



FAIRFAX COUNTY

REZONING APPLICATION FILED: November 18, 1998
SE APPLICATION FILED: April 30, 2001
PLANNING COMMISSION: May 29, 2002
BOARD OF SUPERVISORS: Not Scheduled

V I R G I N I A

May 16, 2002

STAFF REPORT

APPLICATIONS RZ 1998-LE-064 & SE 01-L-020
(Concurrent with SEA 91-L-053-4 & SEA 91-L-054-3)

LEE DISTRICT

APPLICANT:	Springfield East, L. C.
PRESENT ZONING:	I-4
REQUESTED ZONING:	C-4
PARCEL(S):	90-1 ((1)) 58A pt., 58B and 59A pt.
ACREAGE:	9.72 acres
FLOOR AREA RATIO (FAR):	1.22 (Hotel/Office Option) 1.12 (All Office Option)
OPEN SPACE:	2.7 acres (28%) (Both Options)
PLAN MAP:	Industrial (Plan Text has an Option for Mixed Use)
SE CATEGORY/USE:	Category 5/Hotel in the C-4 District
PROPOSAL:	Develop a Total of Three (3) Buildings around a plaza; the Hotel/Office Option would include Two (2) Office Buildings (360,000 square feet) and a Hotel (160,000 square feet) with a total of 520,000 square feet of Gross Floor Area; and the All Office Option would be Three (3) Office Buildings (474,000 square feet total)
WAIVERS AND MODIFICATIONS:	Modification of the Transitional Screening and Barrier Requirements along the Boundary with the PDH-40 District

STAFF RECOMMENDATIONS:

Staff recommends denial of RZ 1998-LE-064. However, should it be the intent of the Board of Supervisors to approve RZ 1998-LE-064, staff recommends that the approval be subject to the execution of the draft proffers contained in Appendix 1.

Staff recommends denial of SE 01-L-020. However, should it be the intent of the Board of Supervisors to approve SE 01-L-020, staff recommends that the approval be subject to the development conditions contained in Appendix 2.

Staff recommends denial of SEA 91-L-053-4. However, should it be the intent of the Board of Supervisors to approve SEA 91-L-053-4, staff recommends that the approval be subject to the development conditions contained in Appendix 3.

Staff recommends denial of SEA 91-L-054-3. However, should it be the intent of the Board of Supervisors to approve SEA 91-L-054-3, staff recommends that the approval be subject to the development conditions contained in Appendix 4.

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 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.





FAIRFAX COUNTY

SEA APPLICATIONS FILED: December 20, 2000
PLANNING COMMISSION: May 29, 2002
BOARD OF SUPERVISORS: Not Scheduled

V I R G I N I A

May 16, 2002

STAFF REPORT

**APPLICATIONS SEA 91-L-053-4 & SEA 91-L-054-3
(Concurrent with RZ 1998-LE-064 & SE 01-L-020)**

LEE DISTRICT

APPLICANT: Springfield East L. C.

ZONING: I-4

PARCEL: 90-2 ((1)) 60

ACREAGE: 26.12 acres

PLAN MAP: Public Use (Transit Station)

SE CATEGORY/USE: Category 4/WMATA Facilities and Category 6/Fill in a Floodplain

PROPOSAL: Amend a portion of each of these Special Exception Amendments previously approved for WMATA Facilities and Fill in a Floodplain for the Joe Alexander Transit Center to Allow a Road Connection for Shuttle Buses to the loop road in the Transit Center from the Property that is Subject to RZ 1998-LE-064 and SE 01-L-020

STAFF RECOMMENDATIONS:

Staff recommends denial of SEA 91-L-053-4. However, should it be the intent of the Board of Supervisors to approve SEA 91-L-053-4, staff recommends that the approval be subject to the development conditions contained in Appendix 3.

Staff recommends denial of SEA 91-L-054-3. However, should it be the intent of the Board of Supervisors to approve SEA 91-L-054-3, staff recommends that the approval be subject to the development conditions contained in Appendix 4.

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 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.



Special Exception

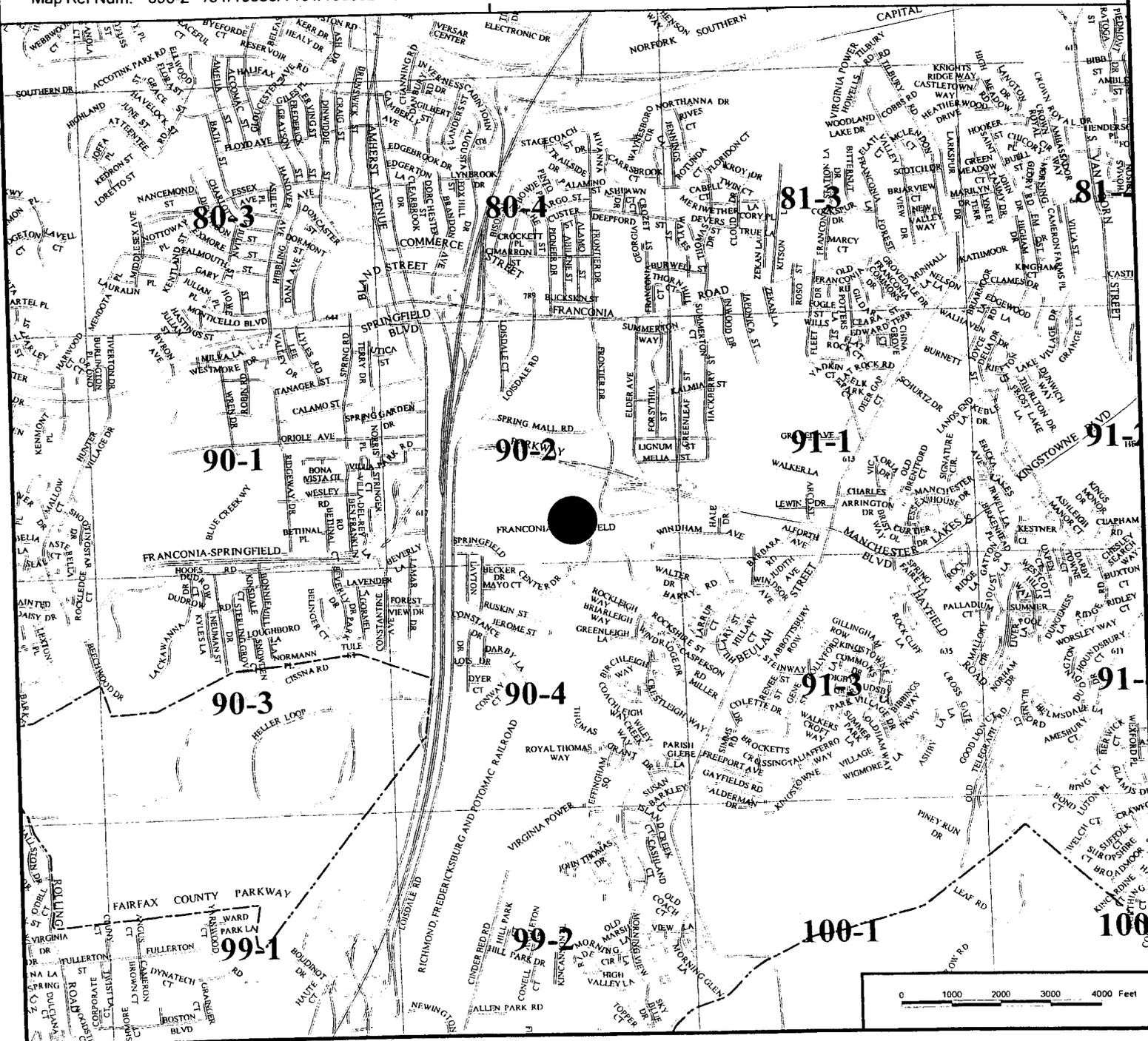
SE 01-L-020

Rezoning Application

RZ 1998-LE-064

Applicant: SPRINGFIELD EAST LC
Filed: 04/30/2001
Proposed: HOTEL
Area: 9.72 AC OF LAND; DISTRICT - LEE
Zoning Dist Sect: 04-0404
Art 9 Group and Use: 5-14
Located: AT THE TERMINUS OF SPRINGFIELD CENTER DRIVE
Zoning: C-4 Plan Area: 4
Overlay Dist:
Map Ref Num: 090-2- /01/ /0058A /01/ /0058B /01/ /0059A

Applicant: SPRINGFIELD EAST LC
Filed: 11/18/1998
Proposed: REZONE FROM THE I-4 TO THE C-4 DISTRICT TO PERMIT MIXED USE DEVELOPMENT
Area: 9.72 AC OF LAND; DISTRICT - LEE
Located: GENERALLY AT THE N. TERMINUS OF SPRINGFIELD CENTER DR., S. OF THE FRANCONIA-SPRINGFIELD PKWY., AND S.W. OF THE JOE ALEXANDER TRANSPORTATION CTR.
Zoning: FROM I-4 TO C-4
Overlay Dist:
Map Ref Num: 090-2- /01/ /0058A /01/ /0058B /01/ /0059A



Special Exception Amendment

SEA 91-L-053-04

Applicant: SPRINGFIELD EAST LC
Filed: 12/20/2000
Area: 26.12 AC OF LAND; DISTRICT - LEE
Proposed: AMEND SE 91-L-053 PREVIOUSLY APPROVED FOR WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY FACILITIES TO PERMIT SITE MODIFICATIONS TO MODIFY ROAD AND PEDESTRIAN ADDITION ACCESS POINTS TO THE METRORAIL STATION.

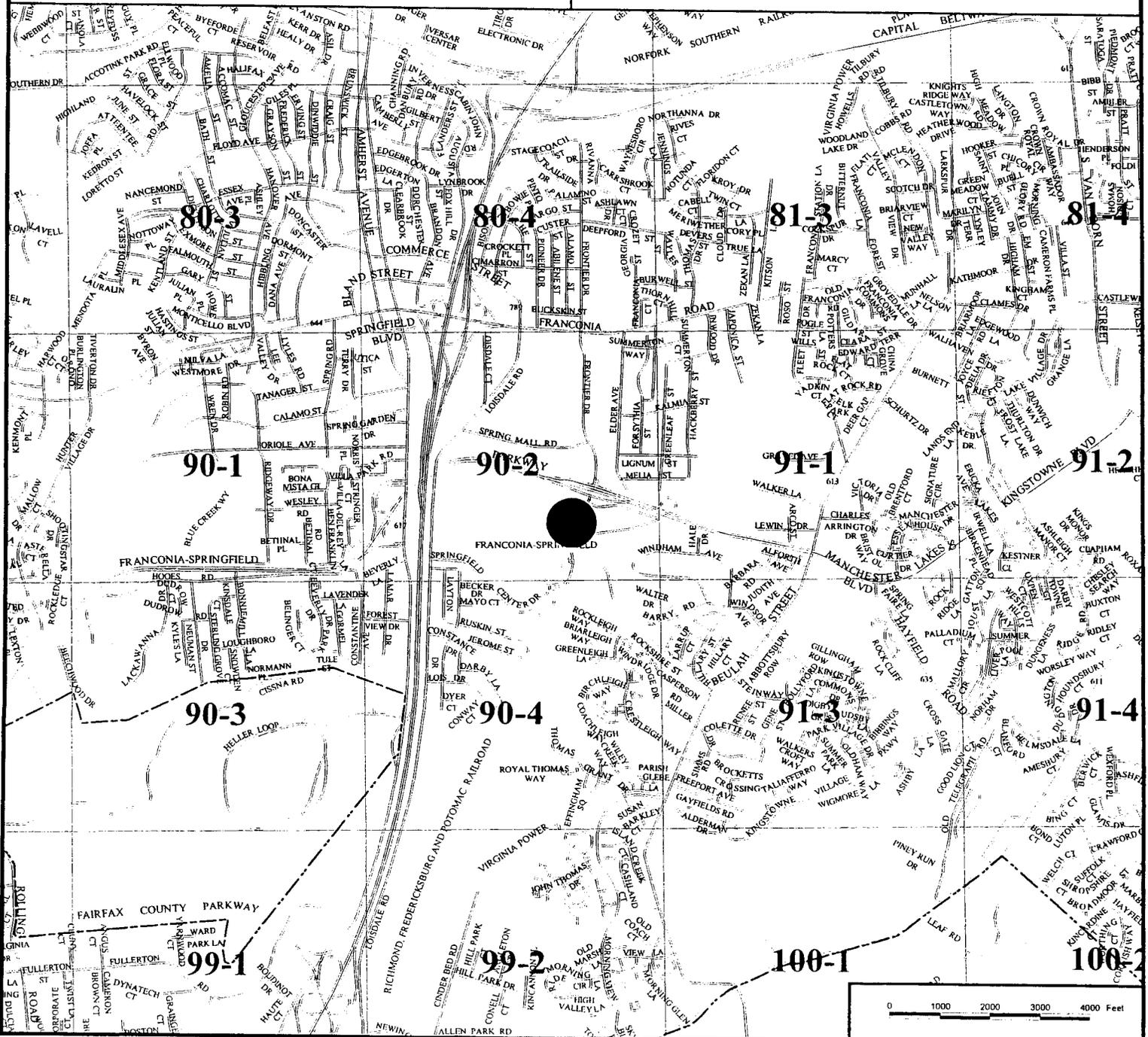
Zoning Dist Sect: 05-0404
Art 9 Group and Use: 4-05
Located: N/A
Zoning: I-4 Plan Area: 4
Overlay Dist:
Map Ref Num: 090-2- /01/ /0060

Special Exception Amendment

SEA 91-L-054-03

Applicant: SPRINGFIELD EAST LC
Filed: 12/20/2000
Area: 26.12 AC OF LAND; DISTRICT - LEE
Proposed: AMEND SE 91-L-054 PREVIOUSLY APPROVED FOR USES IN A FLOODPLAIN TO PERMIT SITE MODIFICATIONS.

Zoning Dist Sect: 02-0904
Art 9 Group and Use: 6-02
Located: N/A
Zoning: I-4 Plan Area: 4
Overlay Dist:
Map Ref Num: 090-2- /01/ /0060



Special Exception Amendment

SEA 91-L-053-04

Applicant: SPRINGFIELD EAST LC
 Filed: 12/20/2000
 Area: 26.12 AC OF LAND; DISTRICT - LEE
 Proposed: AMEND SE 91-L-053 PREVIOUSLY APPROVED FOR WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY FACILITIES TO PERMIT SITE MODIFICATIONS TO MODIFY ROAD AND PEDESTRIAN ADDITION ACCESS POINTS TO THE METRO RAIL STATION.

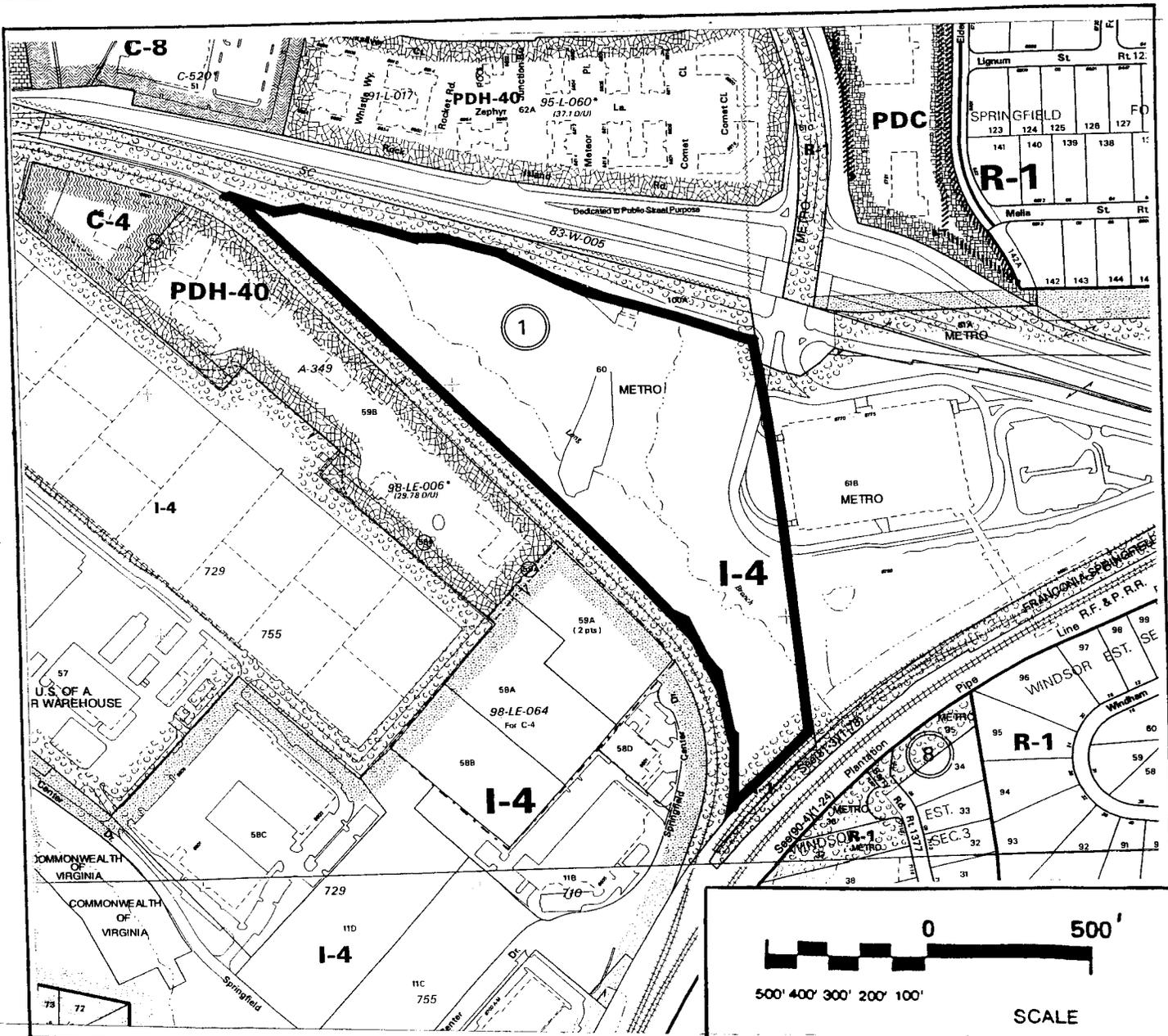
Zoning Dist Sect: 05-0404
 Art 9 Group and Use: 4-05
 Located: N/A
 Zoning: I-4 Plan Area: 4
 Overlay Dist:
 Map Ref Num: 090-2- /01/ /0060

Special Exception Amendment

SEA 91-L-054-03

Applicant: SPRINGFIELD EAST LC
 Filed: 12/20/2000
 Area: 26.12 AC OF LAND; DISTRICT - LEE
 Proposed: AMEND SE 91-L-054 PREVIOUSLY APPROVED FOR USES IN A FLOODPLAIN TO PERMIT SITE MODIFICATIONS.

