

**Washington Metropolitan Area Transportation Authority
Board Action/Information Summary**

Action
 Information

MEAD Number:
99826

Resolution:
 Yes No

PURPOSE

To obtain Board of Directors approval of a Resolution 1) adopting staff recommendations presented in the Final Public Hearing Staff Report and amending the Dunn Loring-Merrifield Metrorail Station General Plans to incorporate the WMATA replacement facilities and upgrades described in the Staff Report and 2) amending the Adopted Regional System plan for the Dunn Loring-Merrifield Metrorail station to include the proposed improvements.

DESCRIPTION

WMATA entered into an agreement in May 2005 with an affiliate of Trammell Crow Residential (Developer) for the combined sale and long-term lease of the 15-acre Dunn Loring-Merrifield joint development site. The Developer proposes to build up to 720 multifamily dwelling units and 125,000 square feet of retail space.

The development will displace a 1,355-space WMATA Park and Ride and Kiss & Ride lot, six bus bays and related improvements. At its own cost, the Developer will replace and augment the displaced parking spaces, providing 1,963 Park and Ride spaces in a six-story structure and 37 Kiss & Ride spaces on a lot at the station entrance. The parking structure will contain two separate ramping systems and will have two points of entry: one from the development's new "Main Street," Merilee Drive extended, and one from Prosperity Avenue.

The Developer will construct a new bus loop between the Kiss & Ride lot and the WMATA garage. It will have eight bays, two more than at present, and two layover spaces. It will also have exclusive entry and exit points to Merilee Drive. The current bus loop shares a road with Kiss & Ride traffic.

The plan provides for enhanced pedestrian and bicycle access to the station through: a walkway through the WMATA parking garage and ample sidewalks on the main streets of the new development; a landscaped pedestrian plaza at the station entrance; a covered pedestrian walkway between the WMATA garage and station; audible pedestrian countdown signals and pedestrian refuges at traffic lights on Prosperity Avenue and Gallows Road, the main station access streets; and bicycle lanes on streets.

Pedestrians waiting for buses will be sheltered either by the WMATA garage or freestanding shelters. Currently, pedestrian access to the station is through the surface lot or on a poorly paved sidewalk. Taxi drop-off and waiting, Kiss & Ride drop-off and motorcycle and bicycle storage are provided for in the plan.

The WMATA garage will be built in phases, as will the new private development, with the western portion of the parking structure built first. In the initial phase, buses will be placed on Gallows Road and Prosperity Avenue, and the existing bus bay/Kiss & Ride area will be compressed to handle Kiss & Ride only. Construction of the parking structure is scheduled to start in the spring of 2008, with completion two years later. The schedule calls for the residential/retail development to start one year after the garage, though an earlier start may be possible. Completion of residential and retail facilities is scheduled to take place within four years of parking structure completion.

On April 4, 2007 Board Member Catherine Hudgins conducted a public hearing on the improvements, as required by Section 15 (b) of the WMATA Compact, at Kilmer Middle School in Vienna, VA. The public hearing notice was widely disseminated prior to the hearing. Two members of the public testified at the hearing, and one of them subsequently sent written correspondence. Both emphasized the need for safe pedestrian crossing of Prosperity Avenue at Merilee Drive. Staff noted in its report that a new traffic signal at Merilee Drive, along with a pedestrian refuge and audible countdown mechanism, should provide a safe crossing.

No additional comment was received after the public hearing or following distribution of the draft Public Hearing Staff Report for a two-week comment period starting on June 4, 2007.

FUNDING IMPACT

At its own cost, the Developer will provide the WMATA replacement facilities and upgrades. WMATA will collect all revenue from the parking. Maintaining the parking structure will be more costly than maintaining a surface parking lot.

RECOMMENDATION

That the Board of Directors approves the Resolution to:

1. Adopt the staff recommendations presented in the final Public Hearing Staff Report and amend the Dunn Loring-Merrifield Metrorail Station General Plans to incorporate the WMATA replacement facilities and upgrades described in the Staff Report; and
2. Amend the Adopted Regional System plan for the Dunn Loring-Merrifield Metrorail station to include the proposed improvements.

PRESENTED AND ADOPTED:

SUBJECT: DUNN LORING-MERRIFIELD - APPROVAL OF FINAL PUBLIC HEARING STAFF REPORT; APPROVAL OF AMENDED GENERAL PLANS AND REVISED ADOPTED REGIONAL SYSTEM TO INCLUDE BUS FACILITIES RELOCATION AND PARKING AND ACCESS CHANGES

PROPOSED
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, On July 31, 2003, WMATA issued a Joint Development Solicitation requesting proposals to develop the Dunn Loring-Merrifield Metrorail Station joint development site; and

WHEREAS, On April 15, 2004, the Board of Directors selected Trammell Crow Residential to develop the Dunn Loring-Merrifield Metrorail Station site; and

WHEREAS, On September 16, 2004, the Board of Directors approved a Term Sheet with Trammell Crow Residential for a mixed-use project with sale and lease components; and

WHEREAS, The Purchase, Sale and Development Agreement between WMATA and Trammell Crow Residential's affiliate, Dunn Loring Metro LLC (Developer), dated May 12, 2005, as amended requires the Developer, at its own cost and subject to WMATA's approval of all construction plans, to replace approximately 1,355 surface parking spaces that will be displaced by the new development, to add 645 parking spaces, and to relocate other displaced facilities, including bus bays; and

WHEREAS, Upon completion, revenue from the replacement parking will be collected by WMATA; and

WHEREAS, On October 19, 2006, the Board of Directors authorized a public hearing to be held on the proposed replacement parking and bus facilities and access modifications and authorized the General Manager to approve and then release the Staff Report as soon as it was completed; and

WHEREAS, A notice of the public hearing was published in the *Washington Post* on March 3, 2007 and again on March 10, 2007 and, at the same time, an information package containing, among other items, an Environmental Document was made available for public inspection at Thomas Jefferson Regional Library, the Tysons-Pimmit Regional Library, the Office of the Secretary and the WMATA internet site; and

WHEREAS, The public hearing was held on April 4, 2007 at 6:40 P.M. at Kilmer Middle School in Vienna, VA; and

WHEREAS, The public hearing record remained open until April 26, 2007; and

WHEREAS, A report on the public hearing entitled "*Public Hearing Staff Report, Review of the Public Hearing and Staff Recommendations, Proposed Relocation of Bus Facilities and Parking and Access Changes, Dunn Loring-Merrifield Metrorail Station, Orange Line, Fairfax County, Virginia, Hearing No. 176, Docket No. R07-1*" ("Staff Report") was prepared; and

WHEREAS, On June 4, 2007, the General Manager released the Staff Report for public review; and

WHEREAS, The Staff Report was circulated to all interested individuals, groups and agencies as required by the Compact including all parties who presented testimony, submitted statements for the public hearing record or requested copies of the report whether at the public hearing or otherwise and attendees of the public hearing; and

WHEREAS, The public review period closed on June 18, 2007, and no additional comment was received; and

WHEREAS, A report was prepared entitled, "*Final Public Hearing Staff Report, Review of the Public Hearing and Staff Recommendations, Proposed Relocation of Bus Facilities and Parking and Access Changes, Dunn Loring-Merrifield Metrorail Station, Orange Line, Fairfax County, Virginia, Hearing No. 176, Docket No. R07-1*" dated June 19, 2007 ("Final Public Hearing Staff Report"), Attachment A to this Resolution, which describes the public review process, summarizes comments received during the public review, responds to issues raised and presents the final staff recommendations; and

WHEREAS, The Final Public Hearing Staff Report, the public hearing transcript record and the Environmental Document, Attachment B to this Resolution, have been made available to the Board of Directors, and the Board has considered this information; now, therefore be it

RESOLVED, That the Board of Directors approves the staff recommendations as presented in the Final Public Hearing Staff Report and amends the Dunn Loring-Merrifield Metrorail Station General Plans to incorporate the following:

- 1) A replacement Kiss & Ride lot with approximately 37 replacement spaces;
- 2) A parking structure with approximately 1,963 Park and Ride replacement and additional spaces;
- 3) A relocated bus loop with eight (8) replacement and additional bays and two (2) layover spaces;
- 4) Improved, safer pedestrian access to the station including a landscaped station entry plaza; new sidewalks; a covered walkway from the parking

structure to the station entrance; audible countdown signals for pedestrians at Gallows Road and Prosperity Avenue crossings to the station site, including a new traffic light and pedestrian signals at Prosperity Avenue and Merilee Drive;

- 5) Dedicated bicycle lanes providing access to the station; and
- 6) New access roads to the WMATA Kiss & Ride, Park and Ride and bus facilities all as described in the Final Public Hearing Staff Report and, in particular, as shown in plans in Appendix D;

and be it further

RESOLVED, That the Board of Directors hereby amends the Adopted Regional System plan for the Dunn Loring-Merrifield Metrorail Station to include the bus facilities, parking and access changes, as described above; and be it further

RESOLVED, That this action does not obligate the Compact signatories, local governments nor any regional entity to fund the construction of any facilities; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel



**FINAL PUBLIC HEARING STAFF REPORT
REVIEW OF THE PUBLIC HEARING
AND STAFF RECOMMENDATIONS**

PROPOSED RELOCATION OF BUS FACILITIES
AND PARKING AND ACCESS CHANGES
DUNN LORING-MERRIFIELD METRORAIL STATION
ORANGE LINE
FAIRFAX COUNTY, VIRGINIA

HEARING NO. 176
DOCKET NO. R07-1

June 19, 2007



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
FINAL PUBLIC HEARING STAFF REPORT
REVIEW OF THE PUBLIC HEARING
AND STAFF RECOMMENDATIONS

PROPOSED RELOCATION OF BUS FACILITIES
AND PARKING AND ACCESS CHANGES
DUNN LORING-MERRIFIELD METRORAIL STATION
ORANGE LINE
FAIRFAX COUNTY, VIRGINIA

HEARING NO. 176
DOCKET NO. R07-1

This report presents a review of the public hearing held on April 4, 2007. It also presents the WMATA staff's recommendations concerning the parking and other facilities expansion and upgrades proposed for the Dunn Loring-Merrifield Metrorail Station in Fairfax County, Virginia. The report contains the following sections:

- I. Background
- II. Summary of Public Hearing
- III. Summary of Staff Presentation (WMATA and Developer)
- IV. Supplemental Testimony and Correspondence Submitted for the Record
- V. Compact Article IV, Section 15- Other Agency Review and Comments
- VI. Responses to Comments Received for the Record
- VII. Correspondence Submitted on the Public Hearing Staff Report
- VIII. Staff Recommendations

Appendix A - WMATA Public Hearing Notice

Appendix B - Public Hearing Transcript

Appendix C - Correspondence for the Record

Appendix D - Plans Showing Existing WMATA Facilities, Ground Level Development Plan and Future WMATA Facilities

Appendix E - Summary of Improvements Proposed at Dunn Loring-Merrifield Metrorail Station

I. BACKGROUND

On October 19, 2006 the WMATA Board of Directors authorized holding a public hearing in accordance with WMATA Compact requirements to consider parking, bus bay and related WMATA facility changes and enhancements (WMATA Replacement Facilities or Replacement Facilities) at the Dunn Loring-Merrifield Metrorail station. The Replacement Facilities will be constructed by Dunn Loring Metro LLC, an affiliate of Trammell Crow Residential or its designated successor (collectively, the Developer), and will substitute for WMATA's improvements that are displaced at the Metro station by the residential and retail improvements to be constructed by the Developer as part of a joint development project. The project, including Replacement Facilities, will be constructed pursuant to a Purchase, Sale and Development Agreement (Agreement) dated May 12, 2005 between WMATA and the Developer.

