



County of Fairfax, Virginia

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

January 5, 2022

Mary Ann Tsai
Fairfax County Department of Planning and Development
Zoning Evaluation Division
12055 Government Center Parkway,
Fairfax, Virginia 22035

Reference: Tysons Fire Station #29 & Bus Transit Facility
Project # FS-000042
Proffer Condition Amendment – Preapplication Comment Response Letter

Dear Ms. Tsai,

We are in receipt of your comments dated October 15, 2021 and offer the following in responses:

1. Comment (DPD/ZED Mary Ann Tsai): Thank you for meeting with the Tysons Core team to present and discuss the proposal to relocate Fire Station 29 with the existing transit destination station off Jones Branch Drive. Conceptually, staff is supportive of the proposed use.

Response: Acknowledged. Thanks for the support of the project.

2. Comment (DPD/ZED Mary Ann Tsai): A partial PCA application is recommended to amend the existing proffers to permit the proposed use and to add additional proffers related to the development of the fire station and redevelopment of the site.

Response: Based on the recommendation of design consultant and for owner's interest, we decided to pursue of Partial PCA to remove the parcel and develop the parcel by right.

3. Comment (DPD/ZED Mary Ann Tsai): The applicant should include a sheet that updates the density tabulations associated with the rezoning.

Response: The density tabulations will be provided at later stage of the design showing the site removed from the overall developments.

4. Comment (DPD/ZED Mary Ann Tsai): Given that Tysons is intended as an urban area where it is not uncommon that co-location occurs within a building. It is recommended that consideration be given on how both the fire station and transit center could be co-located in one building with shared parking. This would better achieve the redevelopment goals in Tysons by combining uses and reducing parking and impervious surfaces.

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Response: In the effort to support the Fairfax County comprehensive plan objective 4 policy b. *Co-locate public facilities whenever appropriate to achieve convenience and economies of scale, as long as the integrity of the Comprehensive Plan is not impinged*, we are co-locating the fire station building and the bus transit facility on the same site. However, combining the 2 buildings are not desired for the following reasons –

1. Combining the two buildings would not reduce the building area or parking spaces need.
2. Fire station and bus transit facility are two completely different uses and there is a need to separate the buildings.
 - The fire station needs to be a secured building on a secured site (and parking lot) while the bus transit center is intended to be used by general public and should be accessible for public transit use;
 - The fire station must have separate emergency response travel routes to improve response times and ensure safety for firefighters as well as buses and the public (commuters);
 - The fire station must have separate building systems and an emergency generator for 24/7 emergency operations which makes combining the two buildings not advantageous;
 - The fire station has privacy and noise concerns as this is basically a 24/7 living facility for firefighters, and blending the public transit use into the same building will compromise the fire station's privacy;
 - Combining the buildings will unavoidably cause the mixture of circulation (traffic & pedestrian) which will raise confusion and safety concerns for both firefighters and the public.

5. Comment (DPD/ZED Mary Ann Tsai): Proffer 3.III.A.5. provides for a 25-foot wide transitional screening buffer and such buffer should be maintained. If not, a justification on why it will not be maintained should be provided.

Response: Proffer II.A.5 request to provision of a 25-foot wide transitional screening yard and barrier situated along the eastern side of site, the owner intends to keep the existing transitional screen buffer as much as possible except at where the new ramp accessing to the Dulles toll road (not in this project's scope). The transitional screen and barrier need to be removed to provide the ramp access to Dulles toll road as FCDOT required. Additionally, the owner intends to pursuit of Partial PCA to remove the parcel and develop the parcel by right.

6. Comment (DPD/UCS Beth Elliott): UCS has concerns with the proposed site layout, to include the building location, the amount and size of surface parking lots, pedestrian and vehicular circulation, and the amount of impervious area on the site. Concerns regarding the building architectural design are also noted. Alternative site and architectural designs should be considered to address these issues, which will allow the project to better meet the spirit of the Comprehensive Plan for Tysons. UCS is available to assist in the discussion of building re-orientation or any of the design related items.