Zoning Dist Sect: 02-0904
 Art 9 Group and Use: 6-02
 Located: N/A
 Zoning: I-4 Plan Area: 4
 Overlay Dist:
 Map Ref Num: 090-2- /01/ /0060



Special Exception

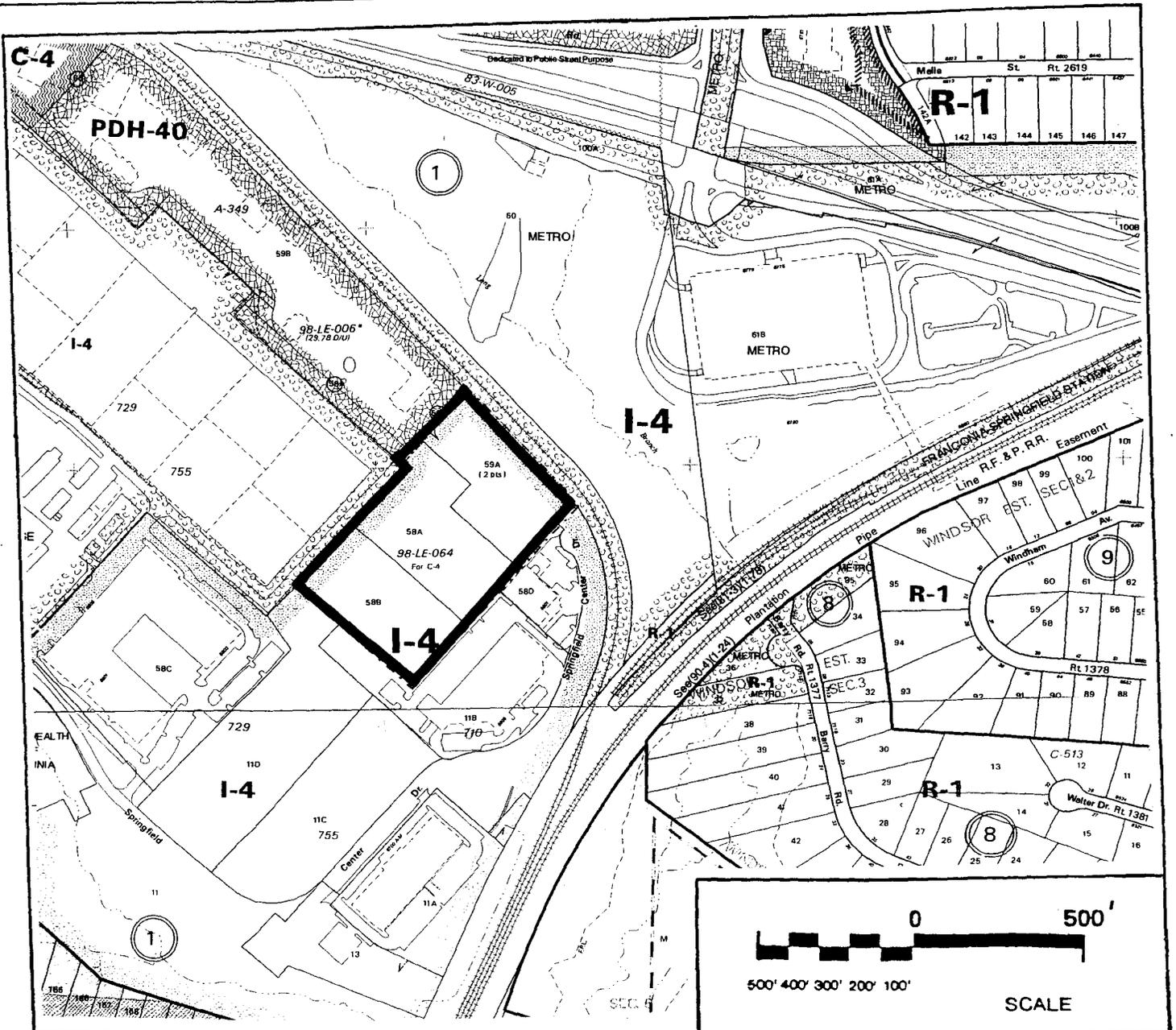
SE 01-L-020

Rezoning Application

RZ 1998-LE-064

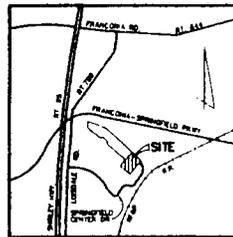
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Overlay Dist:
Map Ref Num: 090-2- /01/ /0058A /01/ /0058B /01/ /0059A



SPRINGFIELD METRO CENTER II

LEE DISTRICT FAIRFAX COUNTY, VIRGINIA GENERALIZED DEVELOPMENT PLAN SPECIAL EXCEPTION PLAT



VICINITY MAP
SCALE - 1" = 2,000'

APPLICANT:

SPRINGFIELD EAST L.L.C.
8081 WOLF TRAP ROAD, SUITE 300
VIENNA, VIRGINIA 22182

OCTOBER 22, 1998
Revised June 14, 1999
Revised September 30, 2000
Revised April 24, 2001
Revised May 17, 2001
Revised July 25, 2001
Revised September 14, 2001
Revised December 17, 2001
Revised January 4, 2002
Revised February 28, 2002
Revised March 21, 2002
Revised April 15, 2002
Revised May 14, 2002

SHEET INDEX:

1. COVER SHEET
2. NOTES & TABULATIONS
3. COMPOSITE DEVELOPMENT PLAN
4. GENERALIZED DEVELOPMENT PLAN
5. PHASE II TRANSPORTATION & PEDESTRIAN CIRCULATION PLAN
6. PARKING STRUCTURE DETAIL / SECTION
7. PERSPECTIVE
8. COURTYARD
9. DETAIL AND DESIGN ELEMENTS



SPRINGFIELD METRO CENTER II

LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA
GENERALIZED DEVELOPMENT PLAN
SPECIAL EXCEPTION PLAT



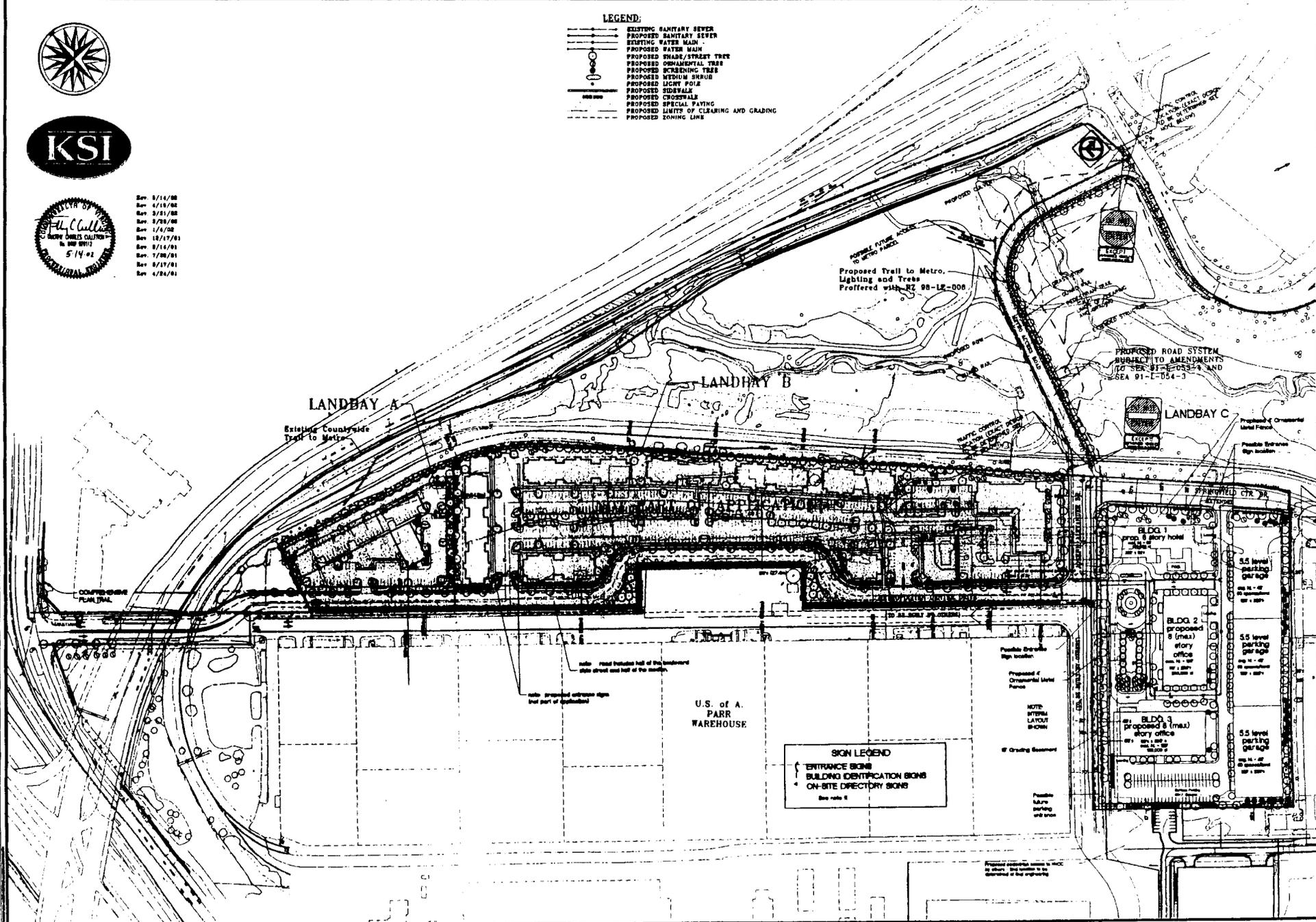
Dewberry & Davis LLC
A Dewberry Company
1811 Springdale Drive
Falls Church, VA 22041
(703) 440-0100 Fax (703) 440-0118

M-9670B



Rev: 8/14/08
 Rev: 4/16/08
 Rev: 3/21/08
 Rev: 2/28/08
 Rev: 1/1/08
 Rev: 12/17/07
 Rev: 8/16/07
 Rev: 7/26/07
 Rev: 8/17/06
 Rev: 4/26/06

- LEGEND:**
- EXISTING SANITARY SEWER
 - PROPOSED SANITARY SEWER
 - EXISTING WATER MAIN
 - PROPOSED WATER MAIN
 - PROPOSED TRUNK/STREET TREE
 - PROPOSED ORNAMENTAL TREE
 - PROPOSED SCREENING TREE
 - PROPOSED MEDIUM BUIBLE
 - PROPOSED LIGHT POLE
 - PROPOSED SIDEWALK
 - PROPOSED CROSSWALK
 - PROPOSED SPECIAL PAVING
 - PROPOSED LIMITS OF CLEARING AND GRADING
 - PROPOSED ZONING LINE



Derry & Davis LLC
 A Division of
 Derry & Davis Architects
 1000 American Street
 Springfield, MA 01103

SITE DEVELOPMENT PLAN
SPRINGFIELD METRO CENTER II

Drawn By: [Signature]
 Designed By: [Signature]
 Checked By: [Signature]
 Date: 8/14/08
 Rev: 8/14/08
 Scale: 1"=100'
 Plot Number: [Blank]
 Date: 1.1.1
 Proj. Name: Metro Center II
 Plot # 1 of 1
 Sheet: 3 of 8
 File Number: 08-008

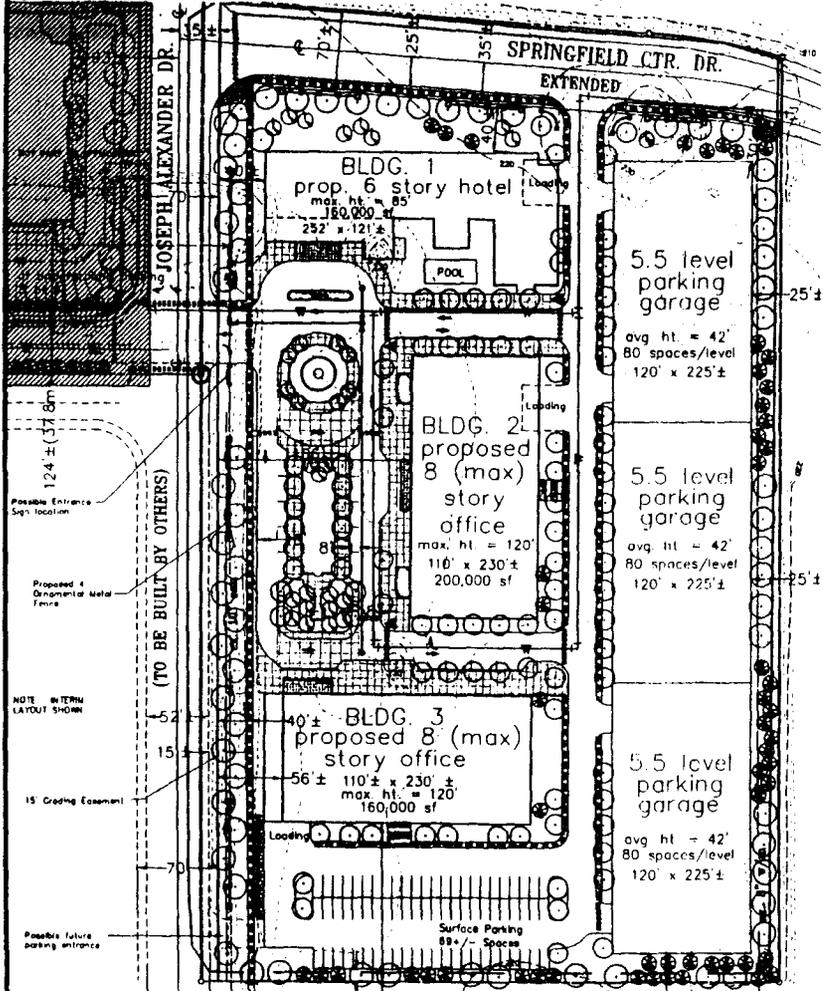
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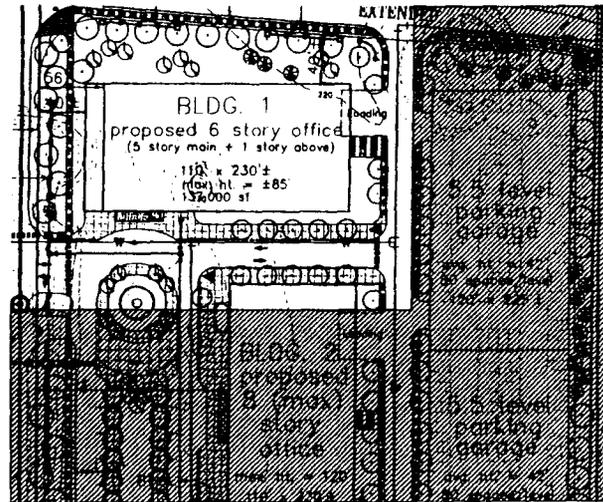
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- PROPOSED LIMITS OF CLEARING AND GRADING
- PROPOSED ZONING LINE
- PROPOSED CROSSLAKE
- PROPOSED SIDEWALK
- PROPOSED 4' ORNAMENTAL METAL FENCE

PROPOSED SPECIAL PAVING
SEE SHEET 8 OF 8 FOR LANDSCAPING DETAIL

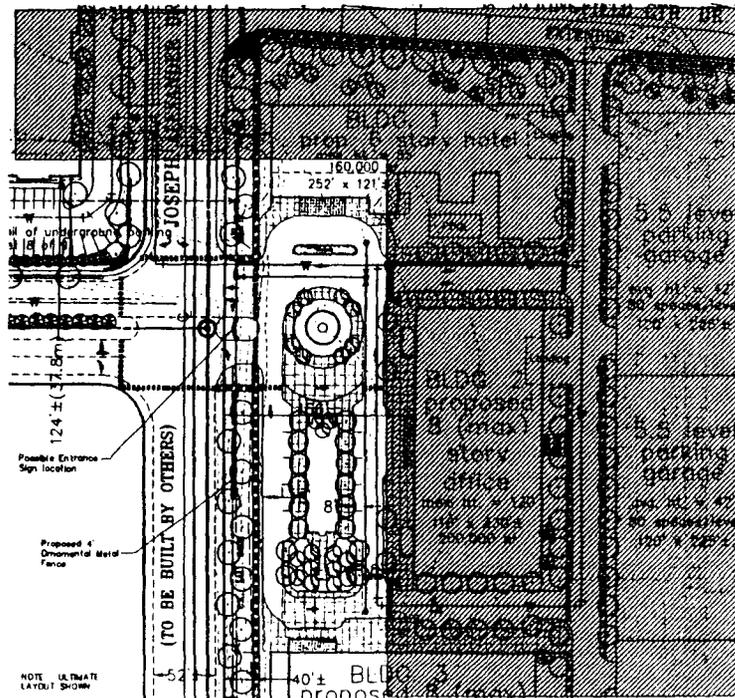
SEE ALTERNATE BUILDING FOOTPRINT LAYOUT THIS SHEET



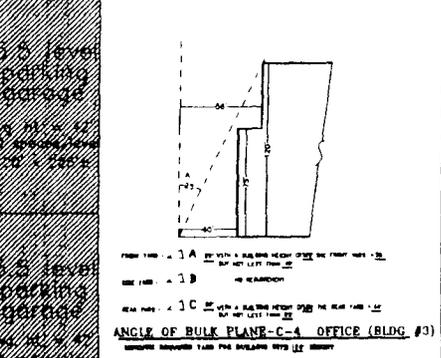
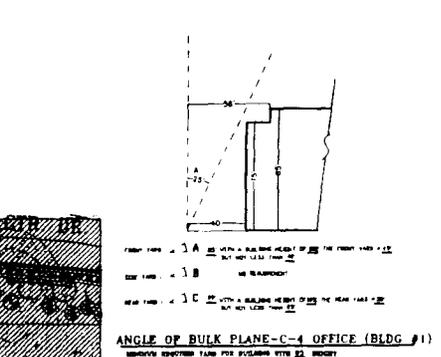
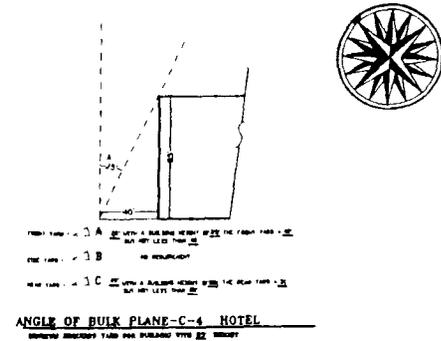
LAYOUT WITH INTERIM ENTRANCE DESIGN

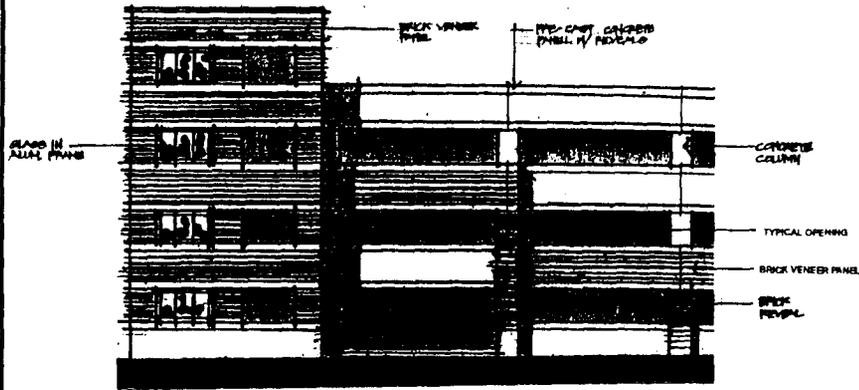


ALTERNATE FOOTPRINT LAYOUT

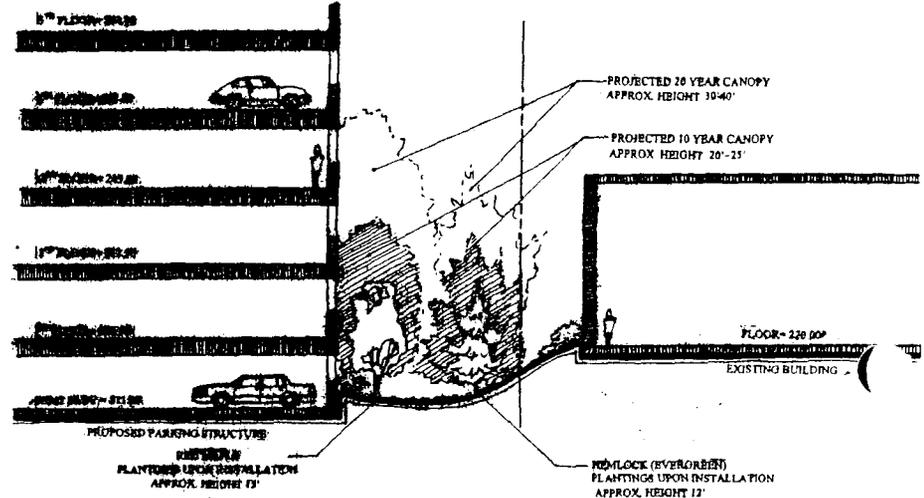


LAYOUT WITH ULTIMATE ENTRANCE DESIGN

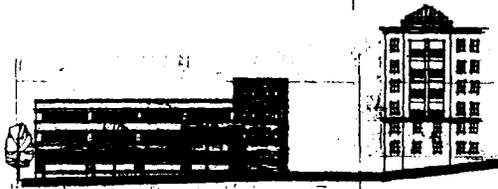




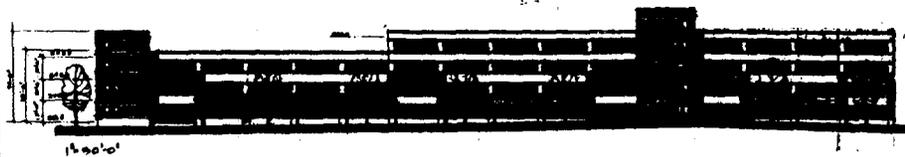
PARTIAL ELEVATION
1/8" = 1'-0"



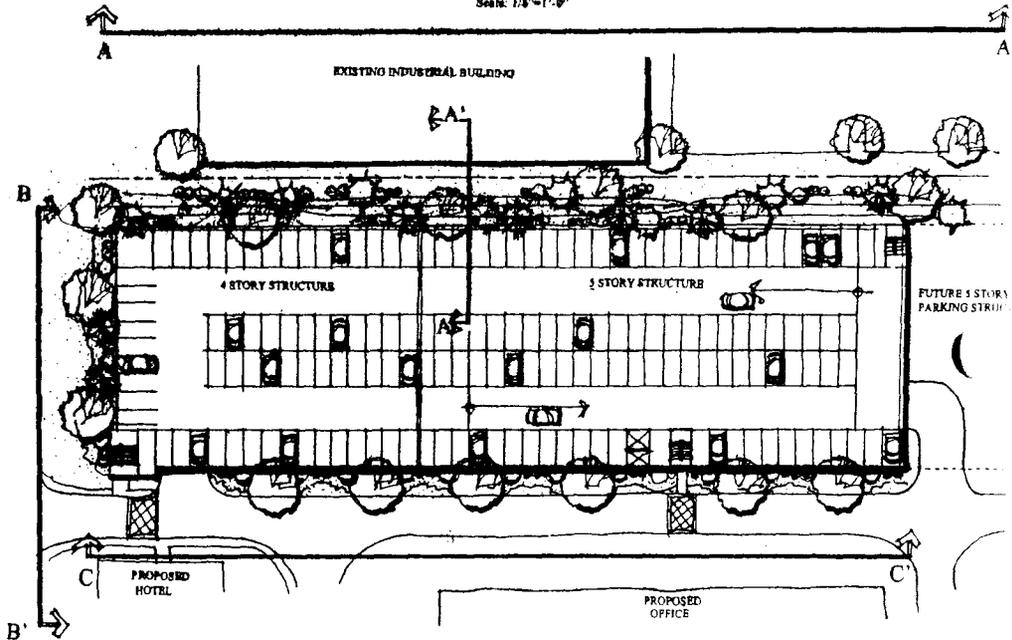
SITE SECTION
Scale: 1/8" = 1'-0"



GARAGE ELEVATION 'B'
1/4" = 3'-0"



GARAGE ELEVATION 'C'

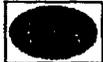


PLAN DETAIL
Scale: 1" = 30'

SPRINGFIELD METRO

PARKING STRUCTURE DETAIL

FAIRFAX COUNTY, VA
KSI 025A.00 SEPTEMBER 11, 2001
KSI SERVICES, INC.



