QUESTIONS RAISED AT COMMUNITY MEETING
ON STORMWATER/WASTEWATER CONSOLIDATION FACILITY
AT FRED S OAK ROAD, BURKE

General:

1. What other sites were considered for the new Stormwater Wastewater Consolidation Facility?

   An initial list of 21 potential sites was identified for the Stormwater Facility based on a search of County owned property, vacant lots in industrial areas, and property for sale with the required acreage. The list was narrowed to 12 sites, which was evaluated based on a criteria of 16 elements such as size, location, zoning, site access, and acquisition cost. The list was narrowed to the four most feasible sites as indicated below. Conceptual plans were developed for each and the Clara Barton site was selected.

   A. 4400 Henninger Court, Chantilly – 11.69 Acres, 45,000 SF existing buildings, owned by Fairfax Water Authority
   B. 4601 West Ox Road, Fairfax – 21.66 Acres, 50,584 SF existing buildings, owned by Fair Oaks Church
   C. 11924 Braddock Road, Fairfax – 41.0 Acres, no existing buildings, owned by Church of the Apostles
   D. 10900/10906 Clara Barton Drive, Fairfax Station – 11.2 Acres, owned by WB Properties and Virginia Concrete

   The Clara Barton Drive site was selected due to the following:
   i. Central location in the County
   ii. Access to major connector roads
   iii. Adjacent to County wastewater facility (Robert McMath) for potential efficiencies
   iv. Property is primarily undeveloped except for the 80’ high concrete batch plant structure
   v. Site can accommodate the program

   The services are improved due to the central location within the County and access to major connector roads; plus maintaining the two remote sites of Upper Cub Run in Chantilly and Ladue Lane in Fairfax for remote vehicle and material storage.
2. **Has the county bought the property? Is this a done deal?**
   The County has entered into a contract with the seller and initial deposits have been made. The closing on the property is contingent on receiving 2232 zoning approval for the site.

3. **What is the schedule for the project?**
   Detailed design will commence after the 2232 approval, with construction beginning in fall 2020 and completing in early 2024.

4. **What is the current number of employees? And how many eventually?**
   The current number of employees at the existing Waste Water Collection Division (WCD) is 158. With the addition of Stormwater Planning Division and the Maintenance and Stormwater Management Division, the overall number of employees will be 350. The master plan is projected to a 20-year future growth of 430 employees at 2037.

5. **What is the schedule/timeframe for the 2232 zoning process?**
   Public Facility reviews, or 2232 reviews, are required by the Commonwealth of Virginia to be acted on by the Planning Commission within 60 days. However, the Board of Supervisors may authorize additional time to conduct the review. The Board has authorized additional time for review of this application to December 5th, 2017.

6. **2232 process – Review and feedback cycle**
   The 2232 application is distributed to other county agencies including Fairfax County Department of Transportation, Urban Forestry, Department of Public Works, Virginia Department of Transportation, and Fairfax County Park Authority, for comments. The applicant – in this case also the County – is given an opportunity to respond to any questions or concerns raised in the review. The process is repeated, as needed, prior to issuance of the staff report. Public comments are also considered in the preparation of the staff report. The public is given an opportunity to comment on, or ask questions about, the staff report at the Planning Commission’s public hearing.

7. **What are the hours of operation?**
   There are multiple shifts. Office staff hours are from 8 am - 5 pm. Technicians and field staff generally work from 6:00 am to 3:30 pm. After normal business hours, the facility has a Trouble Response Center that is staffed by 1 person 24/7. The Trouble Response Center may contact “On-Call Personnel” of 2 -3 people who may report in to respond to an emergency. Also, during emergency periods such as weather emergencies, activities may temporarily extend beyond normal business hours into the night.
8. **What is the weekend schedule? What activities take place?**
   No normal business takes place on the weekend. Weekend hours are treated the same as after normal business hours. The activities that occur during these hours correspond to actions taken to respond to an emergency by the Trouble Response Center and On-Call Personnel.

9. **What is the status of the adjacent site - closer to the Clara Barton cul-de-sac?**
   The property is not currently for sale.

10. **How will information be communicated? How can people find out the project details?**
    A project website has been created.

**Lighting:**

11. **Need further clarification that the cutoff lighting and the anti-glare luminaires will not result in light pollution.**
    During the course of the design, site lighting will be fully analyzed to minimize impact to nearby neighbors. The design will be required to meet code and cut-off light fixtures designed to project light in only the desired direction will be specified. The proposed layouts also provide a large buffer to the residences. In addition, as the project will be required to receive LEED Silver certification, site lighting is one of the key elements that will be evaluated to demonstrate that light pollution will not be an issue.

**Traffic:**

12. **How would you keep employees from going through the neighborhood?**
    The existing Waste Water Collection Division (WCD) has issued a mandate barring employees from traversing through the neighborhood, other than for work order requests in the community. No left turn signs have been posted and are being followed. The same requirement will be in place for the expanded new facility.

