

Proffer Condition Amendment Application
Statement of Justification
Tysons Fire Station & Bus Transit Facility
Project Number FS-000047
January 4, 2022

STATEMENT OF JUSTIFICATION

A. DESCRIPTION OF THE PROPOSED USE:

1. Project Description:

The Tysons Fire Station & Bus Transit Facility is located at the northeast intersection of Springhill Road and Jones Branch Road at 8300 Jones Branch Drive, McLean, Virginia 22102, in the Providence District. The site is bounded by Dulles Toll Rd (Route 267) to the north, commercial offices of Freddie Mac to the east, commercial offices of Tysons Plaza to the west, and residential communities of apartment buildings and condos to the south.

The new fire station is proposed to be a two-story, approximate 20,000 square foot (SF), five-bay station; and the new bus transit facility is a one-story, approximately 2,100 SF, five bay bus transit facility. Together, these two buildings sit on a 4.2-acre parcel which is currently used for West*Park Transit Center. The 4.2-acre parcel was proffered to Fairfax County by West*Mac Associates Limited Partnership, under their rezoning action RZ 88-D-005, which allowed for up to 128,065 SF of the development (result in a FAR of 0.7 approximately) and was limited to a bus destination station, kiss and ride lot or mass transit facility use only.

With this current Proffer Condition Amendment (PCA) application, we are requesting to remove the parcel and develop the parcel by right to achieve

- A Floor Area Ratio (FAR) of 1.0 and;
- Change acceptable uses to Public Uses for the property.

Site:

The general proposed layout of the site positions the fire station at the west side of the site with the fire truck access route located to the west and north of the fire station, and the fire station parking lots to the east along Jones Branch Drive. The bus transit facility located at the center of the site with kiss and ride parking to the east, bus circulation loop to the north and fire truck exit lanes to the south. The main vehicular entrances/exits of the site remain to be on the southeast corner of the site towards Jones Branch Dr. with an added access lane to access Route 267 through the interchange modification proposed by FCDOT. The bus dedicated highway exit/access route remained to be on the northwest edge of site. A traffic circle was created at the northeast portion of the site to help the traffic flow.

There are existing connections to utilities including water, electric, telecommunications, sanitary sewer and gas on site. There is significant existing water infrastructure along the southwest corner and running along the west edge of the site, and multiple private utilities (power, telecom etc.) located along the perimeter of the site. Significant utility relocation along Jones Branch and Spring Hill Road will be needed to implement the County's streetscape requirement. Further study will be provided to evaluate the existing infrastructure and provide utility relocation plan.

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Structure:

The fire station will be consisted of a two-story administrative/bunk area including the programs such as office, kitchen, exercise room, bunk room, a 5-bay high volume garage, and a one-story storage and support area. The one-story, bus transit center will be a replacement building for the West*Park Transit Station. Programs include commuter waiting area, offices and supporting functions.

The fire station building will be supported by structural steel roof and floor systems, steel columns and limited number of masonry bearing walls. The Bus Transit Station building will be supported by structural steel roof, steel columns, and masonry bearing walls.

The exterior design of the facilities incorporates a combination of brick and metal panel design. The use of materials will be compatible with the architectural context of the surrounding neighborhood.

2. Area to be served by proposed use:

Currently serving Tysons area, there is an Tysons Fire Station #29 located at 1560 Spring Hill Rd, McLean. The existing station is 3-bay only, outdated and having limited room on site for expansion. This project provides the opportunity to serve the Tysons area with a 5-bay fire station, replacement transit station and a new access to the route 267.

3. Maintenance requirements and frequency:

Facility and equipment repairs and routine grounds maintenance will be provided.

B. REQUIREMENT FOR PROPOSED USE:

1. Why the new facility is needed:

The existing Fire Station #29 is a 3-bay fire station originally built in 1978 serving the Tysons area. Fairfax County Fire and Rescue Department identified the need for a 5-bay fire station for Tysons area, and the existing tight site does not allow expansion. With the advent of Metrorail, the existing West*Park Transit Center can be reduced in scale, which allow consideration of other public uses such as a fire station.

