



APPLICATION ACCEPTED: June 19, 2008
PLANNING COMMISSION: February 26, 2009
BOARD OF SUPERVISORS: March 30, 2009 @ 3:30 p.m.

County of Fairfax, Virginia

February 18, 2009

STAFF REPORT

CRD

APPLICATION PCA/FDPA 2004-LE-012

LEE DISTRICT

APPLICANT:	Redbrick Development Group, LLC and MDP Groveton, LLC
ZONING:	PRM, HC, CRD
PARCEL(S):	92-2 ((1)) 13A 93-1 ((1)) 97, 98 93-1 ((38)) 1, 4, 7
ACREAGE:	4.59 acres
FAR:	1.80
OPEN SPACE:	20%
PLAN MAP:	Office with an option for Mixed-use
PROPOSAL:	To amend the proffers, conceptual and final development plans for RZ 2004-LE-012 previously approved for mixed use development at an overall FAR of 1.80, to permit modifications to the proffers and site design with no change in FAR.

STAFF RECOMMENDATIONS:

Staff recommends approval of PCA 2004-LE-012 and the Conceptual Development Plan subject to the execution of the proffers consistent with those contained in Appendix 1 of the staff report.

St.Clair Williams

Department of Planning and Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5509
Phone 703-324-1290 FAX 703-324-3924
www.fairfaxcounty.gov/dpz/



Staff recommends approval of FDPA 2004-LE-012 subject to the proposed development conditions contained in Appendix 2 of the staff report and the Board of Supervisors' approval of PCA 2004-LE-012.

Staff recommends that the service drive requirement along Richmond Highway be waived.

Staff recommends that the transitional screening requirements along the eastern and western property lines be modified to that shown on the CDPA/FDPA.

Staff recommends that the barrier requirements along the eastern and western property lines be waived.

Staff recommends that PFM Section 6-0303.8 be waived to permit the use of an underground detention facility and a separate underground water quality control facility in a residential area subject to the development conditions entitled Waiver #22564-WPFM-002-1 conditions, dated December 2, 2008, and contained in Appendix 12 of the staff report.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

The approval of this rezoning does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.



Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Proffered Condition Amendment

PCA 2004-LE-012

Applicant: REDBRICK DEVELOPMENT GROUP, LLC AND MDP GROVETON, LLC

Accepted: 06/19/2008

Proposed: AMEND RZ 2004-LE-012 PREVIOUSLY APPROVED FOR MIXED USE DEVELOPMENT TO PERMIT SITE MODIFICATIONS

Area: 4.59 AC OF LAND; DISTRICT - LEE

Zoning Dist Sect: SOUTHWEST QUADRANT OF THE INTERSECTION OF RICHMOND HIGHWAY AND MEMORIAL STREET

Located:

Zoning: PRM

Overlay Dist: CRD HC

Map Ref Num: 092-2- /01/ /0013A 093-1- /01/ /0097
/01/ /0098 /38/01/0001
/38/01/0004 /38/01/0007

Final Development Plan Amendment

FDPA 2004-LE-012

Applicant: REDBRICK DEVELOPMENT GROUP, LLC AND MDP GROVETON LLC

Accepted: 06/19/2008

Proposed: AMEND FDP 2004-LE-012 PREVIOUSLY APPROVED FOR MIXED USE DEVELOPMENT TO PERMIT SITE MODIFICATIONS

Area: 4.59 AC OF LAND; DISTRICT - LEE

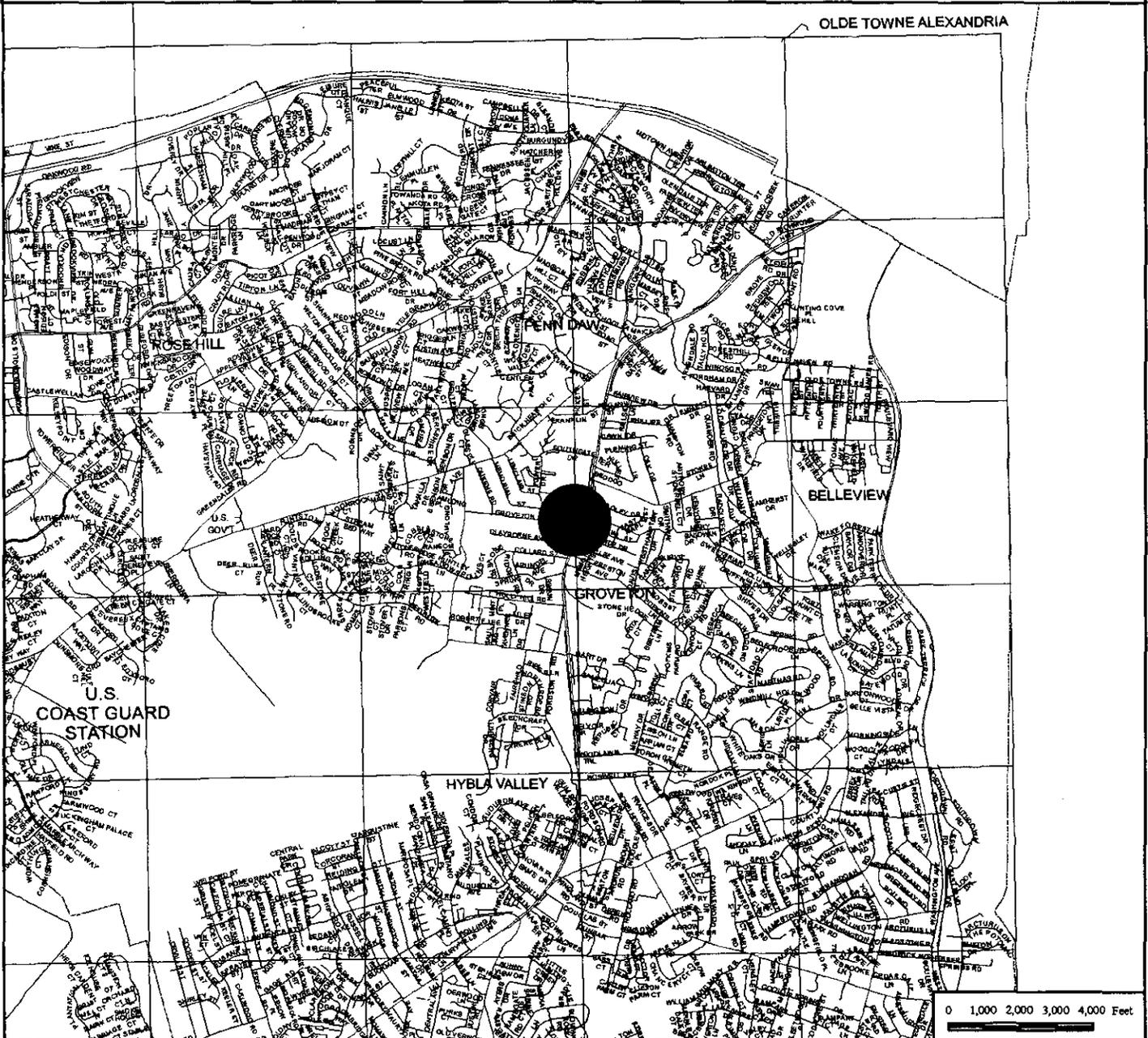
Zoning Dist Sect: SOUTHWEST QUADRANT OF THE INTERSECTION OF RICHMOND HIGHWAY AND MEMORIAL STREET

Located:

Zoning: PRM

Overlay Dist: CRD HC

Map Ref Num: 092-2- /01/ /0013A 093-1- /01/ /0097
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Zoning: PRM

Overlay Dist: CRD HC

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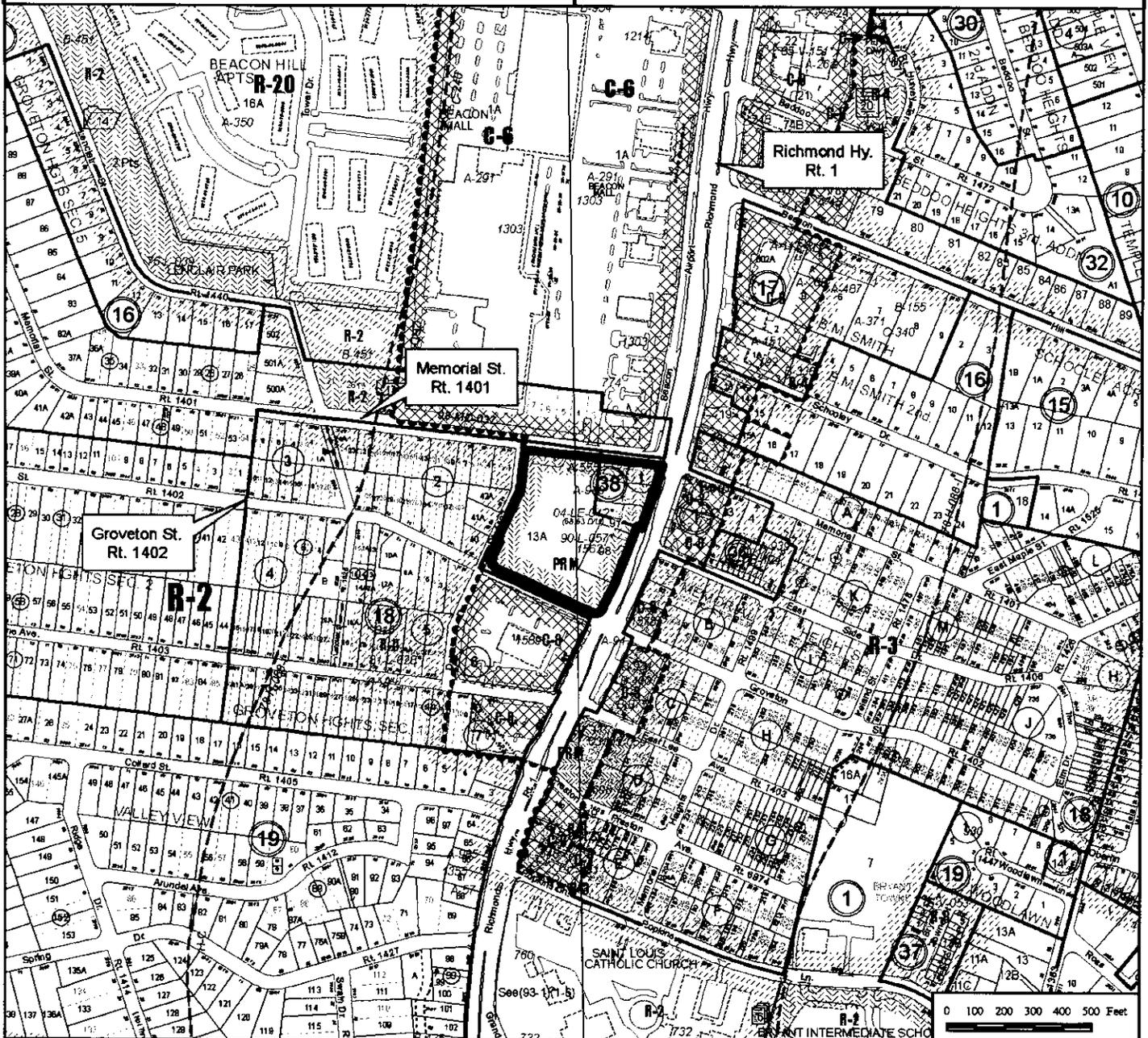
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Zoning: PRM

Overlay Dist: CRD HC

Map Ref Num: 092-2- /01/ /0013A 093-1- /01/ /0097
/01/ /0098 /38/01/0001
/38/01/0004 /38/01/0007



THE HEIGHTS AT GROVETON

PROFFERED CONDITION AMENDMENT/FDPA

LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

MAY 16, 2008

REVISED 12-2-08

OWNER

MDP GROVETON, LLC
9232 FOREST HAVEN DRIVE
SUITE 100
ALEXANDRIA, VA 22309
TELEPHONE: 703.780.1932
FAX: 703.780.1779

APPLICANT

MDP GROVETON, LLC
9232 FOREST HAVEN DRIVE
SUITE 100
ALEXANDRIA, VA 22309
TELEPHONE: 703.780.1932
FAX: 703.780.1779

REDBRICK DEVELOPMENT GROUP, LLC
1816 H STREET NW
SUITE 600
WASHINGTON, DC 20006
TELEPHONE: 202.393.6080

ATTORNEY/AGENT

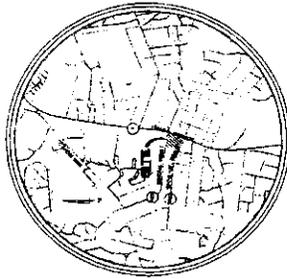
WALSH, COLUCCI, LURELEY, EMRICH & TERPAK, PC
COURTHOUSE PLAZA THIRTEENTH FLOOR
2200 CLARENDON BLVD.
ARLINGTON, VA 22201
TELEPHONE: 703.528.4700
FAX: 703.525.3197

ENGINEERS/LANDSCAPE ARCHITECTS

THE BC CONSULTANTS
12800 FAIR LAKES CIRCLE
SUITE 100
FAIRFAX, VA 22033
TELEPHONE: 703.449.8100
FAX: 703.449.8108

ARCHITECTS

THE PRESTON PARTNERSHIP, LLC
3141 FAIRVIEW PARK DRIVE
SUITE 415
FALLS CHURCH, VA 22042
TEL: 703.205.0930



VICINITY MAP
SCALE: 1" = 200'

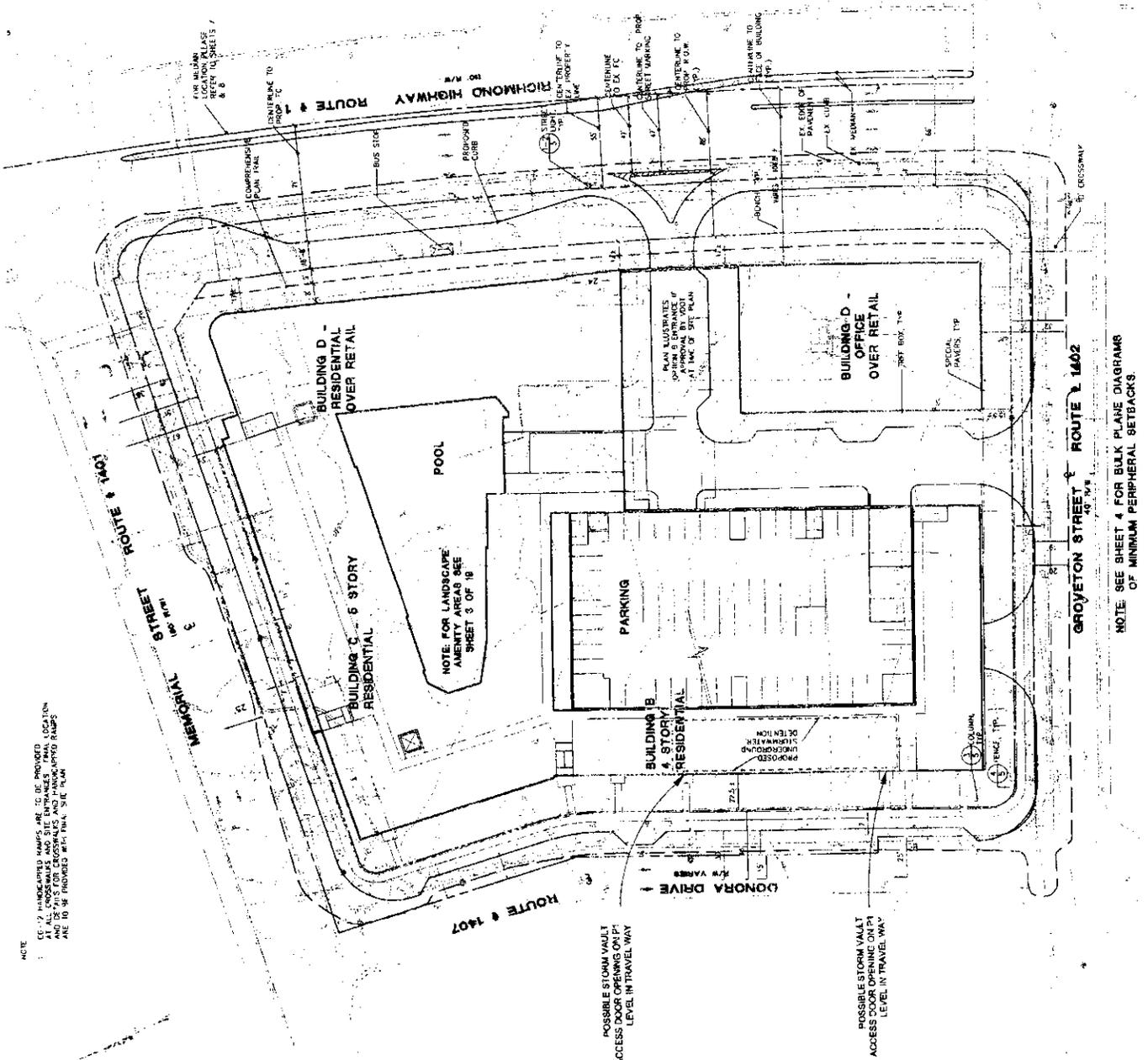
SHEET INDEX

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- 7a. RICHMOND HIGHWAY/RT. 1 INTERIM ROAD IMPROVEMENTS / OPTION B
8. RICHMOND HIGHWAY/RT. 1 ULTIMATE ROAD IMPROVEMENTS / OPTION A
- 8a. RICHMOND HIGHWAY/RT. 1 ULTIMATE ROAD IMPROVEMENTS / OPTION B
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DESIGNED BY: PPK	DATE: 12/22/08
DRAWN BY: PPK	DATE: 12/22/08
CHECKED BY: PPK	DATE: 12/22/08
SCALE: AS SHOWN	
PROJECT NO.: 08-0048-01-CG	
SHEET NO.: 5-11	
DATE: 12/22/08	
PROJECT: THE HEIGHTS AT GROVETON	
LOCATION: 20A	
LAYOUT: 20A	
DATE: 12/22/08	
PROJECT: THE HEIGHTS AT GROVETON	
LOCATION: 20A	
LAYOUT: 20A	
DATE: 12/22/08	



CURVE TABLE

CURVE	LENGTH	ANGULAR	CORD	AREA	PERIMETER
1	13.37	15.00	13.37	0.214	13.37
2	13.37	15.00	13.37	0.214	13.37
3	13.37	15.00	13.37	0.214	13.37
4	13.37	15.00	13.37	0.214	13.37

SITE TABULATIONS:

EXISTING ZONE: ZPD (COMMERCIAL, REDEVELOPMENT) OVERLAY DISTRICT 1

PRM, HC (HIGHWAY CORRIDOR)

4.59 AC ± OR 191,656 SF ±

57 AC ± OR 42,573 SF ±

3.62 AC ± OR 151,421 SF ±

3.07 FAR ± OR THIS ZONE

PROPOSED GROSS FLOOR AREA: 580,000 GSF

PERCENTAGE OF USE: 28,000 GSF

SECURABLE USES: 70,000 GSF

OFFICE: 51,000 GSF

OTHER: 1,000 GSF

TOTAL SPACES PROVIDED: 681 SPACES

PERCENTAGE USE: 44% SPACES

MULTI-FAMILY RESIDENTIAL: 44% SPACES

OFFICE: 10% SPACES PER FAR

STORMWATER: 76" (2,000 GPD) (2,000 GPD) (1,000) MS

3,200 SF / 1,000 SF ± (1.0)

PARKING SPACES PROVIDED: 681 SPACES

LOADING SPACES REQUIRED: 1 SPACES

UNDEVELOPED OPEN SPACE REQUIRED (20% OF G.S.A.): 0.918 AC ± OR 39,980 SF ±

UNDEVELOPED OPEN SPACE PROVIDED (20% OF G.S.A.): 0.918 AC ± OR 39,980 SF ±

MAXIMUM BUILDING HEIGHT PROVIDED: 8'

COMMENTS:

1. THE COMPREHENSIVE PLAN DESIGNATES THIS AREA AS THE ORIGIN REDEVELOPMENT AREA AND RECOMMENDS AN OFFICE USE AT A MINIMUM INTENSITY OF 10% OF THE MAXIMUM DENSITY OF THE ORIGIN ZONE. THE MAXIMUM DENSITY OF THE ORIGIN ZONE IS 20% TO ALLOW THE PRM ZONE. THE MAXIMUM DENSITY OF THE COMPREHENSIVE PLAN ASSIGNMENT WAS BASED ON THE PROPOSED FAR OF THIS REZONING.

2. A MAXIMUM OF 5 SPACES ARE REQUIRED PER SECTION 11-200 OF THE ZONING ORDINANCE. THE LOADING SPACES TO BE PROVIDED ARE GOAL TO 3.5% OF THE GROSS FLOOR AREA OF THIS PART SHALL HAVE GENERAL APPLICATION AS DETERMINED BY THE OFFICER.

3. PARKING COUNT BASED ON GROSS G.F.A. AND NET R.F.F.A.

4. REFER TO PROFILES FOR 7.01.

LEGEND:

LIMITS OF CLEARING & GRADING

EXISTING BULKHEAD

STREET JOINT

10' OR MORE FROM PROJECTIONS TO BE MAINTAINED (10' MIN. DIST.)

BEACH

10' OR MORE FROM PROJECTIONS TO BE MAINTAINED (10' MIN. DIST.)

NOTE: SEE SHEET 4 FOR BULK PLANE DIAGRAMS OF MINIMUM PERIPHERAL SETBACKS.

GENERAL NOTES:

- THE PROPERTY DESCRIBED ON THIS PROPOSED DEVELOPMENT PLAN IS LOCATED IN THE RICHMOND HIGHWAY DISTRICT, PARCELS 9B, 9C, 9D, 9E, 9F, 9G, 9H, 9I, 9J, 9K, 9L, 9M, 9N, 9O, 9P, 9Q, 9R, 9S, 9T, 9U, 9V, 9W, 9X, 9Y, 9Z, 10A, 10B, 10C, 10D, 10E, 10F, 10G, 10H, 10I, 10J, 10K, 10L, 10M, 10N, 10O, 10P, 10Q, 10R, 10S, 10T, 10U, 10V, 10W, 10X, 10Y, 10Z, 11A, 11B, 11C, 11D, 11E, 11F, 11G, 11H, 11I, 11J, 11K, 11L, 11M, 11N, 11O, 11P, 11Q, 11R, 11S, 11T, 11U, 11V, 11W, 11X, 11Y, 11Z, 12A, 12B, 12C, 12D, 12E, 12F, 12G, 12H, 12I, 12J, 12K, 12L, 12M, 12N, 12O, 12P, 12Q, 12R, 12S, 12T, 12U, 12V, 12W, 12X, 12Y, 12Z, 13A, 13B, 13C, 13D, 13E, 13F, 13G, 13H, 13I, 13J, 13K, 13L, 13M, 13N, 13O, 13P, 13Q, 13R, 13S, 13T, 13U, 13V, 13W, 13X, 13Y, 13Z, 14A, 14B, 14C, 14D, 14E, 14F, 14G, 14H, 14I, 14J, 14K, 14L, 14M, 14N, 14O, 14P, 14Q, 14R, 14S, 14T, 14U, 14V, 14W, 14X, 14Y, 14Z, 15A, 15B, 15C, 15D, 15E, 15F, 15G, 15H, 15I, 15J, 15K, 15L, 15M, 15N, 15O, 15P, 15Q, 15R, 15S, 15T, 15U, 15V, 15W, 15X, 15Y, 15Z, 16A, 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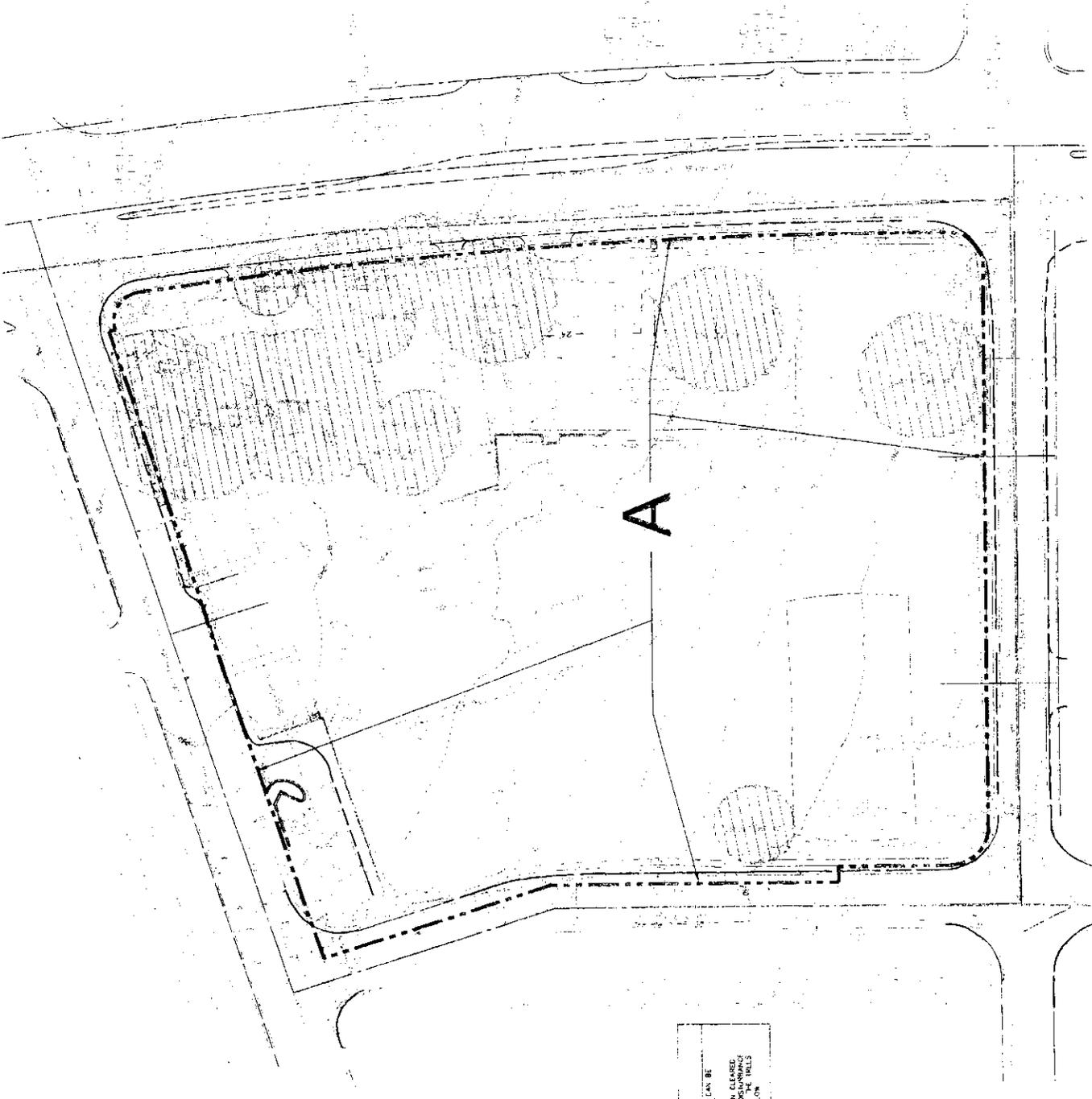
16-501 CONCEPTUAL DEVELOPMENT PLAN COMMENTS:

- A. VICTIM MAP AS SHOWN ON PLAN
- B. PROPERTY LINE INFORMATION AS SHOWN ON PLAN
- C. REFER TO THE SITE TABULATIONS ON SHEET 2 FOR OVERALL SITE AREA
- D. SCALE AND NORTH ARROW AS SHOWN ON PLAN
- E. TOPOGRAPHY AS SHOWN ON PLAN
- F. PROPOSED USES AS SHOWN ON PLAN
- G. REFER TO SITE TABULATIONS ON SHEET 2 FOR MINIMUM BUILDING HEIGHTS
- H. REFER TO SITE TABULATIONS ON SHEET 2 FOR MINIMUM BUILDING HEIGHTS
- I. REFER TO SITE TABULATIONS ON SHEET 2 FOR MINIMUM BUILDING HEIGHTS
- J. REFER TO SITE TABULATIONS ON SHEET 2 FOR MINIMUM BUILDING HEIGHTS
- K. REFER TO SITE TABULATIONS ON



VICINITY MAP
SCALE 1" = 2,000'

COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGE	AREA (AC)	COMMENTS
A (W/IN SITE)	DECATIE LINC	-----	4.33 AC	THIS SITE IS URBAN IN NATURE AND CAN BE CHARACTERIZED BY A HIGH LEVEL OF DISTURBANCE ON ALL SITES. ALL BGCN CLEARED AND IT APPEARS THAT SOME LAND DISTURBANCE HAS OCCURRED. THE SITES HAVE A HIGH POTENTIAL FOR PRESERVATION.