The public hearing was convened on Wednesday, April 4, 2007 at 6:40 p.m. at the Kilmer Middle School Lecture Hall, Room G107, 8100 Wolf Trap Road, Vienna, Virginia. As required by the WMATA Compact, official notice of the public hearing was published in The Washington Post on March 3 and 10, 2007. Notices were mailed to nearby property owners, community and civic associations, local and state officials and other organizations required by the Compact.

The proposed plans were made available for inspection prior to and following the public hearing, during normal business hours, at the following locations:

Washington Metropolitan Area Transit Authority
Office of the Secretary
600 Fifth Street, NW
Washington, DC 2001

Thomas Jefferson Regional Library
7415 Arlington Boulevard
Falls Church, VA

Tysons-Pimmit Regional Library
7584 Leesburg Pike
Falls Church, VA

II. SUMMARY OF THE PUBLIC HEARING

The formal public hearing proceedings were convened at 6:40 p.m. on Wednesday, April 4, 2007. Display boards and copies of the public hearing notice were available to

the public for their review and comment. The hearing was conducted by WMATA Board Member Catherine Hudgins. Approximately 15 people attended the hearing.

After an opening statement by Mrs. Hudgins, which explained the procedures of the public hearing, WMATA staff provided a brief overview of the process by which the Developer entered into an Agreement for the site. The Developer's representative, Chad DuBeau, described the functional, operational and visual aspects of the proposed development plan and WMATA Replacement Facilities. That presentation is summarized in Section III of this Report.

Two members of the public then testified: Mr. Lloyd Dean and Mr. Richard Young. The issues that they raised are addressed in Sections IV and VI of this Report.

The public hearing was adjourned at 7:16 p.m. after all the attendees who wished to testify had been given the opportunity to do so. Mrs. Hudgins announced that a transcript of the public hearing would be available for inspection at WMATA headquarters and that further testimony could be submitted until April 26, 2007, to the Office of the Secretary, 600 Fifth Street, NW, Washington, D.C. 20001.

III. SUMMARY OF STAFF PRESENTATION (WMATA AND DEVELOPER)

In 2003, WMATA's Office of Property Development and Management, which is charged with marketing WMATA properties for transit-oriented development at Metrorail stations, offered the 15-acre Dunn Loring-Merrifield Metrorail site for sale or lease. The triangular site, which is bordered by Gallows Road, Prosperity Avenue and Interstate 66, contains a number of WMATA facilities: 1,355 surface parking spaces (of which 37 are for Kiss & Ride patrons), 6 bus bays, and related facilities such as bicycle and motorcycle storage.

WMATA received multiple proposals from developers. In April 2004, after evaluation of all the proposals, including consultation with Fairfax County officials, WMATA's Board of Directors selected the Developer for the site. In September 2004, the Board approved the terms of a combined sale and long-term lease of the site, and in May 2005, WMATA and the Developer executed the Agreement.

One of the terms of the Agreement is that the Developer replace all WMATA parking, bus bays, and other facilities on the site. If onsite parking or bus bays must be taken out of service temporarily during construction, they must first be moved elsewhere on the site so that no existing spaces are lost during construction, or they can be moved temporarily off the site during construction, provided that reasonable walking distances to the station are maintained or that shuttle bus service is provided.

The table in Appendix E summarizes the Developer improvements and the improvements in WMATA facilities that were described during the hearing, and the three site plans in Appendix D show existing conditions, the overall development plan, and the proposed WMATA facilities.

The Developer will construct up to 720 residential dwelling units; up to 65,000 retail square feet, including a supermarket; and attendant underground and structured parking on property to be sold to the Developer. On property that WMATA will lease, the Developer will construct 60,000 square feet of retail space, of which a portion will be freestanding and a portion in a new WMATA parking structure. There will be dedicated parking on the leased property for the new retail, some on the surface and some in the parking structure. The retail is intended to serve the immediate community.

The WMATA facilities will be enhanced. There will be 2,000 parking spaces overall, an increase of 645 spaces. The 37 Kiss & Ride replacement spaces will be built at surface close to the station entrance plaza. The remaining spaces will be in a parking structure that will partially cover eight new bus bays, an increase of two over existing bus spaces. In addition, there will be two new bus layover spaces. Bus bays not covered by the parking structure will have individual shelters. The parking structure will have two separate ramping systems to handle the large number of cars served.

There will be new access to the site from surrounding roads. Merrilee Drive will extend from Merrifield Town Center, crossing Prosperity Avenue, and then bisect the site ending at Gallows Road. The extended Merrilee Drive will be the site's new "Main Street", providing shopping opportunities on both sides. The six-story WMATA parking structure will have access from Merrilee Drive and an exclusive entry road from Prosperity Avenue. Bus access will be from Gallows Road via Merrilee Drive. The bus bay area will have exclusive entry and exit points to and from Merrilee Drive, unlike the current access and egress that is shared with the Kiss & Ride parking area. Similarly, the new Kiss & Ride area will have its own exclusive entry/exit to Merrilee Drive. The Kiss & Ride area will be closest to the station entrance, followed by the bus bay area and then the garage. There will also be Kiss & Ride pickup and drop-off on Merrilee Drive during peak hours. Taxis can pick up and drop-off within the Kiss & Ride area.

There will be a covered pedestrian canopy between the WMATA parking structure and the station entrance that will also be used by bus patrons. There will be a new, landscaped entry plaza at the entrance to the station, adjacent to a portion of the retail development. New sidewalks within the development along Merrilee Drive and Gallows Road will provide safer and more pleasant walks to the station. There will also be sidewalks to the station entrance from Merrilee Drive between the Kiss & Ride and bus bay areas and between the bus bays and parking structure. A new traffic light on Prosperity at Merrilee Drive will provide for improved pedestrian safety as will refuge islands on Prosperity at Gallows Road and Merrilee Drive.

The plan provides for dedicated bicycle lanes on, and access from, Gallows and Prosperity, as well as a dedicated bike path on the exclusive WMATA parking structure road. There will be ample bike racks and lockers near the station entrance.

There will be new right turn entry lanes to Merrilee Drive and Prosperity Avenue from Gallows Road and a left turn lane to Gallows Road from Prosperity Avenue. Traffic studies have demonstrated to WMATA and to Fairfax County that these new lanes will accommodate the new development as well as increased WMATA parking spaces.

The development will be built in phases, as will the garage. In the initial phase, buses will be placed on Gallows and Prosperity and the existing bus bay/Kiss & Ride area will be compressed to handle Kiss & Ride only. The remainder will be used for other WMATA parking.

Approximately half of the garage structure furthest to the west will be built in the first phase, as well as a portion of the residential development. Following this stage, which is presently expected to last approximately a year, the second portion of the garage and the residential/retail will be constructed. Though all replacement parking can be accommodated on site under this scheme, to expedite residential/retail construction, the Developer is investigating also use of off-site parking either immediately adjacent to the site or close by with shuttle bus service to be provided.

IV. SUPPLEMENTAL TESTIMONY AND CORRESPONDENCE SUBMITTED FOR THE RECORD

Mr. Lloyd Dean and Mr. Richard Young testified at the hearing after the presentation by WMATA and the Developer. Mr. Dean later supplemented his testimony with correspondence submitted for the record. While expressing satisfaction with most of the plan, Mr. Dean stressed a concern about pedestrian safety across a wider Prosperity Avenue and a wider Gallows Road. He thought that this would continue to encourage people to drive short distances to the station. He also thought adequate timing for pedestrian crossings would slow traffic causing idling vehicles and greater pollution. Mr. Dean proposed an underground pedestrian walkway beneath Prosperity Avenue at Merrilee, lined with retail shops, similar to that at Crystal City to solve the problem that he believes will occur. Alternatively, he suggested an elevated walkway.

Mr. Dean further wrote that he thought that there is adequate distance to provide a deep tunnel at adequate grades of 5% in the approximately 900 feet between Wilton House condominium to the south and the proposed pedestrian plaza at the station on the north. He concluded that, with a tunnel, the planned pedestrian safety islands that reduce the amount of street available to motor vehicles and the expensive additional

traffic light could be eliminated.

Mr. Young reinforced Mr. Dean's concerns about safety, adding that it is indeed a very dangerous situation now. He also questioned the availability of additional parking for Metro patrons in the office building across Prosperity, stating that it is currently difficult to find parking there.

V. COMPACT ARTICLE VI, SECTION 15 – OTHER AGENCY REVIEW AND COMMENTS

Copies of the public hearing notice were sent to local agencies. No comment was received.

VI. RESPONSE TO ISSUES RECEIVED FOR THE RECORD

Staff considered the issues that Mr. Dean raised regarding pedestrian safety across a wider Prosperity Avenue and a wider Gallows Road and asked the Developer to review Mr. Dean's comments. However, staff is of the opinion that the solution that Mr. Dean proposes would be very costly given the relatively low number of projected pedestrian crossings. A traffic light and pedestrian islands would cost approximately \$200,000 and will be funded by the Developer, whereas a pedestrian tunnel would cost many millions of dollars, and no funding source has been identified. Also, successful underground retail must connect destinations that attract thousands of pedestrians per day. It is questionable that pedestrians traveling between the Wilton House condominium and the Metro station would produce enough volume.

