



FAIRFAX COUNTY

APPLICATION FILED: September 14, 1999
APPLICATION AMENDED: June 4, 1999
PLANNING COMMISSION: July 15, 1999
BOARD OF SUPERVISORS: July 26, 1999 @ 3:30 p.m.

V I R G I N I A

June 30, 1999

STAFF REPORT

APPLICATION RZ/FDP 1998-LE-048

LEE DISTRICT

APPLICANT: Fried Companies, Inc.

PRESENT ZONING: R-1 (18.52 acres)
I-4 (8.40 acres)
I-5 (10.95 acres)

REQUESTED ZONING: PDC

PARCEL(S): 91-1 ((1)) 11B and 11C (formerly pt. of Parcel 11), 23, 23A, 24, 26, 27, 28, 29, 30, 31A, 31B (includes area of former Walker Lane easement)

ACREAGE: 37.17 acres

FLOOR AREA RATIO (FAR): 0.62

OPEN SPACE: 14.1 acres (34 percent)

PLAN MAP: 3-4 du/ac (19.35 acres)
1-2 du/ac (18.52 acres)

PROPOSAL: Establish an office park with 978,000 square feet of office buildings with a hotel, a child care center and retail in an additional 109,400 square feet of gross floor area for a total of 1,087,400 square feet of development

WAIVERS AND MODIFICATIONS: Transitional screening yard and barrier

STAFF RECOMMENDATIONS:

Staff recommends that RZ 1998-LE-048 and FDP 1998-LE-048 be denied.

However, if it is the intent of the Board to approve RZ 1998-LE-048, staff recommends that the approval be subject to proffers consistent with those contained in Appendix 1. If it is the intent of the Planning Commission to approve FDP 1998-LE-048, staff recommends that the approval be subject to the Board of Supervisors approval of RZ 1998-LE-048 and subject to the proposed development conditions in Appendix 2.

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 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.

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.



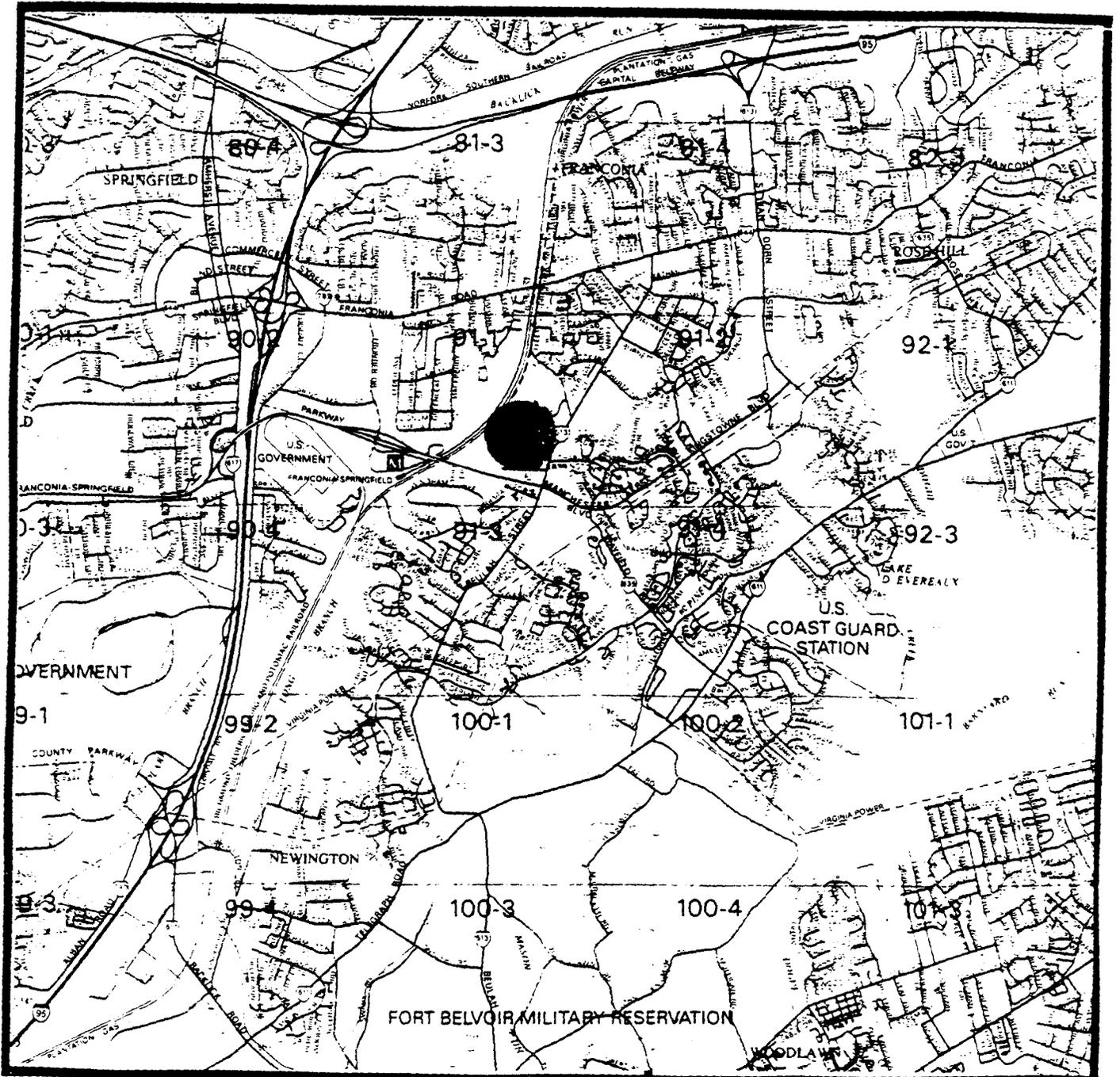
REZONING APPLICATION / FINAL DEVELOPMENT PLAN
RZ 1998-LE-048 FDP 1998-LE-048

FILED 9/14/98
 AMENDED 6/4/99
 TAX MAP

METRO PARK, LLC
 TO REZONE: 37.17 ACRES OF LAND; DISTRICT - LLE
 PROPOSED: REZONING FROM R-1, I-4, I-5 TO PDC DISTRICT
 LOCATED: W. SIDE OF BEULAH ST., N. AND S. SIDES OF FRANCONIA/SPRINGFIELD PKWY.
 ZONING: R-1 I-4 I-5
 TO: PDC
 OVERLAY DISTRICT(S):
 91-1 ((1)) 11B AND 11C (FORMERLY TAX MAP 91-1 ((1)) 11)
 91-1 ((1)) 23, 23A, 24, 26, 27, 28, 29, 30, 31A, 31B
 (INCLUDES AREA FORMERLY WALKER LN. EASEMENT)

FILED 9/14/98
 AMENDED 6/4/99
 TAX MAP

METRO PARK, LLC
 TO REZONE: 37.17 ACRES OF LAND; DISTRICT - LLE
 PROPOSED: REZONING FROM R-1, I-4, I-5 TO PDC DISTRICT
 LOCATED: W. SIDE OF BEULAH ST., N. AND S. SIDES OF FRANCONIA/SPRINGFIELD PKWY.
 ZONING: R-1 I-4 I-5
 TO: PDC
 OVERLAY DISTRICT(S):
 91-1 ((1)) 11B AND 11C (FORMERLY TAX MAP 91-1 ((1)) 11)
 91-1 ((1)) 23, 23A, 24, 26, 27, 28, 29, 30, 31A, 31B
 (INCLUDES AREA FORMERLY WALKER LN. EASEMENT)



REZONING APPLICATION /
RZ 1998-LE-048

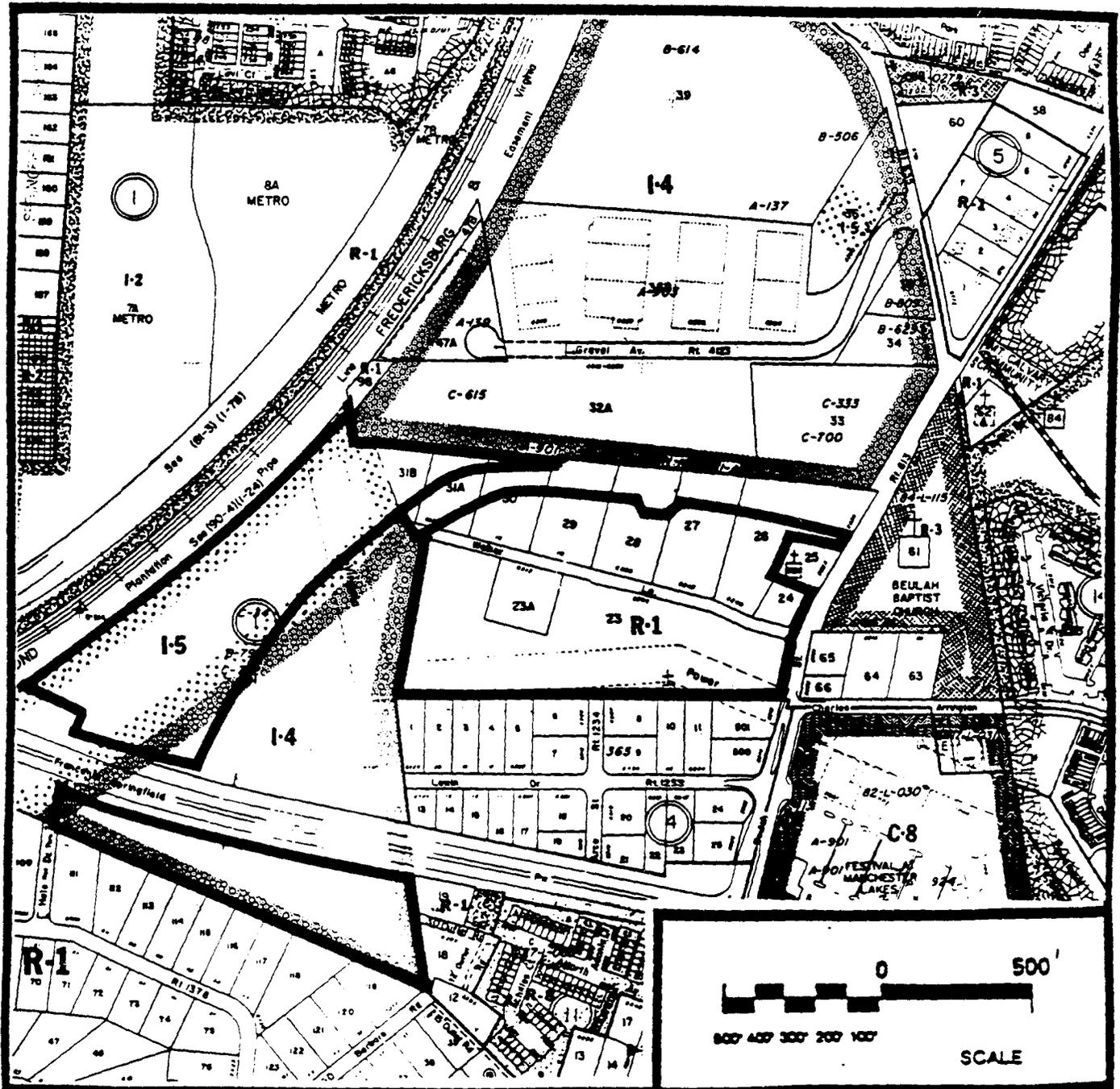
FINAL DEVELOPMENT PLAN
FDP 1998-LE-048

FILED 9/14/98
 AMENDED 6/4/99
 TAX MAP

METRO PARK, LLC
 TO REZONE: 37.17 ACRES OF LAND; DISTRICT - LLE
 PROPOSED: REZONING FROM R-1, I-4, I-5 TO PDC DISTRICT
 LOCATED: W. SIDE OF BEULAH ST., N. AND S. SIDES OF FRANCONIA/SPRINGFIELD PKWY.
 ZONING: R-1 I-4 I-5
 TO: PDC
 OVERLAY DISTRICT(S): 91-1 ((1)) 11B AND 11C (FORMERLY TAX MAP 91-1 ((1)) 11) 91-1 ((1)) 23, 23A, 24, 26, 27, 28, 29, 30, 31A, 31B (INCLUDES AREA FORMERLY WALKER LN. EASEMENT)

FILED 9/14/98
 AMENDED 6/4/99
 TAX MAP

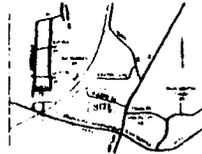
METRO PARK, LLC
 TO REZONE: 37.17 ACRES OF LAND; DISTRICT - LLE
 PROPOSED: REZONING FROM R-1, I-4, I-5 TO PDC DISTRICT
 LOCATED: W. SIDE OF BEULAH ST., N. AND S. SIDE OF FRANCONIA/SPRINGFIELD PKWY.
 ZONING: R-1 I-4 I-5
 TO: PDC
 OVERLAY DISTRICT(S): 91-1 ((1)) 11B AND 11C (FORMERLY TAX MAP 91-1 ((1)) 11) 91-1 ((1)) 23, 23A, 24, 26, 27, 28, 29, 30, 31A, 31B (INCLUDES AREA FORMERLY WALKER LN. EASEMENT)



METRO PARK

LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

CONCEPTUAL DEVELOPMENT PLAN FINAL DEVELOPMENT PLAN ZONING PLAT



VICINITY MAP
FAIRFAX COUNTY, VIRGINIA

APPLICANT:

FRIED COMPANIES, INC.
6551 Loisdale Court Suite 900
SPRINGFIELD, VIRGINIA 22150

OCTOBER 20, 1998
Revised February 25, 1999

Revised May 14, 1999

Revised June 4, 1999

SHEET INDEX:

- 1 COVER SHEET
- 2 NOTES AND TABULATIONS
- 3A CONCEPTUAL / FINAL DEVELOPMENT PLAN
- 3B CONCEPTUAL / FINAL DEVELOPMENT PLAN ALTERNATE LAYOUT
- 4 CROSS SECTION DETAILS
- 5 PEDESTRIAN CIRCULATION PLAN
- 6 REGIONAL PEDESTRIAN TRAIL ACCESS
- 7 ZONING PLAT

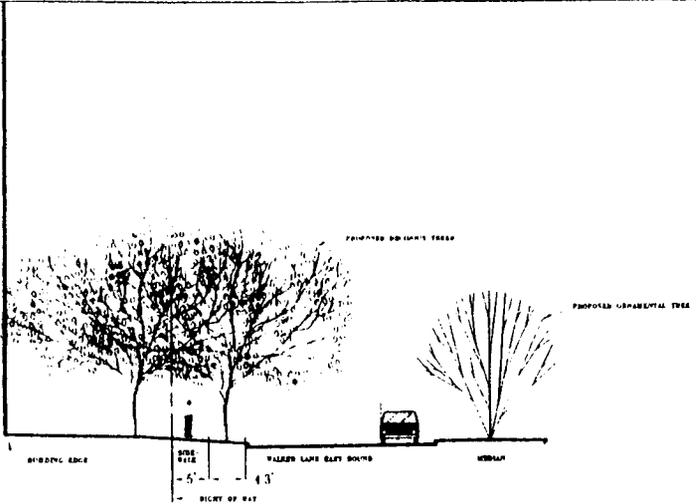


METRO PARK
LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

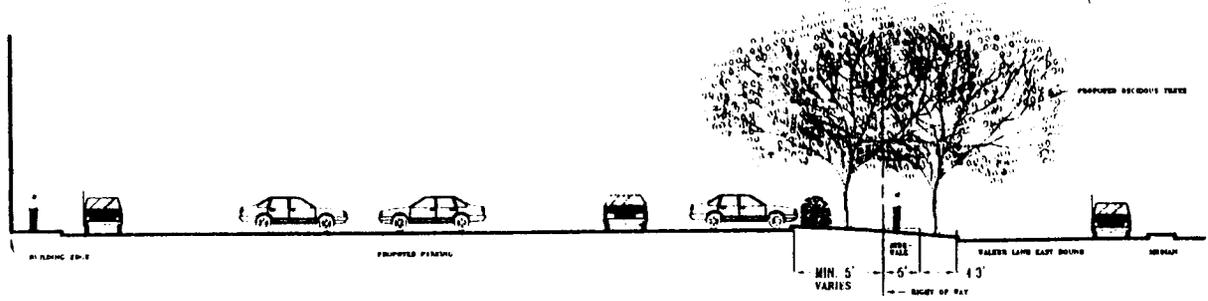
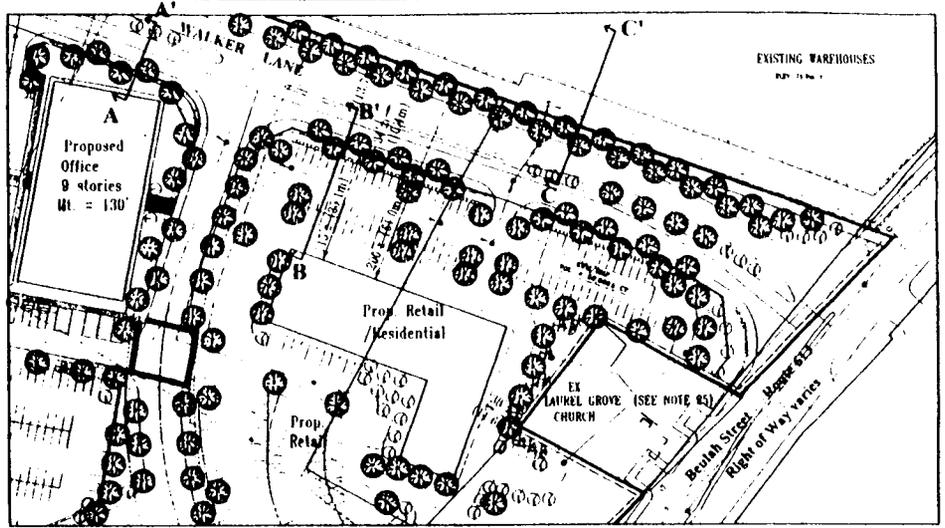
CONCEPTUAL DEVELOPMENT PLAN
FINAL DEVELOPMENT PLAN
ZONING PLAT

Dewberry & Davis
1000 Arlington Blvd., Fairfax, VA 22031
703-261-0000 FAX 703-261-0000

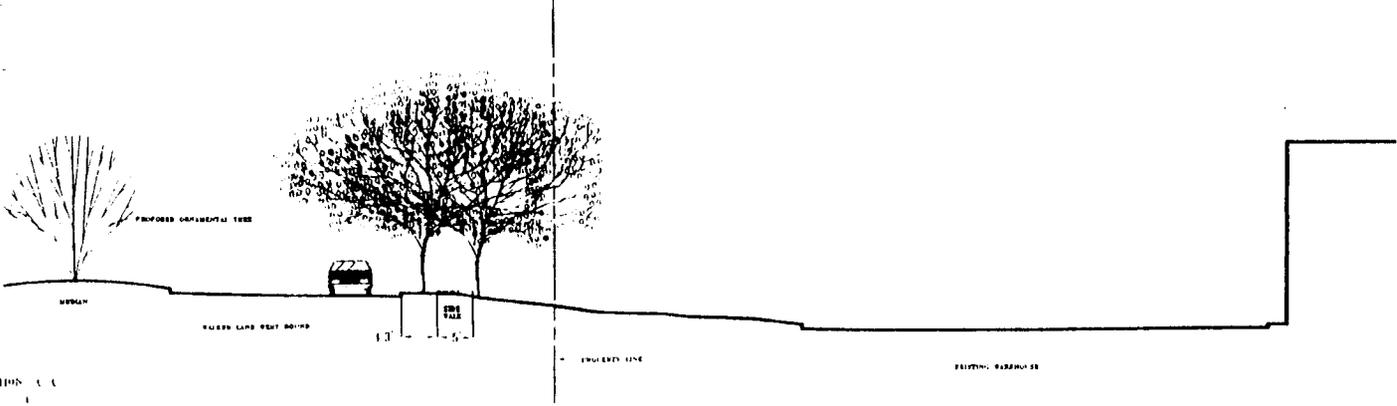
M-9941



SECTION A-A
1/8" = 1'



SECTION B-B
1/8" = 1'



SECTION C-C
1/8" = 1'

Dewberry & Davis
 8401 Arlington Blvd., Suite 2001
 Fairfax, VA 22031
 (703) 461-0100 FAX (703) 461-0110

FAIRFAX COUNTY, VIRGINIA

CROSS SECTIONS
FRIED/METRO OFFICE PARK
 LEE DISTRICT

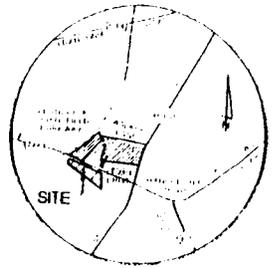
DATE:	5-14-97
BY:	[Signature]
CHECKED BY:	[Signature]
SCALE:	AS SHOWN
PROJECT NO.:	97-001
DATE:	5-14-97
BY:	[Signature]
CHECKED BY:	[Signature]
SCALE:	AS SHOWN
PROJECT NO.:	97-001



786 6 0749

NOTES

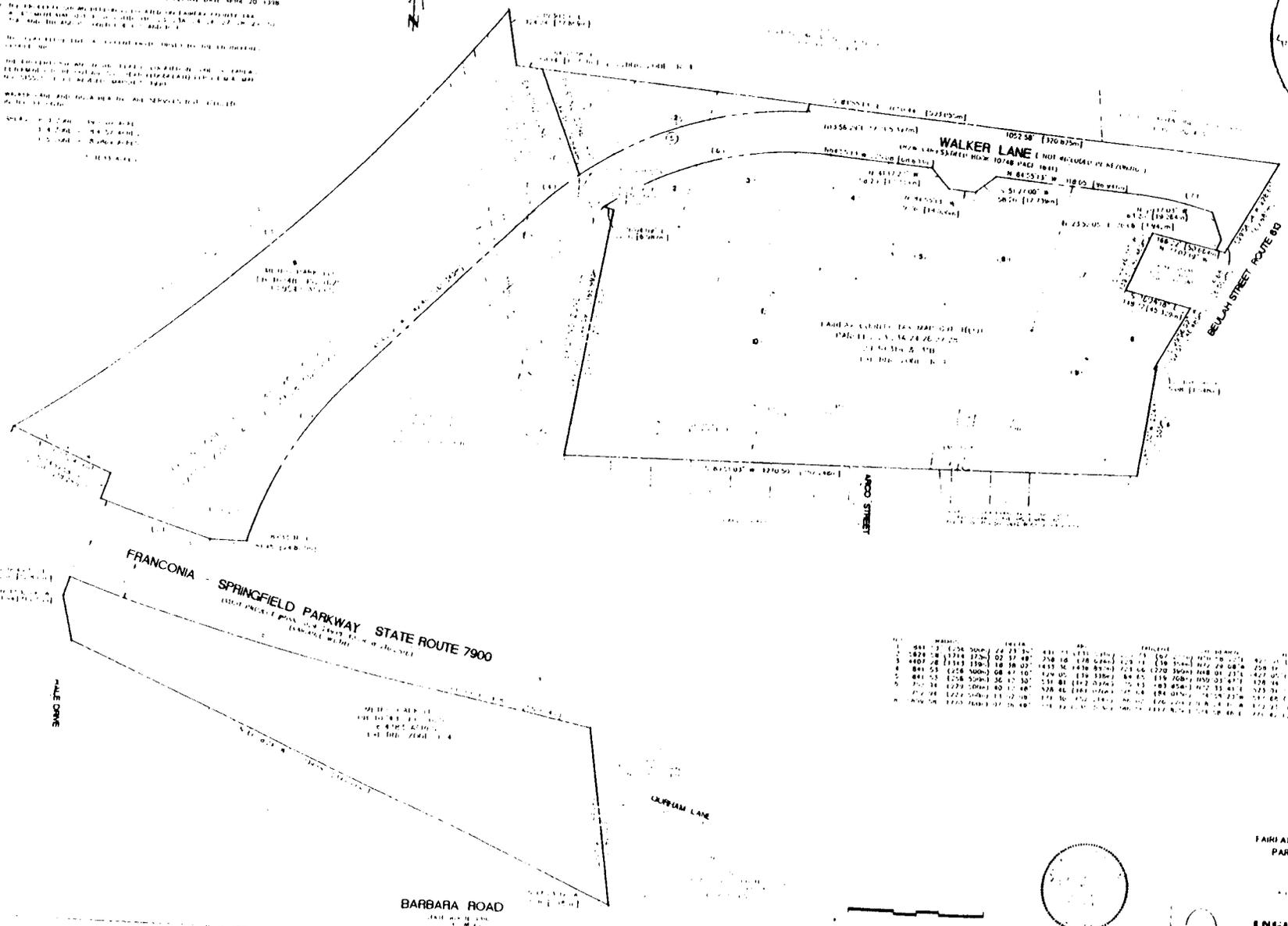
1. THE SITE IS LOCATED IN THE UNINCORPORATED AREA OF THE CITY OF FARMINGTON, CONNECTICUT.
2. THE SITE IS BOUND BY WALKER LANE TO THE NORTH, BELLEVUE STREET TO THE EAST, AND FRANCONIA SPRINGFIELD PARKWAY TO THE SOUTH.
3. THE SITE IS ZONED R-1 (RESIDENTIAL SINGLE-FAMILY).
4. THE PROPOSED DEVELOPMENT IS A 100,000 SQ. FT. COMMERCIAL BUILDING WITH A 20,000 SQ. FT. GARAGE.
5. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE REVIEW AND APPROVAL OF THE FARMINGTON PLANNING AND ZONING COMMISSION.
6. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE REVIEW AND APPROVAL OF THE FARMINGTON BOARD OF ZONING APPEALS.
7. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE REVIEW AND APPROVAL OF THE FARMINGTON BOARD OF SELECTMEN.
8. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE REVIEW AND APPROVAL OF THE FARMINGTON BOARD OF HEALTH.
9. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE REVIEW AND APPROVAL OF THE FARMINGTON BOARD OF EDUCATION.
10. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE REVIEW AND APPROVAL OF THE FARMINGTON BOARD OF FIRE.



VICINITY MAP

OWNER LEGEND

1. FARMINGTON CITY
2. METRO PARK LLC
3. ...
4. ...
5. ...
6. ...
7. ...
8. ...
9. ...
10. ...



PARCEL	AREA (SQ. FT.)	AREA (AC.)	OWNER
1	1,000	0.023	FARMINGTON CITY
2	2,000	0.046	FARMINGTON CITY
3	3,000	0.069	FARMINGTON CITY
4	4,000	0.092	FARMINGTON CITY
5	5,000	0.115	FARMINGTON CITY
6	6,000	0.138	FARMINGTON CITY
7	7,000	0.161	FARMINGTON CITY
8	8,000	0.184	FARMINGTON CITY
9	9,000	0.207	FARMINGTON CITY
10	10,000	0.230	FARMINGTON CITY

FAIRFAX COUNTY TAX MAP 001 1(11)
 PARCELS 23.23A 24.26.27.28
 29.30.31A & 31B

ENGINEERING
 CONSULTANTS, INC.
 703 1/2 ...

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

DESCRIPTION OF THE APPLICATION

The applicant, the Fried Companies, requests that the 37.17 acre application property be rezoned from the R-1, I-4 and I-5 Districts to the PDC District. The submitted Conceptual/Final Development Plan includes two (2) possible layouts for the office component. The site is proposed to be developed with a mixed use project that contains either five (5) or (6) office buildings, depending on which optional layout is chosen for development, with the potential for integrated support retail, a child care center and a suites hotel located in a building with first floor retail uses. The total gross floor area is 1,088,600, of which 978,600 is in office use; 102,200 is in hotel use; 18,800 is retail; and, 7,200 is the child care center. The Floor Area Ratio (FAR) for the property is 0.62, of which 0.55 is attributed to the office use. The overall development program is the same for both options. The application property includes 6.44 acres that is located south of the Franconia-Springfield Parkway, currently identified as Tax Map Parcel 11C, which is proposed to be dedicated to the County as open space, with its density utilized in the portion of the site that is north of the Parkway. Furthermore, the applicants have recently dedicated 3.72 acres for the right-of-way for Walker Lane, which is currently under construction. Advanced density credit for that dedication permitted the dedicated area to be used in calculating density; accordingly, the determination of density and floor area ratio is calculated on 40.88 acres. Depending upon which office option is selected, either thirty-five (35) or thirty-four (34) percent, or approximately 14.5 acres of the property, is shown to be open space.

The application includes requests for the following waivers/modifications of Zoning Ordinance requirements: transitional screening and barrier along the southern boundary and transitional screening around the Laurel Grove Church, which is surrounded on three (3) sides by the eastern portion of the application property.

The applicant is requesting approval of both a Conceptual and a Final Development Plan. The submitted plan is a combined Conceptual/Final Development Plan (CDP/FDP). A rezoning to a PDC District must comply with the Standards For All Planned Developments found in Part 1, Article 16, Development Plans, among others; relevant Zoning Ordinance excerpts are contained in Appendix 14.

A reduced copy of the proposed combined Conceptual/Final Development Plan is included in the front of this report. The applicant's draft proffers are included as Appendix 1. Staff's final development plan conditions are in Appendix 2. The applicant's affidavit is Appendix 3 and the applicant's statements regarding the application are included as Appendix 4.

LOCATION AND CHARACTER

The application property is generally located east of Beulah Street, north of the Franconia-Springfield Parkway, and east of the right-of-way for the railroad tracks and Metrorail tracks. As stated previously, a 6.44 acre portion of the application property that is to be preserved as open space is located across the Franconia-Springfield Parkway from the main part of the property. A public street, Walker Lane, is currently under construction by the applicants along the northern boundary of the property; Walker Lane is proposed as the primary access to the property. The property is also crossed by a major powerline easement, which enters the site from the east at the southeastern corner of the property, then generally follows the southern property line before turning northward at a tower located near the northwest corner of the Lewin Park subdivision, exiting the site at the northernmost corner of the property in the area of the railroad right-of-way.

The I-4 and I-5 portion of the application property is identified as Parcel 11 on the locator map included in the front of this report. Subsequent to the publication of that map, Parcel 11 was subdivided into three parts: Parcel 11C is located south of the Franconia-Springfield Parkway; Parcel 11B is located adjacent to the railroad tracks; Parcel 11A, a 9.46 acre parcel located between Lewin Park and Parcel 11B, is not included in the application. Parcel 11A is zoned I-4 and has received site plan approval for an office building served by surface parking. It is currently envisioned that the building will be occupied by Inova and will contain an urgent care facility. Parcels 11A, 11B and 11C are identified as Land Unit A in the proposed amendment to the Comprehensive Plan addressed below.

The R-1 portion of the property, 18.52 acres, is known as the Walker tract, and contains several single family detached dwelling units; these homes are accessed via existing Walker Lane, a private street within an easement that has been vacated. Existing Walker Lane is shown on the Locator Map in the front of this report; however, the new roadway, also known as Walker Lane, is not shown on that map. Some of the dwelling units have been removed as part of the construction of realigned Walker Lane. This area is identified as Land Unit B in the proposed amendment to the Comprehensive Plan addressed below.

The property is located in an area characterized by diverse land uses. To the north is industrial warehouse development zoned I-4; to the west are the railroad tracks and the tracks that serve Metro, beyond which is property owned by WMATA and used in association with the metro station located at the Joe Alexander Transportation Center; to the west across Beulah Street is the Beulah Baptist Church zoned R-3,

several R-1 zoned parcels that are developed with single family detached units and the Festival at Manchester Lakes shopping center zoned C-8; to the south is the Lewin Park subdivision zoned R-1, and the Franconia-Springfield Parkway; Windsor Estates, also zoned R-1, is located south of the detached portion of the application property. Lewin Park is identified as Land Unit C in the proposed amendment to the Comprehensive Plan addressed below.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan Map
North	Warehouse	I-4	Industrial
South	Lewin Park. Windsor Estates	R-1 R-1	1-2 du/ac 1-2 du/ac
East	Laurel Hill Church Beulah Baptist Church Single Family Detached	R-1 R-3 R-1	1-2 du/ac Institutional Institutional
West	Metro/Railroad Tracks WMATA	R-1 I-2	RR Tracks Institutional

BACKGROUND

In January 1975, Parcels 11A, 11B and 11C (formerly Parcel 11) were all rezoned to the I-4 and I-5 Districts without proffers pursuant to RZ C-702, a Board's Own Motion rezoning resulting from a court order related to the previous denial of RZ C-34.

Out-of-Turn Plan Amendment S98-IV-S1

On July 27, 1998, the Board of Supervisors authorized an Out-of-Turn Plan Amendment to consider amending the Comprehensive Plan for the properties that are the subject of this rezoning application. On March 22, 1999, the Board of Supervisors expanded the scope of the Out-of-Turn Plan Amendment to include the Lewin Park subdivision.