RC Consultants
 PLANNERS • DESIGNERS • SURVEYORS • LANDSCAPE ARCHITECTS
 12500 FALL LAKE DRIVE SUITE 100 FRIEDRICH, VA 22033
 (703)449-8100 (703)449-8108 (FAX)
 WWW.RCCON.COM



PROPOSED CONDITION AMENDMENT/EPA
 EXISTING CONDITIONS AND EXISTING VEGETATION MAP
THE HEIGHTS AT GROVETON
 LES HIGHTS AT GROVETON
 TRAIL, VIRGINIA

RESPONSIBLE PARTY: M2B2020 DEVELOPMENT GROUP, LLC
 DRAWN BY: CLO
 CHECKED BY: PLP
 DATE: MAY 2020
 SCALE: 1" = 75'
 SHEET 5 OF 18
 BY: M2B2020
 CHECKED BY: CLO
 DATE: MAY 2020
 SCALE: 1" = 75'
 SHEET 5 OF 18
 BY: M2B2020
 CHECKED BY: CLO
 DATE: MAY 2020
 SCALE: 1" = 75'
 SHEET 5 OF 18

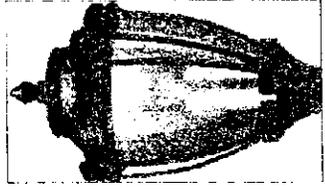
BC Consultants
Planners • Engineers • Surveyors • Landscape Architects
12600 Fall Lakes Circle, Suite 100, Fairfax, VA 22033
(703)449-8100 (703)449-8100 (FAX)
www.bccon.com



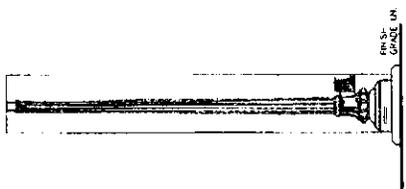
THE HEIGHTS AT GROVETON

PROPOSED CONDITION AMENDMENT/EPDA
SITE DETAILS
LEB KANSASVILLE DISTRICT
FAMILY RESERVE

DESIGNED BY: EJE	DATE: 12-2-06
DRAWN BY: CAD	DATE: 12-2-06
CHECKED BY: PJA	DATE: MAY, 2008
SCALE: AS SHOWN	
SHEET 15 OF 19	
CD NO.	
CAD NAME: C300007.DWG	
LAYOUT: DETAILS	
FILE NO.: 03346.021.06	



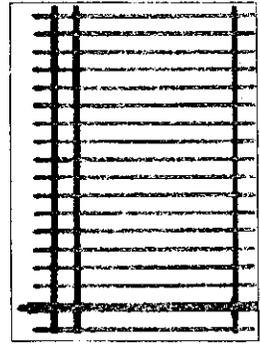
1 POLE LIGHT DETAIL
NO SCALE
LUMINARE SPECIFICATIONS ARE TO BE PROVIDED FOR SECTION 7-1000 OF THE TAMPAL COUNTY SPEC. OF C.O.M.A.



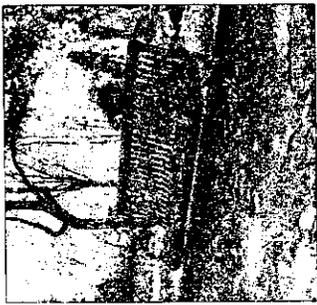
2 POLE LIGHT DETAIL
NO SCALE
LUMINARE SPECIFICATIONS ARE TO BE PROVIDED FOR SECTION 7-1000 OF THE TAMPAL COUNTY SPEC. OF C.O.M.A.



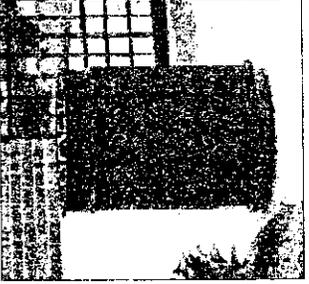
3 BRICK COLUMN DETAIL
NO SCALE



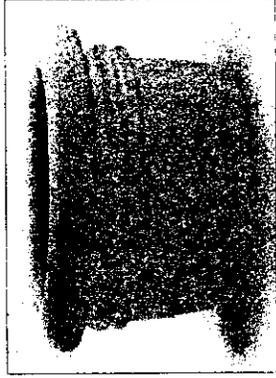
4 METAL FENCE DETAIL
NO SCALE



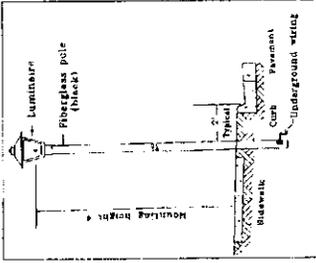
5 BENCH
OR EQUAL
NO SCALE



6 TRASH RECEPTACLE
OR EQUAL
NO SCALE



7 PLANTER
OR EQUAL
NO SCALE



6 LIGHT DETAIL
NO SCALE
LUMINARE SPECIFICATIONS ARE TO BE PROVIDED FOR SECTION 7-1000 OF THE TAMPAL COUNTY SPEC. OF C.O.M.A.

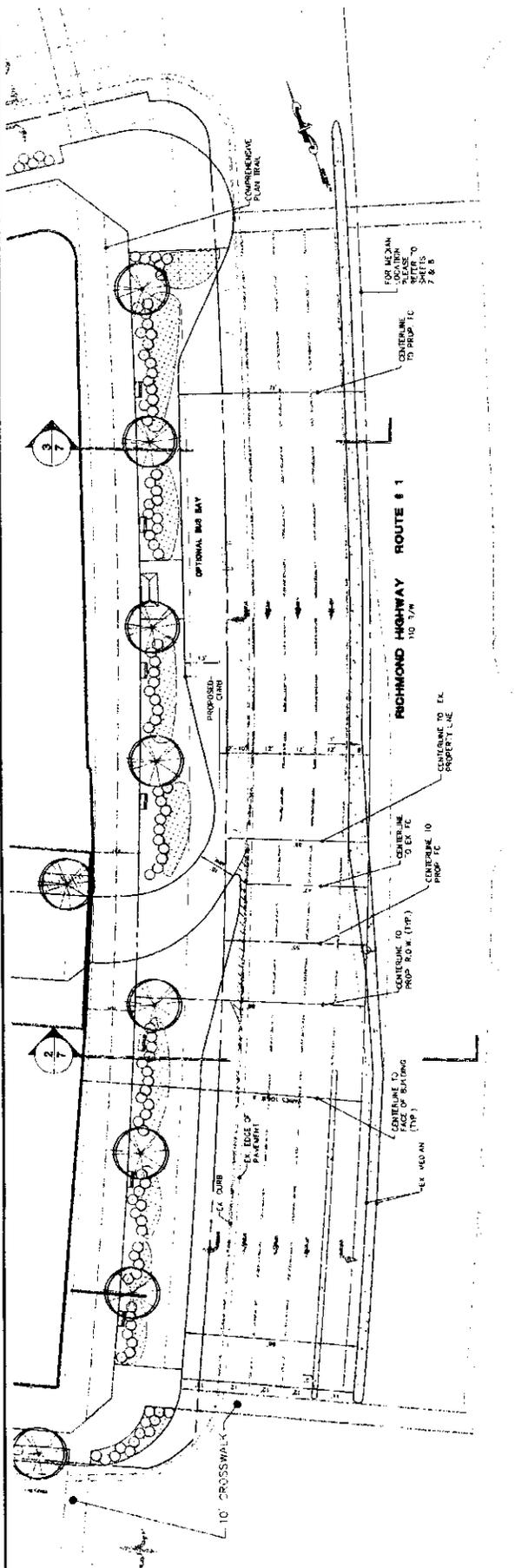
THE IMAGES ON THIS SHEET ARE TO VERIFY THE QUALITY OF THE PROPOSED DETAILING AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THE DEVELOPER AGREES TO CHANGE THE DESIGN, QUANTITIES, AND/OR LOCATIONS DUE TO FINAL ENGINEERING REQUIREMENTS.

BC Consultants
 Planners - Engineers - Surveyors - Landscape Architects
 12000 Fair Lakes Drive Suite 100, Fairfax, VA 22033
 (703)448-8100 (703)448-8106 (FAX)
 www.bcva.com



THE HEIGHTS AT GROVEFON
 PROPOSED CONDITIONS AMENDMENT/FDPA
 OPTIONAL BUS BAY - OPTION A
 LEASING AGREEMENT

PROJECT NO.	12000000000000000000
DATE	12/12/2008
SCALE	AS SHOWN
SHEET NO.	7 OF 18
DATE	12/12/2008
DESIGNED BY	BC CONSULTANTS
CHECKED BY	BC CONSULTANTS
DATE	12/12/2008
PROJECT NO.	12000000000000000000
DATE	12/12/2008
SCALE	AS SHOWN
SHEET NO.	7 OF 18
DATE	12/12/2008

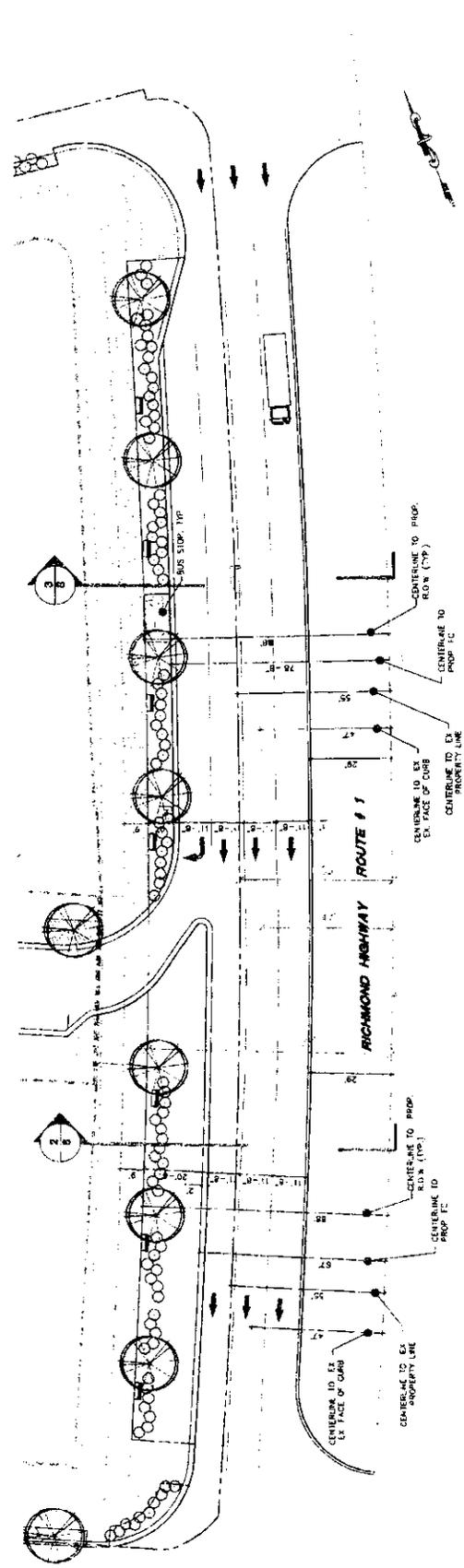


PROJECT NO. 12000000000000000000
 DATE 12/12/2008
 SCALE AS SHOWN
 SHEET 7 OF 18
 DATE 12/12/2008
 DESIGNED BY BC CONSULTANTS
 CHECKED BY BC CONSULTANTS
 DATE 12/12/2008
 PROJECT NO. 12000000000000000000
 DATE 12/12/2008
 SCALE AS SHOWN
 SHEET 7 OF 18
 DATE 12/12/2008



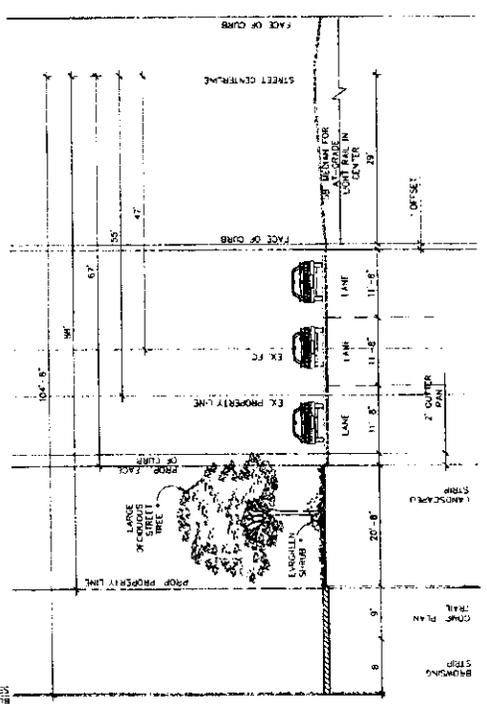
PROPOSED CONDITION AMENDMENT/FDPA
 RICHMOND HIGHWAY/RT 1 ROAD IMPROVEMENTS - ULTIMATE PLAN - OPTION A
THE HEIGHTS AT GROVETON
 FARRIS TRAFFIC
 LEE HOSPITAL DISTRICT

DESIGNED BY: CFA	DATE: MAY 2008
PROJECT NO: 030411-01	SCALE: 1"=20'
DATE: MAY 2008	REVISIONS:
DATE: MAY 2008	NO. 1
DATE: MAY 2008	NO. 2
DATE: MAY 2008	NO. 3
DATE: MAY 2008	NO. 4
DATE: MAY 2008	NO. 5
DATE: MAY 2008	NO. 6
DATE: MAY 2008	NO. 7
DATE: MAY 2008	NO. 8
DATE: MAY 2008	NO. 9
DATE: MAY 2008	NO. 10
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DATE: MAY 2008	NO. 12
DATE: MAY 2008	NO. 13
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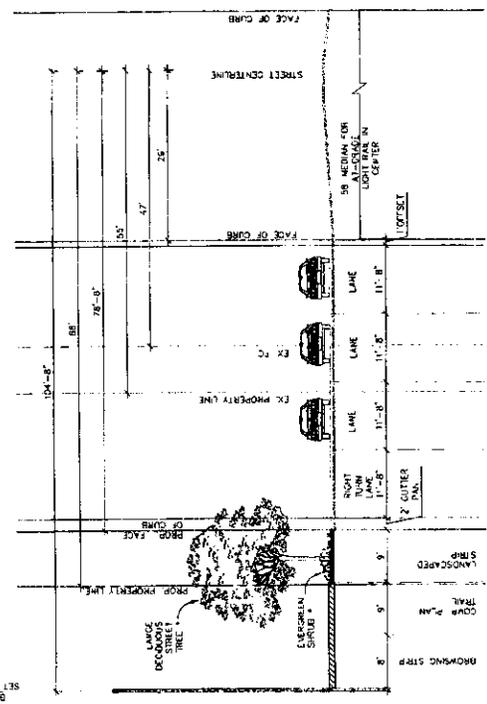


1. PROPOSED RICHMOND HIGHWAY ROAD IMPROVEMENTS - ULTIMATE PLAN
 8' (BY OTHERS)

NOTE:
 * SEE SHEET 3 OF 8 FOR THE LIST OF APPROVED LANDSCAPE SPECIES FOR RICHMOND HIGHWAY



2. PROPOSED ROAD IMPROVEMENTS SECTION - ULTIMATE PLAN
 8' (BY OTHERS)



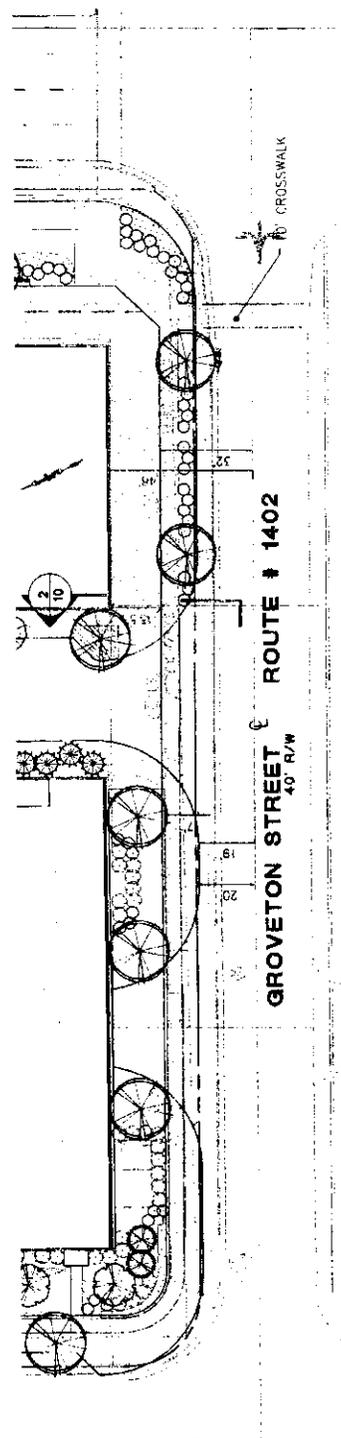
3. PROPOSED ROAD IMPROVEMENTS SECTION - ULTIMATE PLAN WITH RIGHT TURN LANE
 8' (BY OTHERS)

BC Consultants
 Planners · Architects · Surveyors · Landscape Architects
 18800 Fair Lakes Circle, Suite 100, Fairfax, VA 22033
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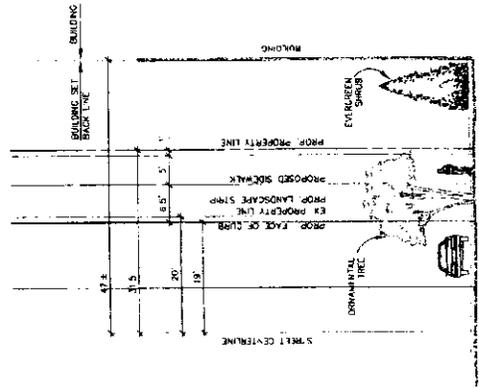


THE HEIGHTS AT GROVETON
 GROVETON STREET SECTION
 PROPOSED CONDITIONS AMENDMENT/PPA

DESIGNED BY: RLB
 CHECKED BY: CAD
 DATE: MAY 2005
 SCALE: 1/8" = 1'-0"
 SHEET: 10 OF 18
 PROJECT: THE HEIGHTS AT GROVETON
 CLIENT: REBRICK DEVELOPMENT GROUP, LLC



1. PROPOSED GROVETON STREET ROAD IMPROVEMENTS

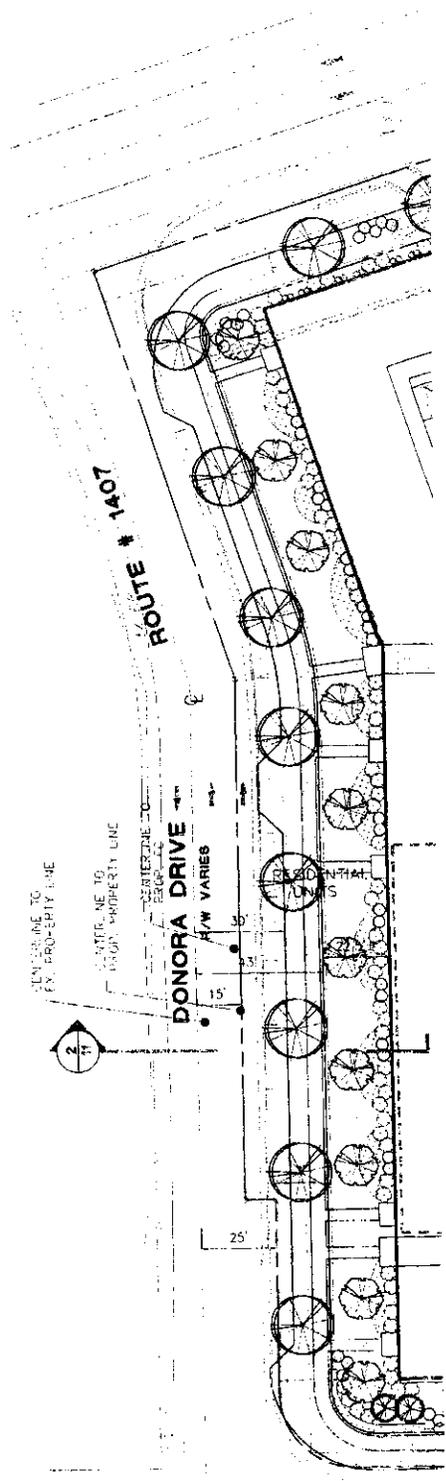


2. PROPOSED GROVETON STREET ROAD SECTION



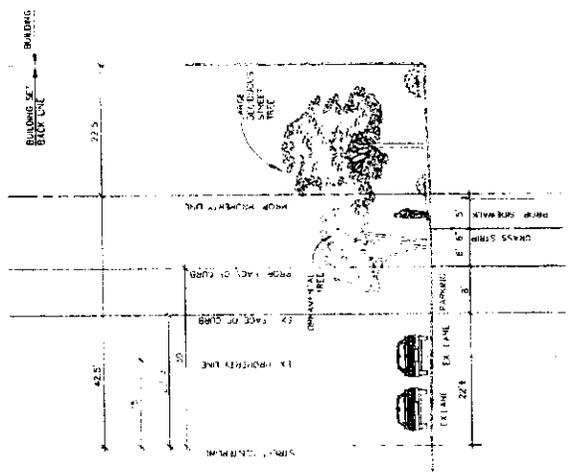
PROPOSED CONDITIONS AMENDMENT/FDA
DONORA DRIVE SECTION
THE HEIGHTS AT GROVEFON
 1ST MAJOR ROAD DISTRICT
 VIRGINIA - VIRGINIA

DATE: 04/27/2024	SCALE: 1/8" = 1'-0"	SHEET: 11 OF 18
DESIGNED BY: PLS	CHECKED BY: PLS	DATE: 04/27/2024
PROJECT: THE HEIGHTS AT GROVEFON	CLIENT: THE HEIGHTS AT GROVEFON	FILE NO.: 240427-08
DATE: 04/27/2024	SCALE: 1/8" = 1'-0"	SHEET: 11 OF 18
DESIGNED BY: PLS	CHECKED BY: PLS	DATE: 04/27/2024
PROJECT: THE HEIGHTS AT GROVEFON	CLIENT: THE HEIGHTS AT GROVEFON	FILE NO.: 240427-08

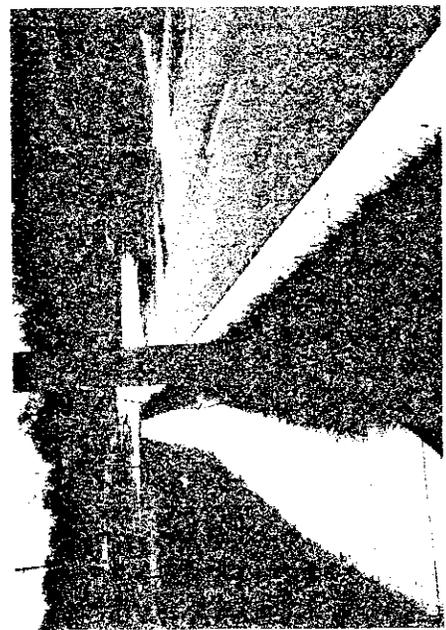


1. PROPOSED DONORA DRIVE ROAD IMPROVEMENTS

SCALE: 1/8" = 1'-0"



2. PROPOSED DONORA DRIVE ROAD SECTION



3. EXISTING CONDITIONS AT DONORA DRIVE

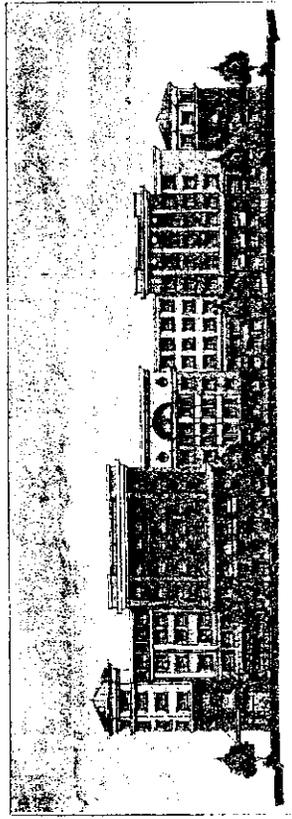
N.T.S.

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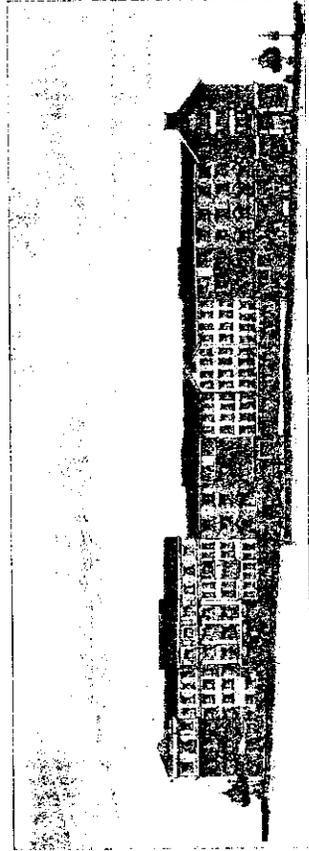
THE HEIGHTS AT GROVETON
 BUILDING ELEVATIONS
 PROFFERED CONDITION AMENDMENT/PPA

DESIGNED BY: EJA
 DRAWN BY: CAD
 CHECKED BY: EJA
 DATE: MAY 2008
 SCALE: 1/8" = 1'-0"
 SHEET: 2 OF 18
 PROJECT: THE HEIGHTS AT GROVETON
 CLIENT: RICHMOND DEVELOPMENT GROUP, LLC
 17600 PARK LAKES CIRCLE, SUITE 100, FAIRFAX, VA 22033
 CO. NO.:
 CAD NAME: CORNELIUS
 LAYOUT: ELEVATION
 FILE NO.: 2008-21-05



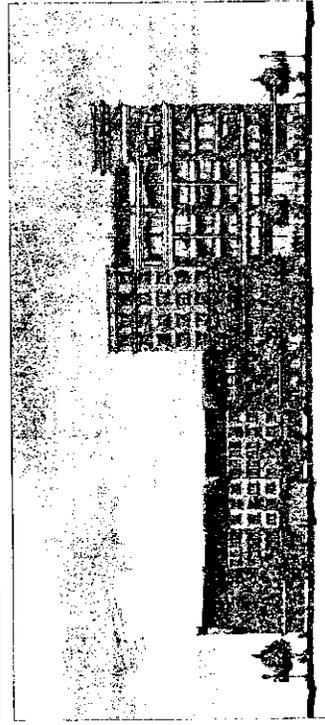
MEMORIAL STREET ELEVATION

NO SCALE



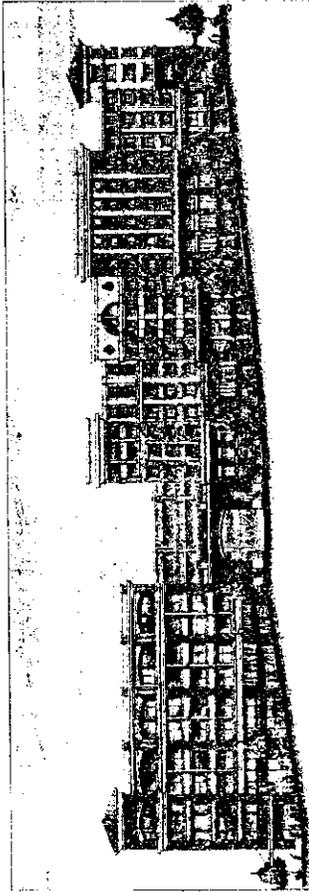
DONORA STREET ELEVATION

NO SCALE



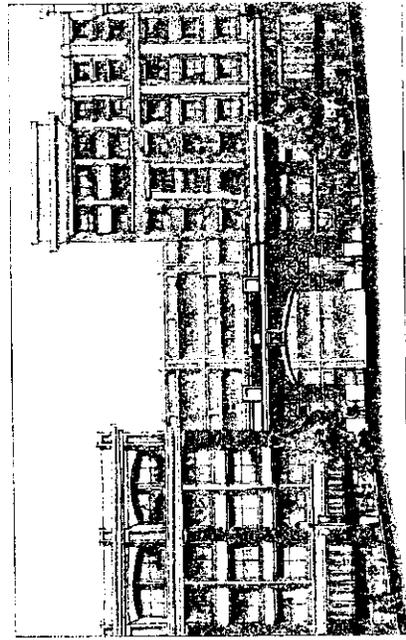
GROVETON STREET ELEVATION

NO SCALE



RICHMOND HIGHWAY ELEVATION

NO SCALE



RICHMOND HIGHWAY GARAGE ELEVATION

NO SCALE

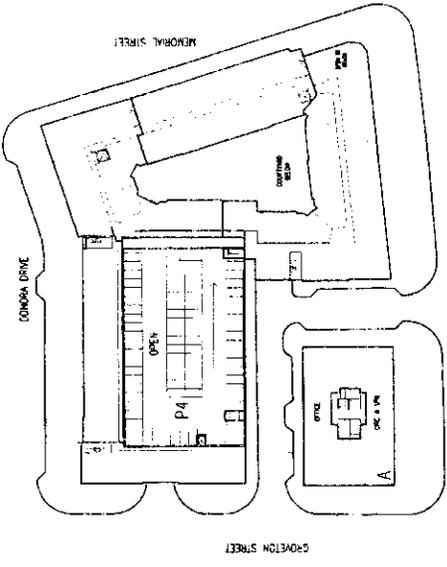
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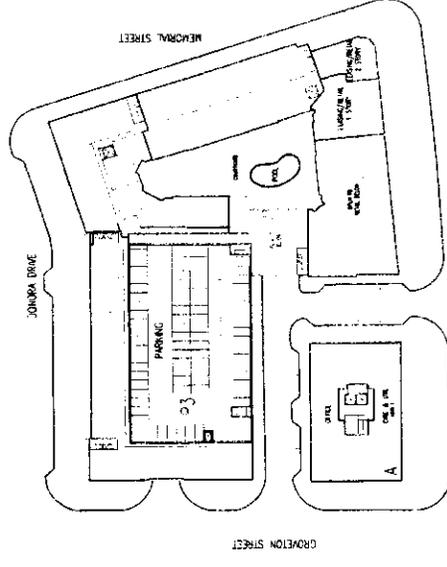
THE HEIGHTS AT GROVEYTON

PROPOSED CONDITIONS AMENDMENT/PPA
 LEVEL PLANS: G1, G2, FIRST AND SECOND
 125 MARKET STREET
 FAYATTA, VIRGINIA

PROJECT NO.	030421-06
DATE	05/04/21
PROJECT NAME	THE HEIGHTS AT GROVEYTON
PROJECT ADDRESS	125 MARKET STREET, FAYATTA, VA
DESIGNED BY	BC CONSULTANTS
CHECKED BY	DATE
APPROVED BY	DATE
DATE	05/04/21
SCALE	1/8" = 1' - 0"
SHEET	14 OF 8
PROJECT	
DATE	
SCALE	
SHEET	
PROJECT	
DATE	
SCALE	
SHEET	

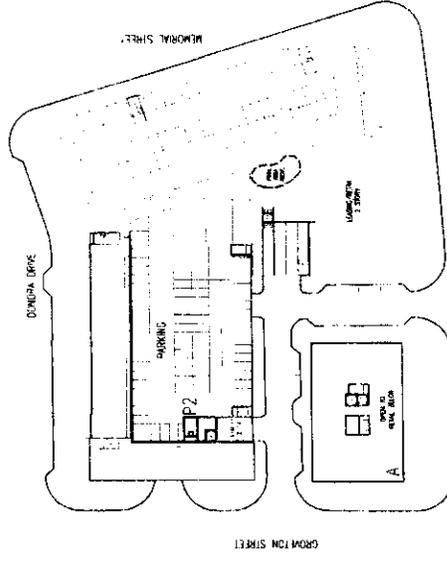


4TH FLOOR LEVEL
 SCALE 1"=80'

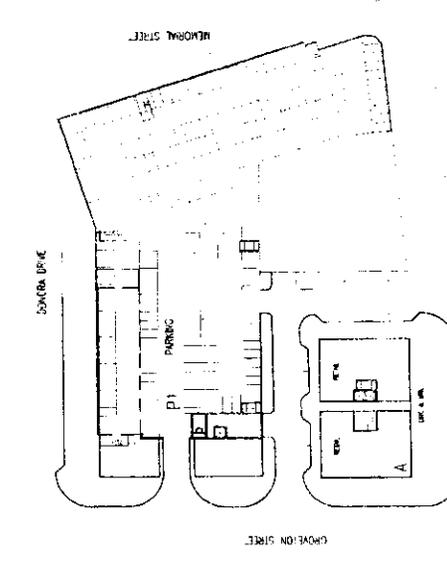


3RD FLOOR LEVEL
 SCALE 1"=80'

PLANS ARE FOR BUILDING INFORMATION ONLY!



