

**FAIRFAX COUNTY
BOARD OF SUPERVISORS
June 4, 2019**

AGENDA

- 8:30 Reception for the A. Heath Onthank Award, J. Lambert
Conference Center, Forum
- 8:30 Reception to Recognize Contributions Made by Randy Sayles
and Adrian Steel of the Police Civilian Review Panel, J. Lambert
Conference Center, Reception Area
- 9:30 [Presentations](#)
- 10:00 [A. Heath Onthank Awards](#)
- 10:10 [Items Presented by the County Executive](#)

**ADMINISTRATIVE
ITEMS**

- 1 [Extension of Review Period for 2232 Applications \(Mount Vernon
and Dranesville Districts\)](#)
- 2 [Authorization to Advertise a Public Hearing to Expand the Burke
Centre Community Parking District \(Braddock District\)](#)
- 3 [Authorization to Advertise a Public Hearing to Expand the
Cardinal Forest Community Parking District \(Braddock District\)](#)
- 4 [Authorization for the Office of the Sheriff to Apply for and Accept
Grant Funding from the Washington-Baltimore High Intensity
Drug Trafficking Area \(HIDTA\), FY 2020 Advancing Systems of
Recovery for Addiction \(ASRA\) Grant Program](#)

ACTION ITEMS

- 1 [Approval of a Parking Reduction for Dulles Station, Building B
\(Maker's Rise\) \(Dranesville District\)](#)
- 2 [Endorsement of a Resolution to VDOT Requesting Installation of
Cut-Through Restrictions on Thomas Avenue as Part of the
Residential Traffic Administration Program \(Dranesville District\)](#)
- 3 [Approval of Funding Allocations for Transportation Priorities Plan
Projects, and Projects Supported by the Tysons and Reston
Transportation Funding Plans \(Providence, Sully, Dranesville,
Hunter Mill, and Mount Vernon Districts\)](#)
- 4 [Approval of the Fairfax County Emergency Operations Plan](#)

**FAIRFAX COUNTY
BOARD OF SUPERVISORS
June 4, 2019**

10:20	Matters Presented by Board Members
11:10	Closed Session
2:00	Decision Only on Proposed Plan Amendment 2018-II-F2 (One University), Located in the Northwest Quadrant of the Intersection of University Drive and Route 123 (Braddock District)



Fairfax County, Virginia

BOARD OF SUPERVISORS

AGENDA

**Tuesday
June 4, 2019**

9:30 a.m.

PRESENTATIONS

- CERTIFICATE — To recognize Randy Sayles for his service on the Ad Hoc Police Practices Review Commission and as a founding member of the Police Civilian Review Panel, and ongoing work in regard to police matters. Requested by Chairman Bulova.
- CERTIFICATE — To recognize Adrian Steel for his service on the Ad Hoc Police Practices Review Commission and as a founding member of the Police Civilian Review Panel, and ongoing work in regard to police matters. Requested by Chairman Bulova.
- RESOLUTION — To recognize the 75th anniversary of the D-Day Invasion on June 6, 1944 and honor the heroic veterans of World War II. Requested by Supervisor Cook.
- CERTIFICATE — To recognize the Langley High School Saxon Stage Theatre Company for their accomplishments. Requested by Supervisor Foust.
- PROCLAMATION — To designate June 2019, as LGBT Pride Month in Fairfax County. Requested by Chairman Bulova and Supervisors Foust and McKay.
- CERTIFICATE — To recognize Rosemarie Annunziata for her service on the Civil Service Commission. Requested by Chairman Bulova.

— more —

Board Agenda Item
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- PROCLAMATION — To designate June 16-22, 2019, as Safety Stand Down Week in Fairfax County. Requested by Chairman Bulova.
- RESOLUTION — To recognize the Office of Emergency Management and resident volunteers for their work in creating the new Community Emergency Response Guide. Requested by Supervisor Cook.

STAFF:

Tony Castrilli, Director, Office of Public Affairs

Bill Miller, Office of Public Affairs

Austin Hendrick, Office of Public Affairs

Board Agenda Item
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10:00 a.m.

Presentation of the A. Heath Onthank Awards

ENCLOSED DOCUMENTS:

None.

PRESENTED BY:

Honorable Thomas Garnett, Jr., Civil Service Commission, Commissioner
Michael Cole, Civil Service Commission, Vice-Chairperson
Clarke V. Slaymaker, II, Onthank Award Committee, Chairman
Sharon Bulova, Chairman, Board of Supervisors
Bryan J. Hill, County Executive
Cathy Spage, Director, Human Resources

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10:10 a.m.

Items Presented by the County Executive

ADMINISTRATIVE – 1

Extension of Review Period for 2232 Applications (Mount Vernon and Dranesville Districts)

ISSUE:

Extension of review period for 2232 applications to ensure compliance with review requirements of *Section 15.2-2232* of the *Code of Virginia*.

RECOMMENDATION:

The County Executive recommends that the Board extend the review period for the following applications: FS-V19-48 and 2232-D18-32.

TIMING:

Board action is required on June 4, 2019, to extend the review period of the applications noted above before their expiration date.

BACKGROUND:

Subsection B of *Section 15.2-2232* of the *Code of Virginia* states: "Failure of the commission to act within 60 days of a submission, unless the time is extended by the governing body, shall be deemed approval." Subsection F of *Section 15.2-2232* of the *Code of Virginia* states: "Failure of the commission to act on any such application for a telecommunications facility under subsection A submitted on or after July 1, 1998, within 90 days of such submission shall be deemed approval of the application by the commission unless the governing body has authorized an extension of time for consideration or the applicant has agreed to an extension of time. The governing body may extend the time required for action by the local commission by no more than 60 additional days. If the commission has not acted on the application by the end of the extension, or by the end of such longer period as may be agreed to by the applicant, the application is deemed approved by the commission." The need for the full time of an extension may not be necessary, and is not intended to set a date for final action.

The review period for the following applications should be extended:

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FS-V19-48 School Board of Fairfax County
Washington Mill Elementary School
9100 Cherrytree Drive
Alexandria, VA
Mount Vernon District
Accepted April 11, 2019
Extend to October 4, 2019

2232-D18-32 Sprint
Herndon High School (Monopole)
700 Bennett Street
Herndon, VA
Dranesville District
Accepted April 4, 2019
Extend to September 1, 2019

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
None.

STAFF:
Rachel Flynn, Deputy County Executive
Fred R. Selden, Director, Department of Planning and Zoning, DPZ
Michelle K. Stahlhut, Chief, Facilities Planning Branch, Planning Division, DPZ
Douglas W. Hansen, Senior Planner, Facilities Planning Branch, Planning Division, DPZ

ADMINISTRATIVE - 2

Authorization to Advertise a Public Hearing to Expand the Burke Centre Community Parking District (Braddock District)

ISSUE:

Board authorization to advertise a public hearing to consider a proposed amendment to Appendix M of *the Code of the County of Fairfax, Virginia* (Fairfax County Code), to expand the Burke Centre Community Parking District (CPD).

RECOMMENDATION:

The County Executive recommends that the Board authorize advertisement of a public hearing for June 25, 2019, at 4:30 p.m. to consider adoption of a Fairfax County Code amendment (Attachment I) to expand the Burke Centre CPD.

TIMING:

The Board of Supervisors should take action on June 4, 2019, to provide sufficient time for advertisement of the public hearing on June 25, 2019, at 4:30 p.m.

BACKGROUND:

Fairfax County Code Section 82-5B-2 authorizes the Board to establish a CPD for the purpose of prohibiting or restricting the parking of the following vehicles on the streets in the CPD: 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.

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, (iv) restricted vehicles that are temporarily

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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 expansion 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 CPD is proposed to be in effect seven days per week, 24 hours per day.

FISCAL IMPACT:

The cost of sign installation is estimated to be \$250. It will 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 Burke Centre CPD

STAFF:

Rachel Flynn, 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
Henri Stein McCartney, Sr. Transportation Planner, FCDOT
Charisse Padilla, Transportation Planner, FCDOT

ASSIGNED COUNSEL:

Wemi Peters, Assistant County Attorney

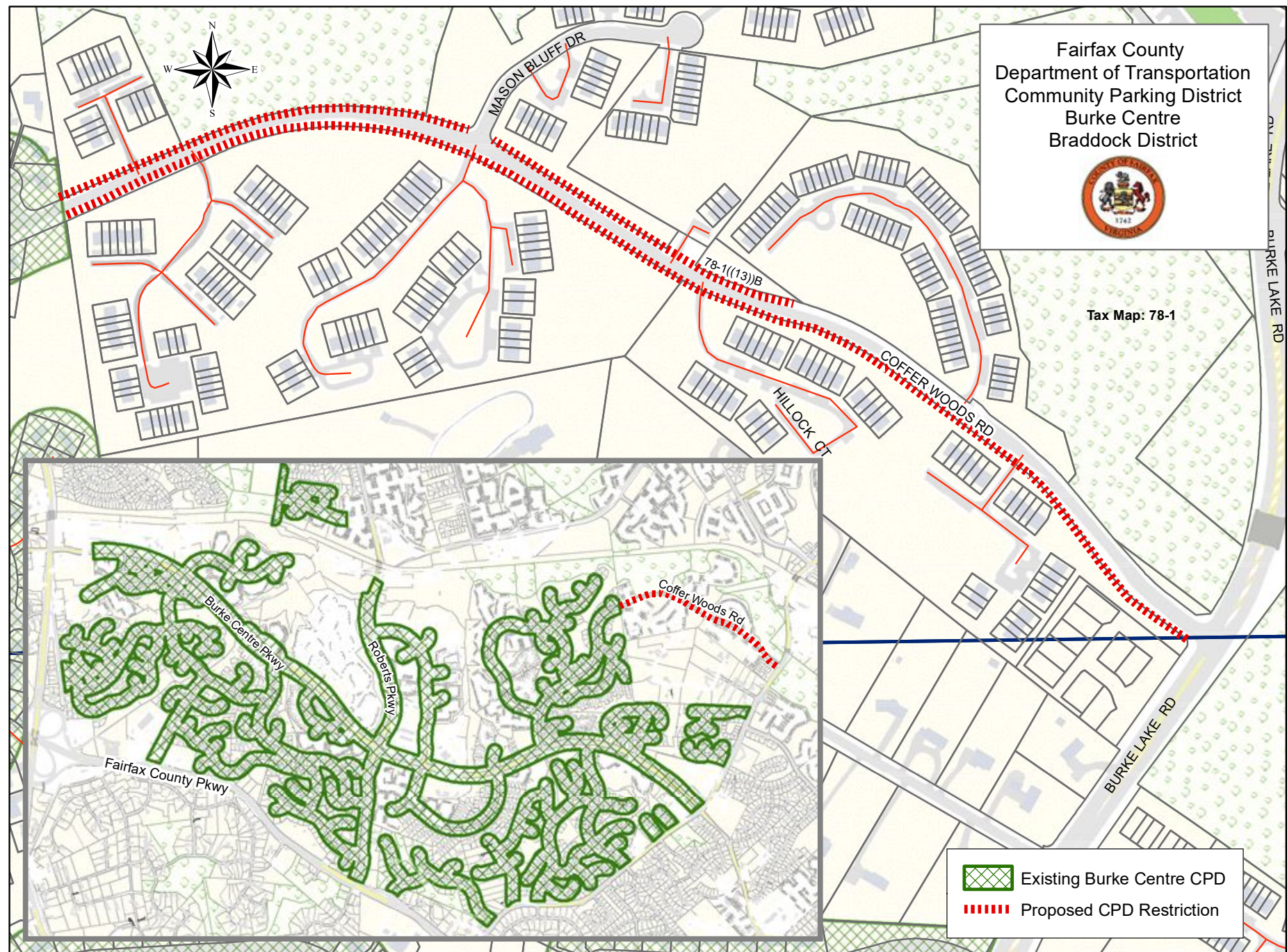
PROPOSED CODE AMENDMENT

THE CODE OF THE COUNTY OF FAIRFAX, VIRGINIA
APPENDIX M

Amend *The Code of the County of Fairfax, Virginia*, by adding and/or modifying the following streets in Appendix M-21, Section (a)(2), Burke Centre Community Parking District, in accordance with Article 5B of Chapter 82:

Coffer Woods Road (Route 5847)

From Burke Centre Parkway to ~~Ward's Grove Circle~~ Burke Lake Road, east side only; and from Ward's Grove Circle to ~~Wood Duck Court~~ the eastern boundary of parcel 78-1((13))B, west side.