THE LESSARD ARCHITECTURAL GROUP INC.

8403 Westridge Center Drive, Suite 400, Vienna, VA 22182 703/780-9344 FAX 703/780-9328





PERSPECTIVE

APRIL 18, 2001

KSI025A

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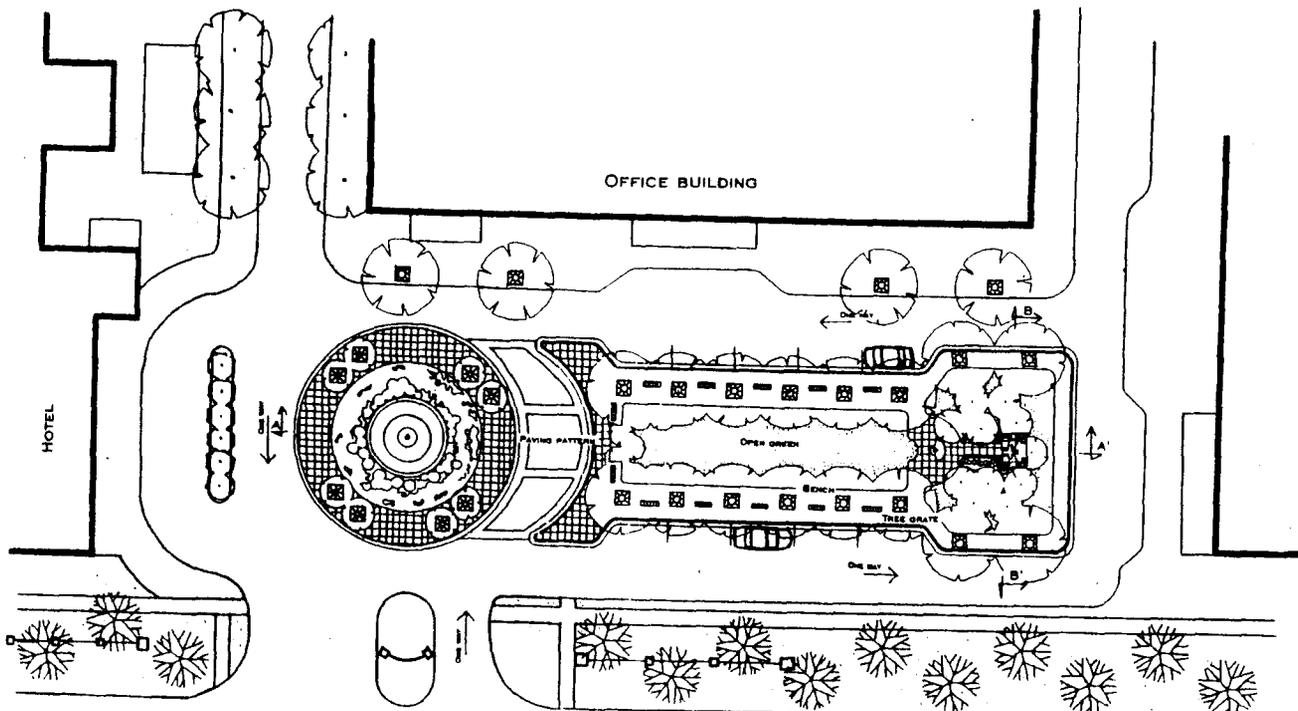
KSI SERVICES

SPRINGFIELD METRO
FAIRFAX COUNTY, VA

THE LESSARD ARCHITECTURAL GROUP INC
8803 WESTWOOD CENTER DRIVE, SUITE 400, VIENNA, VA 22182
703.780.9344 • FAX 703.780.9328
ARCHITECTURE • LAND PLANNING • INTERIOR DESIGN • ARCHITECTURAL ILLUSTRATION

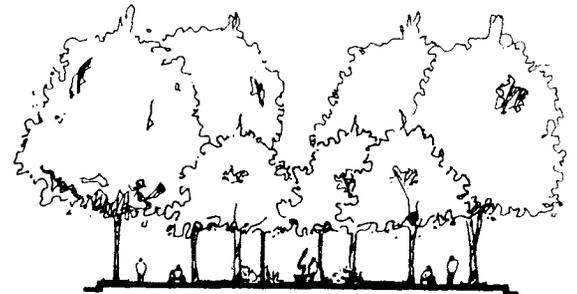


7 OF 9



LEGEND

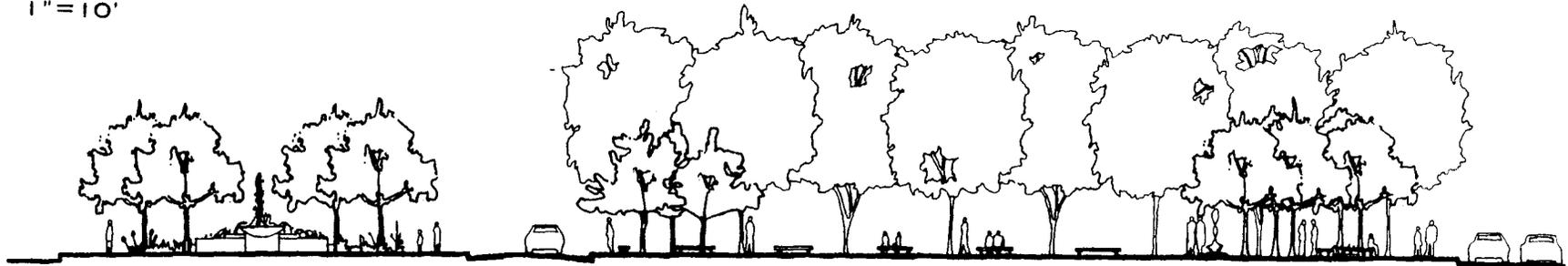
-  MAJOR DECIDUOUS STREET TREE
-  MINOR DECIDUOUS STREET TREE
TREE QUOTE MAY BE UTILIZED WHEN NECESSARY
-  ORNAMENTAL TREE
TREE QUOTE MAY BE UTILIZED WHEN NECESSARY
-  MEDIUM DECIDUOUS SHRUB
-  GROUND COVER/ SMALL FLOWERING SHRUB
-  LAWN



SECTION B
1" = 10'

PLAN
1" = 20'

SECTION A
1" = 10'



SPRINGFIELD METRO CENTER II ————— COURTYARD

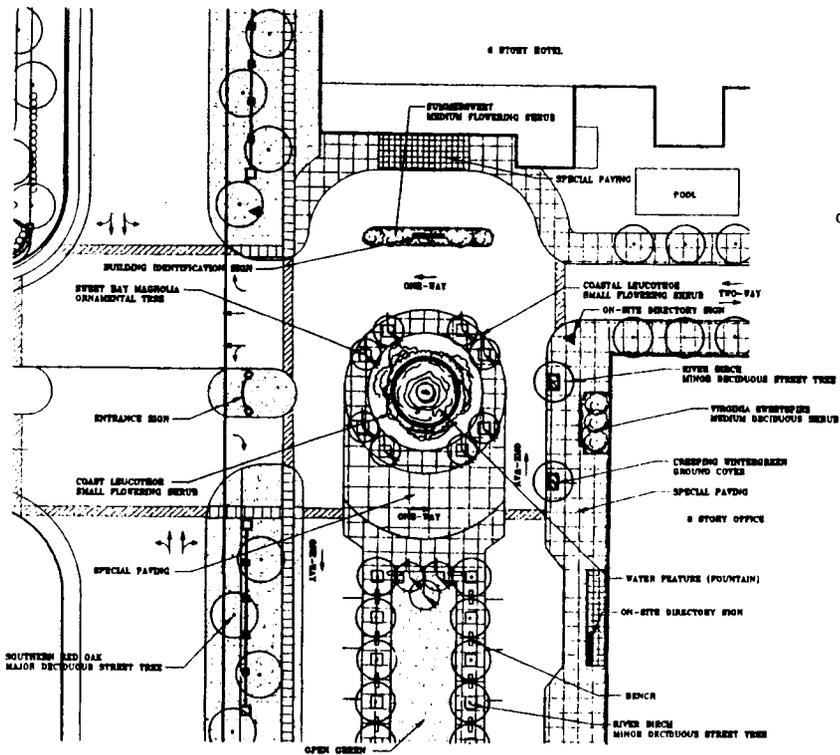
FAIRFAX COUNTY, VA
KSI-025A.00 FEBRUARY 25, 2002
KSI SERVICES, INC.



THE LESSARD ARCHITECTURAL GROUP INC.
8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/780-6344 fax 703/780-6328



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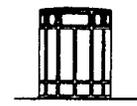
DETAIL PLAN
SCALE 1" = 30'

LEGEND (LEGEND APPLIES TO ALL SHEETS)	
	TREES:
	QUERCUS FALCATA, SOUTHERN RED OAK, YEAH CHERRY, LITTLELEAF LARIX, ACER SPICATUM, RED MAPLE, QUERCUS PRINCEAN, VILLOSA OAK
	HYDRANGEA, SPYRATA, MAGNOLIA, CERCIS CALIFORNICA, BURNING BUSH, CORNUS FLORIDA, PLATANUS BOURGEOIS
	SPYRATA, BIRCH, RIVER BIRCH, FAGUS GRANDIFOLIA, AMERICAN BEECH
	IRIS VIRGINICA, VIRGINIA SPYRTEPINE, CALYNDRA ALYSSIFOLIA, GYNERIOPHYTES, BLUE GRASS, HYDRANGEA, BANANUS VIRGINIANA, PICEA BAZEL, VERONICA FORTYFOLIOVA, BLACK RAIN FERN
	COAST LEUCOCOE, SMALL FLOWERING SHRUBS
	SHRUBS AND GROUND COVER:
	LEUCOCOE ABLARUM, COAST LEUCOCOE, SPYRTEPINE, CALYNDRA, CALYNDRA BOURGEOIS, SPYRTEPINE, CALYNDRA, FLACE ALBA
	GAULTHERIA PROSTRATA, SPYRTEPINE

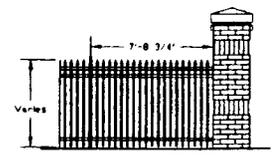
* APPLICANT RESERVES THE RIGHT TO SUBSTITUTE OR AUGMENT TREES SPECIES WITH OTHER NATIVE SPECIES.



TYPICAL BENCH
Courtesy of Victor Stanley, Inc.



TYPICAL TRASH RECEPTACLE



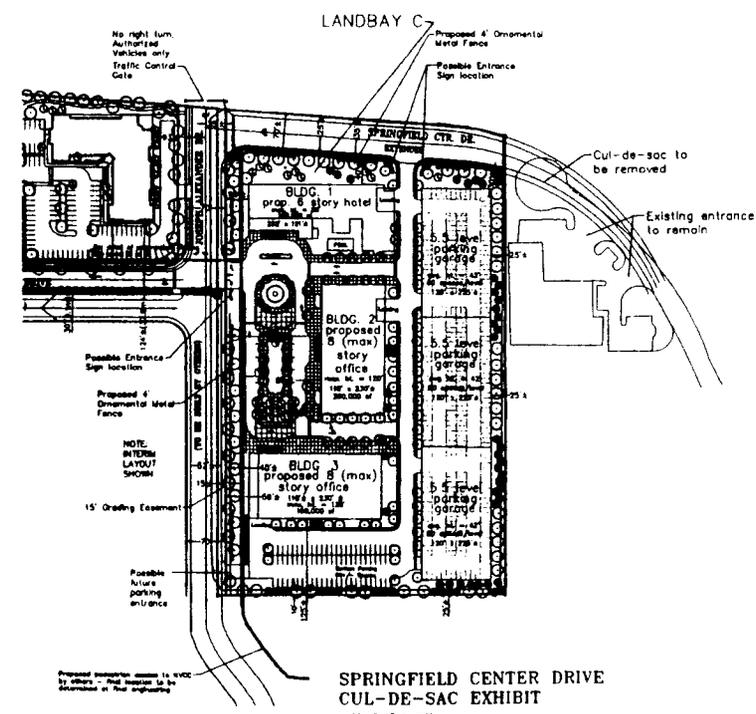
TYPICAL ORNAMENTAL METAL FENCE



TYPICAL BRICK ENTRANCE SIGN



TYPICAL LIGHT STANDARD



SPRINGFIELD CENTER DRIVE
CUL-DE-SAC EXHIBIT
SCALE 1" = 100'

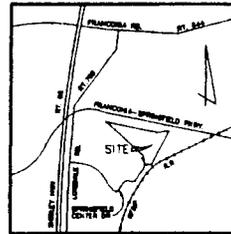
Rev 5/14/02	10/22
Rev 4/18/08	Rev 8/11
Rev 5/21/08	Scale
Rev 8/28/08	at 201-
Rev 1/4/08	Plan Project
Rev 10/17/01	Sheet 1 of 4
Rev 6/14/01	Proj. No. 0101
Rev 7/28/01	PN 0101
Rev 8/17/01	Sheet
Rev 4/24/01	8 of 8



Franconia - Springfield Route METRO SECTION H-1

Category 4

SPECIAL EXCEPTION AMENDMENT PLAT SEA 91-L-053-(4)



VICINITY MAP
SCALE: 1" = 2,000'

December 19, 2000

Rev. March 21, 2002

NOTES

- 1 THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION AMENDMENT (SEA) IS IDENTIFIED ON THE FAIRFAX COUNTY TAX MAP AS 90-2 (114)2. THE LAND AREA CONSISTS OF APPROXIMATELY 26.12 ACRES AND IS IN THE 1.4 DISTRICT.
- 2 THE PURPOSE OF THIS SPECIAL EXCEPTION AMENDMENT IS TO REVISE THE SITE DESIGN TO PROVIDE AN ADDITIONAL ROAD/PEDESTRIAN CONNECTION TO THE JOE ALEXANDER FRANCONIA SPRINGFIELD TRANSPORTATION CENTER.
- 3 THE BOUNDARY INFORMATION SHOWN HEREBON WAS PREPARED FROM EXISTING RECORDS. DEWBERRY & DAVIS ASSUMES NO RESPONSIBILITY FOR DESIGN OR CONSTRUCTION CHANGES CAUSED BY INACCURACIES IN SUCH INFORMATION.
- 4 THE TOPOGRAPHY INFORMATION SHOWN HEREBON IS IN 1/4" FEET CONTOUR INTERVALS FROM A NOVEMBER 1998 AERIAL PHOTOGRAPHY.
- 5 A COMPAHION SPECIAL EXCEPTION AMENDMENT (SEA 91-L-054-1) HAS BEEN FILED TO PERMIT A PORTION OF THESE IMPROVEMENTS TO BE LOCATED WITHIN A FLOODPLAIN.
- 6 THERE ARE CURRENTLY NO STRUCTURES ON THE SUBJECT PROPERTY OTHER THAN A ROADWAY, UTILITIES, AND A STORMWATER MANAGEMENT FACILITY AND WITH THE EXCEPTION OF THE PROPOSED ROADWAY, TRAFFIC CONTROL FACILITY, PEDESTRIAN CONNECTION, POSSIBLE EXTENSION OF THE EXISTING STORMWATER MANAGEMENT STRUCTURE, AND LIGHTING, ADDITIONAL STRUCTURES ARE BEING PROPOSED.
- 7 THE MINIMUM YARD REQUIREMENTS FOR THE 1.4 DISTRICT ARE AS FOLLOWS:
 - A FRONT YARD, CONTROLLED BY A 45 DEGREE ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET.
 - B SIDE YARD, NO REQUIREMENT.
 - C REAR YARD, NO REQUIREMENT.
 THE ANGLE OF BULK PLANE IS NOT APPLICABLE FOR THIS APPLICATION.
- 8 THERE ARE NO PARKING SPACES BEING PROPOSED.
- 9 PUBLIC WATER AND SEWER IS NOT BEING PROPOSED AS PART OF THIS SPECIAL EXCEPTION AMENDMENT.
- 10 SIGNS AND TRAFFIC CONTROL DEVICES MAY BE CHANGED AS AGREED UPON BETWEEN FAIRFAX COUNTY AND THE WASHINGTON METROPOLITAN TRANSPORTATION AUTHORITY (WMATA).
- 11 A REGIONAL STORMWATER MANAGEMENT DRY POND CURRENTLY EXISTS ON THE SUBJECT PROPERTY.
- 12 THE APPROXIMATE LOCATION OF EXISTING ENVIRONMENTAL QUALITY CORRIDOR (EQC) AND RESOURCE PROTECTION AREAS ARE SHOWN HEREBON.
- 13 THERE ARE NO EXISTING UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE.
- 14 THERE ARE NO COMPREHENSIVE PLAN IDENTIFIED TRAILS CONTIGUOUS TO THE SUBJECT PROPERTY.
- 15 TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO GRAVES ON THE SUBJECT PROPERTY.
- 16 TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO HAZARDOUS OR TOXIC SUBSTANCES, HAZARDOUS WASTE OR PETROLEUM PRODUCTS STORED ON THE SUBJECT PROPERTY. FURTHER, THE PROPOSED IMPROVEMENT WILL NOT GENERATE, UTILIZE, STORE, TREAT OR DISPOSE OF SUCH SUBSTANCES ON THE SUBJECT PROPERTY.
- 17 ALL LIMITS OF CLEARING AND GRADING ARE APPROXIMATE AND SUBJECT TO MINOR DEVIATIONS DUE TO FINAL ENGINEERING AND DESIGN.
- 18 TO THE BEST OF OUR KNOWLEDGE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE AND DEVELOPMENT ORDINANCE REGULATIONS AND ADOPTED STANDARDS.