2ND FLOOR LEVEL
 SCALE 1"=80'



1ST FLOOR LEVEL
 SCALE 1"=80'

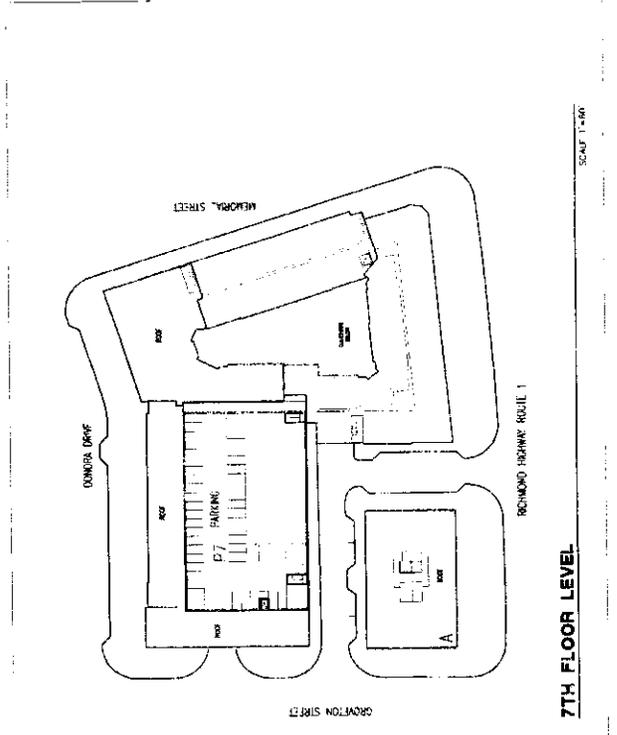
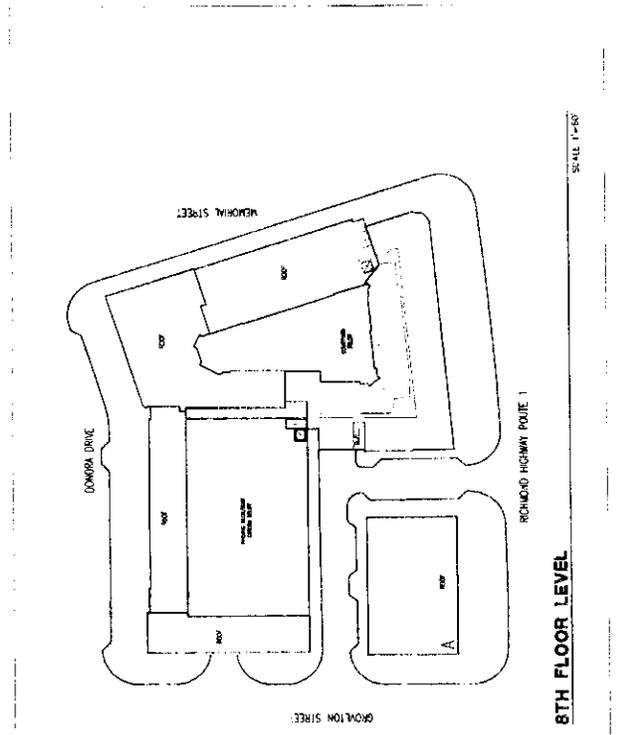
DATE: 12/21/06 11:43 AM PROJECT: THE HEIGHTS AT GROVETON SHEET: 12 OF 18

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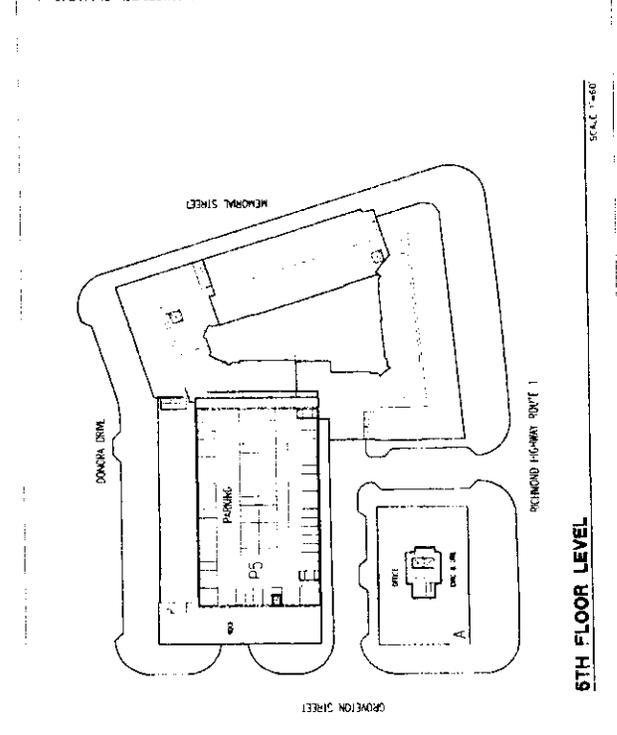
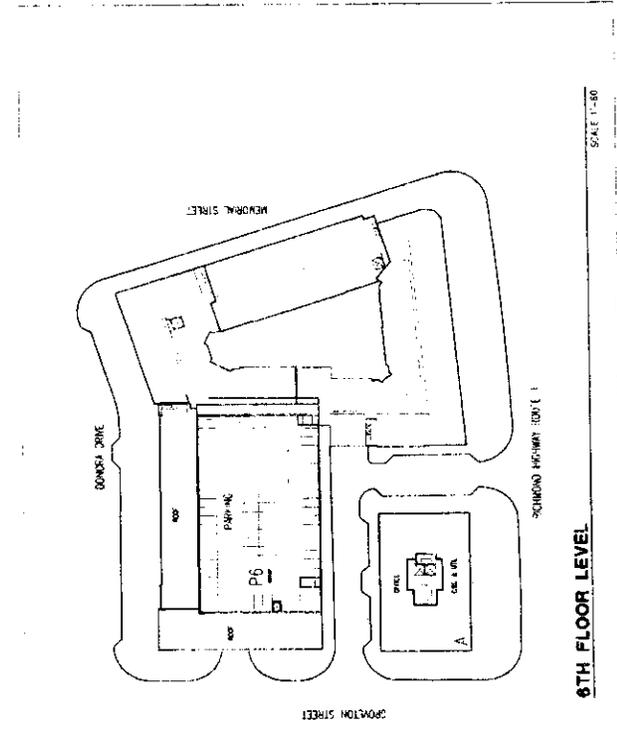


THE HEIGHTS AT GROVETON
 LEVEL PLANS: THIRD, FOURTH, FIFTH AND SIXTH
 PROFFERED CONDITION AMENDMENT/PPA

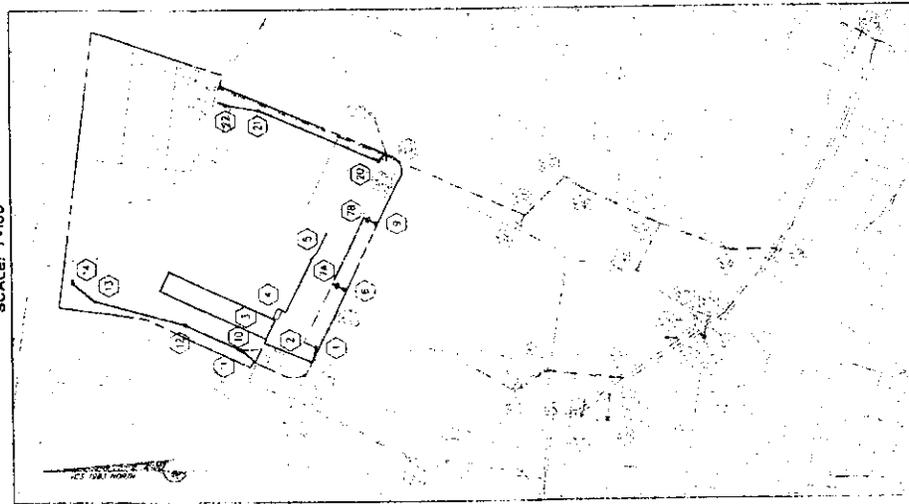
DESIGNED BY: PVS	CHECKED BY: PVS	DATE: 12-2-06
SCALE: 1/8" = 1'-0"	SCALE: 1/8" = 1'-0"	SCALE: 1/8" = 1'-0"
PROJECT NO. 06-0001	SHEET NO. 12 OF 18	DATE: 12-2-06
C.D. NUMBER: 06-0001		
FILE NO. 06-0001-01		



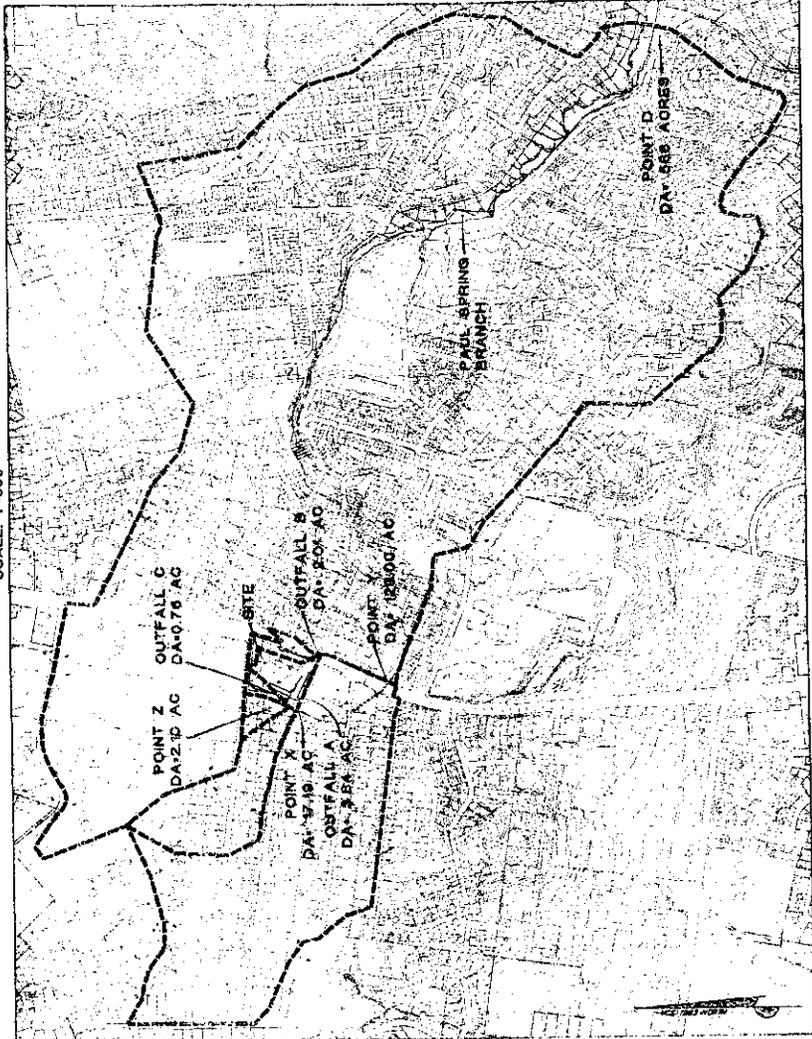
PLANS ARE FOR BUILDING INFORMATION ONLY



STORM DRAINAGE SYSTEM
SCALE: 1"=100'



OFFSITE DRAINAGE DIVIDES
SCALE: 1"=500'



STORM DRAIN DESIGN COMPUTATIONS

Line #	From	To	Structure	Flow	Depth	Velocity	Time	Volume	Peak	Flow	Velocity	Time	Volume	Peak	Flow	Velocity	Time	Volume
1	1	2	D-24	0.15	0.15	1.5	0.01	0.01	0.15	0.15	1.5	0.01	0.01	0.15	0.15	1.5	0.01	0.01
2	2	3	D-24	0.25	0.25	1.5	0.01	0.01	0.25	0.25	1.5	0.01	0.01	0.25	0.25	1.5	0.01	0.01
3	3	4	D-24	0.35	0.35	1.5	0.01	0.01	0.35	0.35	1.5	0.01	0.01	0.35	0.35	1.5	0.01	0.01
4	4	5	D-24	0.45	0.45	1.5	0.01	0.01	0.45	0.45	1.5	0.01	0.01	0.45	0.45	1.5	0.01	0.01
5	5	6	D-24	0.55	0.55	1.5	0.01	0.01	0.55	0.55	1.5	0.01	0.01	0.55	0.55	1.5	0.01	0.01
6	6	7	D-24	0.65	0.65	1.5	0.01	0.01	0.65	0.65	1.5	0.01	0.01	0.65	0.65	1.5	0.01	0.01
7	7	8	D-24	0.75	0.75	1.5	0.01	0.01	0.75	0.75	1.5	0.01	0.01	0.75	0.75	1.5	0.01	0.01
8	8	9	D-24	0.85	0.85	1.5	0.01	0.01	0.85	0.85	1.5	0.01	0.01	0.85	0.85	1.5	0.01	0.01
9	9	10	D-24	0.95	0.95	1.5	0.01	0.01	0.95	0.95	1.5	0.01	0.01	0.95	0.95	1.5	0.01	0.01
10	10	11	D-24	1.05	1.05	1.5	0.01	0.01	1.05	1.05	1.5	0.01	0.01	1.05	1.05	1.5	0.01	0.01
11	11	12	D-24	1.15	1.15	1.5	0.01	0.01	1.15	1.15	1.5	0.01	0.01	1.15	1.15	1.5	0.01	0.01
12	12	13	D-24	1.25	1.25	1.5	0.01	0.01	1.25	1.25	1.5	0.01	0.01	1.25	1.25	1.5	0.01	0.01
13	13	14	D-24	1.35	1.35	1.5	0.01	0.01	1.35	1.35	1.5	0.01	0.01	1.35	1.35	1.5	0.01	0.01
14	14	15	D-24	1.45	1.45	1.5	0.01	0.01	1.45	1.45	1.5	0.01	0.01	1.45	1.45	1.5	0.01	0.01
15	15	16	D-24	1.55	1.55	1.5	0.01	0.01	1.55	1.55	1.5	0.01	0.01	1.55	1.55	1.5	0.01	0.01
16	16	17	D-24	1.65	1.65	1.5	0.01	0.01	1.65	1.65	1.5	0.01	0.01	1.65	1.65	1.5	0.01	0.01
17	17	18	D-24	1.75	1.75	1.5	0.01	0.01	1.75	1.75	1.5	0.01	0.01	1.75	1.75	1.5	0.01	0.01
18	18	19	D-24	1.85	1.85	1.5	0.01	0.01	1.85	1.85	1.5	0.01	0.01	1.85	1.85	1.5	0.01	0.01
19	19	20	D-24	1.95	1.95	1.5	0.01	0.01	1.95	1.95	1.5	0.01	0.01	1.95	1.95	1.5	0.01	0.01
20	20	21	D-24	2.05	2.05	1.5	0.01	0.01	2.05	2.05	1.5	0.01	0.01	2.05	2.05	1.5	0.01	0.01
21	21	22	D-24	2.15	2.15	1.5	0.01	0.01	2.15	2.15	1.5	0.01	0.01	2.15	2.15	1.5	0.01	0.01
22	22	23	D-24	2.25	2.25	1.5	0.01	0.01	2.25	2.25	1.5	0.01	0.01	2.25	2.25	1.5	0.01	0.01
23	23	24	D-24	2.35	2.35	1.5	0.01	0.01	2.35	2.35	1.5	0.01	0.01	2.35	2.35	1.5	0.01	0.01
24	24	25	D-24	2.45	2.45	1.5	0.01	0.01	2.45	2.45	1.5	0.01	0.01	2.45	2.45	1.5	0.01	0.01
25	25	26	D-24	2.55	2.55	1.5	0.01	0.01	2.55	2.55	1.5	0.01	0.01	2.55	2.55	1.5	0.01	0.01
26	26	27	D-24	2.65	2.65	1.5	0.01	0.01	2.65	2.65	1.5	0.01	0.01	2.65	2.65	1.5	0.01	0.01
27	27	28	D-24	2.75	2.75	1.5	0.01	0.01	2.75	2.75	1.5	0.01	0.01	2.75	2.75	1.5	0.01	0.01
28	28	29	D-24	2.85	2.85	1.5	0.01	0.01	2.85	2.85	1.5	0.01	0.01	2.85	2.85	1.5	0.01	0.01
29	29	30	D-24	2.95	2.95	1.5	0.01	0.01	2.95	2.95	1.5	0.01	0.01	2.95	2.95	1.5	0.01	0.01
30	30	31	D-24	3.05	3.05	1.5	0.01	0.01	3.05	3.05	1.5	0.01	0.01	3.05	3.05	1.5	0.01	0.01
31	31	32	D-24	3.15	3.15	1.5	0.01	0.01	3.15	3.15	1.5	0.01	0.01	3.15	3.15	1.5	0.01	0.01
32	32	33	D-24	3.25	3.25	1.5	0.01	0.01	3.25	3.25	1.5	0.01	0.01	3.25	3.25	1.5	0.01	0.01
33	33	34	D-24	3.35	3.35	1.5	0.01	0.01	3.35	3.35	1.5	0.01	0.01	3.35	3.35	1.5	0.01	0.01
34	34	35	D-24	3.45	3.45	1.5	0.01	0.01	3.45	3.45	1.5	0.01	0.01	3.45	3.45	1.5	0.01	0.01
35	35	36	D-24	3.55	3.55	1.5	0.01	0.01	3.55	3.55	1.5	0.01	0.01	3.55	3.55	1.5	0.01	0.01
36	36	37	D-24	3.65	3.65	1.5	0.01	0.01	3.65	3.65	1.5	0.01	0.01	3.65	3.65	1.5	0.01	0.01
37	37	38	D-24	3.75	3.75	1.5	0.01	0.01	3.75	3.75	1.5	0.01	0.01	3.75	3.75	1.5	0.01	0.01
38	38	39	D-24	3.85	3.85	1.5	0.01	0.01	3.85	3.85	1.5	0.01	0.01	3.85	3.85	1.5	0.01	0.01
39	39	40	D-24	3.95	3.95	1.5	0.01	0.01	3.95	3.95	1.5	0.01	0.01	3.95	3.95	1.5	0.01	0.01
40	40	41	D-24	4.05	4.05	1.5	0.01	0.01	4.05	4.05	1.5	0.01	0.01	4.05	4.05	1.5	0.01	0.01
41	41	42	D-24	4.15	4.15	1.5	0.01	0.01	4.15	4.15	1.5	0.01	0.01	4.15	4.15	1.5	0.01	0.01
42	42	43	D-24	4.25	4.25	1.5	0.01	0.01	4.25	4.25	1.5	0.01	0.01	4.25	4.25	1.5	0.01	0.01
43	43	44	D-24	4.35	4.35	1.5	0.01	0.01	4.35	4.35	1.5	0.01	0.01	4.35	4.35	1.5	0.01	0.01
44	44	45	D-24	4.45	4.45	1.5	0.01	0.01	4.45	4.45	1.5	0.01	0.01	4.45	4.45	1.5	0.01	0.01
45	45	46	D-24	4.55	4.55	1.5	0.01	0.01	4.55	4.55	1.5	0.01	0.01	4.55	4.55	1.5	0.01	0.01
46	46	47	D-24	4.65	4.65	1.5	0.01	0.01	4.65	4.65	1.5	0.01	0.01	4.65	4.65	1.5	0.01	0.01
47	47	48	D-24	4.75	4.75	1.5	0.01	0.01	4.75	4.75	1.5	0.01	0.01	4.75	4.75	1.5	0.01	0.01
48	48	49	D-24	4.85	4.85	1.5	0.01	0.01	4.85	4.85	1.5	0.01	0.01	4.85	4.85	1.5	0.01	0.01
49	49	50	D-24	4.95	4.95	1.5	0.01	0.01	4.95	4.95	1.5	0.01	0.01	4.95	4.95	1.5	0.01	0.01
50	50	51	D-24	5.05	5.05	1.5	0.01	0.01	5.05	5.05	1.5	0.01	0.01	5.05	5.05	1.5	0.01	0.01
51	51	52	D-24	5.15	5.15	1.5	0.01	0.01	5.15	5.15	1.5	0.01	0.01	5.15	5.15	1.5	0.01	0.01
52	52	53	D-24	5.25	5.25	1.5	0.01	0.01	5.25	5.25	1.5	0.01	0.01	5.25	5.25	1.5	0.01	0.01
53	53	54	D-24	5.35	5.35	1.5	0.01	0.01	5.35	5.35	1.5	0.01	0.01	5.35	5.35	1.5	0.01	0.01
54	54	55	D-24	5.45	5.45	1.5	0.01	0.01	5.45	5.45	1.5	0.01	0.01	5.45	5.45	1.5	0.01	0.01
55	55	56	D-24	5.55	5.55	1.5	0.01	0.01	5.55	5.55	1.5	0.01	0.01	5.55	5.55	1.5	0.01	0.01
56	56	57	D-24	5.65	5.65	1.5	0.01	0.01	5.65	5.65	1.5	0.01	0.01	5.65	5.65	1.5	0.01	0.01
57	57	58	D-24	5.75	5.75	1.5	0.01	0.01	5.75	5.75	1.5	0.01	0.01	5.75	5.75	1.5	0.01	0.01
58	58	59	D-24	5.85	5.85	1.5	0.01	0.01	5.85	5.85	1.5	0.01	0.01	5.85	5.85	1.5	0.01	0.01
59	59	60	D-24	5.95	5.95	1.5	0.01	0.01	5.95	5.95	1.5	0.01	0.01	5.95	5.95	1.5	0.01	0.01
60	60	61	D-24	6.05	6.05	1.5	0.01	0.01	6.05	6.05	1.5	0.01	0.01	6.05	6.05	1.5	0.01	0.01
61	61	62	D-24	6.15	6.15	1.5	0.01	0.01	6.15	6.15	1.5	0.01	0.01	6.15	6.15	1.5	0.01	0.01
62	62	63	D-24	6.25	6.25	1.5	0.01	0.01	6.25	6.25	1.5	0.01	0.01	6.25	6.25	1.5	0.01	0.01
63	63	64	D-24	6.35	6.35	1.5	0.01	0.01	6.35	6.35	1.5	0.01	0.01	6.35	6.35	1.5	0.01	0.01
64	64	65	D-24	6.45	6.45	1.5	0.01	0.01	6.4									

MINIMUM STORMWATER INFORMATION FOR REMOVING SPECIAL EXCEPTION, SPECIAL PERMIT AND DEVELOPMENT PLAN APPLICATIONS
 The following information is required with plans for proposed stormwater management systems. It is a condition of the Special Exception, Special Permit and Development Plan application. Failure to provide the following information will result in the application being returned without review.
 1. A Stormwater Management Plan (SWMP) for the proposed development, including a description of the stormwater management system, a site plan showing the location of the stormwater management system, and a calculation of the stormwater runoff from the proposed development.
 2. A Stormwater Management Plan (SWMP) for the proposed development, including a description of the stormwater management system, a site plan showing the location of the stormwater management system, and a calculation of the stormwater runoff from the proposed development.
 3. A Stormwater Management Plan (SWMP) for the proposed development, including a description of the stormwater management system, a site plan showing the location of the stormwater management system, and a calculation of the stormwater runoff from the proposed development.
 4. A Stormwater Management Plan (SWMP) for the proposed development, including a description of the stormwater management system, a site plan showing the location of the stormwater management system, and a calculation of the stormwater runoff from the proposed development.
 5. A Stormwater Management Plan (SWMP) for the proposed development, including a description of the stormwater management system, a site plan showing the location of the stormwater management system, and a calculation of the stormwater runoff from the proposed development.
 6. A Stormwater Management Plan (SWMP) for the proposed development, including a description of the stormwater management system, a site plan showing the location of the stormwater management system, and a calculation of the stormwater runoff from the proposed development.
 7. A Stormwater Management Plan (SWMP) for the proposed development, including a description of the stormwater management system, a site plan showing the location of the stormwater management system, and a calculation of the stormwater runoff from the proposed development.
 8. A Stormwater Management Plan (SWMP) for the proposed development, including a description of the stormwater management system, a site plan showing the location of the stormwater management system, and a calculation of the stormwater runoff from the proposed development.
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BMP FACILITY DESIGN CALCULATIONS

NO.	DESCRIPTION	AREA (SQ FT)	PERCENT IMPERVIOUS	PERCENT PAVED	PERCENT GRAVEL	PERCENT ASPHALT	PERCENT CONCRETE	PERCENT OTHER	PERCENT TOTAL	PERCENT IMPERVIOUS	PERCENT PAVED	PERCENT GRAVEL	PERCENT ASPHALT	PERCENT CONCRETE	PERCENT OTHER
B1	Impervious Structure BMP (Concrete)	50	100	0	0	0	0	0	100	100	0	0	0	0	0
B2	Impervious Structure BMP (Asphalt)	50	100	0	0	0	0	0	100	100	0	0	0	0	0
B3	Impervious Structure BMP (Gravel)	50	100	0	0	0	0	0	100	100	0	0	0	0	0
B4	Impervious Structure BMP (Concrete)	50	100	0	0	0	0	0	100	100	0	0	0	0	0
B5	Impervious Structure BMP (Asphalt)	50	100	0	0	0	0	0	100	100	0	0	0	0	0
B6	Impervious Structure BMP (Gravel)	50	100	0	0	0	0	0	100	100	0	0	0	0	0
B7	Impervious Structure BMP (Concrete)	50	100	0	0	0	0	0	100	100	0	0	0	0	0
B8	Impervious Structure BMP (Asphalt)	50	100	0	0	0	0	0	100	100	0	0	0	0	0
B9	Impervious Structure BMP (Gravel)	50	100	0	0	0	0	0	100	100	0	0	0	0	0
B10	Impervious Structure BMP (Concrete)	50	100	0	0	0	0	0	100	100	0	0	0	0	0

TABLE 1: COMPUTE THE DESIGN FLOW RATE FOR EACH BMP

(A) AREA OF THE SITE: 100,000 SQ FT
 (B) PERCENT IMPERVIOUS: 100%
 (C) PERCENT PAVED: 0%
 (D) PERCENT GRAVEL: 0%
 (E) PERCENT ASPHALT: 0%
 (F) PERCENT CONCRETE: 0%
 (G) PERCENT OTHER: 0%