On June 19, 1999, the Planning Commission recommended approval of Out-of-Turn Plan Amendment S98-IV-S1. The proposed amendment, as recommended by the Planning Commission, is quoted in the following section of the staff report. The Board of Supervisors' hearing on OTPA S98-IV-S1 is scheduled for July 12, 1999.

COMPREHENSIVE PLAN PROVISIONS (Appendix 5)

Plan Area: IV
Planning District: Springfield
Planning Sector: Beulah Community Planning Sector - S9

Current Comprehensive Plan Citations

The relevant Plan recommendation for the subject property is found on pages 391-392 of the Area IV volume of the Comprehensive Plan, 1991 edition, as amended through June 26, 1995, Springfield Planning District, S9 Beulah Community Planning Sector, Recommendations, and is as follows:

- "1. Parcel 91-1((1)) 11, (*NOTE: now Parcels 11A, 11B and 11C*) located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, are planned for residential use at 3-4 dwelling units per acre. Whether Parcel 11 develops residentially or in accordance with the underlying zoning, there should be well-designed interior circulation, no direct vehicular access to the Parkway, and attention paid to proper siting of structures in the vicinity of the CSX Railroad tracks.
- The area north of the Franconia-Springfield Parkway, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 1-2 dwelling units per acre. If substantial consolidation of all parcels, excluding Parcel 91-1((1)) 11 occurs in this area, and if the parcels are contiguous and allow efficient design and circulation, residential use at 3-4 dwelling units per acre may be appropriate. As an option, residential use at 5-8 dwelling units per acre may be appropriate if the entire area, including Parcel 91-1((1)) 11, is consolidated and developed as a single project and is oriented away from the Virginia Power easement on the south side of Walker Lane."

The Comprehensive Plan Map shows this property to be planned for 1-2 du/ac on the portion that is zoned R-1, 3-4 du/ac on the portions zoned I-4 and I-5 and public facilities along the power line easement (See Appendix 5).

**Out-of-Turn Plan Amendment S98-IV-S1
 Planning Commission Proposed Comprehensive Plan Text**

The public hearing before the Planning Commission was held on June 17, 1999, at which time the Commission recommended approval of the proposed amendment, with edits. The proposed text uses Land Unit A to refer to Parcels 11A, 11B and 11C, which are industrially zoned; Land Unit B to refer to the Walker Tract, which is the portion of the application property which is zoned R-1; and, Land Unit C, to refer to Lewin Park. The proposed Comprehensive Plan text as recommended by the Planning Commission is as follows:

- "1. The area of approximately 64 acres generally located in the northwest quadrant of Franconia-Springfield Parkway and Beulah Street consists of an older residential neighborhood and land zoned for industrial use (I-4 and I-5). Access to the industrial area is available only through the residential neighborhood due to a limited access easement along the Franconia-Springfield Parkway. This area is located in close proximity to the Joe Alexander Transportation Center. Given the unique characteristics of the site, additional planning objectives for this area are to resolve the issue of land use compatibility and promote transit orientated development at this location. The area is divided into Land Units A, B, and C as depicted on Figure 178A.

LAND UNIT A

At the baseline, Land Unit A, located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre. As an alternative, Land Unit A may be appropriate for low-intensity office use up to .25 FAR. In all instances, the portion of the land unit located south of the Franconia Springfield Parkway should be dedicated to the County for open space with the intensity associated with this area shifted to the portion of the land unit north of the Parkway.

Development should provide a well-designed interior circulation with no direct vehicular access through the Lewin Park community or to the Parkway. Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation. Attention should be paid to proper siting of structures to enhance the relationship to the transportation center.

LAND UNIT B

The area north of Lewin Park, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 3-4 dwelling units per acre at the baseline. If consolidation of all parcels occurs, office or hotel use up to .25 FAR may be appropriate provided that a minimum 25-foot buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community to the south. The buffer should contain evergreen trees to provide year round screening;

OPTION FOR LAND UNITS A & B

As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for a child care center and hotel uses may be appropriate, if at least 15 acres of Land Unit A and all of Land Unit B are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the child care and hotel uses are envisioned to be located in the eastern portion of Land Unit B near Beulah Street. In addition, the following conditions should be met:

Land Use/Design

- The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;
- The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield trail;
- Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;
- Retail uses are limited to support uses, such as dry cleaners and restaurants, that are functionally integrated within other buildings;
- The portion of Land Unit A located south of the Franconia-Springfield Parkway is dedicated to the County for open space. The development potential may be transferred to the area north of the Parkway;
- Until such time as Land Unit C redevelops with non-residential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under "Transportation/Access" for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;
- Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;

- The existing family cemetery is preserved should be preserved and access provided;
- Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;

Transportation/Access

- Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;
- Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;
- Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;
- To encourage transit use, the amount of parking should be minimized to the extent feasible;
- Access is provided from Land Unit C through Land Unit B to Beulah Street;
- If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved;
- A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting.

LAND UNIT C

The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit A, to the west, is planned for residential use with an option for office use, while Land Unit B, to the north, is recommended for residential use

with office and hotel uses as an option. If the optional uses for Land Unit B are approved through a rezoning, then office, hotel, and support retail uses at up to .55 FAR may be appropriate for Land Unit C if the following conditions are satisfied:

- The parcels in the land unit are substantially and logically consolidated;
- The Guidelines for Neighborhood Redevelopment as provided in the Policy Plan are met; and
- Right-of-way is dedicated for the planned Beulah Street/Franconia-Springfield Parkway interchange.”

ANALYSIS

Conceptual/Final Development Plan (Reduction at front of staff report)

Title of CDP/FDP:	Metro Park
Prepared By:	Dewberry & Davis (Sheets 1-6)
Original and Revision Dates:	The Engineering Groupe, Inc. (Sheet 7) October 20, 1998, through June 28, 1999 (Sheets 1-5); September 25, 1995 (Sheet 6); June 2, 1999 (Sheet 7)

The combined Conceptual/Final Development Plan (CDP/FDP) consists of seven (7) sheets. Following is a brief description of each sheet.

Sheet 1: Cover Sheet

- ▶ Vicinity map (1:2,000' scale)
- ▶ Sheet Index

Sheet 2: Notes and Tabulations

- ▶ Note 10 lists primary (principal) and secondary uses that may be established in each of the proposed buildings. These uses include, among others, office, hotel, child care/nursery schools with fewer than 100 students, eating establishments, medical care facilities, private clubs/public benefit associations, public uses, and retail sales.

- ▶ Notes 24 and 25 reference requested modifications and waivers of transitional screening and barrier requirements.
- ▶ Note 30 references a possible emergency access to the Franconia-Springfield Parkway for the Inova Medical Services, which is not part of this application. It also notes a possible right-in/right-out access to the Parkway, as referenced in the proposed Plan text.
- ▶ Tabs are shown for two (2) alternative "development programs" and are summarized in the following chart:

Feature	Alternative A	Alternative B
Land Area	37.17 acres (40.88 acres for calculation of density)	37.17 acres (40.88 acres for calculation of density)
Gross Floor Area	1,088,600 sq. ft. total 978,600 sq. ft. (office) 109,400 sq. ft. (suites hotel, retail and child care center)	1,088,600 sq. ft. total 978,600 sq. ft. (office) 109,400 sq. ft. (suites hotel, retail, child care center)
Floor Area Ratio	0.62	0.62
Open Space	14.5 acres (35%)	14.1 acres (34%)
Parking	2,811 (Req) / 3510 (Proposed)	2,811 (Req) / 3510 (Proposed)

Buildings (GFA/HGT(STORIES))		
Eastern Office	321,600 sq. ft./164' (12)	248,700 sq. ft./130' (9)
Central Office	294,800 sq. ft./152' (11)	248,700 sq. ft./130' (9)
Western Office	NA	119,000 sq. ft./70' (5)
North Office A	78,000 sq. ft. /50' (3)	78,000 sq. ft. /50' (3)
North Office B	133,000 sq. ft./80' (5)	133,000 sq. ft./80' (5)
North Office C	133,000 sq. ft./80' (5)	133,000 sq. ft./80' (5)
Retail & Hotel Bldg. Speciality Retail Hotel Suites	121,000 sq. ft. total 18,800 sq. ft. (1 st Floor) 102,200 sq. ft. (Upper floors)	121,000 sq. ft. total 18,800 sq. ft. (1 st Floor) 102,200 sq. ft. (Upper floors)
Child Care Center	7,200 sq. ft.	7,200 sq. ft.

Sheet 3a: *Composite Development Plan A*

- ▶ The triangular Inova site, which is not part of the application, is shaded; it is shown with an office building, 5 stories in height, 130,000 sq. ft.; and, a driveway which would access the Franconia-Springfield Parkway.
- ▶ Access: two (2) points of access are shown to Beulah Street: Walker Lane (under construction), at the northern periphery; and, Metro Park Drive, at the southern; an unnamed road runs from Metro Park Drive along the southern side of the parking structure and connects with the Inova site; although Walker Lane terminates at the Inova property, a note indicates possible future extension to the Parkway.
- ▶ Area formed by Metro Park Drive, Walker Lane, and Beulah Street: Free-standing child care center and play area; speciality first floor retail with a suites hotel.
- ▶ Area south of Walker Lane: Central and East Office Buildings; 4 level, 50' tall parking structure; open space and surface parking areas connecting two (2) buildings.
- ▶ Area generally north of Walker Lane: North Office A (closest to the Parkway); North Office C and North Office B with parking beneath; and a stormwater management facility.
- ▶ Other features: Right-of-way for potential future bridge access to Metro is shown northwest of North Office C, from Walker Lane to the railroad tracks; brick wall along southern periphery adjacent to the Lewin Park subdivision to the south; preservation of the existing cemetery adjacent to Lewin Park; future interparcel access to Lewin Park in two (2) locations and to the industrial property to north; an existing 100' VEPCO easement adjacent to Lewin Park; proposed bus shelter on Beulah Street; area south of the existing Laurel Grove Church on Beulah Street.
- ▶ Area south of Parkway: Shown as open space with preservation of the former school building.
- ▶ Landscaping (mix of shade, ornamental, and evergreens) generally around the buildings and along the roadways

Sheet 3 b: *Composite Development Plan B*

- ▶ Identical to Sheet 3a, with the following exceptions:

Area south of Walker Lane: three (3) office buildings with one 5-level and one (1) 2.5 -level parking garage.

Sheet 4: Cross Section

- ▶ Section A: Walker Lane eastbound (from Office Building to center of Walker Lane).
- ▶ Section B: Walker Lane eastbound (from speciality retail/hotel suites to center of Walker Lane) Note: Labeled as *Prop. Retail/Residential*
- ▶ Section C: Walker Lane westbound (from center of Walker Lane to industrial building on north).

Sheet 4a: Buffer Area Details: Details of trees to be saved within the buffer areas and supplemental plantings.

Sheet 5: Pedestrian Circulation Plan (Superimposed on Alternative A only).

- ▶ Sidewalks on both sides of Walker Lane and Metro Park Street Drive; connections across parking/open space to individual buildings.
- ▶ Type 1 Trail along Beulah Street frontage and generally along the periphery of the site.

Sheet 6: Regional Pedestrian Trail Access to Franconia-Springfield Transportation Center and Surrounding Communities.

- ▶ A proposed sidewalk is shown connecting Beulah Street to the Parkway, generally north of the existing Walker Road alignment.
- ▶ An additional planned pedestrian trail is shown along the Beulah Street frontage.

Sheet 7: Labeled as Sheet 1 of 1, Zoning Plat on the Property of Metro Park L. L. C.

- ▶ Plat with owner legend

Transportation Analysis (Appendix 6)

The application seeks approval of development in excess of one million square feet of non-residential development in an area that is experiencing significant transportation congestion. The applicant is proposing to provide primary access

to the site from Beulah Street at two (2) locations: at relocated Walker Lane, which is under construction; and, at proposed Metro Park Drive, located across from Charles Arrington Drive. Metro Park Drive requires right-of-way from property that is not under the control of the applicant. In addition, the applicant proposes to access the Franconia-Springfield Parkway with a right in/right out entrance exit. This access to the Parkway is also included in the text for S98-IV-S1, as recommended by the Planning Commission. However, such a break in the limited access Parkway requires approval of the Commonwealth Transportation Board (CTB) which has not been granted to date. The proposal will add approximately 11,600 vehicle trips per day to Beulah Street. Approximately 1600 of those trips will be generated in the a.m. peak hour of which approximately 1120 will attempt to turn left into the site from Beulah Street. These volumes do not include the traffic from the 9.46 acres of I-4 zoned property not included in this application (Parcel 11A, owned by Inova Health Care Services).

Issue: Improvements to Beulah Street

Beulah Street is scheduled to be improved to a four (4) lane divided roadway. This improvement is identified in the VDOT six (6) year road improvement plan for construction by the summer of 2002. Beulah Street has already been improved northward to the southern entrance of the site. The plans for the VDOT project show that the widening is to occur generally along the eastern side of Beulah street. The Department of Transportation (DOT) report states that, based upon the traffic generated by the proposed development and its projected impacts to Beulah Street, the applicants should construct the four (4) lane improvement, unless the VDOT project is imminent, in which case the applicants should contribute the amount equivalent to the improvement; as an alternative, the applicants could phase development of the property to the road improvement. The draft proffers state that dedication of right-of-way will be provided upon demand and that the applicants will construct frontage improvements, by which they mean a ½ section, upon issuance of the Non-RUPs for more than 565,000 square feet or will escrow equivalent funds, and that no more than 565,000 square feet will be built until Beulah Street is improved to a two (2) lane section in front of the site. However, staff believes that this schedule would result in additional traffic and turning movements being added to Beulah Street prior to any improvements being made and that construction of the improvements should occur prior to development of more than 425,000 square feet.

Resolution:

The applicant has not addressed this issue.

Issue: Provision of Right Turn Lanes at Beulah Street Entrances

Ideally, the applicant should provide right turn lanes into the two proposed entrances to the site from Beulah Street. However, in order to provide the northernmost turn lane, right-of-way from the adjacent property would be required. At a minimum, a right turn lane should be provided into the site at the southern entrance. The applicant has indicated that they would not provide the requested turn lane into the northern entrance but would provide the turn lane into the southern entrance at such time as Metro Park Drive is extended to Beulah Street, which is proffered to occur if the gross floor area of the property exceeds 700,000 square feet. As such, right-turn access via a turn lane would be delayed until almost 3/4s of the development has been completed.

Resolution:

As such, this issue remains outstanding.

Issue: Provision of Left Turn Lanes to the Site from Beulah Street

Walker Lane will not intersect Beulah Street at a planned median opening location. In addition, the close proximity of the intersection to Charles Arrington Drive will result in substandard left turn lanes at both entrances to the site. Substandard left-turn bays typically require traffic to enter the bay at a slower speed and frequently result in "spillback" traffic blocking the inside travel lane. Given these design constraints, the applicant should develop alternative Beulah Street design options for evaluation and commit to fund appropriate modifications necessary to the VDOT project plans and any additional costs associated with the VDOT roadway construction project.

Resolution:

This issue remains unresolved.

Issue: Provision of Two Points of Access into the Site from Beulah Street

The CDP/FDP delineates two (2) roadway connections to the site from Beulah Street: Walker Lane that is currently under construction and a second future access opposite Charles Arrington Drive. This second roadway, Metro Park Drive, is shown to be located in on part of land that is not owned by the applicant. The applicant has proffered that this second access will be provided at such time as 700,000 square feet of development has occurred on the site. The DOT believes that the second entrance is needed from the onset of development, but would concur that this access be provided prior to the issuance of Non-RUPS for more than 425,000 square feet of development on the site.

Resolution:

This issue remains unresolved.

Issue: Metro Park Drive

The internal roadway that connects Walker Lane to Beulah Street, called Metro Park Drive, had been proposed by the applicant to be a private street. The design of the road is somewhat constrained by the need to meet Beulah Street opposite Charles Arrington Drive and by the Virginia Power tower that is located near that intersection within the property; however, the applicants have added additional constraints with the design of their parking structure. The reason that it is essential that Metro Park Drive be a public street is that County regulations require single family detached residences to have access to a public street. While it is possible that Lewin Park could develop in a non-residential use pursuant to the pending Out-of-Turn Plan Amendment, that eventuality is not assured. The Comprehensive Plan also calls for an interchange at the intersection of Beulah Street and the Parkway. When that occurs, residents of Lewin Park will no longer have access to Beulah Street via Lewin Drive and would require alternative public street access. To protect Lewin Park in case of this potential, staff requested that the applicant commit to provide public street access to Lewin Park via Metro Park Drive and to provide the extension shown on the development plan (Jasper Lane). The applicants have now proffered that both Metro Park Drive and Jasper Lane will be public streets. Pursuant to draft proffers, the applicants would build Metro Park Drive and Jasper Lane upon the occupancy of 700,000 square feet of development or if access to Lewin Park is required prior to that time.

Resolution:

This issue has not been adequately addressed given the timing of construction or the requirement that off-site right-of-way be acquired by the public.

Issue: Second Left Turn Lane from the Eastbound Franconia-Springfield Parkway to Northbound Beulah Street

The applicants' traffic study indicates the need for a second left turn lane from the eastbound Franconia-Springfield Parkway to northbound Beulah Street when the gross floor area exceeds 391,940 square feet. The applicant has proffered to make this improvement; however, the proffers contain a significant number of caveats that raise concern as to whether the turn lane will be provided. Staff has requested that the applicant strengthen the commitment to the provision of the turn lane.

Resolution:

The applicants have revised the proffers to increase the likelihood that the turn lane will be provided; however, staff continues to believe that a stronger commitment is desirable.

Issue: Additional issues identified

The DOT memo also indicates the following unresolved issues:

- ▶ Provide a cul-de-sac at the proposed terminus of Walker Lane until such time as it is extended to the Parkway (if the CTB approves the proposed intersection)
- ▶ Eliminate the long left-turn lane into the proposed office buildings in Land Unit A, Parcel 11A, in favor of a landscaped median
- ▶ Revise the entrance to the child care center so that it does not conflict with the cul-de-sac bulb
- ▶ Provide specifics regarding a Transportation Demand Management (TDM) program in the proffers

Resolution:

These issues have not been addressed by the applicant.

Environmental Analysis (Appendix 7)

Issue: Stormwater Management/Best Management Practices

The property falls within the Accotink Creek Watershed of Fairfax County specifically, and within the County's Chesapeake Bay Watershed, generally. A Resource Protection Area (RPA) feature associated with Long Branch traverses the northwestern boundary of that portion of the property which is located immediately south of the railroad tracks and is shown on the Countywide RPA maps. However, pursuant to 6836-PA-1 approved March 3, 1998, it was determined that there is no RPA on the property.

In addition to the proposed stormwater best management facility, it was suggested that the applicants evaluate the possibility of designing an open space amenity into the development plan. An open space amenity could serve to enhance water quality protection if bioretention/rain garden areas were implemented as part of the proposal. The surface parking areas could be graded in such a way as to create the proper drainage flow into landscaped areas. If the Department of Public Works and Environmental Services (DPWES) is in agreement, such a concept could be an innovative enhancement to water quality protection.

Resolution:

The applicants have not addressed the incorporation of a bio-retention facility on the site.

Issue: Marine Clay Soils

The stormwater management facility which is proposed to be located on the westernmost portion of the subject site appears to be located in an area where Marine Clay may exist. It was suggested that the applicant carefully evaluate the soil properties and integrate that information accordingly when choosing the most appropriate best management practice for the western portion of the subject site.

Resolution:

This issue will be addressed as part of the site plan review process; however, any revised location of a stormwater management facility must be in substantial conformance with the CDP/FDP.

Issue: Soil Constraints

The Soil Survey for Fairfax County has not identified soil types for that portion of the subject property which is adjacent to Beulah Street. However, that portion of the subject property which is adjacent to the railroad tracks is characterized by a variety of soil types which include the following: Cut and Fill; Mixed Alluvial (1A+); Beltsville (37B2); Loamy Gravelly Sediments (61C1); and Marine Clay (118). Mixed Alluvial is considered a hydric soil type and is one indicator which is examined when determining the presence of jurisdictional wetlands. Jurisdictional wetlands are features which are protected under § 404 of the Clean Water Act as administered by the U.S. Army Corps of Engineers. Marine Clay may pose problems to the structural integrity of future buildings. Thus, it is suggested that the applicant submit a soil survey and a geotechnical study to DPWES to ensure that possible soil constraints are addressed in the early stages of the development.

Resolution:

The applicant will be required to provide such reports with any site plan submitted. As such, this issue is resolved.

Issue :Transportation-Generated Noise

The northwestern portion of the subject site is situated immediately south of existing railroad tracks which are not illustrated on the development proposal. It is suggested that the applicant depict the railroad tracks on the development

proposal. In addition, it is recommended that the applicant ensure that office buildings which are proposed adjacent to the railroad tracks meet a maximum interior noise standard of 50 dBA L_{dn} . Guidelines for acoustical treatment of commercial structures are included in Appendix 7.

Resolution:

This issue has not been addressed by the applicant.

Issue: Tree Preservation and Restoration (Also see Urban Forestry comments in Appendix 8)

The portion of the subject property which is located south of the railroad tracks is characterized by a dense tree cover. However, the CDP/FDP does not depict any of this existing vegetation for preservation. The eastern portion of the site is predominantly barren of tree cover south of Walker Lane. However, some healthy evergreens are situated around the existing home sites. The applicant is encouraged to evaluate the western tract of the subject property with the Urban Forestry Branch of DPWES to identify suitable areas which may be worthy of tree preservation and which could reasonably be incorporated in the development proposal. In addition regarding the entire site, the applicant is encouraged to prepare a comprehensive landscape plan which encompasses possible trees for transplantation which may exist on the subject property, as well as a restorative plan which includes diverse native species inclusive of ground cover, shrubs, and trees. In addition, it is suggested that the landscape plan be integrated with the stormwater recommendation suggesting a complementary system of bioretention areas for this development proposal.

Resolution:

The proposed limits of clearing and grading would not result in the preservation of any of the existing vegetation along the railroad tracks. In addition, the applicant has not proffered to transplant any of the significant vegetation located around the existing homes. The draft proffers state that existing vegetation would be preserved along the boundary with Lewin Park as shown on the CDP/FDP; however, the CDP/FDP does not depict any trees other than one (1) near the cemetery to be preserved. As such, this issue has not been adequately addressed.

Issue: Trails Plan

The Trails Plan Map depicts a bicycle trail on the east side of Beulah Street across from the application property. At the time of site plan review, the Director, DPWES, will determine what trail requirements apply to the property.

Public Facilities Analysis (Appendices 9-13)Park Authority Analysis (Appendix 9)

The Fairfax County Park Authority memo indicated that the proposed rezoning would have no negative impact on park facilities. The dedication of the portion of the site south of the Parkway to the County is a positive benefit.

Heritage Resources Comments (Appendix 10)

The memorandum from the Park Authority states that prior to any land disturbing activities, the applicant should conduct a Phase 1 archeological survey and that, if warranted by the Phase I survey, they should conduct Phase II and III surveys. The applicants have submitted information that states that a Phase I study is not warranted because the site consists of disturbed soils due to the gravel-mining operations that previously occurred on site. While this is true for much of the property, it does not address the cemetery which is also located on site.

The applicants have not made such commitments; therefore, this issue is outstanding.

Sanitary Sewer Analysis (Appendix 11)

The property is located in the Accotink Creek watershed. The existing lines are adequate for the proposed use at this time and there appears to be adequate capacity. The memo states that no excessive or shallow sewer will be permitted, no pumping will be allowed, and that sewerage from the lowest floor should be served by gravity flow to the main sewer line. These issues will be addressed in the context of site plan review.

Fire and Rescue Department Analysis (Appendix 12)

This property is serviced by Station #05, Franconia, which meets fire protection guidelines.

Water Service Analysis (Appendix 13)

The property is located in the franchise area of the Fairfax County Water Authority. Adequate domestic water service is available at the site from an existing 16-inch main located at the property. Depending on the configuration of the onsite water mains, additional water main extensions may be necessary to satisfy fire flow requirements and to accommodate water quality concerns. The existing 6-inch water main in old Walker Road should be removed and/or relocated.

Land Use Analysis (Appendix 5)

The application property is part of a larger area generally located in the northwest quadrant of the intersection of Franconia-Springfield Parkway and Beulah Street. As noted in the section entitled Comprehensive Plan Provisions, the current recommendation for the subject property is found in the Area IV volume of the 1991 Edition of the Comprehensive Plan, as amended through June 26, 1995. The current recommendation for the application property is residential uses; and the proposed rezoning would is not in conformance with that recommendation.

However, the application property is also the subject of a pending Out-of-Turn Plan Amendment, S98-IV-S1. The full text of the proposed amendment to the Comprehensive Plan, S98-IV-S1, as recommended by the Planning Commission on June 17, 1999, is also provided under the section entitled Comprehensive Plan Provisions. The proposed amendment to the Comprehensive Plan would change the baseline recommendations for the area to commercial development rather than residential and would provide an option for higher intensity mixed-use development if land consolidation and other conditions were met. The applicant proposes development under the mixed-use option for areas identified as Land Units A and B. The following section contains excerpts from the proposed amendment to the Plan which provide guidance on land use and intensity for the property at the optional level of development and an analysis of how the application meet the criteria.

“OPTION FOR LAND UNITS A & B”

“As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for a child care center and hotel uses may be appropriate, if at least 15 acres of Land Unit A and all of Land Unit B are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the child care and hotel uses are envisioned to be located in the eastern portion of Land Unit B near Beulah Street.”

Analysis:

The proposed development plan shows a mixture of office use and support retail uses at .55 FAR and an additional 109,400 gross square feet of hotel and child care uses. The application comprises approximately seventeen (17) acres of Land Unit A and all of Land Unit B. The tallest buildings are located in the center of the subject area, and taper down in height to low to mid-rise buildings on the western portion of the site. The westernmost buildings are to be developed as hotel/retail and child care uses and provide a transition to the Laurel Grove Baptist Church and Beulah Street. The proposed land uses and intensities are

in conformance with the aforementioned portions of the proposed amendment to the Comprehensive Plan.

- In addition, the proposed plan text states that the following conditions should be met:

Land Use/Design

- The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;

Analysis:

With regard to coordinated architectural, signage and streetscape treatment, the development plan does not include information regarding architectural design or signage. The draft proffers state that a unified architectural scheme, lighting, and signage will be utilized. A submitted cross section depicting streetscape design shows a five (5) foot sidewalk on both sides of Walker Lane flanked by "shade/street trees," and a planted roadway median strip. The overall streetscape design is shown on a pedestrian circulation plan as well as on composite development plans for the two (2) development alternatives. These plans provide additional detail and show sidewalks and street trees along Metro Park Drive and Walker Lane. The plans also indicate that median plantings along Walker Lane will be provided in small segments near Beulah Street and the Metro Park intersection rather than as a continuous design extending the length of Walker Lane. Staff believes this streetscape is generally appropriate; however, the notes on the CDP/FDP state that the street trees were located at the request of staff and should be reexamined at the time of site plan with regard to design speed of the road and safety/liability issues. Trees flanking sidewalks in the western portion of the site (Land Unit A) are sparse and limited landscaping is provided within the western and southeastern surface parking lots. The CDP/FDP does not depict amenities such as benches, trash receptacles or other types of street furniture that would contribute to creating a pedestrian-friendly environment; however, the draft proffers state that benches and trash receptacles will be provided at the rate of one (1) bench per 30,000 square feet of building area. Further, additional detail is desirable to demonstrate whether architecture, signage, and landscape design will achieve "high-quality and coordinated design." To address this issue, the applicants proffered to provide coordinated architecture, lighting, signage, and streetscape elements. Staff believe that it would be preferable for the applicant to provide at this time a comprehensive sign plan, architectural elevations or sketches with descriptions of building design, materials and colors, and a landscape plan delineating the location, placement, spacing type and quantity of plant materials.

With regard to efficient internal vehicular circulation, efficient vehicular access, and usable open space such as urban parks and/or plazas, the CDP/FDP includes pedestrian connections that link buildings to one another and to the trail that leads to the Joe Alexander Transportation Center. Offices in the central portion of the site have direct access to Walker Lane, a four-lane boulevard. Access to the hotel/retail uses and child care center is provided to this boulevard through a secondary road, identified as Metro Park Drive. A roadway south of the parking structure on Land Unit B would provide a link to Lewin Park area as well as create a circular vehicular circulation pattern. The development plan shows an area to be used as open space between the Land Unit B office buildings. Staff believes that, in order to enhance the amenities listed above, benches and other features should be added and shown on the landscape plan and additional open space areas, such as small plazas, should be identified. Additionally, the central open space area, similar to that shown on Composite Development Plan A, should also be included on the Composite Development Plan B.

Based upon the issues stated above, staff has determined that opportunities exist to enhance conformance with this criterion.

- The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield trail;"

Analysis:

The CDP/FDP shows three (3) office buildings (Buildings A, B and C) in Land Unit A, the land unit closest to the Transportation Center. The buildings are separated from the new Walker Lane by surface parking. In order to encourage transit use and to provide a more direct link to the pedestrian facilities along Walker Lane, it is desirable that these office buildings be located closer to the road. The pedestrian circulation plan (Sheet 5) depicts a system of sidewalks and crosswalks connecting buildings, parking lots and bus shelters and is generally in accord with the proposed Plan text. There are two (2) bus shelters shown, one (1) between Buildings A and B, and (1) one in the center of the site, which is shown in differing locations on the each composite plan. On Composite Development Plan B, the shelter should be relocated in such as way to eliminate the potential that the bus will block traffic in the parking lot entrance while loading or unloading passengers.

Staff believes that fulfillment of this criterion could be enhanced by modifications to the proposal.

- "Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;"

Analysis:

The hotel/retail building is sixty-one (61) feet in height and is set back more than 150 feet from Beulah Street; however, the height of the child care center, which is approximately fifty-one (51) feet from Beulah Street, is forty (40) feet in height. Staff believes that this criterion has been satisfied.

- "Retail uses are limited to support uses, such as dry cleaners and restaurants, that are functionally integrated within other buildings;"

Analysis:

The CDP/FDP depicts first floor "specialty retail" uses in the hotel/retail building. The draft proffers define "specialty retail" by listing examples of support retail uses such as eating establishments, dry cleaners, and florists, and also provide that these uses may also be located within office buildings.

Staff considers this criterion to be satisfied.

- "The portion of Land Unit A located south of the Franconia-Springfield Parkway is dedicated to the County for open space. The development potential may be transferred to the area north of the Parkway;"

Analysis:

Although the area designated as Parcel 11C is not labeled on the CDP/FDP, the draft proffers state that the applicant will dedicate Parcel 11C to Fairfax County as an undisturbed open space and buffer.

Staff has concluded that this criterion has been satisfied.

- "Until such time as Land Unit C redevelops with non-residential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under "Transportation/Access" for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;"

Analysis:

The CDP/FDP depicts a 7-foot brick wall and a buffer with width varying up to fifty (50) feet adjacent to Lewin Park. The draft proffers and the CDP/FDP have been amended to provide a minimum buffer area width of twenty-five (25) feet, with the wall located as far north as possible with the buffering located south of the wall. A landscape plan specifically for the buffer area shows details of the proposed plantings, such as species, quantity and spacing of the plant materials and trees and is included as Sheet 4a of the CDP/FDP.

Staff has determined that this criterion is partially satisfied; however, additional details regarding the proposed plantings should be provided.

- "Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;"

Analysis:

The CDP/FDP indicates a planting arrangement consisting of staggered evergreen and ornamental trees on the south side of the garage adjacent to Lewin Park, with "shade/street" trees on the remaining three (3) sides. The parking structure located in the western portion of the site is landscaped with "shade/street" trees on the side closest to the parkway only, although the garage is flanked on both sides by office buildings. Staff believes the planting around this structure should be supplemented by trees to provide screening to Office Buildings A and B. Additionally, the species, quantity and spacing of the plant materials and trees around the parking structures should be shown on a landscape plan.

Staff has determined that this criterion has been satisfied with regard to one garage only, and that additional plantings should be provided at the garage within Land Unit A.

- "The existing family cemetery should be preserved and access provided;"

Analysis:

The development plan shows the location of the Devers-Tyler family cemetery. A pathway to access to this cemetery is shown on the CDP/FDP. Staff believes that an archeological assessment should be undertaken to determine the extent of this cemetery and a commitment made to investigate the need for additional support on the northern and eastern sides of the cemetery to prevent further erosion. The applicants have not addressed these issues in the draft proffers, except as noted above.