SHEET INDEX:

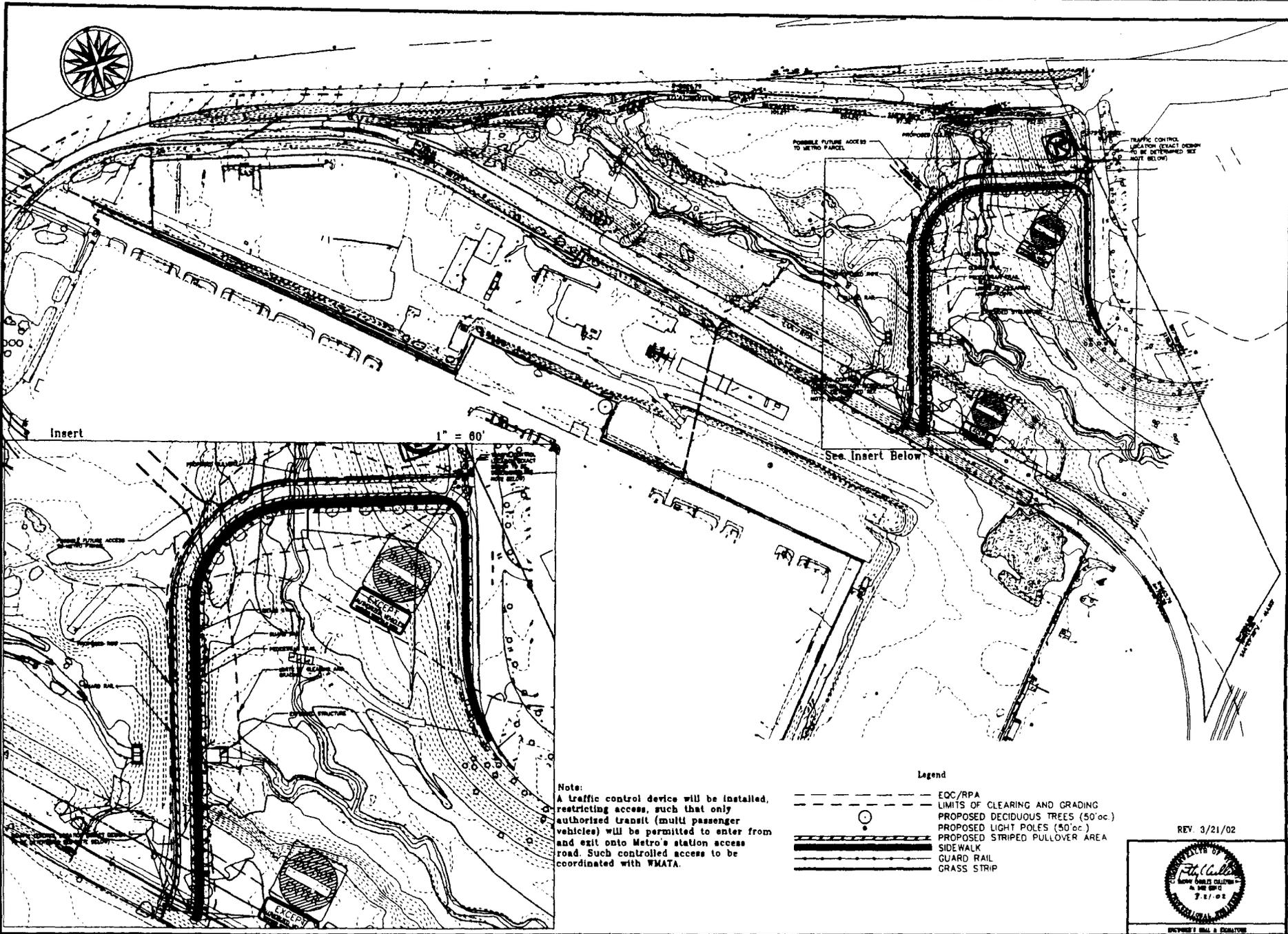
1. COVER SHEET / NOTES AND TABULATIONS
2. SPECIAL EXCEPTION AMENDMENT PLAT
3. EXISTING VEGETATION MAP
4. SPRINGFIELD METRO CENTER AREA ILLUSTRATIVE



Dewberry & Davis LLC Engineer
Planner
Surveyor
Landscape Architect
A Dewberry Company
8403 Arlington Blvd
Fairfax, VA 22031
(703) 849-0100 Fax (703) 849-0116

METRO SECTION H-1
SEA 91-L-053-(4)

SPECIAL EXCEPTION AMENDMENT PLAT



Insert

1" = 60'

See Insert Below

POSSIBLE FUTURE ACCESS TO METRO PARCEL

TRAFFIC CONTROL DEVICE FOR EXISTING DRIVE TO BE DELETED SEE NOTE BELOW

Note:
A traffic control device will be installed, restricting access, such that only authorized transit (multi passenger vehicles) will be permitted to enter from and exit onto Metro's station access road. Such controlled access to be coordinated with WMATA.

Legend

- EOC/RPA
- LIMITS OF CLEARING AND GRADING
- PROPOSED DECIDUOUS TREES (50'oc)
- PROPOSED LIGHT POLES (50'oc)
- PROPOSED STRIPED PULLOVER AREA
- SIDE WALK
- GUARD RAIL
- GRASS STRIP

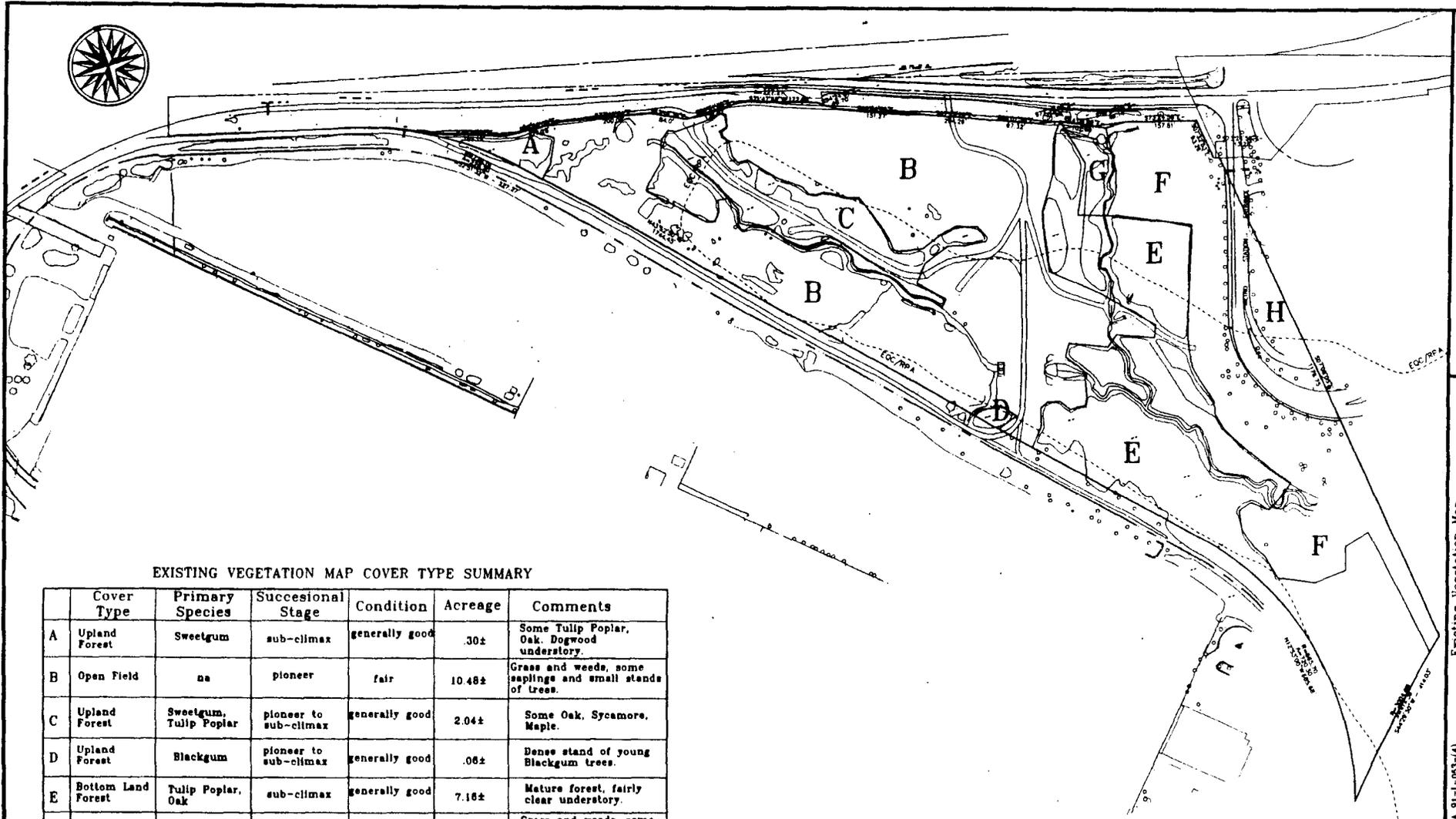
REV 3/21/02



Dewberry & Davis LLC
 A Dewberry Company
 8000 Ivy Park
 Fairfax, VA 22031
 Fax: (703) 844-0116

Special Exception Amendment Plat
 Metro Station H-1 Category 4
 Fra - Springfield Route

SEA 91-L-053-(4)
 DSC
 12/19/00
 1" = 100'
 2 of 4
 M-10101



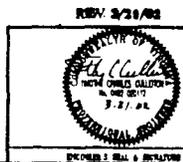
EXISTING VEGETATION MAP COVER TYPE SUMMARY

	Cover Type	Primary Species	Successional Stage	Condition	Acreage	Comments
A	Upland Forest	Sweetgum	sub-climax	generally good	.30±	Some Tulip Poplar, Oak, Dogwood understory.
B	Open Field	na	pioneer	fair	10.48±	Grass and weeds, some saplings and small stands of trees.
C	Upland Forest	Sweetgum, Tulip Poplar	pioneer to sub-climax	generally good	2.04±	Some Oak, Sycamore, Maple.
D	Upland Forest	Blackgum	pioneer to sub-climax	generally good	.06±	Dense stand of young Blackgum trees.
E	Bottom Land Forest	Tulip Poplar, Oak	sub-climax	generally good	7.18±	Mature forest, fairly clear understory.
F	Open Field	na	pioneer	fair	4.43±	Grass and weeds, some saplings, some lawn maintained.
G	Bottom Land Forest	Willow, Tulip Poplar	sub-climax	fair	.37±	Some Maple, Oak.
H	Developed land	na	na	generally good	1.28±	Metro station entrance drive with ornamental plantings.
Total Acreage					26.12±	

Registered Professional Engineer
Dewberry & Davis LLC
 A Dewberry Company
 5000 Lakeside Drive
 Fairfax, VA 22031
 (703) 846-1100
 Fax: (703) 846-0118

Existing Vegetation Map
Metro Section H-1 Category 4
 Virginia - Springfield Route

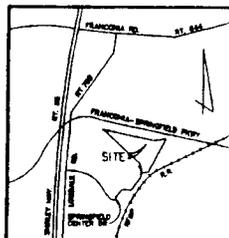
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 CHECKED BY LAW
 DATE 12/19/00
 SCALE 1" = 100'
 FILE NUMBER
 SHEET 3 of 4
 M-10100



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Franconia - Springfield Route
METRO SECTION H-1
 Category 6

SPECIAL EXCEPTION AMENDMENT PLAT
SEA 91-L-054-(3)



VICINITY MAP
 SCALE: 1" = 2,000'

December 19, 2000
 Rev. March 21, 2002

SHEET INDEX:

1. COVER SHEET / NOTES AND TABULATIONS
2. Special Exception Amendment Plat
3. Existing Vegetation Map
4. Springfield Metro Center Area Illustrative

NOTES

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION AMENDMENT (SEA) IS IDENTIFIED ON THE FAIRFAX COUNTY TAX MAP AS 002 (11) 50. THE LAND AREA CONSISTS OF APPROXIMATELY 34.12 ACRES AND IS IN THE 14 DISTRICT.
2. THE PURPOSE OF THIS SPECIAL EXCEPTION AMENDMENT IS TO PERMIT MODIFICATIONS TO AN EXISTING USE IN A FLOODPLAIN TO PROVIDE AN ADDITIONAL ROAD/PEDESTRIAN CONNECTION TO THE JOE ALEXANDER FRANCONIA SPRINGFIELD TRANSPORTATION CENTER.
3. THE BOUNDARY INFORMATION SHOWN HEREON WAS PREPARED FROM EXISTING RECORDS. DEWBERRY & DAVIS ASSUMES NO RESPONSIBILITY FOR DESIGN OR CONSTRUCTION CHANGES CAUSED BY INACCURACIES IN SUCH INFORMATION.
4. THE TOPOGRAPHY INFORMATION SHOWN HEREON IS IN 1/4 FOOT CONTOUR INTERVALS FROM A NOVEMBER 1996 AERIAL PHOTOGRAPHY.
5. A COMPANION SPECIAL EXCEPTION AMENDMENT (SEA-91-L-053-4) HAS BEEN FILED TO REVISE SITE DESIGN TO PROVIDE FOR THE ADDITIONAL ROAD AND PEDESTRIAN CONNECTION.
6. THERE ARE CURRENTLY NO STRUCTURES ON THE SUBJECT PROPERTY OTHER THAN A ROADWAY, UTILITIES, AND A STORMWATER MANAGEMENT FACILITY AND WITH THE EXCEPTION OF THE PROPOSED ROADWAY, TRAFFIC CONTROL FACILITY, PEDESTRIAN CONNECTION, POSSIBLE EXTENSION OF EXISTING STORMWATER MANAGEMENT STRUCTURE, AND LIGHT ADDITIONAL STRUCTURES ARE BEING PROPOSED.
7. THE MINIMUM YARD REQUIREMENTS FOR THE 14 DISTRICT ARE AS FOLLOWS:
 A. FRONT YARD: CONTROLLED BY A 45 DEGREE ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET.
 B. SIDE YARD: NO REQUIREMENT.
 C. REAR YARD: NO REQUIREMENT.
 THE ANGLE OF BULK PLANE IS NOT APPLICABLE FOR THIS APPLICATION.
8. THERE ARE NO PARKING SPACES BEING PROPOSED.
9. SIGNS AND TRAFFIC CONTROL DEVICES MAY BE CHANGED AS AGREED UPON BETWEEN FAIRFAX COUNTY AND THE WASHINGTON METROPOLITAN TRANSPORTATION AUTHORITY (WMATA).
10. PUBLIC WATER AND SEWER IS NOT BEING PROPOSED AS PART OF THIS SPECIAL EXCEPTION AMENDMENT.
11. A REGIONAL STORMWATER MANAGEMENT DRY POND CURRENTLY EXISTS ON THE SUBJECT PROPERTY.
12. THE APPROXIMATE LOCATION OF EXISTING ENVIRONMENTAL QUALITY CORRIDOR (EQC) AND RESOURCE PROTECTION AREAS ARE SHOWN HEREON.
13. THERE ARE NO EXISTING UTILITY BASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE.
14. THERE ARE NO COMPREHENSIVE PLANS IDENTIFIED TRAILS CONTIGUOUS TO THE SUBJECT PROPERTY.
15. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO GRAVES ON THE SUBJECT PROPERTY.
16. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO HAZARDOUS OR TOXIC SUBSTANCES, HAZARDOUS WASTE OR PETROLEUM PRODUCTS STORED ON THE SUBJECT PROPERTY. FURTHER, THE PROPOSED IMPROVEMENT WILL NOT GENERATE, UTILIZE, STORE, TREAT OR DISPOSE OF SUCH SUBSTANCES ON THE SUBJECT PROPERTY.
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18. TO THE BEST OF OUR KNOWLEDGE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE AND DEVELOPMENT ORDINANCE REGULATIONS AND ADOPTED STANDARDS.

METRO SECTION H-1
 SEA 91-L-054-(3)

SPECIAL EXCEPTION AMENDMENT PLAT

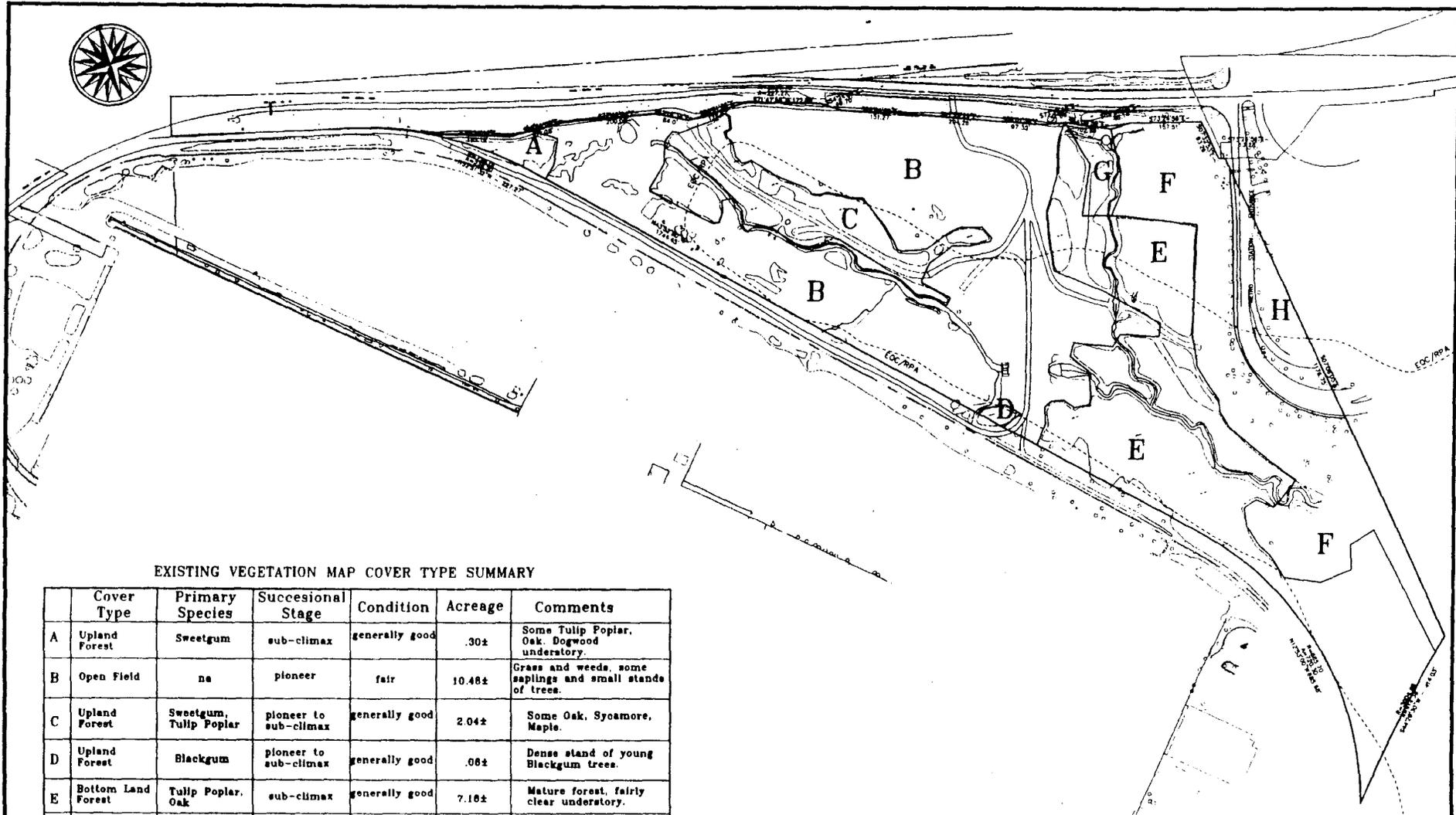


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A-1

1 OF 4

M-10101



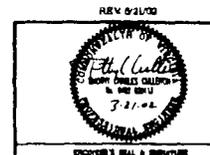
EXISTING VEGETATION MAP COVER TYPE SUMMARY

Cover Type	Primary Species	Successional Stage	Condition	Acreage	Comments
A Upland Forest	Sweetgum	sub-climax	generally good	.30±	Some Tulip Poplar, Oak, Dogwood understorey.
B Open Field	na	pioneer	fair	10.48±	Grass and weeds, some saplings and small stands of trees.
C Upland Forest	Sweetgum, Tulip Poplar	pioneer to sub-climax	generally good	2.04±	Some Oak, Sycamore, Maple.
D Upland Forest	Blackgum	pioneer to sub-climax	generally good	.08±	Dense stand of young Blackgum trees.
E Bottom Land Forest	Tulip Poplar, Oak	sub-climax	generally good	7.16±	Mature forest, fairly clear understorey.
F Open Field	na	pioneer	fair	4.43±	Grass and weeds, some saplings, some lawn maintained.
G Bottom Land Forest	Willow, Tulip Poplar	sub-climax	fair	.37±	Some Maple, Oak.
H Developed land	na	na	generally good	1.28±	Metro station entrance drive with ornamental plantings.
Total Acreage				26.12±	

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 800.451.7444
 Fairfax, VA 22031
 (703) 746.0118