Response: The owner intends to pursue a Partial PCA to remove the parcel and develop the parcel by right. And the following factors drives the proposed site layout –

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- **Building location –**
The building location is driven by the topography and underground utilities. The site is generally sloped from west to east with about 10-foot elevation drop. It is desired that the fire station is located at the higher portion of the site to create a visual recognizable landmark as well as less concern of stormwater management. Also, the building location is constrained by the complex underground utility lines including the easement for water main and valve crossing the southwest portion of land.
- **Parking –**
The parking spaces for the fire station is based on parking to accommodate 1 space per FRD staff on duty. The fire station has sleeping accommodations for 21 staff (20 single bunk rooms and 1 battalion chief bunk). FRD will have 2 shifts daily and overlap between shifts is required, therefore, 42 parking spaces are needed for staff. Additionally, 4 visitors parking spaces are needed for visitors. We will reduce the parking spaces for FRD from 52 spaces to 46 spaces in design to meet the minimum requirement. The bus transit center kiss and ride parking spaces reduced from 40 (including 2 ADA) angular parking (less efficient) to 8 spaces, and bus parking bay reduced from 7 to 4 bays compare to existing condition. The total amount of impervious area is actually reduced by 8% compared to the existing condition with additional program on site.
- **Circulation –**
Maintain clear separation as much as possible is the priority of the site design. Please refer to the Attachment C Conceptual Circulation Diagram attached to the Exhibit 3 Justification dated 01/04/2022 indicating how the circulation separating between different transportation modes including pedestrians, cars, buses, and fire trucks. In addition, a clear separate new access road to the Dulles Toll Road is required on the site.
- **Architectural Design –**
Current design is working with the contemporary language of the Tysons area. The modern design of the buildings intends to create a new landmark for the area as the site has visibility from the high traffic Dulles Toll Road and it's access routes. Additionally, we shared the design with County leadership including the Deputy County Executive, Providence and Dranesville Supervisors; and, they are excited about the project and support the current design. We also shared the design with the community including the McLean Citizen Association and general public from neighborhoods, and got positive feedback from the community overall.
- **Alternative site and architecture design –**
Multiple (more than 10) site design concepts have been studied and the current design was selected as the best option with the constraints and for the best interest of users. At least three building concepts were studied, and the using agencies (FRD, FCDOT) and DPWES are pleased with the preferred concept. We are open to some adjustments if zoning has more specific suggestions such as building color etc.

7. Comment (DPD-UCS/Beth Elliott): Provide a streetscape plan and section for Jones Branch Drive and Spring Hill Road. Both streets are considered Avenues by the Comprehensive Plan and should have an on-road bike lane, on-street parking lane, an 8' wide, minimum, landscape amenity panel with street trees, an 8' wide, minimum, sidewalk, and a building zone within

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the range of 4'-12' wide. The site design should create an urban street edge, which is the intended character in Tysons.

If deviations from Plan recommendations are proposed, a waiver of the Tysons Street Design Standards should be submitted to FCDOT.

Response: The owner intends to pursue Partial PCA to remove the parcel and develop the parcel by right. Although not required, in respect to the streetscape guideline, we will review the streetscape improvements where possible within the project & budget constraints. The bike lane, on-street parking lane are likely located outside of the project property line, within the VDOT right of way. A minimum 8' wide sidewalk and street trees will be provided, and detail design will be submitted at later stage.

- 8. Comment (DPD-UCS/Beth Elliott):** The proposed site layout appears to create multiple vehicular and pedestrian conflicts. Provide a pedestrian hierarchy plan including internal pedestrian circulation and address bicycle circulation adjacent to and within the site. The vehicular circulation for each of the user groups (emergency vehicles, buses, personal vehicles, etc.) should be identified.