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ADMINISTRATIVE - 3

Authorization to Advertise a Public Hearing to Expand the Cardinal Forest Community Parking District (Braddock District)

ISSUE:

Board authorization to advertise a public hearing to consider a proposed amendment to Appendix M of *the Code of the County of Fairfax, Virginia* (Fairfax County Code), to expand the Cardinal Forest Community Parking District (CPD).

RECOMMENDATION:

The County Executive recommends that the Board authorize advertisement of a public hearing for June 25, 2019, at 4:30 p.m. to consider adoption of a Fairfax County Code amendment (Attachment I) to expand the Cardinal Forest CPD.

TIMING:

The Board of Supervisors should take action on June 4, 2019, to provide sufficient time for advertisement of the public hearing on June 25, 2019, at 4:30 p.m.

BACKGROUND:

Fairfax County Code Section 82-5B-2 authorizes the Board to establish a CPD for the purpose of prohibiting or restricting the parking of the following vehicles on the streets in the CPD: 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; 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.

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, (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.

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Pursuant to Fairfax County Code Section 82-5B-3, the Board may expand a CPD if: (1) the Board receives a petition requesting expansion 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 CPD is proposed to be in effect seven days per week, 24 hours per day.

FISCAL IMPACT:

The cost of sign installation is estimated to be \$800. It will 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 Cardinal Forest CPD

STAFF:

Rachel Flynn, 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

Henri Stein McCartney, Sr. Transportation Planner, FCDOT

Charisse Padilla, Transportation Planner, FCDOT

ASSIGNED COUNSEL:

Wemi Peters, Assistant County Attorney

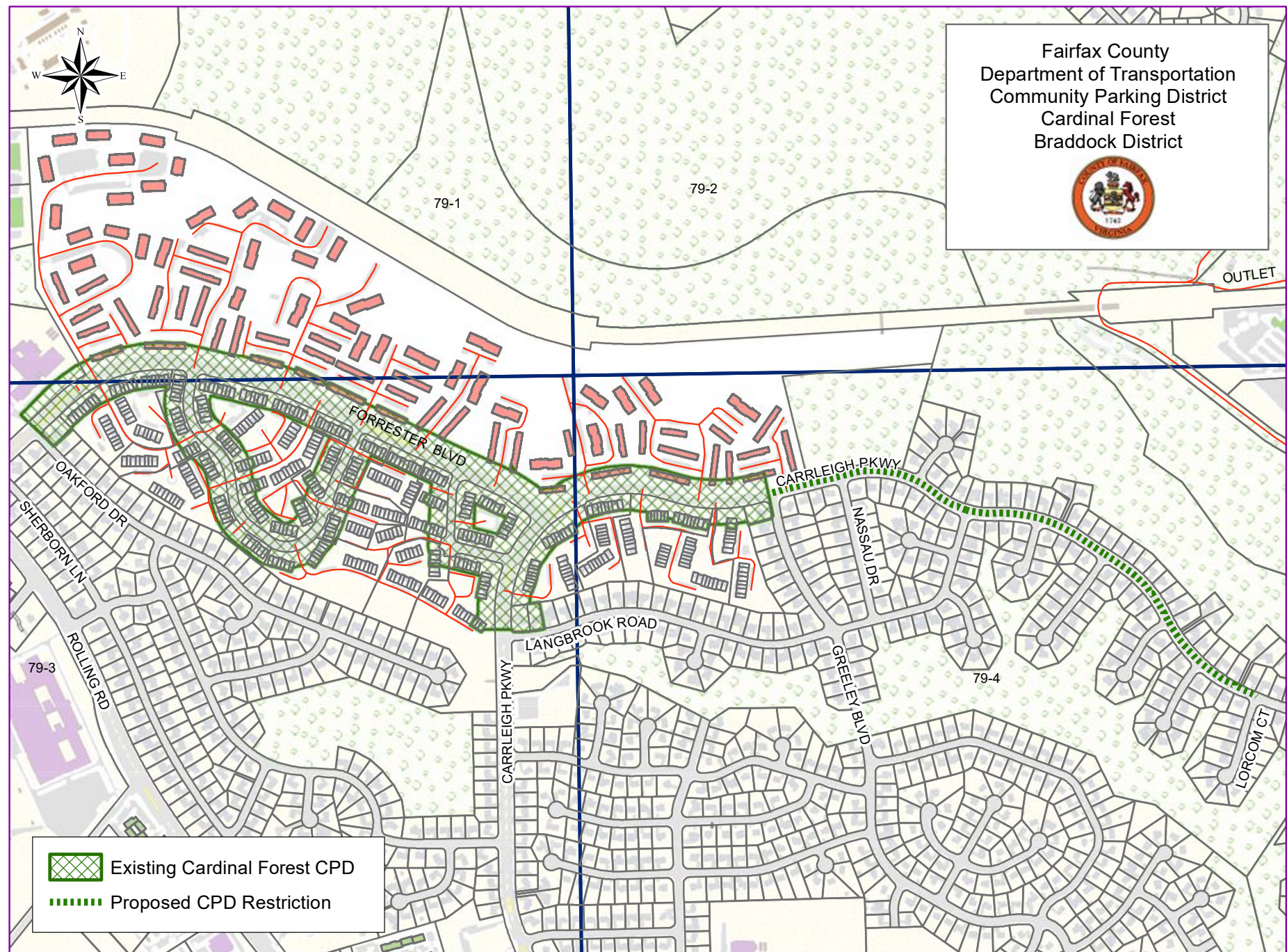
PROPOSED CODE AMENDMENT

THE CODE OF THE COUNTY OF FAIRFAX, VIRGINIA
APPENDIX M

Amend *The Code of the County of Fairfax, Virginia*, by modifying the following streets in Appendix M-22, Section (a)(2), Cardinal Forest Community Parking District, in accordance with Article 5B of Chapter 82:

Carrleigh Parkway (Route 4131)

From the western intersection of Langbrook Road to ~~Greeley~~
~~Boulevard~~ Lorcom Court.



ADMINISTRATIVE – 4

Authorization for the Office of the Sheriff to Apply for and Accept Grant Funding from the Washington-Baltimore High Intensity Drug Trafficking Area (HIDTA), FY 2020 Advancing Systems of Recovery for Addiction (ASRA) Grant Program

ISSUE:

Board authorization for the Office of the Sheriff to apply for and accept grant funding, if received, from the Washington/Baltimore HIDTA in the amount of \$402,336. The Office of the Sheriff will work with the Fairfax-Falls Church Community Services Board (CSB) to establish the Star 360: Wraparound Support for Reentry Program, which is an evidence-based pre-release and reentry multi-faceted program designed to provide holistic, wrap-around substance abuse treatment and recovery services to mitigate against key risk factors associated with recidivism. The grant period is January 1, 2020 through June 30, 2021. HIDTA has indicated that funding may be available for an additional 18-month grant period depending on the success of the proposed project. The funding will support 1/1.0 FTE new grant position. No Local Cash Match is required. 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. Board authorization is also requested for the Chairman of the Board of Supervisors, the County Executive and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but not limited to Subaward Agreements, on behalf of the County.

RECOMMENDATION:

The County Executive recommends that the Board authorize the Office of the Sheriff to apply for and accept grant funding, if received, from the Washington/Baltimore HIDTA. Funding of \$402,336 will support the establishment of the Star 360: Wraparound Support for Reentry Program, which is an evidence-based pre-release and reentry multi-faceted program designed to provide holistic, wrap-around substance abuse treatment and recovery services to mitigate against key risk factors associated with recidivism. Funding will support 1/1.0 FTE new grant position. There is no Local Cash Match required. The County Executive also recommends the Board authorize the Chairman of the Board of Supervisors, the County Executive and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but not limited to Federal Subaward Agreements, on behalf of the County.

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TIMING:

Board action is requested on June 4, 2019. Due to the grant application deadline of May 1, 2019, the application was submitted pending Board approval. This Board item is being presented at the earliest subsequent Board meeting. If the Board does not approve this request, the application will be immediately withdrawn.

BACKGROUND:

On March 15, 2019, the Washington/Baltimore HIDTA announced funding availability for the FY 2020 Advancing Systems of Recovery for Addiction (ASRA) grant. The HIDTA program, which is operated and funded by the Office of National Drug Control Policy, provides assistance to federal, state, local, and tribal law enforcement agencies operating in areas determined to be critical drug-trafficking regions of the United States.

This grant funding will be used to build upon the department's existing Adult Detention Center-based STAR (Striving to Achieve Recovery) pilot program by offering pre-release supports and medications as well as post-release supports including housing, employment services, and health care designed to reduce recidivism and relapse. A third-party evaluator will provide support for HIDTA data collection requirements and develop additional process and outcome measurement approaches to demonstrate effectiveness. The 1/1.0 FTE new grant Peer Specialist position in the Fairfax-Falls Church Community Services Board (CSB) will be assigned to the Adult Detention Center and will help connect people with community-based services as program participants are released from the Adult Detention Center.

FISCAL IMPACT:

Grant funding in the amount of \$402,336 is being requested to support the establishment of the Star 360: Wraparound Support for Reentry Program, which is an evidence-based pre-release and reentry multi-faceted program designed to provide holistic, wrap-around substance abuse treatment and recovery services to mitigate against key risk factors associated with recidivism. There is no Local Cash Match required to accept this award. 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 not allow for the recovery of indirect costs.

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.

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ENCLOSED DOCUMENTS:

Attachment 1: Summary of Grant Proposal

STAFF:

Dave Rohrer, Deputy County Executive
Sheriff Stacey A. Kincaid, Office of the Sheriff
Lt. Col. Mark Sites, Office of the Sheriff

**Washington/Baltimore HIDTA Application:
FY 2020 Advancing Systems of Recovery for Addiction Funds
Summary of Grant Proposal**

Grant Title:	Star 360: Wraparound Supports for Reentry
Funding Agency:	Washington/Baltimore HIDTA (High Intensity Drug Trafficking Area)
Applicant:	Office of the Sheriff
Funding Amount:	Total grant funding of \$402,336. No Local Cash Match is required.
Proposed Use of Funds:	<p>The STAR 360 proposal establishes an evidence-based pre-release and multi-faceted reentry program designed to provide holistic, wrap-around substance abuse treatment and recovery services to mitigate against key risk factors associated with recidivism. This will build upon the existing jail-based STAR (Striving to Achieve Recovery) program. Services will include pre-release Medication Assisted Treatment (MAT) that will transition to community-based outpatient MAT clinics, employment assistance, housing, health care, community recovery supports, and peer navigation.</p> <p>The proposal will serve 50 people engaged in the jail-based STAR program and others who may benefit from the proposed treatment and recovery transitional reentry supports. Funds will cover contracted employment and housing services, a third-party evaluator, medication, and 1/1.0 new grant Peer Specialist position in the Fairfax-Falls Church Community Services Board (CSB).</p> <p>The geographic area of the project is Fairfax County, but the model will be evaluated and will aid in replication of this successful model across the country.</p>
Performance Measures:	<p>The overall goal of the STAR 360 program is to improve individual treatment outcomes resulting in successful post-incarceration outcomes and reduced recidivism through the development of a recovery-oriented reentry system and to expand and strengthen pre-release programming for 50 people during the funding cycle.</p> <ol style="list-style-type: none"> 1- Compliance with all HIDTA-required performance measures including the following process indicators: numbers screened, number of urine screens, numbers receiving treatment, discharges, and rates of recidivism. 2- Establishment of Medication Assisted Treatment (MAT) protocols in the ADC with services for up to 15 participants. 3- Provide job-seeking skills and peer certification opportunities for 50 incarcerated individuals and post-release job placement and coaching services for up to 35 individuals upon release. 4- Provided recovery-focused housing supports for up to 40 participants.