Existing Vegetation Map
Metro Section H-1 Category 6
 conia - Springfield Route

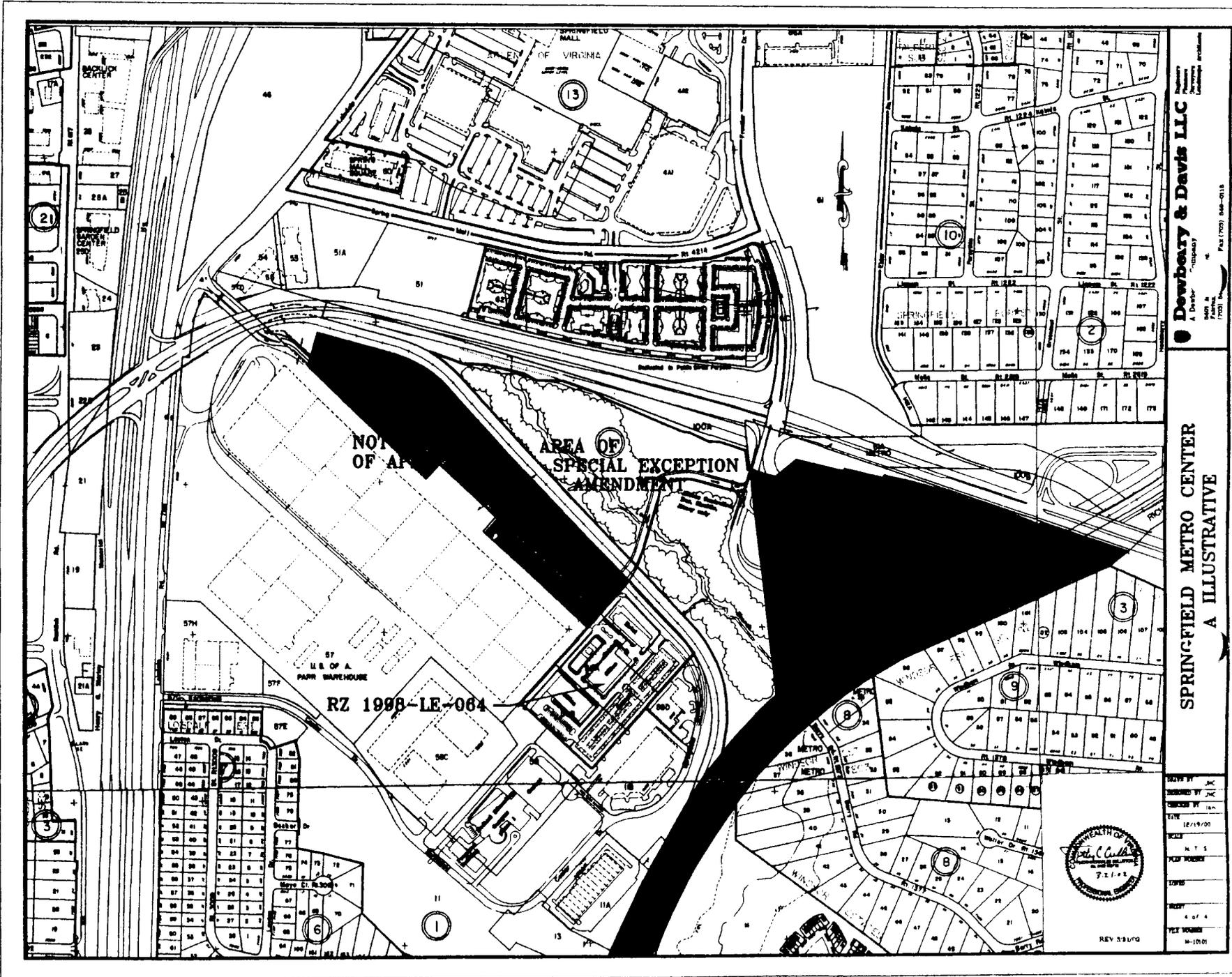
SEA 01-L-004-(3)
 DRAWN BY DSC
 CHECKED BY LAW
 DATE 12/19/00
 SCALE 1" = 100'
 PLAN NUMBER
 SHEET 3 of 4
 FILE NUMBER M-10101



REV 02/00

DESIGNED BY DSC & S. BENTLEY

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Dowberry & Davis LLC
 A Developer
 Planning
 Consulting
 1001 N. ...
 FAX (703) 544-0118

SPRINGFIELD METRO CENTER
A ILLUSTRATIVE

DRAWN BY
 CHECKED BY
 DATE 12/19/00
 SCALE
 SHEETS 4 of 4
 FILE NUMBER M-1001



REV 381/00



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

DESCRIPTION OF THE APPLICATION

The applicant, Springfield East L. C., is proposing to rezone 9.72 acres of land from the I-4, Medium Intensity Industrial District, to the C-4, High Intensity Office District, pursuant to RZ 1998-LE-064. The project has been named Springfield Metro Center II. The combined Generalized Development Plan and Special Exception Plat (GDP/SE Plat) includes two options for the development.

The office/hotel option proposes to develop two office buildings and a hotel totaling 520,000 square feet of gross floor area with a floor area ratio (FAR) of 1.22. A hotel is a special exception use in the C-4 District; SE 01-L-020 has been filed for that approval. The office component would be 360,000 square feet of gross floor area (GFA) and would be located in two of the three proposed buildings. The hotel would be 160,000 square feet of GFA and would be located in the northernmost building.

The all office option would permit the development of three office buildings. In this option, 474,000 square feet of GFA of office is proposed resulting in a FAR of 1.12.

In both options, up to 20,000 square feet could be devoted to support retail uses, twenty-eight (28) percent of the site or 2.7 acres is to be open space and the maximum building height is to be limited to 120 feet.

Comparison Table		
	Office/Hotel Option	All Office Option
Overall Gross Floor Area	520,000 sq. ft.	474,000 sq. ft.
Hotel GFA	160,000 sq. ft.	N/A
Office GFA	360,000 sq. ft.	474,000 sq. ft.
Floor Area Ratio (FAR)	1.22	1.12
Open Space	2.7 ac. (28%)	2.7 ac. (28%)
Maximum Building Height	120 feet	120 feet

The application package also includes a proposal to construct an access road for shuttle buses and other transit vehicles from the Springfield Metro Center project to the Joe Alexander Transportation Center (Metro Access Road). In order for this roadway to be constructed, the two special exceptions for the transit center must be amended: SEA 91 L-053-4, which addresses Washington Metropolitan Area Transportation Authority (WMATA) facilities, and SEA 91-L-054-3, which addresses the fill in the floodplain that was required to build the Transportation Center. These applications are partial SEAs covering the area south of the Franconia – Springfield Parkway and east of the main station complex, where the roadway is to be constructed. The construction of the roadway is the only change proposed with the two special exception amendment applications.

Requests to waive the transitional screening yard and barrier requirements along the portion of the western boundary of the rezoning application property that abuts the portion of Springfield Metro Center zoned PDH-40 and being developed with multi-family housing are also included.

A reduced copy of the combined Generalized Development Plan and Special Exception Plat (GDP/SE Plat) for the rezoning and special exception is included in the front of this report, along with the Special Exception Amendment Plats (SEA Plats) for the amendments to the special exception approvals for the Transportation Center. The applicant's draft proffers are included as Appendix 1. The proposed development conditions for SE 01-L-020, SEA 91-L-053-4 and SEA 91-L-054-3 are contained in Appendices 2, 3 and 4 respectively. The applicant's affidavits are contained as Appendix 5 and the applicant's statements regarding the applications are included as Appendix 6.

The proposed hotel in the C-4 District is a Category 5 special exception use. The WMATA facilities are a Category 4 special exception use and the fill in the floodplain is a Category 6 special exception. The most relevant standards are contained in the excerpts from the Zoning Ordinance found in Appendix 19.

LOCATION AND CHARACTER

The Joe Alexander Transportation Center, the application property for the two special exception amendment applications, is located south of the Franconia-Springfield Parkway, east of Loisdale Road. The Transportation Center is accessed from two points along the Parkway. The primary entrance is at the interchange of the Parkway and Frontier Drive; the second entrance is the access ramp for northbound traffic on the Parkway that goes directly into the Transportation Center. The Transportation Center has been developed and provides access to both Metro and Virginia Railway Express (VRE) trains. In addition to the bus stops and drop off areas typically located at a suburban transit station, the site contains a parking garage and a Greyhound Bus station. The northern boundary of the Transportation Center is formed by the Franconia – Springfield Parkway, with a shopping center, multi-family residences and a portion of Springfield Forest (single family detached dwelling units) located north of the Parkway. The eastern boundary of the Transportation Center is formed by the railroad and WMATA tracks; the Windsor Estates subdivision is located east of the tracks. Across Long Branch, the site of the fill in the floodplain associated with the development of the Transportation Center, is a former manufacturing facility for concrete pipe.

The site of the proposed office and hotel development is the easternmost portion of the former concrete pipe plant, located between the Transportation Center and the Parr Warehouse complex operated by the US General Services Administration (GSA). The remaining portion of the plant site to the west of the rezoning/special exception

application property is being redeveloped with another hotel and multi-family residences approved pursuant to RZ 1998-LE-006 and SE 98-L-057, and is identified as Springfield Metro Center I in this report.

Access to Springfield Metro Center II is from Loisdale Road, via a private roadway, identified as Metropolitan Center Drive, that is being constructed as part of the development of Springfield Metro Center I. It runs along the southwestern boundary of Springfield Metro Center I, where it abuts the GSA's Parr Warehouse facility. Springfield Center Drive, a private road providing access to the Springfield Industrial Center, terminates at the northeastern corner of Springfield Metro Center II. Springfield Center Drive intersects Loisdale Road immediately north of Loisdale Estates, an existing subdivision in the R-4 District. The northeastern boundary of Springfield Metro Center abuts a railroad right-of-way formerly used by the Parr Warehouse. (See the maps at the front of this report).

The following chart identifies the uses located around the entire Springfield Metro Center development.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan Map
Northeast	Joseph Alexander Transportation Center	I-4	Transportation Center
Southwest	Parr Warehouse (GSA)	I-4	Industrial ¹
Southeast	Springfield Industrial Park Northern Virginia Community College (not built)	I-4	Industrial ²
Northwest	Loisdale Road and Franconia – Springfield Parkway	I-4	Roadways

¹This property is also part of Land Unit D-1 of the Franconia – Springfield Transit Station Area.

²This property is part of Land Unit D-2 of the Franconia – Springfield Transit Station Area.

BACKGROUND

Springfield Metro Center

The 9.72 acre application property is zoned to the I-4 District, which allows up to a 0.5 FAR or up to a 0.7 FAR with the approval of a special exception. The property was zoned to the I-4 District without proffers.

The application property is a portion of the 25 acre site formerly used for the manufacture of concrete pipes. The former concrete pipe plant site is being redeveloped by the applicant, Springfield East, L. C. The eastern 15.28 acres were rezoned to the C-4 District (2.62 acres) and the PDH-40 District (12.66 acres) pursuant

to the approval of RZ 96-LE-006, FDP 96-L-006 on July 26, 1999. These approvals permit the development of the first phase of the redevelopment of the concrete pipe manufacturing plant, identified as Springfield Metro Center I. A 115,000 square foot, fifty (50) room hotel at a FAR of 1.0 was approved within the land area zoned C-4, pursuant to the approval of SE 98-L-057. Within the area zoned PDH-40, 377 multifamily units were approved at a density of 29.69 du/ac. The residential portion is under development and the hotel is in site plan review. A reduction of the proffered development plan for RZ 96-L-006 is in Appendix 7.

Joe Alexander Transportation Center:

SE 91-L-053 & SE 91-L-054

The initial approvals for the WMATA facility, named the Joe Alexander Transportation Center, were granted by the Board of Supervisors on April 27, 1992. Two special exceptions were approved. SE 91-L-053 was approved for the construction of the station, the track and related facilities, including a parking garage. The application property included 151.21 acres, which included the tracks between the Franconia – Springfield station and the Van Dorn Station. SE 91-L-054 approved the fill in the floodplain of Long Branch necessary to construct the transit station. Long Branch is located in the southern portion of the station property. The application property for the special exception to fill in the floodplain was 107.81 acres. This approval included the construction of a wetland mitigation facility north of the Franconia – Springfield Parkway and another one between the station and the railroad tracks.

SEA 91-L-053 & SEA 91-L-054

These amendment applications resulted in the approval of additional height on the parking garage. The application properties for each of these cases were the same as those of the original special exceptions. These applications were approved on December 6, 1993. A reduced copy of the SE Plat for SEA 91-L-054 and a copy of the Clerk to the Board's letter are in Appendix 8.

SEA 91-L-053-2 & SEA 91-L-054-2

These applications, which propose the construction of a fence adjacent to the Springfield Forest subdivision, have been deferred indefinitely by the applicant, WMATA.

SEA 91-L-053-3

This approval authorized the construction of the Greyhound Bus Lines terminal at the Transportation Center. This application covered the 151.21 acres originally included in SE 91-L-053 and was approved on January 11, 1999. The approval records for this case are contained in Appendix 9.

SEA 91-L-053-5

This approval allows the construction of an additional parking garage at the Transportation Center. This application was a partial amendment and covered 26.27 acres. This application was approved on December 3, 2001. A reduction of the SEA Plat and the Clerk to the Board's letter, which contains the development conditions, are included as Appendix 10.

COMPREHENSIVE PLAN PROVISIONS (Appendix 11)

Plan Area:	IV
Planning District:	Springfield Planning District
Transit Station Area:	Franconia-Springfield Transit Station Area
Land Unit:	Land Unit D-1

In Area Plans Review Item 97-IV-10S, adopted by the Board of Supervisors on November 17, 1997, under the heading "Land Unit D-1," the Plan states:

"This land unit is located south of the Franconia-Springfield Parkway; south and west of the Long Branch Stream Valley, and west of the RF&P Railroad right-of-way. This land unit is about 95 acres in size and contains the federally owned Parr Warehouse and other industrial uses. A railroad spur and the Long Branch of Accotink Creek separate this land unit from the Franconia-Springfield Transportation Center (Land Unit G). If in the future, the GSA Parr Warehouse site is declared surplus or otherwise proposed for private redevelopment, redevelopment plans should be supported only if they are consistent with the County's goals and the Comprehensive Plan. Land Unit D-1 is planned for industrial uses up to .50 FAR to recognize existing uses and to minimize traffic generation in an area with limited transportation capacity.

"As an option, should this property redevelop, mixed-use development up to .70 FAR may be appropriate if the following conditions are met:

- Each component of the land unit is planned and designed with reference to a coordinated and integrated plan for the entire land unit,
- A cinema use within the retail use is not allowed;
- Uses are limited to office, residential, hotel, medical care facilities, and support retail. Support retail is defined as those goods and services that serve residents and workers at the site. The amount of non-residential use should not exceed one-third of the total gross floor area;

- “• A variety of housing types is desirable to meet different market needs and to create an appealing visual landscape for the area; and...”
- “• Recreation facilities are provided as an amenity for use by residents and employees and designed as an integral part of each type of development...”

“In the event this property redevelops, at least two points of roadway access should be provided to this land unit. If the land unit is developed in phases, direct vehicular and pedestrian access to and from the Transportation Center should be provided in the first phase of development. Development in this land unit should be linked with the Franconia-Springfield Transportation Center through the provision of high frequency transit service, such as a bus or automated guide way system. An automated guide way transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guide way transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.”

The Comprehensive Plan Map shows this property to be planned for industrial uses.

ANALYSIS

Description of the Combined Generalized Development Plan and Special Exception Plat for Springfield Metro Center II – Applications RZ 1998-LE-064 and SE 01-L-020 (Reduction at front of staff report)

Title of GDP/SE Plat:	Springfield Metro Center II
Prepared By:	Dewberry & Davis
Original and Revision Dates:	October 22, 1998 as revised through May 14, 2002

Combined GDP/SE Plat (Springfield Metro Center II)	
Sheet #	Description of Sheet
1 of 9	Title Page including Vicinity Map and Sheet Index
2 of 9	Notes and Tabulations
3 of 9	Composite Development Plan including Springfield Metro Center I and the affected portion of the Springfield/Franconia Metro Center
4 of 9	Layout for Springfield Metro Center II including the Interim Entrance Design, Ultimate Entrance Design and Alternative Footprint Layout for the All Office option

Combined GDP/SE Plat (Springfield Metro Center II)	
Sheet #	Description of Sheet
5 of 9	Phase II Transportation and Pedestrian Circulation Plan
6 of 9	Parking Structure Detail
7 of 9	Perspective Rendering
8 of 9	Details of the Courtyard
9 of 9	Typical Design Details for Benches, Trash Receptacle, Ornamental Metal Fence, Light Standard and Entrance Sign; Springfield Center Drive Cul-de-Sac Exhibit; Detail Plan for the Plaza Area

The following features are depicted on the proposed combined GDP/SE Plat.

- **Development Description.** The basic layout of both of the proposed options for Springfield Metro Center II consists of three (3) buildings arrayed around a plaza, which is located in the central portion of the northwestern boundary of the site. A five and one-half (5½) story parking structure is to be located along virtually the entire southeastern boundary. The statements of the applicant indicate that the parking garage will be built in phases with each of the buildings. The draft proffers state that interim surface parking lots may be constructed within the footprints of the building or parking garage.

The northwesternmost building is identified as Building 1. The center building is identified as Building 2 and the southwesternmost building is identified as Building 3. If the hotel were built, it would be located in Building 1.

- **Vehicular Access to Springfield Metro Center II.** Sheet 3 of the GDP/SE Plat, entitled Composite Development Plan, shows how this property will connect to the surrounding road network. In addition, Sheet 5 of the GDP/SE Plat also includes the vehicular network and the pedestrian circulation network surrounding Springfield Metro Center I and II, and includes the vehicular access and pedestrian network serving the Transportation Center.

The primary access for vehicles to Springfield Metro Center II will be from Loisdale Road. As part of the development of Springfield Metro Center I, two lanes of a future four-lane boulevard, identified as 'Metropolitan Center Drive,' are being constructed. This road runs along the southeastern boundary of Springfield Metro Center I and terminates at the western boundary of the application property for Springfield Metro Center II.

In addition to the Metropolitan Center Drive, Springfield Metro Center II will also be accessed from a proposed extension of Springfield Center Drive. Springfield Center Drive is a private street that also intersects Loisdale Road south of the Parr Warehouse site; it currently terminates in a cul-de-sac at the northeastern boundary of Springfield Metro Center II. Springfield Center Drive is shown to be extended along the northeastern boundary of Springfield Metro Center II, where it will intersect the proposed street identified as 'Joseph Alexander Drive.' Joseph Alexander Drive is a north/south roadway to be constructed along the common boundary between Springfield Metro Center I and Springfield Metro Center II. The northeastern end of Joseph Alexander Drive connects to the Metro Access Road for buses and other transit vehicles to access the Transportation Center. Joseph Alexander Drive is shown to terminate at the southwestern boundary of the application property. A possible off-site future extension of this road to Springfield Center Drive is shown on the plan sheets depicting the road network in the vicinity of Springfield Metro Center.

Two entrances into Springfield Metro Center II are proposed. The first entrance is to be at the terminus of Metropolitan Center Drive. This entrance is the main entrance to the site. Sheet 4 includes depictions of the layout of this entrance during the interim condition when Metropolitan Center Drive is a two-lane access road. Another entrance configuration addresses the condition when that boulevard is expanded to a four-lane section, should that occur in the future as part of the redevelopment of the Parr Warehouse. The main entrance is located at the proposed central plaza, described below. Travelways located on either side of Building 2 will provide access to the parking garage to be constructed on the eastern property line. The second access point is from the planned extension of Springfield Center Drive, which will align with the internal travelway in front of the proposed garage structure.

- *Pedestrian Access.* The pedestrian connections to surrounding developments are illustrated on Sheet 5. Linkages are to be provided to Springfield Metro Center I via crosswalks across Joseph Alexander Drive. Sidewalks along Joseph Alexander Drive will connect with the trail to the Transportation Center that runs along the Metro Access Road which will ultimately connect to the existing sidewalk system in the Transportation Center. This trail was proffered with the approval of Springfield Metro Center I. These pending applications include the construction of the Metro Access Road for shuttle buses and other transit vehicles. While a sidewalk is to be constructed along the extension of Springfield Center Drive, there are no sidewalks along the existing portions of that roadway. In addition, pedestrian connections to the south, in the general direction of the future campus of the Northern Virginia Community College (NVCC) are shown, and the applicant has proffered to coordinate with NVCC to construct those connections.

Pedestrian circulation within the proposed development is to be provided by a series of sidewalks connecting the buildings and plaza. The areas in front of the buildings and the plaza will include special paving treatments (details are unspecified). A sidewalk is located along the travelway between the parking garage and the buildings. Unlabelled connections between the parking garage and the buildings are described as pedestrian bridges in the applicant's statements.