Most importantly, however, staff judges that proposed improvements will provide a safe pedestrian crossing of Prosperity Avenue without impeding traffic flow. To improve pedestrian and vehicular access and safety between the station and Merrifield, the Developer will add a new traffic light with audible pedestrian countdown signals at crosswalks at Merrilee and Prosperity, along with raised pedestrian islands (refuges) that do not exist now. Further, commuter traffic approaching the station from the west along Prosperity Avenue will utilize the proposed exclusive access road to the WMATA garage. In this way, commuter traffic will be intercepted before it reaches the Merrilee-Prosperity intersection. The provision of multiple access points to WMATA parking will result in the smoothing of traffic on Prosperity, allowing adequate time for pedestrian crossings without slowing traffic. Further, WMATA will work with county and state highway officials to ensure that the proposed signal provides adequate pedestrian crossing times.

Staff will take into consideration Mr. Young's comments about unavailability of temporary parking for Metro patrons during construction in the office building across

Prosperity Avenue as it evaluates the Developer's construction plans and temporary parking solutions and monitors them. Staff maintains that a new traffic light and pedestrian islands at Merrilee and Prosperity should alleviate Mr. Young's concerns about safety for pedestrians crossing at that intersection.

VII. CORRESPONDENCE SUBMITTED ON THE PUBLIC HEARING STAFF REPORT

The Public Hearing Staff Report was released for a two-week public review period on June 4, 2007. Copies of the Public Hearing Staff Report were circulated to all interested individuals, groups and agencies as required by the Compact, including all parties who presented testimony or submitted statements for the public hearing record or requested copies of the report whether at the public hearing or otherwise. In addition, the Public Hearing Staff Report, including the public hearing transcript, was available for review in the Office of the Secretary.

By the close of the two-week public review period, June 18, 2007, no additional correspondence had been received.

VIII. STAFF RECOMMENDATIONS

Having considered the comments made at the public hearing and received in writing, staff recommends:

- Amending the Adopted Regional System (ARS) plan for the Dunn Loring-Merrifield station to include the proposed WMATA Replacement Facilities and upgrades presented at the public hearing.
- Monitoring of the Developer's plans for interim parking to ensure that proposed off-site, temporary parking does not include privately-owned parking spaces currently used by Metro commuters.

**APPENDIX A
WMATA PUBLIC HEARING NOTICE**

PROPOSED



NOTICE OF PUBLIC HEARING

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

PROPOSED RELOCATION OF BUS FACILITIES
AND PARKING AND ACCESS CHANGES AT DUNN LORING-
MERRIFIELD STATION

ORANGE LINE
FAIRFAX COUNTY, VA

**Public Hearing
& Docket Number**

Hearing No. 176
Docket No. R07-1

Date and Time

Wednesday, April 4, 2007
6:30 p.m. – 9:00 p.m.

Location

Kilmer Middle School –
Lecture Hall, Rm. G107
8100 Wolftrap Road
Vienna, Virginia 22182

The location of this public hearing is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, to participate in the public hearing should contact Ms. Danise Peña at 202-962-2511 or TTD: 202-638-3780 at least five days prior to the hearing in order for the Transit Authority to make necessary arrangements.



PURPOSE OF THE PUBLIC HEARING. Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) to amend its mass transit plan by the proposed relocation and reconfiguration of transit facilities at the Dunn Loring-Merrifield Metrorail Station (the "Station") in Fairfax County, Virginia. At the hearing, WMATA will receive and consider comments and suggestions about the proposals. The proposed design concepts may change as a result of this hearing.

WMATA PROPOSAL. On April 15, 2004, the WMATA Board of Directors designated Dunn Loring Metro LLC, an affiliate of Trammell Crow Residential (TCR), as developer of the approximately 15-acre Station site, and the parties executed a Purchase, Sale and Development Agreement on May 12, 2005. The development will displace WMATA's six bus bays and 1,355 surface parking spaces, which consist of 1,328 park-and-ride spaces and 37 Kiss & Ride spaces. All will be replaced on site. WMATA proposes that the existing 1,355 (1,328 park-and-ride and 37 Kiss & Ride) surface parking lot spaces be relocated and that the park-and-ride spaces be placed in a structure and increased by 645 spaces so that the park-and-ride and Kiss & Ride spaces will total 2,000. There will also be a realignment of roads and the relocation and an increase in the number of bus bays from six to eight. In addition, the plan provides for improved pedestrian and bicycle access to the Station.

TCR is required to replace or retain existing transit facilities on-site, if possible, and to maintain their full operation during the development of the project. Interim WMATA parking during construction of the project may, however, be off-site. If interim parking is further than 1,400 feet from the Station, the developer will provide shuttle service to such parking.

The WMATA Proposed Facilities Plan designates the proposed new locations for the bus bays and Kiss & Ride and park-and-ride parking. It also shows station pedestrian access improvements and alterations in internal roads required to accommodate the proposed mixed-use development on the site and the new WMATA parking structure. TCR will construct these replacement WMATA facilities at its own cost.

TCR proposes to build on-site up to 720 dwelling units and 85,000 sf of retail space on land to be sold by WMATA to the developer. On land that is retained by WMATA the developer will construct and operate 60,000 sf of retail space, a portion on ground leased from WMATA and a portion within the new WMATA parking structure, also leased from WMATA.

FACTORS SUBJECT TO CONSIDERATION. WMATA's Compact requires the Board, in amending the mass transit plan, to consider data with respect to current and prospective conditions in the transit Zone (which includes the Dunn Loring-Merrifield area), including, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the Nation's Capital; factors affecting environmental amenities and aesthetics and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as

“various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed” all as more particularly set forth in WMATA’s Compact.

INFORMATION AVAILABLE TO THE PUBLIC. A detailed public information package is available. The information package contains: 1) WMATA’s Compact which addresses compact public hearings in Article VI-Planning; 2) Project Narrative; 3) An Aerial of the site showing existing conditions; 4) A plan of the property showing the proposed location of the relocated/reconfigured roads, bus bays, Kiss & Ride area and park-and-ride structure; 5) A plan of the property depicting the proposed ground level development of the site; 6) Project Summary; 7) Proffer Statement dated November 30, 2006 and Development Conditions dated December 1, 2006; 8) the Dunn Loring-Merrifield Metro Station Rezoning, Conceptual Development Plan (RZ/FDP 2005-PR-039) and Proffered Condition Amendment, Conceptual Development Plan Amendment and Final Development Plan Amendment PCA/CDPA/FDPA #88-P-030 which was approved by the Fairfax County Board of Supervisors and which includes detailed plans showing the relocated/reconfigured roads, bus bays, Kiss & Ride area and park-and-ride structure dated September 21, 2005 revised through November 16, 2006; 9) Environmental Document summarizing key elements that respond to WMATA Compact requirements; 10) Phase I Environmental Site Assessment dated June 30, 2005; 11) Wetlands Survey dated June, 2005; 12) Environmental Noise Measurement and Noise Impact Assessment dated September 7, 2006; 13) Traffic Impact Study dated November 29, 2005, revised February 28, 2006; 14) Traffic Impact Study Addendum dated June 27, 2006; and 15) Transportation Demand Management Plan dated October, 2006.

In addition, the public information package is available for inspection and copying at the following locations: Thomas Jefferson Regional Library, 7415 Arlington Boulevard, Falls Church, VA, Tysons-Pimmit Regional Library, 7584 Leesburg Pike, Falls Church, VA, WMATA’s main office, 600 5th Street, N.W., Washington, D.C. 20001, in the Office of the Secretary and online at www.wmata.com/about/community. The changes to the WMATA facilities within the Dunn Loring Station depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING. All organizations or individuals desiring to be heard regarding the proposed amendment to the mass transit plan as it relates to the Station will be afforded the opportunity to present their views, make supporting statements and offer alternative proposals. To establish a witness list, individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name, address, telephone number and organization affiliation, if any, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth St. NW, Washington, D.C. 20001. Alternatively, you may fax this information to 202-962-1133. Requests to speak must be submitted by 2 p.m., Wednesday, April 4, 2007. Please submit only one speaker’s name per letter. Lists of individual speakers will not be accepted. Others present at the hearing may be heard after those persons on the witness list have been called and heard. Public officials will be heard first and will be allowed five minutes each to make their presentations. Other speakers will be allowed three minutes each and will be heard in the order of registration. Relinquishing of

time by one speaker to another will not be permitted. Those who are unable to speak at the hearing are encouraged to submit written statements.

HOW TO SUBMIT WRITTEN STATEMENTS. Written statements and exhibits may be submitted to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth St. NW, Washington, D.C. 20001. Alternatively, you may submit written statements by e-mail to public-hearing-testimony@wmata.com. Please reference the Hearing and/or Docket Number shown at the beginning of this document in your submission. Written statements must be received no later than 5 p.m. on Monday, April 16, 2007.

PROPOSED

**APPENDIX B
PUBLIC HEARING TRANSCRIPT**

PROPOSED

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
BOARD OF DIRECTORS

PUBLIC HEARING

PROPOSED RELOCATION OF BUS FACILITIES
AND PARKING AND ACCESS CHANGES AT
DUNN LORING-MERRIFIELD STATION
ORANGE LINE
FAIRFAX COUNTY, VIRGINIA

Hearing No. 176
Docket No. R07-1

Vienna, Virginia

Wednesday, April 4, 2007

1 PARTICIPANTS:

2 Before:

3 CATHERINE HUDGINS, WMATA Board of Directors

4 Speakers:

5 ROSALYN DOGGETT, WMATA
Office of Property Development and Management

6 CHAD DuBEAU, Trammell Crow Residential

7 LLOYD DEAN, Vienna, Virginia

8 RICHARD YOUNG, Fairfax, Virginia

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Adjournment

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P R O C E E D I N G S

(6:40 p.m.)