2. Why the proposed location is the best location for the proposed use:

From an initially longer list, Fairfax County identified three potential sites for analysis including: Existing Tysons Fire Station #29 at 1560 Spring Hill Road, Parcels to the northwest of Rout 267 & Spring Hill Road, and 8300 Jones Branch Dr.

Each of these sites have been analyzed with consideration affecting land use and site layout including: the comprehensive plan and zoning regulations, vehicular and pedestrian access and parking, environmental concerns such as stormwater management and water quality, availability of utilities, easements or land use restrictions, and ability to accommodate the program

requirements. It was determined that the selected site, West*Park Transit Center located at intersection of Jones Branch Dr. & Springhill Road, McLean, VA, was best suited for the County's Public Use and the most desirable because of its adjacency to the Dulles Toll Road, and enough space to co-locate Transit Facility and the Fire Station.

3. Why the proposed location and type of facility is the least disruptive alternative:

The proposed location was selected as it is the least disruptive option with enough land space from the group, provides easy access to the Dulles Toll Road.

C. ANTICIPATED IMPACTS/MITIGATION:

1. Visual impacts:

The proposed facilities will be two buildings maximum two-story and will be positioned on the west side and center of the site maximizing the vegetation along the north, west, and south side of the site and satisfy Tysons streetscape requirement of 8' landscape amenity panel and 8' sidewalk.

2. Noise and light impacts:

The existing site is being used as the bus transit center by FCDOT. There is already considerable noise at the site and the site is north bounded by route 267 which also generate considerable noise 24/7. To mitigate the noise generated by the fire response vehicles, there will be no exterior speakers on the buildings, and the use of vehicle-mounted air horns/sirens in the immediate vicinity of the fire station will be minimized to the extent possible. Parking lot lighting, appropriately scaled for the facility size will be installed to provide security. All sight lighting will be designed to comply with Zoning Ordinances requirements.

3a. Air quality:

No change in air quality is anticipated.

3b. Water quality:

Overall, the site is located in the Difficult Run, Scotts Run watershed generally draining from the west to the east side and continuing off-site to the stormwater management ponds to the east. All stormwater management, meeting both water quantity and quality control requirements per the County's Public Facility Manual (PFM), will be serviced by two existing off-site ponds which are managed by the West*Park Associates Limited Partnership as proffered in their zoning action RZ 88-D-005. All erosion and sediment control measures will be installed prior to the start of construction to manage stormwater runoff during construction activities.

Additionally, the project is considering stormwater enhancements and is partnering with the County's Stormwater Planning Division on items to be evaluated such as onsite stormwater management vault, jellyfish structure as well as, filtra structure. Appropriate design narratives and the adequate outfall analysis will be included in the development plans per the PFM

requirements for site plan review and approval.

4. Environmental:

The property is not located within a County Historical Overlay District. The site has no known historical or archaeological resources. There are no significant cultural, architectural, economic, social, political, or historic heritage sites or structures on the site.

The overall site and building design have as compact footprint as possible to meet the programmatic needs of the program. Transitional screening yards and barriers will be provided in accordance with the requirements of the zoning ordinance. The following modifications/waivers are requested/reaffirmed from the original rezoning application:

Transitional Screening modification and barrier waiver:

Transitional Screening and Barrier Requirements are listed in the zoning ordinance section 13-400. For this project, fire station is considered as public use which would be considered a commercial or industrial building. The specific requirements are:

North Boundary: Fire Station adjacent to the highway: no transitional screen or barrier is required.

East Boundary: Fire Station next to Office use: no transitional screen or barrier is required.