Staff has determined that this issue has not been adequately addressed.

- "Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;"

Analysis:

The draft proffers state that any site lighting along the travel lane adjacent to Lewin Park shall be shielded. In order to assure that the proposed Comprehensive Plan text is met, a site lighting plan should be submitted. The draft proffers state that 1) A site lighting plan will be submitted with each building permit; 2) Site lighting will be uniform and consistent throughout; 3) Site lighting will include full cut-off shielding with no upward pointing lights and minimization of glare; and 4) Lighting along the travel lane adjacent to Lewin Park will be shielded away from Lewin Park. The proffers and the CDP/FDP state that light standards may be up to forty (40) feet in height.

Staff has determined that this criterion has been satisfied; however, the height of the light standards should be reduced to twenty (20) feet.

Transportation/Access

- "Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;"

Analysis:

The access point referred to in this criterion is to be located in a portion of the Land Unit that is not included in the application. The Department of Transportation (DOT) believes that the only access that should occur to the Parkway is emergency access for the urgent care facility. The development plan is laid out to accommodate no access to the Parkway or, if approved by the CTB, emergency access for the urgent care facility, shuttle bus access, and a right-in, right-out access.

As such, this proposal complies with this criterion.

- "Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;"

Analysis:

Refer to the Transportation Analysis regarding this development guidance.

- "Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;"

Analysis:

The CDP/FDP shows an area of reservation for the future connection to the transit center; thus, this criterion has been satisfied.

- "To encourage transit use, the amount of parking should be minimized to the extent feasible;"

Analysis:

The development plan indicates that approximately twenty-five (25) percent more parking spaces will be provided than are required by the Zoning Ordinance. Staff believes that to the extent possible, the number of spaces should be reduced in order to promote use of transit and discourage drive-alone trips. Decreasing the number of parking spaces would also provide more opportunities to create plazas and small parks to visually soften the expansive parking areas and to reduce impervious surface.

Staff has determined that this criterion has not been satisfied.

- "Access is provided from Land Unit C through Land Unit B to Beulah Street;"

Analysis:

As noted in the Transportation Analysis, staff has determined that this criterion has been satisfied.

- "If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved;"

Analysis:

The development plan shows the proposed road (Jasper Lane) located north of the buffer area, as recommended by the proposed Plan text. The draft proffers state that the road would be constructed in the location closer to Lewin Park, should redevelopment of Lewin Park precede reaching the benchmark of 700,000 gross square feet or should access to Lewin Park be precluded by construction of the planned interchange at the Parkway and Beulah Street or if 2/3s of the lot owners in Lewin Park request a connection.

Staff has determined that this criterion has been adequately addressed.

- "Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting."

Analysis:

The applicant has not provided a TDM program in the proffers.

Summary of the Land Use Analysis

The proposed Comprehensive Plan guidance establishes several conditions that are intended to create a unified, transit-oriented, mixed-use development. Through several iterations, the applicant has improved many aspects of the proposal. For example, most of the site has been consolidated under one development plan, buildings have been moved closer to the street, a commitment has been made to preserve the portion of the site south of the Franconia-Springfield Parkway as open space, and retail uses on the site will be oriented to serving office park users rather than the community at large, in an effort to reduce transportation impacts. However, in order to enhance the design level that the development could achieve and to encourage transit use as envisioned by the proposed amendment to the Comprehensive Plan, in lieu of proffered commitments to be implemented later, the following information/commitments should be provided in detail on the CDP/FDP:

- A comprehensive sign plan, lighting plan, and architectural elevations or sketches with descriptions of building design, materials and colors to demonstrate the ultimate development will be well-coordinated;
- Provision of a landscape plan delineating the location, spacing, species, size and quantity of plant materials throughout the site, as well as trees to be preserved and transplanted. The plan should also extend median and sidewalk street trees and landscaping plantings along the length of Walker Lane, supplement surface parking lot landscaping to provide landscaped strips and islands between parking rows, supplement garage landscaping,

and depict the location and types of amenities such as benches, trash receptacles and/or other types of street furniture that contribute to creating a pedestrian-friendly environment;

- Identification of additional useable open space areas, such as small plazas as well as an alternate open space area that is central to the site and is provided with benches and other amenities should the currently depicted open space area be developed as an office building in the alternative development proposals;
- To the extent possible, reduction of the number of parking spaces in order to promote use of transit and discourage drive-alone trips; and
- Demonstration that the cemetery adjacent to Lewin Park will be preserved, including measures to prevent additional erosion.

ZONING ORDINANCE PROVISIONS (Appendix 14)

Standards for all Planned Developments (Sect. 16-100)

An application for a PDC District must meet the standards set forth in Sect. 6-206 (Use Limitations), Sect. 6-207 (Lot Size Requirements), Sect. 6-208 (Bulk Regulations), and Sect. 6-209 (Open Space). In addition, all Planned Development Districts must satisfy the General and Design Standards set forth in Sections 16-101 and 16-102 of the Zoning Ordinance, among others.

Section 6-206 Use Limitations

Par. 1 and Par. 2 of Sect. 6-206 require compliance with Part 1 of Article 16 (General Standards) and the performance standards of Article 14. As discussed below, Part 1 of Article 16 has been met; Article 14 will be required to met at site plan.

Par. 3 requires that Category 3 Special Exception Uses, when presented on a final development plan, be reviewed against the standards set forth in Article 8 or 9. In this case, it is not known what size child care center the applicant proposes. The level of detail provided on the CDP/FDP is inadequate for a review against the Zoning Ordinance standards for a child care center.

Par. 4 requires conformance with the final development plan. It should be noted that the applicants are requesting approval of the final development plan at this time.

Par. 5 permits secondary uses in the PDC District only when the PDC contains one or more principal uses. In this case, principal uses include office, hotel, eating establishments, financial institutions, and retail sales. The GFA all of secondary uses cannot exceed 25% of the principal uses in the development. In this case, office use alone comprises approximately 88% of the total GFA.

Par. 6 requires that secondary uses be conducted within enclosed buildings, unless the nature of the use requires outside use. All uses, with the exception of possible outside dining areas, will be conducted within the buildings:

Par. 7 pertains to service stations and is not applicable.

Par. 8 requires signs in conformance with Article 12 and parking and loading per Article 11. The proposed signage has not been addressed at this time and, as noted in the Land Use Analysis, additional information would be desirable. Parking is provided in excess of the requirements contained in Article 11; however, as noted in the Land Use analysis, staff recommends that the amount of parking be reduced to enhance the site design and to promote additional transit ridership.

Par. 9, Par. 10, Par. 11, and Par. 12 which pertain to elderly housing, fast food restaurants, kennels, and drive-thru pharmacies are not applicable.

All use limitations have been satisfied.

Section 6-207 Lot Size Requirements

The application meets the requirement of **Par. 1** since the PDC District will yield more than 100,000 GFA. **Par. 2** pertains to privacy yards and is not applicable.

Section 6-208 Bulk Regulations

Par. 1 and **Par. 2** state that height and yard requirements are controlled by Sect. 16-101 which are discussed below.

The application at a FAR of 0.62 is in conformance with the maximum FAR of 1.5 set forth in **Par. 3**.

Section 6-209 Open Space

The application which provides approximately either 34% or 35% open space exceeds the requirement of **Par. 1** for a minimum of 15% open space.

Par. 2 pertains to residential use and is not applicable.

Section 16-101

General Standard 1 requires substantial conformance with the Comprehensive Plan. The current adopted Plan recommendation for the 37.17 acre property at the baseline is residential at 1-2 du/ac on the portion zoned R-1 and 3-4 dwelling units per acre on the portion zoned industrial. The requested zoning is not in conformance with these recommendations. However, pending OTPA S98-IV-S1, would establish an option office with support retail up to 0.55 with an additional 110,000 square feet for a child care center and a hotel, if certain conditions are met, resulting in an overall FAR of 0.62. As stated in detail in the Land Use Analysis section of this staff report, staff has concluded that the proposed development as depicted on the CDP/FDP and reflected in the draft proffers is in substantial conformance with the recommendations of the proposed Plan Amendment. Therefore, staff has determined that General Standard 1 has been met.

General Standard 2 requires that the design of the proposed planned development result in a more efficient use of the land and in a higher quality site design than could be achieved in a conventional district. The most similar conventional district in this case is the C-3, Office District, for the office portion of the application and C-5, Neighborhood Retail Commercial District, for the retail portion. The Plan option envisions a transit-oriented, coordinated development which provides for high quality, coordinated architecture, streetscape treatment, and signage, with amenities such as urban parks/plazas. The PDC District requires, through the CDP/FDP, a coordinated development which includes architecture, streetscape, and signage. The flexibility afforded by the PDC District also provides for a mixture of uses (office, hotel, retail, child care) not permitted in a single conventional district, increased/varying heights, and reduced yards, also called for in the Plan. However, as described in detail in the Land Use Analysis, staff has determined that the submitted CDP/FDP could be improved with the features and layout that result in a high quality design, such as that provided in other similar zoning requests for a PDC District in Fairfax County. The general nature of the proffered commitments for this application do not insure implementation which would result in the level of quality normally anticipated in a PDC District.

General Standard 3 requires that the design of the proposed development protect and preserve the natural features of the site. Given the existing constraints of the site (a residential subdivision, a road, and a major VEPCO easement), minimal tree preservation is shown. While the Plan recognizes this pre-existing condition and some measure of landscaping and vegetated buffers has been provided, a tree save area along the southern boundary adjacent to Lewin Park is referenced in the proffers and is shown on the CDP/FDP.

However, as noted in the Land Use Analysis, the landscaping design could be improved to provide additional parking lot landscaping in Land Unit A, enhanced plantings adjacent to the westernmost garage, and additional open space plazas or pockets throughout the site.

General Standard 4 requires that the proposed development be designed to prevent substantial injury to the use and value of the existing surrounding development. The proposed development provides for buffers to the existing residential neighborhood to the south (a 7' brick wall and a 25-foot landscaped buffer designed to provide year-round screening) and to the existing Laurel Grove Church on Beulah Street (landscaping). The proposal also provides for future integration of the Lewin Park subdivision to the south and industrial development to the north with interparcel access. In addition, the portion of the site south of the Parkway will remain open space, diminishing impacts on the existing single-family neighborhood. Therefore, General Standard 4 has been met with regard to transitions to the existing adjacent developments.

General Standard 5 requires that the planned development be located in an area where transportation, police, fire protection, and other public facilities are available and adequate for the proposed use. This site is located at the major intersection of the Parkway and Beulah Street. All public facilities are available and adequate. As discussed in the Transportation Analysis, there are a number of outstanding issues which should be resolved prior to approval of this application. Therefore, Standard 5 has not been met.

In summary, all of the General Standards have not been satisfied.

Section 16-102 Design Standards

Design Standard 1 cited in Section 16-102 of the Zoning Ordinance requires that the bulk regulations and landscaping/screening of the proposed development generally conform with the provisions of the most comparable conventional zoning district at the peripheral lot lines. The most comparable conventional zoning districts are the C-3 (for the office uses located along Walker Lane west of its intersection with Metro Park Drive) and C-5 (for the hotel, retail uses located within the triangle formed by Beulah Street, Metro Park Drive, and Walker Lane). Conformance with the bulk regulations are illustrated in the following table

Requirement	C-3 District	Proposed
Lot Size	20,000 sq. ft.	37.17 acres
Lot Width	100 feet	109 feet (Parkway) ≈390' (Beulah Street)
Building Height	90 feet	164 feet maximum (Alt#1)
Front Yard	25° ABP/40 feet minimum	18.6 feet (Parkway)
Side Yard	No requirement	365 feet (North Property Line)
Rear Yard	20° ABP/20 feet minimum	85 feet (RR ROW) 340 feet (Lewin Park)
Floor Area Ratio	1.0	0.62*

* Based on 40.88 acres which includes the 37.17 acre application property and density credit for ROW of new Walker Lane.

Requirement	C-5 District	Proposed
Lot Size	40,000 sq. ft.	37.17 acres
Lot Width	200 feet	390 feet (Beulah Street)
Building Height	40 feet	61 feet (Retail, Hotel)
Front Yard	45° ABP/40 feet'	51 feet (Beulah Street) 115 feet (Walker Lane) 70 feet (Metro Park Drive)
Side Yard	No requirement	46 feet (Church)
Rear Yard	20 feet	N/A*
Floor Area Ratio	0.30	0.55**

*This portion of the property is surrounded on all sides by streets.

**Based on 40.88 acres which includes the 37.17 acre application property and density credit for ROW of new Walker Lane.

Article 13 Landscaping and Screening

Direction/Use	Requirements Screening/Barrier	Proposed Screening/Barrier
North (Industrial)	None/None	5'-15' strip/shade trees)/ No barrier
East (Church)	T/S Yard 1 (25 feet wide)/ Barrier A, B, or C	8 ft. to 40 ft landscape strip/ Hedge*
West (RR tracks)	None/None	None/None
South (Lewin Park)	TS Yard 2 (35 feet wide/ Barrier D, E, or F	25' min landscape strip/** 7 foot' brick wall***

* Par. 3 of Sect. 13-304 of the Zoning Ordinance which provides for a modification if the impact is mitigated through a combination of building design and landscaping. In this case, The proposed transition consists of landscaped open space and a hedge to provide screening. Staff has concluded that this proposal is adequate.

** Par. 4 of Sect. 13-304 provides for a two-thirds (2/3) modification with provision of a seven (7) foot brick wall. In addition, Par. 5 of Sect. 13-304 provides for a modification where the adjoining land is planned for a use which would not require transitional screening and a barrier. In this case, the applicant is providing a landscaped strip, a minimum of twenty-five (25) feet in width and a seven (7) brick wall. Staff therefore supports the proposed modification along the site's boundary with Lewin Park.

The application meets the requirements of **Design Standard 2** pertaining to off-street parking, and loading. However, as noted in the Land Use Analysis, the applicants have not provided information with regard to signs, and while the amount of open space conforms with the percentage required for a PDC District, the arrangement of the open space on the site could be improved.

The application meets **Design Standard 3** pertaining to internal vehicle and pedestrian circulation. The applicants will be required to meet PFM standards for the internal streets and pathways at site plan.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

As discussed in the staff report, a large number of issues associated with the proposed rezoning to the PDC District remain outstanding. The following is a listing of those issues by category:

Transportation

Beulah Street: The draft proffers state that the applicants will provide frontage improvements for Beulah Street in the future, when in excess of 565,000 square feet are built on the site; this schedule delays improvements to Beulah Street, while allowing additional trips and turning movements to be added. In addition, the applicants have not proffered to provide any turn lanes at either of the proposed entrances, except an undersized left-turn lane associated with the public improvements for Walker Lane. In addition, the construction plans for the Beulah Street project do not address relocated Walker Road.

Proposed Metro Park Drive: As depicted, proposed Metro Park Drive is shown crossing land not controlled by the applicant and therefore, may not be built. In addition, this road is not proffered to connect to Beulah Street until access is provided to Lewin Park or after 700,000 square feet are built.

Proposed Additional Turn Lane on the Parkway: The draft proffers include caveats which may preclude the turn lane being provided.

Walker Lane: A cul-de-sac should be provided at the terminus of Walker Lane until such time as it may be extended to the Parkway, subject to appropriate approvals.

Transportation Demand Management (TDM proffer): The draft proffer does not include any specifics, including a proposed target for a reduction in the number of trips.

Environment

Stormwater Management: It would be desirable that bio-retention facilities such as rain gardens be incorporated into the open space and at the periphery of the parking lots.

Noise from the Railroad: The applicants have not proffered noise attenuation for the office buildings closest to the railroad.

Tree Preservation: The applicants have not proffered to transplant any of the existing landscape materials around the homes on the Walker Tract (Land Bay B) and have not committed to preserve any of the vegetation on the slopes along the railroad tracks.

Heritage Resources

Heritage Resources: The applicants have not proffered to do an archeological survey of the application property as requested.

Urban Design

While the applicants have proffered to address many design details at later stages of the project, it would be desirable that the following information be provided now so that design details and quality would be evaluated at this time.

Building and Signage: The CDP/FDP and the draft proffers do not provide any details regarding these elements of the proposed project.

Proposed Streetscape: Both the notes on the CDP/FDP and the draft proffers include provisions which would allow the development of the site without the streetscape illustrated on the CDP/FDP.

Street Furniture: While the draft proffers state that benches and trash cans will be provided, it is not clear where such amenities will be located.

Open Space: The alternative design with three (3) office buildings on Land Unit B does not include an alternative for the open space plaza being supplanted by the additional office building. The amount of parking lot landscaping in the western part of the site is minimal.

Building Orientation: It would be desirable for the three office buildings shown between new Walker Lane and the railroad tracks to be located closer to the road to aid in encouraging transit use.

Landscaping Adjacent to the Parking Garage: Additional landscaping should be provided adjacent to the parking garage in the southwest corner of the property.

Standards for all Planned Development Districts (Part 1 of Article 16)

Child Care Center: The applicant has not provided sufficient detail with regard to the proposed child care center to allow staff to evaluate it against the applicable Zoning Ordinance standards.

General Standards: The general standards have not been satisfied. Staff has provided draft development conditions which address some of the concerns.

Recommendation

Staff recommends that RZ 1998-LE-048 and FDP 1998-LE-048 be denied. However, if it is the intent of the Board to approve RZ 1998-LE-048, staff recommends that the approval be subject to proffers consistent with those contained in Appendix 1. If it is the intent of the Planning Commission to approve FDP 1998-LE-048, staff recommends that the approval be subject to the Board of Supervisors approval of RZ 1998-LE-048 and subject to the proposed FDP development conditions in Appendix 2.

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.

APPENDICES

1. Draft Proffer Statement
2. FDP Development Conditions
3. Affidavit
4. A. Statement of Justification from Initial Application
B. March 30, 1999, Letter from Barbara J. Fried, Fried Companies, Inc.
C. May 14, 1999, Letter to Virginia Ruffner from Barbara J. Fried
D. May 14, 1999, Letter to Peter Braham from Barbara J. Fried
E. Information Regarding Archeological Survey Submitted by Charles J. Keiler, Fried Companies, Inc.
5. A. Plan Citations and Land Use Analysis
B. Out-of-Turn Plan Amendment S98-IV-S1
C. Map showing the Plan Map designations for this site
6. Transportation Analysis
7. Environmental Analysis
8. Urban Forestry Comments
9. Park Authority Comments
10. Heritage Resources Comments
11. Sanitary Sewer Analysis
12. Fire and Rescue Analysis
13. Water Authority Analysis
14. Selected Excerpts from the Zoning Ordinance
15. Glossary of Terms

*PROFFERS FOR METRO PARK
RZ/FDP 1998-LE-048
June 25, 1999*

Pursuant to Section 15.2-2303 A of the Code of Virginia, 1950, as amended and recodified, and Section 18-203 of the Zoning Ordinance of Fairfax County (1978 amended), the property owners and Applicant in this zoning application proffer that the development of the parcel under consideration and shown on the Fairfax County Tax Maps as Tax Map Reference 90-1 ((1)) – 23, 23A, 24, 26, 27, 28, 29, 31A and 31B (hereinafter referred to as the “Walker Property”) and Parcels 11B, 11C (Walker and Parcels 11B and 11C hereinafter referred to collectively as the “Property”) will be in accordance with following conditions if, and only if, said Rezoning request for the PDC District at the FAR requested is granted. In the event said application is denied, these proffers shall be null and void. The Applicant, for itself, its successors and assigns, agrees that these proffers shall be binding on the future development of the Property unless modified, waived or rescinded in the future by the Board of Supervisors of Fairfax County, Virginia in accordance with applicable County and State statutory procedures these, if accepted, proffers supersede all previous proffers or development conditions on the Property. The Applicant further agrees that these proffers shall remain fully binding on the Applicant and its successors or assigns and any and all future owners of the Property. The proffered conditions are:

The Applicant agrees that the development will be in substantial conformance with the submitted CDP/FDP (including either Alternative “A” and “B”) dated November, 1998 and revised through June , 1999. Subject to the proffers and provisions of Sections 18-204 and 16-403 of the Zoning Ordinance, the Applicant reserves the right to make minor modifications to the approved development plan in order to address engineering and architectural issues at the time of final site plan approval.

- 1. Pursuant to Section 2-308 of the Zoning Ordinance, subject to the approval of full density credit, the Applicant will dedicate Parcel 11C to the County of Fairfax for use solely as undisturbed open space and buffer.*
- 2. The Property will be developed at a floor area ratio (FAR) not to exceed .55 for office uses. The combined FAR for all uses as shown on the CDP/FDP and as defined below shall not exceed .62. Office uses shall*

not exceed 960,400 gross floor area (GFA), specialty retail uses as defined below shall not exceed 18,800 GFA, hotel business suites, which the Applicant may construct above the specialty retail as shown on the CDP/FDP, shall not exceed 102,200 GFA, and a child care center shall not exceed 7,200 GFA. The total FAR of .62 includes density credit for dedication of right of way and Parcel 11C as set forth in proffer 1 above.

3. *Accessory retail uses shall be permitted within the office buildings as said term is defined in Section 20-300 of the Zoning Ordinance. In addition to the uses shown for each of the buildings, Applicant may establish all, any, or any other combination of the uses set forth in Note 10 on the CDP/FDP. Any secondary retail uses located within office uses shall not reduce the 18,800 gross floor area of permitted specialty retail uses.*
4. *Specialty retail is defined as retail uses, business service and supply establishments, personal service establishments, and eating establishments designed primarily for tenants and their employees, including but not limited to by way of example: dry cleaner, shoe repair, stationer, mailing and copying facilities, financial services, florist, delicatessen, coffee shop, etc.*
5. *The Applicant, in conjunction with the Laurel Grove Baptist Church, will at Applicant's expense, restore the existing residence on Parcel 24 to its original use as a School House building, circa 1880, pursuant to specifications agreed upon between the Church and the Applicant. The Applicant will enter into an agreement with the Laurel Grove Baptist church, so that the building will be maintained, and the Church may use the building for its own activities and as a museum and teaching tool in the community. The Applicant will establish a non-profit Laurel Grove Association, which will include members of the Church and the community, to provide additional support for the use of the restored Schoolhouse.*
6. *The Applicant will provide a non-exclusive, private access easement to Walker Lane through its parking lot to the Laurel Grove Baptist Church parking lot (Parcel 25).*
7. *During construction of the new Walker Lane, the Applicant, as a safety measure, will provide fencing along the south property line adjacent to the Laurel Grove Baptist Church and will provide access across its*

property to the Church. Pursuant to an agreement with the Church, the Applicant will provide a temporary stone driveway to be maintained by the Applicant, to the Church parking lot.

8. *The Applicant will grant a non-exclusive easement to the Laurel Grove Baptist Church for the location and preservation of the headstones of the graves that protrude outside of the Church property (Parcel 25). The Applicant will work with the Church to provide attractive protection for the gravesites.*
9. *There shall be a minimum twenty-five foot (25') wide vegetative buffer together with a seven-foot (7') high brick wall located along the southern boundary of the site adjacent to Lewin Park as shown on the CDP/FDP. The Applicant will construct the wall on the northern side of the buffer and around the existing 48" caliper willow oak (tree # 15) and other identified significant, mature trees to be preserved as shown on the tree survey plan filed with the CDP/FDP. Supplemental planting for the buffer shall be provided as shown on the plan filed with the CDP/FDP. After the addition of the supplemental planting, Applicant will maintain the buffer on the southern side of the wall in its natural state. Construction of the brick wall will begin with construction of the first office building on the Walker property and will be completed on or before issuance of the non-rup for the first office building.*
10. *A site lighting plan shall be submitted with each building permit application. Such lighting plan shall be designed generally in accord with the recommendations of the International Dark-Sky Association of Tucson, Arizona, including such features as full cut-off shielding, no upward pointing lights, and minimization of glare. Site lighting will be uniform and coordinated throughout. Lighting required by the County and VDOT along public streets shall be excluded from Dark Sky recommendations. Site lighting, if any, along the travel lane adjacent to Lewin Park shall be shielded away from Lewin Park. Maximum pole height for site lighting standards shall be 40 feet plus foundation, provided that lighting height along the upper level parking deck facing Lewin Park shall not exceed 20 feet.*
11. *Walker Lane and Metro Park Drive, subject to approval of all reviewing agencies, shall be landscaped as shown on the CDP/FDP and accompanying landscape cross-sections attached to the Proffers as*

Exhibit A. The Applicant shall landscape along Walker Lane to create a "boulevard effect". Both sides of Walker Lane will be planted with double rows of shade trees. One other row will be planted between the curb and sidewalk. One row will be planted behind the sidewalk. Each row will be planted 40 foot on center along Walker Lane to the extent shown on the CDP/FDP. Both sides of Metro Park Drive will be planted with a single row of shade trees. Each row will be planted 40 foot on center between the curb and sidewalk along Metro Park Drive to the extent shown on the CDP/FDP. Shade trees will be chosen from VDOT's listing of major trees attached to the Proffers as Exhibit B, (excerpted from VDOT's "Guidelines for Planting along Virginia's Highways") and will be a minimum of two and one-half inch (2 1/2") caliper at planting. Parking lot screening, with intermittent hedging, of car bumpers will be provided where surface parking abuts Walker Lane or Metro Park Drive. The Applicant reserves the right to cluster said landscaping so as to provide views into the development. The Applicant, subject to vehicle and pedestrian safety considerations and VDOT approval, will landscape the median of Walker Lane as shown on the CDP/FDP. The Applicant will institute a program of seasonal flower rotation.

12. *Buildings shall not exceed the height shown on the CDP/FDP. Provided, however, the calculation of building height shall exclude parapet walls and all other structures specified in Section 2-506 of the Zoning Ordinance. The parking structures shall not exceed 50 feet, and the hotel business suites shall not exceed 61 feet. The Child Care facility shall not exceed 40 feet.*
13. *The architectural styling of all buildings, parking structures, and signage shall be compatible and of high quality typified by unified themes. The exterior of all buildings will be constructed of materials such as precast concrete and/or masonry, or brick with complementary architectural details such as architectural metal, stone, glass, or E.I.F.S. The ultimate development will be consistently designed and well coordinated. The first office building shall conform to the elevation and sketch attached as Exhibit C to these proffers, and the overall unified theme and design shall be generally as shown in the Video Virtual Tour attached as Exhibit C-1.*
14. *All office buildings will have parapets and penthouses to reasonably shield roof mounted mechanical equipment from view. Such shielding shall conform to the zoning ordinance height regulations. The exterior*

walls of elevator and mechanical equipment penthouses shall be of materials compatible with the building to present a harmonious appearance.

15. *Facade, directional, and monument signage shall be coordinated throughout the project. All permanent freestanding signs shall be monument type.*
16. *Pedestrian benches with trash receptacles of a coordinated design shall be provided in appropriate numbers for the office areas, but not less than one for every 30,000 square feet of building area.*
17. *As shown on the CDP/FDP, the development of the subject Property will include pedestrian linkages between the parking areas, the buildings, and the open space areas. In addition, there shall be a sidewalk at the southwestern corner of the site connecting to the existing eight-foot (8') trail along the Franconia/Springfield Parkway, subject to permission from VDOT. The Applicant will actively seek permission from VDOT. If permission is denied, it will demonstrate its efforts to DPWES.*
18. *The Applicant shall provide for storm water management/ BMPs as referenced in Note 7 of the CDP/FDP.*
19. *If right in/right out access is granted on the Franconia/Springfield Parkway, then, subject to VDOT and County approval, the Applicant will design and construct an additional right-turn lane on westbound Route 7900 (to serve the Metro station loop separately from the Frontier Drive right-turn lane). The existing shoulder along westbound Route 7900 will be converted to a lane using curb and gutter tying in at the existing jersey barrier at the CSX railroad bridge and extending to the right in/right out. Re-striping of westbound Route 7900 (including the CSX railroad bridge) will be done by Applicant to allow this additional right-turn lane to be carried over the bridge. Applicant will also construct a deceleration lane into the right in/right out using the existing shoulder and adding curb and gutter. The sketch attached illustrates the proposed improvements.*
20. *Subject to VDOT and County approval, when the gross floor area on the Property exceeds 391,940 GFA of office, or earlier at Applicant's option, then upon issuance of the next building permit, Applicant will construct an additional left turn lane on the eastbound Franconia/Springfield*

Parkway onto northbound Beulah Street, thereby creating dual left turn lanes within existing VDOT right of way. The Applicant will modify the existing traffic signals at that intersection to control the dual left turn lanes. Applicant shall not be required to obtain additional right of way or easements. Subject to VDOT approval, Applicant's construction of the left turn lane will be generally consistent with the following standards:

- A. A lane transition on eastbound Route 7900 west of its intersection with Beulah Street;*
 - B. The lane transition shall be made approximately 600 feet in length;*
 - C. The existing paved shoulder on eastbound Route 7900 shall be converted to a right turn lane by converting the existing ditch section to a curb and gutter section;*
 - D. The two existing through lanes on eastbound Route 7900 shall be transitioned south approximately 12 feet to allow an additional left turn lane to be constructed next to the existing left turn lane.*
- 21. The Applicant has dedicated and is constructing Walker Lane as a public street.*
- 22. The Applicant will dedicate, at site plan processing or prior on demand from VDOT, the frontage on its site on the western edge of Beulah Street in accordance with and in coordination with VDOT plans for the widening of Beulah Street. (VDOT Project #0613.029.309, C501 sheets 9 and 10, undated), as being adjusted to provide for a median break at Walker Lane. All frontage property required for dedication to permit said improvements shall be dedicated to the County Board of Supervisors in fee simple, at no cost to the County. Applicant will construct such portion of the above-referenced planned improvements along Applicant's frontage on the west side of Beulah Street as reasonably determined by VDOT and the County after the development exceeds 565,000 GFA of office. If VDOT is proceeding with its plans for the widening of Beulah Street, then the Applicant shall escrow the funds as reasonably determined with VDOT.*
- A. If, when such determination is made, the Applicant is unable to bring about the dedication by others and the necessary right-of-way*

and easements, or to acquire by purchase the right-of-way or easements at fair market value, as determined by an MAI (Member of the Appraisal Institute) appraisal, then the Applicant shall request the Board of Supervisors to condemn the necessary land and/or easements.

B. It is understood that the Applicant's request to the Board of Supervisors for condemnation will not be considered until it is forwarded in writing to the Division of Land Acquisition or other appropriate County official, accompanied by (1) plans, plats and profiles showing the necessary right-of-way or grading easements to be acquired, including all associated easements and details of the proposed transportation improvements to be located on said right-of-way property; (2) an independent appraisal of the value of the right-of-way property to be acquired and of all damages to the residue of the affected property; (3) a sixty (60) year title search certificate of the right-of-way property to be acquired; and (4) a letter of credit in an amount equal to the appraised value of the property to be acquired and of all damages to the residue which can be drawn upon by the County. It is also understood that in the event the property owner of the property to be acquired is awarded with more than the appraised value of the property and to the damages to the residue in a condemnation suit, the amount of the award in excess of the letter of credit amount shall be paid to the County by the Applicant within forty-five (45) days of said award. In addition, the Applicant agrees that all reasonable and documented sums expended by the County in acquiring the right-of-way and necessary easements shall be paid to the County by the Applicant within sixty (60) days of written demand. In the event the County initiates, but subsequently abandons efforts to acquire the necessary right-of-way, the Applicant shall not be obligated to reimburse the County for costs expended.

23. Applicant will design, equip, and construct, at its sole cost and expense, appropriately designed signals at the Walker Lane/Beulah Street intersection and at the Metro Park Drive/Charles Arrington/Beulah Street intersection when warranted by VDOT. The aforesaid signals are in addition to the interim improvements as shown on Approved Site Plan 6836-PI-1. If requested by VDOT, Applicant will conduct the warrant studies.