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2
3 MS. HUDGINS: Good evening. I'm
4 Cathy Hudgins of the Washington Metropolitan
5 Area Transit Authority's Board of Directors.
6 And this hearing is convened by the WMATA
7 Board of Directors to elicit the comments of
8 the public on the proposed relocation of bus
9 facilities and parking access changes at the
10 Dunn Loring-Merrifield Metrorail station.
11 Notice of this hearing was made by
12 publication in the Washington Post newspaper,
13 and a public information package was made
14 available at the Thomas Jefferson Regional
15 Library, the Tysons-Pimmit Regional Library,
16 and WMATA's main office.
17 The public information package
18 was also posted online at the web site of
19 www.wmata.com/about/community, the WMATA
20 website. In addition, notices were mailed to
21 property owners in the immediate vicinity of
22 the Dunn Loring-Merrifield Metrorail station.

1 Briefly, I will cover the procedure that
2 we will follow during the hearing. First,
3 we will hear a staff presentation on the
4 proposed project. Second, we will hear
5 from those persons who registered in advance
6 to speak at this public hearing. Public
7 officials will be heard first and will
8 be allowed five minutes. Then those who
9 registered in advance will be heard in the
10 order of registration and allowed three
11 minutes each.

12 Third, we will hear from anyone
13 present who indicates a desire to be heard,
14 and will be allowed three minutes each.
15 Please see Ms. Peña, whose hand is raised, if
16 you wish to speak tonight. This is Danise
17 Peña. Further testimony may be submitted in
18 writing until 5:00 p.m., Monday, April 16,
19 2007, to The Office of the Secretary, WMATA,
20 600 5th Street Northwest, Washington, D.C.,
21 20001. Alternatively, statements may be
22 faxed to (202) 962-1133 or e-mailed to

1 profanity will not be tolerated during the
2 public hearing. In addition, smoking is only
3 permitted outside on the sidewalk. If you
4 haven't already done so, please silence all
5 your cell phones.

6 A verbatim transcript will be made
7 of this hearing and a copy of the transcript,
8 when available, will be on the WMATA web
9 site at MetroOpensDoors.com. It may also
10 be reviewed at the Metro headquarters or
11 purchased from Beta Court Reporting, whose
12 telephone number is (202) 464-2400. Now, I
13 would like to call on Ms. Rosalyn Doggett
14 from WMATA for a staff presentation.

15 MS. DOGGETT: Thank you. As
16 Ms. Hudgins indicated, I'm Rosalyn Doggett,
17 a senior development staff member in
18 WMATA's Office of Property Development
19 and Management. My office is charged
20 with marketing WMATA properties for
21 transit-oriented development at Metrorail
22 stations. And in 2003, we offered our

1 15-acre Dunn Loring site to developers for
2 sale or lease and we received multiple
3 proposals. An affiliate of Trammell Crow
4 Residential was one of those that submitted a
5 proposal and theirs was to develop the site
6 for mixed uses, residential and retail.

7 In April of 2004, after evaluation
8 of all the proposals, including consultation
9 with Fairfax County officials, WMATA's Board
10 of Directors selected Trammell Crow as
11 developer for the site. In September of
12 2004, the Board approved the terms of a
13 combined sale and long-term lease of the site
14 to Trammell Crow, and in May of 2005, WMATA
15 and Trammell Crow executed a purchase, sale,
16 and development agreement. The site includes
17 a WMATA surface parking lot for approximately
18 1,355 cars, 6 bus bays, and related
19 facilities such as bicycle and motorcycle
20 storage. Access to the site is from Gallows
21 Road and Prosperity Avenue. One of the
22 agreement conditions is that TCR replace any

1 and all WMATA parking, bus bays, and so on,
2 on the site. If onsite parking or bus bays
3 must be taken out of service temporarily
4 during construction, they must first be moved
5 elsewhere on site so that no existing spaces
6 are lost during construction, or they can
7 be moved temporarily off the site during
8 construction provided that reasonable walking
9 distances to the station are maintained or
10 that shuttle bus service is provided.

11 Mr. Chad DuBeau of Trammell Crow
12 Residential will now describe the proposed
13 plans for the WMATA parking, access roads,
14 and other WMATA facilities. He has been
15 specifically directed not to go into a
16 detailed description of the development,
17 because that's not the subject of this
18 hearing, but he has provided boards for your
19 viewing and he certainly will give you an
20 overview of the development for context.

21 Mr. DuBeau.

22

1 MR. DuBEAU: Thank you, Rosalyn.

2 Thank you, Catherine.

3 Well, again, my name is Chad
4 DuBeau. I'm with Trammell Crow Residential.
5 I just want to thank everybody. And I'll
6 think just take a moment and thank everybody.
7 There's a lot of people in this room that I
8 would like to give thanks to for the success
9 of this project, WMATA included, the Board
10 of Supervisors, county staff, planning
11 commissioners, the list goes on and on.
12 We've been at this project for now over a
13 year and a half, coming on two, and trying to
14 make a successful project to integrate within
15 Metro's facilities at Dunn Loring Metro.

16 I thought what I might do is give
17 you a bit of an overview from a broader
18 scope and then we'll move in to the WMATA
19 facilities. There is an updated aerial. And
20 I'll be honest with you, this is the first
21 I've had an updated aerial. Most aerials
22 that I've seen have actually not shown some

1 of the development, and I know some of the
2 residents that are here tonight actually live
3 across the street. So I'm happy to finally
4 show an exhibit which actually has your
5 homes.

6 Dunn Loring Metro is a 15-acre
7 parcel. It is -- the perimeter streets are
8 I-66, Gallows Road, and Prosperity. And as
9 Rosalyn stated, there are today 6 existing
10 bus stops, 1,355 parking spaces, and 37 --
11 I believe I'm quoting this correct -- 37
12 kiss-and-ride spaces. When we took this
13 project on, and from an engineering and
14 planning perspective, the first thing we said
15 to ourselves was we're going to do no harm,
16 and, in fact improve the facilities and its
17 capacities. And that's exactly what we did
18 do: A year and a half of engineering and
19 planning to make the project real. And for
20 all these great pictures you see up here is
21 a great deal of effort, both from WMATA's
22 engineers and our design professionals.

1 Today, it's good to focus -- mainly
2 what I want to do is focus on the existing
3 points of interest on the -- entrance on the
4 property. Today, along Gallows Road, as
5 everybody knows this very well, the buses and
6 kiss-and-ride share the main entrance along
7 this portion of the street, which is along
8 Gallows. Again, 6 bus bays with 37 parking
9 spaces for kiss-and-ride internal, and then
10 2 points of entrance for the park-and-ride
11 facility along Prosperity, both here and
12 here. And the reason why I want to note that
13 is because in a proposed plan we've increased
14 the number of access points as well as added
15 density to the Metro facilities.

16 And let me move to the next
17 exhibit. Taking even a little bit a further
18 step back in the planning efforts, this
19 project -- in 2001, Fairfax County adopted
20 a comprehensive plan. And I'll only spend a
21 few moments in speaking to this, but for the
22 residents I think it's good to know how long

1 it took and what a great effort the county
2 and citizens did to come to a point where
3 they finally agreed on what they want to see
4 in the future planning of the site.

5 There are two major nodes within
6 Merrifield. One is a town center site, which
7 you're actually seeing, is one of the
8 existing phases being built today, the first
9 phase, and Dunn Loring Metro. In these two
10 nodes the amount of intensity for development
11 was pushed to these two areas, and what falls
12 in between is a connector street known as
13 Merrilee, which just recently, about six to
14 nine months ago, finally now punches through
15 Prosperity. The town center I won't speak
16 to tonight, but it's important to see it in
17 context with all of Merrifield. This is a
18 main point of interest obviously with the
19 transit on top as well as this connecting
20 road, which is going to connect ultimately
21 the town center, again Merrilee Road.

22 As we get into the development I'm

1 going to talk a little bit about the overall
2 development. Briefly, it is a 15-acre parcel
3 and we have what -- our agreement through
4 WMATA is that we're going to build a facility
5 for Metro, increasing their total parking
6 count from 1,355 to 2,000 spaces, comprised
7 between park-and-ride facilities and
8 kiss-and-ride facilities with a bus facility
9 in the middle here. Again, we're maintaining
10 the existing count of kiss-and-ride of 37
11 spaces with additional queue links for
12 taxicab and drop-off areas. The bus
13 facility, which contains six bus stops today,
14 is now going to have eight total with two
15 additional areas for areas for layover, for
16 additional capacity for WMATA beyond the
17 eight. And in the park-and-ride facility
18 there are going to be 1,960 spaces then
19 provided for park-and-ride facilities.

20 So that comprises the WMATA
21 facilities. The rest of the development,
22 we have the ability to build up to 720

1 residential units and 125,000 square feet of
2 retail. A large portion of that residential
3 and retail will sit with the perimeter
4 streets of existing Gallows Road, existing
5 Prosperity, and a new proposed Main Street
6 which will divide essentially a large portion
7 of the Metro facilities from the residential
8 and retail.

9 Of the 125,000 square feet of
10 retail, 60,000 square feet will reside north
11 of Main Street. It's important to note that
12 it's broken in four parts. These four parts,
13 two of which stand alone and two actually
14 sit in the ground floor space of the Metro
15 facility, the first shelf essentially of the
16 garage. And you can see that in some of the
17 perspectives, particularly over here to my
18 right. You see the standalone retail area
19 with the Metro garage with the additional
20 retail underneath the ground floor. And in
21 that perspective you can't quite see this
22 portion, but this is standalone as well.

1 Marriott as well as the Halstead. And
2 obviously the extension I spoke of from
3 Merrilee will continue through the property
4 and then head northeast towards Gallows Road.
5 Another entrance point here and then another
6 entrance point here.

7 Now, I do want to speak to what's
8 shared and what's not shared. Metro facility
9 and retail, this will be a public road,
10 essentially, providing access for buses,
11 retailers, and residents. The buses will
12 then travel through this distance here into
13 the Metro facility where they will then fall
14 into the garage on the ground floor and
15 proceed back into the bus transfer area.
16 Park-and-ride people have two points of
17 entrance in the Metro facility. One is along
18 Main Street here, conveniently more located
19 on Merrilee and Prosperity, but you obviously
20 still have access from Gallows Road. An
21 additional access point which is here, which
22 is only used by Metro and by no other user

1 than Metro, with its paying tollbooth here
2 and located here and entering the garage here
3 to provide access for the remaining portion
4 of the garage. Again, an additional
5 tollbooth here to provide for paying
6 customers entering.