Response: Maintain a clear separation between vehicular and pedestrian circulation as much as possible is the priority of the site design. Please refer to the Circulation Diagram attached indicating how the circulation separating between different transportation modes including pedestrians, cars, buses, and fire trucks. Shared pedestrian and bicycle connection lane is in consideration along Jones Branch Dr. and connection to the transit building main entry. As this bus transit center is not intent for park and ride, it is more intent for commuter to transit between buses, we have a very limited amount of kiss and ride parking spaces we do not expect large amount of bikers on site. Bike parking will be identified at later stage

- 9. Comment (DPD-UCS/Beth Elliott):** Provide additional information on the proposed retaining wall heights and materials.

Response: The design is still in process; we will get more accurate information as project progress. Generally, we expect the retaining walls to be low (less than 4' in height) and will be clad with brick to match the building or they will be segmental retaining walls to break the mass.

- 10. Comment (DPD-UCS/Beth Elliott):** Provide a utility plan/diagram (existing and proposed) overlaid on the landscape plan.

Response: We are still in design process. Will provide plans that meet zoning submission requirements at later stage.

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11. **Comment** (DPD-UCS/Beth Elliott): Provide a Public Realm furnishings and materials plan for the site, including the replacement of the existing bus shelters, street and pedestrian lighting, interior site lighting, and illustrative details of the proposed furnishings/materials.

Response: Plan will be provided with site plan submission

12. **Comment** (DPD-UCS/Beth Elliott): It is understood that there is a desire to maintain the bus transfer operations in place while the fire station is under construction; however, this seems to create adverse impacts on the ultimate site design. Can an interim off-site bus transfer/kiss n ride facility be considered?

Response: No. The using agency (FCDOT) has not identified any interim bus transfer facilities that would not require significant changes to the existing bus routes with increased operating cost. The kiss and ride function could be temporarily suspended when required during different phases of construction as long as bus to bus transfers are maintained.

13. **Comment** (DPD-UCS/Beth Elliott): Phasing Plans should be provided.

Response: Conceptual phasing diagram is included in the updated schematic design package as Exhibit 2. But as the project design continues develop, the actual plan will evolve. An updated phasing plans will be provided with site plan submission.

14. **Comment** (DPD-UCS/Beth Elliott): Provide building elevations with the proposed materials/character and a description of the architectural design intent. Architectural renderings should also be provided. From the provided renderings, the building does not represent the high-quality architectural design and finishes intended for Tysons buildings.

Response: Although typically not required by zoning at this stage, the schematic elevations are included in the design package, please refer to the Exhibit 2. We disagree with the comments that the building does not represent high-quality architectural design and finishes intents for Tysons building. The main material adopted includes different types of metal panels and brick, which are high quality material. Conceptual renderings are included as Attachment A in the Exhibit 3 Justification dated 01/04/2022. As the project development progress, we will update renderings.

15. **Comment** (DPD-UCS/Beth Elliott): Provide the landscape plan that includes the proposed stormwater management facilities.

Response: As the justification stated, the project inherited the offsite pond to meet the stormwater management requirement as part of the proffer. We are going above and beyond, and planning stormwater enhancement facilities on site. A conceptual stormwater enhancement plan is included as Attachment B in Exhibit 3 Justification dated 01/05/22.

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16. Comment (DPD-UCS/Beth Elliott): Provide site sections showing the relationship across the site including elevation changes (Dulles Toll Road ramp to Jones Branch Drive, and Spring Hill Road to adjacent property).

Response: Will provide drawings that meet the minimum requirements for the zoning submission.

17. Comment (DPD-UCS/Beth Elliott): Provide parking tabs for the fire station and how the parking rate compares to nearby stations (including the new #44).

Response: The parking spaces for fire station is mainly driven by the # of bunk rooms. Please refer to Exhibit 4 for the parking tabulation summary in comparison to nearby stations.

18. Comment (DPD-UCS/Beth Elliott): Given the design expectations for development within Tysons and the security concerns for the parking access, structured parking rather than a surface parking lot is recommended.

Response: There are total 46 (42 staff + 4 visitor) parking spaces provided for the Fire and Rescue, and 8 parking spaces provided for the bus transit facility. A structural parking for 60 spaces is very small footprint which is neither economy nor convenience for come in and out, especially for the kiss and ride. Also, for the security purpose, the using agencies desire to separate the fire station staff parking from the transit parking and their visitors.