13. **Is it possible to install a signal at the intersection of Freds Oak and Fairfax County Parkway? VDOT was adamantly against any traffic light when the library went in—has that changed?**
    We are coordinating with VDOT and FCDOT to determine the possibility of a signal at the Freds Oak intersection.

14. **Has VDOT ever granted an approval to add a light that close to an interchange?**
    Yes, but a design waiver is needed.
15. Will North Freds Oak Road entrance gate be kept closed? What would be the usage of upper versus lower gates on Freds Oak?
   The three options provide different usage of the North Freds Oak Road entrance. In Option 1, all of the employee personal vehicles enter through the North Freds Oak entrance. In the second and third options, the employee personal vehicles could enter through the North or South Freds Oak Road entrance.

16. Regarding eliminating left turns out of Freds Oak—the same thing should happen on the other (south) side of the parkway. Suggestion to prohibit left turns from Northbound Freds Oak Road approach (opposite side of Fairfax County Parkway).
   The south side of the intersection is out of the scope of impacts of the proposed facility.

17. How would people who need to turn left do so? (go through intersection, up ramp, come back down) That would involve two traffic lights.
   Vehicles would utilize the interchange ramps.

18. Need metrics about what is currently there versus what is proposed—traffic. 255 cars leaving the facility in one hour is more than the 4 a minute you estimate going through the light.
   These will be presented at the next transportation meeting.

19. Is there a direct access from the site to Fairfax County Parkway?
   The current proposal doesn’t include direct access from the site to Fairfax County Parkway.

20. Did the study include extending the median to prohibit all left turns? Did the traffic study consider blocking off the median to prevent cross traffic through Freds Oak and prevent left turn movements from the DPWES site?
   These improvements will be investigated as the traffic study and public information processes progress.

21. For the left turn light at Freds Oak, will it accommodate two left turn lanes? Need to incentivize people not to drive through the neighborhood. If they are leaving the parking lot and see a line of cars, people will just go through the neighborhood instead of wait.
   This will be investigated as part of the final traffic analysis.
22. Is there a proposal to widen Fairfax County Parkway? What will be the effect of making the parkway six lanes?

The Fairfax County Parkway is shown on the Transportation Plan to be widened to six lanes. The County is currently undertaking a study looking at the entire corridor from Leesburg Pike (Route 7) to Richmond Highway (Route 1) and is anticipating going out to the public in Winter 2018. This is a long term study that will evaluate each intersection on the Parkway. VDOT is currently designing the widening of the Parkway from Lee Highway (Route 29) to Ox Road (Route 123). The preliminary design is expected to be completed in 2019 at which time VDOT will decide how to proceed. There will be a public meeting in Fall 2017 where the community can provide feedback to VDOT. There is also a website where the public can go for more information: http://www.virginiadot.org/projects/northernvirginia/ffx_coPkwy_widening.asp.

23. Is it possible to allow for a merge through from Clara Barton Drive? Is it possible to do a right turn into the ramp? Can Clara Barton exit traffic merge directly onto the ramp? This will be investigated as part of the final traffic analysis.

24. For Scenario 3, did you look at exploring a stop sign installation along Clara Barton Drive? What about creating a stop at Oakland Park Drive?

These improvements will be investigated as the traffic study and public information processes progress.

25. Traffic backs up on Clara Barton during peak periods to Oakland Park Drive. Many vehicles on Clara Barton are driving at excessive speeds. Clara Barton is a neighborhood and will back up traffic.

Traffic calming alternatives will be investigated as the traffic study and public information processes progress.

26. Suggestion to extend the northbound FF Co Pkwy deceleration lane to Ox Road. Also suggestion to add a northbound auxiliary lane on Fairfax County Parkway between Freds Oak Road and the Ox Road ramp.

This will be investigated as part of the final traffic analysis.

27. Does the study account traffic behavior along the westbound side to Rt 123, especially the weaving behavior?

The study accounts for the traffic behavior along the westbound side to Rt 123.
28. Traffic wanting to go north on 123 will have to mesh with Freds Oak right turns—conflict.
   Correct. This is also true in the existing condition.

29. The health club had conditions imposed for traffic on Clara Barton. Would this?
   We will do everything we can to mitigate our impact on the neighborhood.

30. If the traffic issue cannot be resolved, doesn't it make the site look like a bad choice to put this facility?
   Combining the existing Freds Oak site with the Clara Barton site allows for three access points to the combined SWCF, two off of Freds Oak and one from Clara Barton using the access easement. An unconsolidated site would require all access to the Clara Barton site from Clara Barton Road. We will do everything we can to mitigate our impact on the neighborhood.

31. Why is it okay for traffic to be on Freds Oak and not on Clara Barton Drive?
   A traffic study and community input is being analyzed to develop a solution that minimizes impacts.

32. Attendees requested that a VDOT/FCDOT representative be invited to the next meeting.
   Coordination is ongoing, and FCDOT and VDOT staff have been requested to attend the next transportation meeting.