- *Parking and Loading.* The major portion of the parking for the proposed offices and hotel is to be provided in the parking garage proposed along the eastern boundary. Ten visitor spaces are provided around the plaza and a sixty-nine space surface parking lot is shown behind Building 3. The draft proffers reserve the option to use vacant portions of the site, except the plaza, for temporary surface parking.

The parking garage is shown to consist of three structures that could be built separately, one with each of the three buildings. However, the three structures, even if not connected internally, will have the appearance of a single parking garage. Sheet 9 includes architectural elevations of the garage façade and an illustrative section of the screening proposed along the eastern side of the garage. Each level of the garage will include a panel along the lower half of the level to provide screening for the parked vehicles with an opening above the panel screening the vehicles. The illustrative suggests that lower panels will be either brick veneer panels on portions of the lower two levels with concrete panels on the other levels. The concrete screening panels are shown with a decorative band along the upper edge of the panel. The structural columns located at the exterior will also be partially covered with brick veneer panels. The stair towers are shown with brick veneer at each level, with both plain openings and glassed-in openings.

The tabulations show that 1350 parking spaces would be provided with the hotel/office option, or 244 more than the 1116 required by the Zoning Ordinance under that option. For the all office option, 1538 parking spaces are shown, or 306 more than the Zoning Ordinance requirement. The tabulations for the all office option state that 86 surface parking spaces are proposed, sixty-nine of these are shown in the parking lot behind Building 3 and the remainder are located around the central plaza.

The shape and dimensions of the parking structure remains the same under both options; the tabulations do not specify an exact number of spaces to be located in the garage. Note 14 on the GDP/SE Plat states that the number of parking spaces may be reduced so long as the minimum number required by the Zoning Ordinance is provided. The locations of the accessible parking spaces are not shown; however, Note 14 also states that they will be provided.

Loading spaces are shown at each of the proposed buildings. The loading space for the northernmost building (Building 1, which could be either a hotel or an office structure) is shown on the southeastern edge, which is adjacent to the travelway along the front of the garage. The loading spaces for the other two buildings would be at the back of the building.

- Plaza. The plaza is to be located in the central portion of the northwestern half of the property. The plaza layout is shown on most of the sheets in the plan, with a fifty-scale layout shown on Sheet 4. More detailed illustrations of the plaza are included on Sheets 8 and 9.

The plaza is in the center at the main entrance to the project from Metropolitan Center Drive. The three buildings are to be located around the plaza. The landscaped areas, seating and central fountain are separated from each of the buildings by the travel aisles that provide access to the main entrances to each of the buildings. In addition, when Metropolitan Center Drive is widened to four lanes, a vehicle entering the site from that entrance will be able to travel to the parking garage via a travel aisle that runs through the plaza area. Ten parking spaces are shown within the plaza.

The northern end of the plaza consists of a circular area, which is to be aligned with future median of Metropolitan Center Drive. The fountain is shown in the section labeled A on Sheet 8. The circle would include six "ornamental trees" set in planters in pairs. This circular area is divided from the rest of the plaza area by a travel aisle, which will include a special paving treatment that differentiates it from the other travel aisles around the plaza.

The southern portion of the plaza is to contain an oval shaped open green ringed by river birches or other 'minor deciduous street trees' set in tree grates; benches are located among the trees. The southernmost portion includes two planter areas with ornamental trees with seating.

- Landscaping. Along the northwestern boundary (Joseph Alexander Drive), the landscaping consists of a double staggered row of major deciduous trees within a twenty-five foot wide landscape strip. The sidewalk is located on the interior edge of this landscaping strip. A section of ornamental metal fence is shown on either side of the main entrance from Metropolitan Center Drive.

Along the northeastern boundary (the extension of Springfield Center Drive), the landscaping consists of a row of major deciduous trees with clumps of ornamental trees and evergreen trees located between the road and Building 1. The surface parking lot southwest of Building 3 is shown with interior parking lot landscaping of two islands containing minor

deciduous trees. Typical peripheral parking lot landscaping, consisting of major deciduous trees and evergreen trees within a ten (10) foot wide landscaping strip is also provided for this surface parking lot.

The parking garage is set back twenty-five feet from the southwestern property line. In this area, three major deciduous trees with interspersed evergreens are shown on the boundary. Seven evergreen trees are located between the plantings on the boundary and the garage. Along the northeastern boundary, between the parking garage and the adjacent industrial use, a twenty-five foot wide landscaping strip is to be planted with alternating groups of large deciduous trees and evergreen trees. Each grouping includes five to six major deciduous trees and nine evergreen trees. A section illustrating the treatment on this boundary is included on Sheet 6. The section illustrates the canopy upon planting and the projected canopy ten and twenty years from planting. The landscaping shown on either side of the access road between the parking garage and the buildings consists of medium deciduous trees spaced on twenty-five (25) foot centers.

Description of the Special Exception Amendment Plats for the Joe Alexander Transportation Center

SEA 91-L-053-4

Title of SEA Plat: Metro Section H-1, SEA 91-L-053-4
 Prepared By: Dewberry & Davis
 Original and Revision Dates: September 11, 2000 as revised through March 21, 2002

Special Exception Plat	
Sheet #	Description of Sheet
1 of 4	Cover Sheet, Notes and Vicinity Map
2 of 4	Special Exception Amendment Plat
3 of 4	Existing Vegetation Map
4 of 4	Springfield Metro Center Area Illustrative

SEA 91-L-054-3

Title of SEA Plat: Metro Section H-1, SEA 91-H-054-3
 Prepared By: Dewberry & Davis
 Original and Revision Dates: December 19, 2000 as revised through March 21, 2002

Special Exception Plat	
Sheet #	Description of Sheet
1 of 4	Cover Sheet, Notes and Vicinity Map
2 of 4	Special Exception Amendment Plat
3 of 4	Existing Vegetation Map
4 of 4	Springfield Metro Area Illustrative

Description of the Metro Access Road. The proposed Metro Access Road is designed to provide a vehicular connection between Springfield Metro Center and the Joe Alexander Transportation Center. It is shown as a 25.6-foot wide roadway that will be limited to shuttle buses and other transit vehicles. To prevent other vehicles from using the access road to travel from Springfield Center Drive to the Transportation Center, signs will be provided at the intersection of Joseph Alexander Drive and the Metro Access Road and at the ring road. In addition, an access control gate is to be constructed to restrict the traffic that can use the access road to or from the station. The control gate will be located near the ring road.

The Metro Access Road is proposed to run from the northwestern end of Joseph Alexander Drive into the Transportation Center where it will connect to the ring road around the station complex. The Metro Access Road is L-shaped; from the ring road, it travels west approximately 450 feet, then turns south towards Springfield Metro Center. The intersection with the ring road is approximately 170 feet south of the ramp from the Frontier Drive interchange, which is opposite the travel way that allows vehicles to circle through the main station.

The ring road around the Transportation Center allows vehicles to travel one-way in a counterclockwise direction. At the intersection of the Metro Access Road and the ring road, vehicles travelling to the transit station from Springfield Metro Center will turn right onto the access road. This movement will be channeled onto the ring road by a raised median. Therefore, no left turns will be allowed from the access road onto the ring road. Shuttle buses and other transit vehicles travelling to Springfield Metro Center from the Transportation Center will enter the Metro Access Road by crossing the ring road from the travel aisle that allows vehicles to go around the ring road instead of exiting the Transportation Center.

Land Use Analysis (Appendix 11)

As stated previously, the application property is located within Land Unit D-1 of the Franconia-Springfield Transit Station Area (TSA). Land Unit D-1 is approximately 95 acres in size and contains the General Services Administration's (GSA) Parr Warehouse (approximately 70 acres) and the former concrete pipe manufacturing plant (approximately 25 acres). The GSA warehouse site is developed with 1.2 million square feet of warehouse space at a 0.40 FAR. The 12.16 acre portion of the former concrete plant, located west of

the application property, is being redeveloped as Springfield Metro Center I, with multi-family housing (377 units) and a 50-room hotel.

Land Unit D-2, located to the south of Land Unit D-1, is developed primarily with warehouse uses. A Northern Virginia Community College (NVCC) campus is under construction immediately south of the application property on Parcel 11C.

Land Unit D-1 is planned for industrial uses up to 0.50 FAR, with an option for mixed use development up to a 0.70 FAR, subject to the non-residential use being limited to one-third of the overall gross floor area, which is anticipated to be 1.0 million gross square feet of commercial uses, within the Land Unit. Land Unit D-2 is planned for redevelopment as low-rise multi-family housing as a transition to the established stable neighborhood of Loisdale Estates.

The Plan for the Franconia-Springfield Transit Station Area was adopted in February of 1994. It was developed under the guidance of the Board-appointed Franconia-Springfield Planning Area Task Force. Major planning objectives for the Transit Station Area include providing opportunities for mixed-use projects and high-density residential development in proximity to the Transportation Center. In recognition of the importance of the Joe Alexander Transportation Center to the future growth and development of the area, the supported land use recommendations call for the redevelopment of the industrial area located adjacent to the Transportation Center. The intent of the land use recommendations is to promote redevelopment of this area by allowing mixed-use development and high-density residential use as an option to the existing industrial uses. Redevelopment in this area would provide an opportunity to facilitate transit oriented development and to promote the types of land uses that would take better advantage of the transit services that are now available at the Transportation Center. These services include bus, Metrorail and Virginia Railway Express commuter rail transportation.

The plan for the Transit Station Area assumes that redevelopment of Land Unit D-1 could result in approximately 2.9 million square feet of mixed-use development. Of this 2.9 million sf.ft., non-residential development (including office, hotel, medical care, and support retail) could total up to 1.0 million gross square feet. Residential development could total approximately 1600 dwelling units or 1.9 million gross square feet. An illustrative concept was adopted as part of the Plan showing the office use located on the eastern portion of the site closest to the Transit Station. Residential use, ideally comprised of both mid-rise and garden apartments, would be located on the northwestern portion of the site. In order to provide a transition to the Loisdale Estates community, only garden apartments were envisioned for the southwestern portion of the land unit under the adopted concept. Attachment 1 of Appendix 11 contains maps showing the general area, land use options for key areas, and the illustrative development concept.

This current development proposal follows that pattern, by proposing to develop up to 520,000 square feet of commercial uses in the northern portion. This, when combined with the 115,000 square foot hotel approved in Springfield Metro Center I pursuant to RZ 1998-LE-006, allocates approximately 670,000 square feet of the 1,000,000 square feet of commercial development envisioned in Land Bay D-1 to the former concrete pipe plant portion of Land Bay D-1, leaving a minimum of 365,000 square feet to be allocated to the remainder of Land Bay D-1.

Staff has concluded that each of the proposed options presented by this development proposal is consistent with the recommendations of the Plan with regard to the level of commercial development proposed.

The development plan and proffers indicate that up to 20,000 square feet of support retail use will be included in the total gross floor area of the 474,000 for the office-only option or 520,000 square feet for the office/hotel option. This support retail use will serve workers and nearby residents.

However, staff has also concluded that the applicant should address the following development guidelines outlined in the Comprehensive Plan concerning the quality of the overall development, pedestrian circulation and public transportation/HOV goals for both Land Bay D-1 and the Transit Station Area.

The Comprehensive Plan provides the following text that establishes guidelines for development proposals in Land Bay D-1:

“Recreation facilities are provided as an amenity for use by residents and employees and designed as an integral part of each type of development...”

-and-

“In the event this property redevelops, at least two points of roadway access should be provided to this land unit. If the land unit is developed in phases, direct vehicular and pedestrian access to and from the Transportation Center should be provided in the first phase of development. Development in this land unit should be linked with the Franconia-Springfield Transportation Center through the provision of high frequency transit service, such as a bus or automated guide way system. ”

With regard to the recreation facilities, the draft proffers state that a minimum of 1,000 square feet of indoor recreation space shall be made available to satisfy the recommendation for recreation facilities.

The Plan provisions regarding access to Land Bay D-1 consists of two different components. First, direct vehicular and pedestrian access to the Transportation Center is being provided by the Metro Access Road in combination with the previously proffered pedestrian trail (Springfield Metro Center I proffers). Second, the requirement for two points of roadway access is addressed through the extension of Springfield Center Drive to Joseph Alexander Drive.

In addition, the Comprehensive Plan provides guidance about development within the transit station area. The Plan states that proposed development in the Franconia – Springfield Transit Station Area should:

- “Provide high quality development that is functionally integrated, orderly, identifiable and attractive...”
- “Use design features to help establish a sense of place and assist in orienting people to find their way to the area’s workplaces, stores and other facilities.”
- “Design development projects to allow for pedestrian access between buildings; provide open space and urban parks and plazas; allow opportunities for shared or reduced parking; and generally make more efficient use of land...”
- “Create a pedestrian circulation system that provides direct access to the Transportation Center and promotes the integration of employment, residential and retail uses.”

Springfield Metro Center I and Springfield Metro Center II are being developed by the same entity. Functional integration, order, a common identity and attractiveness can be addressed through having complementary uses within or near the project, an integrated pedestrian network, the use of appropriate and attractive common design themes in architecture and through urban design that utilizes common landscaping elements and on-site furniture such as streetlights, seating, and signage.

Support retail, which can serve the residential, as well as possible hotel and commercial uses, would achieve the functional integration recommended by the Plan. However, the commitment to support retail provides only for the possibility of providing up to 20,000 square feet of support retail, which is defined on the GDP/SE Plat as eating establishments, financial institutions, personal service establishments and health clubs. Staff believes the applicant should commit to providing the support retail prior to issuance of building permits for the third building.

The integration of the pedestrian network between the two parts of Springfield Metro Center has been achieved through the sidewalk connections shown at the future intersection of Joseph Alexander Drive and Metropolitan Center Drive, the connection of both parts of Springfield Metro Center to the Transportation

Center, and the proffered commitment to work with the Northern Virginia Community College (NVCC) to provide pedestrian connections to the campus.

With regard to common lighting, seating and other street furniture elements, the applicant has committed to similar typical lighting fixtures, monument signs, ornamental fencing, trash cans and benches on the plans for Springfield Metro Center I and Springfield Metro Center II. (The details shown on Sheet 9 of the GDP/SE Plat for Springfield Metro Center II are the same as the details shown on Sheet 7 of the proffered CDP/FDP for Springfield Metro Center in Appendix 7).

With regard to a common architectural theme, the proffers include a commitment to have architecture that is consistent with the perspective sketch included as Sheet 7 of the GDP/SE Plat. This perspective sketch complements the architecture of the multi-family housing that was proffered with the approval of Springfield Metro Center I (see Sheets 12 and 13 of the proffered CDP/FDP in Appendix 7 for comparison). The proffer also states that, before site plan approval, architectural elevations of the buildings will be presented to the Planning Commission for an administrative review regarding compatibility with Sheet 7.

Signage is an important element of this project due to its isolated location with regard to the surrounding development and road network and because it represents the redevelopment of an area from industrial uses to a more compact mixed use form. Further, access to the Transportation Center needs to be addressed through signage. The project sign on Sheet 9 is similar to the project sign contained on Sheet 7 of the proffered plan for Springfield Metro Center I. Further, the GDP/SE Plat identifies locations for directional signs and provides for signage that identifies the location and restricted nature of the connection to the Transit Station.

In addition to the common street furniture and lighting elements, consistent landscaping elements are provided on each part of the Springfield Metro Center through similar streetscapes. The streetscape along Metropolitan Center Drive (Springfield Metro Center I) and along Joseph Alexander Drive and the extension of Springfield Center Drive (Springfield Metro Center II) result in a row of major deciduous trees along those roadways that are planted on similar 40 to 50 foot centers. Secondly, ornamental metal fences that are similar to the six foot tall fence around the residential portion of Springfield Metro Center I are proposed as accents within Springfield Center II.

With regard to the proposed development's relationship with adjacent properties, this issue is partially addressed along the boundary with the Parr Warehouse, through the possible future extension of Joseph Alexander Drive within the Parr

Warehouse property and by the extension of pedestrian connections to the NVCC campus, under construction to the southwest.

However, along the southeastern boundary which abuts a property developed with a warehouse in the I-4 District, the integration is not successful. The southeastern boundary is dominated by the proposed five and one-half story parking garage that runs almost the full length of that boundary. Since the subject site is approximately eight feet above the travel way behind that warehouse, the garage will likely appear to be at least six and one-half stories on that side. Further, notwithstanding the proposed twenty-five foot wide landscaped buffer strip illustrated on the GDP/SE Plat (see Sheet 6), this garage would present a considerable barrier to any integration between Springfield Metro Center and any redevelopment of the adjacent site, either within the parameters of the existing zoning, which allows a 0.50 FAR, or within the Plan specified optional use of multi-family residential.

Staff has concluded that the applicant has demonstrated that the two parts of Springfield Metro Center will be integrated through common architectural elements, similar street furniture, common landscape features and the interconnected pedestrian and vehicular networks. However, the lack of a specific commitment to support retail uses does not further the integration of the two sites. Staff has also concluded that integration of Springfield Metro Center with the rest of Land Bay D-1 is not satisfied due to the separation forced by the parking garage along the southeastern boundary.

Staff also has identified two concerns regarding the overall quality of the design of Springfield Metro Center II. First, the proposed parking structure will be the predominant feature in the eastern portion of the property. It will be forty-two feet in height and 675 feet in length. While the architectural treatments for the garage, the landscaping along the travel aisle and the buffer along the boundary with the adjacent industrial property are intended to mitigate the garage's impact, the mass of this structure is not adequately addressed by these measures. It is recommended that the parking structure be reduced in height through reducing the overall number of parking spaces to be provided upon project completion to the amount required by the Zoning Ordinance. The amount of parking provided on site is approximately one-third more than the amount of parking required. This site is less than one-half mile walk from the entrance to the station platform and the draft proffers commit to providing a shuttle bus service to reduce reliance on single occupancy vehicles. In addition, the parking structure could be lowered into the ground to reduce its mass.

Second, the proposed plaza is ringed on all sides by vehicular travel aisles and is crossed by another. The amount of open area not devoted to vehicles could be increased within the plaza if Building 3 were shifted approximately 40 feet farther toward the southwestern property line. This would reduce the amount of

surface parking behind Building 3 and increase the amount of open area in the major portion of the plaza from approximately 9,600 square feet to approximately 12,000 square feet. This is excluding the circular area that is cut off from the major portion of the plaza by a travel aisle.

Transportation Analysis (Appendix 12)

Issue:

Plan Goal of Reducing Trip Generation within the Transit Station Area by Forty Percent

The transportation section of the Plan text for the Franconia–Springfield Transit Station Area states that the land use recommendations for the Transit Station Area are based on a transit/HOV mode split goal of forty (40) percent. Attainment of this goal will require a significant percentage of persons traveling to the Transit Station Area in transportation modes other than by single occupancy automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements, have been identified as a means of achieving this goal. However, unless they are rigorous, these commitments can be difficult to monitor and enforce in perpetuity once the buildings are built and occupied.

During the review of this application, staff of the Department of Transportation re-evaluated the need for a transit/HOV mode split goal of 40 percent as recommended in (DOT) the Plan based on the recent improvements in the vicinity, the recent reduction of the planned density at the EPG site, the I-495/I-95 interchange construction that is now underway, and new cordon counts at the Transit Center. Pursuant to this re-evaluation, staff was able to determine that, based on the existing network, an acceptable level of service could be maintained, if trips for an all office development were reduced by 25 percent. Since the trip generation and peak hour characteristics of a hotel are less than those for office uses, the revised trip reduction goal for the office/hotel option could be 20 percent.

This application addresses this issue in two ways. First, the amount of gross floor area has been reduced from the original request for 560,000 square feet of potentially all office uses. The proposed GFA for the office option is now 474,000 square feet and the hotel/office option is 520,000 square feet. The reduction in trips resulting from the reduction in office GFA is approximately 15 percent of the trips that could have resulted from the 560,000 square feet. Similarly, the reduction in the overall size of the hotel/office option to 520,000 square feet results in a 10 percent reduction in trips. Additionally, there is an anticipated 10 percent reduction in trips that could accrue with an appropriately configured shuttle bus program, appropriate transportation demand management

measures and the site's proximity to the Transportation Center. When the two methods of trip reduction are combined, the revised trip reduction goals (27% and 20% reduction) in the area could be met.

Resolution:

However, staff has concluded that certain aspects of the draft proffers would reduce the effectiveness of the shuttle bus program and the TDM program as proffered. Staff recommends that the commitments with regard to the shuttle bus and the TDM program be strengthened to satisfy this Plan goal. The specifics regarding each issue are further discussed below.