7 The Metro facilities are fairly
8 simple in that all the ramping systems which
9 exist to provide access for a majority of the
10 garage is on the west end. There are two
11 ramping systems -- that's done -- to increase
12 traffic flow within the Metro facility, to
13 provide greater circulation in and around the
14 Metro facility. So if you're parked here,
15 you can use one ramp; if you're parked here,
16 you can use the other ramp. It gets you down
17 quicker and it gets you more -- and it gets
18 you up quickly.

19 The bus facility, again, I won't
20 speak to in much detail. We've created
21 a great effort to design this area so it
22 accommodates WMATA's requirements and

1 specifications for turning radiuses and to
2 make sure it can accommodate in a safe
3 manner. And the kiss-and-ride facility here,
4 again noting that we've provided a greater
5 distance for drop-off and taxicab service.
6 Taxicab service will be provided here closest
7 to the Metro area. And kiss-and-ride
8 drop-off will actually start from here. It's
9 noted during the day that these retailer
10 parking spaces will have signage which will
11 allow retailers to park here, but during peak
12 hours they will be shut down to provide an
13 additional lane for Metro commuters coming in
14 and out of the kiss-and-ride area starting
15 from this point closest to Gallows, traveling
16 around to that point. So it actually creates
17 a longer area for people to be dropped off at
18 the Metro.

19 And I will tell you the design to
20 date has gone through an intense review. And
21 a large part of what is shown today is really
22 a collective thought of the citizens, the

1 staff, and WMATA's engineers to come up with
2 the best program we felt was the safest
3 environment for someone visiting the commuter
4 -- a commuter visiting the site.

5 Let me take a step back and point
6 out some elevation. This elevation here
7 clearly shows the entrance along Main Street
8 and Gallows, and shows the retail, which is
9 shown here and there. And then with the
10 kiss-and-ride entrance then coming out, you
11 can see this vehicle here. And as the buses
12 proceed down they'll enter the main entrance
13 for the bus facility here. So this gives
14 you a bit of idea as far as how this will
15 look in perspective with the retail and the
16 residential buildings across the street.

17 This perspective's a little bit
18 higher up. And the reason why we provided
19 this perspective is, one, just to see that --
20 or show the open nature of the garage. While
21 there is parking above the bus transfer area,
22 there is adequate height and more so, more

1 than almost two stories in height underneath
2 the Metro facility, providing access for the
3 buses. And it gives you a sense of scale
4 of how actually high that is, and providing
5 proper ventilation and safety and daylight
6 coming into the Metro facility underneath
7 it for the bus transfer area.

8 And again, this, if you didn't
9 know, is 66. This is an existing pedestrian
10 bridge, which will not be touched at all
11 during the development of the site; we'll
12 maintain. And actually with that existing
13 bridge we're going to be connecting a
14 proposed covered access, which will provide,
15 for people parking in the Metro facility,
16 again, 1,960 spaces, covered access from the
17 main elevator into the covered access along
18 the pedestrian bridge.

19 Let me see here. This is a bit
20 -- a closer in shot of the covered access I
21 spoke about. This is the main elevator cabs,
22 which provide access for the other levels

1 above, and this is the main pedestrian canopy
2 along with the buses that you'll see
3 underneath the Metro facility.

4 These are some elevations that
5 you'll see looking onto the garage from
6 Main Street -- will get you a sense of
7 size and scale as well as the architecture
8 articulation we've provided here in the way
9 of coloring and providing some demarcation as
10 far as exactly where the main entrance to the
11 Metro facility is for pedestrians.

12 Taking a step back, I focused a
13 little bit on traffic. What I'd like to now
14 focus on is pedestrian access to the site.
15 There are multiple things that are being
16 provided in the way for a pedestrian to enter
17 the site that are not provided today. There
18 are two additional crosswalks, so we're going
19 to complete the crosswalks along Prosperity
20 and Gallows. There are two additional
21 crosswalks as well as one crossing Main
22 Street at Merrilee and Prosperity, and

1 additional crosswalks here for this person
2 here. And they're intended -- this a main
3 vehicular access point, so we haven't shown
4 other than a sidewalk and bikes.

5 People riding bikes have actually
6 two points of entrance in the property, one
7 along Gallows. We've expanded to provide a
8 Gallows Road section for a right-hand turn
9 lane into the property and a right-hand turn
10 lane into Prosperity, which is not provided
11 today, but also a five-foot bike path. So a
12 five-foot bike path will be provided from the
13 point of the -- beginning of the bridge all
14 the way down to Prosperity. For those riding
15 on bikes along Prosperity coming from the
16 west, there is an eight-foot bike path which
17 then will be provided on the backside of
18 the Metro facilities, along with pedestrian
19 sidewalks, which will then terminate here.

20 We have the capacity to provide
21 or the requirement to provide over 100 bike
22 racks in this general area where the bicycles

1 can either provide racks various places, both
2 covered and sheltered, in these main points
3 underneath the garage as well as providing
4 bus shelters along here.

5 Other points of interest I
6 think it's important to note in the WMATA
7 facilities, the main public plaza. Now, we
8 designed the space mainly from the feedback
9 we received from the community. When you
10 come off the Metro you want to really kind of
11 have an experience, and what we've provided
12 here is landscaping with structural planning
13 and planters with benches fronting the main
14 retail node here, so it's a nice presence.
15 As you walk off the Metro, you're actually
16 entering a pretty pleasant environment.

17 So, in short, I do want to just
18 talk a little bit about how the parking is
19 provided over here. There is an existing
20 surface parking lot. This is not for Metro
21 use, this is for retail use. And there are
22 some additional parking spaces provided

1 underneath Metro facilities on the lower
2 footprint of this portion of the garage,
3 which then provides elevated access to other
4 points of the site. So you can park here at
5 the retail and then walk through.

6 I do have some additional -- you'll
7 see on the west end here. This is the west
8 end of the Metro facility. Again, this is
9 the far west end, so this is some of the
10 retail you see here with the garage set back
11 here. And this is the main park-and-ride
12 entrance along Main Street, which is shown
13 here with a tollbooth that you can see here.

14 The other thing that Rosalyn
15 mentioned was -- I'm going to step away and
16 talk a little bit on how this project is
17 going to be constructed. It's not an easy
18 task at hand when you have to build this
19 project but also provide for parking along
20 the way. So every time we build spaces or,
21 you know, build an element of the project or
22 some phase of the garage, we have to make

1 sure we secure onsite and offsite parking
2 equal to what we're displacing, so we have
3 come up with a plan. Let me reach by you
4 here.

5 Initially the area of the Metro
6 parking space will be done in this way. One,
7 the buses will actually come offsite. We've
8 looked at engineering both with the help of
9 Fairfax County and WMATA provide WMATA buses
10 both on the east side and on the west side
11 of Gallows Road, and then moving buses here
12 along Prosperity and here as well. What that
13 does is open the way for area -- and you can
14 see this pretty clear on the -- by moving
15 the bus facilities off it creates an area in
16 which we can take to then park. And that's
17 exactly what we're accomplishing in addition
18 to consolidating the kiss-and-ride into this
19 darker blue area.

20 When that's provided offsite we're
21 going to park these areas in light blue and
22 park these areas in light blue and then begin

1 construction of the initial phase of the
2 Metro facility and a portion of the
3 residential and retails portions across the
4 street. That will proceed. And then once
5 the first phase of the Metro garage is
6 complete, that adds quite a bit of parking
7 spaces to which we will then occupy Metro
8 facilities in one phase and then which will
9 allow to free up the rest of the site for
10 additional construction. So that will happen
11 roughly in a period of a year it will take to
12 build this, then occupy the following year.
13 We'll then complete the remaining portion of
14 the Metro facilities.

15 This plan actually provides for all
16 onsite parking. To expedite the parking, we
17 have looked at other areas within Merrifield
18 to provide for offsite parking. And it's
19 important to note these are areas which are
20 point of investigation. We are looking at
21 parking spaces around the Metro property.
22 And just to give you an idea of areas we're

1 looking in across the street and existing
2 office buildings that could be provided
3 elsewhere, we think this one's more
4 convenient and continue to talk with these
5 folks as well as some parking along Gallows
6 Road further down. There is a requirement
7 that if we're farther than 1,400 feet from
8 the site we have to provide a shuttle
9 service.

10 So I think in combination with
11 offsite parking, we can expedite the
12 construction, which is an advantage for
13 residents and other areas that live by it.
14 So our goal is to provide offsite parking.
15 However, what I've shown you here is a scheme
16 that will allow us to build the initial phase
17 of the Metro facilities within a year to get
18 the ample -- to get enough parking spaces
19 so it frees up the remaining portion of the
20 site.

21 And that's all I really had on the
22 Metro facilities themselves. Is it Q&A or do

1 I sit down now?

2 MS. HUDGINS: There's no Q&A.

3 MR. DuBEAU: I sit down, okay.

4 MS. HUDGINS: It's for the public
5 hearing.

6 MR. DuBEAU: Okay, thank you.

7 MS. HUDGINS: Thank you very much.

8 Okay, as I indicated, there is one speaker
9 signed up, and that is Lloyd Dean. Is
10 Mr. Dean here? Mr. Dean, you may come to
11 this location. You have three minutes to
12 speak. Thank you. You can take the seat
13 right here.

14 MR. DEAN: Yeah, I guess it's on.
15 Thank you. First of all, I want to say that
16 I think most of the proposal is very good.
17 I think it would be a big improvement to the
18 community. My one real concern with it is
19 pedestrian safety, especially safety crossing
20 Prosperity and this Merrilee Road. Your
21 studies -- "your" being Metro studies --
22 already show a low pedestrian use of the

1 Dunn Loring facility, and I have observed
2 this. I've observed people even who live
3 within a couple blocks of the place driving
4 the kiss-and-ride to avoid crossing the
5 street in person. The current proposal would
6 result in a major increase in traffic. It
7 would widen Prosperity and Gallows Road and
8 make Merrilee a through road. All that would
9 make the pedestrian safety issue -- it would
10 increase the issue. And you add several
11 additional pedestrian crossings, which I
12 don't think would solve that much of the
13 problem, but it would interfere with motor
14 vehicle traffic. You wouldn't get near as
15 much increased motor vehicle traffic as you
16 would hope by widening Gallows and Prosperity
17 Avenue with all those pedestrian crossings.