24. *If right in/right out access to the Parkway is not granted within five years from the date of zoning, then when the GFA on the Property exceeds 850,000 square feet, then upon issuance of the next building permit on the Walker Property, Applicant will contribute \$1.50 per square foot for each building permit as it is issued for each square foot in excess of 850,000 square feet towards any regional improvements recommended by the Lee District Supervisor, such as an additional westbound lane on the Franconia/Springfield Parkway to create a right-turn lane to Frontier Drive separate from a right-turn lane to the Metro/VRE station. If the GFA exceeds 850,000 earlier than five years from the date of zoning, the requisite funds shall be escrowed and used in fulfillment of either Proffer number 19 or 24.*
25. *The Applicant will reserve to the County of Fairfax as shown on the CDP/FDP, an area for dedication as right of way for the future construction by others of a new bridge connection to the Metro/VRE station. Applicant reserves the right to use such area for parking or open space until it is conveyed to the County. The Applicant will convey said reserved area to the County in fee simple and at no cost, upon written request of the County or a third party proffer contributing to the construction of said new bridge connection. The bridge shall be designed and constructed to mitigate impact on parking areas of the adjacent office building.*
26. *The Applicant will construct two bus shelters on site generally as shown on the CDP/FDP and one bus shelter at a point along the Property frontage on Beulah Street. All three bus shelters will be constructed substantially in conformance with the design shown on Exhibit D attached to these proffers. The two onsite shelters will be heated in winter and air conditioned in summer, and a trash receptacle will be provided. Applicant will maintain the shelters and trash receptacles. The Applicant will arrange for regular trash collection at intervals to provide that litter in the vicinity of the bus stop is removed, and the bus stop remains litter free.*
27. *The Applicant will inform its contractors in writing that they and/or their employees are not to use or park on Lewin Drive or Arco Drive. The Applicant will police the contractors. A "No Construction Traffic" sign will be installed as close to Beulah Street on Lewin Drive as is possible.*

28. *There shall be no pedestrian or vehicular access from the Property to and through the Lewin Park residential development so long as it remains planned and zoned for single family residential use, except if all access from Lewin Park to Beulah Street is eliminated by construction of the planned interchange, subject to the following proffer.*
29. *Jasper Lane and Metro Park Drive, as shown on the CDP/FDP, will be constructed as public streets at such time as they are required (as defined below) for access from Lewin Park.*
30. *Access to Lewin Park will be required upon the happening of any of the following events:*
 - A. *Lewin Park is rezoned for non-residential uses; or*
 - B. *All access from Lewin Park to Beulah Street is eliminated by construction of the planned interchange; or*
 - C. *All, or two-thirds of the lot owners of Lewin Park request access, but in no event prior to the construction of the first office building on the Walker Property.*
31. *Access to Lewin Park will be allowed at two locations as shown on the CDP/FDP. Actual construction of the connection from Jasper Lane to Arco Street and any connection from Metro Park Drive, including destruction of the wall, shall be at the expense of the developer of Lewin Park.*
32. *If the gross floor area of the Property exceeds 700,000 GFA of office, then upon issuance of the next building permit on the Property, Applicant will construct the onsite west extension of Jasper Lane. At that time, Applicant will also construct the Metro Park Drive to Beulah Street connection generally as shown on the CDP/FDP. Applicant will provide right-of-way dedication and construction of a southbound right-turn lane on Beulah Street in conjunction with construction of the above connection. Subject to VDOT and Department of Transportation approval, connection will be constructed to preclude eastbound/westbound movements through the intersection.*

33. *If access from Lewin Park is required prior to the applicability of the preceding proffer number 32, then the Metro Park Drive/Charles Arrington intersection at Beulah street will be constructed only if the necessary right of way has been acquired or condemned by VDOT or Fairfax County.*
- A. *If, when such access is required, the Applicant is unable to bring about the dedication by others and the necessary right-of-way and easements, or to acquire by purchase the right-of-way or easements at fair market value, as determined by an MAI (Member of the Appraisal Institute) appraisal, then the Applicant shall request the Board of Supervisors to condemn the necessary land and/or easements in accordance with the procedure set forth in Proffer 22(B).*
34. *The applicant will provide a shuttle van to provide service to and from Metro for tenants and their employees at approximately 15-minute intervals during rush hour. If the Transportation Association of Greater Springfield (TAGS) can provide such dedicated service, then in lieu of Applicant owning and operating the vans, it may make an annual contribution to TAGS instead. To encourage non-vehicular access to this site, the Applicant will provide access to a bathroom/locker for tenants and their employees who are bike riders, walkers, or joggers.*
35. *TDM proffer to follow*

PROPOSED DEVELOPMENT CONDITIONS

June 30, 1999

FDP 1998-LE-048

If it is the intent of the Planning Commission to approve Final Development Plan FDP 1998-LE-048 for mixed use development on property located at Tax Map 91-1 ((1)) 11B and 11C (formerly pt. of Parcel 11), 23, 23A, 24, 26, 27, 28, 29, 30, 31A, 31B, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions:

1. Development of the property shall be in substantial conformance with the Conceptual/Final Development Plan for Metro Park prepared by Dewberry & Davis, which is dated October 20, 1998 as revised through June 28, 1999 (the Plan) and the development conditions below.
2. The maximum daily enrollment of the child care center shall be no more than ninety-nine (99) children.
3. An acoustically solid fence shall be provided around all sides of the play area for the child care center.
4. Prior to the approval of a site plan including the child care center, it shall be determined by the Director, DPWES, that the applicable additional standards for a child care center have been met per Sect. 8-305.
5. The amount of interior parking lot landscaping shown on the Plan in Parcel 11B shall be increased by one hundred (100) percent.
6. Prior to installing any lighting along the public streets which does not meet Dark Skies, Inc. standards, the applicant shall provide the Director, DPWES with correspondence from the applicable authorities that such lighting is not permitted. Such correspondence shall include all efforts by the applicant to obtain a variance or exception from the standard preventing the installation of such fixtures. If requested, the applicant shall provide County Staff with the applicable Dark Skies, Inc. standards for lighting. The lighting plans shall be approved by the Planning Commission.
7. Prior to installing any street scape plantings along the public streets which does not conform with the CDP/FDP, the applicant shall provide the Director, DPWES with correspondence from the applicable authorities that such plantings are not permitted. Such correspondence shall include all efforts by the applicant to

obtain a variance or exception from the standard preventing the installation of such plantings.

8. A cul-de-sac shall be provided at the terminus of Walker Lane. This cul-de-sac shall be retained unless Walker Lane is extended to the Franconia-Springfield Parkway, should such extension be approved by the Commonwealth Transportation Board (CTB). Upon such an extension, the cul-de-sac shall be removed and that area restored in accordance with the streetscape shown on the CDP/FDP.
9. The left turn bays from Walker Lane into the West Office Building shall be shortened to the minimum length allowed by VDOT and the resulting median landscaped in accordance with other median strips shown on the Plan
10. Noise attenuation shall be provided in the office buildings adjacent to the railroad tracks as follows:
 - A. Exterior wall shall have a laboratory sound transmission class (STC) rating of at least 39.
 - B. Doors and window shall have a laboratory sound transmission class (STC) rating of at least 28. If windows function as walls (as determined by the Department of Public Works and Environmental Services) they should have the same laboratory STC rating as walls.
 - C. Measures to seal and caulk between surfaces should follow methods approved by the American Society for Testing and Materials to minimize sound transmission.
11. A survey of the vegetation on the existing lots along old Walker Lane shall be performed by the applicant to determine which, if any, of this material is suitable for transplanting into the open space for the new development. The survey shall be performed to the satisfaction of the Urban Forestry Branch and shall address the species, size and condition of the identified landscaping. The tree survey shall form the basis for a tree transplantation plan to be approved by the Urban Forestry Branch prior to the approval of the first site plan for any of the property in this application. This plan shall include protection measures specified by that Branch. Once approved, the tree transplantation plan shall be implemented as approved. Further, there shall be no clearing activity or demolition of structures within these lots until the terms of this condition are fulfilled. The landscape materials identified for transplantation shall be moved prior to the commencement of any clearing and demolition work on-site. If necessary, the material to be transplanted may be temporarily located on other portions of the

site prior to final placement. Re-location sites shall be field located in consultation with the Urban Forestry Branch. Transplanted trees and shrubs may be substituted for trees and shrubs shown on the Plan. The survey and plan shall be prepared by an arborist certified by the International Society of Arboriculture.

12. A Phase I archeological survey shall be performed for the areas around the cemetery adjacent to Lewin Park and the cemetery adjacent to Laurel Grove Baptist Church. This survey shall be submitted to the County Archeologist for review and approval. If warranted, as determined by the County Archeologist, a Phase II and/or a Phase III study shall also be undertaken. The Phase I survey shall be completed prior to the approval of the first site plan for the application property. The Phase II and Phase III studies, if warranted, shall be performed within a time frame established by the County Archeologist.
13. All parking garages within the application property shall be landscaped in a manner similar to that shown for the garage within Land Bay B, subject to the approval of the Urban Forestry Branch.
14. All architectural plans shall be returned to the Planning Commission for review for conformance with the standards specified in Proffer Number 13.
15. Prior to the occupancy of the first building, a comprehensive sign plan for Metro Park shall be approved in accordance with the provisions of Article 12, Signs.

REVISED
REZONING AFFIDAVIT

DATE: 10-20-98
 (enter date affidavit is notarized)

I, Barbara J. Fried, Agent for Applicant, 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

98-1774

in Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
 (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 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.)

NAME (enter first name, middle initial & last name)	ADDRESS (enter number, street, city, state & zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Fried Companies, Inc.	6551 Loisdale Court, Suite 900 Springfield, VA 22150	Applicant/contract Purchaser Tax Map 91-1-((1))-23, 23A, 24, 26, 27, 28, 29, 30, and 31A Title Owner Tax Map 91-1-((1))-31B
Michael J. Giguere Attorney at Law McGuire, Woods, Battle & Boothe LLP	8280 Greensboro Drive Suite 900 McLean, VA 22102	Attorney/Agent

(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.

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

NOTE: This form is also for final Development Plans not submitted in conjunction with Conceptual Development Plans.

REVISED
REZONING AFFIDAVIT

DATE: 10-20-98
(enter date affidavit is notarized)

98-177a

for Application No(s): R2 1998-LE-048 FPA 1998-LE-048
(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 herein.)

CORPORATION INFORMATION

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

Fried Companies, Inc. 6551 Loisdale Court, Suite 900
Springfield, VA 22150

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 & last name)

<u>B. Mark Fried</u>	_____
<u>Barbara J. Fried</u>	_____
_____	_____
_____	_____

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name & title, e.g.

<u>President, Vice-President, Secretary, Treasurer, etc.)</u>	
<u>Charles J. Kieler, President</u>	<u>Shirley J. Harris, Secretary/Treasurer and</u>
<u>Barbara J. Fried, Chairman of the Board</u>	<u>Vice President/Operations</u>
<u>and CEO</u>	_____
<u>Leah R. Fried, First Vice President and</u>	_____
<u>Assistant Secretary</u>	_____
<u>B. Mark Fried, Vice President</u>	_____

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

** All listings which include partnerships or corporations 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 the stock. 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.

REVISED
REZONING AFFIDAVIT

Page Three

DATE: 10-20-98
(enter date affidavit is notarized)

98-1779

for Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
(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 & zip code)

McGuire, Woods, Battle & Boothe, L L P
8280 Greensboro Drive, Ste. 900
McLean, VA 22102

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

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

General Partners of McGuire, Woods, Battle & Boothe LLP

Aaronson, Russell T., III
Adams, Robert T.
Adams, William H.
Allen, George F.
Ames, W. Allen, Jr.
Anderson, Arthur E., II
Anderson, Donald D.
Appier, Thomas L.
Armstrong, C. Torrence
Atkinson, Frank B.
Bagley, Terrence M.
Barii, Mary Dalton
Barr, John S.
Bates, John W., III
Battle, John S., Jr.
Beicher, Dennis I.
Bergan, Ann R.
Berry, James I. Vance, Jr.
Berkley, Waverly Lee, III

Blaine, Steven W.
Boland, J. William
Bowie, C. Keating
Bracey, Lucius H., Jr.
Bradshaw, Michael T.
Bridgeman, James D.
Brittin, Jocelyn W.
Broaddus, William G.
Brown, Brickford Y.
Brown, Thomas C., Jr.
Buell, Robert M.
Burke, John W., III
Burkholder, Evan A.
Burnett, Jason B.
Burrus, Robert L., Jr.
Busch, Stephen D.
Cabaniss, Thomas E.
Cairns, Scott S.
Calabrese, Antonio J.

(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 or corporations 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 the stock. 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.

REVISED
REZONING AFFIDAVIT

DATE: 10-20-98
(enter date affidavit is notarized)

98 177a

for Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
(enter County-assigned application number(s))

2. That no member of the Fairfax County Board of Supervisors or 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 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.

3. That within the twelve-month period prior to the filing of this application, no member of the Fairfax County Board of Supervisors or 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 \$200 or more, with any of those listed in Par. 1 above.

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

Contributions in excess of \$200 have been made to Supervisors Dana Kauffman, Robert Dix, Stuart Mendelsohn, and Michael Frey by Barbara J. Fried and B. Mark Fried, as individuals.

(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 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:

Fried Companies, Inc.
(check one) Applicant [] Applicant's Authorized Agent
By: Barbara J. Fried *Barbara J. Fried*
(type or print first name, middle initial, last name & title of signee)

Subscribed and sworn to before me this 20th day of October, 19 98, in the state of Virginia.

My commission expires: 7-31-99 Spina E. Weaver
Notary Public

DATE: 10-20-98
(enter date affidavit is notarized)

98-177a

for Application No(s): RZ 1998-LE-048 FDD 1998-LE-048
(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.)

NAME (enter first name, middle initial & last name)	ADDRESS (enter number, street, city, state & zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD in Par. 1(a))
--	---	---

Phyllis Walker Ford, sole heir of Dumont J. Walker, deceased, and as attorney-in-fact for Geneva Walker Jones	Phyllis Walker Ford 6830 Beulah Street Alexandria, VA 22310	Title Owner Tax Map 91-1-((1))-23
---	---	--------------------------------------

Geneva Walker Jones
c/o Phyllis Walker Ford
6830 Beulah Street
Alexandria, VA 22310

Van Dyke A. Walker, Jr. (beneficial interest pursuant to Trust Agreement recorded in Deed Book 5938, Page 797)	Jacksonville Int'l Airport Director of Aviation Facilities 2400 Yankee Clipper Drive Jacksonville, FL 32218
--	--

Phyllis Walker Ford and Van Dyke A. Walker, Jr., sole acting Trustees of the Alma Walker Bushrod Living Trust U/T/D of which the beneficiary is Alma Walker Bushrod, by her attorney-in-fact, Phyllis Walker Ford	Phyllis Walker Ford 6830 Beulah Street Alexandria, VA 22310	Title Owner Tax Map 91-1-((1))-23A and Tax Map 91-1-((1))-24
---	---	--

Van Dyke A. Walker, Jr.
Jacksonville Int'l Airport
Director of Aviation Facilities
2400 Yankee Clipper Drive
Jacksonville, FL 32218

Alma Walker Bushrod
c/o Phyllis Walker Ford
6830 Beulah Street
Alexandria, VA 22310

Phyllis Walker Ford, devisee under will of Mamie W. Walker, deceased (Dumont J. Walker, predeceased Mamie W. Walker)	6830 Beulah Street Alexandria, VA 22310	Title Owner Tax Map 91-1-((1))-26 and Tax Map 91-1-((1))-27
--	--	---

(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.

REVISED
Rezoning Attachment to Par. 1(a)

Page 6 of 14

DATE: 10-20-98
(enter date affidavit is notarized)

98-177a

for Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
(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.)

NAME (enter first name, middle initial & last name)	ADDRESS (enter number, street, city, state & zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD in Par. 1(a))
--	---	---

Winnie Walker Spencer, by her attorney-in-fact Phyllis Walker Ford	C/O Phyllis Walker Ford 6830 Beulah Street Alexandria, VA 22310	Title Owner Tax Map 91-1-((1))-28
--	---	--------------------------------------

Geneva Walker Jones, by her attorney-in-fact Phyllis Walker Ford	C/O Phyllis Walker Ford 6830 Beulah Street Alexandria, VA 22310	Title Owner Tax Map 91-1-((1))-29
--	---	--------------------------------------

Van Dyke A. Walker III, devisee under will of Van Dyke A. Walker, Sr., deceased	City of Atlanta Dept. of Parks & Recreation 675 Ponce De Leon Avenue, NE Suite 800 Atlanta, GA 30308	Title Owner Tax Map 91-1-((1))-30
---	--	--------------------------------------

Alma L. Walker Bushrod, by her attorney-in-fact Phyllis Walker Ford	C/O Phyllis Walker Ford 6830 Beulah Street Alexandria, VA 22310	Title Owner Tax Map 91-1-((1))-31A
---	---	---------------------------------------

(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.

REVISED
Rezoning Attachment to Par. 1(a)

Page 7 of 14

DATE: 10-20-98
(enter date affidavit is notarized)

98-177a

for Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
(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.)

NAME (enter first name, middle initial & last name)	ADDRESS (enter number, street, city, state & zip code)	RELATIONSHIP(S) (enter applicable relation- ships listed in BOLD in Par. 1(a))
Gary Kirkbride Dewberry & Davis	8401 Arlington Blvd Fairfax, VA 22031	Agent/Planners
Stan Omdorff The Engineering Groupe, Inc.	13625 Office Place, Suite 101 Woodbridge, VA 22192	Agent/Engineers
Richard D. Harrison Harrison Surveys	15211 Chestnut Fork Road Culpeper, VA 22701	Agent/Transportation Consultant
Martin Wells Wells & Associates, LLC	1420 Spring Hill Road, Suite 600 McLean, VA 22102	Agent/Transportation Consultant

(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.

REVISED

Rezoning Attachment to Par. 1(b)

DATE: 10-20-98
(enter date affidavit is notarized)

98 1771

for Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
(enter County-assigned application number(s))

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

The Engineering Groupe, Inc.
13625 Office Place, Suite 101
Woodbridge, VA 22192

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 & last name)

John S. Groupe IV

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

N/A

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

Harrison Surveys
15211 Chestnut Fork Road
Culpeper, VA 22192

DESCRIPTION OF CORPORATION: (check one statement)

- N/A { 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 & last name)

Richard D. Harrison - Sole Proprietor

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

N/A

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

REVISED

Rezoning Attachment to Par. 1(b)

DATE: 10-20-98
(enter date affidavit is notarized)

98-1774

for Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
(enter County-assigned application number(s))

NAME & ADDRESS OF CORPORATION: (enter complete name & number, street, city, state & zip code)
Wells & Associates, LLC
1420 Springhill Road, Suite 600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)
[X] 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 & last name)

Martin J. Wells
Terence J. Miller

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

N/A

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

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

(Blank lines for names of officers and directors)

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

REVISED
Rezoning Attachment to Par. 1(c)

Page 10 of 14

DATE: 10-20-98
(enter date affidavit is notarized)

98-177a

for Application No(s): RZ 1998-LE-048 FDP-1998-LE-048
(enter County-assigned application number(s))

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

Dewberry & Davis
8401 Arlington Blvd.
Fairfax, VA 22031

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

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

Sidney O. Dewberry	Managing General Partner
Barry K. Dewberry	General Partner
KMT Limited Partnership	General Partner
John P. Fowler, II	Special General Partner
Dan M. Pleasant	Special General Partner
Richard L. Ford, Jr.	Special General Partner
Dennis M. Couture	Special General Partner
Larry J. Keller	Special General Partner
Carl C. Gutschow	Special General Partner
KMT Limited Partnership	General Partner of Dewberry & Davis
c/o K.S. Grand Pre, General Partner	
10707 Miller Road	
Oakton, Virginia 22124	
Karen S. Grand Pre	General Partner
Michael S. Dewberry Trust	Limited Partner
Reva A. Dewberry	Trustee
Michael S. Dewberry	Sole Beneficiary
Thomas L. Dewberry Trust	Limited Partner
Reva A. Dewberry	Trustee
Thomas L. Dewberry	Sole Beneficiary

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

REVISED
Rezoning Attachment to Par. 1(c)

Page 11 of 14

DATE: 10-20-98
(enter date affidavit is notarized)

98177a

for Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
(enter County-assigned application number(s))

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

McGuire, Woods, Battle & Boothe LLP
8280 Greensboro Drive, Ste. 900
McLean, VA 22102

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

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

Capwell, Jeffrey R.
Carter, Joseph C., III
Cason, Alan C.
Chastain, Karen M.
Cherry, Ronald M.
Christophoroff, Alexander
Clancy, Michael
Cogbill, John V., III
Colangelo, Stephen M.
Comey, James B.
Corson, J. Jay, IV
Coward, Curtis M.
Cranfill, William T., Jr.
Cranford, Page D.
Criser, Marshall M.
Cromwell, Richard J.
Cullen, Richard
Dabney, H. Slayton, Jr.
Daniel, John W., II
Daugherty, Patrick D.
Davis, Mark S.
Dawes, Michael F.
Deem, William W.
Den Hartog, Grace R.
Donnelly, William E.
Douglass, W. Birch, III
Dowd, Michael G.
Dudley, Waller T.
Dyke, James Webster, Jr.
Earl, Marshall H., Jr.
Edwards, Elizabeth F.

Etheridge, David Kent
Evans, David E.
Feller, Howard
Fifer, Carson Lee, Jr.
Finger, William L.
Flemming, Michael D.
Florence, Gary F.
France, Bonnie M.
Franklin, Stanley M.
Freye, Gloria L.
Frias, Jaime A.
Garrett, Sam Y., Jr.
Getchell, E. Duncan, Jr.
Gieg, William F.
Giguere, Michael J.
Gillece, James P., Jr.
Glassman, M. Melissa
Goldman, Nathan D.
Good, Dennis W., Jr.
Goodall, Larry M.
Gordon, Thomas C., Jr.
Grandis, Leslie A.
Grytdahl, Jay L.
Guth, Cheryl O'Donnell
Hampton, Glenn W.
Harmon, T. Craig
Harwood, Steven J.
Hayden, Patrick L.
Hobson, Richard R. G.
Houston, David S.
Hughes, Catherine V.

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

REVISED

Rezoning Attachment to Par. 1(c)

DATE:

10-20-98

(enter date affidavit is notarized)

98-177a

for Application No(s):

RZ-1998-LE-048

FDP 1998-LE-048

(enter County-assigned application number(s))

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

McGuire, Woods, Battle & Boothe LLP
8280 Greensboro Drive, Ste. 900
McLean, VA 22102

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

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

Jennings, Michael L.
Jett, R. Arthur, Jr.
Kane, Richard F.
Katsantonis, Joanne
Keefe, Kenneth M., Jr.
Keefer, Christopher L.
King, Donald E.
King, William H., Jr.
Kittrell, Steven D.
Krueger, Kurt J.
La Frata, Mark J.
Landess, Fred S.
Lefcoe, Vann H.
Levenson, David J.
Levin, Michael H.
Lew, Darryl S.
Lewis, James M.
Lindquist, Kurt E., II
Little, Nancy R.
Lucas, Thomas M.
Maguire, Robert T.
Margulies, Richard N.
Marshall, Gary S.
Martel Charles F.
Martin, George K.
McArver, R. Dennis
McCallum, Steve C.
McCann, John E.
McCormick, John
McElligott, James P., Jr.
McElroy, Robert G.

McFarland, Robert W.
McGee, Gary C.
McGonigle, Thomas J.
McIntyre, Charles W., Jr.
McMenamin, Joseph P.
McRill, Emery B.
McVey, Henry H., III
Meison, David E.
Menges, Charles L.
Micheis, John J.
Middleditch, Leigh B., Jr.
Milton, Christine R.
Moran, Kenneth J.
Morgan, O. Forrest
Murphy, Brian D.
Murphy, Sean F.
Murray, John V.
Newton, Thomas L., Jr.
Ney, R. Terrence
O'Grady, Clive R. G.
O'Grady, John B.
Oakey, David N.
Oakey, John M., Jr.
Oostdyk, Scott C.
Oviatt, Clifford R., Jr.
Padgett, John D.
Page, Rosewell, III
Pankey, David H.
Partridge, Charles E., Jr.
Patterson, Robert H., Jr.
Payne, Maria L.

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

REVISED
Rezoning Attachment to Par. 1(c)

Page 13 of 14

DATE: 10-20-98
(enter date affidavit is notarized)

98-177a

for Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
(enter County-assigned application number(s))

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

McGuire, Woods, Battle & Boothe LLP
8280 Greensboro Drive, Ste. 900
McLean, VA 22102

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

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

Pollard, John O.
Price, James H., III
Rice, C. Daniel
Richardson, David L., II
Richardson, Lloyd M.
Rifken, Lawrence E.
Riopelle, Brian C.
Robertson, David W.
Robinson, Stephen W.
Rohman, Thomas P.
Rosen, Charlotte R.
Russell, Deborah M.
Russell, Frederick L.
Rust, Dana L.
Sacks, Morton A.
Sanderlin, James L.
Scannell, Raymond F.
Schewel, Michael J.
Schill, Gilbert E., Jr.
Scott, R. Carter, III
Scruggs, George L., Jr.
Sharp, Larry D.
Shelley, Patrick M.
Skinner, Halcyon E.
Slaughter, Alexander H.
Slaughter, D. French, III
Slingiuff, Robert L.
Slone, Daniel K.
Smith, John M.
Smith, R. Gordon
Sooy, Kathleen Taylor

Spahn, Thomas E.
Spencer, Christopher C.
Stallings, Thomas J.
Steen, Bruce M.
Stillman, F. Bradford
Stone, Jacquelyn E.
Stoneburner, Gresham R.
Story, J. Cameron, III
Strickland, William J.
Stroud, Robert E.
Stump, John S.
Swartz, Charles R.
Swett, Jay T.
Tashjian-Brown, Eva S.
Terry, David L.
Terwilliger, George J., III
Thornhill, James A.
Tierney, Philip
Topolski, Douglas M.
Toole, John H.
Traver, Courtland L.
Tucker, Sharon K.
Twomey, William E., Jr.
Urech, Dan
Van der Mersch, Xavier
Vieth, Robert R.
Waddell, William R.
Walsh, James H.
Warts, Stephen H., II
Weisner, John M.
Wells, David M.

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

REVISED
Rezoning Attachment to Par. 1(c)

Page 14 of 14

DATE: 10-20-98
(enter date affidavit is notarized)

98-1772

for Application No(s): RZ 1998-LE-048 FDP 1998-LE-048
(enter County-assigned application number(s))

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

McGuire, Woods, Battle & Boothe LLP
8280 Greensboro Drive, Ste. 900
McLean, VA 22102

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

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

Whitt-Sellers, Jane R.
Whitemore, Anne M.
Wickersham, Ralph R.
Williams, Steven R.
Williamson, Mark D.
Wilson, Ernest
Wintriss, Lynn
Wood, R. Craig
Woloszyn, John J.
Word, Thomas S., Jr.
Worrell, David H., Jr.
Younger, W. Carter
Zhigachov, Igor
Zirkle, Warren E.

\\TYS\5410
U:\AFFIDAVIT\FIRMIC.WPD

These are the only partners in the above-referenced firm.

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

AUG 24 1998

METRO PARK

NARRATIVE STATEMENT OF JUSTIFICATION

ZONING EVALUATION DIVISION

OVERVIEW

This application proposes a rezoning of 23.49 acres from the R-1 district to the PDC district which in conjunction with the adjoining 21.41 acres now zoned I-4 and I-5, a total of 45 acres, will provide approximately 910,000 square feet of office space, a 120-room hotel, a service station, and two restaurants. The 23.49 acres is owned by members of the Walker family. It is located in the northwest quadrant of the Franconia/Springfield Parkway and Beulah Street and is within walking distance to the Joe Alexander Transportation Center. It is bordered on the north by industrial warehouses, on the west by the industrially-zoned tract, and on the south by single family residences and the industrial tract. This Walker property, together with the 21.41 acre industrial tract, will be developed under urban design guidelines permitting maximization of transit ridership and commercial revenues to the County.

REVENUE

The County has recognized and used the planning and zoning process as a tool to generate the revenues necessary to maintain Fairfax County's status as a leader in providing innovative and comprehensive services to residents. The proposed development would generate new annual tax revenues to the County and additional local tax receipts from the proposed hotel and restaurant uses.

SOUND LAND PLANNING PRINCIPLES

Consistent with the land use recommendations contained in the Fairfax County Policy Plan and with the proposed Plan Amendment which was approved for out of turn processing on July 27, 1998 (attached), this proposal accomplishes the following objectives:

(1) Total parcel consolidation that allows the property to be governed by a single and uniform set of planning and zoning requirements and will ensure proper coordination of building footprints, architecture, landscaping, streets and trails; and

(2) Strategic location of employment and complementary service uses within walking distance of the Joe Alexander Transportation Center and existing and planned residential uses. This land planning approach will reduce vehicle trips on existing commuter routes; and

(3) Provide access for the existing industrial zoned land adjacent to the proposed development rather than through the residential neighborhood of Lewin Park. Presently, a site plan is pending for an office building immediately west of Lewin Park for which the only access is Lewin Drive.

(4) Utilization of an existing fibre optic infrastructure created by CSX to create "smart buildings" and, in fact, an entire smart office complex which can assist the County in its efforts to continue to attract Fortune 500 companies and high tech uses.

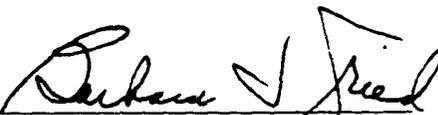
CONCLUSION

On balance, this application will provide the County with a land use that enhances the existing and planned economic uses in the area, brings needed revenues to the County, and promotes transit use while protecting the stability of the existing, nearby residential community.

For all of the aforementioned reasons, the Applicant respectfully requests that this application be endorsed by the Planning Staff and Planning Commission and approved by the Board of Supervisors.

Respectfully submitted,

Fried Companies Inc.

By: 
Barbara J. Fried, Chairman
August 2, 1998

S9
BEULAH COMMUNITY PLANNING SECTOR
Subsector #2.

As an option, the approximately 23 acres in the northwest quadrant of the Franconia/ Springfield Parkway and Beulah Street, bounded on the west by Parcel 11 and the RF&P Railroad, on the south by Lewin Park, and on the north by industrial uses, may be developed as office and commercial uses.

This quadrant is both a natural eastern extension of the Transit Station Area for the Joe Alexander Transportation Center and a prime source of employment and related activities. As such, this 23-acre parcel may be developed with building heights commensurate with urban design under the existing Planned Development Commercial (PDC) Zone at a maximum Floor Area Ratio (FAR) of 1.5..

High quality urban design standards, criteria, and density are needed to decrease automobile dependency, increase Metro and VRE ridership, enlarge and enhance the economic base and revenues of Fairfax County, and enhance existing property values in the area. In order to achieve these goals, a development application should be evaluated based upon conformance with the following:

Substantial and significant consolidation of the parcels; and

Transportation links to help improve access and ease congestion; and

If access is provided through the 23-acre parcel to Beulah Street and/ or from the Parkway, then upon consolidation of ownership of the 23-acre parcel and Parcel 11, no commercial access shall be permitted through Lewin Drive or Arco Lane, so long as Lewin Park remains zoned for residential uses; and

Pedestrian oriented connections to the transit station and to other potential transit access points; and

Integrated, qualitative architectural designs and landscaping within any parcel; and

Visually attractive designs and on-site amenities with internal and peripheral buffering and appropriate screening of parking facilities; and

Complementary design, siting, style, scale, and materials to enhance existing or planned uses on adjoining properties.

To implement this option, the Concept Map for Future Development shall be amended to show TAX MAP 91-1-01, Parcels 23, 23A, 24, 26, 27, 28, 29, 30, 31A, and 31B and Walker Lane (see Tax Map Exhibit) as the Springfield Technology, Transportation, and Trade Center with core densities at 1.0 to 1.5 FAR.



Kingstowne

July 23, 1998

The Honorable Dana Kauffman
Lee District Board Supervisor
6121 Franconia Road
Alexandria, VA 22310

Dear Supervisor Kauffman:

This letter confirms Kingstowne's position regarding the plans the Frieds presented to the Board for the Walker properties.

Kingstowne Residential Owners Corporation supports the Board of Supervisors approval of an out-of-turn plan amendment for an office park development on the Walker properties instead of the current plan for townhouses.

Kingstowne believes that office buildings constitute an integral part of our shared future vision of the Springfield/Kingstowne area.

We need, in addition to the offices planned in Kingstowne, an employment center with first class office buildings with height and design comparable to those in Tyson Corner.

Sincerely,



Alan Norris
Secretary/Treasurer
Kingstowne Board of Trustees

Board Matter

Supervisor Dana Kauffman

July 27, 1998

Madame Chairman, I move that the Board approve an out-of-turn processing of an amendment to the Comprehensive Plan for an option for office and commercial uses at an intensity range from .50 FAR to 1.0 FAR on Tax Map 91-1-((1)), Parcels 23, 23A, 24, 26, 27, 28, 29,30, 31A, and 31B, the Walker family properties and adjacent Parcel 11. The full text of the amendment and the map of the subject property are made an integral part of this motion.

All of the Walker family properties are zoned R-1. They are currently planned for residential use: if consolidated, at a maximum of 3-4 dwelling units per acre. Under the current plan, an excess of 80 town homes could be constructed in an area well-stocked with town homes.