19. Comment (DPD-UCS/Beth Elliott): With the PCA request, please update/address proffer I.E, I.F, and III.A.

Response: Per Proffer I.E. our site (outparcel A refereed in the document) is excluded from the transitional screening and Barrier requirement.

Proffer I.F. The design is intent to provide a minimum 5' (8' desired) wide concrete sidewalks along the public street Jones Branch Dr. and SpringHill Road frontage. The applicant will coordinate with the adjacent properties for trail/sidewalk location.

Proffer III.A. the intent of the proffer amendment is to change the use from transportation use only to public use as mentioned in the application. Per previous discussion with zoning, the Land Acquisition Department will record the proffer change and get land recordation completion upon the approval of PCA.

20. Comment (FCDOT/Jeremy Ko): As discussed in the pre-application meeting, FCDOT expects that the required streetscape elements per the comprehensive plan and Transportation Design Standards for Tysons Corner Urban Center are to be provided along the site frontages on Jones Branch Drive (Avenue) and Spring Hill Road (Avenue).

Response: Intent for the project is to remove the parcel from the overall development and develop the site by right. Where possible within project constraints and budget, streetscape improvements will be considered for inclusion in project. More street scape design detail will be added at later stage.

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21. Comment (FCDOT/Jeremy Ko): Please provide additional information regarding the phasing and further describe vehicular and pedestrian circulation. This should include bus and fire truck circulation.

Response: Please refer to the Conceptual Circulation Diagram attached to Exhibit 3, and conceptual phasing diagram in Exhibit 2 schematic drawing set. As the project progress, the phasing plan will evolve. The updated phasing plans will be provided in the site plan submission stage.

22. Comment (FCDOT/Jeremy Ko): FCDOT will continue to coordinate with DPWES regarding the schematic design review. We have yet to receive the package for review.

Response: DPWES will keep with FCDOT for design review. The updated Schematic package was sent to FCDOT in October based on the previous design plans, meetings and selected concept package in May.

23. Comment (LDS/William Marsh): Stormwater management standards for Tysons are available here: <https://www.fairfaxcounty.gov/tysons/stormwater-management> Development on this parcel should achieve the one-inch outcome described in these standards.

Response: Intent for the project is to remove the parcel from the overall development and develop the site by right.

24. Comment (LDS/William Marsh): During pre-application meeting, applicant described need to operate transit facility during fire station's construction. This constraint complicates meeting various Tysons goals like coordinating public uses and encouraging pedestrian access to transit facility. Consider temporary relocation of transit facility offsite and ultimate consolidation of fire station, transit uses in one facility with shared parking.

Response: No. Consolidation of fire station and transit facility into one building is a non-starter due to the differing operational demands of the two uses. Please refer to response to comment 4 for additional justifications for not combining two facilities into one building. TSD staff is willing to work with the project team to ensure that a temporary transit center is maintained during construction. Such a temporary facility could be shifted around the site during construction to avoid conflicts with site clearing, installation of subsurface infrastructure, foundation work, and building erection.

25. Comment (LDS/William Marsh): Is the design team looking into accommodation of electric transit buses and charging of said buses on site?

Response: Yes. One bus charging station is planned for the project.

26. Comment (LDS/William Marsh): Application should assess existing streetlight performance along public street frontages and augment to account for Tysons design standards for streetlights, in particular pedestrian lighting along sidewalks.

Response: We will assess the streetlight along public street as the project progress.

27. **Comment** (LDS/William Marsh): Proffer III.A.5 of RZ 88-D-005 commits to a vegetated buffer along the parcel's eastern boundary that would require removal to accommodate lane access improvements to Dulles Toll Road that applicant described during meeting. Amendment of this proffer is necessary, including how intent of proffer can be honored with proposed transportation improvements.