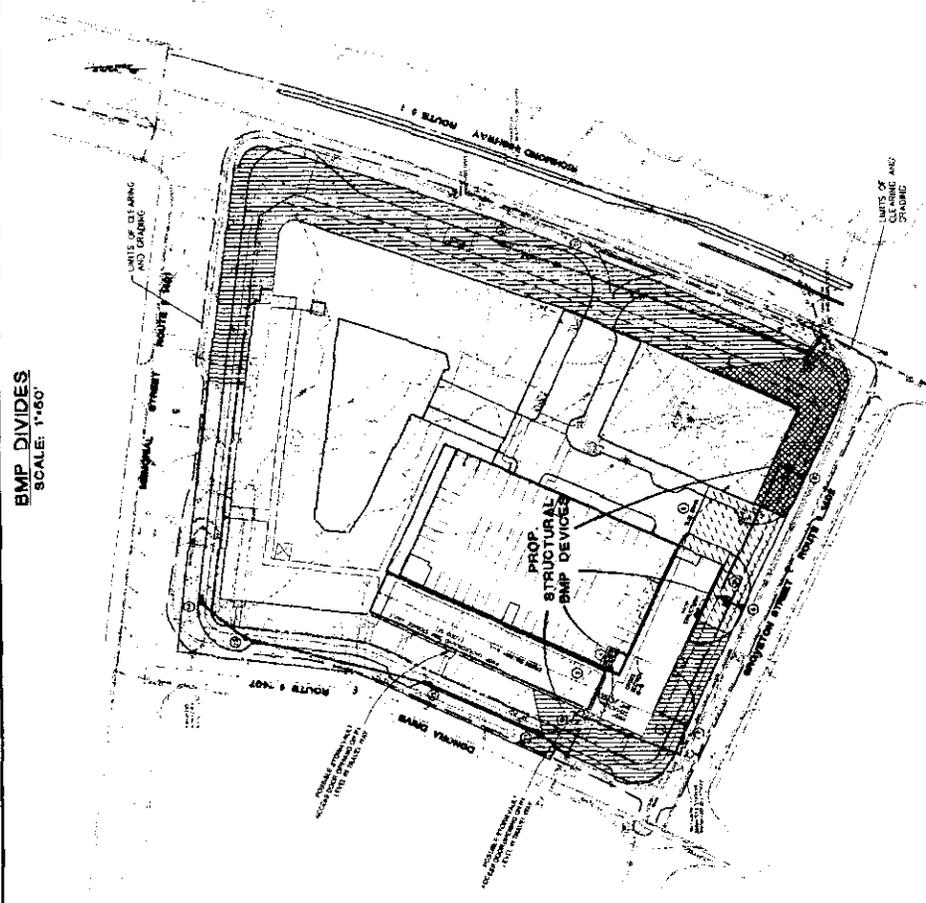
TABLE 2: COMPUTE THE DESIGN FLOW RATE FOR EACH BMP

BMP	AREA (SQ FT)	PERCENT IMPERVIOUS	PERCENT PAVED	PERCENT GRAVEL	PERCENT ASPHALT	PERCENT CONCRETE	PERCENT OTHER
B1	50	100	0	0	0	0	0
B2	50	100	0	0	0	0	0
B3	50	100	0	0	0	0	0
B4	50	100	0	0	0	0	0
B5	50	100	0	0	0	0	0
B6	50	100	0	0	0	0	0
B7	50	100	0	0	0	0	0
B8	50	100	0	0	0	0	0
B9	50	100	0	0	0	0	0
B10	50	100	0	0	0	0	0

TABLE 3: COMPUTE THE DESIGN FLOW RATE FOR EACH BMP

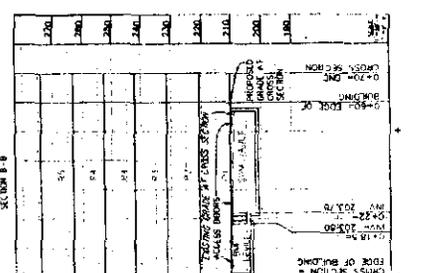
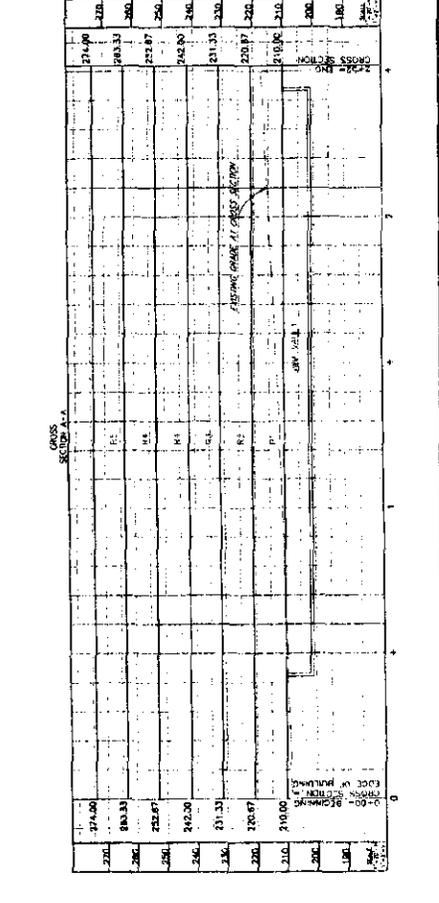
(A) AREA OF THE SITE: 100,000 SQ FT
 (B) PERCENT IMPERVIOUS: 100%
 (C) PERCENT PAVED: 0%
 (D) PERCENT GRAVEL: 0%
 (E) PERCENT ASPHALT: 0%
 (F) PERCENT CONCRETE: 0%
 (G) PERCENT OTHER: 0%

BMP NARRATIVE
 BMP STRUCTURE #1 WILL TREAT RUN-OFF FROM THE SITE THAT HAS BEEN COLLECTED IN A SERIES OF ROOM CHAMBERS. AFTER BEING TREATED BY THIS BMP, THE RUN-OFF WILL BE RELEASED TO THE STORMWATER STORAGE TANK. BMP STRUCTURE #2 AND #3 WILL TREAT RUN-OFF FROM THE PROPOSED WALKWAYS ALONG GROVETON STREET. BMP STRUCTURE #4 WILL TREAT RUN-OFF FROM THE PROPOSED WALKWAYS ALONG GROVETON STREET. BMP STRUCTURE #5 WILL TREAT RUN-OFF FROM THE PROPOSED WALKWAYS ALONG GROVETON STREET. BMP STRUCTURE #6 WILL TREAT RUN-OFF FROM THE PROPOSED WALKWAYS ALONG GROVETON STREET. BMP STRUCTURE #7 WILL TREAT RUN-OFF FROM THE PROPOSED WALKWAYS ALONG GROVETON STREET. BMP STRUCTURE #8 WILL TREAT RUN-OFF FROM THE PROPOSED WALKWAYS ALONG GROVETON STREET. BMP STRUCTURE #9 WILL TREAT RUN-OFF FROM THE PROPOSED WALKWAYS ALONG GROVETON STREET. BMP STRUCTURE #10 WILL TREAT RUN-OFF FROM THE PROPOSED WALKWAYS ALONG GROVETON STREET.



BMP MAP LEGEND

B1	STRUCTURAL BMP DEVICE #1 (ON-SITE AREA) - STORMWATER WITH SEPARATE SPILLS ON CONCRETE
B2	STRUCTURAL BMP DEVICE #2 (ON-SITE AREA) - STORMWATER WITH SEPARATE SPILLS ON ASPHALT
B3	STRUCTURAL BMP DEVICE #3 (ON-SITE AREA) - STORMWATER WITH SEPARATE SPILLS ON GRAVEL
B4	STRUCTURAL BMP DEVICE #4 (ON-SITE AREA) - STORMWATER WITH SEPARATE SPILLS ON CONCRETE
B5	STRUCTURAL BMP DEVICE #5 (ON-SITE AREA) - STORMWATER WITH SEPARATE SPILLS ON ASPHALT
B6	STRUCTURAL BMP DEVICE #6 (ON-SITE AREA) - STORMWATER WITH SEPARATE SPILLS ON GRAVEL
B7	ON-SITE UNTREATED



**A GLOSSARY OF TERMS USED
FREQUENTLY IN STAFF REPORTS CAN BE
FOUND AT THE BACK OF THIS REPORT**

DESCRIPTION OF THE APPLICATION

Proposal:

The applicant, Redbrick Development Group LLC and MDP Groveton LLC, have filed a proffered condition amendment (PCA) and Final Development Plan Amendment (FDPA) to amend the Final Development Plan (FDP) and proffers approved with RZ 2004-LE-012 to permit modifications to the internal configuration of the building, parking, location of open space, location of uses, and points of access previously approved. The subject site is 4.59 acres and zoned PRM (Planned Residential Mixed-Use), HC (Highway Corridor Overlay District) and located within the Richmond Highway CRD (Commercial Revitalization District). The total floor area and FAR remains unchanged for a total of 360,000 square feet (SF) at a floor area ratio (FAR) of 1.80. The office use will increase by 1,000 SF under the current proposal (from 50,000 SF to 51,000 SF), the residential use will decrease by 1,000 SF (from 290,000 SF to 289,000 SF) and parking will be reduced from 785 spaces to 663 spaces. Exterior design changes have also been incorporated into the proposed modifications. The office and residential uses are now proposed to be separated out into two buildings (both with ground floor retail) on the site instead of the one mixed-use building approved with the original rezoning. The office building is proposed to be in the southeast corner of the site, oriented along portions of the site's Richmond Highway and Groveton Street frontage and the residential building is oriented along the site's Donora Drive, Memorial Street and most of the Richmond Highway frontage of the site. The residential building would contain only multifamily residential dwellings instead of multifamily and single-family attached residential units, as was approved with RZ/FDP 2004-LE-012. 663 parking spaces would be provided on the site, with the majority of those spaces to be provided within the proposed parking structure. The application proposes an overall density of 68.63 dwelling units per acre (du/ac) and an overall FAR (floor area ratio) of 1.80. The applicant is requesting approval of a combined Conceptual/Final Development Plan Amendment (CDPA/FDPA).

	Previously Approved RZ/FDP 2004-LE-012	Proposed PCA/FDPA 2004-LE-012
Total Floor Area	360,000 SF (1.80 FAR)	No Change
Residential	Maximum of 290,000 SF	Maximum of 289,000 SF
Office	Minimum of 50,000 SF	Minimum of 51,000 SF
Retail & other	Minimum of 20,000 SF	No Change
Building Height	85 feet high	No Change
Parking	785 spaces	663 spaces
Open Space	A minimum of 39,988 square feet (20%)	No Change

The applicant’s draft proffers, staff’s proposed development conditions, the applicant’s Affidavit and the Statement of Justification can be found in Appendices 1-4, respectively.

This application must also comply with certain Zoning Ordinance Provisions found in Article 6, Planned Development Districts, and Article 16, Development Plans, excerpts of which are found in Appendix 15.

Waivers and Modifications Requested:

The applicant requests reaffirmation of the following waivers and modifications, which were previously approved with RZ/FDP 2004-LE-012:

- Waiver of the service drive requirement along Richmond Highway;
- Modification of the transitional screening requirement along all property lines to that shown on the CDPA/FDPA;
- Waiver of the barrier requirements along all property lines;
- Waiver to permit underground detention and best management practices (BMPs) in a residential development; and
- Modification of the loading space requirements

LOCATION AND CHARACTER

Site Description:

The 4.59 acre application property is bounded by Memorial Street to the north, Richmond Highway to the east, Donora Drive to the west and Groveton Street to the south. The site was previously occupied by the Groveton School, which has since been demolished. It is now vacant. The site slopes from the southwest corner of the site to the northeast corner. Trees are located along Richmond Highway and Donora Drive. Above-ground utilities are located along the perimeter of the site.

Surrounding Area Description:

Direction	Use	Zoning	Plan
North	Retail (Beacon Mall)	C-6	Mixed Use
South	Office (Metrocall)	C-8	Office
East	Office, service station, Single-family detached dwellings	C-2, C-8	Retail and Other; Mixed Use
West	Single-family detached dwellings (Groveton)	R-2	Residential, 2-3 du/ac

BACKGROUND

An 1879 map shows the original Groveton School located on the west side of Mount Vernon Highway (now Richmond Highway) and slightly to the south of the subject site. No part of the original Groveton School still exists. In September 1924, the County School Board purchased two acres for a new school which included a portion of Parcel 13A of the subject site. The Fairfax County School Board built the second Groveton School in 1925. By 1933, the population demands required that a larger school be built. Richmond Highway was busy enough to warrant that the third Groveton School be set back from the highway and face Memorial Street. In 1972, a fourth Groveton School located on Harrison Lane replaced the third Groveton School. The third Groveton school structure was used as an administrative office for Fairfax County Public Schools until 1982. The building was later designated as surplus property and transferred to the Board of Supervisors.

On April 29, 1991, the BOS approved a Board's Own Motion (RZ 90-L-057) to rezone the subject site from the R-2, C-8 and HC Districts to the C-3 and HC Districts for the development of the Tom McCann Human Services Building. Under the proposed development plan, the 59.5-foot high office building was sited along Richmond Highway, with a four-story parking garage to the rear. Access to the site was provided from a single entrance/exit along Memorial Street and two entrances/exits along Groveton Street. No access was proposed along Richmond Highway and Donora Drive. The existing Groveton School buildings on-site were subsequently demolished and the subject area has been vacant since then.

The property was later transferred to private ownership as part of a deal that included construction of a County office building on privately-owned land elsewhere in the Richmond Highway Corridor. The South County Center, located at 8359 Richmond Highway, which was constructed for the County by the applicants of this PCA, provides an array of services to residents in the southeastern portion of the County.

On June 30, 2005, the Planning Commission approved Final Development Plan FDP 2004-LE-012 subject to the Board of Supervisors approval of RZ 2004-LE-012 and development conditions dated June 29, 2005.

On July 11, 2005, the Board of Supervisors approved RZ 2004-LE-012, subject to proffers dated July 5, 2005 to rezone the subject property from the C-3, CRD, and HC Districts to the Planned Residential Mixed Use (PRM), CRD, and HC Districts. The Board also approved the Conceptual Development Plan subject to the proffers dated July 5, 2005 and development conditions dated July 11, 2005.

COMPREHENSIVE PLAN PROVISIONS (See Appendix 5)

Plan Area:	Area IV
Planning District:	Mount Vernon Planning District
Planning Sector:	Richmond Highway Corridor, Beacon/Groveton Community Business Center
Plan Map:	Alternative Use
Plan Text:	

In the Fairfax County Comprehensive Plan, Area IV, 2007 Edition, Mount Vernon Planning District, as amended through August 6, 2007, Richmond Highway Corridor, Beacon/Groveton Community Business Center, under the heading Land Unit D, beginning on page 40, the Plan states:

Land Unit D

The area between Richmond Highway and Donora Drive extending from Memorial Street south to midway between Clayborne Avenue and Collard Street has been designated the Groveton Redevelopment Area and is appropriate for redevelopment to medium intensity office use up to .70 FAR. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the west.

As an option, high density residential use with office and support retail at an overall intensity up to 1.8 FAR may be appropriate for parcels 92-2((1)) 13A, 93-1((1)) 97, 98 and 93-1((38)) (1) 1,4,7 if the following conditions are met.

- *Complete consolidation of the block bounded by Richmond Highway, Memorial Street, Donora Drive, and Groveton Street is achieved.*
- *The development includes 70,000 to 90,000 square feet of office and retail use with a minimum of 20,000 square feet of retail use and a minimum of 50,000 square feet of office. A 70,000 square feet office component is desirable.*
- *Concurrent development of non-residential and residential uses takes place.*
- *The development proposal creates a mixed-use activity center by providing the following features:*
 - *Locating buildings close to Richmond Highway;*

- *Orienting residential and non-residential uses to sidewalks;*
- *Providing streetscape amenities such as street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping; and*
- *Other building elements as described in the Urban Design Recommendations of the Comprehensive Plan for the Richmond Highway Corridor.*

Buildings are designed to step down to form an appropriate transition to adjacent residential properties west of Richmond Highway. To the extent possible, buildings along Richmond Highway should be sited to avoid casting shadows on the residential neighborhood facing Donora Drive. Appropriate landscaping and façade treatment measures are taken to reduce mass and size effect of multi-story structures on this neighborhood.

- *Highway noise impact is mitigated through appropriate site and building design, and construction materials.*
- *Creative stormwater management techniques are examined as an alternative to underground detention facilities.*
- *The existing park and recreation deficiencies are offset through provision of neighborhood park and recreation facilities. Typical facilities may include, but are not necessarily limited to the following:*
 - *Picnic facilities;*
 - *Open play areas;*
 - *Court facilities;*
 - *Playgrounds and tot lots;*
 - *Landscaped garden/seating areas; and*
 - *Activity/game areas.*

In addition, urban park features should be integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

- *Appropriate turn lanes to and from the site and any necessary intersection improvements are provided to enhance circulation efficiency. In addition, a detailed traffic impact analysis should be done to determine possible other improvements required to mitigate the impacts of the proposed development on the transportation system. The impacts of the development allowed under this option should be offset through a combination of measures as deemed appropriate by the Department of Transportation. These measures may include a combination of capacity,*

roadway, pedestrian circulation, and access improvements, and an effective Transportation Demand Management (TDM) program that takes advantage of the proximity to the Metrorail and existing and future transit along Richmond Highway. The TDM program should include activities such as the provision of shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services.

ANALYSIS

Conceptual Development Plan Amendment/Final Development Plan

Amendment (Copy at front of staff report)
Title of CDPA/FDPA: The Heights At Groveton
Prepared By: The BC Consultants
Original and Revision Dates: May 16, 2008, as revised through December 2, 2008

The Heights At Groveton, CDPA/FDPA	
Sheet #	Description of Sheet
1 of 18	Cover sheet, vicinity map, sheet index
2 of 18	Site layout
3 of 18	Landscape Plan
4 of 18	CDPA/FDPA General notes & comments
5 of 18	Existing Conditions and Existing Vegetation Map
6 of 18	Site Details
7 of 18	Richmond Highway / Rt. 1 Interim Road Improvements / Option A
7A of 18	Richmond Highway / Rt. 1 Interim Road Improvements / Option B
8 of 18	Richmond Highway / Rt. 1 Ultimate Road Improvements / Option A
8A of 18	Richmond Highway / Rt. 1 Ultimate Road Improvements / Option B
9 of 18	Memorial Street Road Improvements
10 of 18	Groveton Street Road Improvements
11 of 18	Donora Drive Road Improvements
12 of 18	Building Elevations
13 of 18	Building Sections
14 of 18	Level Plans: First, Second, Third and Fourth
15 of 18	Level Plans: Fifth, Sixth, Seventh and Eighth

Sheet #	Description of Sheet
16 of 18	Outfall Analysis
17 of 18	Stormwater Management Analysis
18 of 18	BMP Analysis

The applicant proposes two structures with multiple uses. The following table summarizes the CDPA/FDPA tabulations:

	Previously Approved RZ/FDP 2004-LE-012	Proposed PCA/FDPA 2004-LE-012
Total Floor Area	360,000 SF (1.80 FAR)	No Change
Residential	Maximum of 290,000 SF	Maximum of 289,000 SF
Office	Minimum of 50,000 SF	Minimum of 51,000 SF
Retail & other	Minimum of 20,000 SF	No Change
Building Height	85 feet high	No Change
Parking	785 spaces	663 spaces
Open Space	A minimum of 39,988 square feet (20%)	No Change

Site Layout: The applicant proposes two buildings, both with a maximum height of 85 feet, with an integrated parking garage. The combined footprints for the proposed buildings consume the entire block. Retail uses would be located on the ground floor of both buildings along Richmond Highway. The upper floors of the building at the intersection of Richmond Highway and Groveton Street would contain office uses. The upper floors for the other building would contain multifamily dwellings. The original rezoning application approved for the site included single-family attached units along the Donora Drive frontage of the property. While this application does not propose to provide single-family attached units, the multifamily units along Donora drive will be designed to look like single-family attached units from the outside. The proposed development would taper down in height and intensity as it moves toward the single-family detached neighborhood of Groveton. The proposed architecture would be residential in nature. The proffers indicate that the building materials for the structures would be a combination of materials that include pre-cast concrete, glass, metal panels, masonry, cementitious panels, stucco, brick, or materials of similar quality. The applicant has proffered that the development of the non-residential and residential uses will occur in one phase of development.

Uses: As noted in the chart above, the applicant is proposing two mixed-use buildings with a total of 360,000 square feet (SF). The residential building would contain a maximum of 290 multifamily dwellings or a total of 289,000 SF. The office building would contain a minimum of 51,000 SF of office use. A minimum of 20,000 SF of retail use is proposed for the entire site. Under the proffers, the secondary uses to be permitted on the site are the same as previously approved with RZ/FDP 2004-LE-012.

Access: Three entrances were previously approved for the subject property. One entrance was to be located along Memorial Street, opposite an entrance for the Beacon Mall shopping center. A second entrance was approved along Groveton Street and a right-in only entrance was approved along Richmond Highway. While the current application also proposes access to the site from three entrances, the access points have been modified. Two entrances are proposed along Groveton Street. The CDPA/FDPA depicts two options for the single Richmond Highway access. Option A would provide right in only access to the site from Richmond Highway and Option B would provide right-in/right-out access to the site along Richmond Highway. Option B would only be permitted with Virginia Department of Transportation (VDOT) approval. Access from Memorial Street is not proposed with this application.

Parking: The CDP/FDP approved with the original rezoning depicted almost all of the parking located within an underground four (4) level parking structure integrated into the center of the mixed-use building. This application proposes a free standing seven (7) level (2 levels below grade and 5 levels above grade) parking structure located in the center of the proposed development, almost completely shielded from view by the proposed buildings on the site. An arch is proposed along the Richmond Highway frontage of the site, between the office and residential buildings to mitigate the view of the parking structure from Richmond Highway. Parallel parking is shown along the south side of the access road from Richmond Highway. Along Donora Drive, the applicant also proposes to create on-street parking along the site's frontage. There would be no parking along Groveton Street, Memorial Street or Richmond Highway. Access to the parking structure would be provided from Groveton Street and Richmond Highway. Because of the grade of the site, which slopes from Memorial Street down toward Groveton Street, the proposed entrances would provide access to different levels of the parking structure. Vehicles entering at Richmond Highway would be on Level 2 of the parking structure. Vehicles entering at Groveton Street would be on Level 1 of the parking structure. A total of 663 parking spaces would be provided.

Road Improvements: Along Richmond Highway, the applicant proposes to dedicate right-of-way toward the future widening, as previously approved. Because it is not clear when the ultimate widening will take place, the applicant is proposing interim and ultimate road improvements. The CDPA/FDPA depicts two options for Richmond Highway access and road improvements. The applicant, under both options,

is dedicating sufficient right-of-way to accommodate transit in the center of the roadway. Along Memorial Street, the applicant proposes to construct a separate right turn lane for Richmond Highway across the site's frontage. Frontage improvements have also been proposed along Groveton Street and Donora Drive but no widening of these streets is proposed. Along Donora Drive, the applicant also proposes to create on-street parking along the site's frontage.

Pedestrian Linkages: The CDPA/FDPA depicts a nine (9) foot wide trail along the site's Richmond Highway frontage and five (5) foot wide sidewalks along Groveton Street, Memorial Street, and Donora Drive. The CDPA/FDPA also depicts painted pedestrian crosswalks from the site across Groveton Street, Memorial Street, and Richmond Highway.

Open Space: A minimum of twenty percent (20%) open space is proposed, as was proposed with the original rezoning. This open space consists of landscaping around the perimeter of the site and on the top of the garage. Shrubs and ornamental and deciduous trees are proposed along the site's entire frontage. The CDP/FDP approved with the original rezoning depicted an open space area which included a swimming pool and landscaped plaza areas located on the roof of the structured parking garage. This applicant now proposes an open space area which includes a swimming pool and outdoor sitting area to be located at grade surrounded by the residential building and structured parking.

Stormwater Management: As was proposed with the previous approval, an underground facility is proposed for stormwater detention and best management practices. The applicant has requested a waiver to permit these underground stormwater management facilities in a residential district.

Land Use Analysis (Appendix 5)

The subject property is currently undeveloped and the application is proposing minor modifications to the previously approved development concept. The total floor area and FAR remains unchanged for a total of 360,000 square feet (SF) at a floor area ratio (FAR) of 1.80. The previously approved development for the site was exempt from the requirement to provide Affordable Dwelling Units because the residential structure was proposed to be 85 feet high, serviced by an elevator and constructed of non-combustible materials. As the proposed maximum height and construction materials remain the same with the current proposal and the application proposes a reduction in the maximum residential square footage, the residential building is still exempt from the requirement to provide Affordable Dwelling Units. The applicant has proffered to make a contribution to the Fairfax County Housing Trust Fund to assist Fairfax County's low and moderate income housing goals based on the aggregate sales value of each new multi-family dwelling unit constructed on the site.

The proposed mixed-use project is still in keeping with the overlay concept recommended in the Comprehensive Plan for the subject property. While the applicant has proposed a proffer that indicates that development of the non-residential and residential uses will take place concurrently, staff believes that the applicant should provide a firm commitment that the uses will be developed concurrently and establish thresholds for the development of each use until is complete to ensure the site develops in conformance with the Comprehensive Plan recommendations. Therefore, staff recommends a development condition which would require the applicant to have completed all levels of columns and beams for the office building prior to issuance of the first residential use permit (RUP) for the residential building.

Environmental Analysis (Appendix 5)

Issue: Green Building Practices

While the development is based on a previously approved development plan and the proposed changes are relatively minor, Comprehensive Plan guidance for development have since been changed to support development which is designed in a manner to be more energy efficient and environmentally sensitive. The subject property is located within the Richmond Highway Corridor, a growth center within Fairfax County. While the applicants had included some proffers noting that there would be some measure of green building concepts incorporated into the final design of the proposed development, there was no specific commitment for LEED certification for the proposed office, residential, or retail elements of the proposed development.

Resolution:

The applicant has now proffered to achieve green building certification of the project. The proffer states that:

The Applicant shall apply to the United States Green Building Council (USGBC), National Association of Home Builders (NAHB), or alternative organization acceptable to Fairfax County, and will achieve green building certification of the project.....

Furthermore, the applicant will include a USGBC Leadership in Energy and Environmental Design ("LEED") accredited professional as a member of the design team, and the LEED accredited professional will work with the team to incorporate LEED design elements into the project. With the adoption of the proposed proffers, this issue will be resolved.

Issue: Noise

The Policy Plan recommends that noise levels within all outdoor recreation areas be mitigated to 65 dBA or below and that interior noise levels be mitigated to 45 dBA or below.

Resolution:

The outdoor recreation area will be located at the interior of the site behind the residential building; a noise study previously conducted by the applicant found that noise levels in that area will be significantly less than 65 dBA. Furthermore, as was previously approved, in order to reduce interior noise to a level of approximately 45 dBA Ldn, the applicant has proffered to use the following acoustical treatments within the residential dwellings:

- *Exterior walls shall have a laboratory Sound Transmission Classification (STC) of at least 39;*
- *Doors, windows and glazing shall have a laboratory STC rating of at least 28. If doors, windows and other glazed areas constitute more than 20 percent of any facade impacted by noise, they shall have the same laboratory STC ratings specified for exterior walls; and*
- *Adequate measures to seal and caulk between surfaces shall be provided*

The previously approved proffers included the same language and staff believes that with the adoption of the proposed proffers, this issue will be resolved.

Issue: Open Space

As previously discussed, the original rezoning depicted an open space area which included a swimming pool and landscaped plaza areas located on the roof of the structured parking garage. This applicant now proposes an open space area which includes a swimming pool and outdoor sitting area to be located at grade surrounded by the residential building and structured parking. Staff believes that the currently proposed location is not the optimum location for an open space area due to the shadows that will be created due to the surrounding structures. A shadow study previously provided by the applicant showed that the portions of the open space area would be impacted significantly by shadows at mid-day during the months of June through September which would be the peak time for usage of the proposed swimming pool and outdoor sitting area.

Resolution:

The application continues to propose the open space area to be located at grade surrounded by the residential building and structured parking. Staff strongly recommends that the applicant re-locate the open-space area to an area that would not be impacted by shadows as is currently proposed and would be more inviting and encourage use of the area by the residents of the development.

Transportation Analysis (*Appendix 6*)

Issue: Richmond Highway Access

With the original rezoning of the site, a right-in only entrance was approved along Richmond Highway. The CDPA/FDPA depicts two options for the Richmond Highway access to the site. Option A would provide right-in only access to the site from Richmond Highway and Option B would provide right-in/right-out access to the site along Richmond Highway. Fairfax County Department of Transportation (FCDOT) staff does not support the proposed right-in/right-out access on Richmond Highway for the following reasons for the following reasons.

Richmond Highway is a major north/south highway and a Primary Highway within Fairfax County. The premier function of Primary Highways is to move large volumes of traffic with the least amount of traffic conflicts or interference. Any new entrance along Richmond Highway can create traffic flow disruptions by introducing additional turning and weaving movements to a stable through traffic flow. Therefore, such points of access should be minimized, and to the extent possible consolidated to adjacent public street intersections. FCDOT staff believes that it is inappropriate to add new private access points when there are existing public street connections (such as Groveton Street) that can adequately serve the new use. The proposed right-in/right-out option along Richmond Highway is strongly discouraged for the following reasons:

- The provision of adequate gaps for northbound Richmond Highway vehicles to turn left at Groveton Street is critical for the safe operation of the left and through lanes. If site traffic is permitted to exit the site onto Richmond Highway (right-out), these vehicles will reduce the frequency of gaps. If right-out is not permitted, these vehicles will exit the site onto Groveton Street and then turn right onto Richmond Highway, thus eliminating the conflict with the northbound Richmond Highway turning movements or gaps for this movement.
- Pedestrians wishing to cross Richmond Highway at Groveton Street, and traffic seeking to turn onto Richmond Highway from Groveton Street will also be impacted by the right-out operation. The number of critical gaps identified above will be reduced for these pedestrians and drivers, and vehicles exiting the site will create an additional source of conflict between vehicles and pedestrians.