The property to the immediate north of the Walker parcels is zoned industrial and fully developed as warehouses. The 21.5 acre Parcel 11 adjoining on the west is zoned industrial--with approximately half I-4 and half I-5. This parcel could be consolidated with the Walker properties as a part of this Plan change.

This proposal will better achieve Plan objectives than what is currently in the adopted Plan and overcome land use related inequities for the following reasons:

The residents of Lewin Park will be spared increased traffic, including commercial vehicles, on their neighborhood streets. The only present access to Parcel 11, on which a site plan was approved previously for a flex office building, and on which there currently is a site plan pending for an office building, is through Lewin Drive traversing the established residential neighborhood of Lewin Park. Access to Parcel 11 will now be permitted through the Walker property or the Parkway or both, enabling it's exclusion from Lewin Drive and Arco Street;

Residences at a density of 3-4 to the acre are not appropriate when bordered by industrial warehouses on the north, the RF&P Railroad on the west, and property zoned industrial on the southwest. Such use is inequitable to the Walker family who has owned the land and has been paying taxes on it for some 125 years;

Low intensity residential does not take appropriate advantage of the County's contributions to create the Springfield/Franconia Metro Center and duplicates existing land uses rather than enhancing them;

The location of these parcels, within walking distance of the Joe Alexander Transportation Center offers a major opportunity for quality jobs in the Springfield/Franconia area, increased Metro and VRE ridership, and significant revenues to the County. An employment center in this location will increase the property values of homes in Kingstowne, Devonshire, Manchester, Greenwood, Lewin park, and other communities in the area. Attached is a letter from the Kingstowne Board of Trustees endorsing this proposal to change the Comprehensive Plan.

Of utmost significance and the reason for an out-of-turn amendment, is the Walker family. The Walker family traces its roots to a man born a slave in 1797 and who lived to be 98. Unable to have their children educated in Fairfax County schools, the family donated a portion of their land in 1884 for an elementary school. The family also donated the land for a church, which is still an active church today being attended by Walkers and other County residents. Since there was no high school that would permit Afro-Americans to attend, the Walker children had to catch a train to the District. The three elderly childless widows, two of whom are still living on the property, and all of whom were teachers taught in the Fairfax County and Alexandria school systems, can't wait another four years for the next plan amendment cycle.

Although in their nineties and late eighties, they thought they had plenty of time and could live their lives on the property. Now, one is in a nursing home, another has Alzheimer's and lives with the third widow who is disabled and lives on the property. They need money to buy a home that will accommodate nursing care and to pay nursing home bills. If ever there were a case that merited an out-of-turn hearing, this is it.

The Walker family has contracted to sell their property, and the preliminary office park plans, which I have seen, appear to be consistent with the Lee District vision for quality redevelopment in Metro Station / Transportation Center Area.

Finally, I move that the proposed office park zoning application which will be filed for the Walker property in the next thirty days, be processed concurrently with the Plan Amendment and that the Board so direct the staff.

Attachment: Letter of support from the Kingstowne Residential Owners Corporation (KROC)

F R I E D

Suite 900
 Springfield, Virginia 22150
 703-922-7100
 Fax 703-922-7070

VIA HAND DELIVERY

COMPANIES
 INC.

March 30, 1999

*Peter Braham, Staff Coordinator
 Fairfax County Department of Planning & Zoning
 Zoning Evaluation Division
 12055 Government Center Parkway, Suite 830
 Fairfax, Virginia 22035*

RECEIVED
 DEPARTMENT OF PLANNING AND ZONING

MAR 30 1999

*Fred R. Selden
 Division Director, Comprehensive Planning Division
 Fairfax County Dept. of Planning & Zoning
 12055 Government Center Parkway, Suite 730
 Fairfax, Virginia 22035*

ZONING EVALUATION DIVISION

*Marianne Gardner
 Branch Chief
 Policy Planning & Plan Development Branch
 Fairfax County Dept. of Planning & Zoning
 12055 Government Center Parkway, Suite 730
 Fairfax, Virginia 22035*

WALKER PROPERTY/METRO PARK: RZ/FDP 1998-LE-048

Dear Marianne, Fred and Peter:

At the meeting on March 11th attended by Peter Braham, Fred Selden, Marianne Gardner, Marshall Barron, Mike Giguere, Charles Kieler, and me, there were a number of issues addressed pertaining to the plan amendment and to the rezoning. I understood the major issues as:

1. *What could happen on Parcel 11, the land now zoned industrial;*
2. *Transportation;*
3. *Transit/pedestrian orientation;*
4. *Parking;*
5. *Adding Lewin Park to the comprehensive plan amendment and giving it vehicular access, but protecting it during the transition period.*

Development

Construction

Leasing

Management

1. *Parcel 11, zoned I-4 and I-5 industrial, without proffers, is being developed as an office park. Inova purchased ten acres adjacent to the Parkway and will be constructing an emergency and outpatient surgical center. Inova is revising the existing site plan on that parcel, and we expect Inova to begin construction late this year or early next year. We are in second submission with a site plan for a five-story office building, we are processing preliminary engineering plans for the hotel, and are designing the site plan for another five-story office building as shown on the submitted CDP/FDP. Parcel 11 will look like and be a part of Metro Park. We will not jeopardize the entire Metro Park project – a major investment in infrastructure, land values, engineering, and architecture – by allowing undesirable uses on Parcel 11. However, if that is a concern, the issue can be resolved by using proffers in the Walker case to require a coordinated development and/or recording covenants, conditions and restrictions. We will do anything reasonable to address staff concerns other than including Parcel 11 in the rezoning process.*
2. *We all agreed that a separate meeting on transportation or traffic is needed. We have asked our transportation consultants to submit the TIA for the zoning application this week.*
3. *We were asked why the higher buildings – one 11 and one 12 stories – could not be built on Parcel 11 and the five-story buildings on the Walker properties in the interest of a “more enhanced transit orientation.” Even if the zoning on Parcel 11 permitted such height and density (it does not), we cannot develop such buildings there because:*
 - i. *Soil conditions will not support ten-story buildings without significant, unknown extraordinary costs;*
 - ii. *Architectural and engineering fees specific to these sites for five-story buildings in excess of half a million dollars have already been paid;*
 - iii. *The project is well underway through County review and marketing;*
 - iv. *Creating an office park demands that the smaller buildings be occupied before the next phase can be financed or marketed;*
 - v. *The Walker property is just as transit-oriented as Parcel 11.*

We have paid geotechnical design fees of over \$75,000, and the geotech report for the first five-story building is under review in the County. That area has marine clay in the slopes creating difficulty for five-story buildings. Trying to push the engineering envelope to try and address 11 and 12 story buildings creates unacceptable risks and extraordinary costs – just to find out that the additional costs are economically prohibitive.

We are too far along in development to abort the process. Steel must be ordered in April to meet the construction schedule for the five-story building for which the site plan is in second review in the County. The site plan for the second five-story building will be submitted next month.

We have interested tenants who need to be in occupancy within the next 12 months. We are creating an office park with accessory uses for the tenants on site. Prudence and lenders dictate that construction begin with smaller buildings; today's financing underwriting requires that buildings be half-leased before the loan can be closed and construction commenced. Moreover, from an aesthetic standpoint, the larger buildings should be an interior focal point tapering up to height from the residential across the Parkway.

We were also questioned about the necessity of and placement of the retail services. These are called "concierge services" by our office tenants. A lack of sufficient retail and restaurant services on site has been criticized in recent area office development and is a major concern of the General Services Administration ("GSA") in their office searches. In Metro Park's case, in addition to the services available off site, there must be on-site services to which people can readily walk. Indeed, that always has been a major criticism of Tysons Corner. At Metro Park, there is an extensive internal pedestrian system, which connects all of the offices to the on-site services with alternative paving materials. These services are a transition to the uses to the east across Beulah Street.

The entire Metro Park is within walking distance of Metro – within a 15 or a 20 minute walking distance. The distance between the five-story building on Parcel 11 and the proposed 11 story building on the Walker property is some 300 feet – not a significant difference in terms of transit orientation. Moreover, the entire walk to the Metro is pedestrian friendly. There is no street to cross. The travel way is lit, landscaped, and the proposed trail and sidewalk system provides a hard surface for the entire way.

Peter has questioned the amount of parking on site – if this is a metro-oriented site, why is the parking in excess of County minimum requirements? We previously gave you tabulations from recent office development in the County, which were in the 3.8 to 4.0 parking spaces per thousand; ours is about 3.5. The area's office market is changing. If we were not near Metro, we would have to be at 4.0 parking ratio to attract tenants. Indeed, new office space recently completed or under construction adjacent to or near metro stations is at 3.5. The tabulations are included in the attachments.

Moreover there is a shortage of parking for Metro. (See the enclosed article from The Connection.) If there is excess parking, it won't be wasted, especially because of the mixing bowl construction.

We were asked to show inter-parcel access to Lewin Park, since it is now part of the plan amendment while at the same time showing more completely how we would protect it during the transition period. These might appear to be contradictory objectives, but we believe the enclosed exhibits demonstrate that we have accomplished both.

The "Conceptual/Final Development Plan/Exhibit" shows an area Reserved for Inter-Parcel Access to Lewin and three areas designated AA, BB, and CC for cross sections of landscaping along Lewin Park. The Landscape Exhibit when read with the Tree Survey shows an inventory of the type and size of tree now in existence and proposed within the Lewin Park Buffer. Also shown on the Landscape Exhibit is the width of the buffer at 50 foot intervals. The widest point is 54.8 feet, the narrowest is 14.5, and the average is 34.09 feet. Since the seven-foot brick wall is behind the buffer, the residents are well protected. Again, the Lewin Park community has been briefed on our plans and supports our plans.

These exhibits also demonstrate increased landscaping along Walker Lane to hide automobiles from pedestrians and to make our sidewalk system more pedestrian friendly as Peter requested. Please also note that there are sidewalks on both sides of Walker Lane and as noted above we have provided alternative paving materials, building orientations, visual points of interest, and a pedestrian cross-walk from the offices to the retail services to make the walk more visually attractive.

Peter Braham
Fred R. Selden
Marianne Gardner
March 30, 1999
Page 5

Peter requested and I am enclosing the recorded covenants required by Inova restricting certain uses and limiting the height of any building within a designated area on Parcel 11. In addition, I have enclosed the initial route for the new TMA, known as TAGS (Transportation Association of Greater Springfield). This van route is expected to begin this fall. We have proffered to contribute to TAGS or provide a van on our own to Metro. Please note that this is just the initial route; it is anticipated, as the enclosed article for the Fairfax Journal shows, that the route will go to Kingstowne, which is beyond Metro Park. Springfield Mall alone currently moves 10,000 people a month in vans from Metro.

If we are to use Metro to best advantage to create employment, a vigorous commercial tax base, and a viable office park which will attract more office uses to Springfield, we need you to fully understand the constraints of the site and how we have creatively and carefully designed it to make it work. I hope the foregoing addresses your issues of concern.

Sincerely,



Barbara J. Fried

Enclosures

*cc: Supervisor Dana Kauffman
Jack Kelso
Michael J. Giguere, Attorney at Law*

Peter Braham
Fred Selden
Marianne Gardner
March 30, 1999

LIST OF ENCLOSURES

1. *Conceptual/Final Development Plan/Exhibit*
2. *Landscape Exhibit*
3. *Tree Survey*
4. *Covenants Running With the Land recorded in Deed Book 10748 at Page 1630 with diagram of height-restricted area imposed by Inova*
5. *Initial route for metro van of TAGS*
6. *“Metro Parking Becomes More Elusive” article from The Connection dated March 18-24, 1999*
7. *“Shuttle bus to link Springfield With Metro” article from The Fairfax Journal, dated March 23, 1999*
8. *Tabulation of parking spaces in recent development at metro stations.*

Prepared by and
After Recording Return to:

McGuire Woods Battle & Boothe LLP
8280 Greensboro Drive
McLean, Virginia 22102
Attn: Michael L. Lefkowitz, Esquire

COVENANTS RUNNING WITH THE LAND

These covenants made and executed this 14th day of January, 1999, by and between B.

Mark Fried, Trustee, and Metro Park LLC, a Virginia limited liability company,
collectively and individually, as Grantor and Inova Health Care Services, a Virginia
corporation, as Grantee, and collectively all of the parties hereto shall be referred to as Joint
Declarants.

- 0023ff
- 002x

RECITALS:

R-1. Grantee is the owner of 10.46 acres of land (the "Conveyed Property") which is
part of a project known as "Metro Park" being located in Springfield, Lee Magisterial District,
Fairfax County, Virginia, which project contains 34.4442 acres of additional land (the
"Additional Property").

- 0030
- 031A
- 0031B

091-1-21-2200
- 0027
- 0028

R-2. Metro Park LLC is the owner of a 10.9543 acre site included in the Additional
Property.

R-3. Also included in the Additional Property is a 23.48997 acre site known as the
Walker Property, which is to be acquired hereafter by B. Mark Fried, Trustee, and/or Metro
Park LLC, or some other entity controlled by or at least fifty percent (50%) of which will be
owned by B. Mark Fried and/or Barbara Fried. The Conveyed Property and the Additional
Property are shown on the attached Exhibit A.

Box 221 1980
TFB

R-4. Grantor proposes to construct a building on that part of the Additional Property containing 1.0906 acres labeled "Height Restricted Area" on Exhibit A, which is described by metes and bounds in attached Exhibit B.

R-5. The parties have agreed to certain reasonable restrictions affecting the Additional Property and an extension of the Metro Park project into the Lewin Park subdivision (Fairfax County Tax Map reference 91-1-(4) - parcels 1 through and including 25 and 91-1-(4) - parcels 500 and 501) (the "Extended Property").

R-6. The use restrictions described in paragraph 2 herein are agreed by and between the parties to be limited in duration and geographic scope and to be reasonable means of protecting the economic success of Grantee's proposed facility to be constructed on the Conveyed Property.

R-7. Grantor desires to benefit the Conveyed Property by imposing a height limitation on structures which will be built in the Height Restricted Area.

NOW THEREFORE, for and in consideration of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is recognized by the parties, the parties agree that all of the foregoing Recitals are hereby incorporated by reference as if made part of the terms and conditions hereof, and the parties covenant and agree as follows:

1. No building, improvement, structure (including mechanical equipment but excluding antennas) shall be constructed or allowed within the Height Restricted Area which exceeds a total height of fifty-five (55) feet above grade, as that term is currently defined in, and measured by the Fairfax County Zoning Ordinance. Notwithstanding the above, rooftop mechanical equipment shall not be restricted by the fifty-five (55) foot height limitation if it is

placed in a location that does not visibly block the signage, existing or planned, on the Grantee's building(s) as viewed from the southwest and said location is approved in advance and in writing by the Grantee, which approval shall not be unreasonably withheld or delayed.

2. For a period of 21 years from the date hereof, regardless of the date upon which Grantor obtains title to the Additional Property or the Extended Property (and which shall automatically thereupon expire and become null and void without the necessity of any document), Grantor shall not permit any space or buildings within the Additional Property, or the Extended Property, to be put to any of the following uses:

- Hospitals that may compete with Grantee;
- Ambulatory Surgery Centers;
- Health Maintenance Organizations (HMOs) or Physicians' Practice Organizations (PPOs) offices rendering on-site healthcare; and
- Diagnostic Medical Service Centers which cater to other doctors.

Notwithstanding anything contained herein to the contrary, Grantee acknowledges and agrees that Grantor reserves the right to sell, lease, sublease, or otherwise permit land, office space, or buildings within the Additional Property or the Extended Property to be used by doctors or doctor groups in the general practice of medicine or in specialty practices that do not do diagnostic work for doctors outside (not in) their respective specialty or practice groups.

3. At such time (if ever) as any portion of the Additional Property and/or the Extended Property is acquired by Grantor or any entity which is controlled or at least fifty percent (50%) of which is owned by B. Mark Fried and/or Barbara Fried (each a "Future Grantee"), then the Future Grantee of such property shall execute and record among the Land

Records of Fairfax County, Virginia immediately subsequent to the recording of the deed granting to it title to such property (and prior to any deed of trust secured by the Property) a covenant benefitting the Conveyed Property containing the same restrictions set forth in Paragraph 2 (a "Subsequent Covenant"). Any Subsequent Covenant shall contain a provision providing that the force and effect of such Subsequent Covenant shall become null and void on the date which is twenty-one (21) years from the date hereof regardless of the date upon which the Future Grantee shall obtain title to such portion of the Additional Property and/or the Extended Property.

4. The parties agree between them that Grantee shall have the right to develop 227,819 square feet of floor area in the Conveyed Property (subject to Grantee's voluntary acts in site plan processing or in any land use actions that reduce Grantee's development rights which in such case Grantor shall not be required to provide Grantee with any additional development rights), the Grantee having obtained title to the Conveyed Property by deed dated the date hereof from James S. Eudy, Trustee. Notwithstanding the above the Grantee shall have the right to seek, through application to Fairfax County for rezoning or special exception or otherwise, the right to develop the Conveyed Property with a greater floor area and upon the granting of such application to develop the Conveyed Property at the approved greater floor area.

5. These covenants shall run with the land, including the Additional Property and the Extended Property, and shall bind and benefit the parties, their heirs, successors and assigns.

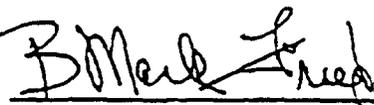
6. For a period of five (5) years from the date hereof, Grantor and Grantee shall cooperate with each other in granting temporary construction easements at no cost to the other party. Grantor or Grantee, as the case may be, shall be permitted to request and obtain, at no cost, reasonable, mutual and non-exclusive easements for interparcel vehicular and pedestrian access and/or utilities across each other's property provided that such easements shall not be permitted to unreasonably interfere with reasonable development of the respective parties' properties. Grantor and Grantee agree to not unreasonably withhold or delay their approval of the other party's desired easements.

7. Notwithstanding anything contained herein to the contrary, these covenants shall not apply to any portion of the Additional Property or the Extended Property which is dedicated as a public right of way.

INOVA HEALTH CARE SERVICES, a Virginia corporation

By: 
Name: KNOX SINGLETON
Title: PRESIDENT + CEO

B. MARK FRIED, TRUSTEE

By: 
Name: B. Mark Fried
Title: TRUSTEE

METRO PARK LLC, a Virginia limited liability company

By: B Mark Fried
Name: Metro Park LLC - B Mark Fried
Title: President of the Management Committee

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before this me by KNOX Singleton on behalf of INOVA HEALTH CARE SERVICES, a Virginia corporation, on this 14 day of January, 1999.

Suzanne Waldorf
Notary Public

My Commission expires: 8/31/02

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before this me by B. MARK FRIED, TRUSTEE on this 14th day of January, 1999.

Pamela P. Ferrelles
Notary Public

My Commission expires: 3-31-99



6. For a period of five (5) years from the date hereof, Grantor and Grantee shall cooperate with each other in granting temporary construction easements at no cost to the other party. Grantor or Grantee, as the case may be, shall be permitted to request and obtain, at no cost, reasonable, mutual and non-exclusive easements for interparcel vehicular and pedestrian access and/or utilities across each other's property provided that such easements shall not be permitted to unreasonably interfere with reasonable development of the respective parties' properties. Grantor and Grantee agree to not unreasonably withhold or delay their approval of the other party's desired easements.

7. Notwithstanding anything contained herein to the contrary, these covenants shall not apply to any portion of the Additional Property or the Extended Property which is dedicated as a public right of way.

INOVA HEALTH CARE SERVICES, a Virginia corporation

By: _____
Name: _____
Title: _____

B. MARK FRIED, TRUSTEE

By: B. Mark Fried
Name: B. Mark Fried
Title: TRUSTEE

METRO PARK LLC, a Virginia limited liability company

By: B Mark Fried
Name: Metro Park LLC - B Mark Fried
Title: President of the Management Committee

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before this me by _____
_____ on behalf of INOVA HEALTH CARE SERVICES, a Virginia
corporation, on this ____ day of January, 1999.

Notary Public

My Commission expires: _____

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before this me by B. MARK FRIED,
TRUSTEE on this 14th day of January, 1999.

Pamela P Ferrelles
Notary Public

My Commission expires: 3-31-99

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

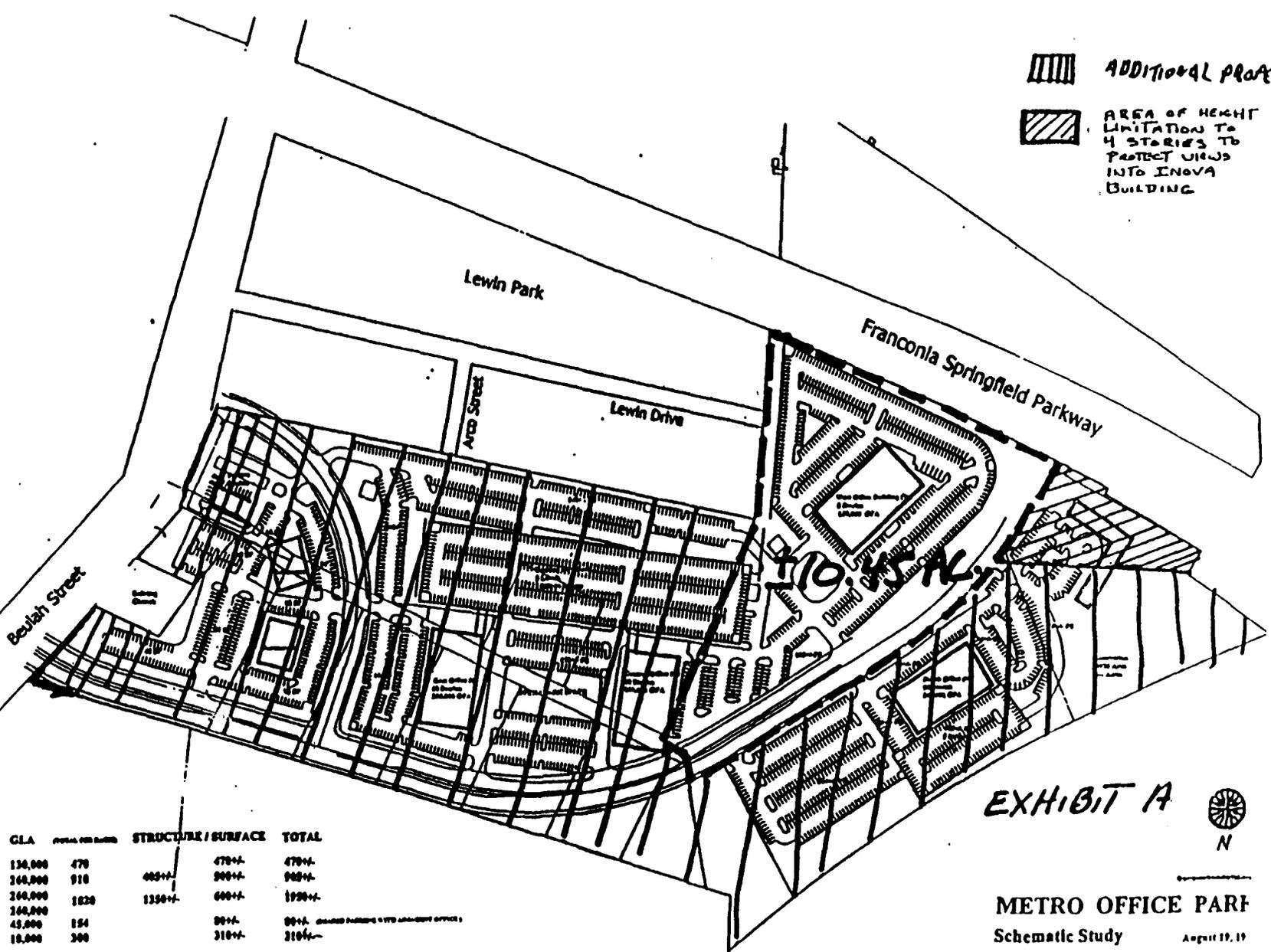
The foregoing instrument was acknowledged before this me by B. Mark Fried, as President of the Management Committee, on behalf of METRO PARK LLC, a Virginia limited liability company.

Pamela P. Lurie
Notary Public

My Commission expires: 3-31-99

EXHIBIT A

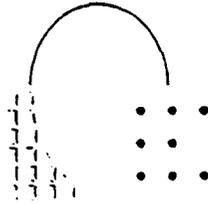
 ADDITIONAL PROPOSED
 AREA OF HEIGHT LIMITATION TO 4 STORIES TO PROTECT VIEWS INTO INOVA BUILDING



	GLA	SPACES PER BUILDING	STRUCTURE / SURFACE		TOTAL
WEST OFFICE	134,000	470		470+-	470+-
NORTH OFFICE	264,000	910	600+-	900+-	900+-
CENTRAL OFFICE	264,000	1820	1350+-	600+-	1950+-
EAST OFFICE	264,000			80+-	80+-
HOTEL 130 ROOMS	45,000	154		80+-	80+-
RESTAURANTS (2)	18,000	300		310+-	310+-
					310+-

EXHIBIT A 

METRO OFFICE PARK
Schematic Study August 19, 19



**THE
ENGINEERING
GROUPE, INC.**

**DECEMBER 22, 1998
METES AND BOUNDS DESCRIPTION
AREA OF HEIGHT LIMITATION
ON THE PROPERTY OF METRO PARK L.L.C.
LEE, DISTRICT
FAIRFAX COUNTY, VIRGINIA**

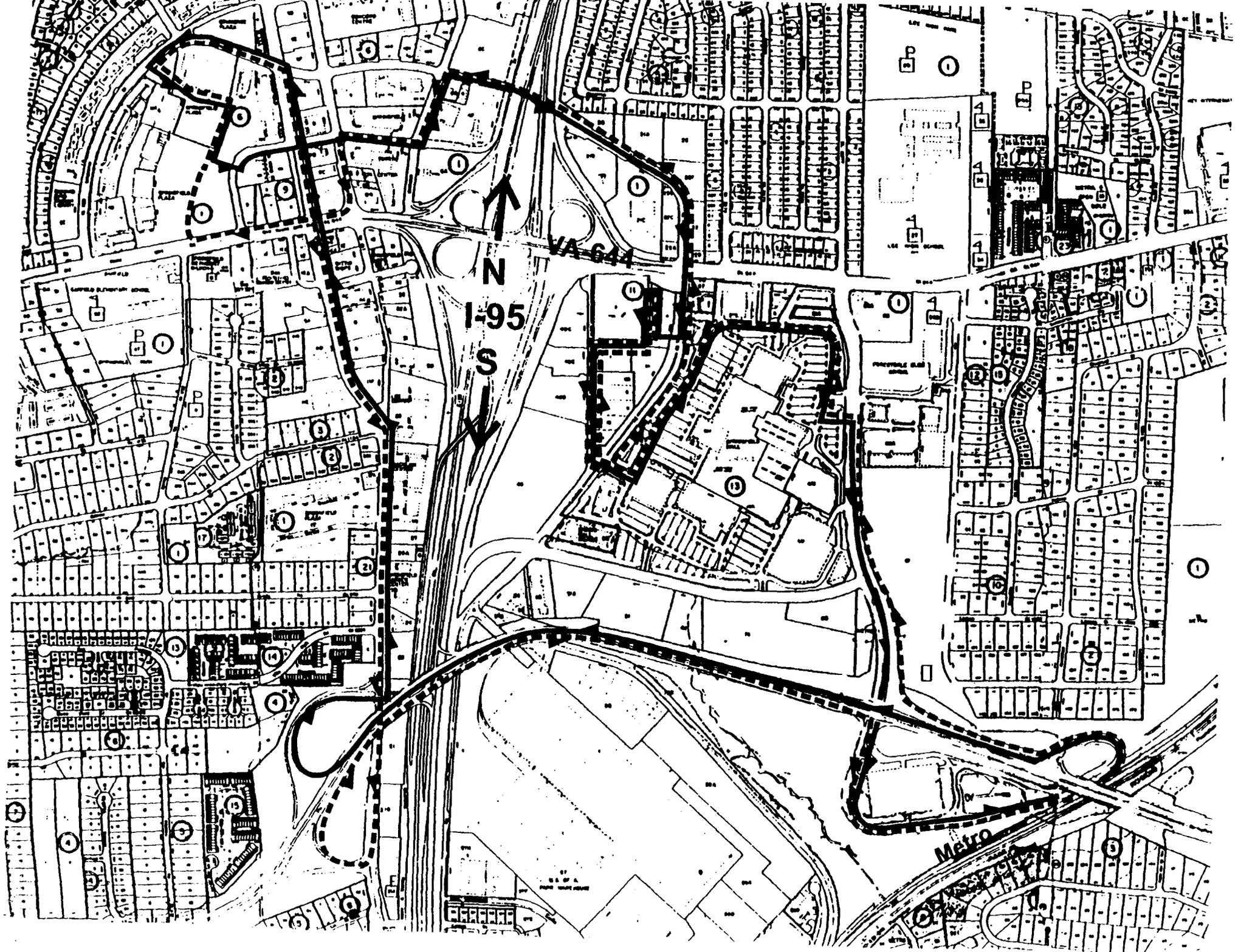
BEGINNING AT A VDOT PIPE FOUND IN THE NORTHERLY RIGHT-OF-WAY OF FRANCONIA-SPRINGFIELD PARKWAY, STATE ROUTE 7900, VARIABLE WIDTH, SAID PIPE BEING A COMMON CORNER TO NOW OR FORMERLY METRO PARK L.L.C.; THENCE THROUGH THE LANDS OF NOW OR FORMERLY METRO PARK L.L.C., N 81° 50' 54" E, 120.293 METERS (394.66') TO A POINT, SAID POINT BEING IN THE LINE OF NOW OR FORMERLY INNOVA HEALTH CARE SERVICES; THENCE WITH NOW OR FORMERLY INNOVA HEALTH CARE SERVICES ALONG AN ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 256.500 METERS (841.53'), AN ARC DISTANCE OF 63.594 METERS (208.64') AND A CHORD BEARING AND DISTANCE OF S 23° 22' 43" W, 63.432 METERS (208.11') TO A POINT, THENCE CONTINUING WITH THE LINE OF NOW OR FORMERLY INNOVA HEALTH CARE SERVICES, N 89° 33' 01" W, 24.823 METERS (81.44') TO A VDOT PIPE FOUND IN THE AFOREMENTIONED NORTHERLY RIGHT-OF-WAY OF FRANCONIA-SPRINGFIELD PARKWAY; THENCE CONTINUING WITH SAID RIGHT-OF-WAY WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 1714.372 METERS (5624.58'), AN ARC DISTANCE OF 78.694 METERS (258.18'), AND A CHORD BEARING AND DISTANCE OF N 72° 29' 08" W 78.687 METERS (258.16') TO A VDOT PIPE FOUND; THENCE N 18° 59' 58" E 18.288 METERS (60.00') TO THE POINT OF BEGINNING AND CONTAINING 4413.4 SQUARE METERS (47505 SQUARE FEET OR 1.0906 ACRES).

GIVEN UNDER MY HAND THIS 22ND OF DECEMBER 1998.

Ned A Marshall
NED A. MARSHALL, L.S.



Exh. b. + B



I-95
N
S

VA 644

Metro

1

VIA HAND DELIVERY

May 14, 1999

*Virginia H. Ruffner, Planner II
Office of Comprehensive Planning
Zoning Evaluation Division
12055 Government Center Parkway Suite 801
Fairfax, Virginia 22035-5505*

RZ/FDP 1998-LE-048 METRO PARK: AMENDED APPLICATION

Dear Ms. Ruffner:

On September 14, 1998, RZ/FDP 1198-LE-048 was accepted for processing. The property, which was the subject of the application, consisted of Tax Map parcels 90-1-((1)) 23,23A, 24,26,27,28,29,30,31A, 31B, and a private road, Walker Lane. Members of the Walker family own all of the parcels except 31B. Fried Companies, Inc., who was also the Applicant, owned parcel 31B.

Since that date, the private Walker Lane has been vacated and a new Walker Lane has been dedicated to the County as a public street, Fried Companies, Inc. conveyed Parcel 31B to Metro Park LLC and is now acting as agent for Metro Park LLC, the Applicant.

At the request of County staff, the application is being amended to include additional acreage, zoned industrial, and titled in the name of Metro Park LLC. This additional acreage consists of Tax Map parcels 90-1-((1)) 11B and 11C. Parcel 11B containing 10.9543 acres (8.9869 acres zoned I-5 and 1.9674 acres zoned I-4), is adjacent to the Walker parcels and abuts the north side of the Franconia/Springfield Parkway. Parcel 11C contains 6.4383 acres, is zoned I-4, and is across the Parkway on the south side.