Attachment 1

- 5- Link participants with community recovery supports including 12-step recovery networks, health care, evidence-based wellness services, and peer support.

Grant Period:

January 1, 2020 through June 30, 2021

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ACTION - 1

Approval of a Parking Reduction for Dulles Station, Building B (Maker's Rise)
(Dranesville District)

ISSUE:

Board of Supervisors (Board) approval of a 12 percent reduction (56 fewer spaces) of the required parking for Dulles Station, Building B (Maker's Rise), 2019 Tax Map 16-1 ((25)) 1B1 and 15-4 ((5)) 8A (part) (Property).

RECOMMENDATION:

The County Executive recommends that the Board approve a parking reduction for Maker's Rise pursuant to Paragraphs 5A and 5B of Chapter 11, Section 102 of the Zoning Ordinance (Ordinance) based on the proximity of mass transit as demonstrated in the parking study #6848-PKS-005, subject to the conditions in Attachment I.

TIMING:

Board action is requested on June 4, 2019.

BACKGROUND:

The Maker's Rise property is subject to proffers and conditions associated with PCA C-696-11, which was approved by the Board on December 5, 2017. It is also subject to a final development plan amendment (FDPA C-696-4), approved by the Planning Commission on November 2, 2017. Proffer 7 of PCA C-696-11 requires that the applicant pursue a parking reduction request for Building B.

The approved zoning amendments allow the construction of a residential multi-family development on a portion of the site previously approved for office development. In addition to the residential construction, the approval also anticipates the establishment of ground floor retail uses, including the potential creation of small-scale production (SSP) establishments, otherwise known as maker space. On December 5, 2018, the Board approved a zoning designation and parking rate for SSPs, which the applicant can utilize with development of the retail portion of the site. With these approvals, the applicant submitted a site plan for Building B that includes 345 multi-family units and 16,000 square feet of gross floor area (SF of GFA) of ground floor commercial uses.

Garage E (Attachment II) provides the parking supply for this proposed reduction. It consists of an existing parking structure containing 791 spaces and a planned addition that anticipates 440 spaces. By recorded agreement among the local property owners, the existing Garage E is shared among tenants of Buildings A, B and G. The addition to the parking garage is intended to serve the residents and commercial uses of Building B.

The site is located within ¼ mile of the Innovation Center Metro Station on the Silver Line, which is currently under construction. This station is scheduled to be operational by the end of 2021. The proximity to transit provides opportunities to reduce parking demand. The expectation is that residents will be less likely to rely on personal vehicles given the proximity of public transportation. While residents may not give up vehicle ownership entirely, they are more likely to own less vehicles than residents in lower-density areas not well served by transit. Therefore, the applicant's proposal for a parking reduction is justified based on the proximity of mass transit.

A comparison of the Code required parking and the proposed parking at full buildout is summarized in Table 1.

Table 1. Required and Proposed Parking

Land Use	Size	Rate Required by Code	Code Required Parking	Proposed Parking Rate	Proposed Minimum Number of Spaces	Proposed Reduction
Multi-family Residential	345 units total	1.3 spaces/unit for 239 0-1 bedroom units	311	1.2 spaces/unit for all units	414	12%
		1.5 spaces/unit for 106 2 bedroom units	159 (Total 470)			
Shopping center commercial uses	16,000 SF of GFA	3.44 spaces/1000 SF of GFA (TSA rate)	56	No change	56	0%
All Site Uses			Total=526		Total=470	12%

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The Ordinance required parking for Building B is 526 spaces, which is based on the proposed number of residential units and SF of GFA of the shopping center commercial uses on the ground floor of the residential building. The applicant seeks a parking reduction of 56 spaces (12 percent reduction) for a minimum of 470 spaces, which is based on a minimum of 1.2 spaces per dwelling unit within a range of zero- to two-bedroom apartments. The current Transit Station Area (TSA) rates applicable to this site are 1.3 spaces per unit for 0-1 bedrooms and 1.5 spaces per unit for 2 bedroom apartments.

This recommendation reflects a coordinated review by the Department of Planning and Zoning, Office of the County Attorney and Land Development Services (LDS).

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment I – Parking reduction conditions dated June 4, 2019
Attachment II – Parking reduction request (6848-PKS-005) from Wells and Associates dated January 8, 2019

STAFF:
Rachel Flynn, Deputy County Executive
William D. Hicks, P.E., Director, LDS
Eleanor Ku Coddling, Director, Permitting and Code Administration, LDS
Michael Davis, Parking Program Manager, Site Code Research and Development, LDS

ASSIGNED COUNSEL:
Marc Gori, Assistant County Attorney

PARKING REDUCTION CONDITIONS

June 4, 2019

1. These conditions apply to the current owners, their successors and assigns (hereinafter 'owners') of the parcel identified on 2019 Tax Map 16-1 ((25)) parcel 1B1.
2. Off-street parking for each use designated below must be provided per the following minimum parking rates associated with the development site:
 - Residential Multi-Family. A minimum of 1.2 spaces/dwelling unit (DU) with 0-2 bedrooms.
 - Shopping Center Retail. A minimum of 3.44 spaces per 1,000 square feet of gross floor area (SF of GFA)
3. Proffer 5 of PCA C-696-11 provides a list of potential uses within the shopping center all subject to the provision of adequate parking. With approval of this parking reduction, all proffered uses shall be parked at a rate no greater than the parking requirements for a shopping center as defined in Article 11 and in this reduction.
4. Any uses not listed in Condition #2 must provide parking at rates required by the Zoning Ordinance.
5. The maximum parking supply will not exceed the minimum required parking supply that would otherwise be required in the Zoning Ordinance for the uses listed in Condition #2.
6. If the site is developed in substantial conformance with PCA C-696-11 and FDPA C-696-4, then this parking reduction will remain in effect. This parking reduction will be reviewed by LDS and may require revision and approval by the Board if a rezoning applicable to this property is amended.
7. The conditions of approval of this parking reduction must be incorporated into any site plan or site plan revision submitted to the Director of LDS for approval.
8. The owners must submit a parking space utilization study for review and approval by the Director at any time in the future that the Zoning Administrator or the Director so requests. Following review of that study, or if a study is not submitted within 90 days after its request, the Director may require alternative measures to satisfy the

PARKING REDUCTION CONDITIONS

June 4, 2019

property's on-site parking needs. Such measures may include, but are not limited to, compliance with the full parking requirements specified in the Zoning Ordinance.

9. Any parking utilization study prepared in response to a request by the Zoning Administrator or the Director must be based on applicable requirements of *The Code of the County of Fairfax, Virginia* and the Zoning Ordinance in effect at the time of the study's submission.
10. Any parking provided must comply with the applicable requirements of the Zoning Ordinance and the Fairfax County Public Facilities Manual including the provisions referencing the Americans with Disabilities Act and the Virginia Uniform Statewide Building Code.
11. These conditions of approval are binding on the owners and must be recorded in the Fairfax County Land Records in a form acceptable to the County Attorney. If these conditions have not been recorded and an extension has not been approved by the Director, approval of this parking reduction request will expire without notice six months from its approval date.

**WELLS + ASSOCIATES**

MEMORANDUM

To: Jan Leavitt, P.E.
Code Development and Compliance Division - Fairfax County
Department of Public Works and Environmental Services

From: William F. Johnson, P.E.
Andrew C. Buntua, P.E.

Re: FDPA-C-696-04 (Makers Rise); Dulles Station Building B

Subject: Parking Reduction Request

Date: January 8, 2019

11220 Assett Loop
Suite 202
Manassas, Virginia 20109
703-365-9262
703-917-0739 FAX
www.WellsandAssociates.com

Introduction

This memorandum presents the results of a parking reduction analysis and justification completed for an approved planned building within the Dulles Station development. Specifically, this report evaluates the proposed parking supply for Dulles Station Building B, now referred to as "Makers Rise", which was the subject of a Final Development Plan Amendment (FDPA) application approved by the Planning Commission on November 2, 2017. Makers Rise is located within one-quarter mile from the future Innovation Center Metrorail station as shown on Figure 1. The parcel subject to this parking reduction request is identified on the County's 2018 Tax Map as 16-1 ((25)) 1B1 and 15-4 ((5)) Parcel 8A (pt.) as shown on Figure 2.

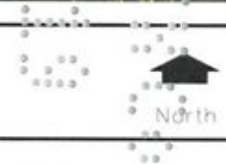
Background

Dulles Station is a planned mixed use development located south and east of Sunrise Valley Drive along existing Dulles Station Boulevard and at the terminus of Sayward Boulevard in proximity to the Innovation Center Metrorail station currently under construction. The entire development was rezoned to the PDC (Planned Development Commercial) zoning district in 1974. The Final Development Plan (FDP) approved by the Board of Supervisors on October 16, 2000 originally depicted twelve (12) buildings within Dulles Station consisting of office and residential uses along with several parking structures. A reduction of the 2000 FDP is provided for reference as Attachment I. Subsequent amendments to the development plan over

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Figure 1
Site Location



Dulles Station
Fairfax County, Virginia



Dulles Station
Fairfax County, Virginia

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the intervening years have modified certain layouts and uses for various building sites within the development. Currently, all building sites have been developed except for Building B and Building D.

Buildings B and D were planned for office/retail uses which were never constructed. The FDPA application referenced herein and approved in November 2017 re-planned the parcels associated with Building B from the previously approved office building to primarily a multifamily residential building with a potential mix of retail, office, and/or maker space uses as described in the next section.

Approved Development

The Final Development Plan Amendment approved in November 2017 and presented herein as Figure 3 (full size copy provided in Attachment II) reflected a potential range of development density. Subsequent to Planning Commission approval, the Applicant submitted a site plan which reflected the following mix of uses for Building B:

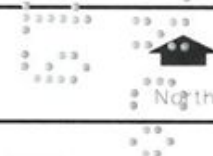
- 345 Multifamily Units (239 0-1BR; 106 2BR)
- 16,000 GSF Non-Residential Uses (Retail/Restaurant/Office/Maker Space)

Because of the site's extremely close proximity to the Innovation Center Metro Station (less than ¼ mile), the Applicant proposes to provide parking for the uses based on reduced minimum parking rates (per unit of development) as further described in this document. The following sections outline a parking reduction request and analysis in support of the subject development.

As approved, Proffer 7 states that the Applicant "shall pursue a parking reduction for Building B and reserves the right to pursue parking reductions and shared parking arrangements for the Property without the need for an amendment to these Proffers or the CDPA/FDPA or future FDP." A copy of the approved proffer is provided in Attachment III.

Available Parking Supply

Existing Parking Garage. Parking for Building B will be largely provided by an existing parking garage (Garage E). The garage was constructed in conjunction with the development of the existing office building (Building A) fronting Sunrise Valley Drive. The garage was originally designed and constructed to serve the parking needs of the two buildings within the cluster (Buildings A and B) with the potential for expansion depending on the ultimate parking demand. Attachment IV illustrates



Dulles Station
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and summarizes the existing and potential expanded parking supply of Garage E. As shown, the garage provides, in total, 791 spaces. Furthermore, Garage E can be expanded in the future to increase the parking supply by up to 440 spaces, which would allow for a future total of up to 1,231 spaces for the garage. The Garage E level plans showing the parking configuration (including the garage expansion) is provided in Attachment V.

Parking for Existing Building. As shown in Attachment IV, the existing office building (Building A) immediately north of Building B utilizes Garage E for its parking requirements and, through a Reciprocal Easement Agreement (REA), is guaranteed a certain portion of the overall parking supply through various conditions. A copy of the applicable portions of the REA is provided in Attachment VI. As shown in the REA and illustrated in Attachment IV, Building A has the rights for 654 spaces in Garage E. Furthermore, the existing residential building immediately south of Building B (Building G) has access to 55 spaces in Garage E. Therefore, when accounting for the REA, the future Building B will have the ability to utilize 82 parking spaces within existing Garage E.