As previously noted, staff believes that entrances that can create traffic flow disruptions should be minimized, and to the extent possible, consolidated with adjacent public street intersections. The proposed development is a consolidated development of an entire block and there are opportunities to provide safe egress points along the other streets bordering the site. Vehicles may exit the site along Groveton Street and access Richmond Highway in a less hazardous manner. The previously approved rezoning proposed right-in only access along Richmond Highway with egress points along Groveton Street and Memorial Drive. Staff believes the current application should provide right-in only access as well.

Furthermore, the site specific Comprehensive Plan text recommends that the impacts of the development allowed should be offset through a combination of measures as deemed appropriate by the Department of Transportation, which may include a combination of capacity, roadway, pedestrian circulation, and access improvements. Staff has determined that a means of offsetting the adverse impacts of the propose development on traffic along Richmond Highway is to provide right-in only access along Richmond Highway.

Resolution:

The application continues to propose two options for providing access along Richmond Highway in order to reserve the applicant the right to provide a right-in/right-out access point (Option B), if approved by VDOT. Staff has proposed a development condition that only right-in only access shall be provided along Richmond Highway. With the adoption of the development condition, this issue will be resolved.

Issue: Richmond Highway Weave and Island Design

The application proposes to provide a wide pork-chop at the Richmond Highway access to the site and a two-foot wide island to separate the southbound Richmond Highway left turn lane from the through lanes under option B for that access (right-in/right-out).

If a right-out is permitted, the weave movement of right-turn drivers who exit the site onto southbound Richmond Highway and then wish to travel north is a major concern. The proximity of the proposed right-out to the Richmond Highway/Groveton Street intersection would create an unnecessary safety hazard for vehicles making the right-out and wanting to make a left at Groveton Street, due to the volumes of downstream traffic on Richmond Highway, and the weave required to enter said traffic and to transition into the left lane. While the applicant has proposed a two-foot wide island to preclude vehicles from making the right –out to Richmond Highway and entering the left lane at the Groveton Street intersection, two-foot wide islands are typically not accepted by VDOT for the following reasons:

- The islands are more difficult for drivers to see, especially at night, and can cause drivers to lose control of their vehicles or swerve into adjoining lanes to avoid the island at the last second.
- The islands are easily crossed by larger vehicles such as large SUVs and pick-up trucks – thus partially negating the benefit of the island.
- The islands are easily buried by snow and cause damage to both the island and snow plows if struck during snow removal.
- The islands restrict snow removal and drainage and can cause ice patches to form as run-off is inhibited.
- Traffic signs cannot be placed on two foot wide islands.

Resolution:

A four-foot island would be the minimum width acceptable. In order to provide a four-foot island, the applicant would need to shift the currently straight southbound through lanes by at least four feet. FCDOT staff has noted that it is unknown if adequate right-of-way is available for this recommended shift, and that adding a shift in the through travel lanes of an arterial highway to provide marginal benefit to a private property owner, is not supported by FCDOT. Therefore, staff has proposed a development condition that only right-in only access shall be provided along Richmond Highway in order to address the numerous issues raised by FCDOT staff regarding the option to permit right-in/right-out access along the Richmond Highway frontage of the site.

Issue: Parallel Parking at the right-in entrance to the site

The application depicted parallel parking along the north side of the entry road into the site at the Richmond Highway access point. Staff determined that vehicles entering or leaving those parking spaces would present a conflict to incoming traffic.

Resolution:

The current application has eliminated the parallel parking along the north side of the entry road. Therefore, this issue has been resolved.

Issue: Transportation Demand Management

FCDOT staff noted that the previously submitted Transportation Demand Management (TDM) proffer for this application essentially deleted all of the TDM Strategies approved with the original rezoning. The proffer limited the TDM strategies to a survey to determine the transportation characteristics of the building tenants and employees but there was no commitment to reduce travel demand. A 15% reduction in trips was taken in the preparation of the Transportation Impact Analysis, but is not justified based on the TDM commitments now being offered by the applicant.

Resolution:

The applicant informed staff that the previously submitted proffers were not intended to supersede the approved proffers, were merely intended to modify the approved proffers where noted. As such, the applicant has revised the proffers to include the previously approved proffers and the proffers to be modified into one document. The revised proffers carry forward the TDM Strategies approved with the original rezoning. Therefore, this issue has been resolved.

Fairfax County Park Authority Analysis (*Appendix 7*)

The Fairfax County Park Authority has reviewed this PCA/FDPA application and determined that this application bears no adverse impact on land or resources of the Park Authority.

The previously approved proffers included a proffer to contribute nine hundred fifty five dollars (\$955.00) per residential unit to the Fairfax County Park Authority (FCPA) for recreational facilities. With this application, the applicant has proffered to contribute one thousand five hundred dollars (\$1,500.00) per residential unit to the FCPA for recreational facilities. The applicant has also proffered to install a dog park at Lenclair Park prior to the issuance of the first residential use permit for the property.

Fairfax County Public Schools (*Appendix 8*)

The proposed development would be served by Groveton Elementary School, Sandberg Middle School, and West Potomac High School. Groveton Elementary and Sandberg Middle School are projected to exceed capacity through the 2008-2009 school year; however, West Potomac High Schools is not. It should be noted that this analysis does not take into account the potential impact of other pending proposals that could affect the same schools.

According to Fairfax County Public Schools, the proposed zoning would generate a total of 37 students. Since the site is currently zoned commercial, the site generates no students. Using the adopted guideline, the proposed zoning would justify a contribution of \$277,500.

The previously approved proffers included a commitment to contribute the requested amount for capital improvements to Groveton Elementary, Sandberg Intermediate, and West Potomac High School, which are located in the vicinity of the application property. The previously approved proffer will be carried forward with this application.

Fire and Rescue (*Appendix 9*)

The subject property is serviced by the Fairfax County Fire and Rescue Department Station #411, Penn Daw. The requested rezoning currently meets fire protection guidelines, as determined by the Fire and Rescue Department.

Sanitary Sewer Analysis (*Appendix 10*)

The property is located in the Cameron Run Watershed and would be sewered into the Alexandria Sanitation Authority Treatment Plant. The Office of Waste Management states that based upon current and committed flow, there is excess capacity in the Alexandria Sanitation Authority Treatment Plant, and that the existing 8-inch pipe is adequate for the proposed use at the present time.

Fairfax County Water Authority (Appendix 11)

The subject property is located within the Fairfax County Water Authority Service Area. Adequate domestic water service is available at the site from existing 6- and 12-inch mains located at the site. However, depending upon the configuration of the on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

Environmental and Site Review Division, DPWES (Appendix 12)

The subject site is located in the "Watershed Restoration II" management category, with a goal of preventing further degradation, and to implement measures to improve water quality. For that reason, the applicant was strongly encouraged to utilize innovative BMPs and to reduce the amount of imperviousness on site, such as the use of raingardens instead of raised planted median strips.

The applicant has incorporated some of these measures into the proposed site layout. A stormwater detention vault and a best management practice (BMP) is proposed under the residential building, and three more structural BMPs are proposed in grassed areas outside of the proposed buildings. The applicant has requested a waiver to permit these underground stormwater management facilities in a residential district. DPWES staff recommends that the Board of Supervisors approve the waiver in order to permit the underground facilities for the proposed development subject to Waiver #22564-WPFM-002-1 Conditions dated December 2, 2008.

Residential Development Criteria

Fairfax County expects new residential development to enhance the community by fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on public facilities, respecting the County's historic heritage, contributing to the provision of affordable housing, and being responsive to the unique site specific considerations of the property. While the PCA application is proposing minor modifications to the previously approved development, remains in harmony with the concept recommended in the Comprehensive Plan for the property and continues to be in conformance with most of the Residential Development Criteria. Staff must note, however, that the Option B access along Richmond Highway, which would permit right-in/right-out access would not satisfy criterion #5 (Transportation) of the Residential Development Criteria. This Criterion requires that developments provide safe and adequate access to the surrounding road network.

As previously noted, the premier function of a major road like Richmond Highway is to move large volumes of traffic with the least amount of traffic conflicts or interference and new entrances can create traffic flow disruptions by introducing additional turning and weaving movements to the traffic flow, and as such, staff believes that points of access should be minimized. FCDOT staff believes that it is inappropriate to add new private access points along Richmond Highway when there

are existing public street connections that can adequately serve the new use. Furthermore, if a right-out is permitted along Richmond Highway, the weave movement of right turn drivers who exit the site onto southbound Richmond Highway and then wish to travel north on Richmond Highway is a major concern, as it would create an unnecessary safety hazard for vehicles making the right-out and wanting to make a left at the Richmond Highway/Groveton Street intersection. Staff has determined that in order to provide safe and adequate access to the surrounding road network, the access along the Richmond Highway frontage of the site should be limited to right-in only access. Therefore staff has proposed a development condition to limit the access along Richmond Highway accordingly. With the adoption of the proposed development conditions, the Residential Development Criterion will be met.

Zoning Ordinance Provisions for P Districts

The PCA application is proposing modifications to the previously approved development concept. The proposed mixed-use project is still in keeping with the overlay concept recommended in the Comprehensive Plan for the subject property. The proposal continues to be in conformance the applicable Zoning Ordinance provisions for P Districts, found in Section 16-101, General Standards, and Section 16-102, Design Standards.

Waivers/Modifications

Waiver of the Service Drive Requirement along Richmond Highway

The applicant seeks a waiver of the required service drive along the subject site's Richmond Highway frontage. The proposed application consolidates all of the parcels along Richmond Highway, between Memorial Street and Groveton Street, in order to provide a Mixed-use development which incorporates the urban design recommendations of the Comprehensive Plan. Furthermore, this waiver was previously approved with the original rezoning. Therefore, staff supports the requested waiver.

Modification of the Transitional Screening and Waiver of the Barrier Requirements along the Eastern and Western Property Lines

Transitional screening for the proposed development is required along the eastern and western property lines, where the site abuts single-family detached dwellings. The applicant requests that the transitional screening requirements be modified to the proposed landscaping and streetscape as shown on the CDPA/FDPA. The applicant has also requested a waiver of the barrier requirements along the eastern and western property lines. The Plan text recommends that any development of the site create a mixed-use activity center, which locates buildings close to Richmond Highway and orients the uses to sidewalks, and the transitional screening and barrier requirements would be in conflict with the goals of the Comprehensive Plan.

A modification of the transitional screening and a waiver of the barrier requirements along the eastern and western property lines were previously approved with RZ/FDP 2004-LE-012 and this application does not propose any significant changes to the screening proposed for the site. Therefore, staff supports the requested modification and waiver.

Modification of the Loading Space Requirements

The applicant seeks to modify the loading space requirements per Sect. 11-201 and 11-203 from five spaces to three spaces. The applicant believes that the required number of loading spaces is not necessary because the different uses within the building can share loading spaces. The same modification was requested with RZ/FDP 2004-LE-012 and staff noted that a determination as to the appropriate number of loading spaces should be made at the time of site plan approval and made part of the record of that approval. Therefore, staff continues to recommend that no action be taken on the modification request at this time.

Waiver to Allow Underground Detention in a Residential Development

The applicant seeks a waiver to permit underground stormwater detention in a residential development. For the reasons discussed in the Environmental Analysis and detailed in the memo contained in Appendix 12, DPWES supports the requested waiver, subject to Waiver #22564-WPFM-002-1 conditions, dated December 2, 2009, and contained in Appendix 12, as Attachment A.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

While the proposed mixed-use project is still in keeping with the overlay concept recommended in the Comprehensive Plan for the subject property, staff is concerned that by splitting the office component from the residential component via a two building concept, the office building may not get constructed at the same time as the residential building (or at all). While the applicant sought to address this issue with a proffer that states that development of the non-residential and residential uses will take place concurrently, the proffer lacked any specificity to ensure that the buildings would be constructed at the same time. For that reason, staff recommends a development condition which would require the applicant to have completed all levels of columns and beams for the office building prior to issuance of the first residential use permit (RUP) for the residential building.

Concern also remains regarding the Richmond Highway access point to the site. The Comprehensive Plan recommends that the impacts of the development should be offset through a combination of measures as deemed appropriate by the Department of Transportation, including access improvements. FCDOT staff does not support the proposed right-out on Richmond Highway because of the proximity

of the Richmond Highway/Groveton Street intersection. The turning movements into Groveton Street from northbound Richmond Highway and also from Groveton Street to both northbound and southbound Richmond Highway, plus the volumes of the downstream traffic on Richmond Highway, make the required weave to enter said traffic an unnecessary safety hazard for vehicles making the right-out. Therefore, staff strongly recommends that the access point along Richmond Highway be limited to right-in only access and has proposed a development condition to address this concern.

Staff Recommendations

Staff recommends approval of PCA 2004-LE-012 and the Conceptual Development Plan, subject to the execution of the draft proffers consistent with those contained in Appendix 1 of the staff report.

Staff recommends approval of FDPA 2004-LE-012, subject to the proposed development conditions contained in Appendix 2 of the staff report and the Board of Supervisors' approval of PCA 2004-LE-012 and the Conceptual Development Plan.

Staff recommends that the service drive requirement along Richmond Highway be waived.

Staff recommends that the transitional screening requirements along the eastern and western property lines be modified to that shown on the CDPA/FDPA.

Staff recommends that the barrier requirements along the eastern and western property lines be waived.

Staff recommends that PFM Section 6-0303.8 be waived to permit the use of an underground detention facility and a separate underground water quality control facility in a residential area subject to the development conditions entitled Waiver #22564-WPFM-002-1 conditions, dated December 2, 2008, and contained in Appendix 12 of the staff report as Attachment A.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendations of staff; it does not reflect the position of the Board of Supervisors.

The approval of this rezoning does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

APPENDICES

1. Draft Proffers
2. Proposed Development Conditions
3. Affidavit
4. Statement of Justification
5. Plan Citations and Land Use & Environmental Analysis
6. Transportation Analysis
7. Park Authority Analysis
8. Schools Analysis
9. Fire and Rescue Analysis
10. Sanitary Sewer Analysis
11. Fairfax County Water Authority Analysis
12. Environmental and Site Review Analysis (DPWES)
13. Approved Proffers and Development Conditions for RZ 2004-LE-012
14. Applicable Zoning Ordinance Provisions
15. Residential Development Criteria
16. Glossary of Terms

PROPOSED DEVELOPMENT CONDITIONS

FDPA 2004-LE-012

February 18, 2009

If it is the intent of the Planning Commission to approve Final Development Plan Amendment Application FDPA 2004-LE-012 for mixed-use development located at Tax Map Parcels 92-2 ((1)) 13A; 93-1 ((1)) 97, 98; and 93-1 ((38)) (1) 1, 4, 7, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions.

1. Development of the subject property shall be in conformance, as defined by Section 16-403 of the Zoning Ordinance, with the Final Development Plan entitled "The Heights at Groveton", prepared by the BC Consultants, and dated May 16, 2008, as revised through December 2, 2008.
2. All utilities shall be placed underground.
3. Only right-in only access shall be permitted along the Richmond Highway frontage of the subject property.
4. All levels of columns and beams for the office building shall be completed prior to issuance of the first residential use permit (RUP) for the residential building.

REZONING AFFIDAVIT

DATE: February 3, 2009
 (enter date affidavit is notarized)

I, Sara V. Mariska, attorney/agent, do hereby state that I am an
 (enter name of applicant or authorized agent)

(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below 100522c

in Application No.(s): PCA 2004-LE-012
 (enter County-assigned application number(s), e.g. RZ 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS, and LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(NOTE: All relationships to the application listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Redbrick Development Group, LLC Agents: Timothy T. Mulcahy Heath E. Wilkinson Stuart H. Cain Thomas J. Skinner	1616 H Street, NW, Suite 1030 Washington, DC 20006	Co-Applicant/Contract Purchaser of Tax Map 92-2 ((1)) 13A; 93-1 ((1)) 97 and 98; 93-1 ((38)) (1) 1, 4, 7
MDP Groveton, LLC Agents: Jon E. Hass, Sr. Daryl J. Butcher	9232 Forest Haven Drive Alexandria, VA 22304	Co-Applicant/Title Owner of Tax Map 92-2 ((1)) 13A; 93-1 ((1)) 97 and 98; 93-1 ((38)) (1) 1, 4, 7

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued on a "Rezoning Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

Rezoning Attachment to Par. 1(a)

DATE: February 3, 2009
 (enter date affidavit is notarized)

100522c

for Application No. (s): PCA 2004-LE-012
 (enter County-assigned application number (s))

(NOTE): All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C. Agents: Martin D. Walsh Lynne J. Strobel Timothy S. Sampson M. Catharine Puskar Sara V. Mariska G. Evan Pritchard Elizabeth D. Baker Inda E. Stagg Kara M. Whisler Megan C. Shilling Elizabeth A. McKeeby	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Agent
The BC Consultants, Inc. Agents: Peter L. Rineck Dennis D. Dixon Dennis G. Casbeer	12600 Fair Lakes Circle Suite 100 Fairfax, Virginia 22033	Engineers/Agent
The Preston Partnership, LLC Agents: Peggy (nmi) Chen (former) Mark D. Drake (former) William D. Brownback Stephen T. Moriak	3141 Fairview Park Drive, #415 Falls Church, VA 22042	Architect/Agent
M.J. Wells & Associates, Inc. f/k/a M.J. Wells & Associates, LLC Agent: Robin L. Antonucci	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation Consultant/ Agent

(check if applicable)

[]

There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

REZONING AFFIDAVIT

DATE: February 3, 2009
(enter date affidavit is notarized)

100522c

for Application No. (s): PCA 2004-LE-012
(enter County-assigned application number(s))

1(b). The following constitutes a listing*** of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders, and if the corporation is an owner of the subject land, all of the OFFICERS and DIRECTORS of such corporation:

(NOTE: Include **SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES, and REAL ESTATE INVESTMENT TRUSTS** herein.)

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Redbrick Development Group, LLC
1616 H Street, NW, Suite 1030
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF SHAREHOLDERS: (enter first name, middle initial, and last name)

TJJ Development Associates, LLC, Managing Member
Redbrick Development Partners, LLC, Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name & title, e.g. **President, Vice President, Secretary, Treasurer, etc.**)

Timothy T. Mulcahy, President; Jason Gerstein, Vice President

(check if applicable) There is more corporation information and Par. 1(b) is continued on a "Rezoning Attachment 1(b)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. *In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed.* Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

REZONING AFFIDAVIT

DATE: February 3, 2009
(enter date affidavit is notarized)

1005220

for Application No. (s): PCA 2004-LE-012
(enter County-assigned application number(s))

1(c). The following constitutes a listing*** of all of the PARTNERS, both GENERAL and LIMITED, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

PARTNERSHIP NAME & ADDRESS: (enter complete name, number, street, city, state and zip code)
None

(check if applicable) The above-listed partnership has no limited partners.

NAMES AND TITLE OF THE PARTNERS (enter first name, middle initial, last name, and title, e.g. General Partner, Limited Partner, or General and Limited Partner)

(check if applicable) There is more partnership information and Par. 1(c) is continued on a "Rezoning Attachment to Par. 1(c)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. *In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.*

REZONING AFFIDAVIT

DATE: February 3, 2009
(enter date affidavit is notarized)

1005220

for Application No. (s): PCA 2004-LE-012
(enter County-assigned application number(s))

1(d). One of the following boxes **must** be checked:

In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land:

Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on the line below.)

None

(check if applicable) There are more interests to be listed and Par. 2 is continued on a "Rezoning Attachment to Par. 2" form.

REZONING AFFIDAVIT

DATE: February 3, 2009
(enter date affidavit is notarized)

100522C

for Application No. (s): PCA 2004-LE-012
(enter County-assigned application number(s))

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than \$100, singularly or in the aggregate, with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on line below.)

None

(NOTE: Business or financial relationships of the type described in this paragraph that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings. See Par. 4 below.)

(check if applicable) [] There are more disclosures to be listed and Par. 3 is continued on a "Rezoning Attachment to Par. 3" form.

4. That the information contained in this affidavit is complete, that all partnerships, corporations, and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land have been listed and broken down, and that prior to each and every public hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including business or financial relationships of the type described in Paragraph 3 above, that arise on or after the date of this application.

WITNESS the following signature:

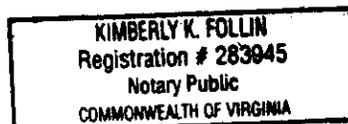
(check one) Sara V. Mariska
[] Applicant [x] Applicant's Authorized Agent

Sara V. Mariska, attorney/agent
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 3 day of February 2009, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2011



Rezoning Attachment to Par. 1(b)

DATE: February 3, 2009
(enter date affidavit is notarized)

100522c

for Application No. (s): PCA 2004-LE-012
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
MDP Groveton, LLC
9232 Forest Haven Drive
Alexandria, VA 22304

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Jon E. Hass, Sr., Managing Member
Daryl J. Butcher, Managing Member

=====

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

=====

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
David J. Bomgardner, E. Andrew Burcher, Thomas J. Colucci, Peter M. Dolan, Jr., Jay du Von, Jerry K. Emrich, William A. Fogarty, John H. Foote, H. Mark Goetzman, Bryan H. Guidash, Michael D. Lubeley, J. Randall Minchew, M. Catharine Puskar, John E. Rinaldi, Lynne J. Strobel, Garth M. Wainman, Nan E. Walsh, Martin D. Walsh

=====

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 3, 2009
(enter date affidavit is notarized)

100522c

for Application No. (s): PCA 2004-LE-012
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

The BC Consultants, Inc.
12600 Fair Lakes Circle, Suite 100
Fairfax, Virginia 22033

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

James H. Scanlon
Daniel M. Collier

=====

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

=====

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

The Preston Partnership, LLC
3141 Fairview Park Drive, #415
Falls Church, VA 22042

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Robert N. Preston

=====

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 3, 2009
(enter date affidavit is notarized)

100522c

for Application No. (s): PCA 2004-LE-012
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

M.J. Wells & Associates, Inc. f/k/a M.J. Wells & Associates, LLC
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

M.J. Wells & Associates, Inc., Former Sole Member
M.J. Wells & Associates, Inc. Employee Stock Ownership Trust. All employees are eligible plan participants; however, no one employee owns more than 1% of any class of stock.

=====

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

=====

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

M.J. Wells & Associates, Inc. Employee Stock Ownership Trust. All employees are eligible plan participants; however, no one employee owns more than 1% of any class of stock.

=====

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 3, 2009
(enter date affidavit is notarized)

100522c

for Application No. (s): PCA 2004-LE-012
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
TJJ Development Associates, LLC
1616 H Street, NW, Suite 1030
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)
 There are 10 or less shareholders, and all of the shareholders are listed below.
 There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
 There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Timothy T. Mulcahy, Managing Member
Jason P. Gerstein, Managing Member
B&F, LLC, Member

=====

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

=====

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
B&F, LLC
1616 H Street, NW, Suite 1030
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)
 There are 10 or less shareholders, and all of the shareholders are listed below.
 There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
 There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Sarah J. Bellew, Member

=====

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: November 3, 2008

100 522c

(enter date affidavit is notarized)

for Application No. (s): PCA 2004-LE-012

(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Redbrick Development Partners, LLC
1616 H Street, NW, Suite 1030
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

Thomas J. Skinner, Managing Member
William J. Passmore, Member
Jonas P. Lee, Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

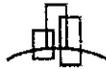
DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.



Lynne J. Strobel
 (703) 528-4700 Ext. 5418
 lstrobel@arl.thelandlawyers.com

**WALSH COLUCCI
 LUBELEY EMRICH
 & WALSH PC**
 May 16, 2008

RECEIVED
 Department of Planning & Zoning

MAY 19 2008

Zoning Evaluation Division

Via Hand Delivery

Regina C. Coyle, Director
 Fairfax County Department of Planning & Zoning
 Zoning Evaluation Division
 12055 Government Center Parkway, Suite 801
 Fairfax, Virginia 22035

Re: Proffered Condition Amendment/Final Development Plan Amendment Application
 (PCA/FDPA 2004-LE-012)
 Co-Applicants: Redbrick Development Group, LLC and MDP Groveton, LLC

Dear Ms. Coyle:

Please accept the following as a statement of justification for a proffered condition amendment/final development plan amendment application on property identified among the Fairfax County tax map records as 92-2 ((1)) 13A; 93-1 ((1)) 97, 98; 93-1 ((38)) (1) 1, 4, and 7 (the "Subject Property").

The Subject Property consists of approximately 4.6 acres located on the west side of Richmond Highway, to the south of Memorial Street, to the north of Groveton Street, and to the east of Donora Drive in the Lee Magisterial District. The Subject Property is zoned to the PRM District and is also located in the Highway Commercial ("HC"), and Richmond Highway Commercial Revitalization ("CRD") Overlay Districts. On July 11, 2005, the Board of Supervisors (the "Board") approved RZ 2004-LE-012 which rezoned the Subject Property to the PRM District and permitted the construction of a single 360,000 square foot mixed-use building. More specifically, the building was approved for 290,000 square feet of residential dwellings, including multi-family and single-family attached residential units, a minimum of 50,000 square feet of office, and a minimum of 20,000 square feet of other secondary uses, including retail. A total of 785 parking spaces were provided in an integrated parking garage. The overall character of the approved building is urban residential and tapers down from the Richmond Highway frontage, which is predominantly commercial, to Donora Drive, which is developed with single-family residential homes. The Applicants propose modifications to the approved project, known as Groveton Heights, to permit changes to the approved building, while maintaining the overall character and mix of uses.

The Applicants propose modifications to the internal configuration of the building; including parking, open space and the location of uses; and points of access. These modifications are necessary as a result of final design and market considerations. More specifically, the Applicant proposes a slight decrease in the residential square footage from 290,000 gross square feet to 289,000 gross square feet; 51,000 gross square feet of office

PHONE 703 528 4700 | FAX 703 525 3197 | WWW.THELANDLAWYERS.COM
 COURTHOUSE PLAZA | 2200 CLARENDON BLVD., THIRTEENTH FLOOR | ARLINGTON, VA 22201-3359

LOUDOUN OFFICE 703 737 3633 | PRINCE WILLIAM OFFICE 703 680 4664

ATTORNEYS AT LAW

development; and 20,000 gross square feet of retail development. The proposed square footage will not exceed the 1.8 FAR maximum that was approved for the Subject Property, and is consistently with the previously proffered minimum square footage for office and retail as 50,000 and 20,000 gross square feet, respectively. The exterior design of the building and the proposed building materials are the same, as well as the peripheral setbacks and height.

Office and retail uses will remain oriented to Richmond Highway, with a slight adjustment. The office use that was shown on the CDP/FDP to be disbursed through the building has been shifted to the southeast corner of the site to allow a more successful office component. The existing office building located on the south side of Groveton Street compliments an office use in the proposed location. The shift also allows additional retail square footage in proximity to existing retail uses on Memorial Street thereby creating a synergy that will benefit both properties. The visual appearance of the building from Richmond Highway will be substantially the same. A physical separation of the office from the residential use is necessary as a result of different floor-to-floor heights between the two uses, and different building code requirements. The building will maintain a unified façade that is compatible with the urban streetscape envisioned for the Richmond Highway Corridor. The entire project will be constructed in only one phase of development. Street trees and other streetscape features along the property frontages will continue to be provided as was previously proffered.

The parking structure will also be modified slightly with this application. The parking garage has been redesigned as a centrally located seven level structure. Approximately 2 ½ levels of the parking structure are buried below grade to take advantage of the site's existing topography. The central location of the parking structure allows it to be visually screened from the perimeter of the Subject Property. The proposed number of parking spaces has been reduced to 704 as shown on the FDPA. A reduction in parking of up to twenty percent (20%) is permitted in the CRD. Given the mix of uses on the Subject Property and different peak hours of each use, adequate parking will be available for all tenants, residents, and visitors throughout the day. The parking garage will be served by three points of access – a right-in/right-out entrance on Richmond Highway and two access points on Groveton Street that permit full turning movements. An access point has been removed from Memorial Street due to previous concerns with the heavy volume of traffic on Memorial Street; congestion at the intersection of Memorial Street and Richmond Highway; and the traffic and turning movements associated with the commercial shopping center on the opposite side of Memorial Street. The modification of the right-in entrance on Richmond Highway to right-in/right-out has been incorporated as suggested by VDOT representatives. The proposed access points will allow for the orderly entry and exit of vehicles with the least amount of vehicular conflicts.

Finally, the FDPA illustrates a slight reconfiguration of the proposed swimming pool and plaza areas. The swimming pool and a landscaped plaza area will be provided at grade. The location is central to the residential portion of the building and the courtyard will allow light and air to circulate between the buildings, as well as provide pleasant views for interior residential units. One open space area, instead of two, allows a larger contiguous area of recreational amenities that will be more likely used by the residents. The swimming pool is located at grade

and, to ensure that it will not be adversely impacted by the adjacent buildings, a shadow study was conducted. This study concluded that shadows will not adversely impact the pool and plaza area. The amount of landscaped open space is shown as 20%, which is consistent with the prior approval. The other on-site amenities described in the proffers, including a community center with exercise facilities and passive recreation features, will continue to be provided.

The Subject Property is located within Area IV of the Fairfax County Comprehensive Plan (the "Plan"). More specifically, the Subject Property is in the Richmond Highway Corridor, in Land Unit D of the Beacon/Groveton Community Business Center within the Mount Vernon Planning District. The Subject Property is planned for alternative use. The Plan states, in relevant part that the Subject Property is within the area designated as the Groveton Redevelopment Area. This area is appropriate for redevelopment to medium intensity office use up to .70 FAR; however, as an option, high density residential use with office and support retail at an overall intensity up to 1.8 FAR may be appropriate for parcels 92-2((1)) 13A, 93-1((1)) 97, 98 and 93-1((38)) (1) 1,4,7 if certain conditions are met. The Applicants continue to satisfy the conditions outlined in the Plan as evidenced by the improvements detailed on the FDPA.

