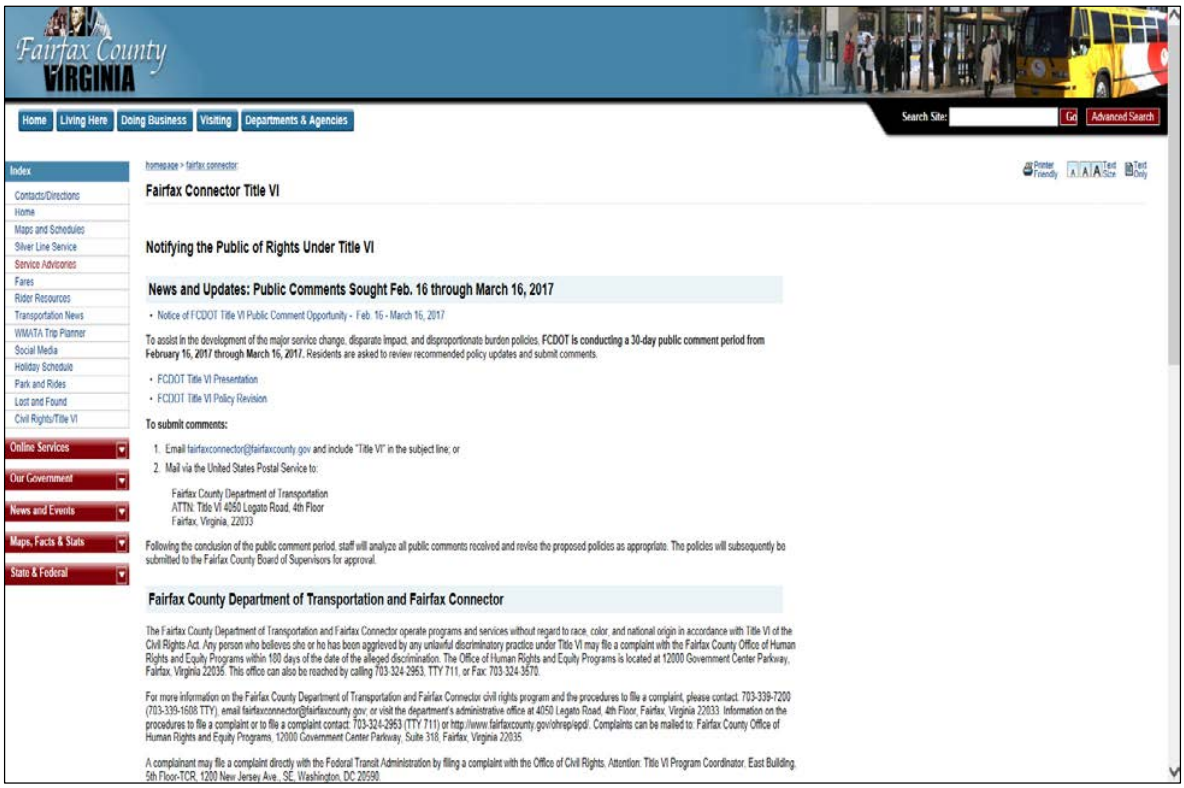
The disproportionate burden policy was developed through a comparative analysis of the proportion of households that are low-income in the Census tracts that are served by Fairfax Connector. The definition for low-income households used for this analysis was all households below 50 percent of the area median income, or all households with an income of $50,000 or less. This is similar to the definition used by the Fairfax County Department of Housing and Community Development.

Census tracts with a median household income at or below 50 percent of the area median income were identified as low-income census tracts. The proportion of households located within one quarter mile of each Fairfax Connector route for low-income Census tracts that intersect with each Fairfax Connector route was determined through the use of geographic information system software. The data for each route and the system as a whole was then examined to determine a threshold level that would likely result in meeting FTA's Title VI Circular's intent of establishing policies that are simultaneously not so high that they would never identify impacts and not so low that they would always identify an impact.

Major Service Change, Disparate Impact, and Disproportionate Burden Public Comment

A public comment period on the proposed Major Service Change, Disparate Impact, and Disproportionate Burden policies was held from February 16 to March 16, 2017. Members of the public were invited to provide comments to FCDOT by U.S. mail as well as by electronic mail. The public comment period was advertised on the Fairfax Connector website (*Figure 1*) and social media (weekly posts to Fairfax Connector's Facebook page and Twitter feed).

Figure 1 Fairfax County Notice of Public Comment Period for Major Service Change, Disparate Impact, and Disproportionate Burden Policies



Links to the proposed policies were also posted to the Public Comment Period notice on the Fairfax Connector website. In addition, a PowerPoint presentation was included on the website that provided an overview of the policies, how they were developed, and how they might be applied. Approximately 400 people clicked through the website. However, only a few comments were received during the public comment period.

Fairfax County's Title VI Major Service Change, Disparate Impact, and Disproportionate Burden social media outreach strategy and statistics were as follows:

- Locations targeted: United States: Alexandria (+25 mi), Burke (+25 mi), Centreville (+25 mi), Chantilly (+25 mi), Fairfax (+25 mi), Falls Church (+25 mi), Herndon (+25 mi), Lorton (+25 mi), McLean (+25 mi), Reston (+25 mi), Springfield (+25 mi), Tysons Corner (+25 mi), Vienna (+25 mi), Fort Belvoir (+25 mi) Virginia
- Number of people directly reached: 17,905
- Number of engagements: 929 engagements with 393 link clicks, 493 post likes, 33 post shares, 17 post likes, and 10 comments
- Engagement gender breakdown: 52.2% women; and 47.8% men

Focus Groups

FCDOT, with the assistance of the Fairfax County Office of Human Rights and Equity Programs (OHREP), organized three focus groups for community-based organizations to solicit feedback directly from community stakeholders serving minority, low-income, and limited English proficient populations. OHREP invited approximately 160 organizations to the focus group meetings.

Three focus group meetings locations were chosen to ensure easier access for potential riders residing or working in each part of the County (*Table 1*). The first meeting was held at the South County Government Center; the second meeting was held at the Hunter Mill District Supervisor's Office, which is located in the northern section of the County; and the third meeting was held at the Luther Jackson Middle School, which is more centrally located.

Each focus group began with a 30 minute presentation that provided an overview of FCDOT's Title VI Program development process and explained the proposed disparate impact and disproportionate burden and major service change policies and how they would be applied. The second half-hour of each focus group time was spent in a facilitated discussion with participants on their views on the proposed policies.

Table 1 Title VI Focus Group Locations

Public Meeting	Location	Date and Time	Public Meeting Attendees
South County	South County Government Center - Conference Room 221 A/B, 8350 Richmond Highway - Alexandria, VA 22309	Wednesday, February 16, 2017; 12:00 noon – 1:00pm	3 Attendees – (Neighborhood Health, Operation Renewed Hope Foundation, United Community Ministries)
North County	Hunter Mill District Supervisor's Office 12000 Bowman Towne Dr, Reston, VA 20190	Wednesday, February 22, 2017 3:00 PM - 4:00 PM	No Attendees
Fairfax County Region II	Luther Jackson Middle School, 3020 Gallows Rd, Falls Church, VA 22042	Thursday, March 2, 2017 6:00 – 8:00 pm	1 Attendee – Advance Social Services Board

South County Public Meeting Discussion Summary

The three participants at the South County Public Meeting group felt the need for FCDOT and Fairfax Connector to offer more bus service as most of the people they dealt with were predominantly military retirees who depend heavily on transit services to attend medical appointments. The Fairfax Connector routes serving Richmond Highway have relatively high proportion of low-income households, as well as a sizable amount of military retirees who use Fairfax Connector. Two of the three of the organizations reported that the clients they served often have difficulty getting enough transit service coverage for

medical appointments, as they rely on public transportation as their primary form of transportation. Public Meeting attendees also discussed other general transportation needs on Richmond Highway and were interested in maintaining contact with FCDOT in regard to future service changes and safety improvements along the Richmond Highway corridor.

North County Public Meeting Discussion Summary

No participants came to the North County Public Meeting, although invitations were sent three weeks in advance by OHREP.

Fairfax County Region II Public Meeting Discussion Summary

The last and final Title VI Public Meeting was held in Region II (central Fairfax). One participant felt the need for FCDOT – Fairfax Connector to offer more frequent bus service as most of the people they served in the region were military retirees who depended heavily on transit services. While just four organizations participated in the focus groups, those that did participate provided substantive feedback regarding Fairfax Connector services and gained an understanding of how FCDOT developed and will apply the major service change, disparate impact, and disproportionate burden policies.

Public Comments Received via Email or US Postal Service

Similar to the focus group comments, the comments received via email were generally concerned with Fairfax Connector services and not on the proposed policies described above. *See Attachment III - Major Service Change, Disparate Impact, and Disproportionate Burden Policies – Public Comments Received*. FCDOT did not receive any comments via the US Postal Service.

Fairfax County DOT Title VI Program

Disparate Impact, Disproportionate Burden, and Major Service Change

Proposed Policies

Public Comment Period: February 16 to March 16, 2017

Presentation Overview

- Title VI of the Civil Rights Act of 1964
- FTA Circular 4701.2B Required Policies
- Proposed Policy Methodology
- Proposed Draft Policies
- Sample Application of Policies
- Submit Your Comments

Title VI of the Civil Rights Act of 1964

"No person in the United States shall, on the ground of **race**, **color**, or **national origin**, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance"

Required Policies

Federal Transit Administration Circular 4701.2B requires that Fairfax County DOT set the following policies to prevent discrimination from occurring in transit service changes and transit fare changes:

- Major Service Change
- Disparate Impact (Minority Status)
- Disproportionate Burden (Low-Income)

Major Service Change Methodology

Key Considerations:

- Peer transit system policies
- Data availability and ease of application
- Fairfax Connector system structure
  - Short, frequent routes
  - Long, peak-period routes

Proposed Draft Policies

Major Service Change

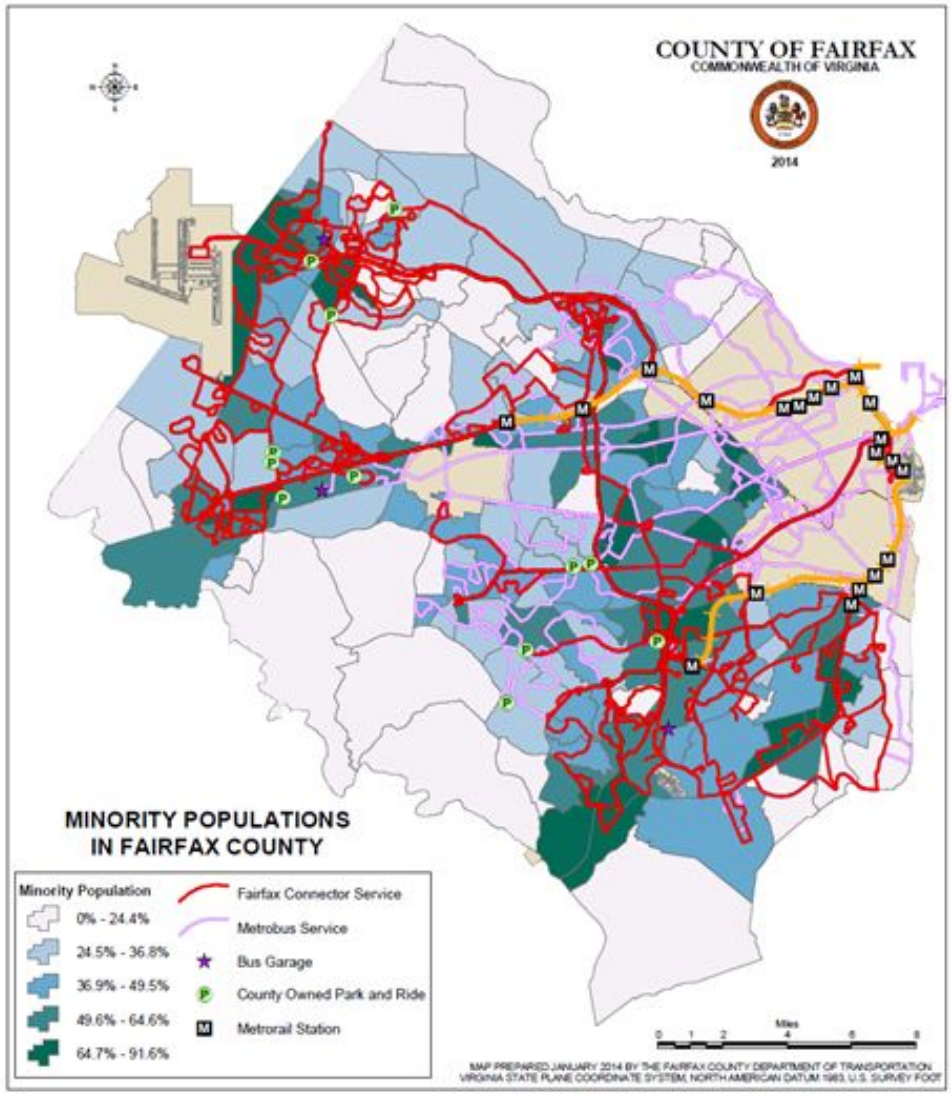
A major service change is defined as either an increase or a decrease of 25 percent or more in either daily revenue service hours, revenue service miles, or both for the individual route being modified.

Definitions

Daily Revenue Service Hours: The number of hours a bus operates while carrying paying passengers.

Revenue Service Miles: The number of mile a bus operates while carrying paying passengers.

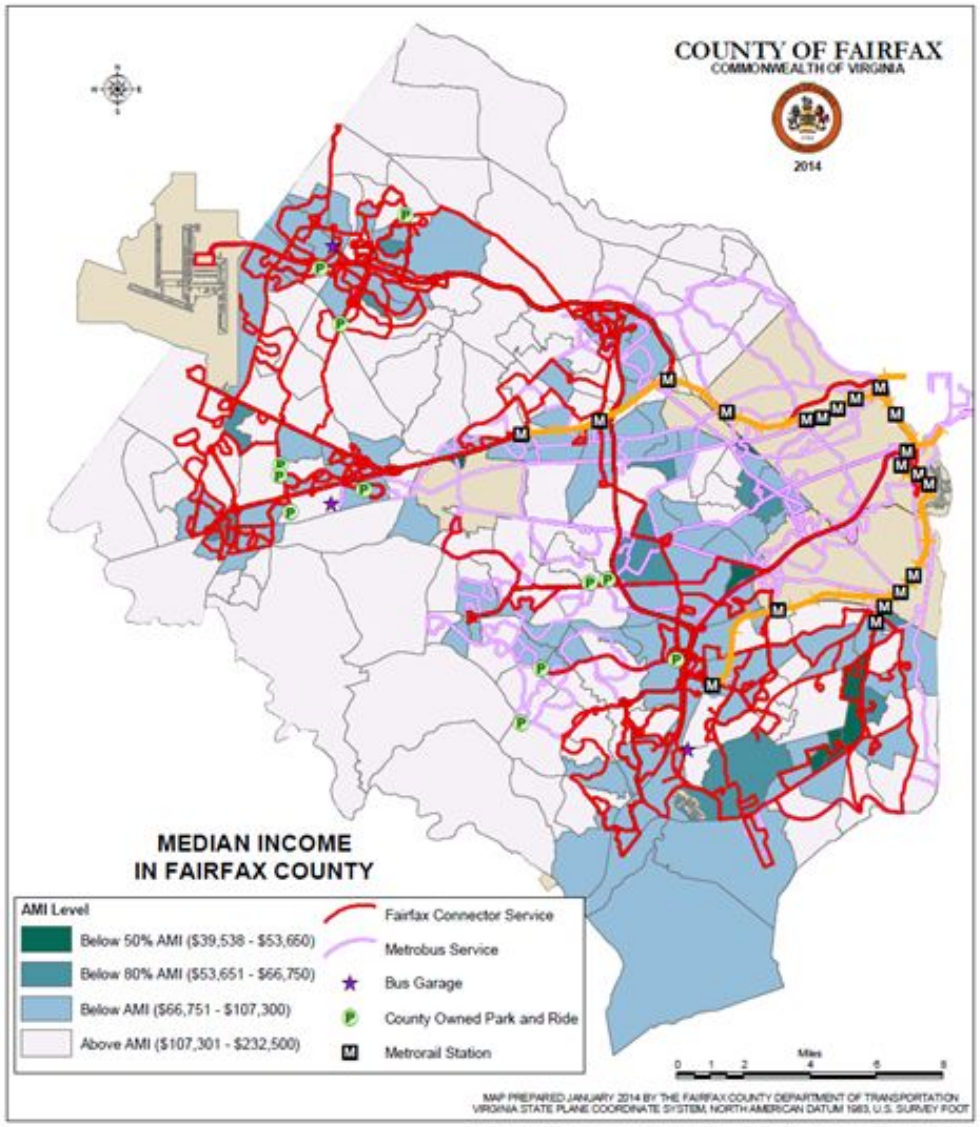
Disparate Impact Methodology



Proposed Draft Policies

Disparate Impact

A disparate impact occurs when the difference between minority riders and non-minority riders affected by a proposed service change or fare change is 10 percent or greater.



Disproportionate Burden Methodology

Low Income Households are defined as those below 50% area median income.