Parking Supply Available for Building B. The following summarizes the total parking supply that will be available for Building B when accounting for the existing parking garage, future potential garage expansion, and the provision of on-street parking spaces along the privately maintained streets fronting the building:

Available Parking within Existing Garage E:	82 Spaces
TOTAL SUPPLY (prior to Garage E Expansion):	82 Spaces
Potential Garage E Expansion:	440 Spaces*
Private On-Street Parking:	<u>33 Spaces</u>
TOTAL MAXIMUM SUPPLY	555 Spaces

*The number of additional parking spaces to be constructed may be adjusted downward based on actual parking demand subject to this parking reduction request.

Fairfax County Zoning Ordinance Requirements

Article 11 of the Fairfax County Zoning Ordinance establishes parking requirements for various land uses by providing parking rates per unit of land use (per dwelling unit, for example). The calculation of the Ordinance required parking supply for the subject development was performed for the development outlined in the submitted site plan. The calculations are summarized in Table 1. It should be noted that the calculations shown in Table 1 account for the amendments to the Zoning Ordinance

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approved by the BOS in January and February 2018 that specifically modified the parking requirements for developments within designated Transit Station Areas (TSA's) and restaurant uses Countywide.

Based on a strict application of the Zoning Ordinance as shown on Table 1, a total of 526 parking spaces would be required to accommodate the parking demand associated with the planned development. The Applicant proposes to provide parking for the development based on reduced minimum parking rates, as described in the following sections.

REQUESTED PARKING REDUCTION

ARTICLE 11, SECTION 11-102.5; PROXIMITY TO MASS TRANSIT

As shown on Figure 4, the Makers Rise development is located completely within $\frac{1}{4}$ mile of the future Innovation Center Metrorail station currently actively under construction. The Fairfax County Zoning Ordinance provides for a reduction in required off-street parking for sites located in close proximity to an existing or planned transit station. Article 11, Section 11-102.5 states:

"Subject to conditions it deems appropriate, the Board may reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part when a proposed development is within:

- A. Reasonable walking distance to a mass transit station wherein the station either exists or is programmed for completion within the same time frame as the completion of the subject development; or
- B. An area designated in the adopted comprehensive plan as a Transit Station Area; or
- C. Reasonable walking distance to an existing transportation facility consisting of a streetcar, bus rapid transit, or express bus service or wherein such facility is programmed for completion within the same timeframe as the completion of the subject development and will provide high-frequency service; or

Table 1
Makers Rise (Dulles Station Building B)
Parking Demand Summary

Land Use	Size	Unit	Ordinance Requirement		Reduced Parking Demand			
			Ordinance Text	Required Parking	Reduction	Percent Reduction	Effective Rate	Demand
Residential (0-1 Bedrooms)	239	DU	One and three-tenths (1.3) spaces per unit	311				
Residential (2 Bedrooms)	106	DU	One and five-tenths (1.5) spaces per unit	159				
Total Residential	345	DU		470	(56)	12%	1.20 per unit	414
			80% of Four and three-tenths (4.3) spaces per 1000 square feet of gross floor area					
Retail (Shopping Center)	16,000	GSF		56				
Total Non-Residential	16,000			56	0	0%	4.30 per 1000 SF	56
Total Site Parking Demand (Proximity to Transit)				526	(56)	11%		470



Figure 4
Proximity to Transit





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- D. Reasonable walking distance to a bus stop(s) when service to this stop(s) consists of more than three routes and at least one route serves a mass transit station or transportation facility and provides high frequency service.

Such reduction may be approved when the applicant has demonstrated to the Board's satisfaction that the spaces proposed to be eliminated are unnecessary based on the projected reduction in the parking demand resulting from the proximity of the mass transit station or transportation facility or bus service and such reduction in parking spaces will not adversely affect the site or the adjacent area, including potential impacts on existing overflow parking in nearby neighborhoods. For the purposes of this provision, a determination regarding the completion time frame for a mass transit station or transportation facility must include an assessment of the funding status for the transportation project."

Relevant excerpts from the Zoning Ordinance are provided in Attachment VII.

Timeline for Metrorail Completion

The extension of Metrorail (Silver Line Phase 2) and the associated Innovation Center station is slated for completion and service in 2020. Complete build out and stabilization of the subject development is anticipated to be completed beyond the opening of Metrorail. The timeline for site completion includes several necessary steps including: site plan approval, building permit approvals, as well as site grading and construction. These components, in total, typically require at least three to four years to complete, which result in the subject development having an approximate opening date within 2020 at the very earliest. Beyond the build-out of the site, it will likely take several years to fully occupy the development. Therefore, the full operation of the subject site will most likely not be experienced until well beyond the anticipated opening of the Metrorail station.

Pedestrian Path to Metrorail

The Pedestrian Circulation Plan (Sheet 14) of the approved CDPA/FDPA is provided in Attachment VIII. As shown, the primary public circulation for pedestrians between Building B and the Metro Pavilion is along Dulles Station Boulevard and Sunrise Valley Drive. A combination of sidewalk and path facilities are provided for safe pedestrian travel between the site and the Metrorail station.



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Existing Bus Service

The Fairfax Connector currently operates two bus routes along Sunrise Valley Drive adjacent to the site:

- Route 927 – “Dulles McNair Farms”
- Route 985 – “Dulles Corner-Wall Road”

These bus routes connect the site locally to points within Herndon and Reston with available connections to the existing Silver Line Phase 1 (the Wiehle-Reston East station). Therefore, the site is currently well served by public transit, even prior to the completion of the Silver Line Phase 2.

The following sections provide background information and analysis that support the requested parking reduction with respect to the Ordinance provision stated above in subparagraph A and the recommendations of the Comprehensive Plan.

Comprehensive Plan

The Makers Rise development site is subject to the recommendations of Land Unit A within the Dulles Suburban Center of the Comprehensive Plan. Specifically, the site is located within the Innovation Center Transit Station Area (TSA). The amendment to the Comprehensive Plan, as approved by the Board of Supervisors on December 3, 2013, recommends the following with respect to parking within the Innovation Center TSA:

“For development within a half mile of the Metrorail station, a parking plan should be submitted along with a development application that demonstrates that the amount of parking that is provided is sized to support the development. Provisions for parking reductions and other incentives to lower parking should be utilized...Residential uses should take into account the number of bedrooms per unit when establishing the amount of parking to supply. All non-residential uses should reduce their parking supply below the Countywide minimum.”

Relevant excerpts of the adopted Comprehensive Plan are provided as Attachment IX. As stated previously, the site is located within ¼ mile of the Innovation Center Metrorail station. Therefore, the proposed parking reduction conforms to the general recommendations of the Comprehensive Plan as cited above.



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Residential Parking Reduction

The Applicant proposes to provide parking for the on-site residential uses at a minimum rate of 1.20 spaces per dwelling unit. This parking rate represents a 12% reduction from the minimum parking requirement after applying rates found in Article 11 for multifamily development within a TSA. The requested reduction is based on the site's proximity to mass transit.

With regard to parking for the residential uses, Wells + Associates first reviewed the parking ratios established for TOD's in Tysons Corner. Based on extensive research, the County determined that parking in the TOD Districts [of Tysons] should follow the experience of successful TOD areas around the Country by limiting the amount of parking near transit station areas. As a result, the parking ratios for multifamily residential units are based on bedrooms with both a minimum and maximum rate provided. Within a quarter mile of a Metrorail station, the residential parking rates for multifamily units are as follows:

<u>Number of Bedrooms</u>	<u>Minimum Rate</u>	<u>Maximum Rate</u>
0 – 1 Bedroom	1.0	1.3
2 Bedrooms	1.0	1.6
3+ Bedrooms	1.0	1.9

These rates are slightly higher on average than other areas. For example, the Florida Department of Transportation has developed TOD Design Guidelines to assist localities in developing projects that are supportive of transit investment. Based on those guidelines in an urban-general neighborhood within a half mile of a rail facility, the recommended maximum parking rate for residential uses is 1.5 spaces per unit. On average, this rate is less than the recommended rates for Tysons.

A review of a paper prepared by Jeffrey Tumlin and Adam Millard-Ball in 2006 for ITE (*Parking for Transit-Oriented Development*) cited changes to the Arlington Virginia zoning code in 2003 which employed parking maximums to encourage transit usage. The code distinguishes between shared and reserved spaces, which are discouraged. According to the code, residential units may be parked up to 2.0 spaces per unit and non-residential uses may be parked at up to 1.0 space per 1,000 GSF.

The proposed residential parking rate for the site residential uses are consistent with the local and national experience cited above.



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Retail/Restaurant Parking Supply

The Applicant proposes to provide parking for any retail/restaurant use in accordance with the "Shopping Center" minimum parking rate in the Ordinance, reflecting 4.3 spaces per 1,000 GSF and applying an 80% factor as stipulated in Article 11 for those sites located in a TSA.

As summarized in Table 1, if the total available non-residential floor area was developed with retail, up to 56 parking spaces would be required. This reflects the most conservative scenario as any other mix of allowable non-residential uses would result in a lower parking requirement per the Ordinance.

The non-residential uses planned within Makers Rise will be complementary to the existing/proposed office and residential uses within the TOD. Therefore, the non-residential use's proximity to the rail station as well as its location within a mixed-use environment will serve to reduce demand for retail parking, as envisioned in the Comprehensive Plan.

Conclusions

Based on the documentation provided herein, the following can be concluded:

1. Under a strict application of the Zoning Ordinance, and based on a build out of the maximum amount of potential retail/restaurant GFA that can be developed, up to 526 parking spaces would be required to accommodate the planned development.
2. A parking garage, totaling 791 parking spaces, is currently present that serves the subject development along with an existing built/occupied office building and an existing residential building. When accounting for the existing REA, the Makers Rise development would have access to 82 spaces in the existing Garage E. Private on-street parking is allocated within the development that would add up to 33 additional spaces, for a total of 115 spaces to serve the new uses.
3. A future expansion of Garage E will add up to 440 parking spaces, which will create a maximum supply of 555 spaces to serve the new uses.
4. The Applicant is seeking a parking reduction based on the site's proximity of less than ¼ mile to the Innovation Center Metrorail station currently under construction and other transit services existing today in order to provide



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parking at reduced rates from what would otherwise be required by Article 11 of the Zoning Ordinance.

5. The following minimum parking rates are proposed for the new site uses:
 - **Residential Multifamily – 1.20 spaces per unit** (represents a 12% reduction from the Ordinance)
 - **Non-Residential Use – per Ordinance**
6. When the proposed minimum parking rates are applied to the maximum potential development scenario described in Conclusion #1 above, the resulting parking demand is 470 spaces (or an overall 11% reduction from the Zoning Ordinance).
7. The portion of the parking supply designated for residential use will be segregated from the rest of the supply through signage or some other method.
8. The programmed completion of the Innovation Center Metrorail station is anticipated to occur before build-out of the subject Makers Rise development.
9. The location of the site in immediate proximity to the Innovation Center Metrorail station (within ¼ mile) and the planned design of the site as a transit-oriented development (TOD) will serve to reduce parking demand and attract users who will be inclined to choose non-auto modes of travel.
10. The proposed reduced parking rates are consistent with the recommendations of the Comprehensive Plan that parking within TOD areas should be reduced below Ordinance requirements.
11. Given the site's location to existing and future mass transit and the proposed mix of complementary uses, the reduced parking rate requested by the Applicant should be supported.

The proposed parking reduction will not adversely affect the site or the adjacent area.