Residential Development Criteria have been adopted in order to evaluate zoning requests for residential development. The proposal continues to meet the residential development criteria in the proposed mixed-use development as follows:

- I. **Site Design** – All applications are to be characterized by high-quality site design. The Applicants' proposal provides high-quality site design as follows:
 - a. **Consolidation** – The Applicants have consolidated all of the property that is available in this area for development. The Subject Property is comprised of approximately 4.6 acres.
 - b. **Layout** – The proposed layout provides logical, functional, and appropriate relationships between the residential, retail, and office components within the development. The office and retail uses have been located adjacent to Richmond Highway to create an urban streetscape that complements existing development. The building also tapers down from the predominately commercial development along Richmond Highway to the existing residential community which provides an appropriate transition.
 - c. **Open Space** – Usable, accessible, and well-designed open space is provided on the Subject Property in the form of a centrally located landscaped plaza area. The amount of open space provided is twenty percent (20%).
 - d. **Landscaping** -- Landscaping will be provided around the perimeter of the Subject Property and on top of the garage. Landscape details have been provided on the FDPA to illustrate the quality and quantity of proposed vegetation.

- e. Amenities – The on-site amenities for the future residents feature an outdoor landscaped plaza, swimming pool, indoor exercise facilities, and passive recreation such as picnic areas, seating areas, and formal gardens. The parking garage will also be an amenity for the residents.

II. Neighborhood Context – New developments are to fit into the fabric of their adjacent neighborhoods. The Applicants are proposing a mixed-use development with residential, retail, and office uses. The development has been designed to complement the existing retail and office uses and taper appropriately to surrounding neighborhoods.

III. Environment – Proposals should be consistent with the policies and objectives of the environmental element of the Plan.

- a. Preservation – There are no EQCs, RPAs, or other environmentally sensitive areas on the Subject Property. There are no scenic assets or natural features on this site worthy of preservation.
- b. Slopes and Soils – Soil studies have been performed and have been shown to be adequate for the proposed development.
- c. Water Quality – Best Management Practices for stormwater detention and water quality will be provided in underground facilities.
- d. Stormwater Management – A waiver to allow underground stormwater detention and water quality controls to serve residential development is requested.
- e. Noise – A noise analysis was submitted with the original rezoning of the Subject Property. Measures for noise mitigation will be addressed in the proffers.
- f. Lighting – All lighting will be in accordance with Fairfax County Zoning Ordinance (the “Ordinance”) requirements.
- g. Energy – The building will be constructed in keeping with energy efficiency standards.

IV. Tree Preservation and Tree Cover Requirements – The Subject Property does not have mature vegetation and, as a result, tree preservation is not an issue. The Applicants are proposing tree cover of ten percent (10%) which will be provided as depicted on the FDPA.

V. Transportation – All applications are to implement measures to address planned transportation improvements. The mixed-use development, with a combination of office, retail, and residential uses will reduce vehicle trips. A Transportation Impact Assessment has been prepared by Wells and Associates and will be reviewed by Fairfax County and

VDOT. The Applicants will provide specific transportation demand management ("TDM") measures as previously proffered.

- VI. **Public Facilities** -- Impacts to public facilities will be addressed in the proffers.
- VII. **Affordable Housing** – The Applicants will provide for affordable housing through the proffers.
- VIII. **Heritage Resources** – There are no significant cultural, architectural, economic, social, political, or historic heritage sites or structures located on the Subject Property. The Applicants have provided the Fairfax County Park Authority Cultural Resources Protection Section with a copy of a Phase I archeological study for their review.
- IX. **Density** – The Subject Property is within Land Unit D of the Richmond Highway Corridor, Beacon/Groveton Community Business Center. The Plan recommends an FAR of 1.8 if certain specific conditions are met. The Applicants have satisfied these conditions and the proposed development at a 1.8 FAR is in keeping with the recommendations of the Plan.

The Applicants' proposal is in conformance with all Ordinance regulations with the following exceptions:

- A waiver of the service drive requirement on Richmond Highway is requested. The Subject Property consolidates all parcels along Richmond Highway, between Groveton and Memorial Streets and thus no service drive or interparcel access is necessary. This waiver was previously granted with approval of RZ 2004-LE-012.
- A modification of the transitional screening requirement along all property lines to the screening depicted on the FDPA. Though screening along the eastern and western property lines is required by the Ordinance, the proposed development orients buildings close to Richmond Highway and provides appropriate transitions to the surrounding neighborhoods. This modification was previously granted with the approval of RZ 2004-LE-012.
- A waiver of the barrier requirements along all property lines is requested. The proposed mixed-use development has been designed to provide appropriate transitions to the surrounding neighborhoods. This waiver was previously granted with the approval of RZ 2004-LE-012.
- A waiver to permit underground detention and best management practices (BMPs) in a residential development is requested. This waiver was previously granted with the approval of RZ 2004-LE-012.

- Modification of the loading space requirements is requested. The number of loading spaces required by the Ordinance will not be necessary as the Applicants anticipate that the different uses within the building will share the loading spaces provided.
- A parking reduction is requested. A reduction of up to twenty percent (20%) is permitted in the CRD and is in keeping with the objectives of a mixed-use development to combine vehicle trips. Each use will have different peak hour demands which will provide office users, residents, and patrons with adequate parking. Additionally, the Applicants' proposed TDM strategies shall further reduce vehicle trips.

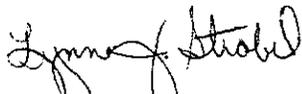
The Applicants are proposing minor modifications to the mix of uses and site layout of Groveton Heights based on final engineering and market demands. The Applicants continue to propose a high-quality mixed-use development that will provide a valuable mix of uses that transition appropriately to surrounding neighborhoods. The development will improve an older area of the County, particularly in need of revitalization. This proposal will also serve as a catalyst for future redevelopment and provide a model of a mixed-use residential development along Richmond Highway. The Applicants' proposal is consistent with the Plan and the purpose and intent of the Ordinance.

Should you have any questions, or require any additional information, please do not hesitate to contact me. I would appreciate the acceptance of this application and the scheduling of public hearings before the Fairfax County Planning Commission and Board of Supervisors at your earliest convenience.

As always, I appreciate your cooperation and assistance.

Very truly yours,

WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.



Lynne J. Strobel

Enclosures

cc: Tim Mulcahy
Peter Rinek
Robin Antonucci
Mark Drake
Jon Haas
Darryl Butcher
Sara V. Mariska
Martin D. Walsh



County of Fairfax, Virginia

MEMORANDUM

DATE December 1, 2008

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief *PGN*
Environment and Development Review Branch, DPZ

SUBJECT: Land Use Analysis & Environmental Assessment: PCA/FDPA 2004-LE-012
The Heights at Groveton (a.k.a Redbrick Development Group)

The memorandum, prepared by John Bell, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the development plan dated May 2008, as revised through September 2, 2008. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

DESCRIPTION OF THE APPLICATION

The approximately 4.59-acre subject property is located on the west side of Richmond Highway and is bounded by Memorial Street to the north, Groveton Street to the south and Donora Drive to the west. The Groveton School previously occupied the site, but it has since been demolished and the site is currently vacant. The applicants are seeking modifications for the previously approved rezoning at this location for a mixed use development which will include office, retail and residential uses. The proposed modifications will allow some changes to the site design of the project. The total floor area and FAR remain unchanged for a total of 360,000 square feet at an FAR of 1.80. Office uses will increase by 1,000 square feet under the current proposal and parking will be reduced from 785 spaces to 704 spaces. Exterior design changes have also been incorporated into the proposed modifications. The applicants are also seeking a number of waivers and modifications, including, a waiver of the service drive requirement along Richmond Highway, modifications of the transitional screening requirements along all property lines, a waiver of all barrier requirements along all property lines, modification of the loading space requirements, a waiver to permit underground detention in a residential development and a 20% parking reduction.

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

LOCATION AND CHARACTER OF THE AREA

The subject property is located in Land Unit D of the Beacon/Groveton Community Business Center of the Richmond Highway Corridor. The Beacon Mall commercial retail center is located immediately north of the subject property. Commercial office is located immediately south of the subject property. Properties on the east side of Richmond Highway at this location are zoned C-2, C-3 and C-8.

COMPREHENSIVE PLAN CITATIONS:

Land Use

Fairfax County Comprehensive Plan, Area IV, 2007 edition, Mount Vernon Planning District as amended through August 6, 2007, Richmond Highway Corridor Area, Land Unit D, Land Use Recommendations, page 40:

“The area between Richmond Highway and Donora Drive extending from Memorial Street south to midway between Clayborne Avenue and Collard Street has been designated the Groveton Redevelopment Area and is appropriate for redevelopment to medium intensity office use up to .70 FAR. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the west.

As an option, high density residential use with office and support retail at an overall intensity up to 1.8 FAR may be appropriate for parcels 92.-2((1)) 13A, 93-1((1)) 97, 98 and 93-1((38)) (1) 1,4,7 if the following conditions are met.

- Complete consolidation of the block bounded by Richmond Highway, Memorial Street, Donora Drive, and Groveton Street is achieved.
- The development includes 70,000 to 90,000 square feet of office and retail use with a minimum of 20,000 square feet of retail use and a minimum of 50,000 square feet of office. A 70,000 square feet office component is desirable.
- Concurrent development of non-residential and residential uses takes place.
- The development proposal creates a mixed-use activity center by providing the following features:
 - Locating buildings close to Richmond Highway;
 - Orienting residential and non-residential uses to sidewalks;
 - Providing streetscape amenities such as street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping; and
 - Other building elements as described in the Urban Design Recommendations of the Comprehensive Plan for the Richmond Highway Corridor.

- Buildings are designed to step down to form an appropriate transition to adjacent residential properties west of Richmond Highway. To the extent possible, buildings along Richmond Highway should be sited to avoid casting shadows on the residential neighborhood facing Donora Drive. Appropriate landscaping and façade treatment measures are taken to reduce mass and size effect of multi-story structures on this neighborhood.
- Highway noise impact is mitigated through appropriate site and building design, and construction materials.
- Creative stormwater management techniques are examined as an alternative to underground detention facilities.
- The existing park and recreation deficiencies are offset through provision of neighborhood park and recreation facilities. Typical facilities may include, but are not necessarily limited to the following:
 - Picnic facilities;
 - Open play areas;
 - Court facilities;
 - Playgrounds and tot lots;
 - Landscaped garden/seating areas; and
 - Activity/game areas.

In addition, urban park features should be integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

- Appropriate turn lanes to and from the site and any necessary intersection improvements are provided to enhance circulation efficiency. In addition, a detailed traffic impact analysis should be done to determine possible other improvements required to mitigate the impacts of the proposed development on the transportation system. The impacts of the development allowed under this option should be offset through a combination of measures as deemed appropriate by the Department of Transportation. These measures may include a combination of capacity, roadway, pedestrian circulation, and access improvements, and an effective Transportation Demand Management (TDM) program that takes advantage of the proximity to the Metrorail and existing and future transit along Richmond Highway. The TDM program should include activities such as the provision of shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services.”

Environment

Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition, Environment section as amended through February 25, 2008, on page 7-9:

“Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques.

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations. . . .

Programs to improve water quality in the Potomac River/Estuary, and Chesapeake Bay will continue to have significant impacts on planning and development in Fairfax County. There is abundant evidence that water quality and the marine environment in the Bay are deteriorating, and that this deterioration is the result of land use activities throughout the watershed. . . .

In order to protect the Chesapeake Bay and other waters of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate “Chesapeake Bay Preservation Areas”. Within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations.”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through February 25, 2008, page 17:

“Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.

Policy a. Consistent with other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices can include, but are not limited to:

- Environmentally-sensitive siting and construction of development.
- Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the *Policy Plan*).
- Optimization of energy performance of structures/energy-efficient design.

- Use of renewable energy resources.
- Use of energy efficient appliances, heating/cooling systems, lighting and/or other products.
- Application of water conservation techniques such as water efficient landscaping and innovative wastewater technologies.
- Reuse of existing building materials for redevelopment projects.
- Recycling/salvage of non-hazardous construction, demolition, and land clearing debris.
- Use of recycled and rapidly renewable building materials.
- Use of building materials and products that originate from nearby sources.
- Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials.

Encourage commitments to implementation of green building practices through certification under established green building rating systems (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED[®]) program or other comparable programs with third party certification). Encourage commitments to the attainment of the ENERGY STAR[®] rating where applicable and to ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.

Policy b. Ensure that zoning proposals for nonresidential development and zoning proposals for multifamily residential development of four or more stories within the Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas as identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification through the LEED program or its equivalent, where applicable, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;
- Development involving a change in use from what would be allowed as a permitted use under existing zoning;

- Development at the Overlay Level; or
- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.

Policy c. Ensure that zoning proposals for residential development will qualify for the ENERGY STAR Qualified Homes designation, where such zoning proposals seek development at the high end of the Plan density range and where broader commitments to green building practices are not being applied.

Policy d. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county's environmental initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.

Policy e. Encourage energy conservation through the provision of measures which support nonmotorized transportation, such as the provision of showers and lockers for employees and the provision of bicycle parking facilities for employment, retail and multifamily residential uses."

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through February 25, 2008, page 11:

"Objective 4: Minimize human exposure to unhealthful levels of transportation generated noise.

Policy a: Regulate new development to ensure that people are protected from unhealthful levels of transportation noise.

Policy b: Reduce noise impacts in areas of existing development."

COMPREHENSIVE PLAN MAP: Office.

LAND USE ANALYSIS

The subject property is currently undeveloped and the application is proposing minor modifications to the previously approved development concept. While the proposed mixed use project is still in keeping with the overlay concept recommended in the Comprehensive Plan for the subject property, concerns remain regarding the ultimate mixed of uses and phasing those uses in a manner that will not result in a single use at this location. While the current commitment only notes that the office development will occur in the initial phase of development at this location it remains unclear when the subsequent development of the retail and residential elements of the mixed use development will occur. It should also be noted that

while the applicants have agreed to employ green building practices in the design and construction of the proposed development there has been no specific commitment to Leadership in Energy and Environmental Design (LEED) certification for any portion of the proposed development.

ENVIRONMENTAL ANALYSIS

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed development. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions. Particular emphasis is given to opportunities provided by this application to conserve the county's remaining natural amenities.

Water Quality

Issue:

The development plan depicts an underground detention vault to meet stormwater management requirements for the proposed development. This concept is consistent with the previously approved development plans. However, staff would encourage the use of low impact development (LID) practices as a means of enhancing the conventional underground detention facilities.

Resolution:

Staff feels that the measures being proposed should satisfy staff concerns regarding water quality controls for the proposed development. Ultimately any final determination regarding stormwater management and water quality controls will be made by staff within the Department of Public Works and Environmental Services (DPWES).

Green Building Practices

Issue:

While the development is based on a previously approved development plan and the proposed changes are relatively minor, Comprehensive Plan guidance for development have since been changed to support development which is designed in a manner to be more energy efficient and environmentally sensitive. The subject property is located within the Richmond Highway Corridor, a growth center within Fairfax County. While the applicants have included some proffers noting that there will be some measure of green building concepts incorporated into the final design of the proposed development, there has been no specific commitment for LEED certification for the proposed office, residential, or retail elements of the proposed development.

Resolution:

As the use and intensity was established in the original rezoning application, staff encourages the applicants to seek LEED certification for the proposed office and ENERGY STAR qualification for the proposed residential use.

PGN: JRB



County of Fairfax, Virginia

MEMORANDUM

DATE: December 5, 2008

TO: Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Angela Kadar Rodeheaver, Chief
Site Analysis Section
Department of Transportation

FILE: 3-4 (RZ 2004-LE-012)

SUBJECT: Transportation Impact

REFERENCE: PCA/FDPA 2004-LE-012, Redbrick Development Group, LLC &
MDP Groveton LLC
Traffic Zone: 1471
Land Identification: 92-2 ((1)) 13A; 93-1 ((1)) 98; 93-1 ((38)) 1, 4, 7

Transmitted herewith are the comments from the Department of Transportation with respect to the referenced application. These comments are based on plans made available to this office revised through December 2, 2008, draft proffers last dated October 9, 2008, and the applicant's Transportation Impact Analysis revised to September 16, 2008. The applicant proposes to amend the development plan and proffers previously approved with RZ/FDP 2004-LE-012 to modify the internal configuration of the buildings, including parking, open space, location of uses, and points of access. The approved access to Memorial Street is eliminated and the two points of access to Groveton Street remain. The previously approved right-in only access from Route 1 now is proposed as a right-in/right-out operation. Due to the change in access and several major unresolved transportation issues as discussed below, *this department recommends denial of the application.*

Right-in/right-out access to Richmond Highway.

The approved plan provides for only a right into the site from Richmond Highway. The approved access is less than desirable. Richmond Highway is a major north/south highway and a Primary Highway within Fairfax County. The premier function of Primary Highways is to

move large volumes of traffic with the least disruption and turbulence. Any new entrance creates traffic flow disruption and turbulence by introducing turning and weaving movements and speed dichotomies to a stable through traffic flow. Such points of access should be minimized, and to the extent possible consolidated to adjacent public street intersections. It is inappropriate to add new private access points when existing public street connections can adequately serve the new use. The exit proposed with the subject application is specifically egregious due to the following circumstances.

The left turn from northbound Route 1 into Groveton Street will be greatly affected by this development as queues will increase and the left turn storage bay is substandard [and can not be extended]. Traffic volumes and cycle length information gleaned from the applicant's transportation impact study were utilized for the following evaluations.

1. During the a.m. peak hour the southbound Richmond Highway through volume to capacity [v/c] ratio is 0.48. During the p.m. peak it is 0.96, or almost at total capacity. As such, gaps needed for northbound Route 1 left turn traffic to safely cross the three southbound Richmond Highway through lanes will occur primarily when the light is red at Memorial Drive and prior to traffic from Memorial turning southbound onto Richmond Highway. Traffic from the applicant's proposed exit will conflict with this movement.
2. With build out of the site, the a.m. northbound Richmond Highway left turn demand at Groveton Street is slightly less than 6 vehicles per each traffic signal cycle at Richmond Highway and Memorial Street. During the p.m. peak it averages 6.6 vehicles per cycle. The northbound left turn bay is approximately 80 feet long. Twenty five feet per vehicle is the typical distance utilized for estimating queue lengths. As such, the fourth vehicle in any left turn queue will spill back and obstruct the northbound through vehicle lane. There is a very strong potential for vehicles to queue well beyond the turn bay and into the northbound Route 1 through lane, especially during the p.m. peak period.

The provision of adequate gaps for northbound Richmond Highway vehicles to turn left at Groveton Street is critical for the safe operation of the left and through lanes. If site traffic is permitted to exit the site onto Richmond Highway, these vehicles will reduce the frequency of gaps. If right-out is not permitted, these vehicles will exit the site onto Groveton Street and then turn right onto Richmond Highway, thus eliminating the conflict with the northbound Richmond Highway turning movements or gaps for this movement.

Pedestrians wishing to cross Route 1 at Groveton Street, and traffic seeking to turn onto Route 1 from Groveton Street will also be impacted by the right-out operation. The number of critical gaps identified above will be reduced for these pedestrians and drivers, and vehicles exiting the site will create an additional source of vehicle/pedestrian and vehicle/vehicle conflicts

Weave and Island Design

If a right out is permitted, the weave movement of right turn drivers who exit the site onto southbound Richmond Highway and then wish to travel north is a major concern. The applicant has attempted to address this concern by proposing a two-foot wide island to separate the southbound Richmond Highway left turn lane from the through lanes.

Two foot wide islands are typically not accepted by VDOT for the following reasons:

The islands are more difficult for drivers to see, especially at night, and can cause drivers to lose control of their vehicles or swerve into adjoining lanes to avoid the island at the last second.

The islands are easily crossed by larger vehicles such as large SUVs and pick-up trucks – thus partially negating the benefit of the island.

The islands are easily buried by snow and cause damage to both the island and snow plows if struck during snow removal.

The islands restrict snow removal and drainage and can cause ice patches to form as runoff is inhibited.

Traffic signs can not be placed on two foot wide islands.

A four-foot island would be the minimum acceptable. In order to provide a four foot island, the applicant would need to shift the currently straight southbound through lanes by at least four feet [VDOT prefers a one foot shy area adjacent to islands]. Although it may be possible to achieve this initial lane shift in the area between Memorial Drive and the turn lane island, it would not be possible to complete the return shift until traffic is south of Groveton Street. As such, the curb return, curb line, sidewalk and drainage on the west side of Richmond Highway south of Groveton would need to be modified to achieve the transition back to the original alignment. It is unknown if adequate right-of-way is available for this shift. But more important, *adding a shift in the through travel lanes of an arterial highway to provide marginal benefit to a private property owner can not be supported by this department.*

Additional Unresolved Site Issues

- The parallel parking on both sides of the right-in entrance should be removed as entering or leaving these spaces presents a conflict to incoming vehicles. (It has been removed from the north side.)

- The loading spaces are poorly located in relation to the entrance to the garage and access from Groveton Street and the right-in from Route 1. Trucks entering or leaving the docks could block access to the garage.
- A parking space should be striped out on the top floor of the parking garage to provide a turn-around area.
- The retail/office building evidently has no direct access to the parking garage and pedestrians must cross the entrance drives to get to the building. This presents another conflict area to vehicles entering the site and also to the pedestrians.
- There was questionable sight distance at the Route 1/Groveton Street intersection with the previously approved application. The applicant should ascertain that the building and subsequent streetscape do not interfere with sight distance at this intersection.
- There is no signal at the Route 1/Groveton Street intersection and, consequently, the opportune time to make a left turn onto Groveton Street from northbound Route 1 is when the signal at Route 1 and Memorial Street stops southbound Route 1 traffic.
- The transportation impact evaluation recommended that the northbound Route 1 left turn lane at Memorial Drive be extended in order to increase capacity at that intersection and offset the impact of the site development traffic through the intersection. The applicant has not addressed this recommendation.
- DOT staff does not support the proposed right-out on Route 1 because of the proximity of the Route 1/Groveton Street intersection. The turning movements into Groveton Street from northbound Route 1 and also from Groveton Street to both northbound and southbound Route 1, plus the volumes of the downstream traffic on Route 1, make the required weave to enter said traffic an unnecessary safety hazard for vehicles making the right-out. The previously approved application did not permit a right-out on Route 1 and, in fact, that right-in was reluctantly supported in view of the fact that Route 1 is a Primary Highway with the main purpose of accommodating through traffic.

Proffer Related Issues.

Draft Proffer 4 essentially deletes all of the Transportation Demand Management Strategies currently proffered with the site. The proffer now limits the TDM strategies to a survey to determine the transportation characteristics of the building tenants and employees but there are no commitments to reduce travel demand. Strategies "may" include a provision or a "Smart Trip Card". Or then again they may not. The applicant has indicated that a shuttle will be provided,

but provides no information as to size of the shuttle vehicle, frequency or destination. A 15% reduction in trips was taken in the preparation of the Transportation Impact Analysis, but is not justified based on the TDM commitments now being offered by the applicant.

Because of the significant number of outstanding issues, the Department of Transportation recommends **denial** of the application.

AKR/LAH/lah

cc: Michelle Brickner, Director, Office of Site Development Services, Department of Public Works and Environmental Services



FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM



TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Sandy Stallman, Branch Manager,
Planning and Development Division 

DATE: July 18, 2008

SUBJECT: PCA-FDPA 2004-LE-012, The Heights at Groveton
Tax Map Numbers: 92-2((1))13A, 92-1((1))97,98, ((38))(1)1, 4, & 7

The Park Authority staff has reviewed the above referenced plan. Based on that review, staff has determined that this application bears no adverse impact on land or resources of the Park Authority.

FCPA Reviewer: AG
DPZ Coordinator: SW

Copy: Cindy Walsh, Acting Director, Resource Management Division
Chron Binder
File Copy



FAIRFAX COUNTY
PUBLIC SCHOOLS

Department of Facilities and Transportation Services
Office of Design and Construction Services
City Square Building, Suite 400
10640 Page Avenue
Fairfax, Virginia 22030

July 09, 2008

Regina Coyle, Director
Zoning Evaluation Division
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 800
Fairfax, Virginia 22035

Ladies and Gentlemen:

Re: Below Listed Recently Filed Development Plan Analysis

PCA/FDPA 2004-LE-012

This office has reviewed the subject Proffered Condition Amendment and Special Exception Application, and has no comments with respect to school acquisition.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Weldon Spurling, II', written over a large, stylized loop.

Weldon Spurling, II, PE

WS/vm

cc: Facilities Planning Services, FCPS, (w/attach.)
File



County of Fairfax, Virginia

MEMORANDUM

DATE: July 7, 2008

TO: Regina Coyle, Director
Zoning Evaluation Division
Office of Comprehensive Planning

FROM: Eric Fisher (246-3501)
Information Technology Section
Fire and Rescue Department

SUBJECT: Fire and Rescue Department Preliminary Analysis of Proffered Condition
Amendment and Final Development Plan Amendment Application PCA/FDPA
2004-LE-012

The following information is submitted in response to your request for a preliminary Fire and Rescue Department analysis for the subject:

1. The application property is serviced by the Fairfax County Fire and Rescue Department Station #411, Penn Daw
2. After construction programmed _____ this property will be serviced by the fire station _____
3. In summary, the Fire and Rescue Department considers that the subject rezoning application property:
 - a. currently meets fire protection guidelines.
 - b. will meet fire protection guidelines when a proposed fire station becomes fully operational.
 - c. does not meet current fire protection guidelines without an additional facility; however, a future station is projected for this area.
 - d. does not meet current fire protection guidelines without an additional facility. The application property is _____ of a mile outside the fire protection guidelines. No new facility is currently planned for this area.

Proudly Protecting and
Serving Our Community

Fire and Rescue Department
4100 Chain Bridge Road
Fairfax, VA 22030
703-246-2126
www.fairfaxcounty.gov



FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Staff Coordinator
 Zoning Evaluation Division
 Department of Planning & Zoning

DATE: July 11, 2008

FROM: Lana Tran (Tel: 703 324-5008)
 Wastewater Planning & Monitoring Division
 Department of Public Works & Environmental Services

SUBJECT: Sanitary Sewer Analysis Report

REFERENCE: Application No. PCA/FDPA2004-LE-012
 Tax Map No. 092-2-/01/ /0013A
093-1-/01/ /0097,98
093-1-/38/01/0001,0004,0007

The following information is submitted in response to your request for a sanitary sewer analysis for above referenced application:

1. The application property is located in the Cameron Run (J3) watershed. It would be sewered into the Alexandria Sanitation Authority(ASA).
2. Based upon current and committed flow, there is excess capacity in the ASA at this time. For purposes of this report, committed flow shall be deemed that for which fees have been paid, building permits have been issued, or priority reservations have been established by the Board of Supervisors. No commitment can be made, however, as to the availability of treatment capacity for the development of the subject property. Availability of treatment capacity will depend upon the current rate of construction and the timing for development of this site.
3. An existing 8 inch line located in the street is adequate for the proposed use at this time.
4. The following table indicates the condition of all related sewer facilities and the total effect of this application.

<u>Sewer Network</u>	<u>Existing Use + Application</u>		<u>Existing Use + Application Previous Rezonings</u>		<u>Existing Use + Application + Comp Plan</u>	
	<u>Adeq.</u>	<u>Inadeq.</u>	<u>Adeq.</u>	<u>Inadeq.</u>	<u>Adeq.</u>	<u>Inadeq.</u>
Collector	<u>X</u>	<u>_____</u>	<u>X</u>	<u>_____</u>	<u>X</u>	<u>_____</u>
Submain	<u>X</u>	<u>_____</u>	<u>X</u>	<u>_____</u>	<u>X</u>	<u>_____</u>
Main/Trunk	<u>X</u>	<u>_____</u>	<u>X</u>	<u>_____</u>	<u>X</u>	<u>_____</u>
Interceptor	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
Outfall	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>

5. Other pertinent information or comments:



FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

PLANNING & ENGINEERING
DIVISION

Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

July 8, 2008

Ms. Regina Coyle, Director
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

Re: PCA 04-LE-012
FDPA 04-LE-012
Heights at Groveton

Dear Ms. Coyle:

The following information is submitted in response to your request for a water service analysis for the above application:

1. The property is served by Fairfax Water.
2. Adequate domestic water service is available at the site from existing 12-inch and 6-inch water mains located at the property. See the enclosed water system map. The Generalized Development Plan has been forwarded to Plan Control for distribution to the Engineering Firm.
3. Depending upon the configuration of the on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,

A handwritten signature in cursive script that reads "Traci K. Goldberg".

Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosure



County of Fairfax, Virginia

MEMORANDUM

DEC 10 2008

DATE:

TO: St. Clair Williams, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Qayyum Khan, Senior Stormwater Engineer *(QK)*
Stormwater and Geotechnical Section
Environmental and Site Review Division
Department of Public Works and Environmental Services

SUBJECT: Proffered Condition Amendment Concurrent with Final Development Plan Amendment, PCA/FDPA 2004-LE-012, Groveton Heights, Plan Dated September 2, 2008, Tax Map #092-2-01-0013A, 093-1-01-0097-0098, 093-1-38-0001, 0004 and 0007, Lee District

REFERENCE: Waiver Request #22564-WPFM-002-1, for Location of Underground Facilities in a Residential Development

We have reviewed the referenced submission for consistency with Section 6-0303.8 of the Public Facilities Manual (PFM), which restricts use of underground facilities located in a residential development (Attachment B). The Board of Supervisors (Board) may grant a waiver after taking into consideration possible impacts on public safety and the environment. The proposed project is a mix use consisting of multiple-family dwelling units, single family attached dwelling units, offices and commercial uses. The applicant proposes to allocate the maintenance and replacement cost of stormwater management (SWM) facilities in proportion to the areas of planned offices (14.1%), commercial use (5.56%) and residential units (80.27%). The proposed number of residential units is 290. Underground facilities located in residential developments allowed by the Board:

- shall be privately maintained;
- shall be disclosed as part of the chain of title to all future owners responsible for maintenance of the facilities;
- shall not be located in a County storm drainage easement; and,
- shall have a private maintenance agreement, in a form acceptable to the Director of the Department of Public Works and Environmental Services (DPWES), executed before the construction plan is approved.

The applicant has proposed a stormwater detention vault and a best management practice (BMP) (Structure #4) under a proposed residential building. In addition, 3 more structural BMPs have been proposed in grassed areas outside the buildings.

Department of Public Works and Environmental Services
Land Development Services, Environmental and Site Review Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720 • TTY 711 • FAX 703-324-8359
www.fairfaxcounty.gov/dpwes



The vault will accommodate the stormwater quantity detention and the BMPs will provide water quality control to meet the County requirements. Because these facilities are not located at the conventional at grade, they are deemed underground.

The applicant states that the underground SWM facilities are proposed to meet the County requirements. Because this is mixed use project, the owners of offices, commercial use and residential units will be sharing the maintenance and replacement cost of these facilities in proportion to size of the area assigned for their use. Construction and maintenance cost of the SWM facilities and annual cost per residential unit has been provided. A private maintenance agreement with the County will be executed prior to the final approval of the plans.

ANALYSIS:

An analysis of the possible impacts on public safety and the environment is as follows:

Impacts on Public Safety – Two underground facilities are proposed under the residential building. DPWES staff does not support location of underground SWM facilities under residential buildings. The applicant needs to explore the feasibility of locating these facilities under the entrance road from Groverton Street, between Building D and parking garage. With respect to safety, the location within an access road is less likely where children are to play and gain unauthorized access to the SWM facilities. Locking manholes must be provided at each access point.

If it is the intent of the Board to approve the waiver request, the applicant shall provide liability insurance in an amount acceptable to Fairfax County as a waiver condition. A typical liability insurance amount is \$1,000,000 against claims associated with underground facilities. The private maintenance agreement shall also hold Fairfax County harmless from any liability associated with the facilities.

Impacts on the Environment – The surrounding areas are developed and the proposed underground facilities are connected to an existing drainage system. The existing system has adequate capacity to convey the runoff from the subject project. Staff does not believe that there will be any adverse impact on the environment from the proposed underground facilities.

Burden Placed on Prospective Owners for Maintenance and Future Replacement – As mentioned above, the costs involved will be shared by the owners of office, commercial use and residential units.

A maintenance agreement must be executed prior to the site plan approval. Staff recommends that, if it is the intent of the Board to grant the waiver, the applicant is required to establish a financial plan for the operation, inspection, maintenance and future replacement of the underground facility. The applicant should be required to establish, as part of the owner's document, a fund for the annual maintenance and a separate reserve fund to cover future replacement of the facilities, based on the initial cost and an estimated 50-year lifespan. Staff recommends that the applicant provide an initial deposit, in an escrow account, in an amount equal to the estimated maintenance cost of the first 20-years of maintenance of the facilities.

The applicant has provided the following estimate regarding the proportional burden placed on owners of 290 residential units:

- Construction cost for a detention vault \$111,000.00
- Construction cost for four (4) BMP structures (StormFilter) \$123,000.00
- Annual maintenance cost, for SWD vault \$240.81
- Annual maintenance cost for four (4) BMP structures \$5,948
- Annual maintenance cost per unit for the detention vault $\$240.81 \div 290 = \0.83 , say \$1.00
- Annual maintenance cost per unit for four (4) BMPs $\$5,948 \div 290 = \20.51 , say \$21.00.

Total annual cost for detention and BMP for maintenance $\$1.00 + \$21 = \$22.00/\text{unit}$.

Replacement cost per unit for vault & four (4) BMPS in 50 years = $(\$111000 + \$23000) \div 50 \div 290 = \16.14 , say \$16.00

Total cost per residential unit per year for maintenance and replacement of SWM facilities will be $(\$22 + \$16) = \$38$.

RECOMMENDATION:

DPWES recommends that the Board approve the waiver to locate the underground facilities in the mixed development for Groveton Heights, subject to Waiver #22564-WPFM-002-1 Conditions dated December 2, 2008, as contained in Attachment A.

If you have any questions, or need further assistance, please contact me at 703-324-1720.

ATTACHED DOCUMENTS:

Attachment A - Waiver #22564-WPFM-002-1 Conditions, Groveton Heights, December 2, 2008
Attachment B - PFM Section 6-0303.8

cc: Robert A. Stalzer, Deputy County Executive
Jimmie D. Jenkins, Director, DPWES
James Patteson, Director, Land Development Services, DPWES
Assad Ayoubi, Director, Environmental and Site Review Division West, DPWES
Steve Aitcheson Director, Maintenance and Stormwater Management Division, DPWES
Jeremiah Stonefield, Chief Stormwater Engineer, Stormwater and Geotechnical Section, ESRD, DPWES
Waiver File

ATTACHMENT A

Waiver #22564-WPFM-002-1 Conditions

Groverton Heights
PCA/FDPA 2004-LE-012
December 2, 2008

1. The feasibility of relocating the SWM facilities away from the footprints of the residential building shall be addressed. The underground facilities shall be in accordance with the development plan as modified by these conditions and approved by the Director of the Department of Public Works and Environmental Services (DPWES).
2. The underground facilities shall be constructed of reinforced concrete products only and incorporate safety features, including locking manholes and doors, as determined by DPWES at the time of construction plan submission.
3. The underground facilities shall be privately maintained and shall not be located in a County storm drain easement.
4. A private maintenance agreement, as reviewed and approved by the Fairfax County Attorney's Office, shall be executed and recorded in the Land Records of the County. The private maintenance agreement shall be executed prior to final plan approval.

The private maintenance agreement shall address:

- County inspection and all other issues as may be necessary to insure that the facilities are maintained by the property owner in good working condition acceptable to the County.
 - A condition that the property owners, their successors or assigns shall not petition the County to take future maintenance or replace the underground facilities.
 - Establishment of a reserve fund, for future replacement of the underground facilities.
 - Establishment of procedures to follow to facilitate inspection by the County, i.e. advance notice procedure, whom to contact, who has the access keys, etc.
 - A condition that the property owners provide and continuously maintain, liability insurance. The typical liability insurance amount is at least \$1,000,000, against claims associated with underground facilities.
 - A statement that Fairfax County shall be held harmless from any liability associated with the facilities.
5. Operation, inspection and maintenance procedures associated with the underground facilities shall be incorporated in the site construction plan, private maintenance agreement,

ATTACHMENT A

and property ownership documents which insure safe operation, inspection and maintenance of the facilities.

6. A financial plan for the property, to finance regular maintenance and full life cycle replacement costs, shall be established prior to final plat approval. A separate a line item in the property annual budget for operation, inspection and maintenance shall be established. A reserve fund for future replacement of the underground facilities shall also be established based on the initial construction costs and an estimated 50-year lifespan for concrete products.
7. Prior to final construction plan approval, the applicant shall escrow sufficient funds which will cover a 20-year maintenance cycle of the underground facilities.
8. All future purchasers of the property shall be advised prior to entering into a contract of sale, that the property owner is responsible for the operation, inspection, maintenance and replacement of the underground facilities.
9. The owner and its successors and assigns shall disclose, as part of the chain of title, to all future property owners, the presence of the underground stormwater facilities and the responsibility for operation, inspection, maintenance and replacement of such facilities, by including the following language within the deed for each unit and the record plat:

“The owner and its successors and assigns are responsible for the operation, inspection, maintenance and replacement of the underground stormwater facilities as set forth in the property owner’s documents and a private maintenance agreement entered into with the County.”

ATTACHMENT B

The Public Facilities Manual (PFM) Section 6-0303.8 (24-88-PFM, 83-04-PFM)

Underground detention facilities may not be used in residential developments, including rental townhouses, condominiums and apartments, unless specifically waived by the Board of Supervisors (Board) in conjunction with the approval of a rezoning, proffered condition amendment, special exception, or special exception amendment. In addition, after receiving input from the Director regarding a request by the property owner(s) to use underground detention in a residential development, the Board may grant a waiver if an application for rezoning, proffered condition amendment, special exception, and special exception amendment was approved prior to, June 8, 2004, and if an underground detention facility was a feature shown on an approved proffered development plan or on an approved special exception plat. Any decision by the Board to grant a waiver shall take into consideration possible impacts on public safety, the environment, and the burden placed on prospective owners for maintenance of the facilities. Any property owner(s) seeking a waiver shall provide for adequate funding for maintenance of the facilities where deemed appropriate by the Board. Underground detention facilities approved for use in residential developments by the Board shall be privately maintained, shall be disclosed as part of the chain of title to all future homeowners (e.g. individual members of a homeowners or condominium association) responsible for maintenance of the facilities, shall not be located in a County storm drainage easement, and a private maintenance agreement in a form acceptable to the Director must be executed before the construction plan is approved. Underground detention facilities may be used in commercial and industrial developments where private maintenance agreements are executed and the facilities are not located in a County storm drainage easement.

PROFFERS**MDP Groveton, LLC****RZ 2004-LE-012****July 5, 2005**

Pursuant to Section 15.2-2303(A) Code of Virginia, 1950, as amended, MDP Groveton, LLC (hereinafter referred to as the "Applicant"), for themselves, their successors and assigns, in RZ 2004-LE-012 filed on property identified as Fairfax County tax map reference 92-2 ((1)) 13A; 93-1 ((1)) 97 and 98; 93-1 ((38)) (1) 1, 4 and 7 (hereinafter referred to as the "Application Property"), hereby proffers to the following, provided that the Board of Supervisors approves a rezoning of the Application Property from the C-3 District to the PRM District in conjunction with a Conceptual/Final Development Plan for mixed use development. If accepted, these proffers shall replace and supersede any previous proffers approved on the Application Property.

1. CONCEPTUAL/FINAL DEVELOPMENT PLAN ("CDP/FDP")

- a. Subject to the provisions of Section 16-204 of the Fairfax County Zoning Ordinance (hereinafter referred to as the "Zoning Ordinance"), development of the Application Property shall be in substantial conformance with the Conceptual/Final Development Plan (CDP/FDP), entitled "Groveton Heights," containing eighteen (18) sheets prepared by BC Consultants, Inc., dated March, 2004 as revised through June 3, 2005.
- b. Pursuant to Paragraph 4 of Section 16-403 of the Zoning Ordinance, minor modifications from the CDP/FDP may be permitted as determined by the Zoning Administrator. The Applicant reserves the right to make minor adjustments to elements such as the building layout, building footprint, and location of entrances/exits of the proposed development at time of site plan submission based on utility locations and final engineering design, provided that such do not materially decrease the amount and location of open space, or distances to peripheral lot lines, and are in substantial conformance with the CDP/FDP.
- c. Notwithstanding that the CDP/FDP is presented on eighteen (18) sheets and said CDP/FDP is the subject of Proffer 1.a. above, it shall be understood that the CDP shall be limited to the location and amount of open space, limits of clearing and grading, the maximum number and general location of residential units and type of units, and the minimum square footage of office and commercial development. The Applicant has the option to request Final Development Plan Amendments ("FDPAs") for elements other than CDP elements from the Planning Commission for all of, or a portion of, the CDP/FDP in accordance with the provisions set forth in Section 16-402 of the Zoning Ordinance.

2. USES

Residential uses comprised of multiple family dwelling units and single-family attached dwelling units totaling a maximum of 290,000 gross square feet shall be permitted within the building as shown on the CDP/FDP. There shall be no more than 290 residential units within the building and no more than 75,000 square feet of gross floor area devoted to single-family attached dwelling units. The allocation of square footage to multiple-family dwelling units and single-family attached dwelling units, as defined by the Zoning Ordinance, shall be determined by the Applicant at time of site plan submission. The single-family attached dwelling units shall be secondary to the primary use of multiple family dwelling units. The building shall also include a minimum of 50,000 gross square feet of office and a minimum of 20,000 gross square feet of other commercial uses, including eating establishments, personal service establishments and retail sales establishments. Development of non-residential and residential uses shall take place concurrently. The final mix of uses (commercial and residential) shall be determined at time of site plan and shall not exceed a 1.8 FAR for the site overall. The following secondary uses shall be permitted:

- i. Accessory uses and accessory services uses;
- ii. Bank teller machines, unmanned;
- iii. Business service and supply service establishments;
- iv. Child care centers and nursery schools (outdoor recreation areas permitted only in the residential amenity plaza);
- v. Colleges, universities;
- vi. Commercial recreation uses;
- vii. Eating establishments;
- viii. Fast food restaurants (with no drive-through lanes);
- ix. Financial institution (with no drive-through lanes);
- x. Garment cleaning establishment;
- xi. Light public utility uses;
- xii. Offices;
- xiii. Personal service establishment; such as barber shops, beauty salons and dry cleaners;
- xiv. Private schools of special and general education (which do not require outdoor recreation areas) – such as ballet studio;

- xv. Public uses;
- xvi. Quick service food store;
- xvii. Repair service establishments; and
- xviii. Retail sales establishments.

3. TRANSPORTATION

- a. Subject to Virginia Department of Transportation (VDOT) and Department of Public Works and Environmental Services (DPWES) approval, the Applicant shall dedicate and convey in fee simple to the Board of Supervisors right-of-way up to a width of eighty-eight (88) feet from the centerline along the Application Property's Richmond Highway frontage as shown on the CDP/FDP. Dedication shall be made at time of site plan or upon demand of either Fairfax County or VDOT, whichever should first occur.
- b. Subject to VDOT and DPWES approval, the Applicant shall construct frontage improvements to Richmond Highway measuring approximately fifty-nine (59) feet from centerline to face of curb within the dedicated right-of-way as shown on the CDP/FDP. Said improvements shall include a right turn lane with a taper as shown on the CDP/FDP as approved by VDOT.
- c. Subject to VDOT and DPWES approval, the Applicant shall dedicate and convey in fee simple to the Board of Supervisors right-of-way up to a width of fifty and one-half (50½) feet from the centerline along the Application Property's Memorial Street frontage as shown on the CDP/FDP. Dedication shall be made at time of site plan approval or upon demand of either Fairfax County or VDOT, whichever should first occur.
- d. Subject to VDOT and DPWES approval, the Applicant shall construct frontage improvements to Memorial Street within the dedicated right-of-way as shown on the CDP/FDP. Said improvements shall include the construction of a right turn lane as shown on the CDP/FDP.
- e. Subject to VDOT and DPWES approval, the Applicant shall dedicate and convey in fee simple to the Board of Supervisors right-of-way up to a width of forty-two and one-half (42½) feet from the centerline along the Application Property's Donora Drive frontage as shown on the CDP/FDP. Dedication shall be made at time of site plan approval or upon demand of either Fairfax County or VDOT, whichever should first occur.
- f. Subject to VDOT and DPWES approval, the Applicant shall construct frontage improvements to Donora Drive measuring approximately thirty (30) feet from centerline to face of curb within the dedicated right-of-way as shown on the CDP/FDP.

- g. Subject to VDOT and DPWES approval, the Applicant shall dedicate and convey in fee simple to the Board of Supervisors right-of-way up to a width of thirty-one and one-half (31½) feet from the centerline along the Application Property's Groveton Street frontage as shown on the CDP/FDP. Dedication shall be made at time of site plan approval or upon demand of either Fairfax County or VDOT, whichever should first occur.
- h. Subject to VDOT and DPWES approval, the Applicant shall construct frontage improvements to Groveton Street measuring approximately twenty (20) feet from centerline to face of curb within the dedicated right-of-way as shown on the CDP/FDP.
- i. Except as may be specified herein, all transportation and streetscape improvements shall be constructed concurrent with development of the Application Property.
- j. The Applicant reserves density credit as may be permitted by the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance for all dedications described herein and as may be reasonably required by Fairfax County or VDOT whether such dedications occur prior to or at time of site plan approval.

4. STREETScape

- a. The Applicant shall install a streetscape generally consisting of landscaping, a trail, and a browsing strip along the Application Property's Richmond Highway frontage as shown on the CDP/FDP. The trail shall consist of special pavers incorporated within the streetscape as shown on the CDP/FDP. The Applicant shall coordinate the installation of the proposed streetscape with VDOT.
- b. The Applicant shall install a streetscape generally consisting of landscaping and a sidewalk along the Application Property's Memorial Street and Groveton Street frontages as shown on the CDP/FDP. The Applicant shall coordinate the installation of the proposed streetscape with VDOT.
- c. The Applicant shall install landscaping along the Application Property's Donora Drive frontage as shown on the CDP/FDP. The Applicant shall coordinate the installation of the proposed streetscape with VDOT.
- d. The Applicant reserves the right to locate outdoor seating on the Application Property outside of the proposed trail and sidewalk areas.

5. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

- a. The Applicant shall utilize mass transit, ride-sharing, telecommuting and other transportation demand management (TDM) strategies to reduce single occupancy vehicular (SOV) traffic from the Application Property during peak hours at build out by a minimum of 15 percent of the peak hour trips generated according to the

Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition. Residents and employees of the development will be advised of this transportation strategy at time of sale and/or lease.

The Applicant shall develop and submit to the Fairfax County Department of Transportation (FCDOT), for review and approval, a TDM plan for the Application Property within 90 days of rezoning approval, or at the time of site plan submission, whichever event occurs last. The program shall include funding, monitoring, and interim reduction goals.

To achieve the reduction goals, the Applicant shall provide a one-time contribution of Thirty Thousand Dollars (\$30,000.00) to establish the initial fund to support the administrative costs associated with the development, implementation, and evaluation of the TDM program. This fund ("HOA/TDM fund"), shall be part of the owners' association(s) budget, is exclusive of the cost of the shuttle van service, and shall be established prior to the issuance of the first RUP for the Application Property.

The Applicant shall notify FCDOT at the time of the issuance of 100th residential use permit (RUP) that the TDM strategies are implemented. Within one year after the Applicant turns over the homeowners' association to individual owners, the homeowners' association shall conduct a survey of residents and employees to determine the transportation characteristics of building tenants and employees. This survey will be developed and conducted as directed by FCDOT staff, and will form the basis of the on-going transportation management program which may include surveys and/or traffic counts.

Results of the survey shall be provided to FCDOT within 90 days after completion. If the survey reflects that the goals established with FCDOT have been met, then no additional adjustments to the program are required. In the event that the established goals have not been met, then the Applicant shall increase the funding associated with the program at the rate of \$0.05 per gross square foot of office and \$50.00 per residential unit as shown on the approved site plan. In any event, annual surveys will continue until full build out and issuance of the final RUP. At that time, if the latest survey reveals that the 15% goal has been met, then no additional surveys and/or funding shall be required.

The transportation management strategies, with the exception of the shuttle van service, shall be implemented prior to issuance of the first RUP for the Application Property. Strategies may include the following:

- i. Designation of an individual(s) to act as the Transportation Coordinator(s) whose responsibility shall be to implement the TDMs in coordination with FCDOT. The transportation strategies management position may be part of other duties assigned to the individual(s).

- ii. Dissemination of information by the owners' association(s) regarding Metro rail, Metro bus, ridesharing, and other relevant transit options in residential and commercial sale/lease packages;
 - iii. Making Metro maps, schedules and forms, ridesharing and other relevant transit option information available to owners/tenants and employees in a common area; such as a central lobby, community room, or building management office;
 - iv. Provision of a teleworking center wired with high capacity data/network connections available for the use of all residents.
 - v. Provision of a central area where residents can arrange certain services such as dry cleaning, pharmacy, grocery and package deliveries;
 - vi. Distribution of a newsletter at a minimum on a quarterly basis, or maintenance of a web page for residents/tenants of the Application Property describing and updating information on TDM strategies and services;
 - vii. Provision of a Smart Trip Card (or a similar fare card) with a value of One Hundred Dollars (\$100.00) per household to new resident(s) of each dwelling unit on the Application Property at time of sale.
 - viii. Implementation of other strategies found to be effective in reducing the number of SOV trips as mutually agreed to by the Applicant and the FCDOT.
 - ix. Participation in Fairfax County's Community Residential Program.
 - x. Provision of preferential office parking for car/van pools.
- b. The Applicant shall provide indoor bicycle racks for residents, employees and visitors.
 - c. The Applicant shall maintain a safe sidewalk system designed to encourage/facilitate pedestrian circulation and shall clear the sidewalk of snow within 24 hours of the end of a storm event.
 - d. The Applicant shall pre-wire all residential dwelling units with high capacity data/network connections in addition to standard phone lines.
 - e. The Applicant shall install a bus shelter along the Application Property's Richmond Highway frontage in a location reviewed and approved by VDOT and WMATA. The Applicant shall contribute the amount of Fifteen Thousand Dollars (\$15,000.00) to Fairfax County at time of site plan approval for the installation of a bus shelter on the east side of Richmond Highway.

- f. The Applicant shall establish a shuttle van service, that may include participation by other mixed use developments in the Richmond Highway Corridor, to the Huntington Metro Station during the weekday morning and afternoon peak traffic hours. The Applicant shall determine the commencement of the shuttle van service, which shall occur no later than the issuance of the 100th RUP for the Application Property. The shuttle van service shall operate for a minimum of three (3) years from the date that the Applicant turns over the owners' association to individual owners of dwelling units.

6. OTHER TRANSPORTATION IMPROVEMENTS

- a. The Applicant shall install a new traffic light at the intersection of Groveton Street and Richmond Highway, to include pedestrian count down signals and a fourth crosswalk, if warranted and approved by VDOT. Said traffic light shall be installed within the right-of-way. The Applicant shall complete a warrant study for submission to VDOT within three (3) months of the issuance of the 100th RUP for the Application Property.
- b. The Applicant shall modify timing at the existing traffic light located at the intersection of Memorial Street and Richmond Highway, to include pedestrian count down signals and a fourth crosswalk, subject to the review and approval of VDOT.
- c. The Applicant shall provide at grade pedestrian connection(s) between the Application Property and the property to the north, identified among the tax records as 93-1 ((1)) 1A, at one or more locations. Final location(s) shall be selected at time of site plan in coordination with the Groveton Civic Association and as approved by DPWES and VDOT. Crosswalks shall be constructed of materials, such as stamped asphalt, to create a contrast between the crosswalk and the road pavement, subject to VDOT approval. Additional pedestrian enhancements shall include modification of the existing traffic signal at Richmond Highway and Memorial Street to include pedestrian count down signals and a fourth crosswalk, subject to VDOT approval. Similar measures shall be installed at the Richmond Highway and Groveton Street intersection, subject to VDOT approval.
- d. The Applicant shall provide written support to the Groveton Civic Association for the installation of traffic calming measures, such as raised crosswalks on Memorial Street and other surrounding roads, by VDOT. In addition, at time of site plan approval, the Applicant shall escrow the sum of Twenty-five Thousand Dollars (\$25,000.00) with Fairfax County to be used for the installation of traffic calming measures on Memorial Street, Lenclair Drive and/or Queens Road, or other locations as designated by the Groveton Civic Association. If said escrow is not spent within six (6) years of submission, then the escrow, or any remaining portion thereof, shall be spent on other transportation improvements in the area as determined by Fairfax County in coordination with the Groveton Civic Association.

- e. The Applicant shall complete a pedestrian passage plan as part of the site plan submission to detail existing and proposed pedestrian enhancements within the area bounded by Groveton Street, Donora Drive, Memorial Street and Richmond Highway as requested by VDOT.

7. PARKING

Parking shall be provided in accordance with Article 11 of the Zoning Ordinance as determined by DPWES. However, the Applicant reserves the right to request a parking reduction or shared parking agreement pursuant to Article 11 of the Zoning Ordinance and any such request shall be forwarded to the Groveton Civic Association. Any modification to the required parking as approved by such parking reduction or shared parking agreement may be accommodated without requiring a PCA or FDPA provided the layout is in substantial conformance with the CDP/FDP. The number of parking spaces represented on the CDP/FDP is based on preliminary estimates; the final number of parking spaces provided at the time of site plan submission shall be consistent with any approved parking reduction, the number of residential units developed, and the proposed office and commercial development. The Applicant reserves the right to provide parking in excess of the minimum required per code or approved parking reduction so long as it does not decrease open space and is in substantial conformance with the CDP/FDP.

8. STORMWATER MANAGEMENT/BEST MANAGEMENT PRACTICES

- a. The Applicant shall provide underground on-site stormwater management (SWM) and Best Management Practices (BMPs) facilities as shown on the CDP/FDP to satisfy detention and water quality requirements in accordance with the requirements of the Public Facilities Manual, DPWES, and Chapter 118 of the Fairfax County Code, subject to the approval of the Board of Supervisors.
- b. The SWM/BMP facilities shall be maintained by the Applicant, its successors and assigns, in accordance with the regulations of DPWES. The maintenance responsibilities shall be incorporated in an agreement to be reviewed and approved as to form by the Fairfax County Attorney's Office and recorded among the Fairfax County land records. The maintenance responsibilities shall be disclosed in the homeowners' association documents established for the residential units. The Applicant shall establish a reserve fund, in an amount as determined by DPWES at time of site plan, for maintenance of the facility and for replacement cost based on the life expectancy of the system.

9. LANDSCAPING AND OPEN SPACE

- a. The Applicant shall install landscaping as shown on the CDP/FDP. Deciduous shade trees shall be a minimum of three (3) inches in caliper, flowering trees shall be a minimum of two and one-half (2½) inches in caliper, and evergreen trees a minimum of eight (8) feet in height, at time of planting. The Applicant shall install an irrigation system to maintain landscaping.

- b. The Applicant shall submit a detailed landscaping plan as part of the first and all subsequent plan submissions for review and approval by Urban Forest Management. The landscaping plan shall utilize a variety of tree species of various sizes planted throughout the Application Property. The species may include, but are not limited to, white oak, red maple, red oak, American holly, American beech, willow oak, crape myrtle, dogwood, sycamore, and others as specified in the Comprehensive Plan Urban Design Guidelines for the Richmond Highway Corridor.

10. NOISE ATTENUATION

- a. In order to reduce interior noise to a level of approximately 45 dBA Ldn, residential dwellings anticipated to be impacted by highway noise having levels projected to be 65 dBA or above, shall have the following acoustical treatments measures:
 - i. Exterior walls shall have a laboratory Sound Transmission Classification (STC) of at least 39.
 - ii. Doors, windows and glazing shall have a laboratory STC rating of at least 28. If doors, windows and other glazed areas constitute more than 20 percent of any facade impacted by noise, they shall have the same laboratory STC ratings specified for exterior walls.
 - iii. Adequate measures to seal and caulk between surfaces shall be provided.
- b. The Applicant reserves the right to pursue other methods of mitigating highway noise impacts that can be demonstrated prior to the filing of a building permit, through an independent noise study as reviewed and approved by DPWES and the Department of Planning and Zoning, provided that these methods will be effective in reducing interior noise levels to approximately 45 dBA Ldn, and exterior noise within outdoor recreation areas to approximately 65dBA.
- c. Highway noise impacts from Richmond Highway shall be disclosed to all prospective purchasers prior to entering into a contract of sale and within the homeowners' association documents established for the residential units.

11. PARKS AND RECREATION

- a. The Applicant shall comply with Paragraph 2 of Section 6-110 of the Zoning Ordinance regarding developed recreation facilities for residential uses. The Applicant shall provide recreation facilities for the residents including a swimming pool; a community center with exercise facilities, and passive recreation such as picnic areas, seating areas and formal gardens. The Applicant proffers a minimum expenditure for recreational facilities of Nine Hundred and Fifty-Five Dollars (\$955.00) per residential unit. Any funds not expended on-site

shall be contributed to the Fairfax County Park Authority for recreation facilities located in the vicinity of the Application Property.

- b. Subject to the approval of the Fairfax County Park Authority, the Applicant shall install a dog park at Lenclair Park in accordance with Fairfax County specifications. Said facility shall be installed prior to the issuance of the first residential use permit for the Application Property, unless additional time is agreed to by the Applicant, the Fairfax County Park Authority and the Lee District Supervisor.
- c. Prior to the issuance of the first building permit, the Applicant shall contribute the sum of Fifty Thousand Dollars (\$50,000.00) to the Fairfax County Park Authority for the restoration of Historic Huntley.

12. SCHOOL CONTRIBUTION

Applicant shall contribute the sum of Two Hundred Seventy-Seven Thousand Five Hundred Dollars (\$277,500.00) to the Fairfax County Board of Supervisors for capital improvements to Groveton Elementary, Carl Sandburg Intermediate, and West Potomac High School, which are located in the vicinity of the Application Property. The amount of this contribution may be reduced at time of payment based on the final number of residential units proposed on the Application Property in accordance with the school generation rates of Fairfax County as provided by Fairfax County Public Schools Facilities Planning. Said contribution shall be payable at time of site plan approval for the Application Property.