18 Well, what do I propose? My
19 suggestion would be an underground pedestrian
20 walkway similar to what Crystal City has.
21 There's been a mention that there's a problem
22 with the ramps. Well, most of the entrances

1 to that facility are ramped slow enough that
2 they are useful for a handicapped person.
3 They do meet those standards. If they don't
4 quite meet the standards, they come close
5 and the general ideal could be used. So I
6 would suggest an underground walkway, with
7 underground shops, between the Metrorail
8 station on and across Merrilee and Prosperity
9 Avenue.

10 If for some reason there's a big
11 problem with that, an elevated walkway could
12 serve the purpose, although it wouldn't gain
13 you the extra shops underneath. I think
14 everyone would win. There'd be the improved
15 pedestrian safety, there'd be better motor
16 vehicle traffic without pedestrians in the
17 way. Metro would get more pedestrian and
18 vehicle traffic, which would be more revenue
19 for Metro. The developer could have
20 increased numbers of shops, increased number
21 of pedestrians coming to them, which should
22 increase their sales, their lease costs.

1 They ought to be very happy with that. The
2 county would have increased sales, which
3 means more taxes. And finally, it'd be much
4 more environmentally sound than having all
5 these cars being driven to park-and-ride and
6 the bus services between them.

7 MS. HUDGINS: Thank you very much.

8 MR. DEAN: Thank you.

9 MS. HUDGINS: Thank you very much,
10 Mr. Dean.

11 As indicated, there's only one
12 person signed up. Are there others that
13 would like to speak at the public hearing?
14 Anyone interested in speaking at the public
15 hearing? Yes, if you will come down and give
16 your name, and you should give your name and
17 address, please.

18 MR. YOUNG: Good evening. My name
19 is Richard Young. I live at 8902 Glenbrook
20 Road in Fairfax. I'm also a co-owner of one
21 of the condominium units at Wilton House,
22 which is across Prosperity from the site.

1 And I want to reinforce everything that
2 Mr. Dean said, that it is indeed a very
3 dangerous pedestrian situation now. My wife
4 crosses there every day and it's hazardous
5 now, and with the increased traffic it's
6 going to get worse. So I'd like to have you
7 focus on that especially. And I see also
8 that something that during your interim
9 planning it's set up so that that bus traffic
10 is going to be there also, to interfere with
11 the people who are trying to cross Prosperity
12 at that point. So please consider that when
13 you establish the provisions for the buses to
14 service the facility.

15 I would also comment on your plan
16 for finding the additional offsite parking in
17 the existing office building. My wife parks
18 there and some days it is very difficult
19 today to find a parking place for her. That
20 place is full, so I think you have to look
21 somewhere else. Thank you.

22 MS. HUDGINS: Thank you very much.

1 Is there anyone else who wishes to speak?
2 Anybody else wishing to speak at the public
3 hearing? Seeing, hearing no one else, absent
4 anyone else wishing to speak, then I guess
5 we close the public hearing at this time.

6 I want to remind you that the
7 record is open until 5:00 p.m. on April
8 16th, and that you may provide -- also get
9 information from the website. Thank you very
10 much. Thank everyone for coming out and hope
11 you will follow the results of the Metro
12 Board action. Thank you.

13 (Whereupon, at 7:16 p.m., the
14 PROCEEDINGS were adjourned.)

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**APPENDIX C
CORRESPONDENCE FOR THE RECORD**

PROPOSED

**ADDITIONAL COMMENTS RELATED TO
HEARING No. 176 Docket No. R07-1
OF APRIL 4 REGARDING THE MERRIFIELD STATION**

Introduction

After the April 4 meeting was over, one person stated that my proposal for tunnels was unrealistic because of the amount of space required. Therefore, I am presenting one way that it could be done. This may not be the best way.

One Possible Implementation

It was stated that one would have to dig down about 14 feet for such a tunnel and that the maximum grade would be 5 %. Therefore, one needs about 280 feet for the ramp.

The distance from the (current) entrance to the Merrifield station to the North side of the extended Merilee Drive would be about 300 feet. The entrance is to be made a miniature park with several trees and could easily have the North entrance to a tunnel added.

At the North side of Merilee Drive, one could make an "L" to the ramp by adding an East-West segment of about 50 feet. This segment would give plenty of additional ramp length (if needed) and also allow storefronts on both sides of the North-South horizontal segment discussed below.

It is over 500 feet from the Northern edge of Merilee Drive to the Southern edge of Prosperity Ave. Even allowing 100 feet for utility, HVAC, and janitorial space, this North-South horizontal segment would allow the addition of 900 feet of storefront! Since the pedestrian traffic for the busses would also travel through the tunnel, there would be plenty of customer traffic to make underground stores thrive.

The South end of the tunnel could exit on the sidewalk next to Prosperity Avenue. 300 feet West of the North-South horizontal segment would be approximately in front of the park-like area immediately North of the Wilton Condo and near both the planned bus stop and proposed additional pedestrian crosswalk. With the tunnel, the planned pedestrian safety islands (which reduce the amount of street available to motor vehicles) and the expensive additional traffic light could be eliminated.

A Summary of the Advantages of a Tunnel

The tunnel would substantially increase pedestrian safety. The safety of both pedestrians living nearby and those taking a Metro Bus to the station would be greatly improved.

Having pedestrians use the tunnel would substantially improve the flow of motor vehicle traffic. The plans to increase the number of lanes on surrounding streets will only have a small effect if the motor vehicle traffic is impeded by pedestrians.

Having safer pedestrian access and less congested motor vehicle access would each improve Metro utilization.

Adding 900 feet of storefront would substantially increase the return for the developer.

Adding storefront underground would allow much greater density without making the appearance of the community being overcrowded.

The stores would create additional jobs in the county and provide useful services to the pedestrians.

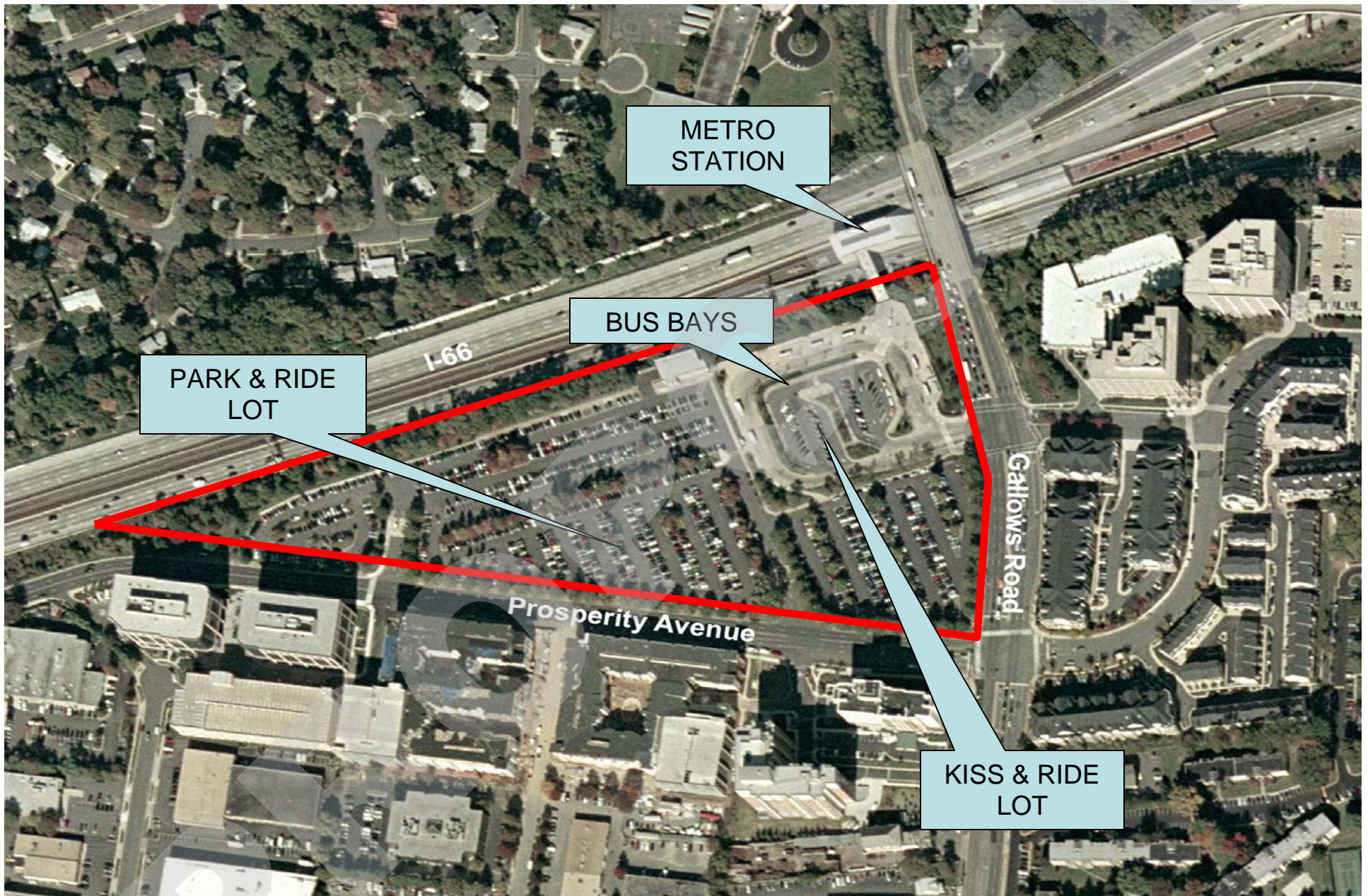
The county would get added property taxes and sales taxes from the added stores.

Finally, everyone would benefit from the reduced air pollution of not having motor vehicles stuck in traffic due to pedestrian impediments.