Virginia H. Ruffner
May 14, 1999
Page Two

In support of the amended application, enclosed are the following materials:

*Amended application form;
Four copies of a certified zoning plat;
One copy of the zoning section sheet;
A complete and executed affidavit;
Notarized written endorsements from the owners (previously filed);
Four copies of an amended statement of justification; and
A statement in response to submission requirements 10, 11, & 12.*

Since the application is being amended at the request of County staff, no additional filing fee should be required.

A revised FDP will be filed directly from Dewberry & Davis.

Sincerely,



Barbara J. Fried

cc: *Michael J. Giguere, Attorney at Law
Peter Braham*

Springfield, Virginia 22150
703.922.7100
Fax 703.922.7070

COMPANIES
INC.

VIA HAND DELIVERY

May 14, 1999

Peter Braham
Fairfax County Department of Planning & Zoning
Zoning Evaluation Division Suite 830
12055 Government Center Parkway
Fairfax, Virginia 22035

RECEIVED
DEPARTMENT OF PLANNING AND ZONING
MAY 17 1999
ZONING EVALUATION DIVISION

RZ/FDP 1998-LE-048 METRO PARK: AMENDED APPLICATION

Dear Peter:

Here is the amended application and revised draft proffers, which I believe, address the issues from our last meeting. These proffers are drafts and will be refined prior to-and in plenty of time for-your final report.

Since the detail may not show on the CDP/FDP, let me review the urban design details, item 16) a through l that you gave Gary Kirkbride.

- a) *Details to be proffered in next draft.*
- b) *Shown on CDP/FDP.*
- c) *Shown on CDP/FDP.*
- d) *Shown on CDP/FDP.*
- e) *Shown on CDP/FDP.*
- f) *As shown on CDP/FDP, we are providing a 4.3' landscaping strip and a 5' sidewalk, and where parking abuts the roadway, an additional 5' strip.*
- g) *Text proffer #28.*
- h) *I believe the text and the CDP/FDP meet this requirement. However, I don't know what a "mini-transit center" is.*
- i) *Text proffer #12.*
- j) *Text to be proffered in the next draft.*
- k) *All of the requested landscaping for the parking structures is shown on the CDP, except for landscaping on the top. It is our experience and that of our landscape architects that it dies or at*

*Peter Braham
May 14, 1999
Page Two*

best, looks as if it is dying. Please note that there is now a 10 foot landscaping strip on the parking garage on the Walker tract with a five foot sidewalk on the travel lane.

There was much discussion about the east-west access road for future connection to Lewin Park: did it have to be dedicated as a public road? We are showing it (as Jasper Lane) ending in a cul de sac until such time as a connection needs to be made to Lewin Park. It is a 50 foot right-of-way, so it will accommodate a two-lane street with curb and gutter, as requested.

The CDP/FDP reflects the enhanced pedestrian access and, although it is hard to see, a sidewalk along the site frontage on Beulah.

Sincerely



Barbara J. Fried

*cc: Chuck Olmquist
Michael J. Giguere, Attorney at Law
Gary Kirkbride*

16). **Urban Design Details**

The proposed overall layout of Metro Park is generally acceptable; however, the following should be incorporated into the CDP/FDP

- a. **Entrance Features in front of each of the buildings isto be provided.**
- b. **The landscaped areas located between the entrances of the center of the Walker Tract are to be strengthened to become pedestrian amenities.**
- c. **Additional green space to be provided at the day care center, play are to be designated on the CDP/FDP (note: per Use Limitations in Sect. 6-106, the standards in Part 3 of Article 9 are applicable to the review of the proposed day care center).**
- d. **Open space is to be provided between Walker Lane and any buildings in the central area of the Walker Tract.**

Walker Tract Issues
May 6, 1999

Page 5

- e. The sidewalks along Charles Arrington Drive Extended will be relocated away from the roadway behind a five foot wide landscape strip planted with shade trees.
- f. The landscaping strip along Walker Lane shall be a minimum of five (5) feet in width (preferably 8 feet) with a five (5) foot side walk and where parking is adjacent to the roadway, another five (5) foot strip shall be included between the sidewalk and any parking.
- g. A bus shelter with a trash can maintained by the applicant or successors will be provided along Beulah Street.
- h. A second bus shelter will be provided within the Park for use by patrons of the shuttle service; the location of the shelter will be in the eastern portion of the site and will be designed and located to fit into the site selected creating a mini-transit center, it will not be forced into a location in a manner that supplants other features of the urban design, such as but not limited to the pedestrian system, streetscaping.
- i. All lighting shall be directed inward and shall not shine onto adjacent parcels.
- j. A coordinated signage and architectural scheme should be part of the proffered package.
- k. Landscaping shall be provided around all parking garages, to include trees and shrubbery. Landscaping shall be provided on top of all parking structures. Details shall be incorporated onto the CDP/FDP showing typical treatments.
- l. Additional design details may be discussed during subsequent review of the later submissions of the CDP/FDP.



FACSIMILE COVER SHEET

To:	PETER BRAHAM		
Company:	FX Co.		
Fax:	324.3924		

From: Charles J. Kieler
 Fried Companies, Inc.
 6551 Loisdale Court, Suite 900
 Springfield, VA 22150
 Main Phone: (703) 922-7100
 Fax: (703) 922-7070
 Direct Dial: (703) 924-2707

Project: METRO PARK
 Total Number of Pages (Including Cover Sheet) 7
 Originals: ___ will will not follow via mail

Date: 6/25/99

Follows are:

Letters saying archaeological study
 not required

Copy of Engineers permit. issuance of this
 permit indicates that LOE not VOHR
 required study either

Copy of the permit removing RPA from this
 site is being delivered to you
 overnite for Monday AM delivery.



January 9, 1998

Charles Kieler
Fried Companies, Inc.
Suite 900
6551 Loisdale Court
Springfield, Virginia 22150

**OFFICE COPY
DO NOT REMOVE**

Re: Fried Property
Historic Resources Evaluation
WSSI #5195

Dear Mr. Kieler:

Please find enclosed a copy of Thunderbird's Archeological Evaluation for the above referenced site. No previously recorded sites were present on the referenced property. Due to the significant alteration of the natural terrain by gravel mining, Thunderbird does not recommend a Phase I archeological survey. However, this recommendation is not binding. The U.S. Army Corps of Engineers (COE) or Virginia Department of Historic Resources (VDHR) can require you to undertake such a survey in conjunction with a Clean Water Act Permit, however this is unlikely in WSSI's opinion, given the highly disturbed nature of the site.

Please call us at 631-5800 if you have any questions.

Sincerely,

Antoinette L. Pepin

Antoinette L. Pepin, P.W.S.
Senior Environmental Scientist

Enclosure

cc: John Matusik, P.E., The Engineering Groupe (w/enc.)

cmi\wssi-hq\dists\admin\51950109kiel



Project Number: 98-B078

Waterway: Long Branch

1. Property Owner:
Fried Companies, Inc.
6551 Loisdale Court, Suite 900
Springfield, VA 22150
Attn: Charles J. Kieler

2: Authorized Agent
Wetland Studies and Solutions, Inc.
14088-M Sullyfield Circle
Chantilly, VA 20151
Attn: Mr. Mark Heady

3. Project Location:

The site is located on a 47-acre parcel along Route 7900 at Annandale in Fairfax County, Virginia.

4. Project Description:

The project consists of the discharge of fill material associated with the construction of two stormwater management practices for a commercial office development, "Metro Park". Approximately .27 acre of waters of the U.S. including wetlands will be impacted by the proposed work.

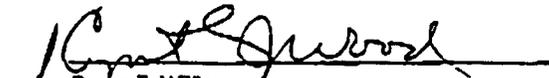
5. Findings

This is regarding your request to perform work in the waters of the United States, as described in part 4 above. This activity has been reviewed and found to satisfy the criteria contained in the Corps Nationwide Permit (26), attached. (The Corps Nationwide Permits were published in the Federal Register (61 FR 65874) on December 13, 1996 and the regulations governing their use can be found in 33 CFR 330 published in Volume 56, Number 226 of the Federal Register dated November 22, 1991.)

Provided that you comply with the enclosed conditions, an individual Department of the Army Permit will not be required. In addition, the Virginia Department of Environmental Quality has waived 401 certification for Nationwide Permit Number 26 for less than 1 acre of wetland impacts. However, a permit may be required from the Virginia Marine Resources Commission, and/or your local wetlands board, and this verification is not valid until you obtain their approval, if necessary. You may contact the Virginia Marine Resources Commission at (757) 247-2200 for further information concerning their permit requirements. Enclosed is a "compliance certification" form, which must be signed and returned within 30 days of completion of the project, including any required mitigation (see nationwide permit condition number 14). Your signature on this form certifies that you have completed the work in accordance with the nationwide permit terms and conditions.

This verification is valid until December 13, 1998, unless the Norfolk District Engineer uses discretionary authority to modify, suspend or revoke this verification. The Chief of Engineers will periodically review the nationwide permits and their conditions and will decide to either modify, reissue or revoke the permits. If the nationwide permit(s) verified in this letter are reissued without modification or if your activity complies with any subsequent nationwide permit, the expiration date of this verification will not change. However, if the nationwide permit verified in the letter is modified or revoked so that the activity listed above would no longer be authorized and you have commenced or are under contract to commence the work, you will have twelve months from the date of that permit change to complete the activity. Activities completed under the authorization of a nationwide permit which was in effect at the time the activity was completed continue to be authorized by that nationwide permit. It is your responsibility to remain informed of changes to the nationwide permits. We will issue a special public notice announcing any changes to the nationwide permits when they occur.

6. Corps Contact: Cynthia Wood (703) 221-6967


Bruce F. Williams
Chief, Northern Virginia Regulatory Section



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

NORTHERN VIRGINIA REGIONAL OFFICE
13901 CROWN COURT
WOODBIDGE, VIRGINIA 22193
(703) 583-3800
FAX (703) 583-3841

May 19, 1998

**OFFICE COPY
DO NOT REMOVE**

Mr. Charles J. Kieler
Fried Companies Inc.
6551 Loisdale Court
Suite 900
Springfield, VA 22150

RE: "Metro Park" (a.k.a. Fried Property), Fairfax County

Dear Mr. Kieler:

We have reviewed your information package for a ± 47 acre commercial office development known as "Metro Park" located in Fairfax County, Virginia. Based on the information provided in your application, we believe this project will qualify for the U.S. Army Corps of Engineers (Corps) Nationwide Permit (NWP) No. 26 for Headwaters and Isolated Waters Discharges. Through an agreement made with the Corps, the DEQ has waived to issue Virginia Water Protection Permits for many activities authorized under the Corps' NWPs, including activities permitted under NWP No. 26 which cause a surface water loss of one acre or less. Consequently, a Virginia Water Protection Permit will not be required by the DEQ for this project. Should the size and scope of the project change such that more than one acre of surface waters is lost, a permit may be required.

Please be advised that although you will not receive a permit from the DEQ, you are not authorized to violate the State's Water Quality Standards (9 VAC 25-260-00 et seq.).

If you should have any questions, please contact me at (703) 583-3828.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joan C. Crowther'.

Joan C. Crowther
Water Resources Development Supervisor

cc: U. S. Army Corps of Engineers, Norfolk District
Virginia Marine Resources Commission
Ineke Dickman, Wetland Studies and Solutions, Inc.

THUNDERBIRD ARCHEOLOGICAL ASSOCIATES, INCORPORATED

ARCHEOLOGY, CULTURAL RESOURCE MANAGEMENT

126 EAST HIGH STREET
WOODSTOCK, VIRGINIA 22664

TEL: (540) 459-4017 • (540) 459-4018

EMAIL: TAAWOOD@SHENTEL.NET
TAAWIN@SHENTEL.NET

January 2, 1998

Antoinette L. Pepin
Wetland Studies and Solutions Inc.
14088-M Sullyfield Circle
Chantilly, Virginia 20151

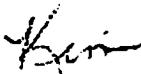
RE: Archeological Evaluation of Fried Property (WSSI #45195)

Dear Toni:

Enclosed please find three copies of our letter report on the aforementioned project. As our report states, an examination of the U.S.G.S. topographic maps indicates significant alteration of the natural terrain by gravel mining. Because of the extensive disturbance, we are not recommending a Phase I survey and have not submitted a proposal for archeological work.

Please contact us if you have any questions or require additional information.

Sincerely,



Kimberly A. Snyder

**OFFICE COPY
DO NOT REMOVE**



**OFFICE COPY
DO NOT REMOVE**

January 6, 1998

Charles Kieler
Fried Companies, Inc.
Suite 900
6551 Loisdale Court
Springfield, Virginia 22150

Re: Fried Property
Endangered and Threatened Species (ETS) Review
WSSI #5195

Dear Mr. Kieler:

Enclosed is a copy of a letter from the Virginia Department of Conservation and Recreation (DCR) regarding Endangered and Threatened Species (ETS) on the referenced property. This letter indicates that there are no known occurrences of endangered or threatened species for the subject site.

Please call us at 631-5800 if you have any questions.

Sincerely,

Antoinette L. Pepin

Antoinette L. Pepin, P.W.S.
Senior Environmental Scientist

Enclosure

cc: John Matusik, P.E., The Engineering Group (w/enc.)

cmf\wssi-hq\data\admin\5195\0106kiel

George Allen
Governor

Becky Norton Dunlop
Secretary of Natural
Resources



Kathleen W. Lawrence
Director

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

Main Street Station, 1500 East Main Street Suite 312

TDD (804) 786-2121 Richmond, Virginia 23219 (804) 786-7951 FAX (804) 371-2674

<http://www.state.va.us/~dcr/vaher.html>

December 31, 1997

Antoinette Pepin
Wetland Studies and Solutions, Inc.
14088-M Sullyfield Circle
Chantilly, VA 20151

Re: Fried Property
WSSI #5195

**OFFICE COPY
DO NOT REMOVE**

Dear Ms. Pepin:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

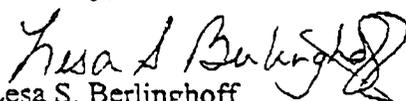
According to the information currently in our files, natural heritage resources have not been documented in the project area. The absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources.

DCR's Biological and Conservation Data System is constantly growing and revised. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

A fee of \$50.00 has been assessed for the service of providing this information. Please find enclosed an invoice for that amount. Please return one copy of the invoice along with your remittance made payable to the Treasurer of Virginia, Department of Conservation and Recreation, Post Office Box 721, Richmond, VA 23206-0721, ATTN: Financial Services. Payment is due within thirty days of the invoice date.

Thank you for the opportunity to comment on this project.

Sincerely,


Lesla S. Berlinghoff
Project Review Coordinator

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Barbara A. Byron, Director
Zoning Evaluation Division, DPZ

FROM: Marianne R. Gardner, Chief
Marianne Gardner
Policy and Plan Development Branch, DPZ

SUBJECT: LAND USE ANALYSIS: RZ/FDP 1998-LE-048
Metro Office Park

DATE: 21 June 1999

This memorandum includes citations from proposed Comprehensive Plan text that provides guidance for the evaluation of this application and the development plan. The current recommendation for the subject property is found in the Area IV volume of the 1991 Edition of the Comprehensive Plan, as amended through June 26, 1995, and is provided as Attachment 1 of this land use analysis. The Plan recommends residential use ranging from 1-2 to 5-8 dwelling units per acre for the subject area and does not support the development proposed by RZ/FDP 1998-LE-048. However, an amendment to the Comprehensive Plan (S98-IV-S1) for this area that would support development of office, hotel, and support retail uses has been recommended to the Board of Supervisors by the Planning Commission. The Board of Supervisors is scheduled to hold a public hearing on the Plan amendment on July 12, 1999. The Plan recommendation is intended to resolve the issue of potential land use incompatibility posed by the adjacency of land zoned R-1 to unproffered I-4 and 1-5 zoned land, and promote a transit oriented development at this location. The proposed use, intensity, and site design are evaluated in terms of the relevant proposed Plan recommendations.

DESCRIPTION OF THE APPLICATION:

Date of Development Plan: June 4, 1999

Request: Rezoning from R-1, I-4, and I-5 to PDC to permit office and support retail uses in addition to a hotel and a child care center.

FAR: .55 FAR for office and support retail uses. An additional 109,400 gross square feet for a hotel and a child care center are proposed.

Land Area: 40.88 acres.

CHARACTER OF THE SURROUNDING AREA:

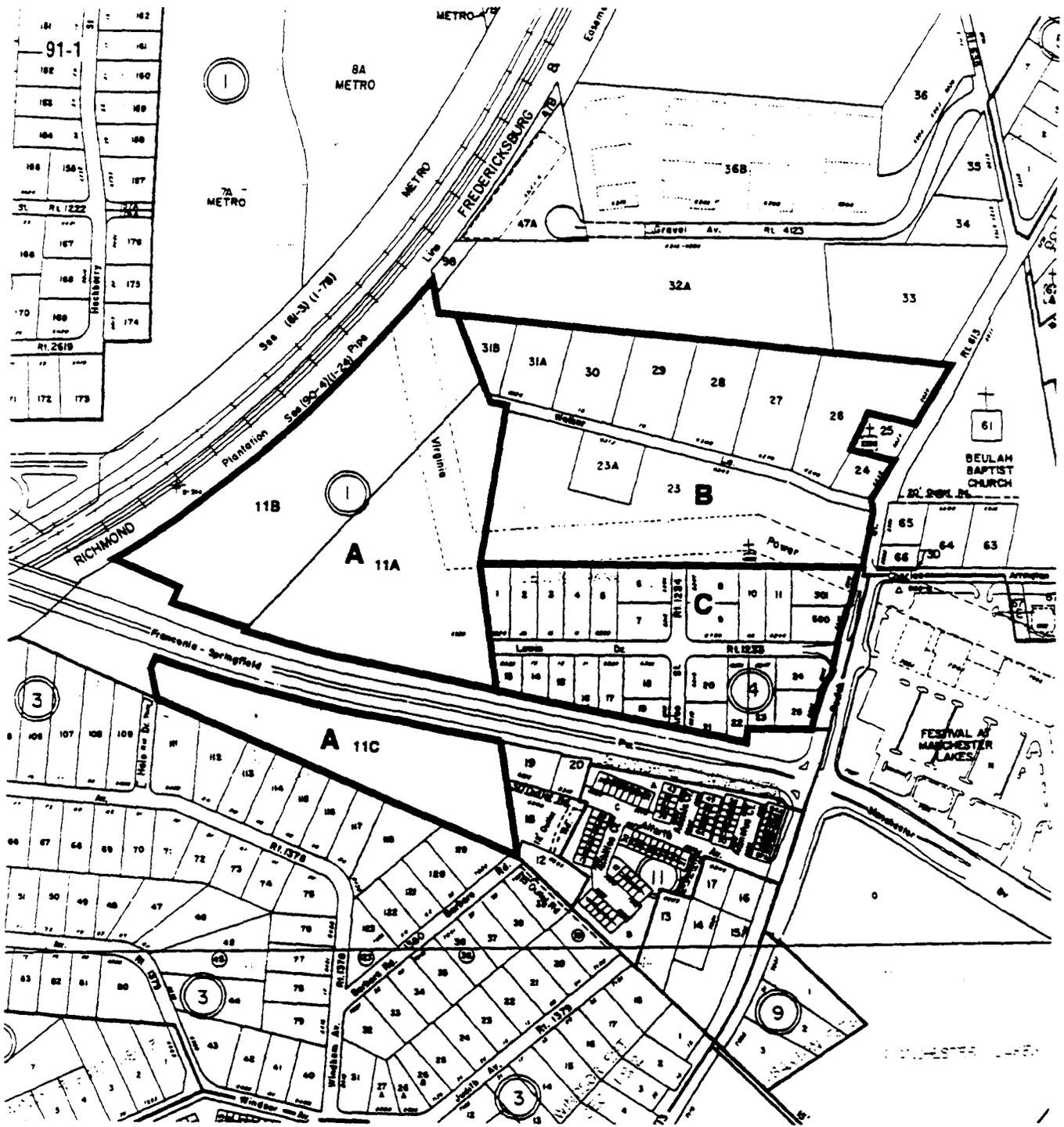
The subject property is generally located in the northwestern quadrant of the intersection of Franconia-Springfield Parkway/Manchester Boulevard and Beulah Street. The Walker Lane area has 10 lots, seven of which are developed with single family detached units and three are undeveloped. The Devers-Tyler cemetery is located on the southern portion of Parcel 23. A new Walker Lane is currently under construction. The western portion of the subject property, which consists of Tax Map Parcels 90-1 ((1)) 11B and 11C, is undeveloped. Parcel 11C is located south of the Franconia-Springfield Parkway. A Virginia Power easement crosses the northeastern portion of Parcel 11B and the southern portion of Parcel 23 in the Walker Lane area. The area adjacent to the subject property is planned and developed as follows:

To the north is the Fleet Industrial Center (warehouses) planned for industrial use, and developed at an intensity of .32 FAR. To the east, the Laurel Grove Baptist Church is planned for residential use at 1-2 dwelling units per acre (du/ac). Across Beulah Street are the Beulah Baptist Church, cemetery, and school and two single family dwellings planned for institutional use. West of the Walker Lane area Parcel 11A is undeveloped and recommended to be planned for residential use at 3-4 du/ac or office use up to .25 FAR with an option for office with support retail uses up to .55 FAR. To the south, the Lewin Park subdivision is developed with single family detached units and planned for 1-2 du/ac, with a recommended option for office, hotel, and support retail uses at up to .55 FAR. Across the Franconia-Springfield Parkway, the Devonshire townhouses and a few single family detached units are planned and developed at 5-8 du/ac. To the south of this area, Windsor Estates, a single family detached community is planned and developed at 1-2 du/ac. To the west are the CSX railroad and Metrorail tracks.

COMPREHENSIVE PLAN CITATIONS AND ANALYSIS:

The approximately 41-acre property is part of a larger area generally located in the northwest quadrant of the intersection of Franconia-Springfield Parkway and Beulah Street. The current recommendation for the subject property is found in the Area IV volume of the 1991 Edition of the Comprehensive Plan, as amended through June 26, 1995 and is provided as Attachment 1. The full text of the proposed amendment to the Comprehensive Plan, S98-IV-S1, as recommended by the Planning Commission on June 17, 1999 is provided as Attachment 2.

The proposed amendment to the Comprehensive Plan changes the baseline recommendations for the area and provides an option for higher intensity mixed-use development if land consolidation and other conditions are met. The applicant proposes development under the mixed-use option for areas identified as Land Units A and B. The following excerpts from the proposed amendment to the Plan provide guidance on land use and intensity for the property at the optional level of development:



**WALKER LANE/LEWIN PARK AREA
S9 BEULAH COMMUNITY PLANNING SECTOR**

**FIGURE
178A**

Proposed Plan Text:

"OPTION FOR LAND UNITS A & B

As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for a child care center and hotel uses may be appropriate, if at least 15 acres of Land Unit A and all of Land Unit B are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the child care and hotel uses are envisioned to be located in the eastern portion of Land Unit B near Beulah Street."

Analysis:

The proposed development plan shows a mixture of office use and support retail uses at .55 FAR and 109,400 gross square feet of hotel and child care uses. The subject area comprises approximately 17 acres of Land Unit A and all of Land Unit B. The tallest buildings are located in the center of the subject area, and taper down in height to low to mid-rise buildings on the western portion of the site. The western most buildings are to be developed as hotel/retail and child care uses and provide a transition to the Laurel Grove Baptist Church and Beulah Street. The land uses and intensities are in conformance with the proposed Comprehensive Plan.

Proposed Plan Text:

"In addition, the following conditions should be met:

Land Use/Design

- The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;"

Analysis:

Coordinated architectural, signage and streetscape treatment

The development plan includes alternatives for either five or six office buildings served by surface and structured parking. Both alternatives include a hotel with specialty retail uses and a child care center served by surface parking. Information regarding architectural design and signage is not provided.

A cross section depicting streetscape design shows a five foot sidewalk on both sides of Walker Lane flanked by "shade/street trees," and a planted roadway median strip. The

overall streetscape design is shown on a pedestrian circulation plan as well as on composite development plans for the two development alternatives. These plans provide additional detail and show sidewalks and street trees along Metro Park Drive as well as Walker Lane. The plans also indicate that median plantings along Walker Lane will be provided in small segments near Beulah Street and the Metro Park intersection rather than as a continuous design extending the length of Walker Lane. Trees flanking sidewalks in the western portion of the site are sparse and landscaping is virtually non-existent within the western and southeastern surface parking lots. The development plan does not depict amenities such as benches, trash receptacles or other types of street furniture that would contribute to creating a pedestrian-friendly environment. The number of trees and amount of landscaping should be substantially increased to address these concerns and pedestrian amenities should be provided.

The lack of appropriate landscaping and pedestrian amenities notwithstanding, additional detail is needed to demonstrate that architecture, signage and landscape design will achieve "high-quality and coordinated design." Specifically, the applicant should provide a comprehensive sign plan, architectural elevations or sketches with descriptions of building design, materials and colors, and a landscape plan delineating the location, placement, spacing type and quantity of plant materials.

Efficient, internal vehicular circulation, efficient vehicular access, and usable open space such as urban parks and/or plazas

Pedestrian accessways link buildings to one another and to the trail that leads to the Joe Alexander Transportation Center. Offices in the central portion of the site have direct access to Walker Lane, a four-lane boulevard. Access to the hotel/retail uses and child care center is provided to this boulevard through a secondary road. A roadway south of the parking structure on Land Unit B would provide a link to Lewin Park area as well as create a circular vehicular circulation pattern. The Department of Transportation should also be consulted regarding this development guidance

The development plan shows an area to be used as open space between the Land Unit B office buildings. To make this space usable, benches and other features should be added and shown on the landscape plan. Additional open space areas, such as small plazas, should be identified. Additionally, the composite plan that depicts the open space area developed as an office building should identify an alternate open space area that is central to the site.

Proposed Plan Text:

- The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard

setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield trail;"

Analysis:

The development plan shows three office buildings on Parcel 11B in Land Unit A, which is the land unit closest to the transportation center. The buildings are separated from the spine road by surface parking. In order to encourage transit use, it is desirable that these office buildings be located closer to the roadway to provide a more direct link to the walkway along Walker Lane. The pedestrian circulation plan depicts a system of sidewalks and crosswalks connecting buildings, parking lots and bus shelters and is generally in accord with the proposed Plan. It would be desirable, however, to add a pedestrian connection from Building A to the parking lot and Building B. In addition, one of the two alternatives proposes a bus shelter in the open space area in the center of the development. This shelter should be located in such a way to eliminate the potential that the bus will block traffic in the parking lot while loading or unloading passengers.

Proposed Plan Text:

- "● Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;"

Analysis:

The hotel/retail building is 61 feet in height and is set back beyond 150 feet from Beulah Street. However, the height of the child care center, which is approximately 51 feet from Beulah Street, should be indicated on the development plan, and the building height should be less than 40 feet.

Proposed Plan Text:

- "● Retail uses are limited to support uses, such as dry cleaners and restaurants, that are functionally integrated within other buildings;"

Analysis:

The development plan depicts first floor specialty retail uses in the hotel. The proffer agreement dated 5/14/99 lists examples of support retail uses such as eating establishments, dry cleaners, and florists, and indicates that these uses will be located within office buildings or the hotel.

Proposed Plan Text:

- The portion of Land Unit A located south of the Franconia-Springfield Parkway is dedicated to the County for open space. The development potential may be transferred to the area north of the Parkway;"

Analysis:

Parcel 11C in Land Unit A should be labeled "open space" on the development plan. The proffer agreement dated 5/14/99 states that the applicant will maintain Parcel 11C solely as undisturbed open space and buffer. To conform with proposed Plan guidance, the proffer should indicate that the parcel will be dedicated to Fairfax County.

Proposed Plan Text:

- Until such time as Land Unit C redevelops with non-residential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under "Transportation/Access" for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;"

Analysis:

The applicant has provided a 7-foot brick wall and a buffer with width varying up to 50 feet adjacent to Lewin Park. The proffer agreement dated 5/14/99 states that the buffer will be a minimum of twelve 12 feet wide. The proffer and development plan should be amended to provide a minimum buffer area width of 25 feet. It is desirable that the wall be located as far north as possible with the buffering located south of the wall. A landscape plan showing details of the proposed planting such as species, quantity and spacing of the plant materials and trees should be provided.

Proposed Plan Text:

- Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;"

Analysis:

The development plan indicates a planting arrangement consisting of staggered evergreen and ornamental trees on the south side of the garage adjacent to Lewin Park, with "shade/street" trees on the remaining three sides. The parking structure located in the western portion of the site is landscaped with "shade/street" trees on one side only, although the garage is flanked on both sides by office buildings. The planting around

this structure should be supplemented by trees to provide screening to both office buildings. Additionally, the species, quantity and spacing of the plant materials and trees around the parking structures should be shown on a landscape plan.

Proposed Plan Text:

- The existing family cemetery should be preserved and access provided;"

Analysis:

The development plan shows the location of the Devers-Tyler family cemetery. A pathway to access to this cemetery should be indicated. An archeological assessment should be undertaken to determine the extent of this cemetery. In addition, a commitment to investigate the need for additional support on the northern and eastern sides of the cemetery to prevent further erosion should be included in the proffer agreement.

Proposed Plan Text:

- Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;"

Analysis:

The proffer agreement dated 5/14/99 states that any site lighting along the travel lane adjacent to Lewin Park shall be shielded. In order to assure that the proposed Comprehensive Plan text is met, a site lighting plan should be submitted. In addition, it is desirable that the applicant commit that: 1) ground mounted spot lights will not be utilized to illuminate signs or buildings to ensure that glare does not impact off-site areas; and 2) all lighting fixtures will feature full-cutoff shielding so that all glare is minimized.

Proposed Plan Text:

"Transportation/Access

- Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;"

Analysis:

The Department of Transportation should be consulted regarding this development guidance.

Proposed Plan Text:

- "● Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;"

Analysis:

The Department of Transportation should be consulted regarding this development guidance.

Proposed Plan Text:

- "● Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;"

Analysis:

The Department of Transportation should be consulted regarding this development guidance.

Proposed Plan Text:

- "● To encourage transit use, the amount of parking should be minimized to the extent feasible;"

Analysis:

The development plan indicates that approximately 25 percent more parking spaces will be provided than required by the Zoning Ordinance. To the extent possible, the number of spaces should be reduced in order to promote use of transit and discourage drive-alone trips. Decreasing the number of parking spaces would also provide more opportunities to create plazas and small parks to visually soften the expansive parking areas and reduce impervious surface.

Proposed Plan Text:

- "● Access is provided from Land Unit C through Land Unit B to Beulah Street;"

Analysis:

The Department of Transportation should be consulted regarding this development guidance.

Proposed Plan Text:

- "● If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved;"

Analysis:

The development plan shows the proposed road located north of the buffer area, as recommended by the proposed Plan text. However, the proffer agreement should address construction of the road in the location closer to Lewin Park, should redevelopment of Lewin Park precede reaching the benchmark of 760,000 gross square feet. The Department of Transportation should be consulted for further comments regarding this development guidance.

Proposed Plan Text:

- "● A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting."

Analysis:

The Department of Transportation should be consulted concerning this development guidance.

CONCLUSION

The proposed Comprehensive Plan guidance establishes several conditions that are intended to create a unified, transit-oriented development. Through several iterations, the applicant has improved many aspects of the proposal. For example, most of the site has been consolidated under one development plan, buildings have been moved closer to the street, a commitment has been made to preserve the portion of the site south of the Franconia-Springfield Parkway as

open space, and retail uses on the site will be oriented to serving office park users rather than the community, in an effort to reduce transportation impacts. However, in order to demonstrate that the development will achieve design excellence and will encourage transit use as envisioned by the proposed Comprehensive Plan, the following information/commitments should be provided:

- Provision of a comprehensive sign plan to assist in visually unifying the development;
- Provision of architectural elevations or sketches with descriptions of building design, materials and colors to demonstrate the ultimate development will be well-coordinated;
- Provision of a landscape plan delineating the location, spacing, species, size and quantity of plant materials throughout the site. The plan should also extend median and sidewalk street trees and landscaping plantings along the length of Walker Lane, supplement surface parking lot landscaping to provide landscaped strips and islands between parking rows, supplement garage landscaping, and depict the location and types of amenities such as benches, trash receptacles and/or other types of street furniture that contribute to creating a pedestrian-friendly environment;.
- Provision of a site lighting plan to demonstrate that glare will be avoided and lighting impact on adjacent residential property will be minimized;
- Identification of additional useable open space areas, such as small plazas as well as an alternate open space area that is central to the site and is provided with benches and other amenities should the currently depicted open space area be developed as an office building;
- Dedication of the parcel south of the Franconia-Springfield Parkway to Fairfax County for open space;
- Provision of a buffer area that is at least 25 feet in width along the northern boundary of Lewin Park; and
- To the extent possible, reduction of the number of parking spaces in order to promote use of transit and discourage drive alone trips.