13. AFFORDABLE HOUSING

Prior to the issuance of the first building permit, the Applicant shall contribute a sum equaling one-half (1/2) percent of the aggregate sales price of each new multi-family dwelling unit to be constructed on the Application Property to the Fairfax County Housing Trust Fund to assist Fairfax County's low and moderate income housing goals. In addition, the Applicant shall provide affordable dwelling units in accordance with the Fairfax County Affordable Dwelling Unit Ordinance for the single-family attached dwelling units located on the Application Property. The affordable dwelling units may be provided as multi-family units within the building located on the Application Property.

14. DESIGN

- a. The proposed design of the building on the Application Property shall be in general conformance with the architectural elevations as shown on Sheets 15, 16 and 17 of the CDP/FDP. Exterior building materials shall be a combination of materials selected from pre-cast concrete, glass, metal panels, masonry, cementitious panels, stucco, brick, or materials of similar quality.

- b. The building on the Application Property shall comply with the Council of American Building Officials ("CABO") Model Energy Code for energy efficient homes or its equivalent for electric or gas energy systems, as applicable.
- c. All lighting shall comply with Zoning Ordinance Section 14-900, Outdoor Lighting Standards. Street lights shall be full cut off. Pedestrian lights shall be provided along the Application Property's Richmond Highway frontage in accordance with the Richmond Highway streetscape guidelines in the Fairfax County Comprehensive Plan.

15. OWNERS' ASSOCIATION(S)

- a. The Applicant shall establish an umbrella community owners' association (the "UOA") for the proposed development to own, manage and maintain open space areas including plazas, and all other community owned land and improvements, including recreation facilities and SWM/BMP facilities. All recreation and open space areas shall be open for the use of all residents. The Applicant may establish separate owners' associations for homeowners and office/commercial tenants. Restrictions placed on the use of open space and recreation areas, the maintenance responsibilities of the owners' association(s), and the noise impacts and future highway widening impacts associated with Richmond Highway shall be disclosed to all prospective purchasers in a disclosure memorandum prior to entering into a contract of sale and included in the association documents.
- b. The Applicant shall notify contract purchasers, in writing, prior to entering into a contract of sale, of the width of the Richmond Highway dedication as shown on the CDP/FDP, and the potential for future road improvements. This notice shall also be contained in the homeowners' association and the UOA documents established for the residential units.
- c. The streetscape described herein along the Application Property's Richmond Highway, Memorial Street, Groveton Street and Donora Drive frontages shall be maintained by the owners' association established for the Application Property. This maintenance obligation shall be disclosed in the homeowners' association and the UOA documents established for the residential units.
- d. The operation of the shuttle van service shall be disclosed in the homeowners' association and UOA documents established for the residential units.

16. SIGNAGE

- a. No temporary signs (including "Popsicle" style paper or cardboard signs) which are prohibited by Article 12 of the Zoning Ordinance, and no signs which are prohibited by Chapter 7 of Title 33.1 or Chapter 8 of Title 46.2 of the Code of Virginia, shall be placed on or off-site to assist in the initial sale of homes on the Application Property. Furthermore, the agents and employees involved in the

marketing and sale of the residential units on the Application Property shall be directed to adhere to this proffer.

- b. Signs shall be permitted for the residential, office and retail components located on the Application Property in accordance with Article 12 of the Zoning Ordinance and coordinated as recommended by the Richmond Highway Urban Design Guidelines.
- c. Prior to the issuance of the first residential use permit for the Application Property, the Applicant shall install a "Welcome to Groveton" sign in the Richmond Highway median in accordance with Fairfax County specifications, and in a location determined and approved by VDOT and Fairfax County.

17. ADMINISTRATIVE REVIEW

Concurrent with the submission of site plans and building plans to DPWES, the Applicant shall submit a copy of the site plan and architectural drawings and all revisions to the Lee District Supervisor and Planning Commissioner for review.

18. CONSTRUCTION

- a. Outdoor construction activity shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No outdoor construction activities shall be permitted on Sundays or Federal holidays.
- b. Prior to the commencement of construction excavation, Applicant shall investigate the Application Property for possible rodent infestation. If rodents are found, the Applicant shall use permitted commercial measures to abate the infestation.
- c. During development of the Application Property, the telephone number and e-mail address of the site superintendent that will be present on-site during construction shall be provided to the President of the Groveton Civic Association and the Lee District Supervisor's office.
- d. To the extent practicable, the Applicant shall park construction vehicles and construction workers' vehicles on-site during construction of improvements on the Application Property.

19. SUCCESSORS AND ASSIGNS

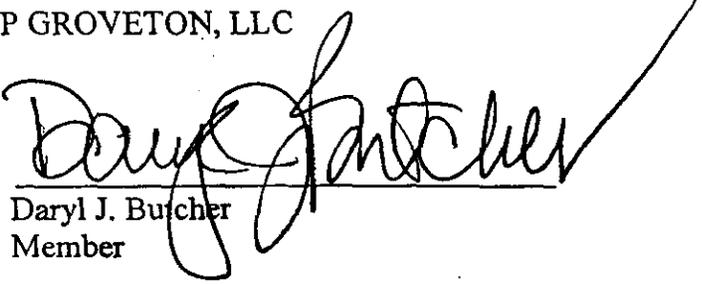
These proffers will bind and inure to the benefit of the Applicant and his/her successors and assigns.

[SIGNATURES BEGIN ON THE FOLLOWING PAGE]

APPLICANT/OWNER

MDP GROVETON, LLC

By:

A handwritten signature in black ink, appearing to read "Daryl J. Butcher", written over a horizontal line. The signature is cursive and extends to the right of the line.

Daryl J. Butcher
Member

[SIGNATURES END]

BOS PUBLIC HEARING
MONDAY 7/11/05 AT 3:30 PM

CONCEPTUAL DEVELOPMENT PLAN CONDITIONS

RZ 2004-LE-012

July 11, 2005

If it is the intent of the Board of Supervisors to approve Conceptual Development Plan Application CDP 2004-LE-012 for mixed-use development located at Tax Map Parcels 92-2 ((1)) 13A; 93-1 ((1)) 97, 98; and 93-1 ((38)) (1) 1, 4, 7, staff recommends that the Board of Supervisors condition the approval by requiring conformance with the following development conditions.

1. Any shuttle van used by the shuttle van service between the subject site and the Huntington Metro station shall contain at least twelve (12) seats and shall operate at half hour headways during weekday morning and afternoon peak hours.

PROPOSED DEVELOPMENT CONDITIONS

FDP 2004-LE-012

June 29, 2005

If it is the intent of the Planning Commission to approve Final Development Plan Application FDP 2004-LE-012 for mixed-use development located at Tax Map Parcels 92-2 ((1)) 13A; 93-1 ((1)) 97, 98; and 93-1 ((38)) (1) 1, 4, 7, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions.

1. Development of the subject property shall be in conformance, as defined by Section 16-403 of the Zoning Ordinance, with the Final Development Plan entitled "Groveton Heights", prepared by the BC Consultants and Cooper Carry, dated September 15, 2004, as revised through June 3, 2005.
- ~~2. There shall be no more than 290 residential units within the building. Furthermore, no more than 55,380 square feet of gross floor area shall be devoted to single family attached dwellings.~~
2. A Transportation Demand Management (TDM) program shall be developed for the site in coordination with the Fairfax County Department of Transportation (FCDOT).
3. All utilities shall be placed underground.
4. ~~Any independent noise studies submitted prior to the filing of a building permit submitted to the Department of Public Works and Environmental Services (DPWES) for review and approval shall also be submitted to the Department of Planning and Zoning (DPZ) for review and approval.~~

PART 4 6-400 PRM PLANNED RESIDENTIAL MIXED USE DISTRICT

6-401 Purpose and Intent

The PRM District is established to provide for high density, multiple family residential development, generally with a minimum density of 40 dwelling units per acre; for mixed use development consisting primarily of multiple family residential development, generally with a density of at least twenty (20) dwelling units per acre, with secondary office and/or other commercial uses. PRM Districts should be located in those limited areas where such high density residential or residential mixed use development is in accordance with the adopted comprehensive plan such as within areas delineated as Transit Station Areas, and Urban and Suburban Centers. The PRM District regulations are designed to promote high standards in design and layout, to encourage compatibility among uses within the development and integration with adjacent developments, and to otherwise implement the stated purpose and intent of this Ordinance.

To these ends, rezoning to and development under this district will be permitted only in accordance with development plans prepared and approved in accordance with the provisions of Article 16.

6-406 Use Limitations

1. All development shall conform to the standards set forth in Part 1 of Article 16.
2. A final development plan shall be submitted and approved concurrently with the conceptual development plan for the proposed development. The conceptual and final development plan shall specify the uses and gross floor area for the proposed development and shall provide site and building designs that will integrate with the adjacent communities and complement existing and planned development by incorporating high standards of urban design. The plan shall also be in general accordance with any specific urban design concept and streetscape plans for the area including the provision of convenient and accessible pedestrian walkways and connections, all as set forth in the adopted comprehensive plan.
3. The principal residential use shall be multiple family dwelling units. Single family attached dwellings may be allowed at the periphery of the development to provide a transition from the high density development to adjacent lower density development.
4. All uses shall be designed to be harmonious with and not adversely affect the use or development of neighboring properties.
5. When a use presented in Sect. 403 above as a Group or Category use is being considered for approval on a final development plan, the standards set forth in Articles 8 or 9 shall be used as a guide.

When a use presented in Sect. 403 above as a Group or Category use is being considered for approval as a special exception use, pursuant to Sect. 405 above, the use shall be subject to the provisions of Article 9 and the special permit standards of Article 8, if applicable. Provided that such use is in substantial conformance with the approved conceptual development plan and any imposed development conditions or proffered conditions and is not specifically precluded by the approved final development plan, no final development plan amendment shall be required.

In either of the above, all Category 3 medical care facility uses shall be subject to the review procedures presented in Part 3 of Article 9.

6. Secondary uses may be permitted only in a PRM District where at least fifty (50) percent of the total gross floor area in the development is devoted to multiple family dwellings. The floor area for dwellings shall be determined in accordance with the gross floor area definition, except the following features shall not be deemed gross floor area: balconies, porches, decks, breezeways, stoops and stairs which may be roofed but which have at least one open side; or breezeways which may be roofed but which have two (2) open ends. An open side or open end shall have no more than fifty (50) percent of the total area between the side(s), roof and floor enclosed with railings, walls, or architectural features.

7. Drive-through facilities shall not be permitted.

8. Vehicle transportation service establishments shall be permitted in accordance with the following:

A. The total number of company vehicles permitted on site at any given time shall not exceed five (5).

B. There shall be no maintenance or refueling of vehicles on site.

C. Notwithstanding the provisions of Par. 15 of the Transitional Screening and Barrier Matrix, the use shall be subject to the provisions of Par. 9 of the Matrix.

9. Off-street parking and loading facilities and private streets shall be provided in conformance with the provisions of Article 11, to include the possible parking reductions based on hourly parking accumulation characteristics of the various uses and/or proximity to a mass transit station. It is intended that a substantial portion of the required parking should be provided in above and/or below grade parking structures.

10. Signs shall be permitted in accordance with the provisions of Article 12.

11. All uses permitted pursuant to the approval of a final development plan shall be in substantial conformance with the approved final development plan as provided for in Sect. 16-403.

12. All uses shall comply with the performance standards set forth in Article 14.

6-407 Lot Size Requirements

1. Minimum district size: Two (2) acres, provided the proposed development is in accordance with the adopted comprehensive plan and the purpose and intent and all of the standards and requirements of the PRM District.

2. Minimum lot area: No requirement for each use or building, provided that a privacy yard, having a minimum area of 200 square feet, shall be provided on each single family attached dwelling unit lot, unless waived by the Board in conjunction with the approval of a rezoning application or by the Planning Commission in conjunction with the approval of a subsequent final development plan amendment.
3. Minimum lot width: No requirement for each use or building.

6-408 Bulk Regulations

1. Maximum building height and minimum yard requirements shall be controlled by the standards set forth in Part 1 of Article 16.
2. Maximum floor area ratio: 3.0, provided the maximum floor area ratio permitted by this Part shall exclude the floor area for affordable and bonus market rate units provided in accordance with Part 8 of Article 2 and the floor area for proffered bonus market rate units and/or bonus floor area, any of which is associated with the provision of workforce dwelling units, as applicable.

6-409 Open Space

1. 20% of the gross area shall be landscaped open space, unless modified by the Board in accordance with the provisions of Sect. 9-612.
2. In addition to Par. 1 above, there shall be a requirement to provide recreational facilities. The provision of such facilities shall be subject to the provisions of Sect. 16-404, however, recreational facilities, such as swimming pools, exercise rooms, or health clubs, which are located on rooftops, deck areas and/or areas within a building, may be used to fulfill this requirement. The requirement for providing recreational facilities shall be based on a minimum expenditure of \$1500 per dwelling unit for such facilities and either:
 - A. The facilities shall be provided on-site by the developer in substantial conformance with the approved final development plan, and/or
 - B. The Board may approve the provision of the facilities on land which is not part of the subject PRM District.

Notwithstanding the above, in affordable dwelling unit developments, the requirement for a per dwelling unit expenditure shall not apply to affordable dwelling units.

PART 1 16-100 STANDARDS FOR ALL PLANNED DEVELOPMENTS

16-101 General Standards

A rezoning application or development plan amendment application may only be approved for a planned development under the provisions of Article 6 if the planned development satisfies the following general standards:

1. The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character, intensity of use and public facilities. Planned developments shall not exceed the density or intensity permitted by the adopted comprehensive plan, except as expressly permitted under the applicable density or intensity bonus provisions.
2. The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.
3. The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.
4. The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.
5. The planned development shall be located in an area in which transportation, police and fire protection, other public facilities and public utilities, including sewerage, are or will be available and adequate for the uses proposed; provided, however, that the applicant may make provision for such facilities or utilities which are not presently available.
6. The planned development shall provide coordinated linkages among internal facilities and services as well as connections to major external facilities and services at a scale appropriate to the development.

16-102 Design Standards

Whereas it is the intent to allow flexibility in the design of all planned developments, it is deemed necessary to establish design standards by which to review rezoning applications, development plans, conceptual development plans, final development plans, PRC plans, site plans and subdivision plats. Therefore, the following design standards shall apply:

1. In order to complement development on adjacent properties, at all peripheral boundaries of the planned development district, the bulk regulations and landscaping and screening provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration.

2. Other than those regulations specifically set forth in Article 6 for a particular P district, the open space, off-street parking, loading, sign and all other similar regulations set forth in this Ordinance shall have general application in all planned developments.

3. Streets and driveways shall be designed to generally conform to the provisions set forth in this Ordinance and all other County ordinances and regulations controlling same, and where applicable, street systems shall be designed to afford convenient access to mass transportation facilities. In addition, a network of trails and sidewalks shall be coordinated to provide access to recreational amenities, open space, public facilities, vehicular access routes, and mass transportation facilities.

RESIDENTIAL DEVELOPMENT CRITERIA

Fairfax County expects new residential development to enhance the community by: fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on other public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing and, being responsive to the unique site specific considerations of the property. To that end, the following criteria are to be used in evaluating zoning requests for new residential development. The resolution of issues identified during the evaluation of a specific development proposal is critical if the proposal is to receive favorable consideration.

Where the Plan recommends a possible increase in density above the existing zoning of the property, achievement of the requested density will be based, in substantial part, on whether development related issues are satisfactorily addressed as determined by application of these development criteria. Most, if not all, of the criteria will be applicable in every application; however, due to the differing nature of specific development proposals and their impacts, the development criteria need not be equally weighted. If there are extraordinary circumstances, a single criterion or several criteria may be overriding in evaluating the merits of a particular proposal. Use of these criteria as an evaluation tool is not intended to be limiting in regard to review of the application with respect to other guidance found in the Plan or other aspects that the applicant incorporates into the development proposal. Applicants are encouraged to submit the best possible development proposals. In applying the Residential Development Criteria to specific projects and in determining whether a criterion has been satisfied, factors such as the following may be considered:

- the size of the project
- site specific issues that affect the applicant's ability to address in a meaningful way relevant development issues
- whether the proposal is advancing the guidance found in the area plans or other planning and policy goals (e.g. revitalization).

When there has been an identified need or problem, credit toward satisfying the criteria will be awarded based upon whether proposed commitments by the applicant will significantly advance problem resolution. In all cases, the responsibility for demonstrating satisfaction of the criteria rests with the applicant.

1. Site Design:

All rezoning applications for residential development should be characterized by high quality site design. Rezoning proposals for residential development, regardless of the proposed density, will be evaluated based upon the following principles, although not all of the principles may be applicable for all developments.

- a) *Consolidation:* Developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels. In any event, the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan.
- b) *Layout:* The layout should:
 - provide logical, functional and appropriate relationships among the various parts (e. g. dwelling units, yards, streets, open space, stormwater management facilities, existing vegetation, noise mitigation measures, sidewalks and fences);
 - provide dwelling units that are oriented appropriately to adjacent streets and homes;

- include usable yard areas within the individual lots that accommodate the future construction of decks, sunrooms, porches, and/or accessory structures in the layout of the lots, and that provide space for landscaping to thrive and for maintenance activities;
 - provide logical and appropriate relationships among the proposed lots including the relationships of yards, the orientation of the dwelling units, and the use of pipestem lots;
 - provide convenient access to transit facilities;
 - Identify all existing utilities and make every effort to identify all proposed utilities and stormwater management outfall areas; encourage utility collocation where feasible.
- c) *Open Space*: Developments should provide usable, accessible, and well-integrated open space. This principle is applicable to all projects where open space is required by the Zoning Ordinance and should be considered, where appropriate, in other circumstances.
- d) *Landscaping*: Developments should provide appropriate landscaping: for example, in parking lots, in open space areas, along streets, in and around stormwater management facilities, and on individual lots.
- e) *Amenities*: Developments should provide amenities such as benches, gazebos, recreational amenities, play areas for children, walls and fences, special paving treatments, street furniture, and lighting.

2. Neighborhood Context

All rezoning applications for residential development, regardless of the proposed density, should be designed to fit into the community within which the development is to be located. Developments should fit into the fabric of their adjacent neighborhoods, as evidenced by an evaluation of:

- transitions to abutting and adjacent uses;
- lot sizes, particularly along the periphery;
- bulk/mass of the proposed dwelling units;
- setbacks (front, side and rear);
- orientation of the proposed dwelling units to adjacent streets and homes;
- architectural elevations and materials;
- pedestrian, bicycle and vehicular connections to off-site trails, roadways, transit facilities and land uses;
- existing topography and vegetative cover and proposed changes to them as a result of clearing and grading.

It is not expected that developments will be identical to their neighbors, but that the development fit into the fabric of the community. In evaluating this criterion, the individual circumstances of the property will be considered: such as, the nature of existing and planned development surrounding and/or adjacent to the property; whether the property provides a transition between different uses or densities; whether access to an infill development is through an existing neighborhood; or, whether the property is within an area that is planned for redevelopment.

3. Environment:

All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles, where applicable.

- a) *Preservation*: Developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, EQCs, RPAs, woodlands, wetlands and other environmentally sensitive areas.
- b) *Slopes and Soils*: The design of developments should take existing topographic conditions and soil characteristics into consideration.
- c) *Water Quality*: Developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and low-impact site design techniques.
- d) *Drainage*: The volume and velocity of stormwater runoff from new development should be managed in order to avoid impacts on downstream properties. Where drainage is a particular concern, the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans.
- e) *Noise*: Developments should protect future and current residents and others from the adverse impacts of transportation generated noise.
- f) *Lighting*: Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky.
- g) *Energy*: Developments should use site design techniques such as solar orientation and landscaping to achieve energy savings, and should be designed to encourage and facilitate walking and bicycling.

4. Tree Preservation and Tree Cover Requirements:

All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the County, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas.

5. Transportation:

All rezoning applications for residential development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. Accepted techniques should be utilized for analysis of the development's impact on the network. Residential development considered under these criteria will range widely in density and, therefore, will result in differing impacts to the transportation network. Some criteria will have universal applicability while others will apply only under specific circumstances. Regardless of the proposed density, applications will be evaluated based upon the following principles, although not all of the principles may be applicable.

- a) *Transportation Improvements*: Residential development should provide safe and adequate access to the road network, maintain the ability of local streets to safely accommodate traffic, and offset the impact of additional traffic through commitments to the following:

- Capacity enhancements to nearby arterial and collector streets;
 - Street design features that improve safety and mobility for non-motorized forms of transportation;
 - Signals and other traffic control measures;
 - Development phasing to coincide with identified transportation improvements;
 - Right-of-way dedication;
 - Construction of other improvements beyond ordinance requirements;
 - Monetary contributions for improvements in the vicinity of the development.
- b) *Transit/Transportation Management:* Mass transit usage and other transportation measures to reduce vehicular trips should be encouraged by:
- Provision of bus shelters;
 - Implementation and/or participation in a shuttle bus service;
 - Participation in programs designed to reduce vehicular trips;
 - Incorporation of transit facilities within the development and integration of transit with adjacent areas;
 - Provision of trails and facilities that increase safety and mobility for non-motorized travel.
- c) *Interconnection of the Street Network:* Vehicular connections between neighborhoods should be provided, as follows:
- Local streets within the development should be connected with adjacent local streets to improve neighborhood circulation;
 - When appropriate, existing stub streets should be connected to adjoining parcels. If street connections are dedicated but not constructed with development, they should be identified with signage that indicates the street is to be extended;
 - Streets should be designed and constructed to accommodate safe and convenient usage by buses and non-motorized forms of transportation;
 - Traffic calming measures should be implemented where needed to discourage cut-through traffic, increase safety and reduce vehicular speed;
 - The number and length of long, single-ended roadways should be minimized;
 - Sufficient access for public safety vehicles should be ensured.
- d) *Streets:* Public streets are preferred. If private streets are proposed in single family detached developments, the applicant shall demonstrate the benefits for such streets. Applicants should make appropriate design and construction commitments for all private streets so as to minimize maintenance costs which may accrue to future property owners. Furthermore, convenience and safety issues such as parking on private streets should be considered during the review process.
- e) *Non-motorized Facilities:* Non-motorized facilities, such as those listed below, should be provided:
- Connections to transit facilities;
 - Connections between adjoining neighborhoods;
 - Connections to existing non-motorized facilities;
 - Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;
 - An internal non-motorized facility network with pedestrian and natural amenities, particularly those included in the Comprehensive Plan;
 - Offsite non-motorized facilities, particularly those included in the Comprehensive Plan;
 - Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;

- Construction of non-motorized facilities on both sides of the street is preferred. If construction on a single side of the street is proposed, the applicant shall demonstrate the public benefit of a limited facility.
- f) *Alternative Street Designs:* Under specific design conditions for individual sites or where existing features such as trees, topography, etc. are important elements, modifications to the public street standards may be considered.

6. Public Facilities:

Residential development impacts public facility systems (i.e., schools, parks, libraries, police, fire and rescue, stormwater management and other publicly owned community facilities). These impacts will be identified and evaluated during the development review process. For schools, a methodology approved by the Board of Supervisors, after input and recommendation by the School Board, will be used as a guideline for determining the impact of additional students generated by the new development.

Given the variety of public facility needs throughout the County, on a case-by-case basis, public facility needs will be evaluated so that local concerns may be addressed.

All rezoning applications for residential development are expected to offset their public facility impact and to first address public facility needs in the vicinity of the proposed development. Impact offset may be accomplished through the dedication of land suitable for the construction of an identified public facility need, the construction of public facilities, the contribution of specified in-kind goods, services or cash earmarked for those uses, and/or monetary contributions to be used toward funding capital improvement projects. Selection of the appropriate offset mechanism should maximize the public benefit of the contribution.

Furthermore, phasing of development may be required to ensure mitigation of impacts.

7. Affordable Housing:

Ensuring an adequate supply of housing for low and moderate income families, those with special accessibility requirements, and those with other special needs is a goal of the County. Part 8 of Article 2 of the Zoning Ordinance requires the provision of Affordable Dwelling Units (ADUs) in certain circumstances. Criterion #7 is applicable to all rezoning applications and/or portions thereof that are not required to provide any Affordable Dwelling Units, regardless of the planned density range for the site.

- a) *Dedication of Units or Land:* If the applicant elects to fulfill this criterion by providing affordable units that are not otherwise required by the ADU Ordinance: a maximum density of 20% above the upper limit of the Plan range could be achieved if 12.5% of the total number of single family detached and attached units are provided pursuant to the Affordable Dwelling Unit Program; and, a maximum density of 10% or 20% above the upper limit of the Plan range could be achieved if 6.25% or 12.5%, respectively of the total number of multifamily units are provided to the Affordable Dwelling Unit Program. As an alternative, land, adequate and ready to be developed for an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity as may be approved by the Board.
- b) *Housing Trust Fund Contributions:* Satisfaction of this criterion may also be achieved by a contribution to the Housing Trust Fund or, as may be approved by the Board, a monetary and/or in-kind contribution to another entity whose mission is to provide affordable housing in Fairfax County, equal to 0.5% of the value of all of the units approved on the property except those that result in the provision of ADUs. This contribution shall be payable prior to the issuance of the first

building permit. For for-sale projects, the percentage set forth above is based upon the aggregate sales price of all of the units subject to the contribution, as if all of those units were sold at the time of the issuance of the first building permit, and is estimated through comparable sales of similar type units. For rental projects, the amount of the contribution is based upon the total development cost of the portion of the project subject to the contribution for all elements necessary to bring the project to market, including land, financing, soft costs and construction. The sales price or development cost will be determined by the Department of Housing and Community Development, in consultation with the Applicant and the Department of Public Works and Environmental Services. If this criterion is fulfilled by a contribution as set forth in this paragraph, the density bonus permitted in a) above does not apply.

8. Heritage Resources:

Heritage resources are those sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, or historic heritage of the County or its communities. Such sites or structures have been 1) listed on, or determined eligible for listing on, the National Register of Historic Places or the Virginia Landmarks Register; 2) determined to be a contributing structure within a district so listed or eligible for listing; 3) located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or 4) listed on, or having a reasonable potential as determined by the County, for meeting the criteria for listing on, the Fairfax County Inventories of Historic or Archaeological Sites.

In reviewing rezoning applications for properties on which known or potential heritage resources are located, some or all of the following shall apply:

- a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved;
- b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;
- c) Submit proposals for archaeological work to the County for review and approval and, unless otherwise agreed, conduct such work in accordance with state standards;
- d) Preserve and rehabilitate heritage resources for continued or adaptive use where feasible;
- e) Submit proposals to change the exterior appearance of, relocate, or demolish historic structures to the Fairfax County Architectural Review Board for review and approval;
- f) Document heritage resources to be demolished or relocated;
- g) Design new structures and site improvements, including clearing and grading, to enhance rather than harm heritage resources;
- h) Establish easements that will assure continued preservation of heritage resources with an appropriate entity such as the County's Open Space and Historic Preservation Easement Program; and
- i) Provide a Fairfax County Historical Marker or Virginia Historical Highway Marker on or near the site of a heritage resource, if recommended and approved by the Fairfax County History Commission.

ROLE OF DENSITY RANGES IN AREA PLANS

Density ranges for property planned for residential development, expressed generally in terms of dwelling units per acre, are recommended in the Area Plans and are shown on the Comprehensive Plan Map. Where the Plan text and map differ, the text governs. In defining the density range:

- the “base level” of the range is defined as the lowest density recommended in the Plan range, i.e., 5 dwelling units per acre in the 5-8 dwelling unit per acre range;
- the “high end” of the range is defined as the base level plus 60% of the density range in a particular Plan category, which in the residential density range of 5-8 dwelling units per acre would be considered as 6.8 dwelling units per acre and above; and,
- the upper limit is defined as the maximum density called for in any Plan range, which, in the 5-8 dwelling unit per acre range would be 8 dwelling units per acre.
- In instances where a range is not specified in the Plan, for example where the Plan calls for residential density up to 30 dwelling units per acre, the density cited in the Plan shall be construed to equate to the upper limit of the Plan range, and the base level shall be the upper limit of the next lower Plan range, in this instance, 20 dwelling units per acre.

GLOSSARY

This Glossary is provided to assist the public in understanding the staff evaluation and analysis of development proposals. It should not be construed as representing legal definitions. Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan or Public Facilities Manual for additional information.

ABANDONMENT: Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

ACCESSORY DWELLING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT: Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

AGRICULTURAL AND FORESTAL DISTRICTS: A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

BARRIER: A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

BEST MANAGEMENT PRACTICES (BMPs): Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

BUFFER: Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

CHESAPEAKE BAY PRESERVATION ORDINANCE: Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

CLUSTER DEVELOPMENT: Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

COUNTY 2232 REVIEW PROCESS: A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

dBA: The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

DENSITY: Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

DENSITY BONUS: An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

DEVELOPMENT CONDITIONS: Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

EASEMENT: A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

ERODIBLE SOILS: Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

FLOOR AREA RATIO (FAR): An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

FUNCTIONAL CLASSIFICATION: A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

GEOTECHNICAL REVIEW: An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

HYDROCARBON RUNOFF: Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

IMPERVIOUS SURFACE: Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

INFILL: Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

INTENSITY: The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

Ldn: Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

LEVEL OF SERVICE (LOS): An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

MARINE CLAY SOILS: Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

OPEN SPACE: That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

OPEN SPACE EASEMENT: An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

P DISTRICT: A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

PROFFER: A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

PUBLIC FACILITIES MANUAL (PFM): A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

RESOURCE MANAGEMENT AREA (RMA): That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

RESOURCE PROTECTION AREA (RPA): That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

SITE PLAN: A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP): Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

STORMWATER MANAGEMENT: Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

SUBDIVISION PLAT: The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

VACATION: Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

VARIANCE: An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

WETLANDS: Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

TIDAL WETLANDS: Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code; includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		