South Boundary (along Jones Branch Drive): Fire Station use to Multifamily Residential use: a thirty-five foot, Type 2 transitional screen yard and a Type D (42-48" Chain Link Fence with inserts or supplemented by trees and shrubs), E (six foot height brick or architectural block wall), or F (six foot height solid wood fence) Barrier is required. The zoning ordinance does allow the Director to waive or modify transitional screening and barriers for any public use when it has been designed to minimize adverse impacts on adjacent properties (see zoning ordinance, section 13-305 14.

West Boundary: Fire Station use to Office use: no transitional screen or barrier is required.

Tree preservation and canopy deviation:

A deviation is being requested from the Tree Preservation Target as per Section 12-0308.3 of the Fairfax County Public Facilities Manual (PFM). As per PFM Section 12-0308.3A(1), meeting the Tree Preservation Target would preclude the development of the principal use of the fire station and the bus transit center for the PRM zoned property.

The existing tree canopy on the site consists of scattered individual landscape trees. Existing canopy cover equals 36,155 s.f. in area. The requirement for tree canopy cover under the current C-3 zoning is 10% post-development.

There is also a tree preservation target requirement for the site given its existing tree cover and 10% canopy requirement of 20 % or 3,616 s.f. minimum. The proposed plan will eliminate all existing tree cover, so a tree preservation target deviation to zero percent is requested. As the project moves along, more effort will be investigated for preserving the tree canopies as much as

possible when getting into design details. Given the lack of tree preservation, the balance of the tree canopy cover requirement would need to be met with new on-site tree planting to achieve the canopy cover requirements.

The design for site and building will use the LEED® Green Building principals and Low Impact Development (LID) guidelines to minimize environmental impact. The project will be registered with the US Green Building Council with the goal of a Gold Certification under the current LEED version requirements.

5. Transportation:

the proposed project is reducing the number of bus lay-by spaces, thereby reducing the number of trips generated by the transit station, and the fire station personnel shift change occurs outside of the peak hour. Even with the addition of a few emergency response trips during peak hour (based on the number of projected calls in the area we assumed a conservative total of 4 trips per hour, 2 in and 2 out, in the due diligence traffic study that was approved by FCDOT and VDOT), we are likely reducing the total site trips during peaks. Through the review and coordination with Fairfax County Department of Transportation (FCDOT), the project does not exceed the traffic requirements stated within the 24 VAC 30-155-40 to necessitate the need for a VDOT Traffic Impact Analysis.

6. Parking and Loading

The existing site currently has 38 angular standard parking spaces, 2 ADA-compliance parking spaces, and 7 bus bays on site. The proposed plan includes 44 standard, 2 ADA parking spaces for the Fire Station, 6 standard, 2 ADA parking spaces for Bus Transit Center, and 5 bus bays for passenger loading.

D. CONFORMANCE WITH COMPREHENSIVE PLAN AND OTHER STANDARDS:

1. Comprehensive Plan Policies and Guidelines that Support Proposal:

The site is located in Providence Magisterial District and within North Central of Tysons Urban Center in Area II of the Comprehensive Plan. The Comprehensive Plan recommends that the property be developed as civic/public facility uses such as fire station or recreational uses. The proposed project supports the Comprehensive Plan recommendations.

2. Relevant Standards/Criteria Supporting the Facility and Location:

The use of a Public Facility is in general conformance with the Fairfax County Comprehensive Plan, 2017 Public Facilities and Transportation Policy Plan. The proposed project further supports the following countywide objectives and policies:

Objective 3: Locate new facilities to provide convenient service to the greatest number of people or service consumers and users.

Objective 4: Mitigate the impact of public facilities on adjacent planned and existing land uses. Policy b. 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.

Objective 21: Establish and maintain at a minimum, a seven-minute total response time coverage for fire and rescue emergencies to at least 95 per cent of the county's population.

Objective 22: While adhering to constructing new full service fire stations of a minimum 14,000 square feet, all efforts should be made to construct new stations to be compatible with the surrounding community.