**ATTACHMENT 1
CURRENT COMPREHENSIVE PLAN CITATIONS**

The relevant Plan recommendation for the subject property is found on pages 391-392 of the Area IV volume of the Comprehensive Plan, 1991 edition, as amended through June 26, 1995, Springfield Planning District, S9 Beulah Community Planning Sector, Recommendations, and is as follows:

- "1. Parcel 91-1((1)) 11, (*NOTE: now Parcels 11A, 11B and 11C*) located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, are planned for residential use at 3-4 dwelling units per acre. Whether Parcel 11 develops residentially or in accordance with the underlying zoning, there should be well-designed interior circulation, no direct vehicular access to the Parkway, and attention paid to proper siting of structures in the vicinity of the CSX Railroad tracks.

2. The area north of the Franconia-Springfield Parkway, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 1-2 dwelling units per acre. If substantial consolidation of all parcels, excluding Parcel 91-1((1)) 11 occurs in this area, and if the parcels are contiguous and allow efficient design and circulation, residential use at 3-4 dwelling units per acre may be appropriate. As an option, residential use at 5-8 dwelling units per acre may be appropriate if the entire area, including Parcel 91-1((1)) 11, is consolidated and developed as a single project and is oriented away from the Virginia Power easement on the south side of Walker Lane."

The Comprehensive Plan map shows the subject property as planned for 1-2, 3-4 du/ac, and public facilities use.

**ATTACHMENT 2
PROPOSED COMPREHENSIVE PLAN TEXT**

The proposed Comprehensive Plan text as recommended by the Planning Commission on June 17, 1999 is as follows:

- "1. The area of approximately 64 acres generally located in the northwest quadrant of Franconia-Springfield Parkway and Beulah Street consists of an older residential neighborhood and land zoned for industrial use (I-4 and I-5). Access to the industrial area is available only through the residential neighborhood due to a limited access easement along the Franconia-Springfield Parkway. This area is located in close proximity to the Joe Alexander Transportation Center. Given the unique characteristics of the site, additional planning objectives for this area are to resolve the issue of land use compatibility and promote transit orientated development at this location. The area is divided into Land Units A, B, and C as depicted on Figure 178A.

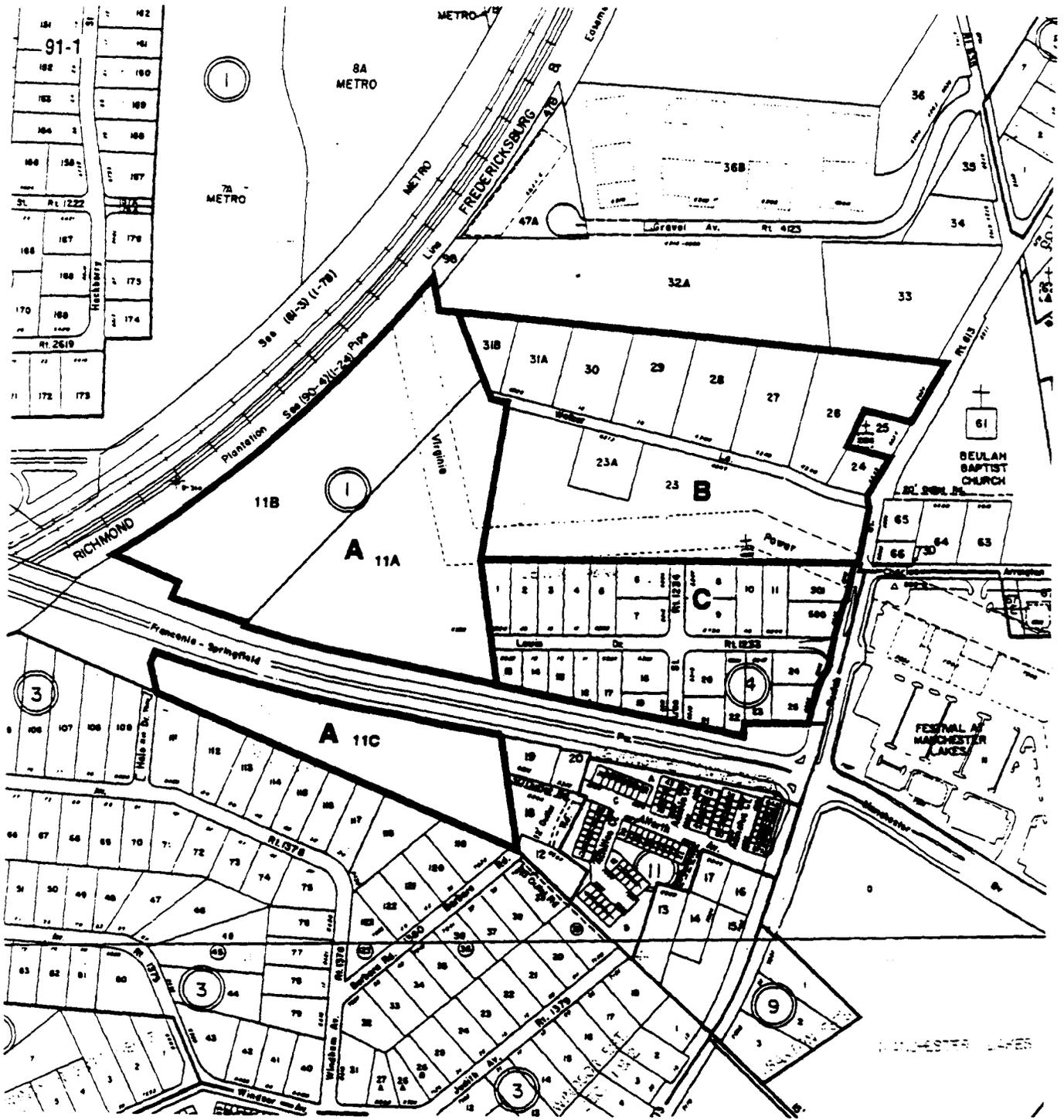
LAND UNIT A

At the baseline, Land Unit A, located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre. As an alternative, Land Unit A may be appropriate for low-intensity office use up to .25 FAR. In all instances, the portion of the land unit located south of the Franconia Springfield Parkway should be dedicated to the County for open space with the intensity associated with this area shifted to the portion of the land unit north of the Parkway.

Development should provide a well-designed interior circulation with no direct vehicular access through the Lewin Park community or to the Parkway. Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation. Attention should be paid to proper siting of structures to enhance the relationship to the transportation center.

LAND UNIT B

The area north of Lewin Park, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 3-4 dwelling units per acre at the baseline. If consolidation of all parcels occurs, office or hotel use up to .25 FAR may



<p>FAIRFAX COUNTY</p>	<p>WALKER LANE/LEWIN PARK AREA S9 BEULAH COMMUNITY PLANNING SECTOR</p>	<p>FIGURE 178A</p>
----------------------------------	---	-------------------------------

be appropriate provided that a minimum 25-foot buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community to the south. The buffer should contain evergreen trees to provide year round screening;

OPTION FOR LAND UNITS A & B

As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for a child care center and hotel uses may be appropriate, if at least 15 acres of Land Unit A and all of Land Unit B are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the child care and hotel uses are envisioned to be located in the eastern portion of Land Unit B near Beulah Street. In addition, the following conditions should be met:

Land Use/Design

- The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;
- The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield trail;
- Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;
- Retail uses are limited to support uses, such as dry cleaners and restaurants, that are functionally integrated within other buildings;
- The portion of Land Unit A located south of the Franconia-Springfield Parkway is dedicated to the County for open space. The development potential may be transferred to the area north of the Parkway;

- Until such time as Land Unit C redevelops with non-residential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under "Transportation/Access" for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;
- Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;
- The existing family cemetery should be preserved and access provided;
- Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;

Transportation/Access

- Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;
- Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;
- Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;
- To encourage transit use, the amount of parking should be minimized to the extent feasible;
- Access is provided from Land Unit C through Land Unit B to Beulah Street;
- If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved;

- A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting.

LAND UNIT C

The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit A, to the west, is planned for residential use with an option for office use, while Land Unit B, to the north, is recommended for residential use with office and hotel uses as an option. If the optional uses for Land Unit B are approved through a rezoning, then office, hotel, and support retail uses at up to .55 FAR may be appropriate for Land Unit C if the following conditions are satisfied:

- The parcels in the land unit are substantially and logically consolidated;
- The Guidelines for Neighborhood Redevelopment as provided in the Policy Plan are met; and
- Right-of-way is dedicated for the planned Beulah Street/Franconia-Springfield Parkway interchange."

NOTE: Renumber subsequent recommendations. The Comprehensive Plan map will be amended to show all of Land Units A and B as planned for "Alternative Uses." Land Unit C will remain as shown as 1-2 du/ac.

Figure revisions are as follows:

1. Combine the shading for recommendations #1 and 2 on Figure 178.
2. Add note: "See Figure 178A" to recommendation #1 on Figure 178.
3. Delete #2 and renumber recommendations #3 to 6 accordingly on Figure 178.
4. Add new Figure 178A showing Land Units A, B, and C.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Barbara A. Byron, Director
Zoning Evaluation Division, DPZ

FROM: Angela Kadar Rodeheaver, Chief
Site Analysis Section, DOT 

FILE: 3-4 (RZ 1998-LE-048)

SUBJECT: Transportation Impact

REFERENCE: RZ/FDP 1998-LE-048; Fried Companies Inc.
Traffic Zone: 1487
Land Identification Maps: 91-1 ((1)) 23, 23A, 24, 27 - 30, 31A, 31B.

DATE: June 24, 1999

The following comments reflect the analyses of the Department of Transportation. These comments are based on the development plan revised to May 14, 1999, and draft proffers last dated May 14, 1999. *Due to the number of unaddressed major and site specific transportation issues, this Department cannot support approval of the application in its present form.*

Summary Issues

The applicant has offered minimal improvements to offset the impacts of the proposed development. The unresolved transportation issues are summarized below:

1. Inadequate site access for the subject request.
2. Provision of a commitment to improve Beulah street.
3. Provision of a right turn deceleration lane on Beulah Street at relocated Walker Lane.
4. Provision of a right turn deceleration lane on Beulah Street at "Metro Park Drive".
5. Adequate left turn access to the site.
6. Provision of phased development with transportation improvements.
7. Provision of "Metro Park Drive" to public street standards.

8. Provision of an additional eastbound left turn lane on the Franconia-Springfield Parkway at Beulah Street.
9. Provision of public street access to the Lewin Park community (Arco Street).
10. Numerous specific development plan issues and specific proffer language concerns.

Trip Generation

The following table provides a comparison of anticipated trip generation characteristics based on various development scenarios for the subject property.

<u>Use</u>	<u>Trips Per Day/A.M./P.M. Peak Hour¹</u>
Existing Zoning: I-4, I-5 and R-1 (35.2 acres)	1,340 - 2,920 vpd/ 175 - 425 a.m./190 - 435 p.m.
Existing Use: 3 single family residences	30 vpd/3 a.m. vph/3 p.m. vph
Comprehensive Plan:	
Baseline: 2 - 3 du/ac (74 - 111 residences)	785 - 1,140 vpd/ 60 - 88 a.m. /80 - 115 p.m.
Intermediate: Office to 0.25 FAR	3,880 vpd/570 a.m. vph/535 p.m.vph
Overlay: Office to 0.55 FAR plus hotel, speciality retail and child care	11,810 vpd/1,610 a.m. vph/1,650 p.m. vph
Proposed Use: Five to six office buildings, 124 room hotel with speciality retail and 7,200 gsf child care facility	11,680 vpd/1,600 a.m., vph/ 1540 p.m. vph

The proposed use is the most intensive use of the various development options identified in the adopted Comprehensive Plan. This intensity should not be approved unless the issues as identified below are adequately addressed.

¹ These trip generation estimates are based on data from Trip Generation, Sixth Edition, Institute of Transportation Engineers, 1997.

Application Overview

The applicant is seeking to rezone the referenced properties from the I-4, I-5 and R-1 zoning categories to the PDC category, and to develop in excess of one million gross square feet of commercial development. The proposed development will add approximately 11,600 vehicle trips per day to Beulah Street including approximately 1,600 trips generated during the a.m. peak hour of adjacent street traffic. Of the 1,600 trips, approximately 1,120 vehicles will be seeking to turn left into the site. It is important to recognize that the above volumes do not include traffic which will result from buildout of the by-right I-4 zoned parcel which the site surrounds, or the unconsolidated residential zoned properties in the southeast corner of the land bay. Both will share the Beulah Street access proposed to be developed with the subject application.

If the site develops as proposed and the remaining areas in the land bay develop at the densities similar to the subject application, it is expected that both Beulah Street and the Parkway will experience major congestion, and that the intersection of Beulah Street and the Parkway will remain at failing levels of service during much of the a.m. and p.m. peak travel periods without the improvements as outlined below.

Transportation Study Review

As requested, a transportation impact analysis was provided by the applicant. However, the analysis, dated May 5, 1999, was based on incomplete data and therefore is invalid. It did not include full traffic counts at the intersection of Charles Arrington Drive and Beulah Street as specifically requested by this department, did not provide a.m. and p.m. peak period data for the intersection which could have been developed through the extrapolation of count data from nearby intersections, and did not include growth factors for turning movements at Charles Arrington Drive as expected by this department. Further, field observations indicate that a major U-turn movement was omitted from the count data and intersection analyses at Beulah Street and Lewin Drive. In addition, the office trip generation data was based on an aggregated total square footage rather than the square footage of individual buildings where appropriate, resulting in a trip generation calculation shortfall of approximately 275 a.m. and 250 p.m. site generated trips.

Moreover, some of the traffic counts on which the applicant's study are based appear to be questionable. County staff completed traffic counts at Beulah Street and the Franconia-Springfield Parkway on November 20, 1996 and March 3, 1997. The second count indicated volume increases on all approach movements to the intersection. The applicant's 1999 a.m. peak hour traffic count at Beulah Street and the Parkway indicates that volumes have again increased on all approaches except for the eastbound left and through movements on the Parkway. Adequate eastbound left turn capacity is a critical concern since the proposed development is anticipated to add in excess of 400 a.m. peak hour trips to this left turn movement. Based on the applicant's data, the volumes on this critical movement have decreased in the past year by 43

percent, or 200 vehicles per hour, while volumes on the other approaches continued to grow. This department has not had the opportunity to complete a recount of this movement to verify this significant reduction in volumes identified by the applicant's consultant. Due to the major shortcomings of the traffic study, the conclusions in the traffic study are not acceptable to this department, and have not been used in evaluating the proposed development.

Unaddressed Transportation Issues

1. Inadequate Site Access

The application is for more than one million gross square feet of development. All access will be via Beulah Street. Based on existing volume data and residential land use characteristics, this department estimates that approximately 70 percent of the site generated traffic will arrive from the south. Contrary to the multiple access points delineated on the development plan, access from the south is actually limited to a single very short left turn lane on Beulah Street. The secondary Beulah Street access (Metro Park Drive) delineated on the development plan is through private property which the applicant does not own. It should be recognized that even with the second point of access which the applicant assumes will exist, the left turn demand is extraordinary and will almost certainly overflow into the northbound through traffic lane on Beulah Street.

The "Possible Future Extension" of relocated Walker Lane to the Franconia-Springfield Parkway as delineated on the development plan is through the adjoining property which is proposed for by-right development as an urgent care facility. The Parkway in this area is a limited access roadway. Access rights were purchased at the time the Parkway was constructed. The connection to the Parkway would require CTB approval and interparcel access agreement with the adjoining property owner. However, it is very strongly recommended that the applicant commit - in the event that the CTB approves a break in the access for this land bay - to reimburse the public for the total costs paid by the state to purchase the access rights. (NOTE: At this time, the Board of Supervisors has not acted on the plan amendment language regarding this access.)

2. Provision of a commitment to improve Beulah Street.

The VDOT Six-year road improvement program calls for the reconstruction of Beulah Street to a four lane divided roadway by the summer of 2002. However, the target date for this segment of roadway has slipped in the past. In the interim, a short left turn lane is being provided into the development spine street (relocated Walker Lane) by shifting the existing northbound through lane eastward, and removing the sidewalk along the east side of Beulah Street. The interim improvements impede pedestrian mobility and access to the nearby private school, yet facilitate minimal left turn storage into the land bay.

VDOT design plans call for a significant shift in the alignment of Beulah Street between Charles Arrington Drive and relocated Walker Lane. Therefore, the construction of frontage improvements per VDOT design plans would not result in additional travel lanes along the Beulah Street site frontage. Prior to the development of more than 425,000 gsf of development, the applicant should commit to reconstruct Beulah Street as a four lane divided roadway between the proposed site entrance and Charles Arrington Drive, unless county staff determine that the VDOT construction project is imminent. If construction is deemed to be imminent, funding equal to the total cost of utility relocation and widening this segment of roadway should be provided to partially offset the impacts of the proposed site development.

3. The need for a southbound right turn deceleration lane on Beulah Street at relocated Walker Lane.

The relocation of Walker Lane near the northern boundary of the site maximizes the distance between relocated Walker Lane and Charles Arrington Drive, (still substandard for median break spacing), but makes the construction of a right turn deceleration lane into the site difficult to achieve. The applicant should provide an interim right turn lane into the site, and commit to acquire the additional right-of-way necessary and fund construction of a permanent right turn lane into the site concurrent with the four lane improvement of Beulah Street north of relocated Walker Lane.

4. Provision of a commitment to provide right-of-way dedication and funding for a southbound right turn lane on Beulah Street at the proposed "Metro Park Drive".

The applicant has indicated a future street connection to Beulah Street opposite Charles Arrington Street, identified in the proffers as "Metro Park Drive". The roadway will provide the primary access to parking garages located along the southern boundary of the property, but pass through adjoining parcels which are *not* owned by the applicant. Although difficult to read on the development plan, it appears that a separate right turn lane is delineated. To reinforce this commitment, the applicant should provide a written commitment to dedicate for and construct/fund both an interim (if necessary) and permanent southbound right turn lane at this location.

5. Resolution of problems and funding of design changes to facilitate left turn access into the site.

The applicant's spine street which is now under construction fails to intersect Beulah Street at a planned median opening location. In addition, the close proximity of the intersection to Charles Arrington Drive will result in sub-standard left turn lanes at both intersections. Substandard left turn bays typically require traffic to enter the bay at a slower speed, and frequently result in spillback traffic blocking the inside through travel lane.

Given the design constraints, the applicant should develop alternative Beulah Street design options for evaluation, commit to fund appropriate modifications necessary to the VDOT project plans, and any additional costs associated with the VDOT roadway construction project.

6. Provision of phased site development.

Although the development plan delineates a roadway connection to Beulah Street opposite Charles Arrington Drive, the roadway is through land not owned by the applicant. As such, all access to the site is limited to a single turn lane. Since the a.m. peak hour left turn volume into the site at buildout is estimated by this department to be in excess of 1,000 vehicles per hour, the applicant should commit to the completion of secondary access into the site prior to the issuance of Non-RUPS for more than 425,000 gsf of commercial space.

7. Provision of a commitment, and provision of functional engineering information which demonstrates that "Metro Park Drive" between Beulah Street and relocated Walker Lane will be designed and constructed to public street standards so as to be accepted into the VDOT system for maintenance and operation.

The present design of the roadway does not appear to meet VDOT design standards and may need significant modifications to meet standards. The modifications could further impact adjoining properties not owned by the applicant, conflict with the existing power line tower or dictate the need for significant redesign of the proposed development layout. Access to public street standards is necessary to ensure future public street access will be available to the Lewin Park residential community at such time as the interchange planned for Beulah Street and the Parkway is constructed. The applicant should demonstrate that a public street can be constructed on the alignment proposed by the applicant.

8. Provision of an additional eastbound left turn lane on the Franconia-Springfield Parkway at Beulah Street.

Recent traffic counts, verified by field observations, indicate that during peak periods the turning demand exceeds the capacity of eastbound Parkway to northbound Beulah Street. The proposed development is expected to add approximately 400 left turn vehicles to this movement during the a.m. peak hour. Data published by the Virginia Transportation Technology Transfer Center of the Virginia Transportation Research Council states that dual left turn lanes should be provided at such time as the left turn volume [at a signalized intersections] exceeds 300 vehicles per hour. At a minimum, eastbound dual left turn lanes will be needed on this approach.

The applicant has provided a proffer for the construction of a second eastbound left turn lane. However, the commitment is delayed to first permit 850,000 gsf of development, and design limitations caveated in the proffer language raise concerns as to whether the applicant would ever be obligated to construct a second left turn lane. A strong commitment to construct the second turn lane concurrent with initial site development, and subject to VDOT approval should be provided by the applicant.

9. Provision of public street connection to Arco Street

The Lewin Park residential community immediately south of the subject site is presently accessed from Beulah Street via Lewin Drive. The adopted Comprehensive Plan calls for the construction of an interchange at the intersection of Beulah Street and the Franconia-Springfield Parkway. Funding for the interchange construction has not been identified and a time frame has not been established. However, at such time as an interchange is constructed, geometric constraints and safety concerns will likely dictate the need to eliminate the existing connection of Lewin Drive to Beulah Street. A public street right-of-way (Arco Street) presently stubs to the subject site from Lewin Drive.

The Ordinance requires that public street connections be provided to adjoining properties if needed for public access. Since the existing public street access will likely be eliminated at such time as the interchange is constructed, this department very strongly recommends that the subject development plan be modified and the applicant commit to provide for a future public street link between Arco Street and relocated Walker Lane. Note that only a commitment to provide a link in the future -- not at this time -- is recommended. The applicant is proposing, and this department does not object to the construction of a 7-foot high wall across the existing terminus of Arco Street so long as a continuous right-of-way is provided by the applicant to allow for a future extension of the street.

10. Specific Development Plan Issues

- a. The gross square foot tabulations for office development under the five building scenario, Tabulation A on Sheet 2 of 5 appears to sum to 1,095,200 gsf rather than the 1,088,600. If a math error exists it should be corrected.
- b. Development plan note 9 should be modified to reflect that although the locations of sidewalks delineated on the development plan are preliminary, a comprehensive pedestrian circulation plan equal to the one delineated on the development plan will be provided with the site development.
- c. Development plan note 12 reserves the right to request a reduction in parking to below the number required by Ordinance. Such a statement could suggest to a citizen reading the notes that the applicant seeks to mitigate site impacts and encourage public transit ridership by reducing the availability of parking. Since the site is proposed to be parked above Ordinance requirements by approximately 700 spaces, the applicant should indicate under what conditions a parking reduction below that required by Ordinance would be requested.
- d. Development plan note 16 indicates that pedestrian facilities will be constructed in phases. This department recommends that the proposed pedestrian connection to the

trail along the Franconia Springfield Parkway (and thus to Metro) be constructed prior to the issuance of Non-RUPS for the second building to be constructed on the site.

- e. Development note 19 indicates that access will be provided to the existing cemetery near the southern edge of the property. However, the development plan delineates a 7-foot brick wall to separate the cemetery from the site. The development plan should be modified to provide parking, a gate within the wall, and a paved walkway to cemetery.
 - f. Development plan note 30 concerns access to the Franconia-Springfield Parkway through land not owner by the applicant and for a use not included in the application. The note should be eliminated.
 - g. Place proposed street names on the development plan which are consistent with and identify the street names used in the draft proffers.
 - h. The development plan delineates a continuation of the development including travel aisles and parking spaces into the adjoining property. The applicant should clarify whether these continuations of site development are per agreements with the adjoining owners, or are for illustrative purposes only.
 - i. Provide a permanent cul-de-sac at the end of the relocated Walker Lane.
 - j. In order to improve traffic flow, eliminate the long left turn lane at the end of relocated Walker Lane in favor of a standard 16-foot wide landscaped median.
 - k. The proposed entrance to the child care facility will conflict with the cul-de-sac bulb. Parking and access to the child care facility, or the location of the cul-de-sac should be revised as needed.
11. Proffer Language Concerns
- a. Proffer #6. Define or clarify what is meant by "hotel office suites".
 - b. Proffer #8 commits to provide access to the rear of the Laurel Grove Baptist Church. The applicant should demonstrate that the points of access are at functional locations and at locations acceptable to the Church elders. Since the development will significantly impact the accessibility of the church property from Beulah Street, it would also be desirable for the applicant to commit, subject to Church approval, to construct a paved parking area within the church property which would tie to the proposed stubs to the property.

- c. Proffer #17 commits to the provision of pedestrian benches and pedestrian amenities as shown on the development plan. No benches or amenities appear to be shown on the plan.
- d. Proffer #22 provides for the construction of a second left turn lane on the Franconia-Springfield Parkway at Beulah Street at such time as development on the site exceeds 850,000 gsf. The commitment should be revised as previously discussed in this memorandum.
- e. Proffer #24 commits to provide dedication per VDOT project plans for the widening of Beulah Street. However, the time frame should be identified as "at time of site plan approval or upon request, whichever occurs first."
- f. Proffer #24 also commits to contribute "a pro-rata share for construction of its frontage improvements pursuant to a value mutually agreed upon with VDOT". As noted above the language should be revised to commit to construct a four lane section of Beulah Street concurrent with site development, or if deemed appropriate by DPW&ES/VDOT to contribute an equal amount as determined by DPW&ES at time of site plan approval in the event that the VDOT project is imminent. As noted previously, due to the inadequate capacity of Beulah Street, the lack of left turn storage, and access limited to a single entrance, this department does not support development of more than 425,000 gsf on the site without the provision of improvements to Beulah Street.
- g. Proffer #25 should be modified to indicate that the applicant will "warrant, design" and construct...traffic signals.
- h. Proffer #26. The provision of a contribution to modify future specific traffic patterns is not appropriate, given that volumes and traffic characteristics may dictate the need for alternative improvements in the future. The proffer should be revised to reflect a use of the funds for roadway improvements in the area of the site as deemed appropriate by the County Department of Transportation at that point in time.
- i. Proffer #27 reserves for seven years right-of-way for a flyover to the metrorail station. This proffer suggests to the public that mitigation in the form of a flyover is likely. The proffer should be deleted given that the location established by the applicant appears to channel the flyover near or into the storm water mitigation and wetlands area of the metrorail facility; the applicant has not provided alternate alignment options; the applicant has already indicated that flyover construction by the applicant is not viable

even with the applicants proposed development of approximately 1.1 million gross square feet of non-residential uses; and no other private or public source of funding has been identified.

- j. Proffer #28 should be revised to reflect the provision of a bus shelter to County standards rather than WMATA standards.
- k. Proffer # 30 commits to the provision of future private commercial street access to Lewin Park. As noted elsewhere, this department only supports the provision of future public street access to this community. The proffer and development plan should be revised to provide a commitment to future public street access.
- l. Proffer #31 suggests to the public that the County will acquire right-of-way for the future extension of the on-site roadway ("Metro Park Drive") through adjoining private property to Beulah Street. The County historically has not acquired the property of one individual to maximize the development potential and benefit of another individual property owner. As noted elsewhere the applicant should commit to limit site development to 425,000 gsf until such time the applicant purchases right-of-way for and constructs a second access into the site, "Metro Park Drive," opposite Charles Arrington Drive.
- m. Proffer #32 should be revised to provide for the construction of the "Metro Park Drive" connection to Beulah street prior to the development of more than 425,000 gsf on the site, and for the construction of both "Metro Park Drive" and Arco Street extended at such time as the properties presently served by Lewin Drive redevelopment, or interchange construction dictates the need for alternative local street access to the residences in this community.
- n. Proffer #33 Change "Drive" to "Street"
- o. Proffer #35 suggests to the public that access to the Franconia-Springfield Parkway will be provided. If constructed, any such connection would likely occur with the by-right development of the adjoining property. The proffer is unnecessary and could be misleading to the public. It should be deleted.
- p. Proffer #36 is too weak to be of value. First, "van" service every 15 minutes does not provide an effective incentive to use the nearby transit station. Second, based on the trip reductions assumed by the applicant each van, at one trip every 15 minutes, would need to carry almost 30 persons per trip to justify the trip rate reductions the applicant requested and was granted for proximity to the Joseph Alexander Transportation Center.

- q. Proffer #37 is too weak and should be modified to provide a much stronger commitment to transportation demand management methods.

AKR/caa

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

FAIRFAX COUNTY, VIRGINIA

JUN 23 1999

MEMORANDUM

ZONING EVALUATION DIVISION

TO: Barbara A. Byron, Director
Zoning Evaluation Division, DPZ

FROM: *Bruce G. Douglas*
Bruce G. Douglas, Chief
Environment and Development Review Branch, DPZ

SUBJECT: Revised ENVIRONMENTAL ASSESSMENT for: RZ /FDP 1998-LE-048
Fried Companies, Inc.

DATE: 22 June 1999

This memorandum, prepared by Mary Ann Welton, includes citations from the Comprehensive Plan that list and explain environmental policies for this property. The citations are followed by a discussion of environmental concerns, including a description of potential impacts that may result from the proposed development as depicted on the revised development plan dated June 4, 1999. Possible solutions to remedy identified environmental impacts are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

COMPREHENSIVE PLAN CITATIONS:

The Comprehensive Plan is the basis for the evaluation of this application. The assessment of the proposal for conformity with the environmental recommendations of the Comprehensive Plan is guided by the following citations from the Plan:

On pages 86 through 87 of the 1990 Policy Plan as amended on February 10, 1997, under the heading "Water Quality", the Comprehensive Plan states:

"Objective 2: Prevent and reduce pollution of surface and groundwater resources.

- Policy a. Implement a best management practices (BMP) program for Fairfax County, and ensure that new development and redevelopment complies with the County's best management practice (BMP) requirements.
- Policy c. In order to reduce stormwater runoff volumes and increase groundwater recharge, minimize the amount of impervious surface created as a result of development consistent with planned land

uses.

Development proposals should implement best management practices to reduce runoff pollution.”

On page 87 of the 1990 Policy Plan as amended on February 10, 1997, under the heading “Water Quality” the Comprehensive Plan states:

“Objective 3: Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.

Policy a. Ensure that new development and redevelopment complies with the County’s Chesapeake Bay Preservation Ordinance.”

On pages 88 to 89 of the 1990 Policy Plan as amended on February 10, 1997, under the heading “Noise”, the Comprehensive Plan states:

“ . . . Federal agencies with noise mitigation planning responsibilities have worked with the health community to establish maximum acceptable levels of exposure (Guidelines for Considering Noise in Land Use Planning and Control). These guidelines expressed in terms of sound pressure levels are 65 dBA L_{dn} for outdoor activity areas; 50 dBA L_{dn} for office environments; and 45 dBA L_{dn} for residences, schools, theaters and other noise sensitive uses.

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...

New development should not expose people in their homes, or other noise sensitive environments to noise in excess of 45 dBA L_{dn} , or to noise in excess of 65 dBA L_{dn} in the outdoor recreation areas of homes. To achieve these standards new residential development in areas impacted by highway noise between 65 and 75 dBA L_{dn} will require mitigation...”

On page 90 of the 1990 Policy Plan under the heading “Environmental Hazards”, the Comprehensive Plan states:

“Objective 6: Ensure that new development either avoids problem soil areas,

boundary of the that portion of the subject tract which is located immediately south of the railroad tracks. The RPA feature is not depicted on the development plan.

That portion of the site which is adjacent to Beulah Street has several older homes with some vegetation surrounding the houses. The area south of existing Walker Road is an open field which is crossed from east to west by a Virginia Power easement. The application includes four (4) office structures, one (1) hotel/retail structure two (2) parking structures one (1) child care facility as well as a significant amount of surface parking as a part of the development proposal. An underground stormwater facility is proposed for the eastern part of the site and a surface facility is depicted for the western part of the development.

Resolution:

It is recommended that the applicant accurately depict the Resource Protection Area feature which has been omitted on the development proposal. In addition to the proposed stormwater best management practices, it is suggested that the applicant evaluate the possibility of designing an open space amenity into the development plan. An open space amenity could serve to enhance water quality protection if bioretention/rain garden areas were implemented as part of the proposal. The surface parking areas could be graded in such a way as to create the proper drainage flow into landscaped areas. If the Department of Public Works and Environmental Services is in agreement, such a concept would be an innovative enhancement to water quality protection.

Issue:

The stormwater management facility which is proposed to be located on the westernmost portion of the subject site appears to be located in an area where Marine Clay may exist.