**APPENDIX D
PLANS SHOWING EXISTING WMATA FACILITIES,
GROUND LEVEL DEVELOPMENT PLAN,
AND FUTURE WMATA FACILITIES**

PROPOSED

DUNN LORING – METRORAIL STATION



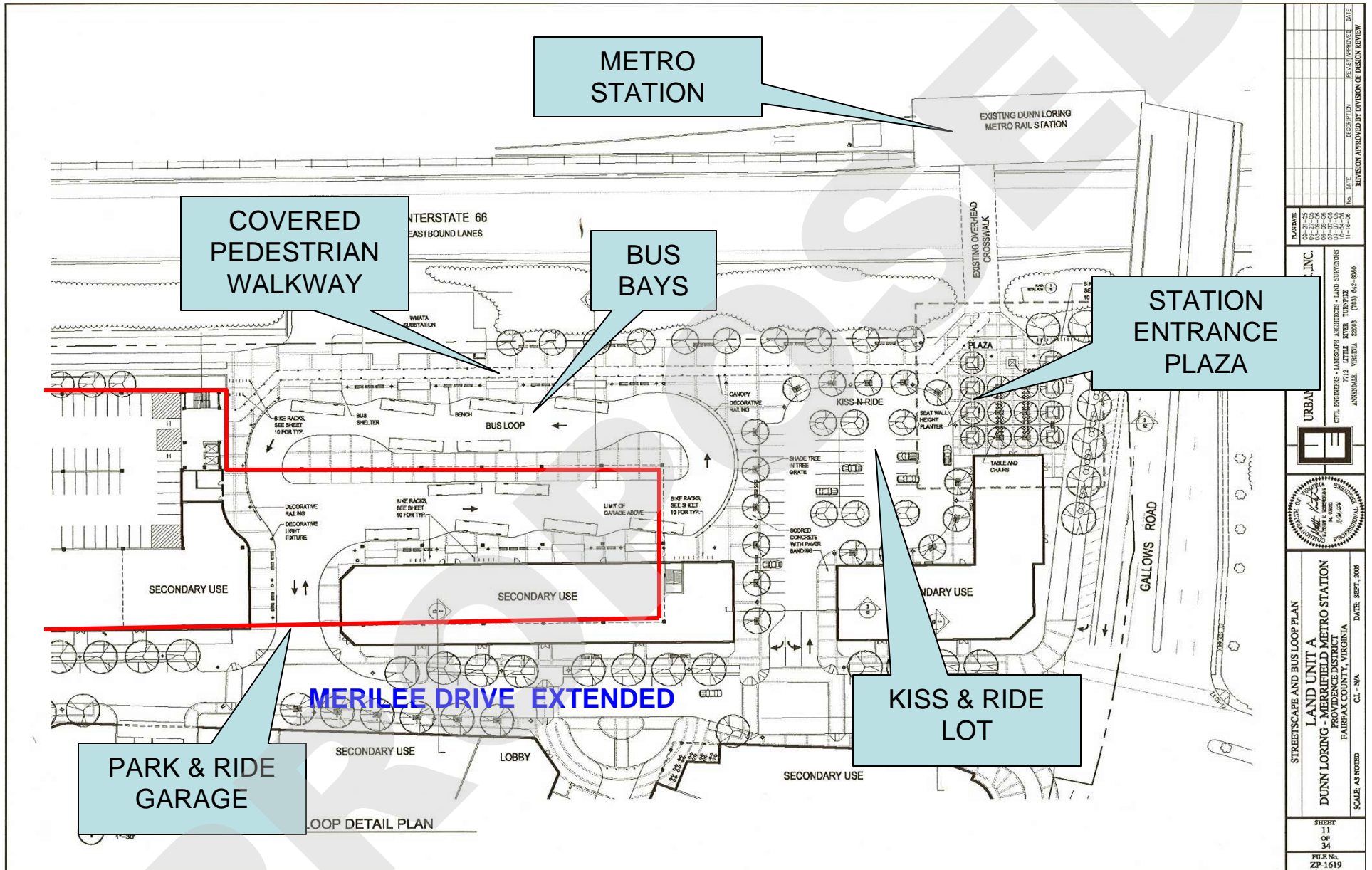
EXISTING WMATA FACILITIES

DUNN LORING – METRORAIL STATION



GROUND LEVEL DEVELOPMENT PLAN

DUNN LORING – METRORAIL STATION



FUTURE WMATA FACILITIES

NO.	DATE	DESCRIPTION	DESIGNER	DATE
1	08-27-08	ISSUED FOR PERMIT	LANDSCAPE ARCHITECTS - LAND SERVICES	08-27-08
2	08-28-08	REVISION APPROVED BY DIVISION OF DESIGN REVIEW	LANDSCAPE ARCHITECTS - LAND SERVICES	08-28-08
3	09-02-08		LANDSCAPE ARCHITECTS - LAND SERVICES	09-02-08
4	09-03-08		LANDSCAPE ARCHITECTS - LAND SERVICES	09-03-08
5	09-03-08		LANDSCAPE ARCHITECTS - LAND SERVICES	09-03-08
6	09-03-08		LANDSCAPE ARCHITECTS - LAND SERVICES	09-03-08
7	09-03-08		LANDSCAPE ARCHITECTS - LAND SERVICES	09-03-08
8	09-03-08		LANDSCAPE ARCHITECTS - LAND SERVICES	09-03-08
9	09-03-08		LANDSCAPE ARCHITECTS - LAND SERVICES	09-03-08
10	11-16-08		LANDSCAPE ARCHITECTS - LAND SERVICES	11-16-08

LANDSCAPE ARCHITECTS - LAND SERVICES 7712 LITTLE RIVER TURNPIKE ANNANDALE, VIRGINIA 22003 (703) 946-8000	URBAN	DATE: SEPT., 2008
STREETSCAPE AND BUS LOOP PLAN LAND UNIT A DUNN LORING - MERRIFIELD METRO STATION PROVIDENCE DISTRICT FAIRFAX COUNTY, VIRGINIA		SCALE: AS NOTED
SHEET 11 OF 34	FILE No. ZP-1619	

APPENDIX E
SUMMARY OF IMPROVEMENTS PROPOSED AT
DUNN LORING-MERRIFIELD METRORAIL STATION

PROPOSED

SUMMARY OF IMPROVEMENTS PROPOSED AT DUNN LORING-MERRIFIELD METRORAIL STATION (15 acre site)		
	EXISTING	PROPOSED
WMATA PARKING	1355-space surface lot including 37 Kiss & Ride	2000 spaces 1963 in garage 37 Kiss & Ride surface pickup/dropoff on Merrilee Drive extended
BUS BAYS	6	8
PEDESTRIAN AMENITIES	access through parking lot	new sidewalks new traffic light/pedestrian island at Merrilee and Prosperity covered walkway to garage plaza at station entrance
BICYCLE SERVICES	lockers	bike path plus lockers
WMATA RETAIL	0	60,000 sf
DEVELOPER RETAIL	0	65,000 sf new supermarket
RESIDENTIAL DEVELOPMENT	0	up to 720 dwellings

**DUNN LORING 15-ACRE PARCEL
LOCATED AT THE SOUTHWEST CORNER OF THE INTERSECTION OF
ROUTE 66 AND
GALLOWS ROAD, FAIRFAX COUNTY, VIRGINIA
ENVIRONMENTAL DOCUMENT**

INTRODUCTION

Dunn Loring Metro LLC (DLM) was selected by the Washington Metropolitan Area Transit Authority (WMATA or Metro) to develop Alexan Dunn Loring (subject property), a 15-acre parcel of land currently improved with a 1,355-space surface Metro parking lot and a WMATA structure. The property is located adjacent to the Dunn Loring-Merrifield Metro Station at the southwest corner of the intersection of Route 66 and Gallows Road, in the City of Fairfax, Fairfax County, Virginia. To secure the development rights to the property, DLM will fund the construction of an above-grade, structured parking garage and Kiss-& Ride Lot totaling 2,000 parking spaces and 8 bus bays at the Dunn Loring-Merrifield Metro Station. The parking garage will replace the existing 1,355-space surface Metro parking lot. In return, DLM will develop up to 720 multifamily units as well as approximately 125,000 square feet of ground floor retail and associated parking on the current parking lot site.

This Environmental Document describes the existing operations and conditions at the Metro Station and then discusses the environmental amenities, aesthetics, and impacts of the proposed project.

EXISTING OPERATIONS AT DUNN LORING-MERRIFIELD METRO

The subject property consists of an approximately 15-acre parcel of land that is improved with a 1,355-space parking lot (Kiss & Ride and Park and Ride lots for the Dunn Loring-Merrifield Metro station), and an approximately 4,000-square-foot, two-story concrete structure that houses transformers and other electrical equipment that is owned and operated by WMATA. A pedestrian bridge connects the adjacent Dunn Loring-Merrifield Metro station with the northeast corner of the subject property. The subject property is triangular in shape and includes the Metro platform, Kiss & Ride and Park and Ride lots, eight bus bays, and associated gates/fee collection booths. The remainder of the subject property consists of small landscaped areas and sidewalks.

The area surrounding the subject property is used primarily for residential and commercial purposes and includes recently completed office buildings, new condominiums, apartments, and a hotel.

ENVIRONMENTAL AMENITIES AND AESTHETICS OF THE PROJECT

General Layout

A boulevard-style road will link the new Merrilee Drive extension on the south side of the Property with Gallows Road on the east. A community plaza on the north side of Prosperity Avenue will serve as a focal point for residents of the new buildings and adjacent uses. A new access point on the western end of the Property will improve access to the Metro facilities and separate a portion of commuter traffic from vehicles accessing the onsite residential or retail uses.

Incorporated into the design are the streetscape improvements and pedestrian connections. Sidewalks are proposed along the Property's frontage on Prosperity Avenue and Gallows Road, as well as along the proposed "Main Street." Planting strips along each of the primary roadways separate pedestrians from motorists, thereby ensuring pedestrian safety. Ground-level architectural treatments will offer pedestrians visually pleasing experiences as they explore the Property's inviting ambience. The new Metro parking facilities and residential buildings respect the height setbacks established in the Plan and the Zoning Ordinance. The residential buildings are located beyond the 200-foot setback from I-66 required under the Zoning Ordinance, ensuring noise impacts from the highway are minimized. Benches, tables, attractive landscaping and outdoor restaurant seating will line the development's primary internal roadways, offering residents, commuters and visitors alike a sense of scale and place that accentuates the urban design.

Metro Facilities

The northeast portion of the Property currently comprises a surface kiss-and-ride facility and a bus facility. This portion of the Property is immediately adjacent to a pedestrian bridge that spans eastbound I-66, providing access to the Dunn Loring Metro station, which is located in the median of I-66. The balance of the Property contains a fee-based surface parking area that is primarily utilized by Metro riders as a Park and Ride facility. Currently, a total of 1,355 parking spaces exist on the Property. Vehicular traffic currently accesses the Property at three points. Buses and patrons utilizing the Kiss & Ride facility have access at Gallows Road. Metro Park and Ride patrons access the fee-based surface parking lot at two points on Prosperity Avenue.