Issue: Transportation Demand Management Program

The draft proffers include a Transportation Demand Management Program (TDM). The TDM measures include establishing a TDM Coordinator that would distribute transit literature, promote transit use, develop ridesharing programs, coordinate these activities with the Fairfax County Department of Transportation, develop incentives for pedestrian and bicycle trips, designate carpool and vanpool spaces, establish variable/staggered work hours, and provide on-site rideshare information. A shuttle bus is also proffered, as an essential element of achieving the reduction in single occupancy vehicle trips. The proffers should be revised to include:

- at a minimum, a commitment that all of the items identified in the draft TDM proffer will be provided;
- the TDM program will be submitted to the Fairfax County Department of Transportation for review and approval and will be implemented upon approval of that plan;
- the Metro Access Road will be open for use with the initial occupancy of the first building on the site so that the shuttle buses can travel on it; and
- Bus shelters be provided on site.

Further, as discussed elsewhere, it must be noted that the parking proposed on-site exceeds the requirements of the Zoning Ordinance by 234 spaces for the hotel option, or one-fifth of the required amount. For the office option, the amount of parking to be provided exceeds the required amount by 306 spaces or almost one-fourth of the required amount. The proposed TDM program could be more effective if the amount of parking was limited to promote the use of alternative modes of transportation. While Note Number 9 would permit the applicant to reduce the number of parking spaces, so long as the ultimate number meets the requirements of Article 11, Parking and Loading, it is strongly recommended that the applicant reduce the number of spaces on site to the requirement.

Resolution:

This issue has only been partially addressed.

Issue: Shuttle Bus

The draft proffers state that a shuttle bus will be established with the issuance of the first Non-RUP for a tenant to occupy any portion of any of the three proposed buildings. (It should be noted that the proffers for Springfield Metro Center I contain a similar commitment). The draft proffer states that the shuttle bus will be provided by the applicant for the first two years after the issuance of a Non-RUP and that once the two years have passed, the management and funding of the shuttle bus will be transferred to a management entity for Springfield Center II. The proffer also provides that the shuttle service could be transferred to an area wide Transportation Management Association (TMA), with either the applicant or the management entity providing funding. (In Springfield, the area TMA would be the Transportation Association of Greater Springfield (TAGS)). The shuttle bus would run on ten minute intervals during the morning peak (7:00 a. m. to 9:00 a. m., as defined by the draft proffers) and during the evening peak (4:30 p.m. to 6:30 p. m., as defined by the draft proffers). Service would be provided during other hours "appropriate to employee/tenant needs."

The current proffer should be revised by changing the hours of the shuttle bus to a morning peak period of 6:30 a. m. to 9:00 a. m. and an evening peak period from 4:30 p. m. to 7:00 p. m. The current commitment is for a morning peak starting at 7:00 a. m. and an evening peak ending at 6:30 p. m. Further, the use of the shuttle is limited to persons who have identification stating that they work in Springfield Metro Center II. This precludes the use of the shuttle by visitors to the site and by persons residing in Springfield Metro Center I.

In addition, the proffer states that the shuttle service would be superseded by the provision of public transit that duplicates the service.

Resolution:

The terms for the proposed shuttle bus are too restrictive. As noted above, credit towards the Plan goal of a reduction in trips is associated with the shuttle bus; however, it is not clear that the shuttle bus will provide the projected degree of reduction given the restrictions on the time period of funding, the limitations in the peak hours of service and on the persons who can use the shuttle bus. Therefore, this issue has not been adequately addressed.

Issue: Access Road to the Transportation Center

This roadway, which is the subject of the two pending SEA applications and is identified as "Metro Access Road" in the draft proffers, is to provide a route for

shuttle buses and other mass transit vehicles from Springfield Metro Center to the Transportation Center. The depiction of the access road on Sheet 5 of the GDP/SE Plat and on the SEA Plats includes a "traffic control location" that is within 100 feet of the ring road of the Transportation Center. The GDP/SE Plat includes traffic control signs that are to be installed at the end of Joseph Alexander Drive to ensure that private vehicles do not travel down the access road inadvertently. In addition, the draft proffers provide that the roadbed shall be built to the standards for a VDOT Category II Road.

Previous versions of the draft proffers stated that this roadway would be constructed and in use before the issuance of the first Non-RUP Permit for the Subject Property. However, the current proffers state that the roadway will be constructed and available for use before the issuance of the first Non-RUP for "tenant space." The draft proffers further state that delays in putting the roadway in shall not be the cause for delay in obtaining a Non-RUP, if the applicant can demonstrate to County Staff that the delays are not the cause of the applicant.

Staff recommends that the previous language be restored to the draft proffers; currently as written, the proffer would allow the development to proceed without the provision of the 'direct vehicular and pedestrian access to and from the Transportation Center' specified by the Comprehensive Plan. It would also negate the 10% reduction in trips allocated to use of the shuttle service.

Resolution:

This issue has not been adequately addressed.

Issue: Extension of Springfield Center Drive

Springfield Center Drive is a private road that provides access to the Springfield Industrial Center. The tax map shows the right-of-way to be approximately 60 feet in width. As stated previously, Springfield Center Drive connects to Loisdale Road south of the Parr Warehouse and terminates at a cul-de-sac at the northeastern corner of the application property.

The extension of this roadway from the cul-de-sac westward along the northern boundary of Springfield Metro Center II could meet the Plan goal of providing two points of access into this area by providing a second roadway access to Loisdale Road. However, the existing portion of the road is privately owned and maintained. Further, since the proposed extension of Springfield Center Drive does not intersect any public streets at this time, it will likely remain a private street for the near future. However, the extension of Springfield Center Drive proffered with this application will be an important link in what is anticipated to be a network of public streets serving Land Units D-1 and D-2 of the Franconia – Springfield Transit area. Therefore, it is recommended that the roadway be

constructed to the standards for a public street. The draft proffers and development plan commit to construct the road to meet VDOT standards as a fifty-two foot wide roadway within a seventy foot wide right-of-way.

The draft proffers state that a public access easement will be placed on the proffered extension of Springfield Center Drive. However, the draft proffers also state that the existing portion of Springfield Center Drive would be open to vehicles from the 'subject property' or Springfield Metro Center II only. Therefore, it is not clear that if the extension of the roadway is constructed, whether traffic from Springfield Metro Center I would be able to use Springfield Center Drive to get to Loisdale Road. If the remainder of Springfield Center Drive is not open to traffic from Springfield Center I, the Plan recommendation for two points of roadway access to Land Bay D-1 is not satisfied.

Resolution:

This issue remains unresolved.

Issue: Provision of a Roadway Connection to the South

The GDP/SE Plat includes the construction of a north-south roadway between the two sections of Springfield Metro Center, which is identified as Joseph Alexander Drive. The proffers describe this roadway as being built to VDOT standards as a fifty-two foot wide road within a seventy foot wide right-of-way. The draft proffers state that this road will be constructed and open to traffic before the issuance of the first Non-RUP for tenant space.

As with all roadways that serve the application property, this road is likely to remain a private street for the near future until the other roads it connects to are included in the state system. In this instance, the future extension to the south may be required for Joseph Alexander Drive to be included in the state system. The eastern edge of the future right-of-way for Joseph Alexander Drive to extend southward is the property line of the area of the application property located south of Metro Connector Drive. As such, the extension of Joseph Alexander Drive south of the Metro Connector Drive will be constructed by others. The GDP/SE Plat identifies a fifteen foot wide grading easement for this future construction.

Resolution:

This issue has been addressed.

Environmental Analysis (Appendix 13)

Issue: Stormwater Management

The subject property falls within the Accotink Creek Watershed, which is part of the Chesapeake Bay Watershed. Note 8 of the GDP/SE Plat states that stormwater quality and quantity requirements will be handled by a regional facility on the WMATA property. The applicant has not provided any information regarding the capacity of the regional facilities located on the WMATA property. The draft proffers state that the applicant will apply for a waiver to allow all or a portion of the stormwater management and best management practices (SWM/BMP) requirements to be met in the offsite regional facility. The draft proffers also state that if the waiver is not approved, underground detention and BMPs will be provided within the application property. The proffer also notes that approval of a proffered condition amendment application may be required if the on-site SWM/BMP facilities create a layout that is not in substantial conformance with the proffered GDP. At the time of Site Plan approval, verification will have to be provided to DPWES that the regional stormwater management facility on the WMATA property is capable of accommodating the stormwater requirements for this property.

The comments of the Stormwater Planning Division (Appendix 14) note that stormwater management should be provided on this site.

Resolution:

As noted above, this issue will be addressed at the time of site plan approval.

Issue: Transportation Generated Noise

The southeastern boundary of the subject property is within approximately six hundred feet of the RF&P Railroad tracks, a significant noise source. Because the proposed hotel facility serves a residential purpose, it is appropriate that building materials be selected for the proposed structure such that interior noise be reduced to 45 dBA L_{dn} or less. Exterior walls should be constructed of building materials with a sound transmission class (STC) of at least 39, and windows should have a STC of at least 28.

Resolution:

The draft proffers state that the requested attenuation for interior noise shall be provided. This issue has been addressed.

Issue: Soil Constraints

The Soil Survey for Fairfax County has not identified soil types for the subject property. From conditions observed during a site visit, it would appear that the site of Springfield Center II contains considerable fill. It is suggested that the applicant submit a soil survey and a geo-technical study to DPWES so that soil constraints can be addressed in the early stages of development.

Resolution:

While the draft proffers do not require that a soils survey or geo-technical study be submitted, this issue will be addressed at the time of site plan review.

Issue: Landscaping

The memorandum in Appendix 13 suggested that the applicant provide a comprehensive landscape plan that includes more extensive landscaping and tree planting than was included in the initial submission. The revised GDP/SE Plat includes additional landscaping beyond that shown on earlier submissions and includes a detailed landscaping legend that identifies native species. The landscaping is described in detail in the section of this report that describes the GDP/SE Plat.

That memorandum identified several landscaping issues. The following identifies how these issues have been addressed by the revised GDP/SE Plat.

- Additional screening should be provided along the southern side of the parking garage; the additional screening has been provided by adding additional evergreen trees between the boundary and the garage building.
- Streetscape should be installed between the central building and the northern building; the revised GDP/SE Plat includes small deciduous trees along either side of the travelway between these two buildings.
- Any conflicts between potential utility locations and the landscaping should be addressed, so that utilities do not preclude some of the plantings proposed on this plan; this issue has not been resolved, because the applicant has not provided any information as to whether the water line along the southeastern boundary will be moved; this line could preclude some of the plantings between that boundary and the proposed parking garage. The proposed development conditions for SE 01-D-020 require that the water line be shifted, if necessary, to ensure that the full screening shown on the GDP/SE Plat can be planted.
- Impacts of any required sight distance easements on the proposed landscaping should be addressed; while the revised GDP/SE Plat does not provide specific information about sight distance requirements at the entrances to the site, the landscaping is located such that a slight shift in the location of one or two trees at the entrances would address sight distance requirements.
- All trees planted on the property should be native species; the legend includes native species and notes that the applicant reserves the right to substitute only other native species.
- The landscape plan should be reviewed and approved by the Urban Forestry Division; this is addressed by the proposed development conditions.

Resolution:

This issue has been largely addressed, with the exception of the sight distance easements, which can be addressed at the time of site plan approval.

Public Facilities Analysis (Appendices 15 – 18)Park Authority Analysis (Appendix 15)

The Park Authority staff has determined that these applications bear no adverse impact on the land or resources of the Fairfax County Park Authority.

Sanitary Sewer Analysis (Appendix 16)

The property is located in the Accotink Creek (M6) watershed and would be sewered into the Noman M. Cole, Jr. Pollution Control Plant. The existing ten (10) inch line located in an easement approximately 150 feet from the property is adequate for the proposed use at this time. There appears to be adequate capacity for the proposed development at this time when existing uses and proposed development recommended by the Comprehensive Plan are taken into account.

Fire and Rescue Department Analysis (Appendix 17)

This property is serviced by Station #22, Springfield, located across I-95 from the application property. This development does not meet fire protection guidelines because the site is located 1.2 miles by roadway, outside of the recommended service time of seven minutes. A new station is not currently planned.

Water Service Analysis (Appendix 18)

The property is located in the service area of the Fairfax County Water Authority. Offsite water main extensions are required for domestic service and for fire protection. Adequate water service is not available at the site. An off-site water main extension from a 12-inch water main located at the southeast corner of the property and the extension of a 12-inch water main located in Springfield Center Drive will be required.

ZONING ORDINANCE PROVISIONS (Appendix 19)

Bulk Standards (C-4)		
Standard	Required	Provided
Lot Size	40,000 sq. ft.	9.72 acres
Lot Width	200 feet	385 feet
Building Height	120 feet maximum	85 feet (Building 1) 120 feet (Buildings 2 & 3)
Front Yard	25° ABP, >40 feet (25° ABP for an 85 foot tall building is 40 feet) (25° ABP for a 120 foot tall building is 56 feet)	40 feet (Building 1 north & west) 40 feet 1 st story and 56 feet above 1 st floor (Building 3 west, which satisfies the requirement)
Side Yard	No Requirement	N/A
Rear Yard	20° ABP ¹ , >25 feet (20 ABP for an 120 foot tall building is 44 feet)	125 feet (Building 3 south)
Floor Area Ratio (FAR)	1.65	1.22 (Hotel/Office Option) 1.12 (All Office Option)
Open Space	15% (1.45 ac.)	28% (2.7 ac.)
Parking Spaces	1,118 (Hotel/Office Option) 1,456 (All Office Option)	1,350 (Hotel/Office Option) 1,538 (All Office Option)
Loading Spaces	6 (Hotel/Office Option) 5 (All Office Option) ¹	6 (Hotel/Office Option) 6 (All Office Option)

¹ Par. 15 of Sect. 11-202 states that in no instance shall more than five (5) loading be required for a given use or building.

Transitional Screening and Barriers

The abutting uses, except for the multi-family housing being constructed as part of Springfield Metro Center I, do not require the provision of transitional screening or barriers by this proposed development. Across proposed Joseph Alexander Drive, an eight story multi-family building is under construction. A hotel use requires Transitional Screening Yard 1 (25 feet in depth) and barriers E (6 foot wall brick or architectural block), F (6 foot high solid wood fence) or G (6 foot chain link fence), when it is proposed to be located adjacent to multi-family housing. An office use requires Transitional Screening Yard 1 (25 feet) and Barriers D (42-48 inch chain link fence), Barrier F (6 foot high solid wood fence), or Barrier E (6 foot wall brick or architectural block), when it is proposed to be located adjacent to multi-family housing.

Waivers/Modifications

Modification: Transitional Screening **Basis:** Par. 3 of Sect. 13-304:

This paragraph allows modifications of the Transitional Screening Yard requirements when a barrier and/or the land between the proposed building and the property line have been specifically designed to minimize impacts. In this instance, the Plan recommends a mixed use development of which Springfield Metro Center I (the multi-family housing generating the screening requirement) and the hotel or office use proposed with Springfield Metro Center II are each an integral part. A streetscape of trees and sidewalk has been provided on either side of the four-lane roadway separating these two uses as described elsewhere in this report. Given these factors, staff supports the requested modification of the transitional screening yard requirement adjacent to the multi-family units.

Modification: Barrier **Basis:** Par. 5 of Sect. 13-304:

This paragraph allows the barrier requirement to be waived where the adjoining land is designated on the adopted Comprehensive Plan for a use that would not require transitional screening or barriers. As noted above, Springfield Metro Center II and Springfield Metro Center I are both part of Land Unit D-1 of the Franconia – Springfield Transit Area and are designated for mixed use development consisting of both residential and commercial development. The two projects have been designed together and the barriers are being provided through the six foot tall ornamental metal fence around the PDH-40 portion of Springfield Metro Center and the four foot tall ornamental fencing being provided along major portion of Joseph Alexander Drive. Staff recommends that the Board of Supervisors approve a modification of the barrier requirement in this instance.

Other Zoning Ordinance Requirements:**Special Exception Standards for the Hotel**

General Standards: Sect. 9-006

Standards for All Category 5 Uses: Sect. 9-503

Additional Standards for Hotels, Motels: Sect. 9-512

Additional Standards for Hotels, Motels (Sect. 9-512)

The standard applies to hotels located in an industrial district and is not applicable in this instance.

Standards for all Category 5 Uses (Sect. 9-503)

As discussed elsewhere in this report, the proposed hotel does conform to the lot size and bulk regulations for the C-4 District as required by Par. 1 (see the chart with regard to Building 1). The use will be required to meet the performance standards specified in Article 14 during its operation as specified in Par. 2. The use is subject to the requirements of Article 17, Site Plans as stated in Par. 3.

General Standards (Sect. 9-006)

The proposed special exception (SE) for the hotel is not in harmony with the recommendations of the adopted Comprehensive Plan as specified in Par. 1 as discussed in the Land Use Analysis and Transportation Analysis sections. The proposal is not in conformance with the quality design required in the Transit Station Area with regard to the design of the garage and the plaza. Further, as discussed in the Transportation Analysis, the proffers regarding the shuttle bus, the opening of the Metro Access Road and the limitations on the use of Springfield Center drive are not in conformance with the Plan. The SE is in harmony with the purpose and intent of the applicable zoning district regulations as specified in Par. 2. As required by Par. 3, the proposed hotel is not harmonious with and would adversely affect the use or development of adjacent properties as noted in the Land Use Analysis section. Staff has concluded that the pedestrian and vehicular traffic associated with the proposed uses would not be hazardous nor conflict with existing traffic, as specified in Par. 4. The landscaping and screening complies with the requirements of Article 13 of the Zoning Ordinance per Par. 5. In this instance, twenty-eight (28) percent of the site is proposed to be open space which is in excess of the requirement in the C-4 District as specified in Par. 6. Adequate utility and drainage facilities are located at the site. The loading spaces depicted on the GDP/SE Plat conform to the requirements of Article 11, Parking and Loading. Therefore, Par. 7 has been satisfied. Par. 8 addresses signage (see the comments under Plan Analysis regarding signage).

Joe Alexander Transportation Center
(SEA 91-L-53-4 and SEA 91-L-054-3)

The proposed Metro Access Road does not affect the conformance of the Transportation Center with the bulk regulations, landscaping, parking, or the special exception standards for WMATA facilities and for fill in the floodplain.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

Staff has concluded that each of the two proposed options for commercial development on 9.75 acres known as Springfield Metro Center II could be consistent with the recommendations of the Comprehensive Plan with regard to use and intensity within this portion of Land Unit D-1. However, there are a number of significant outstanding issues, which are not adequately addressed by the application as submitted. These include transportation issues related to the Plan recommendations regarding trip reduction, other transportation issues, as well as urban design issues related to the Plan text applicable to Land Bay D-1 and the Transit Station Area. These issues are presented in detail throughout the report and are bulleted below.

Comprehensive Plan Recommendation for Trip Reduction

- The revised trip reduction recommendations of 27 percent for the all office option and 20 percent for the hotel/office option should be met.
- Parking should be reduced to the requirements of the Zoning Ordinance to promote alternatives to single occupancy vehicles.
- The hours of operation of the shuttle should be expanded by a half-hour in both the morning and evening peak periods.
- The proffered commitment for the shuttle service by the applicant should be rewritten to be more clear
- The restrictions on the use of the shuttle contained in the proffers should be eliminated.
- Bus shelters should be provided on site.

Transportation Issues:

- Public access to the extension of Springfield Center Drive should be included.
- The Metro Access Road should be open to traffic before a Non-Residential Use permit is issued for any of the development in Springfield Metro Center II.

Urban Design Issues:

- The impacts of a five and one-half story parking garage along the eastern boundary on the project or on adjacent development should be adequately addressed.
- The plaza area should be redesigned to provide a larger area of usable open space.
- A stronger commitment to support retail should be made.

Recommendations

Staff recommends denial of RZ 1998-LE-064. However, should it be the intent of the Board of Supervisors to approve RZ 1998-LE-064, staff recommends that the approval be subject to the execution of the draft proffers contained in Appendix 1.

Staff recommends denial of SE 01-L-020. However, should it be the intent of the Board of Supervisors to approve SE 01-L-020, staff recommends that the approval be subject to the development conditions contained in Appendix 2.

Staff recommends denial of SEA 91-L-053-4. However, should it be the intent of the Board of Supervisors to approve SEA 91-L-053-4, staff recommends that the approval be subject to the development conditions contained in Appendix 3.

Staff recommends denial of SEA 91-L-054-3. However, should it be the intent of the Board of Supervisors to approve SEA 91-L-054-3, staff recommends that the approval be subject to the development conditions contained in Appendix 4.