Resolution:

It is suggested that the applicant carefully evaluated the soil properties and integrate that information accordingly when choosing the most appropriate best management practice for the western portion of the subject site.

Soil Constraints

Issue:

The Soil Survey for Fairfax County has not identified soil types for that portion of the subject property which is adjacent to Beulah Street. However, that portion of the subject property which

or implements appropriate engineering measures to protect existing and new structures from unstable soils.

Policy a: Limit densities on slippage soils, and cluster development away from slopes and potential problem areas.

Policy b: Require new development on problem soils to provide appropriate engineering measures to ensure against geotechnical hazards.”

On page 93 of the 1990 Policy Plan as amended on February 10, 1997, under the heading “Environmental Resources”, the Comprehensive Plan states:

“The retention of environmental amenities on developed and developing sites is also important. The most visible of these amenities is the County’s tree cover. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans. It is also possible to restore lost vegetation through replanting. An aggressive urban forestry program could retain and restore meaningful amounts of the County’s tree cover.

**Objective 11: Conserve and restore tree cover on developed and developing sites.
Provide tree cover on sites where it is absent prior to development.**

Policy a: Protect and restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices ...”

ENVIRONMENTAL ANALYSIS:

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. 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.

Stormwater Best Management Practices

Issue:

The subject property is a 40.88 acre tract which falls within the Accotink Creek Watershed of Fairfax County specifically, and within the County’s Chesapeake Bay Watershed, generally. A Resource Protection Area feature associated with Long Branch traverses the northwestern

is adjacent to the railroad tracks is characterized by a variety of soil types which include the following: Cut and Fill; Mixed Alluvial (1A+); Beltsville (37B2); Loamy Gravelly Sediments (61C1); and Marine Clay (118).

Resolution:

Mixed Alluvial is considered a hydric soil type and is one indicator which is examined when determining the presence of jurisdictional wetlands. Jurisdictional wetlands are features which are protected under § 404 of the Clean Water Act as administered by the U.S. Army Corps of Engineers.

Marine Clay may pose problems to the structural integrity of future buildings. Thus, it is suggested that the applicant submit a soil survey and a geotechnical study to DPWES to ensure that possible soil constraints are addressed in the early stages of the development.

Transportation Generated Noise

Issue:

The northwestern portion of the subject site is situated immediately south of existing railroad tracks which have not been are not illustrated on the development proposal.

Resolution:

It is suggested that the applicant depict the railroad tracks on the development proposal. In addition, it is recommended that the applicant ensure that office buildings which are proposed adjacent to the railroad tracks meet a maximum interior noise standard of 50 dBA L_{dn} . Guidelines for acoustical treatment of commercial structures is attached.

Tree Preservation & Restoration

Issue:

The portion of the subject property which is located south of the railroad tracks is characterized by a dense tree cover. However, the development proposal does not depict any aspect of this existing vegetation for preservation.

That eastern portion of the site adjacent to Walker Road is predominantly barren of tree cover south of Walker Lane. However, some healthy evergreens are situated around the existing home sites. No landscape proposal has been submitted to accompany the development proposal.

Barbara A. Byron
RZ/FDP 1998-LE-048
Page 6

Resolution:

The applicant is encouraged to evaluate the western tract of the subject property with the Urban Forestry Branch of DPWES to identify suitable areas which may be worthy of tree preservation and which could reasonably be incorporated in the development proposal.

In addition regarding the entire site, the applicant is encouraged to prepare a comprehensive landscape plan which encompasses possible trees for transplantation which may exist on the subject property as well as a restorative plan which includes diverse native species inclusive of ground cover, shrubs, and trees. In addition, it is suggested that the landscape plan be integrated with the stormwater recommendation suggesting a complementary system of bioretention areas for this development proposal.

TRAILS PLAN:

The Trails Plan Map depicts a bicycle trail on the east side Beulah Street. At the time of Site Plan review, the Director, Department of Public Works and Environmental Services will determine what trail requirements may apply to the subject property.

BGD:MAW

GUIDELINES FOR THE ACOUSTICAL TREATMENT OF COMMERCIAL BUILDING
STRUCTURES WITHIN HIGHWAY NOISE IMPACT ZONES OF 70-75 dBA L_{dn}

In order to achieve a maximum interior noise level of 50 dBA L_{dn} all units located between the 70-75 dBA L_{dn} highway noise impact contours should have the following acoustical attributes:

1. Exterior walls should have a laboratory sound transmission class (STC) rating of at least 39.
2. Doors and windows should have a laboratory STC rating of at least 28. If windows function as walls (as determined by the Department of Environmental Management) they should have the same laboratory STC rating as walls.
3. Measures to seal and caulk between surfaces should follow methods approved by the American Society for Testing and Materials to minimize sound transmission.

DEP. AFFENDIA 0
PLANNING AND ZONING
FEB 4 1999
ZONING EVALUATION DIVISION

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Peter Braham, Staff Coordinator
Zoning Evaluation Division, DPZ **DATE:** February 3, 1999

FROM: Mark Buscaino, Urban Forester II
Urban Forestry Branch, OSDS, DPW&ES *MRS*

SUBJECT: Walker Properties, RZ/FDP 1998-DR-048
Tax Map Reference 091-1((1)); 11, 23, 23A, 24, 26, 27, 28, 29, 30, 31A, 31B

RE: Request for review received January 27, 1999

At the request of the Department of Planning and Zoning, a site visit was conducted on December 11, 1998 to determine the potential for tree preservation and to address other tree-related issues. The following comments are based upon that site visit and the Conceptual/Final Development Plan (CDP/FDP) dated October 20, 1998 which was provided for information.

There are three distinct areas encompassed in the parcels included in the plan amendment: A) the rectangular shaped parcel located south of the Franconia-Springfield Parkway; B) the triangular shaped parcel located southeast of the existing railroad tracks and north of the Franconia-Springfield Parkway, and; C) existing parcels 23 through 31B. Each area is described individually in the comments and recommendations section presented below.

Area A (rectangular shaped parcel located south of the Franconia-Springfield Parkway)

This parcel is located within the I-4 and I-5 zoning districts and supports a pure, dense stand of Virginia pine with mixed hardwoods bordering the stand to the south.

1. **Comment:** The evergreen tree cover on this site is in excellent health and serves as a highly effective visual and noise barrier from Franconia-Springfield Parkway for the residential lots to the south.

Recommendation: Retain this forest in its current state to maintain this naturally established transitional screen.

Area B (triangular shaped parcel located southeast of the railroad tracks and north of the Franconia-Springfield Parkway)

This parcel is zoned I-4 and I-5, and supports a young stand of mixed hardwoods and Virginia pine. It is traversed by a Virginia Power easement on its eastern side, and has an existing abandoned building site in its southeastern corner. A perennial stream is located between the

railroad tracks and the Plantation Pipe Line easement flowing in a southwesterly direction. This stream is protected by a Resource Protection Area (RPA) which extends approximately 150 feet onto the subject property.

2. **Comment:** Any proposed development within the RPA could potentially destabilize the stream.

Recommendation: The existing RPA line should be left intact and all trees within it preserved to maintain stream stability and act as a riparian filter for any run-off entering the stream.

Area C (existing parcels 23 through 31B)

These parcels are zoned R-1, are partially developed with several existing single family homes, and are traversed by a 100 foot Virginia Power easement at their southern boundary. The vegetation on these parcels includes maintained grasslands, an area of mature forest with sparse understory around the existing church to the east and scattered landscape trees and shrubs.

3. **Comment:** There are a significant number of landscape-quality trees dispersed throughout the site, with a concentration around the existing house at 6326 Walker Lane. Notable specimens located around the existing house include a 15 foot tall blue spruce, several 20+ foot tall Eastern red cedars, a 10 foot tall American holly and a 14 inch diameter weeping cherry. On existing parcel 27 there is a 12 inch diameter, double leader American holly tree.

Recommendation: Many of these specimens could survive transplanting and would be valuable assets to any future development of these parcels. Commitments should be obtained to preserve these specimens.

4. **Comment:** There is a significant quantity of established volunteer deciduous tree seedlings and saplings just south of the Virginia Power easement bordering lots 1 - 11 on Lewin Drive. The existing Virginia Power easement prevents the planting of trees within the easement, limiting future screening opportunities.

Recommendation: Obtain a commitment for the preservation of the existing vegetation adjacent to lots 1 - 11 on Lewin Drive to provide for screening of this existing residential area from future commercial uses. Substantial buffering through shrub planting in the Virginia Power easement should also be provided to lessen the impact of proposed commercial development on the existing residences to the south.

Walker Properties
RZ/FDP 1998-DR-048
February 3, 1999
Page 3

Please contact me at 324-1770 if you have any questions.

MRB/
UFBID 99-0483

cc: RA file
DPZ file

RECEIVED
DEPARTMENT OF PLANNING AND ZONING

FEB 4 1999

ZONING EVALUATION DIVISION

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Peter Braham, Staff Coordinator
Zoning Evaluation Division, DPZ **DATE:** February 3, 1999

FROM: Mark Buscaino, Urban Forester II
Urban Forestry Branch, OSDS, DPW&ES 

SUBJECT: Walker Properties, RZ/FDP 1998-DR-048
Tax Map Reference 091-1((1)); 11, 23, 23A, 24, 26, 27, 28, 29, 30, 31A, 31B

RE: Request for review received January 27, 1999

At the request of the Department of Planning and Zoning, a site visit was conducted on December 11, 1998 to determine the potential for tree preservation and to address other tree-related issues. The following comments are based upon that site visit and the Conceptual/Final Development Plan (CDP/FDP) dated October 20, 1998 which was provided for information.

There are three distinct areas encompassed in the parcels included in the plan amendment: A) the rectangular shaped parcel located south of the Franconia-Springfield Parkway; B) the triangular shaped parcel located southeast of the existing railroad tracks and north of the Franconia-Springfield Parkway, and; C) existing parcels 23 through 31B. Each area is described individually in the comments and recommendations section presented below.

Area A (rectangular shaped parcel located south of the Franconia-Springfield Parkway)

This parcel is located within the I-4 and I-5 zoning districts and supports a pure, dense stand of Virginia pine with mixed hardwoods bordering the stand to the south.

1. **Comment:** The evergreen tree cover on this site is in excellent health and serves as a highly effective visual and noise barrier from Franconia-Springfield Parkway for the residential lots to the south.

Recommendation: Retain this forest in its current state to maintain this naturally established transitional screen.

Area B (triangular shaped parcel located southeast of the railroad tracks and north of the Franconia-Springfield Parkway)

This parcel is zoned I-4 and I-5, and supports a young stand of mixed hardwoods and Virginia pine. It is traversed by a Virginia Power easement on its eastern side, and has an existing abandoned building site in its southeastern corner. A perennial stream is located between the

railroad tracks and the Plantation Pipe Line easement flowing in a southwesterly direction. This stream is protected by a Resource Protection Area (RPA) which extends approximately 150 feet onto the subject property.

2. **Comment:** Any proposed development within the RPA could potentially destabilize the stream.

Recommendation: The existing RPA line should be left intact and all trees within it preserved to maintain stream stability and act as a riparian filter for any run-off entering the stream.

Area C (existing parcels 23 through 31B)

These parcels are zoned R-1, are partially developed with several existing single family homes, and are traversed by a 100 foot Virginia Power easement at their southern boundary. The vegetation on these parcels includes maintained grasslands, an area of mature forest with sparse understory around the existing church to the east and scattered landscape trees and shrubs.

3. **Comment:** There are a significant number of landscape-quality trees dispersed throughout the site, with a concentration around the existing house at 6326 Walker Lane. Notable specimens located around the existing house include a 15 foot tall blue spruce, several 20+ foot tall Eastern red cedars, a 10 foot tall American holly and a 14 inch diameter weeping cherry. On existing parcel 27 there is a 12 inch diameter, double leader American holly tree.

Recommendation: Many of these specimens could survive transplanting and would be valuable assets to any future development of these parcels. Commitments should be obtained to preserve these specimens.

4. **Comment:** There is a significant quantity of established volunteer deciduous tree seedlings and saplings just south of the Virginia Power easement bordering lots 1 - 11 on Lewin Drive. The existing Virginia Power easement prevents the planting of trees within the easement, limiting future screening opportunities.

Recommendation: Obtain a commitment for the preservation of the existing vegetation adjacent to lots 1 - 11 on Lewin Drive to provide for screening of this existing residential area from future commercial uses. Substantial buffering through shrub planting in the Virginia Power easement should also be provided to lessen the impact of proposed commercial development on the existing residences to the south.

Walker Properties
RZ/FDP 1998-DR-048
February 3, 1999
Page 3

Please contact me at 324-1770 if you have any questions.

MRB/
UFBID 99-0483

cc: RA file
DPZ file

**Fairfax
County
Park
Authority**



MEMORANDUM

TO: Barbara Byron, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Lynn Tadlock, Director
Planning and Development Division

SUBJECT: RZ/FDP 1998-LE-048
Metro Park
Loc: 91-1((1))23,23A,24,26,27,28,29,30,31A,31B

DATE: December 28, 1998

RECEIVED
DEPARTMENT OF PLANNING AND ZONING

JAN 8 1999

ZONING EVALUATION DIVISION

The Fairfax County Park Authority (FCPA) staff has reviewed the above referenced application. Based upon that review, staff has determined that this application bears no adverse impact on land or resources of the Fairfax County Park Authority.

cc: Doug Petersen, Planning and Development, FCPA
Dorothea L. Stefen, Plan Review Case Manager, FCPA
Gail Croke, Planning and Development, FCPA

MEMORANDUM

DATE: September 29 , 1998

TO: Barbara Byron, Director
ZED/OCP

FROM: Donald M. Sweig, Ph.D.
Heritage Resources Specialist -III
Resource Management Division
Fairfax County Park Authority
237-4881



REFERENCE: RZ/FDP1998-LE-048

APPLICANT/PROPERTY NAME: Fried Companies Inc.

RECOMMENDATION: Prior to any land disturbing activities on the Application Property, applicants should conduct a Phase-I archaeological survey. If warranted by the Phase-I survey, applicants should conduct Phase-II and Phase-III archaeological surveys. For Additional information, please contact Mike Johnson at 237-4881.

RATIONALE: Potential for historical archaeological resources.

RECEIVED
DEPARTMENT OF PLANNING AND ZONING
OCT 2 1998
ZONING EVALUATION DIVISION

cc: M. Johnson
B. Naef

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

RECEIVED

DEPARTMENT OF PLANNING AND ZONING

JAN 29 1999

ZONING EVALUATION DIVISION

TO: Staff Coordinator
Zoning Evaluation Division, OCP

DATE: January 27, 1999

FROM: Gilbert Osei-Kwadwo (Tel: 324-5025) *gok*
System Engineering & Monitoring Division
Office of Waste Management, DPW

SUBJECT: Sanitary Sewer Analysis Report

REFERENCE: Application No. RZ/FDP 1998-LE-048

Tax Map No. 091-1-((1))23, 23A, 24, 26, 27, 28, 29, 30, 31A, 31B

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 Accotink Creek (M-6) watershed. It would be sewered into the Lower Potomac Treatment Plant.
2. Based upon current and committed flow, there is excess capacity in the Lower Potomac Pollution Control Plant 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. A proposed & existing 8 inch lines located in an easement and on the property 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.

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

5. Other pertinent information or comments: No excessive or shallow sewer will be permitted. No pumping allowed, sewerage from the lowest floor to be served should flow by gravity to the main sewer line.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

December 21, 1998

RECEIVED
DEPARTMENT OF PLANNING AND ZONING
DEC 22 1998
ZONING EVALUATION DIVISION

TO: Barbara Byron, Director
Zoning Evaluation Division
Office of Comprehensive Planning

FROM: Ralph Dulaney (246-3868) *RND*
Planning Section
Fire and Rescue Department

SUBJECT: Fire and Rescue Department Preliminary Analysis of Final Development Plan
FDP 1998-LE-048 and Rezoning Application RZ 1998-LE-048

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 #05, Franconia.
2. After construction programmed for FY 19__, this property will be serviced by the fire station planned for the _____ area.
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; however, a station location study is currently underway, which may impact this rezoning positively.

FAIRFAX COUNTY WATER AUTHORITY

8560 Arlington Boulevard - P. O. Box 1500
Merrifield, Virginia 22116-0815
(703) 289-6300

December 23, 1998

MEMORANDUM

RECEIVED
- DEPARTMENT OF PLANNING AND ZONING

TO: Staff Coordinator (Tel. 324-1250)
Zoning Evaluation Division-Suite 800
12055 Government Center Parkway
Fairfax, Virginia 22035

JAN 4 1999

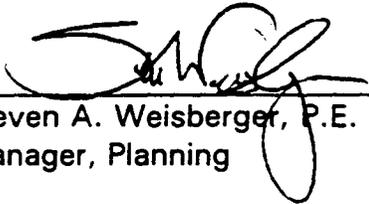
ZONING EVALUATION DIVISION

FROM: Planning Branch (Tel. 289-6363)
Planning and Engineering Division

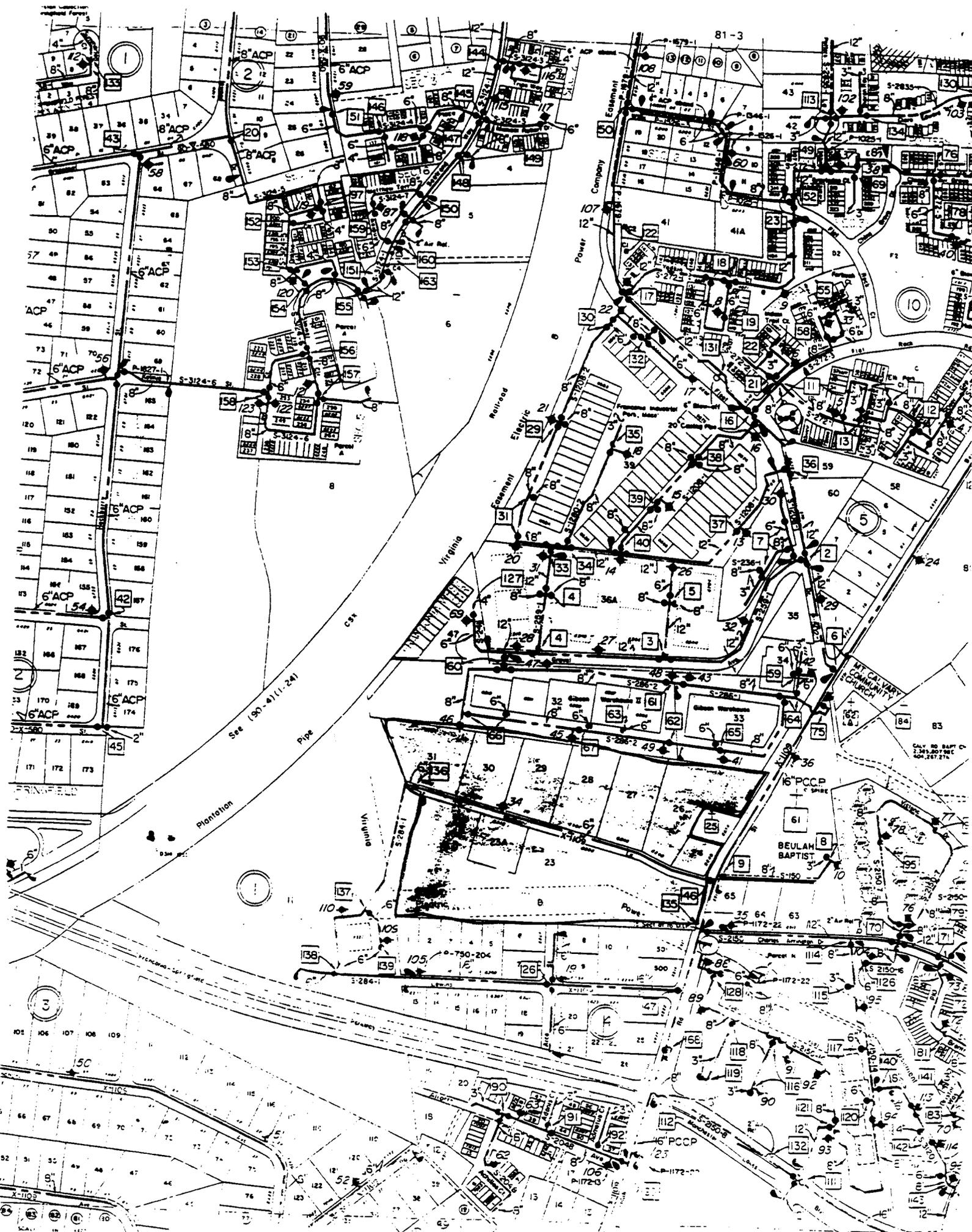
SUBJECT: Water Service Analysis, Rezoning Application RZ 98-LE-048
FDP 98-LE-048

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

1. The application property is located within the franchise area of the Fairfax County Water Authority.
2. Adequate domestic water service is available at the site from existing 8 & 16 inch mains located at the property. See enclosed property map.
3. Depending upon the configuration of the onsite water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.


Steven A. Weisberger, P.E.
Manager, Planning

Attachment



USERS NOTING ERRORS OR OMISSIONS

SELECTED EXCERPTS FROM THE ZONING ORDINANCE

ARTICLE 6

PLANNED DEVELOPMENT DISTRICT REGULATIONS

PART 2 6-200 PDC PLANNED DEVELOPMENT COMMERCIAL DISTRICT

6-201 Purpose and Intent

The PDC District is established to encourage the innovative and creative design of commercial development. The district regulations are designed to accommodate preferred high density land uses which could produce detrimental effects on neighboring properties if not strictly controlled as to location and design; to insure high standards in the lay-out, design and construction of commercial developments; and otherwise to 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 a development plan prepared and approved in accordance with the provisions of Article 16.

6-206 Use Limitations

1. All development shall conform to the standards set forth in Part 1 of Article 16.
2. All uses shall comply with the performance standards set forth in Article 14.
3. When a use presented in Sect. 203 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. 203 above as a Group or Category use is being considered for approval as a special exception use, pursuant to Sect. 205 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 and Group 3 medical care facility uses shall be subject to the review procedures presented in Part 3 of Article 9.

4. 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.
5. Secondary uses shall be permitted only in a PDC District which contains one or more principal uses. Unless modified by the Board in conjunction with the approval of a

conceptual development plan in order for further implementation of the adopted comprehensive plan, the gross floor area devoted to dwellings as a secondary use shall not exceed fifty (50) percent of the gross floor area of all principal uses in the development, except that the floor area for affordable and market rate dwelling units which comprise the increased density pursuant to Part 8 of Article 2 shall be excluded from this limitation. The gross floor area of all other secondary uses shall not exceed twenty-five (25) percent of the gross floor area of all principal uses in the development.

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.

6. Secondary uses shall be designed so as to maintain and protect the character of adjacent properties, and shall be conducted entirely within an enclosed building, with no outside display, except those uses which by their nature must be conducted outside a building.
7. Service stations, service station/mini-marts and vehicle light service establishments shall be permitted only under the following conditions:
 - A. Located in a commercial center consisting of not less than three (3) commercial establishments, such commercial establishments to be other than automobile-related.
 - B. There shall be no vehicle or tool rental and no outdoor storage or display of goods offered for sale, except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart. In addition, no more than two (2) vehicles that are wrecked, inoperable or abandoned may be temporarily stored outdoors for a period in excess of seventy-two (72) hours, and in no event shall any one such vehicle be stored outdoors for a period exceeding seventy-two (72) hours.
8. Signs shall be permitted only in accordance with the provisions of Article 12, and off-street parking and loading facilities and private streets shall be provided in conformance with the provisions of Article 11.
9. Notwithstanding the provisions of Par. 5 and 6 above, housing for the elderly as a secondary use need not be designed to serve primarily the needs of the residents and occupants of the planned development in which located but shall be designed so as to maintain and protect the character of adjacent properties. The gross floor area devoted to housing for the elderly as a secondary use shall not exceed fifty (50) percent of the gross floor area of all uses in the development.
10. Fast food restaurants shall be permitted only in accordance with the following:
 - A. Fast food restaurants may be permitted as a secondary use when shown on an approved final development plan, and provided such use is located in a

nonresidential structure containing at least one (1) other permitted principal or secondary use, in accordance with the following:

- (1) Such fast food restaurants shall be oriented to cater primarily to occupants and/or employees in the structure in which located, or of that structure and adjacent structures in the same building complex which are accessible via a clearly designated pedestrian circulation system; and
- (2) Such use(s) shall comprise not more than fifteen (15) percent of the gross floor area of the structure.

B. Fast food restaurants not permitted under the provisions of Par. A above may be permitted as a secondary use by special exception, in accordance with the following:

- (1) The structure containing the fast food restaurant shall be designed as an integral component of a building complex, and shall be reviewed for compatibility with the approved PDC development; and
- (2) The fast food restaurant shall be safely and conveniently accessible from surrounding uses via a clearly defined pedestrian circulation system which minimizes points of conflict between vehicular and pedestrian traffic. Pedestrian ways shall be prominently identified through design features such as, but not limited to, the use of special pavement treatments for walkways and crosswalks, and/or the use of consistent and distinctive landscaping. Vehicular access to the use shall be provided via the internal circulation system of the building complex, and no separate entrance to the use shall be permitted from any thoroughfare intended to carry through traffic.

11. Kennels and veterinary hospitals shall be located within a completely enclosed building which is adequately soundproofed and constructed so that there will be no emission of odor or noise detrimental to other property in the area. In addition, the Health Department shall approve the construction and operation of all veterinary hospitals prior to issuance of any Building Permit or Non-Residential Use Permit.
12. Drive-through pharmacies shall be permitted only on a lot which is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking. Adequate parking and stacking spaces for the use shall be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.

6-207 Lot Size Requirements

1. Minimum district size: No land shall be classified in the PDC District unless the Board finds that the proposed development meets at least one (1) of the following conditions:

- A. The proposed development will yield a minimum of 100,000 square feet of gross floor area.
 - B. The proposed development will be a logical extension of an existing P District, in which case it must yield a minimum of 40,000 square feet of gross floor area.
 - C. The proposed development is located within an area designated as a Community Business Center in the adopted comprehensive plan or is in a Commercial Revitalization District and a final development plan is 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 complement existing and planned development by incorporating high standards of urban design, to include provision for any specific urban design plans for the area and for pedestrian movement and access.
- 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 development plan.
 - 3. Minimum lot width: No requirement for each use or building.

6-208 Bulk Regulations

- 1. Maximum building height: Controlled by the standards set forth in Part 1 of Article 16.
- 2. Minimum yard requirements: Controlled by the standards set forth in Part 1 of Article 16.
- 3. Maximum floor area ratio: 1.5, which may be increased by the Board, in its sole discretion, up to a maximum of 2.5 in accordance with and when the conceptual and final development plans include one or more of the following:
 - A. More open space than the minimum required by Sect. 209 below - Not more than 2% for each additional 1% of the gross area provided in open space.
 - B. Unique design features and amenities within the planned development which require unusually high development costs and which achieve an especially attractive and desirable development, such as, but not limited to, terraces, sculpture, reflecting pools and fountains - As determined by the Board in each instance, but not to exceed 35%.
 - C. Below-surface off-street parking facilities - Not more than 5% for each 20% of the required number of parking spaces to be provided.

- D. Above-surface off-street parking facilities within an enclosed building or structure - Not more than 3% for each 20% of the required number of parking spaces to be provided.

The maximum floor are ratio permitted by this Part shall exclude the floor area for affordable and bonus market rate dwelling units provided in accordance with Part 8 of Article 2.

6-209 Open Space

1. 15% of the gross area shall be open space.
2. In a PDC development where dwelling units are proposed as a secondary use, as part of the open space to be provided in accordance with the provisions of Par. 1 above, there shall be a requirement to provide recreational facilities for the enjoyment of the residents of the dwelling units. The provision of such facilities shall be subject to the provisions of Sect. 16-404 and such requirement shall be based on a minimum expenditure of \$500 per dwelling unit for such facilities for rezoning applications accepted prior to October 3, 1997 and approved by March 24, 1998 and \$955 per dwelling unit for such facilities for rezoning applications accepted subsequent to October 3, 1997 or approved after March 24, 1998, and either
 - A. The facilities shall be provided on-site by the developer in substantial conformance with the approved final development plan. In the administration of this provision, credit shall be considered where there is a plan to provide common recreational facilities for the residents of the dwelling units and the occupants of the principal uses, and/or
 - B. The Board may approve the provision of the facilities located on property which is not part of the subject PDC District.

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

ARTICLE 16

DEVELOPMENT PLANS

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.

ARTICLE 8

SPECIAL PERMITS

8-305 Additional Standards for Home Child Care Facilities, Child Care Centers and Nursery Schools

1. For home child care facilities the following standards shall apply:
 - A. The number of children that may be cared for in a home child care facility may exceed the number of children permitted under Par. 6A of Sect. 10-103, but in no event shall the maximum number of children permitted at any one time exceed ten (10).
 - B. The BZA shall review all existing and/or proposed parking to determine if such parking is sufficient. The BZA may require the provision of additional off-street parking spaces based on the maximum number of vehicles expected to be on site at any one time and such parking shall be in addition to the requirement for the dwelling unit.
 - C. The provisions of Article 13 shall not apply to home child care facilities, however, the BZA may require the provision of landscaping and screening based on the specifics of each application.
 - D. Notwithstanding Par. 2 of Sect. 011 above, all applications shall be accompanied by ten (10) copies of a plan drawn to scale. The plan, which may be prepared by the applicant, shall contain the following information:
 - (1) The dimensions, boundary lines and area of the lot or parcel.
 - (2) The location, dimensions and height of any building, structure, or addition, whether existing or proposed.
 - (3) The distance from all property lines to the existing or proposed building, structure or addition, shown to the nearest foot.
 - (4) The dimensions and size of all outdoor recreation space and the location of such space in relation to all lot lines.
 - E. All such uses shall be subject to the regulations of Chapter 30 of The Code or Sect. 63.1-196 of the Code of Virginia.
2. For child care centers and nursery schools the following standards shall apply:

- A. In addition to complying with the minimum lot size requirements of the zoning district in which located, the minimum lot area shall be of such size that 100 square feet of usable outdoor recreation area shall be provided for each child that may use the space at any one time. Such area shall be delineated on a plat submitted at the time the application is filed.

For the purpose of this provision, usable outdoor recreation area shall be limited to:

- (1) That area not covered by buildings or required off-street parking spaces.
- (2) That area outside the limits of the minimum required front yard, unless specifically approved by the BZA for child care centers and nursery schools in commercial and industrial districts only.
- (3) Only that area which is developable for active outdoor recreation purposes.
- (4) An area which occupies no more than eighty (80) percent of the combined total areas of the required rear and side yards.

- B. All such uses shall be located so as to have direct access to an existing or programmed public street of sufficient right-of-way and cross-section width to accommodate pedestrian and vehicular traffic to and from the use as determined by the Director. To assist in making this determination, each applicant, at the time of application, shall provide an estimate of the maximum expected trip generation, the distribution of these trips by mode and time of day, and the expected service area of the facility. As a general guideline, the size of the use in relation to the appropriate street type should be as follows, subject to whatever modification and conditions the BZA deems to be necessary or advisable:

Number of Persons	Street Type
1-75	Local
76-99	Collector

- C. All such uses shall be located so as to permit the pick-up and delivery of all persons on the site.
- D. All such uses shall be subject to the regulations of Chapter 30 of The Code or Title 63.1, Chapter 10 of the Code of Virginia.

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 in the zoning district if the site were developed as a conventional subdivision. See 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 be 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 Environmental Management.

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 DEM 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 DEM 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	PD	Planning Division
ADU	Affordable Dwelling Unit	PDC	Planned Development Commercial
ARB	Architectural Review Board	PDH	Planned Development Housing
BMP	Best Management Practices	PFM	Public Facilities Manual
BOS	Board of Supervisors	PRC	Planned Residential Community
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	SP	Special Permit
DP	Development Plan	TDM	Transportation Demand Management
DPWES	Department of Public Works and Environmental Services	TMA	Transportation Management Association
DPZ	Department of Planning and Zoning	TSA	Transit Station Area
DU/AC	Dwelling Units Per Acre	TSM	Transportation System Management
EQC	Environmental Quality Corridor	UP & DD	Utilities Planning and Design Division, DPWES
FAR	Floor Area Ratio	UMTA	Urban Mass Transit Association
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HCD	Housing and Community Development	VPH	Vehicles per Hour
LOS	Level of Service	WMATA	Washington Metropolitan Area Transit Authority
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DOT	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch