McLean Citizens Association Resolution
West Falls Church Metro Service and Inspection Yard
Special Exception Amendment 85-D-033-02
7305 M Idylwood Road
Tax Maps 40-3 ((1)) 85, 86, 91A, 93B and 40-1 ((1)) 25B

April 1, 2009

Whereas, Washington Metropolitan Area Transit Authority (WMATA) currently operates a Metro service and inspection yard in West Falls Church under special exception (SE) permit SE 85-D-033-01 in support of the Orange Line operations; and,

Whereas, Washington Metropolitan Airports Authority (MWAA), acting in coordination with the Virginia Department of Transportation (VDOT), seeks to amend SE 85-D-033-01 to expand the facilities of the yard to provide operational support of the Silver Line Metrorail extension to Dulles Airport and Loudoun County; and,

Whereas, the subject properties comprise 39 acres in the R-1 and R-2 zoning districts; and,

Whereas, the SEA proposes a new 23,000 square foot shop annex building; and,

Whereas, five (5) track segments would be added to store up to 40 additional Metro cars, specifically the rolling stock inventory of the Silver Line;

Whereas, the yard would connect to the Silver Line tracks via a tunnel running under the eastbound lanes of the Dulles Access Road Extension to a surface portal in the median; and,

Whereas, this yard expansion would require a new traction power substation, proposed to be housed in a 2,800 square foot building, 20 feet in height; and,

Whereas, the number of employees on-site will increase by 40 from approximately 80 to 120; and,

Whereas, an additional 21 parking spaces adjacent to the shop annex will be provided bringing the site's total to 156 parking spaces; and,

Whereas, the northeastern portion of the special exception amendment (SEA) properties lies within a Pimmit Run Resource Protection Area (RPA) and a stormwater management facility would be constructed within the RPA to buffer the runoff from this new construction; and,

Whereas, this Metro facility has been the subject of noise complaints from the community for many years; and,

Whereas, the yard currently employs a short-radius loop track that is a well-known high noise generator; and,

Whereas, the applicant proposes to cover a 1,038-foot portion of the loop track with a sound box to reduce this noise; and,

Whereas, an existing SE development condition states, "*Noise measurements shall be taken during hours of peak activity on the site. The maximum noise level generated by this facility shall not exceed 55 dBA Ldn off-site.*"; and,

Whereas, this development condition has been deleted from the SEA application; and,

Whereas, the Zoning Ordinance requires 30% tree coverage, however only 20% is provided as the applicant maintains it is exempt from the tree coverage requirement;

Now, therefore, be it resolved that the McLean Citizens Association opposes the SEA 85-D-033-02 unless the following condition are met:

1. The SE development condition limiting peak hour noise to 55 dBA Ldn is retained,
2. The materials and construction of the loop track sound box provide for the effective attenuation of the high frequency steel wheel on steel rail noise,
3. The applicant agrees to meet a noise sound level of 70 dBA Lmax off-site in accordance with WMATA's criteria for single event maximum airborne noise level (Lmax) from Metrorail operations in low-density residential areas.
4. Upon completion of engineering design and prior to construction of the sound box, the applicant shall submit the design and expected attenuation and peak sound levels at the property line to the Planning Commission for review.
5. Tree coverage is increased to 30%.

cc: John Foust, Dranesville Supervisor
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