Proposed Draft Policies

Disproportionate Burden

A disproportionate burden occurs when the difference between low-income riders and non-low-income riders affected by a proposed service change or fare change is 10 percent or greater.

Sample Application of Policies: Disparate Impact

Routes A, B, C are proposed for elimination

Route	Minority Population (living within 1/4 mile)	Total Population (living within 1/4 mile)	Percent Minority	Percent Non-Minority	Difference	Disparate Impact
A	***11,007***	***16,958***	***64.9***	***35.1***	***29.8***	***Yes***
B	21,310	39,511	53.9	46.1	7.8	No
C	4,491	9,245	48.6	51.4	-2.8	No

Fairfax County DOT's proposed elimination of Route A would result in a disparate impact as the minority population served is more than 10 percent above the non-minority population.

Sample Application of Policies: Disproportionate Burden

Routes D, E, F are proposed for elimination

Route	Total Households (living within 1/4 mile)	Low-Income Households (living within 1/4 mile)	Non-Low-Income Households (living within 1/4 mile)	Percent Low-Income	Percent Non-Low-Income	Disproportionate Burden
D	***31,560***	***23,259***	***8,301***	***73.7***	***26.3***	***Yes***
E	25,243	3,701	23,542	6.8	93.2	No
F	28,630	2,024	26,606	7.0	93.0	No

Fairfax County DOT's proposed elimination of Route D would result in a disparate impact as the low-income households served is more than 10 percent above the non-low-income households served.

Sample Application of Policies: Fare Equity – Minorities

Fictional Fare Increase Proposal

Base Fare	Current Fares	Proposed Fares	Absolute Change	Percent Change	Usage by Minorities*	Usage by Non-Minorities	Disparate Impact
SmarTrip	$1.60	$1.80	$0.20	13%	30%	39%	No
Cash	***$1.80***	***$2.20***	***$0.40***	***22%***	***55%***	***15%***	***Yes***
Express Fare (394 & 395)							
SmarTrip	$3.65	$4.00	$0.35	10%	2%	11%	No
Cash	$4.00	$4.35	$0.35	9%	3%	9%	No
Base Senior and Disabled Fare							
SmarTrip	$0.80	$0.90	$0.10	13%	5%	14%	No
Cash	$0.90	$1.05	$0.15	17%	5%	12%	No
Total					**100%**	**100%**	

**These are fictional figures created for use in this example only.*

The proposed fare increase would result in a disparate impact for minority riders paying cash.

Sample Application of Policies: Fare Equity – Low-Income

Fictional Fare Increase Proposal

Base Fare	Current Fares	Proposed Fares	Absolute Change	Percent Change	Usage by Low-Income*	Usage by Non-Low-Income	Disproportionate Burden
SmarTrip	$1.60	$1.80	$0.20	13%	25%	34%	No
Cash	***$1.80***	***$2.20***	***$0.40***	***22%***	***35%***	***12%***	***Yes***
Express Fare (394 & 395)							
SmarTrip	$3.65	$4.00	$0.35	10%	2%	10%	No
Cash	$4.00	$4.35	$0.35	9%	1%	4%	No
Base Senior and Disabled Fare							
SmarTrip	$0.80	$0.90	$0.10	13%	17%	25%	No
Cash	$0.90	$1.05	$0.15	17%	20%	15%	No
Total					**100%**	**100%**	

**These are fictional figures created for use in this example only.*

The proposed fare increase would result in a disproportionate burden for low-income riders paying cash.

Finding of Disparate Impact

If an analysis results in a finding of disparate impact, Fairfax County DOT must:

- Avoid, minimize, or mitigate the impact
- Can only implement the change if:
  - Substantial legitimate justification exists
  - There are no alternatives meeting the same legitimate objectives

Finding of Disproportionate Burden

If an analysis results in a finding of disproportionate burden, Fairfax County DOT must:

- Avoid, minimize, or mitigate the impact where practical
- Describe alternatives available

Submit Comments

- Public Comment Period from **February 16, 2017 to March 16, 2017**
  - Email:

    fairfaxconnector@fairfaxcounty.gov

    Please include "Title VI" in the subject line
  - Mail:

    Fairfax County DOT
    ATTN: Title VI
    4050 Legato Road, 4th Floor
    Fairfax, Virginia, 22033
    Must be postmarked by March 16, 2017

DRAFT Title VI Policies

03/31/2017

Major Service Change, Disparate Impact, and Disproportionate Burden Policies – Public Comments Received

From: RUTH MCCOY
Sent: Saturday, February 25, 2017 8:06 PM
To: FAIRFAXCONNECTOR
Subject: Title VI

To whom it may concern,

Recent studies show that Fairfax county has less in the way of public transit options for commuting in the greater metro area than other counties and D.C. We need more Metro, not less, and more access. For example, a local bus in my area of Newington Forest used to go the 4 miles to a local train station in Lorton. A short trip, and convenient. Instead, that portion of the route was eliminated, and to get to Lorton I'd have to go farther north up to the Springfield metro. So if I want to go to Lorton, I first have to go all the way up to Springfield, then take a different bus to Lorton. For that matter, the Lorton Train station would be a better option to get into DC on the train.

I end up driving everywhere because the bus and train routes do not go where I need to go – work, shopping, dental and doctor appointments.

v/r,
taxpayer

From: Tammy Beaven
Sent: Saturday, March 4, 2017 12:58 AM
To: FAIRFAXCONNECTOR <FAIRFAXCONNECTOR@FairfaxCounty.gov>
Subject: Title VI

Thank you for the opportunity to comment on proposed changes in the bus schedules and routes. I am currently in the lowest income range and have been riding the bus since I sold my car in 2004. I purposely live within walking distance from several bus routes so I can get around.

What I've noticed over the years is that the rush-hour-only buses are not very useful to those of us who ride the bus everywhere. I use to have to stay at work for an extra hour or more because I had no way to get home until the rush-hour-only bus started in the afternoon again. Personally, I think the BEST bus routes are the ones that run from early morning until late at night and run 7 days a week. These buses

are dependable. You know it's coming for you even if you have to wait an extra 30 minutes on the weekends or late at night - at least it's coming and you won't be stranded. That feeling of safety, security, and dependability goes a long way to keep your riders coming back to the same routes. I've discontinued riding several buses over the years because the fear of missing the last one just got to be too stressful. As far as Title VI's mention about shorter vs longer routes and rush hour vs full service hours, my ideal would be full service hours with long routes so more people can ride the bus without having to make connections and this would also make it possible to go more places using the same route. I use CUE bus for multiple errands all the time times because those routes are from early morning until late at night on weekdays and only slightly more limited on weekends and run from one end of town to another, making it possible to get to just about anywhere even if you have to do some walking. Maybe FX Connector and Metrobus could develop similar timetables and route distances to the CUE bus. Just a thought; it really seems to work for CUE. They have not changed their routes over the years as dramatically as FX Connector and Metrobus have. CUE is my favorite busline because it covers a lot of area and runs every 20-60 minutes, 7 days a week. I wish FX Connector and Metrobus could do the same thing. Thank you for the FX Connector 463. I love that it is 7 days a week and from early morning until late at night - it's a God-send! Please don't change it!!! It's now my only really good option to work since the 15M discontinued. We need more bus routes like FXC 463. What if you simply added more buses during rush hours for the really busy areas but kept the same timetable of early morning and late night for that route as well. It wouldn't be a matter of either/or and both a full timetable and an additional rush hours bus. Just a thought.

As far as the increase in fares goes. The $1.80 was a huge increase for many of us. I even emailed CUE and asked them why they were making their fares the same as metrobus since their fares were much cheaper than metrobus and they had never increase it that high before. Is there anyway to increase it to $2.00 instead of $2.20. If you have to increase it, I think people understand but please don't increase it so drastically. Most of us ride the bus because we can't afford cars so the bus is our main or only option.

I would also like to make a suggestion that new bus routes be advertised well in advance. I remember one time there were handing tags from the bus' roof that announced the new route and times. That marketing was very helpful. Even if you missed that bus for a few weeks (because you're out of town, getting a ride from friends, or whatever) the likelyhood of seeing the tags the next time you use that bus was very good because they advertised it more than a month in advance. I only saw one route advertise their changes this way, years ago; I haven't seen it since.

Another reason for lower ridership is that people get use to seeing a bus on a certain street at a certain time so when the route changes and the signs are still in their normal locations on the street for awhile or the libraries still have the old schedules on their shelves, it's confusing. Sometimes is only takes 1 or 2 being-stranded experiences to make you just stop trying to take a route all together. The 15K/15L/15M route eventually died because it changed without enough notice, didn't have a bus stop at Vienna metro for over a month after it changed routes to metro, picked up passengers on the CUE bus side when all of the other metrobuses were on the other side, and then the timetable changed so those of us who took it for years couldn't ride it anymore because the new schedule was too close to the timing of our connecting buses. I take 2 buses every morning and afternoon for work. It took me over a month to realize that the 15 still existed at all and that was only because one of my coworkers who also rode it

told me where it was picking up passengers at metro. This is very frustrating. You are not going to get many new riders if the regular riders can't figure out their favorite bus routes.

Is there a way to change the bus routes (additions, deletions, changes) at the same time each year so we'll all know when we need to look up the information online at that time? Bus routes seem to change in January or September or June, there doesn't seem to be any pattern. If you want more ridership, I think the timetables need to be changed at the same time so everyone is aware that a change might occur, and I would also suggest making the schedule available at least a month ahead of the posted schedule so the riders can plan ahead for the changes. I really love taking the bus but there are a lot of mistakes that are made that cause it to be less efficient as it really could be. I'm really going to miss the 1C. I thought that bus was a keeper. That was another long route, full hours bus that I really depended on to get to a lot of places.
Thank you for reading my comments. I'm sorry it's so long. I hope at least some of it is helpful.

Blessings,
Tammy

Board Agenda Item
May 2, 2017

ACTION - 4

Endorsement of the Recommended List of Potential Improvements for Consideration for the Transform I-66 Outside the Beltway Project (Braddock, Hunter Mill, Providence, Springfield and Sully Districts)

ISSUE:
Board of Supervisors endorsement of the recommended list of potential improvements for consideration for the Transform I-66 Outside the Beltway project.

RECOMMENDATION:
The County Executive recommends that the Board endorse the recommended list for potential improvement projects in Fairfax County to be considered for implementation from a portion of the Concession Fee of $500 million being paid by Express Mobility Partners. The project list and the planning level estimates are contained in the attached letter to Secretary Layne.

TIMING:
Board action is requested on May 2, 2017, so the Commonwealth Transportation Board (CTB) will have the Board's comments before it takes any action to allocate the Concession Fee as part of the Transform I-66 Outside the Beltway project to specific projects.

BACKGROUND:
On November 3, 2016, Governor McAuliffe announced that the Commonwealth had selected Express Mobility Partners to finance and deliver the Transform I-66 Outside the Beltway project. On December 7, 2016, the CTB endorsed the Commissioner's final Finding of Public Interest and supported the Commissioner's execution of a Comprehensive Agreement with Express Mobility Partners. As part of its proposal, Express Mobility Partners offered to provide a Concession Fee of $500 million to be used for additional improvements to the I-66 Corridor, which are currently not part of the Transform I-66 Outside the Beltway project. This is expected to be paid at financial close for the project. Staff has developed the following list of projects that would provide added value to the Express Lanes project and the toll users, if implemented with the Concession Fee:

- Intersection improvement at Route 50 and Waples Mill Road by providing an additional left turn lane from Route 50 westbound onto Waples Mill Road.

- Monument Drive bridge pedestrian facility improvement by adding a sidewalk on the west side of the existing bridge with a signalized crosswalk at the ramp crossing.
- Jermantown Road bridge widening to four lanes versus two lanes in the current Transform I-66 Outside the Beltway project plans, consistent with a recently adopted change in the County's Comprehensive Plan.
- A parking structure at the Fairfax Corner (County-owned) site that has been identified for a future park-and-ride lot for the Transform I-66 Outside the Beltway project.
- Completion of missing segments of the pedestrian walkway on the south side of Lee Highway from Nutley Street to Vaden Drive.
- Poplar Tree Road bridge construction to four lanes instead of two lanes.
- Additional funding for the Transportation Management Plan (TMP), that will implement measures to mitigate the impact of the five-year construction period on traffic congestion. Such additional TMP funding should include, but not be limited to, fully funding the Fairfax County Police Department's request to assist in addressing traffic impacts of construction, signal preemption for emergency vehicles combined with signal priority for transit vehicles on major parallel routes to the I-66 corridor, and Fairfax Connector's ½ fare buy down with "non-federal" funds.
- Implementing the Preferred Alternative concept which would provide a wider median in the Centreville area from west of Route 28 through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet, instead of the limited improvements in Phase 1 of the Transform I-66 Outside the Beltway project. If the I-66 overpass above Route 29 would be affected, reconstruction of this bridge should be included in this project.
- Constructing a four-lane divided road between Stone Road at Route 29 and New Braddock Road.
- Implementing the Preferred Alternative Concept at the I-66 and Monument Drive interchange, instead of Phase 1 of the Transform I-66 Outside the Beltway project.

The following key milestones are anticipated for the Transform I-66 Outside the Beltway project:

June 2017	Public Information Meetings
Fall 2017	Design Public Hearings
Fall 2017	Construction Start
July 2022	Tolling Start
August 2022	Project Completion Date

Board Agenda Item
May 2, 2017

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment 1: Letter to Secretary Layne

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT
Karyn Moreland, Chief, Capital Projects Section, FCDOT
Leonard Wolfenstein, Chief, Transportation Planning Section, FCDOT
Sung Shin, Senior Transportation Planner, FCDOT

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY
SUITE 530
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

SHARON BULOVA
CHAIRMAN

May 2, 2017

The Honorable Aubrey L. Layne, Jr.
Secretary of Transportation
1111 E. Broad Street, Room 3054
Richmond, Virginia 23219

Reference: Recommended List of Potential Improvements for Consideration for the Transform I-66 Outside the Beltway

Dear Secretary Layne:

On November 3, 2016, Governor McAuliffe announced that the Commonwealth had selected Express Mobility Partners to finance and deliver the Transform I-66 Outside the Beltway project. On December 7, 2016, the Commonwealth Transportation Board (CTB) endorsed the Commissioner's final Finding of Public Interest and supported the Commissioner's execution of a Comprehensive Agreement with Express Mobility Partners.

As part of its proposal, we understand that Express Mobility Partners will provide a Concession Fee of $500 million to be used for additional improvements to the I-66 Corridor, which are currently not part of the Transforming I-66 Outside the Beltway project. The Board of Supervisors requests the following list of projects be considered for funding with the Concession Fee. These additional improvements to the I-66 Corridor would provide added value to the Express Lanes project and the toll users, if implemented with the Concession Fee. In the absence of specific engineering details on the potential projects, the cost estimates included below are planning level estimates.

- Intersection improvement at Route 50 and Waples Mill Road by providing an additional left turn lane from Route 50 westbound onto Waples Mill Road.
  - Planning Level Estimate: $1 million to $2 million

- Monument Drive bridge pedestrian facility improvement by adding a sidewalk on the west side of the existing bridge with a signalized crosswalk at the ramp crossing.
  - Planning Level Estimate: $3 million to $4 million

- Jermantown Road bridge widening to four lanes versus two lanes in the current Transform I-66 Outside the Beltway project plans, consistent with a recently adopted change in the County's Comprehensive Plan.
  - Planning Level Estimate: $10 million to $11 million for four lane bridge (net increase from rebuilding the existing two lane bridge with a new two lane bridge versus rebuilding as a four lane bridge)

- A parking structure at the Fairfax Corner (County-owned) site that has been identified for a future park-and-ride lot for the Transforming I-66 Outside the Beltway project.
  - Planning Level Estimate: $30 million to $40 million

- Completion of missing segments of the pedestrian walkway on the south side of Lee Highway from Nutley Street to Vaden Drive.
  - Planning Level Estimate: $1 million to $1.5 million

- Poplar Tree Road bridge construction to four lanes instead of two lanes.
  - Planning Level Estimate: $5 million to $6 million for four lane bridge (net increase from building new a two lane bridge versus building a new four lane bridge)

- Additional funding for the Transportation Management Plan (TMP), that will implement measures to mitigate the impact of the five-year construction period on traffic congestion. Such additional TMP funding should include, but not be limited to, fully funding the Fairfax County Police Department's request to assist in addressing traffic impacts of construction, signal preemption for emergency vehicles combined with signal priority for transit vehicles on major parallel routes to the I-66 corridor, and Fairfax Connector's ½ fare buy down with "non-federal" funds.
  - Planning Level Estimate: $8 million to $9 million

- Implementing the Preferred Alternative concept which would provide a wider median in Centreville area from west of Route 28 through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet, instead of the limited improvements in Phase 1 of the Transform I-66 Outside the Beltway project. If the I-66 overpass above Route 29 would be affected, reconstruction of this bridge should be included in this project.
  - Planning Level Estimate: $40 million to $50 million

- Constructing a four-lane divided road between Stone Road at Route 29 and New Braddock Road.
  - Planning Level Estimate: $80 million to $100 million

- Implementing the Preferred Alternative Concept at the I-66 and Monument Drive interchange, instead of Phase 1 of the Transform I-66 Outside the Beltway project.
  - Planning Level Estimate: $140 million to $150 million
    i. $100 million to $105 million for I-66/Monument Drive Interchange, plus
    ii. $40 million to $45 million for West Ox Bridge reconstruction

Fairfax County continues to support the Commonwealth's efforts to address multimodal mobility in the I-66 Corridor and to move the most people as efficiently as possible. We also look forward to working closely with the Commonwealth to develop a mutually beneficial project to County residents and the region.

If you have any questions or need additional information, please contact Tom Biesiadny of the Department of Transportation at 703-877-5663.

Sincerely,

Sharon Bulova
Chairman

cc: Members, Fairfax County Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Helen Cuervo, District Administrator, VDOT, Northern Virginia
Renee Hamilton, Deputy District Administrator, VDOT, Northern Virginia
Susan Shaw, Megaprojects Director, VDOT
Young Ho Chang, Project Manager
Tom Biesiadny, Director, Fairfax County Department of Transportation

Board Agenda Item
May 2, 2017

ACTION - 5

Approval of Testimony and Comments for Public Hearing on the Commonwealth of Virginia's Six-Year Improvement Program for Interstate, Primary, and Urban Highway Systems and Public Transportation for FY 2018 Through FY 2023

ISSUE:
Board of Supervisors' testimony with comments on the Interstate, Primary, and Urban Highway Systems and Public Transportation projects included in the Commonwealth Transportation Board's (CTB) FY 2018 through FY 2023 Six-Year Improvement Program (SYIP). The public hearing will be held on May 3, 2017, at 6:00 p.m., at the Virginia Department of Transportation (VDOT) Northern Virginia District Office, Fairfax, Virginia.

RECOMMENDATION:
The County Executive recommends that the Board approve the attached testimony and letter transmitting its comments regarding the development of the SYIP which allocates funds to highway, road, bridge, rail, bicycle, pedestrian, and public transportation projects.

The testimony notes appreciation for the Secretary of Transportation's Office recommending inclusion of funding in the SYIP for two projects in Fairfax County:

- Fairfax County Parkway (VA 286) – Popes Head Road Interchange for $50.6 million
- Route 29 Widening from Union Mill Road to Buckley's Gate Drive for $53.8 million

The testimony notes concern that other projects submitted by the County have not been recommended for funding. It also includes comments on the Smart Scale process, now that the second round is nearly finished, including concerns about:

- Scoring projects relative to each other, which can lead to one project having different scores over several years.
- Ensuring the methodology for modeling and scoring certain factors, including congestion mitigation, accurately reflects the circumstances in more urban and congested areas, such as Northern Virginia.
- The process disadvantages large-scale and more expensive projects.
- The process remains cumbersome and complex.

- Dividing benefits by cost without normalizing costs throughout the Commonwealth disadvantages Northern Virginia.

The testimony notes concern over proposed changes to the Revenue Sharing program policy, and notes the importance of engaging and coordinating with local jurisdictions and agencies throughout the SYIP process, since projects, particularly in Northern Virginia, are funded through multiple sources. Lastly, the testimony includes language voicing concern about the CTB's policy that prevents VDOT from entering the Right-of-Way phase, until project construction funding is completely identified. This results in unnecessarily delaying projects.

TIMING:
The Board of Supervisors should act on this item on May 2, 2017, so that the Board's comments on the SYIP can be presented to the CTB during the public hearing on May 3, 2017.

BACKGROUND:
During the 2014 Session, the General Assembly passed HB 2 which provides for the development of a prioritization process for projects funded by the CTB. The HB 2, renamed Smart Scale, process must be used for the development of the Six-Year Improvement Program (SYIP) starting July 1, 2017.

The Smart Scale process determines a score for a proposed project in the areas of congestion mitigation, land use coordination, accessibility, environmental quality, economic development, and safety which is then utilized to compare one project to another. The CTB can weigh these factors differently in each of the Commonwealth's transportation districts. Smart Scale requires congestion mitigation to be weighted highest in Northern Virginia. The Weighting Framework for Northern Virginia, as well as the Hampton Roads and Fredericksburg areas is:

- Congestion Mitigation (45%)
- Land Use Coordination (20%)
- Accessibility (15%)
- Environmental Quality (10%)
- Economic Development (5%)
- Safety (5%)

Following endorsement by the Board of Supervisors at the September 20, 2016, meeting, the County submitted the following projects for Smart Scale consideration:

- Route 1 Widening (Mount Vernon Highway to Napper Road) - $90,000,000
- Route 1 Bus Rapid Transit (BRT, Huntington Metrorail Station to Fort Belvoir) - $101,561,000
- Fairfax County Parkway/Popes Head Road Interchange - $50,558,370
- Soapstone Connector/Dulles Toll Road Overpass - $90,648,400
- Route 29 Widening (Buckley's Gate Drive to Pickwick Road) - $53,766,900
- Frontier Drive Extension - $82,589,500
- Seven Corners Ring Road (Phase 1A/Segment 1A) - $52,100,000

A total of 436 applications were submitted across the Commonwealth, and 404, were scored using the Smart Scale methodology, requesting a total of $8.56 billion. The state estimates that approximately $658 million will be available for this round of funding for High Priority Projects and $394 million for the District Grant Program, with approximately $82 million of the District Grant Program provided to Northern Virginia. In January 2017, the Virginia Secretary of Transportation's Office released the scores, along with a recommended scenario for funded projects. The revised funding scenario for Northern Virginia, including all the projects submitted, with their scores, is provided in Attachment 3. The following projects submitted by the County, along with other projects submitted by other agencies and jurisdictions that are located in the County, have been recommended for funding:

Locality/ Agency	**Project Title**	**Project Benefit Score**	**Project Smart Scale (Requested)**	**Score / Smart Scale Cost**
Fairfax County	Fairfax County Parkway/Popes Head Road Interchange	37.2	$50,558,370	7.6
Fairfax County	Route 29 Widening (Buckley's Gate Drive to Pickwick Road)	32.48	$53,766,900	6.04
Town of Herndon	East Elden Street Widening and Improvements	14.86	$26,096,621	5.69
Town of Vienna	Route 123 & 243 Traffic Signal Upgrades	2.37	$1,179,110	20.14
Northern Virginia Transportation Commission	VRE Fredericksburg Line Capacity Expansion	64.25	$92,636,120	6.94

In addition to the Smart Scale/SYIP process noted above, the CTB policy preventing VDOT from advancing a project into the Right-of-Way phase, unless the project is fully funded for construction within the SYIP, continues to be a concern. Fairfax County has been submitting projects for funding in phases, to allow several projects to advance at the same time. This CTB policy will tie up funding on projects that is not needed for several years into the future, and will ultimately slow the delivery of projects, since only a limited number of projects will be allowed to advance.

The CTB is also currently considering changes to the Revenue Sharing Program policy. The Administration has funded the program at approximately $100 million in FY 2018. This amount is less than the $150 million allocated in FY 2017 and $189 million in FY 2016. The limited amount of funding available for this program, combined with tiers for prioritizing projects as required by the Code of Virginia has limited the amount of projects that are expected to receive funding in FY 2018.

In December 2016, a presentation to the CTB noted several changes to the program that the CTB could implement to address this issue, and a Committee was subsequently established to review the program. The Committee was presented with several programmatic allocation changes the CTB could implement:

- Option 1- Limit total annual allocations to $5M per locality ($10M limit per 2 year cycle)
- Option 2- Limit maximum allocation per project to $10M
- Option 3- Limit maximum allocation per project to $5M
- Option 4- Require any local funds committed on application as part of prior Revenue Sharing allocation to be spent before additional allocations are provided
- Option 5 – Combination of above options or Sliding Scale

Currently, the Committee appears to be favoring moving forward with Options 1 and 2. The Committee will be meeting again at the April CTB meeting and intends to present an updated policy to the full CTB for action prior to the adoption of the SYIP.

This program significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects. For Fairfax County, this program has been very successful in helping to fund some of the County's major road and transit projects, such as the construction of the Fairfax County Parkway and the widening of Stringfellow Road, U.S. Route 29, and Rolling Road. The County has applied for the maximum amount allowed over the past five years, and has matched the state funding received dollar-for-dollar. The revenue sharing program has been an effective tool to encourage local investment in transportation. In Fairfax County's case, the program has been helpful in closing funding shortfalls on several projects. These projects would not have proceeded to construction without the Revenue Sharing Funds.

The testimony notes the Board's concern with the current proposal, noting that these changes will only discourage localities from utilizing local revenue sources.

The CTB scheduled public hearings across the Commonwealth to receive testimony regarding comments on the projects that have been scored and recommended for funding through the SYIP. The proposed testimony is based on the released funding scenarios, as well as comments on the Smart Scale process following the first iteration. The testimony was prepared to be presented at the CTB Public Hearing on May 3, 2017, and submitted in written form to the CTB during the comment period. The CTB will finalize its list of projects to be included in the SYIP following the public meetings, and is expected to adopt the SYIP in June 2017.

FISCAL IMPACT:
There is no fiscal impact to the County as a result of these comments. However, the final SYIP that is adopted by the CTB will allocate transportation funding throughout the Commonwealth, thereby affecting how much state transportation funding is allocated to highway projects in Fairfax County.

ENCLOSED DOCUMENTS:
Attachment 1: Testimony of Fairfax County Board of Supervisors Chairman John Foust and Letter Transmitting the Board's Comments
Attachment 2: Transmittal Letter to Virginia Secretary of Transportation Aubrey Layne
Attachment 3: Revised Funding Scenario for Northern Virginia, as provided to the CTB

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Todd Wigglesworth, Chief, Coordination and Funding Division, FDCOT
Mike Lake, Coordination and Funding Division, FCDOT
Noelle Dominguez, Coordination and Funding Division, FCDOT
Ray Johnson, Coordination and Funding Division, FCDOT

ATTACHMENT 1

Testimony of John Foust
Fairfax County Board of Supervisors
Regarding the
Draft FY 2018 - 2023 Virginia Six-Year Improvement Program
May 3, 2017

Secretary Layne, Commissioner Kilpatrick, Director Mitchell, Chairman Nohe, and members of the Commonwealth Transportation Board: I am John Foust, Chairman of the Fairfax County Board of Supervisors' Transportation Committee. I am here today to present testimony on the Draft FY 2018-2023 Six-Year Improvement Program. I appreciate this opportunity to testify before you to provide comments on the projects recommended for funding through the Smart Scale process.

First, Fairfax County recognizes and appreciates the funding the CTB has recommended in the funding scenario for several Fairfax County, including:

- $50.6 million for the VA 286 (Fairfax County Parkway) / Popes Head Road Interchange. Currently, the intersection at Fairfax County Parkway/Popes Head Road is signalized and causes significant congestion on the Fairfax County Parkway during both the A.M. and P.M. peak periods. The interchange will provide significant congestion relief and increase travel time reliability along the heavily-congested Parkway, as well as improve safety at the existing intersection with Popes Head Road. The project will also provide for the future connection to Shirley Gate Road to the east, which will improve regional north-south travel in this area of the County and alleviate congestion along the parallel Route 123 to the east. This project not only includes increasing roadway capacity, but pedestrian and bicycle amenities and improvements as well.
- $53.8 million for the U.S. Route 29 Widening from Buckley's Gate Drive to Pickwick Road. When completed, this widening, including intersection improvements, will provide a six-lane facility from the City of Fairfax to Centreville. As the roadway also serves as an alternative route to I-66, the widening can ease congestion on both facilities. Further, the project also

includes improved bicycle and pedestrian facilities to increase accessibility and safety.

The County is concerned funding was not recommended for some of our priorities, including:

- Route 1 widening from Mt. Vernon Memorial Highway to Napper Road will tie into the six-lane section of Richmond Highway north of Napper Road, as well as south of Mt. Vernon Memorial Highway, resulting in a six-lane facility from Ft. Belvoir to I-95/I-495 in Alexandria. Transit ridership in the Route 1 corridor is the most robust in the County and this widening project will make improvements to facilitate future Bus Rapid Transit.
- Route 1 Bus Rapid Transit (BRT) from Huntington Metrorail Station to Fort Belvoir. The proposed median running BRT includes new transit stations and facilities for bicycle, pedestrian and vehicles. The project will enhance a corridor already heavily serviced by transit, and improve multimodal connectivity, by providing attractive multimodal options to help serve the large transit-dependent population, as well as current single-occupancy-vehicle drivers in the corridor. The project will also expand and improve multimodal accessibility to existing and emerging economic development hubs by facilitating the movement of employees and goods into and out of Ft. Belvoir and other activity centers along the corridor, while also providing access to the Metrorail Yellow line, and through the Metrorail system, other areas of Fairfax County, the City of Alexandria, Arlington County, and the District of Columbia.
- Seven Corners Ring Road. The Seven Corners area is centered around the Seven Corners Interchange which is the convergence of three regional commuter routes; Route 50, Route 7, and Wilson Boulevard/Sleepy Hollow Road. Most of the intersections at the Interchange operate at level of service E or F during peak periods. The Board of Supervisors adopted an updated Comprehensive Plan for the Seven Corners area that includes a concept for a new Seven Corners Interchange. This project application will design and construct the first phase of the new Seven Corners Interchange.
- Soapstone Connector/Dulles Toll Road Overpass. This project will provide a direct connection between Sunset Hills Road and Sunrise Valley Drive crossing over the Dulles Toll Road. It will provide additional multi-modal capacity on a

new north-south facility to mitigate severe congestion on Wiehle Avenue, Reston Parkway and Fairfax County Parkway. The project will address the inability of Wiehle Avenue to accommodate current and forecasted traffic demand, delays on Wiehle Avenue at the intersections of Sunset Hills Road and Sunrise Valley Drive, lack of direct access for buses to the Wiehle-Reston East Metrorail Station without requiring travel on Wiehle Avenue, and the lack of connectivity for pedestrians and bicyclists to the Wiehle-Reston East Metrorail Station from Soapstone Drive and Sunrise Valley Drive on the south and Sunset Hills Road on the north.

- Frontier Drive Extension. This project will extend Frontier Drive from its current southern terminus at the Joe Alexander Transit Center/Franconia-Springfield Metrorail Station to Loisdale Road, through the Springfield Industrial Park/ General Services Administration (GSA) warehouse area. The project includes access improvements to the Transit Center, served by the Metrorail Blue and Yellow Lines, VRE Commuter Rail Service, and various local and commuter bus service providers; as well as modifications to the ramps of the Franconia-Springfield Interchange and improvements to Springfield Center Drive. The extension of Frontier Drive is a critical component of Fairfax County's plans to transform Franconia-Springfield Area into an active, mixed-use employment, retail, and residential center that can support growth in the area, and it will be essential, if GSA selects Springfield as the site for the new FBI headquarters. The project will include median treatments, sidewalks, pedestrian crossings and bike lanes, to ensure that design elements will address safe pedestrian crossings and enhanced pedestrian movement, with the goal of reducing pedestrian and vehicular conflicts and improving accessibility.

The County looks forward to working with the Commonwealth and other stakeholders on strengthening these applications as we resubmit these projects in the future.

In addition to the comments on the projects submitted by the County, we also have some comments on the Smart Scale process, now that the second round is concluding:

- We have concerns about projects being scored relative to each other. This can lead to instances where the same project can receive significantly different

scores in different years. This affects the perception of transparency of the process.

- We believe that it is essential the methodology for modeling and scoring certain factors, including congestion mitigation, accurately reflects the circumstances in more urban and congested areas, such as Northern Virginia.
- While the process has been objective, it is also complex, cumbersome, time consuming, and expensive for submitters and the Commonwealth. The complexity also makes the process and the scoring more difficult for the public to understand.
- The high land acquisition, utility relocation, and other costs in Northern Virginia are creating significantly inflated total project estimates for many of our projects. These costs are severely impacting Smart Scale benefit scores. Further, this process seems to benefit smaller projects. In fact, only 11 of the 21 Northern Virginia projects that have been recommended for funding have total project costs of more than $10 million.
- The County continues to support your policy that the Smart Scale cost-benefit analyses be calculated relative to Smart Scale costs only. As we've noted before, it is imperative to leverage various sources to address our transportation needs. Projects in urban areas tend to be more costly, due to various reasons and utilizing total project costs put our region at an inherent disadvantage. Further, language in HB 2313 (2013) states that regional funds provided to Northern Virginia and Hampton Roads cannot be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions.

The Board continues to be concerned about the proposed modifications to the Revenue Sharing program. This program significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects. For Fairfax County, this program has been very successful in helping to fund some of the County's major road and transit projects. The County has applied for the maximum amount allowed over the past five years, and has matched the state funding received dollar-for-dollar. Reducing the amount of funding that a locality can request annually and limiting the maximum allocation per project will only discourage localities from utilizing local revenue sources.

The Board also requests that VDOT continues to engage local jurisdictions through coordination and cooperation, so that they are prepared to address critical funding needs for their projects. This is important, since most significant projects are funded through multiple sources.

In addition to the comments about the Smart Scale process and SYIP noted above, the Board also wants to continue to express serious concerns about the CTB's policy that prevents VDOT from entering the Right-of-Way phase of the project until project construction funding is completely identified and allocated within the SYIP. This policy will significantly affect County and other Northern Virginia projects. Fairfax County has been submitting projects for funding in phases, to allow several projects to advance at the same time. This new policy will only tie up funding on projects that is not needed for several years into the future, and will ultimately slow the delivery of projects, since only a limited number of projects will be allowed to advance. The County is concerned that there was no formal request for public comment on this policy before it was adopted, and that VDOT staff was not able to share specific language of the policy until after it was adopted. In addition, the policy is unclear in regards to funding the preliminary engineering phase of projects, leading to uncertainty how and when a project can move forward. Some are interpreting this policy even more strictly than it appears to be intended. While the County is concerned about the underlying policy, clarity is necessary to ensure we can sufficiently address funding for the numerous projects across Fairfax County. Further, the County believes that this policy should not apply to projects that are sponsored by the local governments and/or have local or regional (NVTA) funding on them; or when a local government is asking VDOT to be its contractor to advance project delivery.

I request that the County's testimony be made a part of the proposed Six-Year Program public hearing record, and that full consideration be given to these comments in preparing the final allocation document for the FY2018 – FY2023 Six-Year Program. Thank you for this opportunity to provide comments on behalf of Fairfax County. If you need any further clarification or information, please let us know.

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY
SUITE 530
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

SHARON BULOVA
CHAIRMAN

ATTACHMENT 2

May 3, 2017

The Honorable Aubrey Layne
Secretary of Transportation
Commonwealth of Virginia
Patrick Henry Building, Third Floor
1111 East Broad Street
Richmond, Virginia 23219

Dear Secretary Layne:

On behalf of the Fairfax County Board of Supervisors, I am writing to provide you and the members of the Commonwealth Transportation Board (CTB) comments regarding the Draft FY 2018 – 2023 Six-Year Improvement Program (SYIP). On May 2, 2017, the Board discussed Fairfax County's transportation projects that were scored according to Smart Scale requirements and the recommended funding scenario for the draft SYIP. Subsequently, the Board approved the attached testimony, which incorporates the County's comments on the draft program.

The Board requests that this letter and its attachment be made a part of the public comments record, and that full consideration be given to these comments in preparing the Final FY2018 – FY2023 allocation document in Spring 2017.

Thank you for the opportunity to provide comments on the draft program. If you need any clarification or further information, please call Tom Biesiadny, the Director of our Department of Transportation, at (703) 877-5663 or me at (703) 324-2321.

Sincerely,

Sharon Bulova
Chairman

Attachments: a/s

cc: Members, Commonwealth Transportation Board
Members, Fairfax County Delegation to the General Assembly

Members, Fairfax County Board of Supervisors
Charles A. Kilpatrick, Commonwealth Transportation Commissioner
Jennifer Mitchell, Director, Virginia Department of Rail and Public Transportation
Helen Cuervo, Northern Virginia District Administrator, Virginia Department of Transportation
Edward L. Long Jr., County Executive
Catherine Chianese, Assistant County Executive
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Department of Transportation

Revised Commonealth Staff Recommended Funding Scenario
Northern Virginia

ATTACHMENT 3

Submitted By	Title	Statewide High Priority	District Grant	Project Benefit	Project Total Cost	Benefit Divided by Total Cost	Project SMART SCALE Cost	Benefit Divided by SMART SCALE Cost
Arlington County	Columbia Pike Smart Corridor	x	x	**23.89**	$ 1,098,710	**217.40**	$ 1,098,710	**217.40**
Loudoun County	Waxpool Rd/Loudoun County Pkwy Intersection Improvements	x	x	**3.50**	$ 5,147,160	**6.81**	$ 277,160	**126.41**
Falls Church City	Park Avenue Multimodal Improvements		x	**9.32**	$ 2,000,000	**46.58**	$ 2,000,000	**46.58**
Arlington County	Rosslyn-Ballston corridor multimodal connections	x	x	**25.35**	$ 5,654,200	**44.83**	$ 5,654,200	**44.83**
Falls Church City	Broad Street Multimodal Improvements	x	x	**8.35**	$ 3,000,000	**27.83**	$ 3,000,000	**27.83**
Vienna Town	Route 123 & 243 Traffic Signal Upgrades	x	x	**2.37**	$ 2,092,110	**11.35**	$ 1,179,110	**20.14**
Alexandria City	DASH Bus Service and Facility Expansion	x	x	**21.16**	$ 11,134,000	**19.01**	$ 11,134,000	**19.01**
Alexandria City	West End Transitway - Southern Towers Transit Facilities	x	x	**15.06**	$ 10,000,000	**15.06**	$ 10,000,000	**15.06**
Loudoun County	Loudoun Park and Ride	x	x	**4.23**	$ 7,604,400	**5.57**	$ 3,633,400	**11.65**
Loudoun County	Arcola Boulevard (Route 50 to Route 606)	x	x	**31.89**	$ 54,927,930	**5.81**	$ 28,969,930	**11.01**
Alexandria City	Traffic Adaptive Signal Control Fiber Optic	x	x	**8.37**	$ 7,675,900	**10.90**	$ 7,675,900	**10.90**
Alexandria City	Backlick Run Trail Phase I	x	x	**4.71**	$ 7,162,783	**6.57**	$ 5,044,545	**9.33**
Loudoun County	Acquisition of Transit Buses	x	x	**5.89**	$ 7,200,000	**8.17**	$ 7,200,000	**8.17**
Fairfax County	VA 286 - Popes Head Road Interchange	x	x	**37.20**	$ 64,303,070	**5.78**	$ 50,558,370	**7.36**
Loudoun County	Route 7/ Route 690 Interchange	x	x	**6.91**	$ 36,164,900	**1.91**	$ 9,564,900	**7.23**

**Highlighted Projects Recommended for Funding*

Revised Commonealth Staff Recommended Funding Scenario
Northern Virginia

Northern Virginia Transportation Commission	VRE Fredericksburg Line Capacity Expansion	x		**64.25**	$ 216,034,920	**2.97**	$ 92,636,120	**6.94**
Loudoun County	Route 7/ Route 287 Interchange	x	x	**7.88**	$ 11,390,670	**6.91**	$ 11,390,670	**6.91**
Prince William County	Neabsco Mills Road Widening w/ Potomac Town Center Garage	x	x	**26.22**	$ 55,924,800	**4.69**	$ 38,638,100	**6.79**
Fairfax County	Route 29 Widening (Union Mill Road to Buckley's Gate Drive)	x	x	**32.48**	$ 66,973,500	**4.85**	$ 53,766,900	**6.04**
Herndon Town	East Elden Street Widening and Improvements	x	x	**14.86**	$ 43,995,010	**3.38**	$ 26,096,621	**5.69**

Loudoun County	Westwind Drive (Loudoun County Parkway to Route 606)	x	x	**9.31**	$ 43,278,410	**2.15**	$ 19,821,410	**4.70**
Loudoun County	Farmwell Road (Smith Switch Rd to Ashburn Rd)		x	**5.54**	$ 30,973,530	**1.79**	$ 11,809,530	**4.69**
Loudoun County	1A - Northstar Boulevard (U.S. 50 to Shreveport Drive)	x	x	**20.97**	$ 70,413,880	**2.98**	$ 49,158,880	**4.27**
Loudoun County	Dulles West Boulevard(Loudoun County Pkwy to Northstar Blvd)	x	x	**24.78**	$ 67,535,200	**3.67**	$ 65,021,200	**3.81**
Fairfax City	George Snyder Trail	x	x	**5.64**	$ 15,192,922	**3.71**	$ 14,822,922	**3.80**
Alexandria City	Van Dorn Metro Multimodal Bridge	x	x	**7.55**	$ 70,023,030	**1.08**	$ 20,000,030	**3.77**
Loudoun County	Atlantic Boulevard Pedestrian Improvements		x	**1.86**	$ 5,428,532	**3.44**	$ 5,367,532	**3.47**
Loudoun County	Northstar Boulevard (Braddock Road to Shreveport Drive)	x	x	**24.40**	$ 114,206,700	**2.14**	$ 70,727,700	**3.45**
Loudoun County	Prentice Drive Extension (Shellhorn Road to Lockridge Road)	x	x	**23.78**	$ 96,120,580	**2.47**	$ 69,950,580	**3.40**
Prince William County	Route 234 At Balls Ford Intrchng and Rel/Widen Balls Ford Rd	x	x	**41.31**	$ 126,027,000	**3.28**	$ 124,027,000	**3.33**
Loudoun County	Pacific Boulevard (Route 28 to Old Ox Road)	x	x	**5.29**	$ 16,587,180	**3.19**	$ 16,587,180	**3.19**
Loudoun County	Loudoun County Parkway (Shellhorn Road to US Route 50)	x	x	**33.85**	$ 112,052,610	**3.02**	$ 112,052,610	**3.02**

**Highlighted Projects Recommended for Funding*

Revised Commonealth Staff Recommended Funding Scenario
Northern Virginia

Loudoun County	Shellhorn Rd/Sterling Blvd(LoudounCountyPkwy to Randolph Dr)	x	x	**17.68**	$ 90,964,300	**1.94**	$ 60,275,600	**2.93**
Loudoun County	Evergreen Mills Road (Northstar Blvd to Loudoun County Pkwy)	x	x	**11.94**	$ 82,808,000	**1.44**	$ 41,057,000	**2.91**
Loudoun County	Route 9/Route 287 Roundabout	x	x	**3.05**	$ 12,063,063	**2.53**	$ 10,835,063	**2.82**
Prince William County	Widen Telegraph Road from Minnieville to Prince William Pkwy	x	x	**11.10**	$ 40,598,500	**2.73**	$ 40,598,500	**2.73**
Loudoun County	1B - Northstar Boulevard (Braddock Road to US 50)	x	x	**4.19**	$ 41,291,800	**1.01**	$ 21,017,800	**1.99**
Prince William County	Balls Ford Road Widening - Groveton Road to Route 234 Bus.	x	x	**8.87**	$ 53,563,700	**1.66**	$ 53,563,700	**1.66**
Fairfax County	Seven Corners Ring Road (Phase 1A Segment 1A)	x	x	**8.47**	$ 71,934,200	**1.18**	$ 52,100,000	**1.63**
Fairfax County	Richmond Highway Widening (Mt Vernon Hwy to Napper Rd)	x	x	**13.39**	$ 214,772,900	**0.62**	$ 90,000,000	**1.49**

Fairfax County	Richmond Highway-Bus Rapid Transit	x	x	**14.86**	$ 324,635,300	**0.46**	$ 101,561,367	**1.46**
Prince William County	Construct Summit School Road From Existing to Telegraph Road	x	x	**4.18**	$ 35,962,000	**1.16**	$ 35,962,000	**1.16**
Dumfries Town	Route 1 (Fraley Boulevard) Widening	x	x	**21.35**	$ 191,733,000	**1.11**	$ 184,110,000	**1.16**
Prince William County	Neabsco Mills Road Widening	x	x	**1.30**	$ 28,254,600	**0.46**	$ 11,967,900	**1.08**
Prince William County	Route 15 Improvement with Railroad Overpass	x	x	**4.04**	$ 53,939,800	**0.75**	$ 47,548,800	**0.85**
Leesburg Town	Rte 15 Leesburg Bypass Interchange with Edwards Ferry Road	x	x	**8.42**	$ 104,500,000	**0.81**	$ 99,796,445	**0.84**
Loudoun County	Hillsboro's Historic Main Street—Traffic Calming & Sidewalks	x	x	**0.42**	$ 14,452,000	**0.29**	$ 5,202,000	**0.81**
Prince William County	Route 234 Bypass at Dumfries/PWP/Brentsville Rd Interchange	x	x	**8.41**	$ 104,830,000	**0.80**	$ 104,830,000	**0.80**

**Highlighted Projects Recommended for Funding*

Revised Commonealth Staff Recommended Funding Scenario
Northern Virginia

Prince William County	Route 1 & 123 Interchange	x	x	**5.75**	$ 72,144,800	**0.80**	$ 72,144,800	**0.80**
Prince William County	Route 1/Jeff Davis Widening from Cardinal/Neabsco to Rte 234	x	x	**14.82**	$ 200,044,000	**0.74**	$ 200,044,000	**0.74**
Fairfax County	Frontier Drive Extension	x	x	**5.75**	$ 92,589,500	**0.62**	$ 82,589,500	**0.70**
Loudoun County	Historic Hillsboro's Main Street: Gateway to Rural Loudoun	x	x	**0.46**	$ 16,288,900	**0.28**	$ 7,038,900	**0.65**
Loudoun County	Lockridge Road (Old Ox Rd to Prentice Dr)	x	x	**1.56**	$ 24,891,910	**0.63**	$ 24,891,910	**0.63**
Fairfax County	Soapstone Connector/Dulles Toll Road Overpass	x	x	**5.51**	$ 169,854,050	**0.32**	$ 90,648,350	**0.61**
Loudoun County	Crosstrail Boulevard (Kincaid Blvd to Russell Branch Pkwy)	x	x	**2.23**	$ 42,124,250	**0.53**	$ 40,124,250	**0.56**
Prince William County	University Boulevard Extension	x	x	**1.94**	$ 47,000,000	**0.41**	$ 37,545,392	**0.52**
Prince William County	Van Buren, New Road & Bridge	x	x	**3.01**	$ 60,947,500	**0.49**	$ 60,947,500	**0.49**
Prince William County	Wellington Road Widening from Devlin Road to Rt. 234 bypass	x	x	**1.17**	$ 87,141,500	**0.13**	$ 87,141,500	**0.13**

**Highlighted Projects Recommended for Funding*

Board Agenda Item
May 2, 2017

INFORMATION - 1

Contract Amendment – Nursing and Other Healthcare Services

The Fairfax County Health Department has a requirement to provide federally mandated nursing services to school-aged children with complex medical needs who attend Fairfax County Public Schools (FCPS) when the school is unable to meet the medical needs of the student. Formally solicited contracts were awarded for the period of July 1, 2013 through June 30, 2015, with two (2) one-year renewal options. Therefore, these contracts are due to expire on June 30, 2017.

The Health Department has requested a six-month extension be granted to Maxim Healthcare Services, Inc., Pediatric Services of America, Inc. and MPS Healthcare, Inc. to ensure the continuity of these highly specialized services while soliciting and awarding new contracts for these services. The extension period will be from July 1, 2017 through December 31, 2017.

The Department of Procurement and Material Management is working with the Health Department and the Department of Administration for Human Services on the Request for Proposals (RFP) for these services. The RFP was issued on April 12, 2017 and proposals are due on May 15, 2017. A six-month contract extension will allow sufficient time to evaluate proposals, negotiate contracts, coordinate with FCPS, and transition clients, as needed, to new providers.

The Department of Tax Administration (DTA) has verified that Maxim Healthcare Services, Inc., Pediatric Services of America, Inc. and MPS Healthcare, Inc. possess the appropriate Fairfax County Business, Professional and Occupational License (BPOL).

Unless otherwise directed by the Board of Supervisors, the Department of Procurement and Material Management will extend the contract period of Maxim Healthcare Services, Inc., Pediatric Services of America, Inc. and MPS Healthcare, Inc. from July 1, 2017 to December 31, 2017 in the estimated total amount of $794,424.00.

FISCAL IMPACT:
The estimated total cost of the contract extension period is $794,424.00 and can be accommodated within the Health Department's existing General Fund budget.

Board Agenda Item
May 2, 2017

ENCLOSED DOCUMENTS:
None

STAFF:
Cathy A. Muse, Director, Department of Procurement and Material Management
Lee Ann Pender, Acting Director, Department of Administration for Human Services
Gloria Addo-Ayensu, M.D., Director, Health Department

Board Agenda Item
May 2, 2017

INFORMATION - 2

Contract Award – Prenatal Care and Genetic Testing Services

The Fairfax County Health Department has a requirement for prenatal care and genetic testing services to ensure that pregnant women served through the safety net receive continuity of care throughout the entire term of their pregnancy, to identify women who may be at increased risk during their pregnancy, and to provide parents-to-be information about the absence of certain genetic conditions. The Department of Procurement and Material Management, the Department of Administration for Human Services and the Health Department negotiated a non-competitive contract award with Inova Health Care Services (Inova) for the provision of these services.

Inova is currently providing third trimester prenatal care and delivery services for the indigent population. Referring prenatal patients to Inova at the first trimester will provide continuity of care to the clients and help to ensure healthy births. Inova will not charge the County for prenatal care for the first two trimesters and will only charge ctual costs for genetic testing services up to the contractual annual cap for these services.

The Health Department has had a long standing partnership with Inova Health Care Services to provide prenatal care as part of the County's safety net services to women whose incomes are at or below 200 percent of the Federal Poverty Level (FPL) and have no other resources for accessing care. Under this contract, Inova Health Care Services will provide the full scope of obstetric care as outlined in the American Congress of Obstetricians and Gynecologists (ACOG) standards, from the clients' entry into prenatal care through delivery for all qualifying clients residing in Fairfax County, Fairfax City, and the City of Falls Church. The Health Department supports care through provision of prenatal genetic testing when indicated.

The Department of Tax Administration has verified that Inova Health Care Services is not required to have a Fairfax County Business, Professional, and Occupational License (BPOL).

Unless otherwise directed by the Board of Supervisors, the Purchasing Agent will proceed to award this contract to Inova Health Care Services. This contract will begin on the date of award and terminate on June 30, 2020, with the option for two (2) one (1) year renewal periods based on satisfactory contractor performance and if agreeable to all parties. The total estimated amount of this contract over the entire life of the contract is approximately $750,000.