E. ALTERNATIVE SITE CONSIDERATION:

1. Other Properties Considered:

From an initially longer list, Fairfax County identified three potential sites for analysis including: Existing Tysons Fire Station #29 at 1560 Spring Hill Road, Parcels to the northwest of Rout 267 & Spring Hill Road, and 8300 Jones Branch Dr.

Each of these sites have been analyzed with consideration affecting land use and site layout including: the comprehensive plan and zoning regulations, vehicular and pedestrian access and parking, environmental concerns such as stormwater management and water quality, availability of utilities, easements or land use restrictions, and ability to accommodate the program requirements. It was determined that the selected site, West*Park Transit Center located at intersection of Jones Branch Dr. & Springhill Road, McLean, VA, was best suited for the County's Public Use and the most desirable because of its adjacency to the Dulles Toll Road, and enough space to co-locate Transit Facility and the Fire Station.

Attachment A:
Conceptual Stormwater Management Plan

Attachment A – Conceptual Rendering



Fire Station Southwest View



Fire Station Southwest View



Fire Station Northeast View

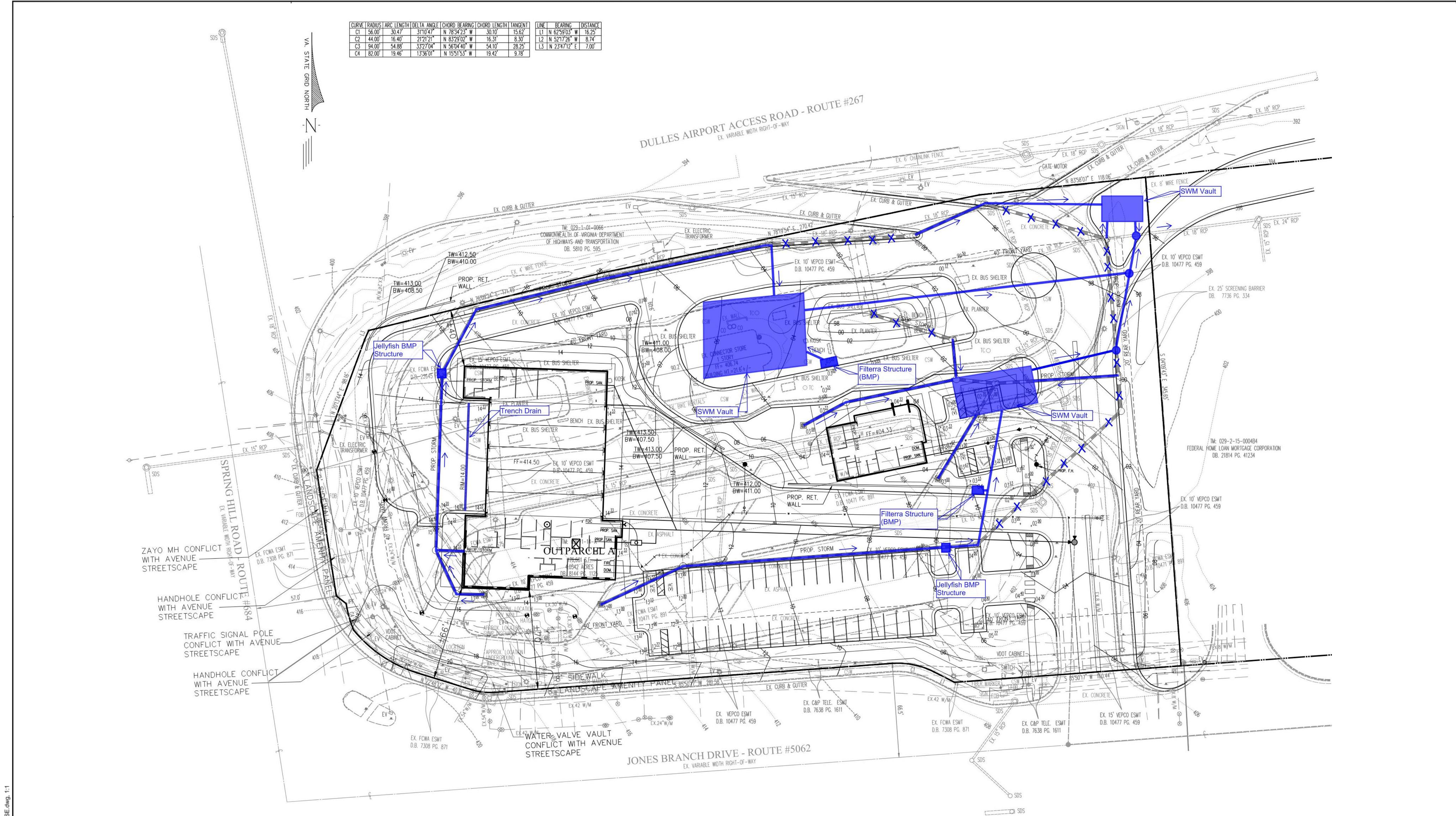


Fire Station Southeast View



Bus Transit Facility Northeast View

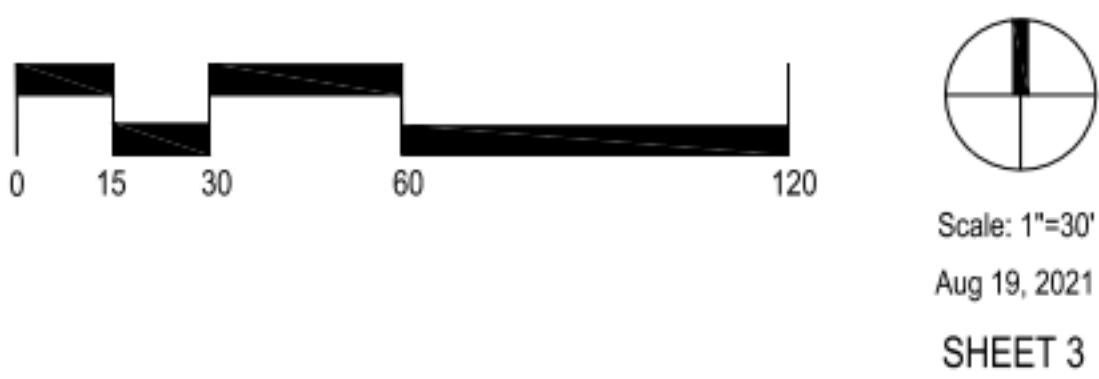
Attachment B:
Conceptual Stormwater Management Plan



SCHEMATIC STORMWATER MANAGEMENT PLAN

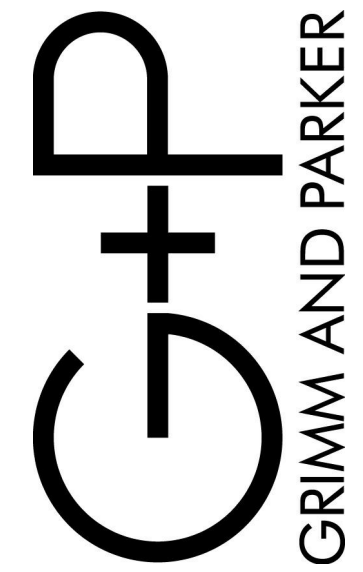
TYSON'S 29 FIRE STATION AND BUS TRANSIT FACILITY

Fairfax County, Virginia



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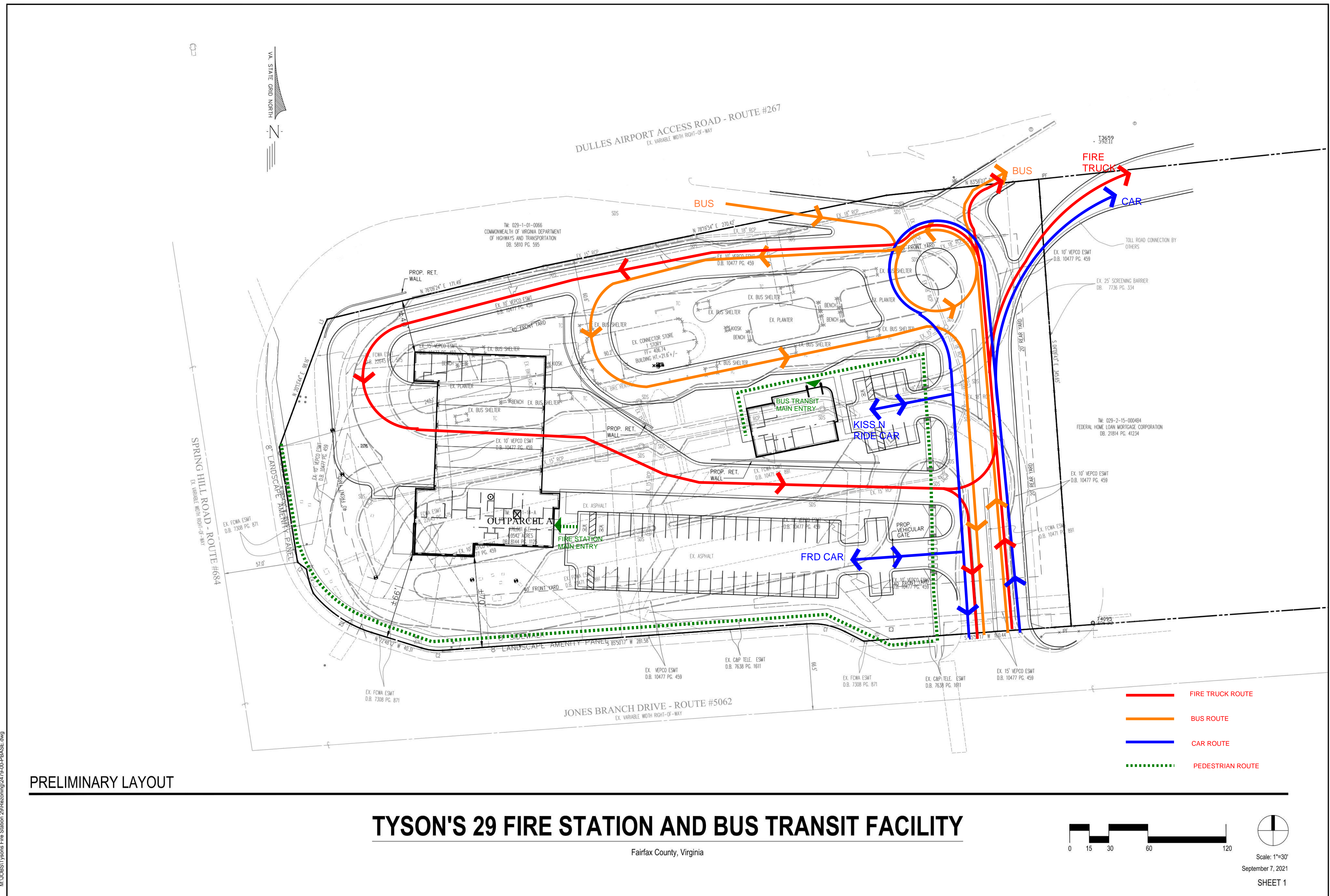
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SCHEMATIC STORMWATER
MANAGEMENT PLAN
Tysons Fire Station #29 & Bus Transit Facility
8300 Jones Branch Drive

DATE	DESCRIPTION

C102
08/20/2021
SCHEMATIC DESIGN V.E.
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Attachment C:
Conceptual Circulation Diagram



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LAYOUT PLAN

DATE	DESCRIPTION
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