The proposed development significantly increases the parking available to Metro riders while improving the traffic flow for Kiss & Ride patrons and buses. The existing fee-based surface parking will be replaced with structured parking located along the northern portion of the Property, adjacent to I-66. These new facilities will include 645 additional parking spaces for Metro riders, a 48% increase over existing conditions.

The development also significantly improves the circulation on site. Metro buses will load and unload passengers on the ground floor of the middle portion of the northern garage, gaining access to the bus bays via Gallows Road and Prosperity Avenue. Kiss & Ride patrons will be discharged on the northeastern portion of the Property adjacent to the metro entrance, while Park and Ride customers will enter the garage at one of two entrance points: one from an individual entrance at the western portion of the Property and one from the new proposed Main Street. Fare collection will occur within the new garages, allowing for maximum separation of and minimum conflict between Metro-related vehicles and those vehicles accessing the residential and retail buildings. By providing multiple access points to the Metro garage facilities, the Applicant's proposal distributes vehicle trips entering and exiting the Property during peak periods. It is anticipated that most park-and-ride customers will utilize the western-most access point to the site. A new, covered walkway will protect Metro riders walking from the new parking structures to the existing pedestrian bridge over I-66 to the station platform.

Residential Buildings

The development will include three residential buildings on the south side of the internal boulevard-style road. The buildings will include a maximum of 720 dwelling units. Parking for the residential uses (and the ground-floor support retail) will be provided in structured facilities constructed both below and above-grade, with the residential units above.

Three mid-rise buildings, with an option of one high-rise building, are proposed on the southern edge of the Property. The above-grade parking will be architecturally treated or wrapped in retail in order to screen them from view. Plaza areas accessible only to residents and guests of the residential buildings would be constructed above the top level of the residential parking garages. These unique plazas will offer high quality designs with substantial landscaping, providing residents with a peaceful, private gathering place in which to seek sanctuary from the nearby highway and transit station. Passive recreation amenities, benches and similar design features are also expected.

The three residential buildings will include substantial amenities for residents, such as fitness facilities, a business center, media center and similar high-quality services. Building materials for the residential buildings will be selected from among brick, pre-cast concrete, hardi-plank, steel and glass.

Retail Uses

The development also includes up to 125,000 square feet of pedestrian-scale retail space. The retail space will be provided as in-line retail space located on the ground floor of the structured parking facilities on either side of the internal boulevard-style road. The front doors of the retail space will be flush or nearly-

flush with the edge of the parking structure, offering an urban design in the form of a traditional Main Street. Parking for all of the retail space will be provided in the structured parking facilities beneath each residential buildings and WMATA garage, as well as in surface spaces.

POTENTIAL ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

The environmental impacts expected from the proposed project are anticipated to be minimal because the footprint of the proposed project will be the same as the existing footprint of the developed area on the subject property. The proposed project does not involve the acquisition of private property. It is anticipated that the proposed project will not negatively impact surrounding neighborhoods, wetlands, floodplains, water resources, rare, threatened and endangered species, hazardous materials, or historical and archaeological resources listed on or eligible for the National Register of Historic Places.

Stormwater

A comprehensive wetlands survey was conducted by Wetlands Studies and Solutions, Inc. in June 2005. This report concluded that no jurisdictional wetlands or other waters of the U.S. are present at the site. Therefore, the proposed project will not affect wetlands, floodplains, surface, or ground water quality.

Stormwater quantity and quality will be affected by the proposed project. The Virginia Department of Conservation and Recreation (DCR) will requires a Virginia Stormwater Management Plan General Permit for Discharges of Stormwater for Construction Activities. DCR's construction site stormwater permits are based upon EPA's construction stormwater general permit, and require construction site operators to develop and implement a stormwater pollution prevention plan that uses best management practices for erosion and sediment control at the construction site. The site will also need an approved Erosion and Sediment Control (ESC) plan from Fairfax County.

Utilities

The proposed project will affect existing utilities. The design team will verify that local utilities are capable of providing the services associated with the garage structure, private dwelling units, and retail properties. On-site water lines, storm drains, and underground and overhead power lines, as well as existing telephone lines, fiber optic lines, storm drains, sanitary sewers, and other distribution conduits will be relocated to allow for site development. Any changes to the utility infrastructure will be localized and conducted in a manner to attempt to avoid disruptions to service.

Urban Wildlife

Existing conditions on the subject property provide little in the way of habitat (e.g., food, water, shelter) for most wildlife species found in urban areas. The

site is almost entirely paved with small tree islands scattered about the parking lot. The proposed project would create some habitat although not significantly more than currently exists on the property. As such, there would be a temporary but minor disturbance to the very limited existing urban wildlife on the subject property during construction.

Noise

An acoustical study by Miller, Beam & Paganelli, Inc. was conducted to assess noise levels at the subject property in September of 2006. The survey was used in conjunction with projected traffic volume increases through 2030. It was determined that noise levels at the residential and public outdoor recreational areas would be shielded from traffic noise and less than the 65 dBA Ldn criterion. This represents a commonly used sound level descriptor which relates the degree of environmental noise to its subjective annoyance and is known as the day-night average sound level, abbreviated DNL or Ldn. It is the A-weighted decibel (simulating human hearing and denoted dBA), 24-hour average sound level with noises during the nighttime hours (10 p.m. through 7 a.m.) mathematically increased by 10 decibels to account for increased sensitivity to noise at night.

Outdoor noise levels in a proposed outdoor day care play area will require a noise wall. Interior noise levels in the residential building will vary considerably according to distances from the sources, orientation, and shielding. Interior noise levels will be controlled to less than 45 dBA Ldn interior criterion using upgraded windows and, possibly, wall constructions.

Noise levels will increase temporarily during the construction period. Construction noise specifications will ensure that any disturbance to adjacent communities will be minimized. The developers will adhere to noise regulations stipulated in the Fairfax County Code Ordinances.

Air Quality

The proposed project is not expected to cause or exacerbate a violation of the applicable National Ambient Air Quality Standards (NAAQS). It is expected that construction-related effects of the proposed project will be limited to short-term increased fugitive dust and mobile source emissions. Once completed, the parking garage will house approximately 600 additional cars per day. Many of these drivers may be shortening their commutes by parking at the Metro facility. Additionally, approximately 1,150 underground parking spots will be provided for residents of the housing units. Many of these residents are expected to use Metro for commuting purposes or walk to nearby office buildings. Increased emissions may occur as result of a higher volume of automobiles in the area. However, increases will be relatively small and are not expected to have an adverse effect with respect to NAAQS.

Transportation

The development proposal extends Merrilee Avenue into the Property and connects it to Gallows Road with the boulevard style road or "Main Street." The development will also incorporate several transportation improvements along Gallows Road and Prosperity Avenue, including (i) new turn lanes; (ii) a new access point on the western edge of the Property for commuters accessing the WMATA facilities; (iii) additional right-of-way and medians along Prosperity Avenue, consistent with the development across the street; and (iv) the removal of an existing left-turn movement from the Property onto Prosperity Avenue, replacing it with a right-in/right-out. With these improvements in place, the site would be able to accommodate new residential and retail development as well as the expansion of the WMATA parking garage. As part of the rezoning application for the Dunn Loring Metro site, a traffic impact study was filed with Fairfax County and Virginia Department of Transportation (VDOT) staff that assessed the impacts of the proposed new uses on the surrounding roadway network. This study, dated November 29, 2005 and revised through June 27, 2006, provides an analysis of the number of trips that would be generated by the development of the proposed residential and retail uses, as well as a WMATA park-and-ride expansion of 645 parking spaces (2,000 spaces total).

Construction Phasing

Throughout any phase of construction of the proposed development, at least 1,355 parking spaces (existing number of spaces today) must be available to Metro patrons. The project will be built in multiple phases and a construction phasing plan will be developed in consultation with the developer/contractor, WMATA, and county officials for the proposed development. The construction phasing plan may require temporary off-site parking to offset any parking spaces displaced on-site. The construction phasing plan will include measures to ensure a safe passage to the Metro station for Metro patrons during any/all phases of construction.

ZONING COMPLIANCE

The development was approved by Fairfax County Board of Supervisors December 5, 2006. The Comprehensive Plan ("Plan") envisions that the Property will be redeveloped with a mix of uses, with residential use as a major component. The Plan envisions that the focal point of this development will be a public plaza that is located at the terminus of the Merrilee Drive extension. The Plan envisions that the plaza and the street-level retail will help create a more urban and people-oriented place that provides convenient retail services and encourages pedestrian movement between the Metro station and the planned (and now developed) high-intensity development to the south. Further, the Plan envisions that any redevelopment of the Property will result in improved

vehicular and pedestrian circulation on-site and will result in increased parking spaces available for Metro users.

The Plan's recommendations are intended to ensure continued viability and use of the Dunn Loring Metro station by neighboring commuters, while permitting the development of a new community focal point at the north end of Merrifield that is walkable, transit-oriented and compatible with existing development in the area.

The proposed development fulfills the vision set forth in the Comprehensive Plan for a renewed and improved Metro station by achieving a creative balance and mix of transit-related services, service retail and residential uses at the Dunn Loring Metro station. The development creates an urban-style, walkable community directly adjacent to a rail transit station, with a high-quality community plaza serving as a focal point of the development. It follows the recommendations of the Plan and incorporates many of the design elements envisioned for this focal point of Merrifield's continuing evolution. It also offers the opportunity to address two major needs in the area: additional parking for Metro users and affordable housing options in proximity to transit service.

CONCLUSION

The development will fulfill a community vision for the area. It is expected that the creation of this "town center" urban-style setting will attract and then cater to walkers, shoppers, and metro riders in a pedestrian-friendly setting. The environmental impacts from the proposed project are expected to be minimal since all development will occur within the footprint of a currently developed site. The proposed project will promote the use of public transportation and is very much in line with Fairfax County's revitalization plan for this area.

RELIANCE

This Environmental Document was prepared at the request and under the direction of WMATA for use in the compact hearing process for the development. This Environmental Document may be relied upon WMATA only in the context of the compact hearing process for the development.