Attachments: a/s

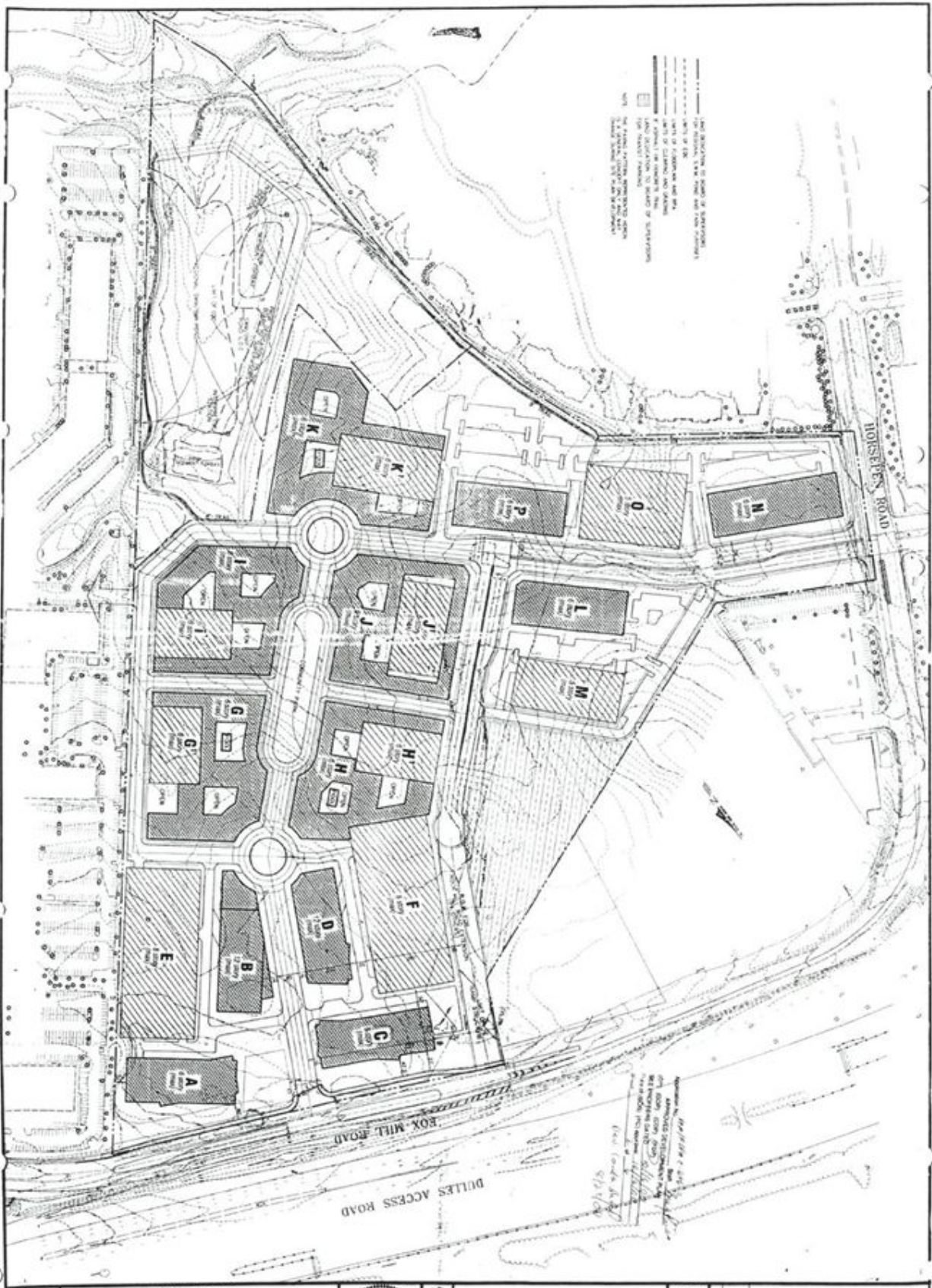
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Attachment I

Previously Approved Final Development Plan (2000)

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LEGEND
 1. EXISTING BUILDING FOOTPRINTS
 2. EXISTING PARKING LOTS
 3. EXISTING DRIVEWAYS
 4. EXISTING SIDEWALKS
 5. EXISTING STREETS
 6. EXISTING UTILITIES
 7. EXISTING TOPOGRAPHY
 8. EXISTING LANDSCAPE
 9. EXISTING FENCES
 10. EXISTING LIGHTING
 11. EXISTING SIGNAGE
 12. EXISTING TREES
 13. EXISTING WATER FEATURES
 14. EXISTING BIKEWAYS
 15. EXISTING PEDESTRIAN PATHS
 16. EXISTING VEHICLE PATHS
 17. EXISTING BICYCLE PATHS
 18. EXISTING EQUESTRIAN PATHS
 19. EXISTING TRAILER PATHS
 20. EXISTING OTHER PATHS

FDP SITE PLAN DULLES STATION AT DULLES CORNER HUNTER MILL DISTRICT FAIRFAX COUNTY, VIRGINIA SCALE: 1"=40' CL 7 DATE: MAY 2000				URBAN ENGINEERING & ASSOC., INC. CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS 10000 LEE HIGHWAY, SUITE 100, FALLS CHURCH, VA 22044-1000 (703) 246-1000 FAX (703) 246-1001	PLAN DATE: 07-10-00 07-23-00 08-15-00	NO. 101 NO. 102 NO. 103 NO. 104 NO. 105 NO. 106 NO. 107 NO. 108 NO. 109 NO. 110 NO. 111 NO. 112 NO. 113 NO. 114 NO. 115 NO. 116 NO. 117 NO. 118 NO. 119 NO. 120 NO. 121 NO. 122 NO. 123 NO. 124 NO. 125 NO. 126 NO. 127 NO. 128 NO. 129 NO. 130 NO. 131 NO. 132 NO. 133 NO. 134 NO. 135 NO. 136 NO. 137 NO. 138 NO. 139 NO. 140 NO. 141 NO. 142 NO. 143 NO. 144 NO. 145 NO. 146 NO. 147 NO. 148 NO. 149 NO. 150 NO. 151 NO. 152 NO. 153 NO. 154 NO. 155 NO. 156 NO. 157 NO. 158 NO. 159 NO. 160 NO. 161 NO. 162 NO. 163 NO. 164 NO. 165 NO. 166 NO. 167 NO. 168 NO. 169 NO. 170 NO. 171 NO. 172 NO. 173 NO. 174 NO. 175 NO. 176 NO. 177 NO. 178 NO. 179 NO. 180 NO. 181 NO. 182 NO. 183 NO. 184 NO. 185 NO. 186 NO. 187 NO. 188 NO. 189 NO. 190 NO. 191 NO. 192 NO. 193 NO. 194 NO. 195 NO. 196 NO. 197 NO. 198 NO. 199 NO. 200 NO. 201 NO. 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ACTION - 2

Endorsement of a Resolution to VDOT Requesting Installation of Cut-Through Restrictions on Thomas Avenue as Part of the Residential Traffic Administration Program (Dranesville District)

ISSUE:

Board endorsement of Cut-Through Restrictions as part of the Residential Traffic Administration Program (RTAP).

RECOMMENDATION:

The County Executive recommends that the Board endorse a resolution (see Attachment I) requesting VDOT to install the Cut-Through Restriction listed below.

- “No Right Turn” between 7:00 – 10:00 AM from southbound Algonkian Parkway onto westbound Thomas Avenue. (Dranesville District)

TIMING:

Board action is requested on June 4, 2019.

BACKGROUND:

As part of the RTAP, roads are reviewed for the cut-through traffic program when requested by a Board member on behalf of a homeowners’ or civic association. Cut-through mitigation normally employs the use of access restrictions (turn prohibitions, etc.) and/or physical devices such as speed humps, speed tables, raised pedestrian crosswalks, chokers, median islands, or traffic circles to reduce the volume of traffic on a residential street. Multi-way stops may also be employed for regulatory control of traffic. Candidate streets considered for inclusion into the RTAP for cut-through must meet certain eligibility requirements, as follows:

- The street is classified as a local residential or collector roadway
- The roadway is used by at least 150 cut-through vehicles in one hour and in one direction
- At least 40% of the total traffic is cut-through
- A viable alternate route is identified

Board Agenda Item
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An engineering review completed by staff (see Attachments II & III) has documented the attainment of all preliminary qualifying criteria for Thomas Avenue.

On September 20, 2016, the Fairfax County Board of Supervisors endorsed a resolution to VDOT requesting that Thomas Avenue be considered for remedial measures to reduce the volume of cut-through traffic on Thomas Avenue, between Algonkian Parkway and the Fairfax County-Loudoun County border.

On November 29, 2016, County staff met with the community task force to review the data and the cut through process. The community task force decided to address only the morning cut-through issues with this project. This information was conveyed to all involved parties. This resulted in VDOT focusing their study of the impacts to the AM time of day turn restriction.

On February 2, 2017, a conference call involving Fairfax County, VDOT and Loudoun County staff took place to inform Loudoun County about the cut-through restriction proposal on Thomas Avenue and possible impacts on Loudoun County residents. On June 15, 2017, Fairfax County and VDOT met with staff from Loudoun County stakeholder agencies to discuss the cut-through project.

On June 4, 2018, FCDOT held a community meeting, with VDOT and Loudoun County staff attending. At the community meeting, a plan to install a time of day turn restriction was presented and discussed (see Attachment IV). This was followed by an additional stakeholder meeting for staff from Fairfax County, VDOT, and Loudoun County on August 8, 2018.

A community vote ended on September 12, 2018, with the ballot outcome showing community support for the proposed time of day turn restriction. Subsequently, Loudoun County Supervisor Koran Saines hosted a community informational meeting to discuss the proposed time of day turn restriction. Fairfax County and VDOT staff also attended this meeting.

On January 16, 2019, VDOT and Fairfax County held a joint public meeting to present the proposed time of day turn restriction. From January 16 to January 28, 2019, VDOT received additional public comments about the proposed turn restriction. The results from the public hearing and the comment period confirmed community support and did not identify any reason not to support the implementation of the time of day turn restriction.

FISCAL IMPACT:
None

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ENCLOSED DOCUMENTS:

Attachment I: Proposed Resolution
Attachment II: Documentation of Cut-Through Traffic Study Requirements
Attachment III: Primary Use Area and Reasonable Alternate Route Map
Attachment IV: Turn Restriction Location Map

STAFF:

Rachel Flynn, 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

ASSIGNED COUNSEL:

Joanna Faust, Office of the County Attorney

RESOLUTION
FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
RESIDENTIAL TRAFFIC ADMINISTRATION PROGRAM (RTAP)
CUT-THROUGH MEASURES
THOMAS AVENUE
DRANESVILLE DISTRICT

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center in Fairfax, Virginia, on Tuesday, June 4, 2019, at which a quorum was present and voting, the following resolution was adopted:

WHEREAS, Section 46.2-809.1 of the *Code of Virginia* enables the Commonwealth Transportation Board to develop a residential cut-through traffic policy and procedure for the control of residential cut-through traffic on designated secondary highways; and

WHEREAS, the residents in the vicinity of Thomas Avenue have petitioned the Dranesville District Supervisor's Office of Fairfax County to consider remedial measures to reduce the volume of cut-through traffic on Thomas Avenue, between Algonkian Parkway and the Fairfax County Loudoun County border; and

WHEREAS, an engineering study by Fairfax County Department of Transportation ("FCDOT") for Thomas Avenue indicates that all basic cut-through criteria are met pertaining to functional classification of the roadway, identification of their primary use area, identification of actual cut-through volume, and proof of community support; and

WHEREAS, the Virginia Department of Transportation ("VDOT") has completed a review to address the feasibility of implementing cut-through measures on Thomas Avenue, which resulted in the proposal to prohibit right turns from Algonkian Parkway onto Thomas during the hours from 7:00 AM to 10:00 AM, Monday through Friday, with exceptions for emergency vehicles and buses; and

WHEREAS, FCDOT and VDOT have solicited comments from affected local agencies and conducted a public hearing to present the Proposal.

NOW THEREFORE BE IT RESOLVED, that the Virginia Department of Transportation is hereby requested to implement the Proposal on Thomas Avenue in Fairfax County, including the installation of the necessary signage, and maintenance of the same, with the cost of each sign to be funded from the Virginia Department of Transportation's secondary road construction budget.

ADOPTED this 4th day of June, 2019.

