

**McLean Citizens Association Resolution**  
**Tysons West Metro Station**  
**Special Exception Amendment 2008-MD-034**  
**Tax Maps 29-3 ((1)) 02C1, 53, 53A, 57H and 57J**  
**October 5, 2011**

**Whereas**, Metropolitan Washington Airports Authority (MWAA) on behalf of Washington Metropolitan Area Transit Authority (WMATA) seeks to amend Special Exception (SE) 2008-MD-034 which established the Tysons Spring Hill Metro station use at the corner of Route 7 and Spring Hill Road; and,

**Whereas**, the SE originally proposed a north entrance pavilion in the VDOT right-of-way adjacent and parallel to Route 7; and,

**Whereas**, the Special Exception Amendment (SEA) proposes to relocate the entrance pavilion to the northeast and rotate it in excess of 90 degrees to align it with two future office buildings being proposed by the Georgelas Group, LLP (Georgelas); and,

**Whereas**, the entrance pavilion would be constructed by MWAA and Georgelas would dedicate the land in fee simple; and,

**Whereas**, the SEA further proposes a temporary Kiss & Ride (KR) facility on the east side of the entrance pavilion with 28 spaces of surface parking and ingress/egress onto Spring Hill Road; and,

**Whereas**, the KR facility would also be constructed by MWAA on an easement granted by Georgelas; and,

**Whereas**, in the future, a permanent KR facility would be incorporated into the ground floor of a future Georgelas high-rise office building that would be constructed, by Georgelas, on the same site; and,

**Whereas**, peak hour traffic at the facility would be 90 cars per hour; and,

**Whereas**, the proposed KR facility entrance on Spring Hill Road would only be 90 feet from the Route 7 and Spring Hill Road intersection, in violation of VDOT's road standards; and,

**Whereas**, the applicant is applying for a VDOT exception that would permit an entrance into the KR facility from Spring Hill Road with the proviso that the turning movements would be limited to right turn in and right turn out; and,

**Whereas**, during heavy traffic the proximity of the KR entrance to the Route 7 intersection will cause vehicles to stack within the facility when the signal is red; and,

**Whereas**, vehicles that exit the facility and attempt to turn left onto Route 7 will have very limited distance in which to change lanes; and,

**Whereas**, the Georgelas Spring Hill Station rezoning proposes to construct new streets in the immediate neighborhood, one of which is referred to as Retail Circle; and,

**Whereas**, when built, Retail Circle would provide additional access to both the temporary and permanent KR facility from the north; and,

**Whereas**, the additional access to the KR facility from Retail Circle, in conjunction with the other proposed streets, would provide motorists with better connections to the facility;

**Now, therefore, be it resolved** that the McLean Citizens Association supports SEA 2008-MD-034 provided Retail Circle or a temporary access road connects to the proposed Kiss & Ride facility from the north prior to the facility becoming operational.

cc: Linda Smyth, Providence District Supervisor  
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