Board Agenda Item
May 2, 2017

FISCAL IMPACT:
The amount of the contract for prenatal care and genetic testing services is up to $150,000 per year, for a total cost of $750,000 over the life of the contract, and can be accommodated within the Health Department's existing General Fund budget.

ENCLOSED DOCUMENTS:
None

STAFF:
Cathy Muse, Director, Department of Procurement and Material Management
Gloria Addo-Ayensu, M.D., Director, Health Department
Lee Ann Pender, Acting Director, Department of Administration for Human Services

Board Agenda Item
May 2, 2017

INFORMATION - 3

Contract Award – Primary Health Care Services

The Fairfax County Health Department and the Fairfax-Falls Church Community Services Board (CSB) have a need to improve access to affordable primary care services in behavioral health care settings and maximize all available funding sources including federal subsidies, private insurance, Medicare and Medicaid. Health integration is one of the CSB's strategic priorities focused on serving people with serious mental illness and co-occurring disorders in behavioral health settings with integrated primary care. The Department of Procurement and Material Management, the Department of Administration for Human Services, the Health Department, and the Fairfax-Falls Church Community Services Board negotiated a non-competitive contract award with Neighborhood Health for the provision of these services.

The Federal Health Resources and Services Administration (HRSA) has designated portions of Fairfax County as Medically Underserved Areas where affordable health care to the population is scarce. HRSA determines which health care providers qualify as Federally Qualified Health Centers (FQHC) and establishes territories for each FQHC by zip code. Neighborhood Health is the only FQHC in the zip code areas that serve the Merrifield and Gatlan Centers.

The County's current health safety net includes an array of public, private and non-profit arrangements to provide primary health care services to the community. These arrangements include the Community Health Care Network (CHCN) and contractual agreements with hospitals, laboratories, radiology practices, and physician practices. The Fairfax County Health Department and the CSB continue to work towards an integrated health safety net system that includes primary care in behavioral health settings. An integrated health system will ensure adequate safety net health services in the community for individuals with mental illness who, studies show, are more likely to experience hypertension, diabetes and other ailments and live on average 25 years less than their peers. An integrated health system for the County will also achieve the triple aim of improving health for eligible residents with a demonstrated financial hardship, enhancing a patient's experience of care, and reducing the County's per capita cost for health services. The target population for this contract award is individuals receiving services from the CSB who do not have access to affordable health care, given their income and family size, and do not currently qualify for the CHCN because they have private insurance, Medicaid or Medicare.

The Department of Tax Administration has verified that Neighborhood Health does possess the appropriate Fairfax County Business, Professional, and Occupational License (BPOL).

Unless otherwise directed by the Board of Supervisors, the Purchasing Agent will proceed to award this contract to Neighborhood Health. This contract will begin on the date of award and terminate on June 30, 2018, with the option for four (4) one (1) year renewal periods based on satisfactory contractor performance and agreement of the parties. The total estimated amount of this contract over the entire life of the contract is approximately $562,500.00

FISCAL IMPACT:
The total estimated amount of this contract is $112,500.00 per year. This cost of the contract can be accommodated within the Health Department's existing General Fund budget for primary health care services.

ENCLOSED DOCUMENTS:
None

STAFF:
Cathy Muse, Director, Department of Procurement and Material Management
Gloria Addo-Ayensu, M.D., Director, Health Department
Tisha Deeghan, Director, Fairfax Falls Church Community Services Board
Lee Ann Pender, Acting Director, Department of Administration for Human Services

Board Agenda Item
May 2, 2017

10:40 a.m.

Matters Presented by Board Members

Board Agenda Item
May 2, 2017

11:30 a.m.

CLOSED SESSION:

(a) Discussion or consideration of personnel matters pursuant to Virginia Code § 2.2-3711(A) (1).

(b) Discussion or consideration of the acquisition of real property for a public purpose, or of the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Virginia Code § 2.2-3711(A) (3).

(c) Consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, and consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel pursuant to Virginia Code § 2.2-3711(A) (7).

1. *Kingstowne M&N LP v. Fairfax County*, Case No. CL-2015-0017985 (Fx. Co. Cir. Ct.) (Lee District)

2. *Shirley A. Stewart v. B.A. Pitts (Fairfax Sheriff), in his personal capacity; Doug Comfort (Fairfax Police), in his personal capacity; and Jason S. Manyx (U.S. Homeland Security), in his personal capacity*, Case No. 1:16-cv-682 (E.D. Va.)

3. *Cynthia Geoghagan v. Victor Nardone*, Case No. GV17-005911 (Fx. Co. Gen. Dist. Ct.)

4. *Humphrey Daniels v. Elizabeth Melendez*, Case No. GV16-025644 (Fx. Co. Gen. Dist. Ct.)

5. *Eileen M. McLane, Fairfax County Zoning Administrator v. Harry F. Kendall, III, and Laura P. Kendall***,** Case No. CL-2008-0003244 (Fx. Co. Cir. Ct.) (Braddock District)

6. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Jose Orellana*, Case Nos. GV16-018734 and GV16-018756 (Fx. Co. Gen. Dist. Ct.) (Braddock District)

7. *Leslie B. Johnson, Fairfax County Zoning Administrator, and Elizabeth Perry, Property Maintenance Code Official for Fairfax County v. Carolyn Umstott Fisher, Trustee of the Carolyn W. Umstott Revocable Trust, and Nancy Susan Umstott, Trustee of the Carolyn W. Umstott Revocable Trust*, Case No. CL-2017-0004336 (Fx. Co. Cir. Ct.) (Dranesville District)

8. In re: March 1, 2017, Decision of the Board of Zoning Appeals of Fairfax County, Virginia; Case No. CL-2017-0004596 (Fx. Co. Cir. Ct.) (Dranesville District)

9. *Board of Supervisors of Fairfax County and James W. Patteson, Director of the Fairfax County Department of Public Works and Environmental Services v. Nirmaladevi Jayanthan and Jayanthan Balasubram, a/k/a Balasubram Jayanthan, Jayanthan Bala, Bala Jayanthan, and Jay Bala*, Case No. CL-2015-0008179 (Fx. Co. Cir. Ct.) (Dranesville District)

10. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Kannan M. Annamalai and Rajeswari Krishnamoorthy*, Case No. CL-2017-0004054 (Fx. Co. Cir. Ct.) (Hunter Mill District)

11. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Mary K. Devers, Trustee and Kenneth R. Arnold*, Case No. CL-2017-0004536 (Fx. Co. Cir. Ct.) (Hunter Mill District)

12. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County v. Olga Selvaggi, Individually and as heir of Phillip S. Selvaggi and the Phillip S. Selvaggi Living Trust, and Nina Selvaggi, Individually and as heir of Phillip S. Selvaggi and the Phillip S. Selvaggi Living Trust*, Case No(s). GV17-006686 and GV17-006893 (Fx. Co. Gen. Dis. Ct.) (Hunter Mill District)

13. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Juan Carlos Aranibar Chinchilla and Rossemary Jeanneth Arnez Villarroel*, Case No. CL-2016-0006961 (Fx. Co. Cir. Ct.) (Lee District)

14. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Bobby H. Dunn, Sr., and Wanda B. Dunn*, Case No. GV17-007123 (Fx. Co. Gen. Dist. Ct.) (Lee District)

15. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Bobby H. Dunn, Sr., and Wanda B. Dunn*, Case No. GV17-007124 (Fx. Co. Gen. Dist. Ct.) (Lee District)

16. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Michael Woolfrey*, Case No. GV17-007126 (Fx. Co. Gen. Dist. Ct.) (Lee District)

17. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Michael Woolfrey*, Case No. GV17-007127 (Fx. Co. Gen. Dist. Ct.) (Lee District)

18. *David J. Laux and Tara K. Laux, a/k/a Tara K. Long v. Board of Supervisors of Fairfax County, James W. Patteson, Director, Fairfax County Department of Public Works and Environmental Services, and the Commonwealth of Virginia*, Record No. 17-1051 (U.S. Ct. of App. for the Fourth Cir.) (Mason District)

19. *David J. Laux and Tara K. Laux, a/k/a Tara K. Long v. James W. Patteson, Director, Fairfax County Department of Public Works and Environmental Services, and Brian J. Foley, Fairfax County Building Official*, Record No. 0182-17-4 (Va. Ct. App.) (Mason District)

20. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Ajay Miglani*, Case No. GV16-018198 (Fx. Co. Gen. Dist. Ct.) (Mason District)

21. *Leslie B. Johnson, Fairfax County Zoning Administrator, and Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Unknown Heirs of Albert E. Mays and Prabaharan Ponnuthurai*, Case No. CL-2015-0001081 (Fx. Co. Cir. Ct.) (Mount Vernon District)

22. *Leslie B. Johnson, Fairfax County Zoning Administrator and Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Daniel Minchew*, Case No. CL-2017-0004962 (Fx. Co. Cir. Ct.) (Mount Vernon District)

23. Leslie B. Johnson, Fairfax County Zoning Administrator v. Joseph C. Merek and Kerry P. Merek, Case No. GV17-000486 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

24. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Joseph C. Merek and Kerry P. Merek*, Case No. GV17-000488 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

25. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Natividad Rojas*, Case No. CL-2017-0000361 (Fx. Co. Cir. Ct.) (Providence District)

26. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Ly Chau***,** Case No. CL-2013-0011534 (Fx. Co. Cir. Ct.) (Providence District)

27. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Kamal M. Ayoub*, Case No. GV17-004935 (Fx. Co. Gen. Dist. Ct.) (Providence District)

28. *Leslie B. Johnson, Fairfax County Zoning Administrator, and Elizabeth Perry, Property Maintenance Code Official for Fairfax County v. Yung Chi Yung*, Case No. CL-2017-0004961 (Fx. Co. Cir. Ct.) (Springfield District)

29. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Lauretta Marshall*, Case No. CL-2016-0010299 (Fx. Co. Cir. Ct.) (Springfield District)

30. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Lloyd G. Strickland***,** Case No. CL-2016-0008753 (Fx. Co. Cir. Ct.) (Springfield District)

31. *Leslie B. Johnson, Fairfax County Zoning Administrator v. John J. Mehan, III*, Case No. GV17-007125 (Fx. Co. Gen. Dist. Ct.) (Sully District)

32. *Board of Supervisors of Fairfax County v. Novastar Prep, Inc.*, Case No. CL-2017-0001904 (Fx. Co. Cir. Ct.) (Dranesville, Hunter Mill, and Providence Districts)

33. *Board of Supervisors of Fairfax County v. Enshin Karate of Fairfax LLC*, Case No. GV17-004328 (Fx. Co. Gen. Dist. Ct.) (Providence District)

34. *Board of Supervisors of Fairfax County v. Hamilton's Sofa Gallery*, Case No. GV16-025193 (Fx. Co. Gen. Dist. Ct.) (Hunter Mill, Providence, Springfield, and Sully Districts)

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REVISED

Board Agenda Item
May 2, 2017

3:30 p.m.

Public Hearing on PCA 96-L-005-04 (Greenspring Village Incorporated) to Amend the Proffers for RZ 96-L-005 Previously Approved for Elderly Housing with Accessory Nursing Facilities to Permit Telecommunications Facilities Monopole and Associated Modifications to Proffers and Site Design, Located on Approximately 58.08 Acres of Land Zoned R-3 (Lee District) (Concurrent with SEA 96-L-034-04)

and

Public Hearing on SEA 96-L-034-04 (Cellco Partnership D/B/A Verizon Wireless/Greenspring Village Incorporated) to Amend SE 96-L-034 Previously Approved for Housing for Elderly to Permit a Telecommunications Facility Monopole and Associated Modifications to Site Design and Development Conditions, Located on Approximately 58.08 Acres of Land Zoned R-3 (Lee District) (Concurrent with PCA 96-L-005-04)

This property is located at 7410 Spring Village Drive, Springfield, 22150. Tax Map 90-1 ((001)) 63G

PLANNING COMMISSION RECOMMENDATION:
On April 26, 2017, the Planning Commission voted 12-0 to recommend the following actions to the Board of Supervisors:

- Approval of PCA 96-L-005-04, subject to the Proffers dated March 1, 2017;
- Approval of SEA 96-L-034-04, subject to the proposed Development Conditions dated April 12, 2017;
- Approval of a modification of transitional screening requirement for the adjacent multi-family use, in favor of the existing 19-foot tall retaining wall and vegetation on-site, as depicted on the GDP SEA Plat; and
- Approval of a waiver of the barrier requirement to the adjacent multi-family use.

In a related action, on April 26, 2017, the Planning Commission voted 12-0 to approve 2232-L15-19; the Planning Commission found that the subject application 2232-L15-19 is substantially in accord with the provision of the adopted Comprehensive Plan.

REVISED

Board Agenda Item
May 2, 2017

ENCLOSED DOCUMENTS:
Planning Commission Verbatim Excerpt and Staff Report available online at:
http://www.fairfaxcounty.gov/dpz/staffreports/bos-packages/

STAFF:
Tracy Strunk, Acting Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Kelly Posusney, Planner, DPZ

Board Agenda Item
May 2, 2017

3:30 p.m.

Public Hearing on SEA 97-P-027 (KBSII Willow Oaks, LLC) to Amend SE 97-P-027 Previously Approved for a Waiver of Certain Sign Regulations to Permit Additional Signage and Associated Modifications to Development Conditions, Located on Approximately 11.41 Acres of Land Zoned C-3 (Providence District)

This property is located at 8260, 8270, and 8280 Willow Oaks Corporate Drive, Fairfax, 22031. Tax Map 49-3 ((01)) 138, 139 and 140

PLANNING COMMISSION RECOMMENDATION:
On March 8, 2017, the Planning Commission voted 12-0 to recommend to the Board of Supervisors approval of SEA 97-P-027, subject to Development Conditions dated February 15, 2017.

ENCLOSED DOCUMENTS:
Planning Commission Verbatim Excerpt and Staff Report available online at:
http://www.fairfaxcounty.gov/dpz/staffreports/bos-packages/

STAFF:
Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Casey Gresham, Planner, DPZ

Board Agenda Item
May 2, 2017

3:30 p.m.

Public Hearing on RZ 2015-PR-017 (FP Tysons I, LLC) to Rezone from PTC, SC and HC to PTC, SC and HC to Permit Office and Retail Development with an Overall Floor Area Ratio of 8.32 and Approval of the Conceptual Plan, Located on Approximately 1,119 Square Feet of to be Vacated and/or Abandoned Public Right-Of-Way Associated with the Leesburg Pike Service Drive Adjacent to Tax Map 29-3 ((1)) 65A (Providence District) (Concurrent with PCA/CDPA 2011-PR-005)

and

Public Hearing on PCA 2011-PR-005/ CDPA 2011-PR-005 (Tysons Central Lot A, LLC) to Amend the Proffers and Conceptual Development Plan for RZ 2011-PR-005 Previously Approved for Mixed-Use Development, to Permit Office and Retail Development and Associated Modifications to Proffers and Site Design with an Overall Floor Area Ratio of 8.32, Located on Approximately 1.13 Acres of Land Zoned PTC, SC and HC (Providence District) (Concurrent with RZ 2015-PR-017)

This property is located on the East side of Leesburg Pike Immediately South of Greensboro Metro Station. Tax Map 29-3 ((1)) 65A pt

PLANNING COMMISSION RECOMMENDATION:
On April 19, 2017, the Planning Commission voted 10-0 (Commissioners Hurley and Strandlie were absent) to recommend to the Board of Supervisors the following actions:

- Approval of PCA/CDPA 2011-PR-005, subject to the execution of proffers consistent with those contained in Appendix 1 of the Staff Report and dated April 3, 2017;

- Approval of a waiver of the tree conservation requirements of Part 4 of Section 13-400 of the Zoning Ordinance;

- Reaffirmation of all previously approved waivers and modifications, as outlined on Sheets 21 and 22 of the Staff Report; and

- Approval of RZ 2015-PR-017, subject to the proposed Conceptual Development Plan Conditions, dated April 6, 2017 and as contained in Appendix 2 of the Staff Report.

In a related action the Planning Commission voted 10-0 (Commissioners Hurley and Strandlie were absent) to approve FDPA 2011-PR-005-02, subject to the Development Conditions dated April 6, 2017, as contained in Appendix 3 of the Staff Report and subject to the Board of Supervisors' approval of PCA/CDPA 2011-PR-005.

Also in a related action, the Planning Commission voted 10-0 (Commissioners Hurley and Strandlie were absent) to approve FDP 2015-PR-017, subject to the Board of Supervisors' approval of RZ 2015-PR-017.

ENCLOSED DOCUMENTS:
Planning Commission Verbatim Excerpt and Staff Report available online at:
http://www.fairfaxcounty.gov/dpz/staffreports/bos-packages/

STAFF:
Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Stephen Gardner, Planner, DPZ

Board Agenda Item
May 2, 2017

3:30 p.m.

Public Hearing on RZ 2016-SP-009 (Winchester Homes Inc) to Rezone from R-1 and WS to PDH-8 and WS to Permit Residential with an Overall Density of 8.7 Dwelling Units per Acre Including Bonus Density Associated with Affordable Dwelling Units and Approval of the Conceptual and Final Development Plans, Located on Approximately 21.6 Acres of Land (Springfield District)

This property is located in the SouthEast Quandrant of the Intersection of West Ox Road with Post Forest Drive. Tax Map 56-1 ((1)) 11H

PLANNING COMMISSION RECOMMENDATION:
On March 29, 2017, the Planning Commission voted 12-0 to recommend the following actions to the Board of Supervisors:

- Approval of RZ 2016-SP-009 and the associated Conceptual Development Plan, subject to the execution of proffers consistent with those dated March 8, 2017;

- Approval of a modification of the 200 square-foot minimum privacy yard requirement for single-family attached dwelling units in favor of the option shown on the CDP/FDP; and

- Approval of a modification of the private street limitations of Section 11-302 of the Fairfax County Zoning Ordinance.

In a related action, on March 29, 2017, the Planning Commission voted 12-0 to approve FDP 2016-SP-009; subject to Development Conditions dated March 14, 2017, and the Board of Supervisor's approval of the concurrent rezoning application.

ENCLOSED DOCUMENTS:
Planning Commission Verbatim Excerpt and Staff Report available online at:
http://www.fairfaxcounty.gov/dpz/staffreports/bos-packages/

STAFF:
Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
William O'Donnell, Planner, DPZ

Board Agenda Item
May 2, 2017

4:00 p.m.

Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of McWhorter Place Walkway - Missing Segments Between Cul-de-Sacs, 2G40-088-010 (Mason District)

ISSUE:
Public Hearing on the acquisition of certain land rights necessary for the construction of Project 2G40-088-010, McWhorter Place, in Fund 40010, County and Regional Transportation Projects.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors (Board) adopt the attached resolution authorizing the acquisition of the necessary land rights.

TIMING:
On April 4, 2017, the Board authorized advertisement of a public hearing to be held on May 2, 2017, at 4:00 p.m.

BACKGROUND:
The County is planning to add pedestrian improvements to connect cul-de-sacs between McWhorter Place (Route 3087) and McWhorter Place (Route 757).

Land rights for these improvements are required on two properties. The construction of this project requires the acquisition of Sidewalk Easements and Grading Agreement and Temporary Construction Easements.

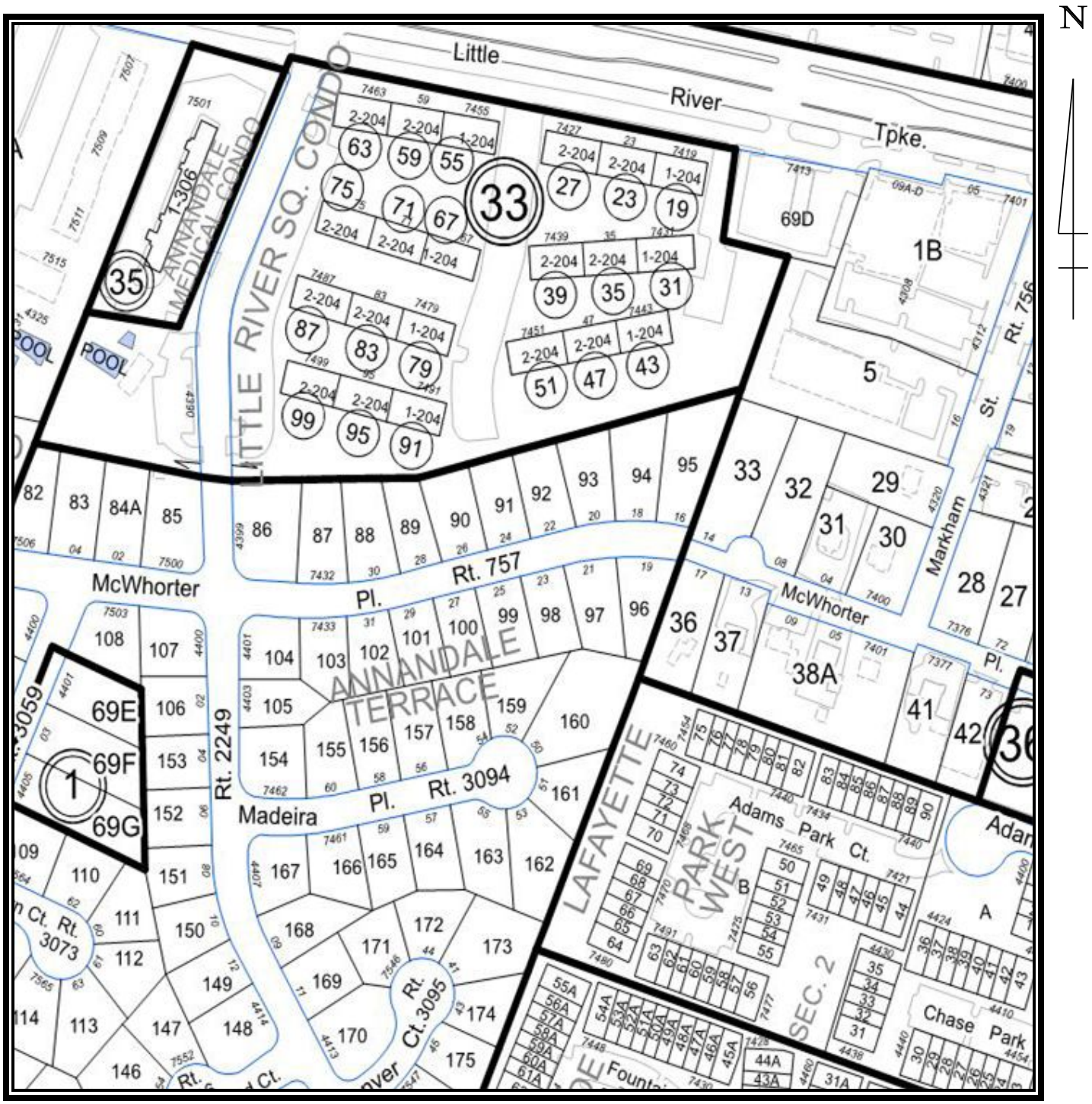
Negotiations are in progress with the affected property owners; however, because resolution of these acquisitions is not imminent, it may become necessary for the Board to utilize quick-take eminent domain powers to commence construction of this project on schedule. These powers are conferred upon the Board by statute, namely, Va. Code Ann. Sections 15.2-1903 through 15.2-1905 (as amended). Pursuant to these provisions, a public hearing is required before property interests can be acquired in such an accelerated manner.

FISCAL IMPACT:
Funding is available in Project 2G40-088-010, in Fund 40010, County and Regional Transportation Projects. This project is included in the FY 2017 - FY 2021 Adopted Capital Improvement Program (with Future Fiscal Years to FY 2026). No additional funding is being requested from the Board and there is no General Fund impact.

ENCLOSED DOCUMENTS:
Attachment A – Project Location Map
Attachment B – Resolution with Fact Sheets on the affected parcels with plats showing interests to be acquired (Attachments 1 through 2A).

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Ronald N. Kirkpatrick, Deputy Director, DPWES, Capital Facilities

ASSIGNED COUNSEL:
Pamela K. Pelto, Assistant County Attorney, Office of the County Attorney



MCWHORTER PLACE

Project 2G40-088-010

Tax Map: 071-1 **Mason District** **Scale: Not to Scale**

Affected Property: **Proposed Improvements:**

ATTACHMENT B

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday, May 2, 2017, at which meeting a quorum was present and voting, the following resolution was adopted:

WHEREAS, Project 2G40-088-010, McWhorter Place had been approved; and

WHEREAS, a public hearing pursuant to advertisement of notice was held on this matter, as required by law; and

WHEREAS, the property interests that are necessary have been identified; and

WHEREAS, in order to keep this project on schedule, it is necessary that the required property interests be acquired not later than May 19, 2017.

NOW THEREFORE BE IT RESOLVED, that the Director, Land Acquisition Division, in cooperation with the County Attorney, is directed to acquire the property interests listed in Attachments 1 through 2A by gift, purchase, exchange, or eminent domain; and be it further

RESOLVED, that following the public hearing, this Board hereby declares it necessary to acquire the said property and property interests and that this Board intends to enter and take the said property interests for the purpose of adding pedestrian improvements to connect cul-de-sacs between McWhorter Place (Route 3087) and McWhorter Place (Route 757) as shown and described in the plans of Project 2G40-088-010, McWhorter Place on file in the Land Acquisition Division of the Department of Public Works and Environmental Services, 12000 Government Center Parkway, Suite 449, Fairfax, Virginia; and be it further

RESOLVED, that this Board does hereby exercise those powers granted to it by the *Code of Virginia* and does hereby authorize and direct the Director, Land Acquisition Division, on or subsequent to May 3, 2017, unless the required interests are sooner acquired,

to execute and cause to be recorded and indexed among the land records of this County, on behalf of this Board, the appropriate certificates in accordance with the requirements of the *Code of Virginia* as to the property owners, the indicated estimate of fair market value of the property and property interests and/or damages, if any, to the residue of the affected parcels relating to the certificates; and be it further

RESOLVED, that the County Attorney is hereby directed to institute the necessary legal proceedings to acquire indefeasible title to the property and property interests identified in the said certificates by condemnation proceedings, if necessary.

LISTING OF AFFECTED PROPERTIES
Project 2G40-088-010 – McWhorter Place (Mason District)

PROPERTY OWNER(S)	TAX MAP NUMBER
1. Lisa Ann Roberts Jill Roberts Wilson Address: 7419 McWhorter Pl. Annandale, VA 22003	071-1-15-0096
2. Luis F. Garcia Address: 7416 McWhorter Pl. Annandale, VA 22003	071-1-15-0095

A Copy – Teste:

_____
Catherine A. Chianese
Clerk to the Board of Supervisors

ATTACHMENT 1

AFFECTED PROPERTY

Tax Map Number: 071-1-15-0096

Street Address: 7419 McWhorter Pl.
Annandale, VA 22003

OWNER(S): Lisa Ann Roberts
Jill Roberts Wilson

INTEREST(S) REQUIRED: (As shown on attached plat 1A)

Sidewalk Easement - 89 sq. ft. / Grading Agreement and Temporary Construction Easement – 103 sq. ft.

VALUE

Estimated value of interests and damages: NINE HUNDRED TEN DOLLARS ($910.00)

ATTACHMENT 2

AFFECTED PROPERTY

Tax Map Number: 071-1-15-0095

Street Address: 7416 McWhorter Pl.
Annandale, VA 22003

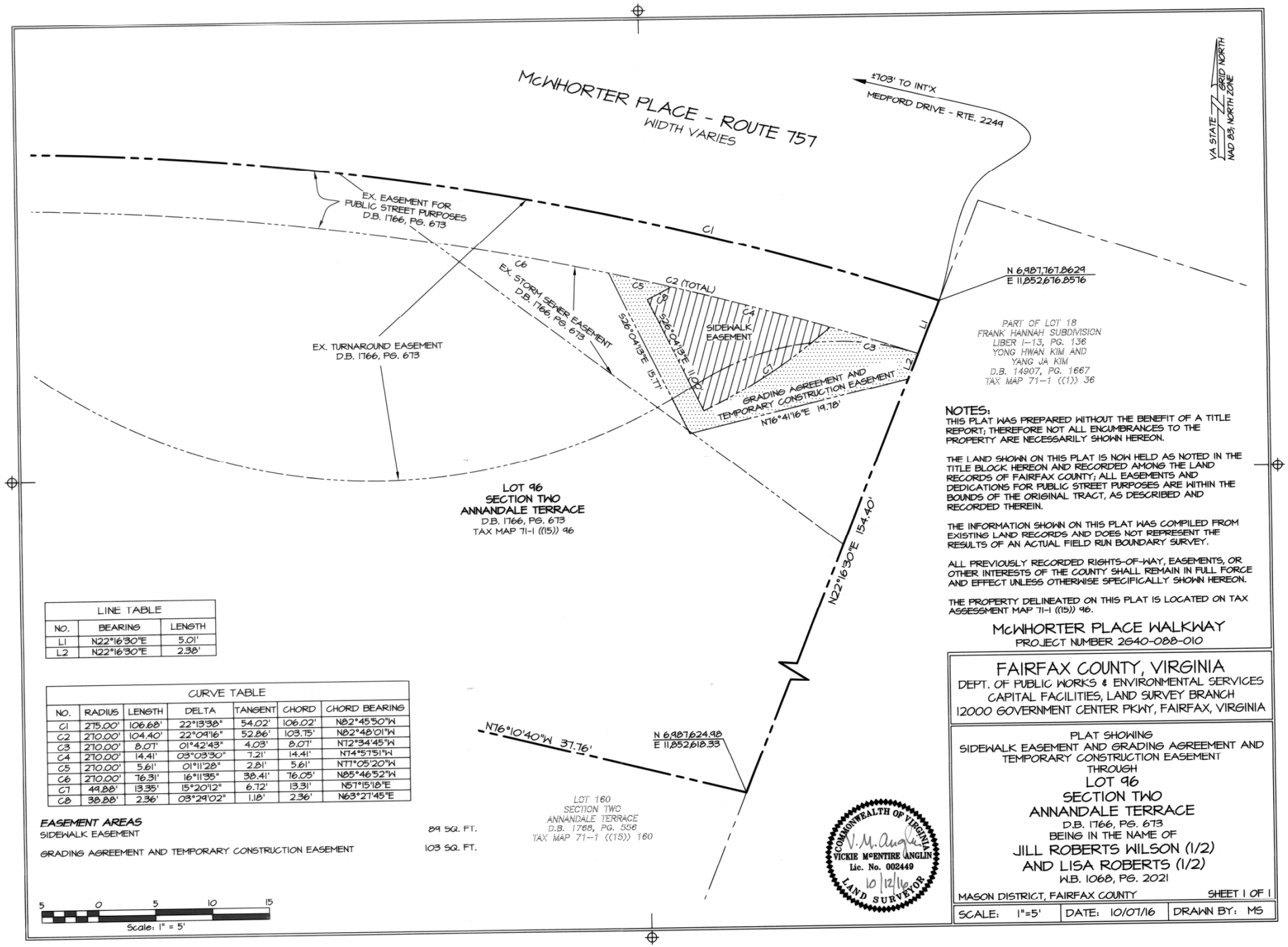
OWNER(S): Luis F. Garcia

INTEREST(S) REQUIRED: (As shown on attached plat 2A)

Sidewalk Easement –198 sq. ft. / Grading Agreement and Temporary Construction Easement – 264 sq. ft.

VALUE

Estimated value of interests and damages: ONE THOUSAND FOUR HUNDRED THIRTY DOLLARS ($1,430)



LINE TABLE		
NO.	BEARING	LENGTH
L1	N22°16'30"E	5.01'
L2	N22°16'30"E	2.38'

CURVE TABLE						
NO.	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	275.00'	106.68'	22°13'38"	54.02'	106.02'	N82°45'50"W
C2	270.00'	104.40'	22°09'16"	52.86'	103.75'	N82°48'01"W
C3	270.00'	8.07'	01°42'43"	4.03'	8.07'	N72°34'45"W
C4	270.00'	14.41'	03°03'30"	7.21'	14.41'	N74°57'51"W
C5	270.00'	5.61'	01°11'28"	2.81'	5.61'	N77°05'20"W
C6	270.00'	76.31'	16°11'35"	38.41'	76.05'	N85°46'52"W
C7	44.88'	13.35'	15°20'12"	6.72'	13.31'	N57°15'18"E
C8	38.88'	2.36'	03°29'02"	1.18'	2.36'	N63°27'45"E

EASEMENT AREAS

SIDEWALK EASEMENT — 89 SQ. FT.

GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT — 103 SQ. FT.

NOTES:

THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT; THEREFORE NOT ALL ENCUMBRANCES TO THE PROPERTY ARE NECESSARILY SHOWN HEREON.

THE LAND SHOWN ON THIS PLAT IS NOW HELD AS NOTED IN THE TITLE BLOCK HEREON AND RECORDED AMONG THE LAND RECORDS OF FAIRFAX COUNTY; ALL EASEMENTS AND DEDICATIONS FOR PUBLIC STREET PURPOSES ARE WITHIN THE BOUNDS OF THE ORIGINAL TRACT, AS DESCRIBED AND RECORDED THEREIN.

THE INFORMATION SHOWN ON THIS PLAT WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT THE RESULTS OF AN ACTUAL FIELD RUN BOUNDARY SURVEY.

ALL PREVIOUSLY RECORDED RIGHTS-OF-WAY, EASEMENTS, OR OTHER INTERESTS OF THE COUNTY SHALL REMAIN IN FULL FORCE AND EFFECT UNLESS OTHERWISE SPECIFICALLY SHOWN HEREON.

THE PROPERTY DELINEATED ON THIS PLAT IS LOCATED ON TAX ASSESSMENT MAP 71-1 ((15)) 96.

COMMONWEALTH OF VIRGINIA
V. M. Anglin
VICKIE McENTIRE ANGLIN
Lic. No. 002449
10/12/16
LAND SURVEYOR

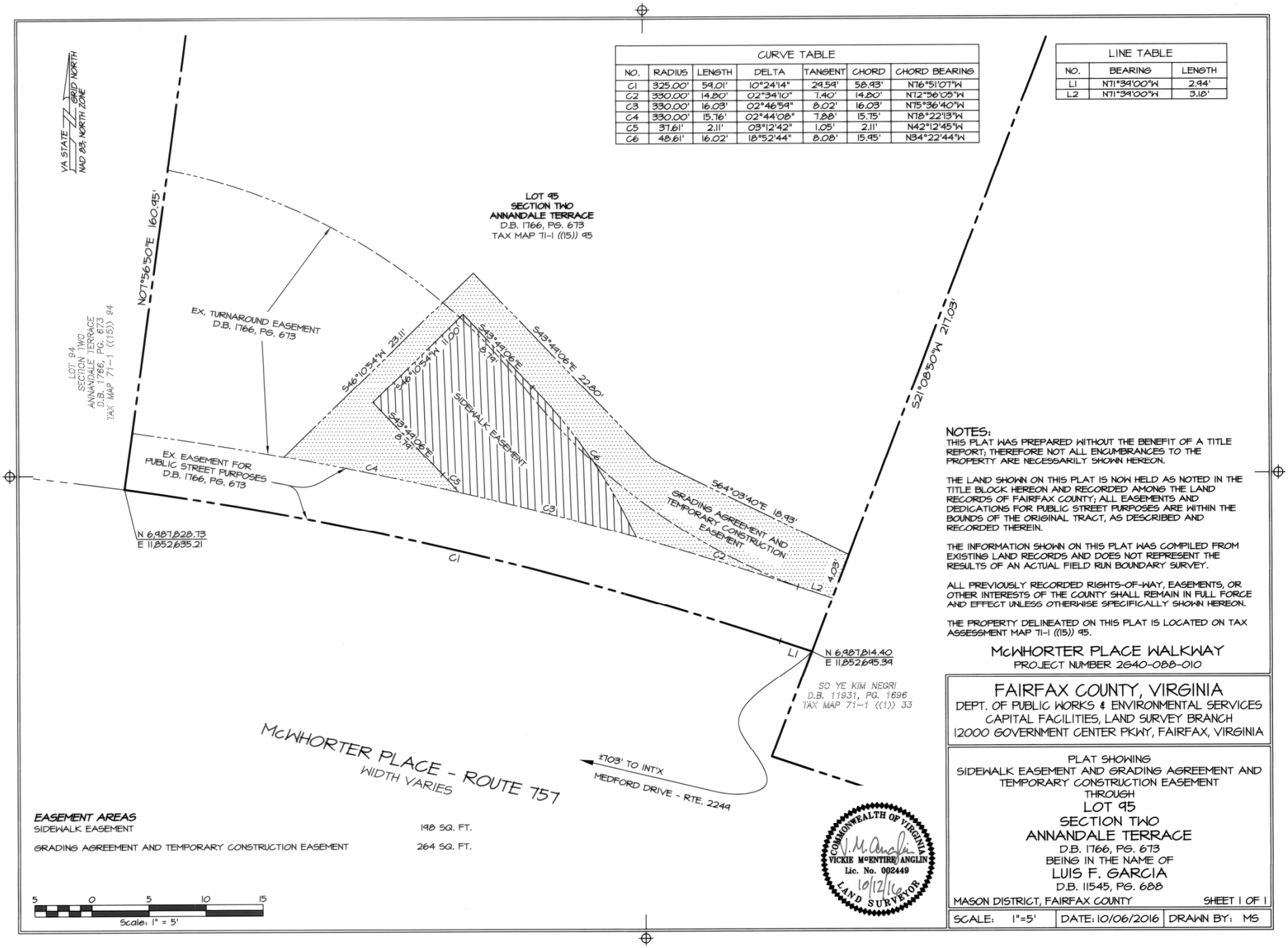
McWHORTER PLACE WALKWAY
PROJECT NUMBER 2G40-088-010

FAIRFAX COUNTY, VIRGINIA
DEPT. OF PUBLIC WORKS & ENVIRONMENTAL SERVICES
CAPITAL FACILITIES, LAND SURVEY BRANCH
12000 GOVERNMENT CENTER PKWY, FAIRFAX, VIRGINIA

PLAT SHOWING
SIDEWALK EASEMENT AND GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT
THROUGH
LOT 96
SECTION TWO
ANNANDALE TERRACE
D.B. 1766, PG. 673
BEING IN THE NAME OF
JILL ROBERTS WILSON (1/2)
AND LISA ROBERTS (1/2)
W.B. 1068, PG. 2021

MASON DISTRICT, FAIRFAX COUNTY — SHEET 1 OF 1

SCALE: 1"=5'	DATE: 10/07/16	DRAWN BY: MS



CURVE TABLE						
NO.	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	325.00'	59.01'	10°24'14"	29.59'	58.93'	N16°51'07"W
C2	330.00'	14.80'	02°34'10"	7.40'	14.80'	N12°56'05"W
C3	330.00'	16.03'	02°46'59"	8.02'	16.03'	N15°36'40"W
C4	330.00'	15.16'	02°44'08"	7.88'	15.15'	N18°22'13"W
C5	317.61'	2.11'	03°12'42"	1.05'	2.11'	N42°12'45"W
C6	48.61'	16.02'	18°52'44"	8.08'	15.95'	N34°22'44"W

LINE TABLE		
NO.	BEARING	LENGTH
L1	N71°39'00"W	2.94'
L2	N71°39'00"W	3.18'

NOTES:

THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT; THEREFORE NOT ALL ENCUMBRANCES TO THE PROPERTY ARE NECESSARILY SHOWN HEREON.

THE LAND SHOWN ON THIS PLAT IS NOW HELD AS NOTED IN THE TITLE BLOCK HEREON AND RECORDED AMONG THE LAND RECORDS OF FAIRFAX COUNTY; ALL EASEMENTS AND DEDICATIONS FOR PUBLIC STREET PURPOSES ARE WITHIN THE BOUNDS OF THE ORIGINAL TRACT, AS DESCRIBED AND RECORDED THEREIN.

THE INFORMATION SHOWN ON THIS PLAT WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT THE RESULTS OF AN ACTUAL FIELD RUN BOUNDARY SURVEY.

ALL PREVIOUSLY RECORDED RIGHTS-OF-WAY, EASEMENTS, OR OTHER INTERESTS OF THE COUNTY SHALL REMAIN IN FULL FORCE AND EFFECT UNLESS OTHERWISE SPECIFICALLY SHOWN HEREON.

THE PROPERTY DELINEATED ON THIS PLAT IS LOCATED ON TAX ASSESSMENT MAP 71-1 ((15)) 95.

McWHORTER PLACE WALKWAY
PROJECT NUMBER 2640-088-010

EASEMENT AREAS

SIDEWALK EASEMENT	198 SQ. FT.
GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT	264 SQ. FT.

COMMONWEALTH OF VIRGINIA
VICKIE McENTIRE ANGLIN
Lic. No. 002449
10/12/16
LAND SURVEYOR

FAIRFAX COUNTY, VIRGINIA
DEPT. OF PUBLIC WORKS & ENVIRONMENTAL SERVICES
CAPITAL FACILITIES, LAND SURVEY BRANCH
12000 GOVERNMENT CENTER PKWY, FAIRFAX, VIRGINIA

PLAT SHOWING
SIDEWALK EASEMENT AND GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT
THROUGH
LOT 95
SECTION TWO
ANNANDALE TERRACE
D.B. 1766, PG. 673
BEING IN THE NAME OF
LUIS F. GARCIA
D.B. 11545, PG. 688
MASON DISTRICT, FAIRFAX COUNTY SHEET 1 OF 1

SCALE: 1"=5'	DATE: 10/06/2016	DRAWN BY: MS

TO BE DEFERRED to July 25, 2017

Board Agenda Item
May 2, 2017

4:00 p.m.

Public Hearing on Proposed Plan Amendment 2017-CW-1CP, Mobile and Land-Based Telecommunications Policy Plan

ISSUE:
Plan Amendment (PA) 2017-CW-1CP proposes to bring the objectives of the Public Facilities portion of the Comprehensive Plan's Policy Plan into compliance with the telecommunications review process of Section 6409(a) of the Spectrum Act, codified at 47 U.S.C. §1455.

PLANNING COMMISSION RECOMMENDATION:
The Planning Commission public hearing was scheduled for March 29, 2017 with the hearing deferred until April 26, 2017. The Planning Commission recommendation and verbatim will be forwarded under separate cover.

RECOMMENDATION:
The County Executive recommends that the Board adopt the Planning Commission recommendation.

TIMING:
Planning Commission public hearing deferred – March 29, 2017
Planning Commission hearing – April 26, 2017
Board of Supervisors' public hearing – May 2, 2017

BACKGROUND:
On January 24, 2017, the Board authorized Plan Amendment (PA) 2017-CW-1CP to harmonize the telecommunications review process of Section 6409(a) of the Spectrum Act, codified at 47 U.S.C. §1455, with the Policy Plan. The Spectrum Act advances wireless broadband service and governs state and local review of requests to modify existing telecommunications facilities. Eligible facilities modifications involve co-locating, replacing or removing transmission equipment from existing telecommunications facilities. The proposed Plan amendment will change the review policies of Objectives 45 and 46 guiding the placement of antennas and associated equipment to comply with the Spectrum Act.

TO BE DEFERRED to July 25, 2017

Board Agenda Item
May 2, 2017

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment 1: Planning Commission Verbatim Excerpt

The Staff Report for 2017-CW-1CP has been previously furnished and is available online at:
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/amendments/2017-cw-1cp.pdf

STAFF:
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Marianne R. Gardner, Director, Planning Division, DPZ
Chris Caperton, Branch Chief, Planning Division, DPZ
Natalie Knight, Planner II, Planning Division, DPZ

Board Agenda Item
May 2, 2017

4:00 p.m.

Public Hearing to Expand the Pickwick Community Parking District (Sully District)

ISSUE:
Proposed amendment to Appendix M, of *The Code of the County of Fairfax, Virginia* (Fairfax County Code), to expand the Pickwick Community Parking District (CPD).

RECOMMENDATION:
The County Executive recommends that the Board adopt the amendment to the Fairfax County Code shown in Attachment I to expand the Pickwick CPD.

TIMING:
On April 4, 2017, the Board authorized advertisement of a Public Hearing to consider the proposed amendment to Appendix M, of the *Fairfax County Code* to take place on May 2, 2017, at 4:00 p.m.

BACKGROUND:
Fairfax County Code Section 82-5B-2 authorizes the Board to expand a CPD for the purpose of prohibiting or restricting the parking of watercraft; boat trailers; motor homes; camping trailers; and any other trailer or semi-trailer, regardless of whether such trailer or semi-trailer is attached to another vehicle; any vehicle with three or more axles; any vehicle that has a gross vehicle weight rating of 12,000 or more pounds except school buses used on a current and regular basis to transport students; any vehicle designed to transport 16 or more passengers including the driver, except school buses used on a current and regular basis to transport students; and any vehicle of any size that is being used in the transportation of hazardous materials as defined in Virginia Code § 46.2-341.4 on the streets in the CPD.

No such CPD shall apply to (i) any commercial vehicle when discharging passengers or when temporarily parked pursuant to the performance of work or service at a particular location, (ii) utility generators located on trailers and being used to power network facilities during a loss of commercial power, (iii) restricted vehicles temporarily parked on a public street within any such CPD for a maximum of 48 hours for the purpose of loading, unloading, or preparing for a trip, or (iv) restricted vehicles that are temporarily parked on a public street within any such CPD for use by federal, state, or local public agencies to provide services.

Pursuant to Fairfax County Code Section 82-5B-3, the Board may expand a CPD if: (1) the Board receives a petition requesting establishment and such petition contains the names, addresses, and signatures of petitioners who represent at least 60 percent of the addresses within the proposed CPD, and represent more than 50 percent of the eligible addresses on each block of the proposed CPD, (2) the proposed CPD includes an area in which 75 percent of each block within the proposed CPD is zoned, planned, or developed as a residential area, (3) the Board receives an application fee of $10 for each petitioning property address in the proposed CPD, and (4) the proposed CPD must contain the lesser of (i) a minimum of five block faces or (ii) any number of blocks that front a minimum of 2,000 linear feet of street as measured by the centerline of each street within the CPD.

Staff has verified that the requirements for a petition-based CPD have been satisfied.

The parking prohibition identified above for the Pickwick CPD is proposed to be in effect seven days per week, 24 hours per day.

FISCAL IMPACT:
The cost of sign installation is estimated at $600 to be paid from Fairfax County Department of Transportation funds.

ENCLOSED DOCUMENTS:
Attachment I: Amendment to the *Fairfax County Code*, Appendix M (CPD Restrictions)
Attachment II: Area Map of Proposed Pickwick CPD

STAFF:
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT
Neil Freschman, Chief, Traffic Engineering Section, FCDOT
Charisse Padilla, Transportation Planner, FCDOT

Attachment I

PROPOSED CODE AMENDMENT

THE CODE OF THE COUNTY OF FAIRFAX, VIRGINIA
APPENDIX M

Amend *The Code of the County of Fairfax*, *Virginia,* by adding the following streets to Appendix M-78, Section (a)(2), Pickwick Community Parking District, in accordance with Article 5B of Chapter 82:

Helmsly Court (Route 8015)
From Newhall Court to the cul-de-sac inclusive.

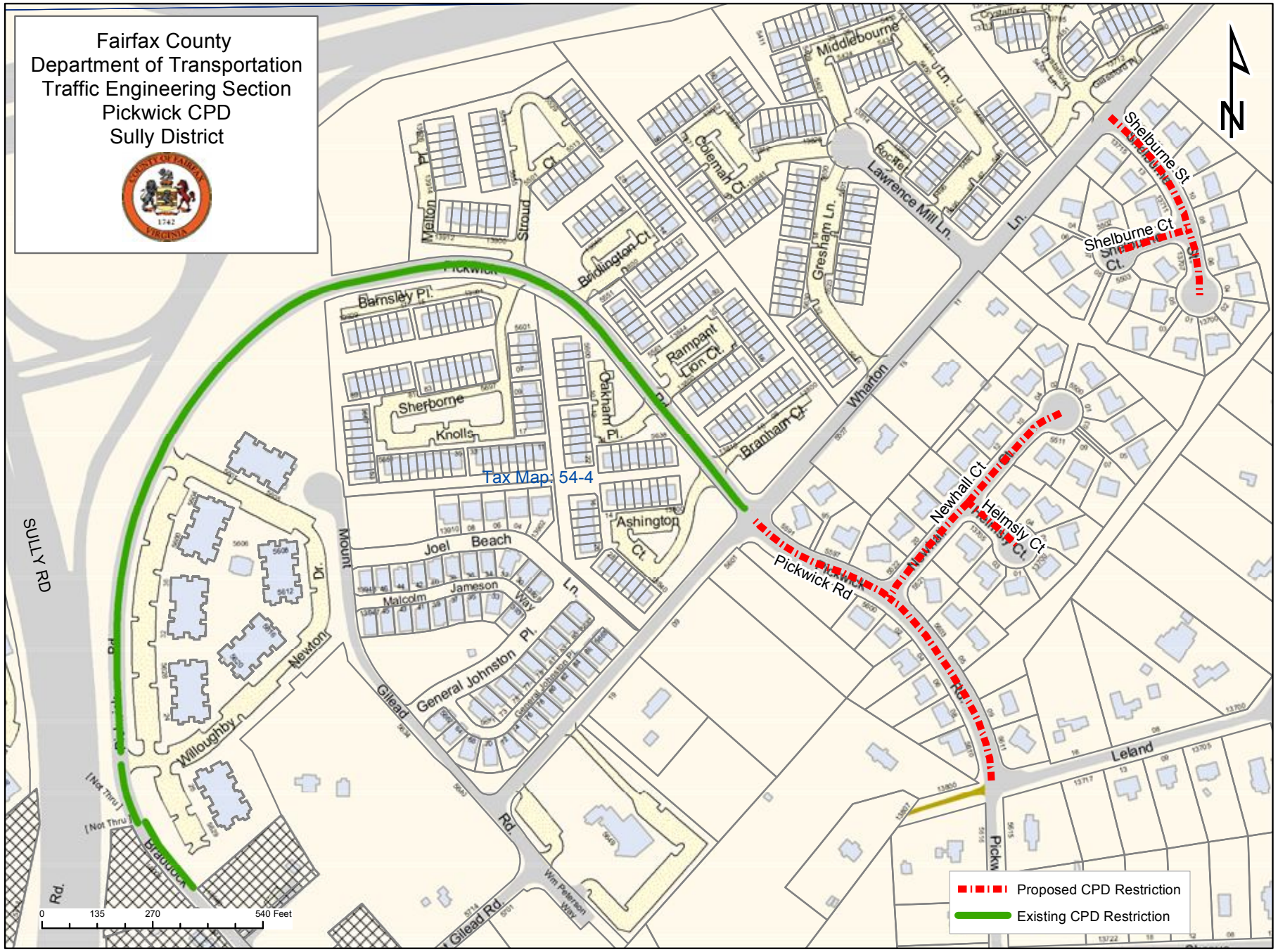
Newhall Court (Route 8014)
From Pickwick Road to the cul-de-sac inclusive.

Pickwick Road (Route 1021)
From Wharton Lane to Leland Road.

Shelburne Court (Route 8017)
From Shelburne Street to the cul-de-sac inclusive.

Shelburne Street (Route 8016)
From Wharton Lane to the cul-de-sac inclusive.

Attachment II



Board Agenda Item
May 2, 2017

4:00 p.m.

Public Hearing on Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study (Plan Amendment 2013-III-DS1), Located South of Lee Jackson Memorial Highway Between Walney Road and Elmwood Street (Sully District)

ISSUE:
Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study (Plan Amendment (PA) 2013-III-DS1) proposes to amend the Comprehensive Plan guidance for an approximately 14-acre property, located south of Lee Jackson Memorial Highway between Walney Road and Elmwood Street, in the Dulles Suburban Center. The subject area is currently planned for community-serving retail at a maximum intensity of .25 FAR for Parcels 34-4 ((1)) 49, 50, 50A, and 51, and a maximum intensity of .20 FAR for Parcel 34-4 ((1)) 53. The site is currently developed with auto dealership use at an intensity of approximately .15 FAR. The amendment will consider adding an option for auto dealership use at an intensity up to .30 FAR for the entire site and to remove current Plan language limiting the building height on Parcel 53 to 35 feet.

PLANNING COMMISSION RECOMMENDATION:
The Planning Commission public hearing was held on March 29, 2017 with the decision deferred to April 19, 2017. On April 19, 2017, the Planning Commission voted 10-0 (Commissioners Hurley and Strandlie were absent) to recommend to the Board of Supervisors the adoption of an alternative to the staff recommendation that reflects the Dulles Advisory Group's recommendation for submission DSE-E4-1, Pohanka of the Dulles Suburban Center Study, PA 2013-III-DS1, as shown on the handout dated March 23, 2017 (Attachment 2).

RECOMMENDATION:
The County Executive recommends that the Board adopt the Planning Commission recommendation.

TIMING:
Planning Commission public hearing – March 29, 2017
Planning Commission decision-only – April 19, 2017
Board of Supervisors' public hearing – May 2, 2017

Board Agenda Item
May 2, 2017

BACKGROUND:
On July 9, 2013, through the approval of the 2013 Comprehensive Plan Work Program, the Board authorized PA 2013-III-DS1 for consideration of a Comprehensive Plan Amendment for the Dulles Suburban Center. As a part of the Dulles Suburban Center Study, submissions to suggest potential changes to the Dulles Suburban Center section of the Comprehensive Plan were received. Review of some of these submissions will track ahead of the larger study, including submission DSC-E4-1 (Pohanka) for Tax Map Parcels 34-4 ((1)) 49, 50, 50A, 51, and 53. The Dulles Advisory Group endorsed the attached draft Plan language at their March 21, 2017 meeting (Attachment 2). The Dulles Advisory Group recommendation differs from the staff recommendation in that it removes guidance for a maximum building height for Parcel 53 and does not include a restriction on additional access to Vernon Street.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
The Staff Report for DSC-E4-1 has been previously furnished and is available online at:
http://www.fairfaxcounty.gov/dpz/dullessuburbancenter/submissions/dsc-e4-1/dsc-e4-1_staff_report.pdf
Attachment 1: Planning Commission Verbatim Excerpt
Attachment 2: March 23, 2017 Planning Commission handout with Dulles Advisory Group Recommendation

STAFF:
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Marianne R. Gardner, Director, Planning Division (PD), DPZ
Leanna H. O'Donnell, Branch Chief, Planning Division (PD), DPZ
Mike D. Van Atta, Planner II, Policy and Plan Development Branch, PD, DPZ

County of Fairfax, Virginia
Planning Commission Meeting
April 19, 2017
Verbatim Excerpt

PA 2013-III-DS1 (Sub. DSC-E4-1) – COMPREHENSIVE PLAN AMENDMENT (POHANKA, DULLES SUBURBAN CENTER STUDY) – To consider proposed revisions to the Comprehensive Plan for Fairfax County, VA, in accordance with the Code of Virginia, Title 15.2, Chapter 22. This Amendment concerns approx. 13.96 ac. generally located at 13901, 13909, 13911, 13915 and 13917 Lee Jackson Memorial Highway, Fairfax, on the south side of Lee Jackson Memorial Highway between Walney Road and Elmwood Street (Tax Map Parcels: 34-4 ((1)) 49, 50, 50A, 51, 53) in the Sully Supervisor District. The site is planned for community-serving retail at a maximum FAR of .25 for Parcels 34-4 ((1)) 49, 50, 50A and 51, and a maximum FAR of .20 for Parcel 34-4 ((1)) 53, with an option for auto dealership use. Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1) considers increasing the maximum permitted FAR to .30 and removal of current Plan language limiting Parcel 53 to a maximum building height of 35 feet. Recommendations relating to the transportation network may also be modified.

Decision Only During Commission Matters
(Public Hearing held on April 19, 2017)

Commissioner Keys-Gamarra: I have an approval motion from the Dulles Advisory Group on submission DSC-E4-1, Pohanka, Dulles Suburban Center Study. As staff indicated, the amendment would modify the plan language for Tax Map Parcels 34-4 ((1)) 49, 50, 50A, 51, and 53 to add an option for auto dealership use, with the maximum intensity of 0.30 FAR. The language shown on the handout distributed at the March 23rd, 2017 public hearing includes changes to the staff recommendation that reflect the Dulles Advisory Group's recommendation, which is different than the staff recommendation in that removes site specific guidance for maximum building height on Parcel 53 and does not include a restriction on additional access to Vernon Street. Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THE ADOPTION OF AN ALTERNATIVE TO THE STAFF RECOMMENDATION THAT REFLECTS THE DULLES ADVISORY GROUP'S RECOMMENDATION FOR SUBMISSION DSE-E4-1, POHANKA OF THE DULLES SUBURBAN CENTER STUDY, PA 2013-III-DS1, AS SHOWN ON THE HANDOUT DATED MARCH 23RD, 2017 AND SHOWN BELOW, PROVIDED TO THE COMMISSIONERS.

Commissioner Hart: Second

Chairman Murphy: Second Mr. Hart. Is there a discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt PA 2013-III-DS1, Comprehensive Plan Amendment (Pohanka, Dulles Suburban Center Study), as articulated this evening by Ms. Keys-Gamarra, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

The motion carried by a vote of 10-0. Commissioners Hurley and Strandlie were absent.

SL

Attachment 2

County of Fairfax, Virginia

MEMORANDUM

DATE: March 23, 2017

TO: Fairfax County Planning Commission

FROM: Mike Van Atta, Planner III
Environment & Development Review Branch
Department of Planning and Zoning, Planning Division (DPZ-PD)

SUBJECT: Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1) – Dulles Advisory Group Alternative Recommendation

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The public hearing for Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study is scheduled for Wednesday, March 29, 2017.

The Dulles Advisory Group endorsed the attached draft Plan language at their March 21, 2017 meeting. The attached DAG recommendation differs from the staff recommendation in that it removes guidance for a maximum building height for Parcel 53 and does not include a restriction on additional access to Vernon Street.

Please contact Mike Van Atta at 703-324-1229 or Michael.Vanatta@fairfaxcounty.gov with any questions.

Thank you,

Mike Van Atta, Senior Land Use Planner
County of Fairfax, Planning Division
(703) 324-1229
Michael.Vanatta@fairfaxcounty.gov

cc: Laura Floyd, Sully District BOS office

March 21, 2017

DULLES ADVISORY GROUP RECOMMENDATION

The Dulles Suburban Center Advisory Group recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through September 20, 2016, Land Unit Recommendations, Land Unit E-4, Land Use, page 118:

"1. Parcels in the southeastern quadrant of the intersection of Route 50 and Centreville Road (Tax Map 34-4((1))46, 47, 48, and 53A), are developed with low intensity retail uses at an average FAR of .15. Redevelopment for retail use up to a maximum of .25 FAR may be appropriate if these parcels are consolidated into a single development proposal, access is coordinated and land is dedicated for the planned interchange.

2. Community-serving retail use is planned for most of the land fronting on Route 50 between Walney Road and Elmwood Street (Parcels 34-4((1)) 49, 50, 50A, 51) at a maximum overall FAR of .25. Tax Map 34-4((1))52A is planned for retail use and developed as a bank. The parcel is planned to retain its existing intensity of .08 FAR. Landscaping should be provided on all perimeters of the site to enhance the visual attractiveness of development.

~~3. Additional retail or auto-oriented uses are not planned for and are not appropriate along Route 50 or Walney Road in this land unit, except as described above in recommendations #1 and #2 above.~~

3. ~~4.~~ Tax Map Parcel ~~parcels~~ 34-4((1))53 is planned for retail use up to a maximum FAR of .20. Building height should not exceed 35 feet. In addition, ~~35 feet of~~ effective screening should be provided on Parcel 53 along Vernon Street to provide an appropriate transition to the residential neighborhood to the south. ~~As an option, Parcel 34-4((1))53 may be appropriate for the expansion of existing auto dealerships located along Route 50 if the same conditions cited above are met.~~

4. As an option, the auto dealerships located on Parcels 34-4((1)) 49, 50, 50A, 51, and 53 may be appropriate for expansion up to a maximum overall FAR of .30, provided the following conditions are met:

    a. Massing and architectural treatments for buildings and parking structures should be designed to minimize visual impacts on the adjacent residential uses to the south. The design of parking structures should be integrated with that of the buildings they serve. Landscaping should be provided around the parking structures and/or adjacent to them to soften their appearance.

b. Lighting should be designed to avoid adverse impacts on the residential uses to the south.

c. Effective screening and buffering to the adjacent residential uses should be provided at a minimum to meet Zoning Ordinance requirements, including supplemental landscaping to allow for an appropriate transition.

d. Any redevelopment of the site should enhance pedestrian and bicycle connectivity.

5. Additional retail or auto-oriented uses are not planned for and are not appropriate along Route 50 or Walney Road in this land unit, except as described above in recommendations #1, #2, #3, and #4.

6. ~~5.~~ Existing institutional and governmental uses include two churches and a fire station that are a part of the community. If redeveloped, residential use up to 16-20 du/ac should occur if the following conditions are met:

- Substantial consolidation should occur in a manner that will provide for the development of any unconsolidated parcels in conformance with the planned use and intensity;
- Infill development is compatible with adjacent residential uses;
- Substantial buffers are provided to screen and protect adjacent residential areas against noise and lighting impacts;
- Building heights do not exceed 35 feet adjacent to existing residential development on the eastern perimeter; and
- Efficient access and coordinated circulation is provided.

8. ~~7.~~ Land between the former Rockland Village subdivision and Flatlick Branch is planned for and largely developed with light industrial and industrial/flex use up to a maximum FAR of .35 to be compatible with existing development. Ancillary retail uses up to 20 percent to serve employees may be appropriate if they are integrated into buildings with other primary uses.

9. ~~8.~~ The land south of Flatlick Branch is planned for residential use at 2-3 dwelling units per acre. Residential development should be consistent with the county's adopted policies regarding such development in areas impacted by noise from Dulles Airport.

Board Agenda Item
May 2, 2017

4:00 p.m.

Public Hearing on Submission DSC-J-1 (Commonwealth Centre) of the Dulles Suburban Center Study (Plan Amendment 2013-III-DS1), Located West of Westfields Boulevard and North of the Newbrook Drive Loop Road (Sully District)

ISSUE:
Submission DSC-J-1 (Commonwealth Centre) of the Dulles Suburban Center Study (Plan Amendment (PA) 2013-III-DS1) proposes to amend Comprehensive Plan guidance for approximately 39 acres of vacant property located west of Westfields Boulevard and north of the Newbrook Drive loop road, in the Dulles Suburban Center. The subject area is currently planned for a mix of uses including office, conference center/hotel, industrial/flex and industrial uses at an average intensity of .50 FAR. Portions of the property are planned for private open space and public park uses. The amendment will consider adding an option for residential and retail uses at an intensity up to .50 FAR.

PLANNING COMMISSION RECOMMENDATION:
On Wednesday, March 29, 2017, the Planning Commission voted 12-0 to recommend to the Board of Supervisors the adoption of the staff recommendation for Submission DSC-J-1 (Commonwealth Centre) of the Dulles Suburban Center Study (PA 2013-III-DS1) as shown in the staff report dated March 15, 2017, on pages 14-16 and as reflected in the Planning Commission Verbatim (Attachment 1).

RECOMMENDATION:
The County Executive recommends that the Board adopt the Planning Commission recommendation.

TIMING:
Planning Commission public hearing – March 29, 2017
Board of Supervisors' public hearing – May 2, 2017

BACKGROUND:
On July 9, 2013, through the approval of the 2013 Comprehensive Plan Work Program, the Board authorized PA 2013-III-DS1 for consideration of a Comprehensive Plan Amendment for the Dulles Suburban Center. As a part of the Dulles Suburban Center Study, submissions to suggest potential changes to the Dulles Suburban Center section of the Comprehensive Plan were received. Review of some of these submissions will track ahead of the larger study,

including submission DSC-J-1 (Commonwealth Centre) for a portion of Tax Map parcel 44-1((1))6. This submission proposes residential and retail uses up to .50 FAR. The Dulles Suburban Center Advisory Group endorsed the proposed change at their December 7, 2016 meeting.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
The Staff Report for DSC-J-1 has been previously furnished and is available online at:
www.fairfaxcounty.gov/dpz/dullessuburbancenter/submissions/dsc-j-1/dsc-j-1_staff_report.pdf

Attachment 1: Planning Commission Verbatim Excerpt

STAFF:
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Marianne R. Gardner, Director, Planning Division (PD), DPZ
Leanna H. O'Donnell, Branch Chief, Planning Division (PD), DPZ
Clara Q. Johnson, Planner IV, Policy and Plan Development Branch, PD, DPZ

County of Fairfax, Virginia
Planning Commission Meeting
March 29, 2017
Verbatim Excerpt

PA 2013-III-DS1 (SUBMISSION DSC-J-1) – COMPREHENSIVE PLAN AMENDMENT (COMMONWEALTH CENTRE, DULLES SUBURBAN CENTER STUDY) – To consider proposed revisions to the Comprehensive Plan for Fairfax County, VA, in accordance with the Code of Virginia, Title 15.2, Chapter 22. This Amendment concerns approx. 39 ac. generally located at 4508 Walney Rd., north of Westfields Blvd. and east of the planned Newbrook Drive loop road (Tax Map # 44-1((1))6 part) in the Sully Supervisor District. The area is planned for office, conference center/hotel, industrial/flex, industrial, private open space and public park uses at an average intensity of 0.50 floor area ratio (FAR). Submission DSC-J-1 (Commonwealth Centre) of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1) will consider adding an option for residential and retail uses up to 0.50 FAR. Recommendations relating to the transportation network may also be modified. Submission DSC-J-1 (Commonwealth Centre) of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1) is concurrently under review with Proffer Condition Amendment PCA 2006-SU-025-3. (Sully District)

After Close of the Public Hearing

Chairman Murphy: The public hearing is closed. Recognize Ms. Keys-Gamarra.

Commissioner Keys-Gamarra: I'm surprised there weren't more comments.

Chairman Murphy: I was going to make a comment about the Penguins, but I decided not to. Okay.

Commissioner Keys-Gamarra: Okay. I'd like to give a little background and then…

Commissioner Migliaccio: No more questions?

Commissioner Keys-Gamarra: I'm sure you do. On…I'll just give a bit of background. On July 9th, 2013, through the approval of the 2013 Comprehensive Plan Work Program, the Fairfax County Board of Supervisors authorized Plan Amendment 2013-III-DS1 for consideration of a Comprehensive Plan Amendment for the Dulles Suburban Center. The Dulles Suburban Center study advisory group is working with staff and the community to update the Plan. As a part of the advisory group's work, they reviewed this submission for Commonwealth Centre and supported the proposed Plan Amendment, as do I. This Plan Amendment allows the opportunity to create a vibrant mix of uses in conjunction with the grocery store and retail center that has been approved adjacent to this site. In addition, this Plan Amendment removes Plan guidance about adaptive reuse of a structure that no longer exists on the property. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS ADOPT THE STAFF RECOMMENDATION FOR SUBMISSION DSJ – I'm sorry, DSC-J-1 OF THE DULLES SUBURBAN STUDY PLAN AMENDMENT 2013-III-DS1, AS SHOWN ON THE STAFF REPORT DATED MARCH 15TH, 2017, ON PAGES 14 THROUGH 16.

Commissioner Hedetniemi: Second.

Chairman Murphy: Seconded by Ms. Hedetniemi. Is there a discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt PA 2013-III-DS1, Submission DSC-J-1, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

The motion carried by a vote of 12-0.

JLC

Board Agenda Item
May 2, 2017

4:30 p.m.

Public Hearing on SE 2016-DR-001 (Sunrise Development, Inc) to Permit a Medical Care Facility, Located on Approximately 3.70 Acres of Land Zoned R-3 (Dranesville District)

This property is located at 1988 Kirby Road, McLean, 22101. Tax Map 40-2 ((1)) 48

PLANNING COMMISSION RECOMMENDATION:
On March 29, 2017, the Planning Commission voted 10-1-1 (Commissioner Hurley voted in opposition and Commissioner Murphy abstained from the vote) to recommend to the Board of Supervisors denial of SE 2016-DR-001.

ENCLOSED DOCUMENTS:
Planning Commission Verbatim Excerpt and Staff Report available online at:
http://www.fairfaxcounty.gov/dpz/staffreports/bos-packages/

STAFF:
Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Bob Katai, Planner, DPZ

Board Agenda Item
May 2, 2017

5:00 p.m.

Public Comment from Fairfax County Citizens and Businesses on Issues of Concern