A Copy Teste:

Catherine A. Chianese, Clerk to the Board of
Supervisors

Cut-through traffic on Thomas Avenue was estimated by subtracting the number of internally generated trips from the total number of trips counted at each entry and exit point. To qualify, a location needed to experience 150 or more cut-through trips during the peak hour in one direction, and the cut-through trips needed to account for at least 40% of peak-hour traffic volume in that direction. Inbound and outbound traffic data was collected at Thomas Avenue and Algonkian Parkway, and at Thomas Avenue and Lake Drive.

The estimate of internally generated trips was based on Institute of Traffic Engineers (ITE) trip generation rates, weighted by the observed directional split of traffic on Thomas Avenue. This value was subtracted from the number of trips counted at a given location, yielding the number of cut-through trips at that location.

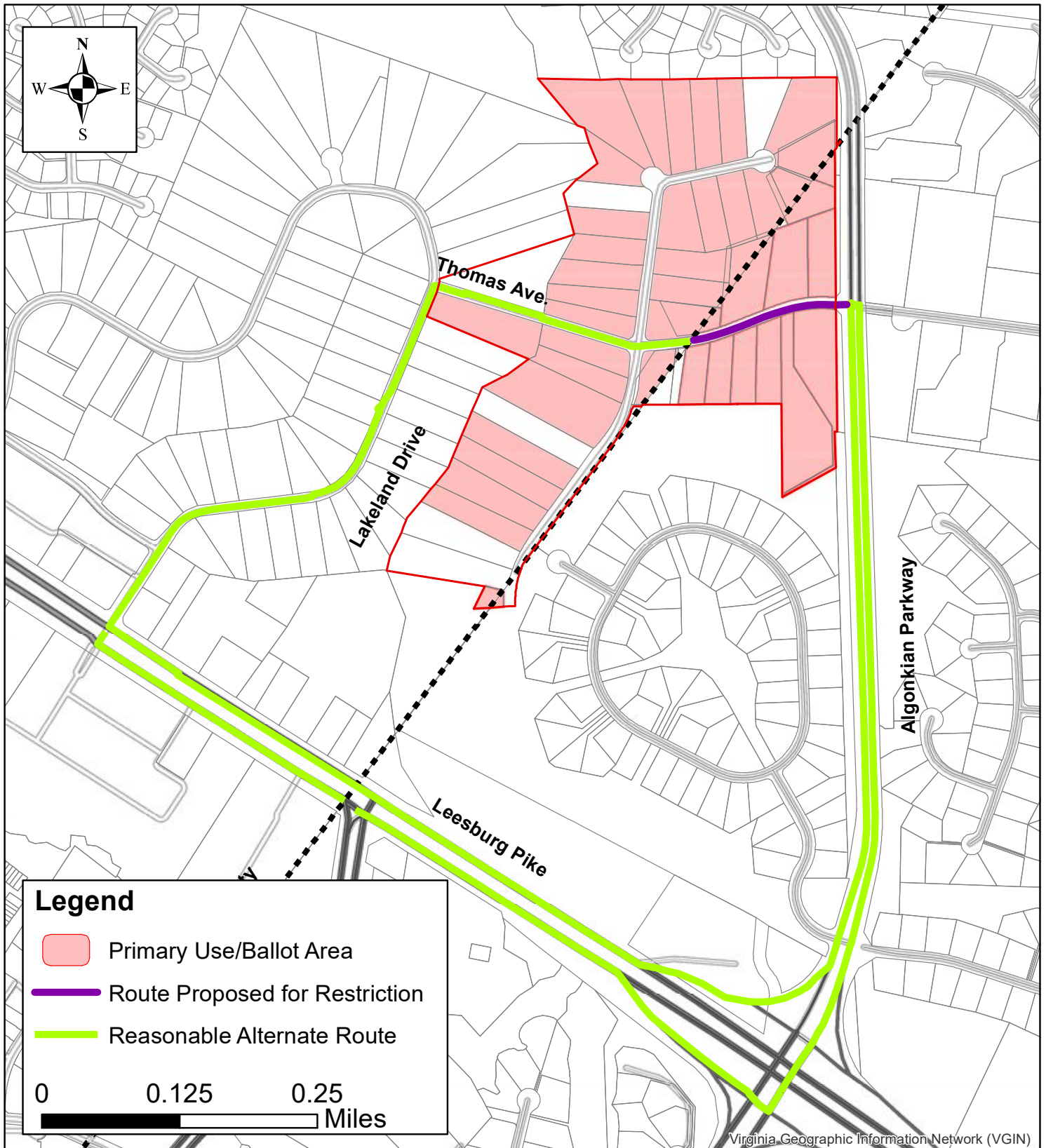
For example, during the morning peak-hour of 8:00 AM to 9:00 AM, 204 vehicles were counted entering Thomas Avenue from Algonkian Parkway, accounting for **83%** of the traffic turning onto Thomas Avenue. (42 vehicles were counted entering from Lake Drive, accounting for the remaining 17% of trips entering the community.) ITE estimates that a single-family home generates **0.77** trips during the morning peak hour, **26%** of which are inbound (i.e. people arriving home). The formula for the number of internally generated trips at a given count location is:

Percentage of traffic counted x Internally generated trips per single-family home x Rate of internally generated trips going inbound/outbound x Number of single-family homes.

Therefore, during the morning peak-hour, the number of internally generated trips entering Thomas Avenue from Algonkian Parkway was:

$$83\% \times 0.77 \times 26\% \times 38 = 6$$

The 204 trips counted at this location minus the 6 internally generated trips equals 198 cut-through trips.



Tax Map: 6-1

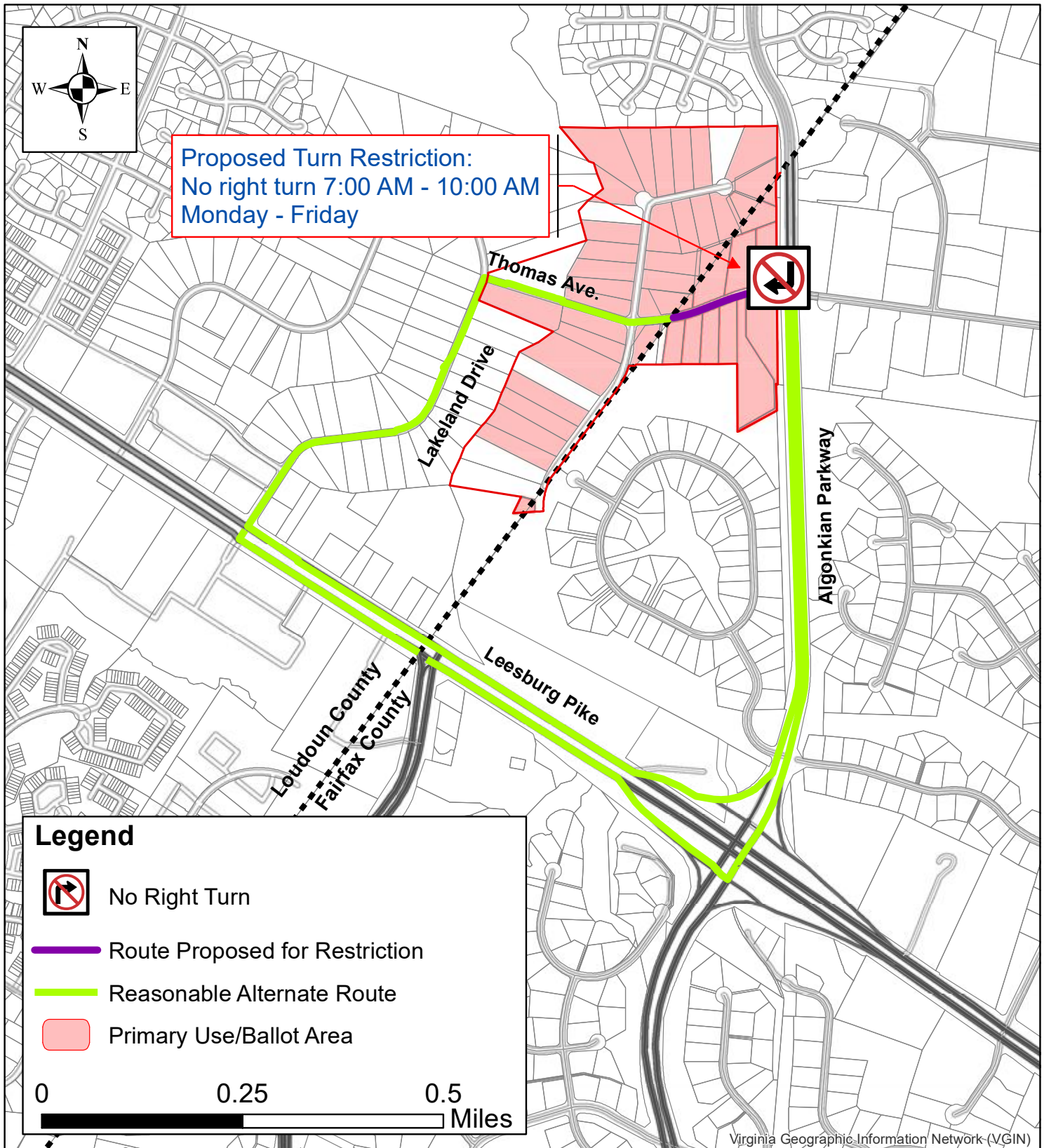
April 2019

Fairfax County Department of Transportation
Residential Traffic Administration Program (RTAP)
PRIMARY USE AREA MAP
THOMAS AVENUE
Dranesville District



A Fairfax County, VA., Publication





A Fairfax County, VA., Publication

April 2019

Fairfax County Department of Transportation
Residential Traffic Administration Program (RTAP)
PROPOSED CUT-THROUGH PLAN (FAIRFAX CO. ONLY)
THOMAS AVENUE
Dranesville District



Board Agenda Item
June 4, 2019

ACTION – 3

Approval of Funding Allocations for Transportation Priorities Plan Projects, and Projects Supported by the Tysons and Reston Transportation Funding Plans (Providence, Sully, Dranesville, Hunter Mill, Mount Vernon, and **Lee** Districts)

ISSUE:

Board approval of funding allocations for Transportation Priorities Plan (TPP) projects, and projects in the Tysons, and Reston Transportation Funding Plans.

RECOMMENDATION:

The County Executive recommends that the Board approve \$55,359,000 in funding authority for transportation projects as follows (each project is described in more detail below):

- \$17,500,000 for I-66 Median Widening at Route 29 (construction).
- \$ 759,000 for Lee Highway Pedestrian Improvements (Nutley Street to Vaden Drive).
- \$ 7,000,000 for Route 7 Widening (I-495 to I-66; partial land acquisition).
- \$ 1,000,000 for Greensboro Ramp to Dulles Toll Road (preliminary engineering/feasibility study).
- \$ 7,000,000 for Lincoln Street Extension (preliminary engineering/design).
- \$ 1,500,000 for Broad Street (feasibility study/preliminary engineering).
- \$16,600,000 for State Street (land acquisition).
- \$ 500,000 for Reston Parkway/Baron Cameron Avenue Intersection Improvement (preliminary engineering/design).
- \$ 500,000 for Tysons*West Park Transit Center ramp to Dulles Toll Road (preliminary engineering/design).
- \$ 3,000,000 for Telegraph Road Widening at Hayfield Road (construction).

TIMING:

The Board should act on this item on June 4, 2019, so that staff can continue implementation of projects as expeditiously as possible.

BACKGROUND:

This request addresses immediate project needs and will ensure that major County transportation projects remain funded and continue to advance. It also allocates available funding in the Tysons and Reston Transportation Service Districts, and the Tysons Grid of Streets Road Fund.

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I-66 Median Widening at Route 29

On May 17, 2017, the Board approved endorsement of Fairfax County submission of I-66 Median Widening at Route 29 to Northern Virginia Transportation Authority (NVTA) for I-66 Outside the Beltway (OTB) Concession Fee funding. This project was awarded \$40,000,000 in Concession Fee funds by the Commonwealth Transportation Board (CTB) in Summer 2017.

The original total project estimate was \$40,000,000, but, it has since increased in costs by \$17,500,000 due to complexity of design (e.g. longer spans and raising clearance from 14 feet to 16 feet), and complexity of construction (e.g. shutting down lanes to install the center pier, number of detours, which creates a larger project footprint).