Response: The project intent to keep the existing transitional screen buffer as much as possible as long as it allows the new ramp accessing to the Dulles toll road (not in this project's scope). The transitional screen and barrier need to be removed to provide the ramp access to Dulles toll road as FCDOT required. Additionally, the owner intends to pursuit of Partial PCA to remove the parcel and develop the parcel by right. Related language has been added in the application and attached Exhibit 3 Justification dated 01/04/2022 Land Acquisition Department will create land recordation to include it after the PCA approval.

28. **Comment** (LDS/William Marsh): Proffer I.A commits to overall Floor Area ratios for properties governed by these proffers, as well as individual parcel FAR's that do not exceed 1.0. How does this application conform with this proffer?

Response: Individual parcel FAR <1.0 and resultant land bay D FAR<1.0 based on AE's preliminary calculations.

29. **Comment** (DPD-PD/C. Bebek): Green Building – The Environment Element of the Comprehensive Plan Policy Plan encourages applicants where land is provided by the county to meet or exceed county guidelines for green building certification for capital projects. The Plan also encourages the provision of electric vehicle charging spaces, or infrastructure to accommodate future spaces. The land subject to this request is owned by Fairfax County and the applicant is Fairfax County DPWES, the applicant has indicated that the project will be registered under LEED targeting Gold. Does the applicant have an additional requirement to meet the OES from July 2021 or additional energy targets as identified in the sustainable development for capital projects policy? The applicant should incorporate electric vehicle charging into the proposal.

Response: Yes, electrical vehicle charging station for both bus and cars are anticipated. The energy and carbon emission reduction is to achieve a minimum of 30% reduction with 50% reduction as goal. We are also in process of studying net zero.

30. **Comment** (DPD-PD/C. Bebek): Stormwater management – The Comprehensive Plan for the Tysons Urban Center recommends retaining the first inch of rainwater on-site, meeting the LEED rainwater management credit, and incorporation of LIDs. Additionally, the Public Facilities Element of the Comprehensive Plan Policy Plan encourages the incorporation of natural landscaping and LIDs for public facilities. Understanding that the applicant is not seeking a rezoning to the PTC District, the applicant should still address the Tysons stormwater management guidance to the extent practicable – please see additional comments

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from LDS. The applicant should incorporate natural landscaping into the site design for the development. Please see UFMD comments regarding tree preservation and recommendations.

Response: The intent for project is to remove the parcel from the overall development and develop the site by right. With removal of parcel, Comprehensive Plan will not apply. SWM will either be provided on or off-site in compliance with the SWM Ordinance. With the constraint of the site, there will be limited place for rainwater pond on site. Natural landscaping and tree preservation will be provided. Additional LID/stormwater features will be provided in conjunction with SWPD, if suitable.

31. Comment (Park Authority/Jasmin Kim): The Tysons Park System Concept Plan and the Fairfax County Comprehensive Plan recommend that the subject site be developed as a recreation-focused park with an athletic field (Tysons Urban Center, p. 89). However, the Comprehensive Plan also recommends that the subject site be developed for civic use or public facility (Tysons Urban Center, p.99). Due to the proffered athletic field at North Spring Hill Station, which is nearby and a suitable substitution for park needs at the subject site, the Park Authority staff supports this application.

Response: Acknowledged. Thank you.

We trust that the above responses adequately address your comments. Additionally, the site plan and Statement of Justification have been updated to reflect the comments received at the pre-application meeting with DPZ Tysons-Reston team on October 6, 2021. Please contact me if you should need further information.

Please find the following items below for the application submission:

- | | |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Exhibit 1 | Application Form with draft Affidavit |
| Exhibit 2 | Schematic Drawing Set |
| Exhibit 3 | Statement of Justification date 1/4/2021 Attachment A: Conceptual Rendering Attachment B: Conceptual Stormwater Management Plan Attachment C: Conceptual Circulation Diagram |
| Exhibit 4 | Adjacent Fire Station Parking Tab Summary |
| Exhibit 5 | Legal Description |
| Exhibit 6 | Owner's Endorsement |
| Exhibit 7 | Boundary n Topo Survey Map |

Sincerely,
Jun Li, Section Manager
Building Design and Construction Division

cc: Dennis Holder, Branch Chief, Building Design Branch, BDCD, DPWES