Funding for this request is proposed to come from various sources as follows:

- \$8,050,736 in I-66 Concession Fee fund transfers from the following projects:
 - \$3,400,000 from Poplar Tree Road Bridge Widening. Funds available due to project cost decrease.
 - \$1,500,000 from Jermantown Road Bridge Widening. Funds available due to project cost decrease.
 - \$1,036,871 from Route 29 Widening Phase I (Pickwick Road to Buckleys Gate Drive). Funds available due to project cost decrease.
 - \$2,113,865 from Route 29 Widening Phase II (Union Mill Road to Buckleys Gate Drive).
 - Since Fairfax Center Area Road Funds can be used on Route 29 Widening Phase II, and not on the I-66 Median Widening, staff is requesting approval to use \$2,113,865 in Fairfax Center Area Road Funds, located in Fund 30040 (Contributed Roadway Improvements) to offset this transfer.
- \$9,449,264 in Fund 40010 (County and Regional Transportation Projects) construction reserve.

Lee Highway Pedestrian Improvements (Nutley Street to Vaden Drive)

This project would complete the missing gaps in the bike and pedestrian network along Lee Highway, providing improved access to the Vienna Metrorail Station, the Cross-County Trail, and other amenities. Improving access to the Vienna Metrorail Station, this project will provide greater access to the existing bus service and new I-66 Transit Service that is a component of the Transform 66 Multimodal Improvements. This project will allow more commuters to make trips by biking, walking, and transit instead of driving, which will could improve mobility not only on I-66, but also on the parallel facilities of Lee Highway and Route 50. It would bring this segment of Lee Highway into conformance with the Comprehensive Plan policy of providing sidewalks on both sides of the street. It will also complete the bike and pedestrian facility on the south side of Lee Highway from Vaden Drive to Nutley Street.

Board Agenda Item
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The project cost estimate increased by \$759,000, due to uncertainties in land acquisition and increasing cost of construction materials. The funding request in the amount of \$759,000 is proposed to come from a transfer of I-66 Concession Fee funds from Route 29 Widening Phase II (Union Mill Road to Buckleys Gate Drive). This transfer would be offset by using \$759,000 from Fund 40010 (County and Regional Transportation Projects) construction reserve for the Route 29 Phase II project.

Route 7 Widening (I-495 to I-66)

The project will include the widening of Route 7 from I-495 (Capital Beltway) between Alexandria and Tysons to I-66, with bicycle/pedestrian facilities, and accommodations for Bus Rapid Transit. The current total project estimate for this improvement is \$64,500,000.

A study was initiated in conjunction with a Washington Gas project, to replace an existing gas line along Route 7. To preclude future 24-inch gas line relocation, Fairfax County Department of Transportation (FCDOT) is studying future roadway alignment and right-of-way needs for this segment of Route 7.

On May 15, 2018, the Board approved \$3,500,000 in Tysons Service District funds to advance early preliminary engineering. Staff is requesting approval of an additional \$7,000,000 to advance partial land acquisition when design work is complete. This funding has been identified in Fund 40180 (Tysons Service District) and legally can support the advancement of this project. Members of the service district advisory board approved staff's recommended action for use of these funds on April 3, 2019.

Greensboro Ramp to Dulles Toll Road

The Greensboro Ramp to Dulles Toll Road will provide a connection between central Tysons and the Dulles Toll Road. This ramp is one of three future ramps that will provide this important connection. This funding request will allow staff to begin preliminary engineering and analysis of the alignment developed in the "Operational Analysis of Dulles Toll Road Ramps to Tysons" Study completed in December 2012.

On April 3, 2019, the Tysons Transportation Service District Advisory Board approved staff's recommended action for use of \$1,000,000 in service district funds for a feasibility study. Staff is requesting Board approval to use \$1,000,000 in Fund 40180 (Tysons Service District) funds.

Lincoln Street Extension (new connection)

As part of the future Tysons Grid of Streets, Lincoln Street will provide a connection between Old Meadow Road and Magarity Road as a two-lane local roadway with multimodal accommodations. This connection will allow for access to existing/approved development, and residential units on Old Meadow Road.

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On October 18, 2016, the Board approved \$1,200,000 in Tysons Grid of Streets Road Funds in Fund 30040 (Contributed Roadway Improvements) for feasibility study/design initiation. The feasibility study is complete, and the design has proceeded to 15 percent. Staff is requesting additional funding approval in the amount of \$7,000,000 to complete design. These additional funds have been identified in Tysons Grid of Streets Road Funds in Fund 30040 (Contributed Roadway Improvements).

Broad Street Extension (new connection)

As part of the future Tysons Grid of Streets, Broad Street is a collector roadway running parallel to Route 7. West of Spring Hill Road, Broad Street serves as one of two primary roadway connections for development located between Spring Hill Road and Tyco Road. East of Spring Hill Road, Broad Street and, will allow more locally destined trips to navigate throughout this area of Tysons without using Route 7. Both segments of Broad Street facilitate access to existing / approved development, and commercial /residential units along the Route 7 corridor.

Staff requests funding approval in the amount \$1,500,000 from Fund 30040 (Contributed Roadway Improvements) to advance Broad Street feasibility study/preliminary engineering/design for the portion of Broad Street that will eventually be located on the site of the Fairfax County fire station which is located on Spring Hill Road.

State Street Extension (new connection)

As part of the future Tysons Grid of Streets, State Street will provide a connection between Greensboro Drive and Route 7 and be approximately midway between Spring Hill Road and Westpark Drive. From Route 7 south, State Street will connect to a future alignment of Boone Boulevard. This connection will allow for access to existing/approved development, and commercial /residential units on Route 7 and Broad Street.

Staff proposes to acquire land necessary for this connection, because the property currently is vacant and for sale. If the property is sold to another party and the existing building encumbered with a long-term lease, the cost of acquiring the property will increase significantly, and may become prohibitive. Staff requests funding approval in the amount of \$16,600,000 from various sources as follows:

- \$1,600,000 in available Tysons Grid of Streets Road Funds in Fund 30040 (Contributed Roadway Improvements) revenues.
- \$15,000,000 in available Fund 40010 (County and Regional Transportation Projects)
 - \$1,416,660 from Tysons Dulles Connector Ramp (Cleveland Ramp) (2G40-154). Funds available due to completion of study.
 - \$2,000,000 from Jones Branch Connector (2G40-062). Funds available

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- due to project completion.
- \$2,192,471 from Lorton Road Widening (Route 123 to Silverbrook Road, 2G40-022). Funds available due to project completion.
- \$2,562,000 from Route 123 Superstreets (2G40-155). Funds available due to deferring further implementation.
- \$2,328,869 from Route 7 at Route 123 Interchange Improvements (2G40-156). Funds available due to deferring further implementation following the completion of the feasibility study.
- \$4,500,000 from construction reserve or another project to be identified.

Reston Parkway/Baron Cameron Avenue Intersection Improvement

This improvement is designed to relieve traffic congestion on westbound Baron Cameron Avenue. The project will include a second left turn lane on westbound Baron Cameron Avenue to southbound Reston Parkway. The current total project estimate is \$2,500,000.

On March 25, 2019, the Reston Transportation Service District Advisory Board approved staff's recommended action for use of \$500,000 in service district funds for preliminary engineering/conceptual design. Staff is requesting Board approval to use \$500,000 in Fund 40190 (Reston Service District) funds.

Tysons*West Park Transit Center Ramp to Dulles Toll Road

The Tysons*West Park Transit Center ramp will provide a connection between Tysons west and the Dulles Toll Road. This ramp is one of the planned future ramps that will provide this important connection. The location and study of the ramp is consistent with the analysis developed in the "Operational Analysis of Dulles Toll Road Ramps to Tysons" Study completed in December 2012. Staff is requesting Board approval to use \$500,000 in Tysons-wide Road Funds in Fund 30040 (Contributed Roadway Improvement). This funding request will allow staff to begin preparing an Interchange Modification Report (IMR) to be approved by VDOT for modifications to the Dulles Toll Road.

Telegraph Road Widening at Hayfield Road

The project will provide an additional northbound through lane on Telegraph Road through the signalized intersection with Hayfield Road to reduce congestion and improve safety. There have been numerous rear-end accidents, consistent with congested conditions on this segment of the road. The preferred alternative of eliminating parking on southbound Telegraph Road in front of Hayfield High School, will provide for two northbound lanes, a median left turn lane, and two southbound lanes in front of the school. The current total project estimate is \$3,000,000.

Staff is requesting Board approval to use \$3,000,000 from Lorton Road Widening (Route 123 to Silverbrook Road), Fund 40010 (County and Regional Transportation Projects). Funds are available due to project completion.

REVISED

Board Agenda Item
June 4, 2019

FISCAL IMPACT:

Funding in the amount of \$55,359,000 for these projects is available as follows:

- \$ 8,000,000 from Fund 40180 (Tysons Service District).
- \$12,713,865 from Fund 30040 (Contributed Roadway Improvements – Tysons Grid of Streets, Tysons-wide, and Fairfax Center Area Road Funds).
- \$ 500,000 from Fund 40190 (Reston Service District).
- \$ 5,936,871 in reallocation of available I-66 Concession Fee Funds.
- \$28,208,264 in Fund 40010 (County and Regional Transportation Projects) construction reserve and project reallocations.

Actual funding adjustments will be made as part of the FY 2019 Carryover Review. Staff will work with the Departments of Finance, and Management and Budget to ensure that all proffer revenues necessary to support this request have been recognized, and appropriated. There is no impact to the General Fund.

ENCLOSED DOCUMENTS:

None

STAFF:

Rachael Flynn, Deputy County Executive
Tom Biesiadny, Director, Department of Transportation (DOT)
Todd Wigglesworth, Chief, Coordination and Funding Division (CFD), DOT
Eric Tietleman, Chief, Capital Projects and Traffic Engineering Division (CPTED), DOT
Greg Fuller, Senior Transportation Planner, Transportation Planning Division, DOT
Lisa Witt, Business Analyst, Administration, DOT
Michael Guarino, Chief, Capital Projects Section, CPTED, DOT
Ray Johnson, Chief, Funding Section, CFD, DOT
Janet Nguyen, Senior Transportation Planner, CFD, DOT
Christina Farrar, Transportation Planner, CFD, DOT

ACTION - 4

Approval of the Fairfax County Emergency Operations Plan

ISSUE:

Section 44-146.19E of the Code of the Commonwealth of Virginia and Section 15-1-5 of the Fairfax County Code require the County to prepare and keep current a comprehensive Emergency Operations Plan (EOP).

RECOMMENDATION:

The County Executive recommends the approval of the Fairfax County Emergency Operations Plan.

TIMING:

Board action is requested on June 4, 2019. This new plan represents a revision from the 2015 EOP and meets the Commonwealth of Virginia requirement for updating the plan every four years.

BACKGROUND:

The 2019 Emergency Operations Plan is a result of the collective efforts of the Fairfax County Office of Emergency Management and the many other county departments and participating agencies and organizations. A comprehensive review and revision was conducted of the assigned emergency management roles and responsibilities. The final plan reflects comments and suggestions received from a variety of stakeholders and After-action items identified during response and recovery operations and exercises.

This plan fulfills the Commonwealth of Virginia's requirement that each city and county prepare and keep current an EOP to respond to disasters or large-scale emergencies. A Letter of Agreement has been signed by the agency and department directors involved in this plan.

The Fairfax County Emergency Operations Plan is a multi-discipline, all-hazards plan that establishes a single, comprehensive framework for the management of major emergencies and disasters within the county. The EOP is implemented when it becomes necessary to mobilize the resources identified herein across two or more agencies in order to save lives, protect property, the environment and infrastructure. The EOP establishes the overall roles and responsibilities for emergency operations, as well as the concept of operations for the county.

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The successful implementation of the EOP is contingent upon a collaborative approach with a wide range of partner agencies and organizations that provide crucial support during emergency operations. The EOP is not intended as a stand-alone document but rather establishes the basis for more detailed planning by individual departments and agencies.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:

Attachment 1: Fairfax County Emergency Operations Plan is available online at

<https://www.fairfaxcounty.gov/emergencymanagement/eop2019>

Attachment 2: EOP Summary of Updates – 2019

STAFF:

David M. Rohrer, Deputy County Executive

Seamus J. Mooney, Office of Emergency Management, Coordinator

Fairfax County Emergency Operations Plan

Summary of Updates - 2019

Base Plan:

- Department of Purchasing and Supply Management (DPSM) name change to the Department of Procurement and Material Management (DPMM).
- Land Development Services (LDS) and the Department of Animal Sheltering were added to the plan
- The Department of Administration for Human Services (DAHS) was deleted since they no longer exist and the Office of Strategy Management (OSM) was added.
- Updated Signatures Page
 - County Executive
 - Deputy County Executive(s)
 - Town of Herndon, Town Manager
 - Several Agency Heads
- Updated Authorities and References (National Response Framework and National Incident Management System)
- Updated Fairfax County Public School statistics
- Updated Police Department roles and responsibilities to reflect new animal control language
- Updated Department of Public Works and Environmental Services roles and responsibilities to reflect the addition of Land Development Services as its own agency
- Changed Dominion Virginia Power to Dominion Energy
- Updated Section Q. Access and Functional Needs
- Emergency Support Function (ESF) changes below

ESF 1: Transportation -- Department of Transportation

- No updates required

ESF 2: Communications – Department of Information Technology

- Minor edits made to incorporate the latest communication and information system services utilized.

ESF 3: Public Works & Engineering -- Department of Public Works and Environmental Services

- Added new cooperating agency: Land Development Services
- Updated Department of Public Works and Environmental Services roles and responsibilities to reflect the addition of Land Development Services as its own agency
- Updated Supporting Plans and Procedures

ESF 4: Firefighting – Fire and Rescue

- Added new cooperating agency: Land Development Services
- Updated Department of Public Works and Environmental Services roles and responsibilities to reflect the addition of Land Development Services as its own agency
- Updated Supporting Plans and Procedures

ESF 5: Emergency Management – Office of Emergency Management

- Added new cooperating agency: Land Development Services
- Updated Supporting Plans and Procedures

ESF 6: Mass Care, Housing, and Human Services – Department of Family Services

- Added new cooperating agency: Department of Animal Sheltering and Office of Strategy Management
- Deleted Department of Administration for Human Services
- Updated Police Department roles and responsibilities to reflect new animal control language
- Updated Health Department's Roles and Responsibilities
- Updated Supporting Plans and Procedures

ESF 7: Logistics Management & Resource Support -- Department of Procurement and Material Management

- Updated to reflect the name change of the Department of Procurement and Material Management
- Minor edits to update current plans/policies/procedures.

ESF 8: Public Health & Medical Services -- Health Department

- New Cooperating Agency added: Department of Animal Sheltering to capture preparedness and response activities for quarantine of pets and other animals exposed to contagious pathogens as a result of planning done during the 2014-2015 Ebola response.
- New Cooperating Agency added: Park Authority to codify the provision of Park Authority-owned properties for individuals under quarantine orders as a result of planning done during the 2014-2015 Ebola response.
- New Cooperating Agency added: Office of Emergency Management to codify OEM's support of public health and medical operations.
- New Cooperating Agency added: Office of Strategy Management
- Deleted Department of Administration for Human Services
- Minor edits/additions to the following Cooperating Agency tables: Department of Procurement and Material Management, Fairfax County Public Schools, Fairfax-Falls Church Community Services Board, Department of Neighborhood and Community Services, Northern Virginia Hospital Alliance, Office of the County Attorney, Office of the Sheriff, and Police Department. Changes codify planning and agreements from the 2014-2015 Ebola response, 2016-2017 Zika response, and latest medical countermeasure dispensing planning.

- Edits to language related to “extended care facilities” and other specific healthcare facility types to be more encompassing of the full range of healthcare facilities in Fairfax County; other edits based on latest Health Department policies, procedures, and responsibilities.
- Updates to reflect the name change of the Department of Procurement and Material Management.

ESF 9: Search and Rescue – Fire and Rescue

- Added new cooperating agency: Land Development Services
- Updated Department of Public Works and Environmental Services roles and responsibilities to reflect the addition of Land Development Services as its own agency
- Updated Supporting Plans and Procedures

ESF 10: Oil and Hazardous Material Response – Fire and Rescue

- No updates required

ESF 11: Agriculture and Natural Resources -- Office of Emergency Management, Virginia Department of Agriculture and Consumer Services

- Minor edits to the Health Department’s roles and responsibilities

ESF 12: Energy -- Department of Public Works and Environmental Services

- Updated to reflect the name change of Dominion Energy

ESF 13: Public Safety and Security -- Police Department

- No updates required

ESF 14: Long-Term Community Recovery -- Office of Emergency Management

- Corrected Section D. with the correct website link to the PDRP

ESF 15: External Affairs -- Office of Public Affairs

- Added new cooperating agencies: Land Development Services and Department of Animal Sheltering

Appendix A – Emergency Operations Center Organizational Chart

- Added a box under Damage Assessment Group Supervisor for the LDS DOC

Appendix C – Succession of Authority

- Added Department of Animal Sheltering and Land Development Services

- Updated to reflect the name change of the Department of Procurement and Material Management
- Updated the Department of Public Works and Environmental Services
 - Deletion of LDS Deputy Director
 - Addition of DPWES Deputy Director – Solid Waste
 - Addition of DPWES Assistant Director

Appendix D– Glossary

No changes

Appendix E– Acronyms

- Added DPMM and DPWES

Board Agenda Item
June 4, 2019

10:20 a.m.

Matters Presented by Board Members

11:10 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. *Jennie Klenner v. Fairfax County Government*, Case No. CL-2019-0005281 (Fx. Co. Cir. Ct.)
 - 2. *Matthew Mwendwa Soroko v. Fairfax County Court, Commonwealth of Virginia, United States of America, and the Fairfax County Police Department*, Case No. CL-2018-0008391 (Fx. Co. Cir. Ct.)
 - 3. *Chiao-Yung A. Sher v. Christopher A. Leonard and the Fairfax County Department of Neighborhood and Community Services*, Case No. GV19-007794 (Fx. Co. Gen. Dist. Ct.)
 - 4. *Linda Owens v. Jennifer Svites and the County of Fairfax, Virginia*, Case No. CL-2018-0011036 (Fx. Co. Cir. Ct.)
 - 5. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Martha Fitzgerald Jensen*, Case No. GV19-011553 (Dranesville District)
 - 6. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Alvaro A. Cestti and Gladys A. Caballero*, Case No. CL-2019-0006141 (Fx. Co. Cir. Ct.) (Lee District)
 - 7. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Thach Le and Be-Thanh Le*, Case No. CL-2019-0001008 (Fx. Co. Cir. Ct.) (Mason District)
 - 8. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Robert John Rindo*, Case No. CL-2018-0014894 (Fx. Co. Cir. Ct.) (Mason District)
 - 9. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Robert John Rindo*, Case No. CL-2012-0017557 (Fx. Co. Cir. Ct.) (Mason District)

10. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Mellinium Center, LLC*, Case No. CL-2018-0010208 (Fx. Co. Cir. Ct.) (Mason District)
11. *Leslie B. Johnson, Fairfax County Zoning Administrator v. George M. Yaworsky and Zenia M. Yaworsky*, Case No. CL-2018-0014854 (Fx. Co. Cir. Ct.) (Mason District)
12. *Eileen M. McLane, Fairfax County Zoning Administrator v. Ly Chau*, Case No. CL-2011-0002187 (Fx. Co. Cir. Ct.) (Providence District)
13. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Delfin Farfan and Mary I. Farfan*, Case No. CL-2011-0002183 (Fx. Co. Cir. Ct.) (Providence District)
14. *Board of Supervisors of Fairfax County v. Keri Shull Team, LLC*, Case No. CL 2019-0006213 (Fx. Co. Cir. Ct.) (Braddock, Dranesville, Hunter Mill, Lee, Mason, Mount Vernon, Providence, Springfield, and Sully Districts)
15. *Board of Supervisors of Fairfax County v. Debbie Dogrul Associates, LLC*, Case No. CL-2016-0017436 (Fx. Co. Cir. Ct.) (Braddock, Lee, Mason, Providence, and Springfield Districts)

Board Agenda Item
June 4, 2019

2:00 p.m.

Decision Only on Proposed Plan Amendment 2018-II-F2 (One University), Located in the Northwest Quadrant of the Intersection of University Drive and Route 123 (Braddock District)

The Board of Supervisors deferred decision only from May 21, 2019, until June 4, 2019 at 2:00 p.m.

ISSUE:

Plan Amendment (PA) 2018-II-F2 proposes to amend the Comprehensive Plan guidance for Tax Map Parcels # 57-3((1))11A & 11B and 57-4((1))2B, located at 4348 Ox Road, 4400 Saint Edwards Place, and 4500 University Drive in the Fairfax Planning District, George Mason Community Planning Sector of the Comprehensive Plan, within the Braddock Supervisor District. The subject area is currently owned by the Fairfax County Redevelopment and Housing Authority (FCRHA). The amendment considers adding a development option to support up to 240 affordable multifamily housing units, up to 360 multifamily housing units envisioned to serve George Mason University (GMU) students, and limited community/public use.

PLANNING COMMISSION RECOMMENDATION:

At a regular meeting held on May 8, 2019, the Planning Commission (PC) voted 8-0-1 (Commissioner Hart abstained, commissioners Tanner, Strandlie and Cortina were absent from the meeting) to recommend to the Board the adoption of the staff recommendation, as appears on pages 19 to 21 of the staff report dated April 3, 2019, with modifications as shown on a PC handout dated May 8, 2019 (included with the PC Verbatim).

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors adopt the Planning Commission recommendation. The recommendation would add a redevelopment option on the site for up to 240 affordable multifamily housing units, up to 340 multifamily units envisioned to serve George Mason University students, and a limited amount of public meeting space for the use of FCRHA. The option would be subject to conditions concerning buffering and screening, tree preservation, pedestrian safety, architecture and streetscape, and environmental protection. An editorial amendment is also recommended to remove a Plan option that is no longer implementable and to correct an error in the Plan Map designation for a subject parcel.

TIMING:

Planning Commission public hearing – April 24, 2019

Board Agenda Item
June 4, 2019

Board of Supervisors' public hearing – May 21, 2019

BACKGROUND:

In July of 2017, Fairfax County, on behalf of the FCRHA, received and accepted an unsolicited proposal under the provisions of the Public-Private Education and Infrastructure Act of 2002 (PPEA) to develop affordable housing and student housing on the site. In accordance with the procedures adopted by Fairfax County and the provisions of the PPEA, Fairfax County advertised for competing development proposals and ultimately selected one proposal to move forward for the potential redevelopment of the site, subject to an interim agreement authorizing the developers to pursue both the Comprehensive Plan amendment and the zoning necessary to permit the proposal.

On July 31, 2018, the Board authorized staff to consider an amendment to the Comprehensive Plan for the subject area that would support up to 240 affordable and 360 student housing units, as well as limited community space/use as may be appropriate. Review of the Plan amendment is concurrent with review of an associated Rezoning/Final Development Plan application (RZ/FDP 2018-BR-025), which the Department of Planning and Zoning (DPZ) accepted for review on November 16, 2018. RZ/FDP 2018-BR-025 is not exempt from the provisions of Va. Code § 15.2--2303.4 (proffer reform bill).

FISCAL IMPACT:

None

ENCLOSED DOCUMENTS:

The Planning Commission verbatim excerpt and recommendation is available online at: <https://www.fairfaxcounty.gov/planningcommission/sites/planningcommission/files/assets/documents/pdf/2019%20verbatims/verbatim50819pa2018-ii-f2oneuniversity-deonly.pdf>

The Staff Report for PA 2018-II-F2 is available online at:

<https://www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/assets/documents/compplanamend/oneuniversity/2018-ii-f2.pdf>

STAFF:

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