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. Proposed Development Conditions for SE 01-L-020
3. Proposed Development Conditions for SEA 91-L-053-4
4. Proposed Development Conditions for SEA 91-L-054-3
5. Affidavits
 - a. Affidavit for RZ 1998-LE-064
 - b. Affidavit for SE 01-L-020
 - c. Affidavit for SEA 91-L-053-4
 - d. Affidavit for SEA 91-L-054-3
6. Applicant's Statements
 - a. Development Narrative – March 1, 2002
 - b. Land Use Narrative
 - c. August 11, 1998 Statement of Justification
 - c. April 25, 2001 Revised Statement of Justification
 - d. April 12, 2001 Statement regarding Hotel Special Exception
 - d. Transportation Demand Management Plan

APPENDICES (Continued)

7. Reduction of the proffered Conceptual/Final Development Plan for RZ 96-L-006
8. Approval Records regarding SEA 91-L-054
9. Approval Records regarding SEA 91-L-053-3
10. Approval Records regarding SEA 91-L-053-5
11. Plan Citations and Land Use Analysis
12. Transportation Analysis
13. Environmental Analysis
14. Comments of the Stormwater Planning Division
15. Park Authority Comments
16. Sanitary Sewer Analysis
17. Fire and Rescue Analysis
18. Water Service Analysis
19. Selected Excerpts from the Zoning Ordinance
20. Glossary of Terms



DRAFT

PROFFERS

**RZ 1998-LE-064
SPRINGFIELD EAST, L.C.
SPRINGFIELD METRO CENTER (PHASE II)**

May 14, 2002

Pursuant to Section 15-2.2303A of the 1950 Code of Virginia, as amended, the undersigned applicant and owner, for themselves and their successors or assigns (hereinafter referred to as "Applicant"), hereby proffer the following conditions provided the Board of Supervisors approves SEA 91-L-053-4, SEA 91-L-054-3 and SE 01-LE-020, and the Property is rezoned to the C-4 District as proffered herein.

1. **Generalized Development Plan.** Subject to the provisions of Section 18-204 of the Zoning Ordinance, the Subject Property shall be developed in substantial conformance with the Generalized Development Plan/Special Exception Plat ("GDP/SEP"), entitled "Springfield Metro Center II," prepared by Dewberry & Davis, revised and last dated May 14, 2002.
2. **Joseph Alexander Drive.** Prior to the issuance of the first Non-Residential Use Permit ("Non-RUP") for occupied office/hotel floor area ("Occupied Space") in the first building on the Subject Property, Joseph Alexander Drive, from Metropolitan Center Drive northward to the Metro Access Road, shall be constructed as shown on the GDP/SEP and open for public use. For purposes of these proffers, "open for public use" shall mean that the committed road improvement is open to public traffic, whether or not accepted into the state system.
3. **Metro Access Road.** Prior to the issuance of the first Non-RUP for Occupied Space in the first building on the Subject Property, the Metro Access Road, linking development on the Subject Property with the Joseph Alexander Transportation Center, shall be constructed and available for use to provide private and/or public shuttle bus transit and pedestrian access between the Subject Property and the Transportation Center. Said Access Road shall have a road bed designed and constructed to meet VDOT standards for a Category II road. In the event that the Applicant builds the Metro Access Road per County and WMATA approved engineering plans, but is prevented by circumstances beyond its control from opening the road to shuttle service as envisioned by these proffers, this situation shall not delay the issuance of the first Non-RUP referenced above. The Applicant will continue to use its best efforts to open the road to shuttle service but will not be limited by this situation from completing the development and use of the Subject Property, in accordance with the other provisions of these proffers. The Applicant shall diligently pursue the opening of the road and provide proof of

its diligent efforts to the Fairfax County Department of Transportation ("FCDOT").

4. **Springfield Center Drive Extension.** Prior to issuance of the first Non-RUP for Occupied Space on the Subject Property, the Applicant shall provide a road extension, open for travel from the current Springfield Center Drive terminus connecting directly to Joseph Alexander Drive. Said road extension shall be constructed as shown on the GDP/SEP. Prior to site plan approval, the Applicant shall provide documentation to the Department of Public Works and Environmental Services ("DPWES"), which establishes that Springfield Center Drive will be open to travel by the occupants of the Subject Property throughout its length, from the Subject Property to Loisdale Road. The Applicant shall dedicate a public access easement over that portion of Springfield Center Drive that is located on the Subject Property.
5. **Street Construction Standards/Dedication.** The Joseph Alexander Drive construction on the Subject Property (Paragraph 2 above) and the Springfield Center Drive Extension (Paragraph 4 above) shall be designed and constructed to meet VDOT street standards to allow for future acceptance into the VDOT system for maintenance and operations. Both of these roads shall be constructed within a seventy (70) foot wide right-of-way with a fifty-two (52) foot wide roadway. The Applicant shall provide right-of-way dedication of these street segment areas upon a determination by Fairfax County that these street segment areas can become a part of a public roadway network. In which case, dedication shall be made in fee simple upon a written request by the County.
6. **Shuttle Bus.** At the time of the issuance of the first Non-RUP for Occupied Space in the first building, and for the benefit of all uses on the Subject Property, the Applicant shall either (i) provide, operate and maintain shuttle bus services, individually or cooperatively with the Applicant/successors-in-title of the property which was the subject of RZ 1998-LE-006 or (ii), subject to approval by FCDOT, participate in an area Transportation Management Association ("TMA") that provides shuttle bus service between the Property and the Franconia-Springfield Transportation Center. At a minimum, the service shall be available at ten (10) minute intervals during the morning peak hour (7:00 a.m. to 9:00 a.m.) and the evening peak hour (4:30 p.m. to 6:30 p.m.) periods (excluding Saturdays, Sundays and national holidays). The shuttle bus shall also operate at other off-peak intervals appropriate to employee/tenant needs. The shuttle bus shall be a "body-on-chassis" or equivalent design, sized to accommodate peak hour ridership under the schedule proffered herein. Said shuttle bus service shall be coordinated with the shuttle bus obligation in the proffers governing the property which was the subject of RZ 1998-LE-006.

If shuttle bus service is provided by the Applicant as described in (i) above, it shall continue to be provided by the Applicant for a period of two (2) years, from the date on which the initial Non-RUP for Occupied Space is issued, unless a

shuttle bus service is provided in lieu of the Applicant's shuttle bus service by an area TMA before the expiration of said two (2) years. If shuttle bus service is available through an area TMA, the Applicant shall join the TMA and pay for participating on an appropriate equitable basis as determined by the area TMA, for a period of two (2) years from the date on which the initial Non-RUP for Occupied Space is issued.

At the conclusion of this two (2) year period, the Applicant shall establish and transfer all administrative tasks of operating the shuttle service or participating in a TMA (such as TAGS) that have not already been transferred, to a management entity authorized to coordinate transportation management for the uses on the Subject Property. Written notification of the creation of the management entity and the name and address of the representative of the entity shall be provided to FCDOT and to the Department of Planning & Zoning. The transfer to the management entity shall be subject to the proviso that the adequacy of existing service is not diminished, as determined by FCDOT. The management entity will be financially responsible for shuttle service operations and for implementing equitable assessment procedures for the users of the service. The management entity shall also permit other properties within Land Unit D-1 (as defined in the Comprehensive Plan) to participate in the shuttle service, so long as new members pay their equitable shares of the applicable assessments. In the event that an area TMA is being used to provide this shuttle service, the management entity for the uses on the Subject Property will continue to participate in the TMA for the benefit of users on the Subject Property. Use of the shuttle bus shall be free to riders displaying badges or some form of fare card that is approved by the management entity and provided to these riders by participating members who pay their equitable share of applicable assessments for the provision of the shuttle service.

In the event that public transportation via a connector bus service or some other mode of public transportation is developed which renders provision of shuttle service unnecessary, then the shuttle bus will not be required and the requirements of this proffer shall be null and void. This determination will be made by FCDOT and the Lee District Supervisor.

7. **Transportation Demand Management.** The Applicant shall develop and submit to FCDOT for review, a Transportation Demand Management ("TDM") Plan for the Subject Property sixty (60) days prior to the issuance of the first Non-RUP for the Occupied Space for the first building. This Plan shall be implemented upon occupancy. The goal of the TDM Plan shall be to produce a ten percent (10%) reduction in overall single-occupancy vehicle trips on the entire Subject Property based upon the Institute of Transportation Engineers published trip generation rates for the applicable uses. The TDM Plan elements may consist of the following:

a. **Designation of a TDM Coordinator.**

An individual associated with Springfield Metro Center II will be charged with overseeing the implementation of the TDM Plan, as proposed. The duties of this designated employee will include those responsibilities associated with a Transportation Demand Management Coordinator ("TDMC"). These duties shall include the administration, coordination, implementation, and management of the Springfield Metro Center II TDM Plan for all on-site personnel as set forth herein.

b. **Shuttle Bus Program.**

Participation in the shuttle bus program as set forth in Paragraph 6 above.

c. **Distribution of Transit Literature and Promotion of Transit Use.**

Distribute, display, and promote transportation information that may be issued by the Fairfax County Ridesources Program, Metropolitan Washington Council of Governments ("COG"), Transportation Association of Greater Springfield ("TAGS"), and other sources in a designated central location in each building. Ensure that ridesharing and transit information is included as part of new employee benefits/orientation packages among tenants.

d. **Development of Ridesharing Programs.**

Actively promote the use of carpooling/vanpooling, the Guaranteed Ride Home Program, Metro-Chek, telework and other components of the TDM Plan with on-site personnel. Assist in the formation of carpools/vanpools among on-site personnel. The designated TDMC will distribute and/or display rideshare information on-site. This information will aid in the formation of carpools and/or vanpools and promote ridesharing. Additionally, the TDMC will work with staff from the Fairfax County Ridesources Program to exchange information. The Ridesources Program will maintain a database of registered carpools and vanpools, along with the origin, destination, and work hours of the registered carpools/vanpools.

e. **Pedestrian and Bicycle Incentives.**

In order to facilitate pedestrian movements within, and adjacent to the development, a network of integrated sidewalks and trail connections shall be provided as shown in the GDP/SEP. In addition, other on-site amenities including street landscaping, lighting and street furniture, as shown on the GDP/SEP, shall be provided to encourage pedestrian activity. Bike racks shall be located on the site within the parking

structures. The location of bike racks shall be determined coincident with the filing of individual site plans.

f. **Designation of Carpool and Vanpool Spaces.**

As an incentive to promote ridesharing, some parking spaces will be reserved for “carpool” and “vanpool” parking. The amount of carpool/vanpool spaces designated within each parking structure may vary with the individual site plan. Reserved carpool/vanpool parking spaces will be appropriately signed and parking restrictions will be enforced.

g. **Variable/Staggered Work Hours.**

Employers within the Springfield Metro Center II development will be encouraged to allow for flexible work hours for personnel. The exact policy for the implementation of flexible work hours will vary by employer.

h. **On-Site Sale of Fare Media.**

The TDMC shall administer the on-site sale of fare media, with the permission of the relevant transit service providers. Fare media to be sold shall include, but is not limited to VRE, Metrorail, Metrobus, and Fairfax Connector bus fare media.

8. **Parking.** The construction of the parking garages may be phased by the Applicant. Initially, surface parking may be provided within the building/garage footprint areas shown on the GDP/SEP, so long as each use receiving a Non-RUP has sufficient parking available to meet proffered parking allocations and code requirements. The Courtyard area, shown in detail on Sheet 8 of the GDP/SEP, shall not be utilized for surface parking. The Applicant shall provide landscaped buffering along the eastern border of the site in the area that is adjacent to the surface parking. The landscape buffer shall be proportional to the area developed for surface parking. This buffering shall be installed contemporaneously with the installation of the applicable area of surface parking. All temporary surface parking areas shall meet the parking lot landscaping requirements of the Zoning Ordinance. However, any landscaping and/or landscape buffering associated with any temporary parking areas can be displaced by the construction of the buildings and/or garages shown on the GDP/SEP. The number of parking spaces built with each building on the property shall meet and may exceed code requirements, but the total number of spaces at buildout will not exceed that shown on the GDP/SEP.

9. **Recreation.** A minimum of 1,000 square feet of non-commercial space shall be allocated in one or more of the office buildings to provide indoor recreational exercise facilities. If all of this space is allocated to one building, this facility will be available to occupants of all of the office buildings.
10. **Stormwater Management.** Stormwater management ("SWM") and Best Management Practices ("BMP") for the Subject Property shall be provided in accordance with the requirements of the Public Facilities Manual and the Chesapeake Bay Preservation Ordinance, as approved by DPWES. At this time, the Applicant intends to apply to DPWES for a waiver of on-site SWM/BMPs in order to utilize the off-site regional SWM/BMP facility located on the Joseph Alexander Transportation Center property for all or a portion of the SWM/BMP requirement. All or a portion of the SWM/BMPs may also be provided underground, on-site in a location and manner acceptable to DPWES. In the event a waiver of on-site SWM/BMPs is not approved by DPWES, a Proffered Condition Amendment ("PCA") application may be necessary if on-site SWM/BMPs affect the layout so as to create a layout that is not in substantial conformance with the GDP/SEP.
11. **Easement.** The Applicant shall reserve an ancillary easement fifteen (15) feet in width for future dedication to Fairfax County along the western border of the Subject Property extending from the southern boundary line of the property to the intersection with Metropolitan Center Drive, as shown on the GDP/SEP. Said easement shall be dedicated upon demand by Fairfax County.
12. **Signage Program.** The Applicant shall implement an on-site signage program by providing project identification signs and directional signs in various locations to facilitate flow of pedestrian and vehicular traffic on-site as well as access to the Joseph Alexander Transportation Center. These signs shall be located generally as shown on the GDP/SEP, Sheets 3, 4 and 9 of the GDP/SEP, unless alternative or additional locations are approved by the Zoning Enforcement Branch of the Zoning Administration Division pursuant to Article 12 of the Zoning Ordinance.
13. **NVCC Campus Connection.** Prior to site plan submission, the Applicant shall pursue meetings with representatives of the Northern Virginia Community College ("NVCC") campus to attempt to coordinate pedestrian connections with NVCC to facilitate pedestrian travel from the campus to the Metro Access Road. The Applicant shall extend the sidewalk to the common property line with NVCC based upon coordination of the location of the tie-in with NVCC. The Applicant shall diligently pursue coordination of pedestrian connections with NVCC and provide documentation in support of such efforts to DPWES. Pedestrian connections to NVCC may be modified from those shown on the GDP/SEP to facilitate pedestrian travel so long as such modifications do not degrade the pedestrian network shown on the GDP/SEP, as determined by the Department of Planning & Zoning.

14. **Noise Attenuation.**

- a. The hotel facility shall be constructed of building materials that reduce interior noise to 45 dBA Ldn. Exterior walls shall be constructed of building materials with a sound transmission class ("STC") of at least 39, and glazing shall have an STC of at least 28.
- b. As an alternative to "a" above, the Applicant may elect to have a refined acoustical analysis performed, subject to approval of DPWES, to verify or amend the noise levels and impact areas set forth above and/or to determine which portions of the building may have sufficient shielding to permit a reduction in the mitigation measures prescribed above.

15. **Building Architectural Design.** The architectural design of the office buildings and the hotel shall be compatible with the Residential Buildings in Phase I and similar in character to the elevations presented in the Perspective (Sheet 7 of 8). The principal façade building materials may consist of brick, natural stone, pre-cast concrete, EFIS or other masonry finish and glass. In addition, one or two additional accent materials (e.g., metal) may be included. Prior to site plan approval, the Applicant shall bring the architectural elevations of the office buildings and the hotel back to the Planning Commission for administrative review and approval regarding compatibility with the Perspective Elevations (Sheet 7 of the GDP/SEP).

16. **Parking Garage.** The architecture for the facades of the garage shall be similar to that shown on Sheet 6 of the GDP/SEP. Alternatively, the façade of the garage may utilize the same materials as the principal buildings, provided the architectural elevations of the garage are included in the Planning Commission's administrative review as provided in Paragraph 15, above. The height of the parking garage along the eastern border of the site shall not exceed an average height of forty-two (42) feet. The exterior façade of the garage along this border shall be treated with materials that are designed to reduce noise reflection.

17. **Courtyard.** Development and landscaping in the Courtyard shall be in substantial conformance with the detail shown on Sheet 8 of the GDP/SEP.

18. **Lighting.** On-site lighting standards shall be similar to the typical light standards shown on Sheet 9 of the GDP/SEP. These light standards shall feature semi-cutoff shielding for street lights. Lighting standards in the Courtyard area and in the parking lots shall feature full cut-off shielding.

[SIGNATURE ON THE NEXT PAGE]

SPRINGFIELD EAST, L.C.

By: _____
Name: _____
Title: _____

PROPOSED DEVELOPMENT CONDITIONS

SE 01-L-020

May 16, 2002

If it is the intent of the Board of Supervisors to approve SE 01-L-020 located at Tax Map 90-1 ((1)) 58 pt., 58B and 59A pt. for a hotel pursuant to Sect. 4-403 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception is granted only for the purpose(s), structure(s) and/or use(s) indicated on the special exception plat approved with the application, as qualified by these development conditions.
3. This Special Exception is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this special exception shall be in substantial conformance with the approved Special Exception Plat entitled **Springfield Metro Center II**, prepared by **Dewberry & Davis and dated October 22, 1998 as revised through April 15, 2002 (GDP/SE Plat)**, and these conditions. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
4. Notwithstanding any information provided on the GDP/SE Plat, all signs within the application property shall conform to the requirements of Article 12, Signs.
5. If there are existing utilities that would interfere with the installation of the landscaping behind the parking garage (along the southeastern boundary), those lines shall be relocated so that the landscaping may be planted as shown on the GDP/SE Plat.
6. The landscaping within the application property shall be reviewed and approved by the Urban Forestry Division.

The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by that Board.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations,

or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

PROPOSED DEVELOPMENT CONDITIONS

SEA 91-L-053-4

May 16, 2002

If it is the intent of the Board of Supervisors to approve SEA 91-L-053-4 located at Tax Map 91-2 ((1)) 60A to amend SE 91-L-053 previously approved for WMATA facilities to permit construction of a road pursuant to Sect. 5-404 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. A copy of this Special Exception Amendment and the Non-Residential Use Permit SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
3. These special exception amendment conditions apply only within the area of the application property, a 26.12 acre portion of the 151.21 acre property included in the special exception approval to allow the WMATA facilities, known as the Franconia – Springfield Metro Station and the Joseph Alexander Transportation Center. These conditions shall be in addition to those adopted in conjunction with the approval of SEA 91-L-053-3 (the Greyhound Bus Station, which included all previous conditions) and SEA 91-L-053-5 (the second parking garage, which affected 26.67 acre portion of the original property).
4. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this Special Exception Amendment shall be in conformance with the approved Special Exception Amendment Plat **entitled Franconia-Springfield Route, Metro Section H-1 (Category 4) and prepared by Dewberry & Davis which is dated December 19, 2000 as revised through March 21, 2002** and these conditions. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Paragraph 4 of Section 9-004 of the Zoning Ordinance.
5. The Metro Access Road shall be open to shuttle buses and other transit vehicles without charge.

The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by that Board.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception Amendment shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

PROPOSED DEVELOPMENT CONDITIONS

SEA 91-L-054-3

May 16, 2002

If it is the intent of the Board of Supervisors to approve SEA 91-L-053-4 located at Tax Map 91-2 ((1)) 60A to amend SE 91-L-054 previously approved for fill in the floodplain to permit construction of a road pursuant to Sect. 2-904 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. A copy of this Special Exception Amendment and the Non-Residential Use Permit SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
3. These special exception amendment conditions apply only within the area of the application property, a 26.12 acre portion of the 107.12 acre property included in the special exception approval to allow fill in the floodplain for the WMATA facilities known as the Franconia – Springfield Metro Station and the Joseph Alexander Transportation Center. These conditions shall be in addition to those adopted in conjunction with the approval of SEA 91-L-054-2.
4. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this Special Exception Amendment shall be in conformance with the approved Special Exception Amendment Plat **entitled Franconia-Springfield Route, Metro Section H-1 (Category 4) and prepared by Dewberry & Davis which is dated December 19, 2000 as revised through March 21, 2002** and these conditions. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Paragraph 4 of Section 9-004 of the Zoning Ordinance.

The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by that Board.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception Amendment shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

REZONING AFFIDAVIT

APPENDIX 5a

DATE: March 18, 2002
(enter date affidavit is notarized)

I, Robert A. Lawrence, Esq., Agent, do hereby state that I am an
(enter name of applicant or authorized agent)

(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below 98-227e

in Application No.(s): RZ 1998-LE-064
(enter County-assigned application number(s), e.g. RZ 88-V-001)

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

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

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Springfield East, L.C. Agents: Richard W. Hausler Edward S. Byrne Leroy W. Battle, Jr. Donald R. Hague Karen Arnold Don Misner	c/o KSI Services, Inc. 8081 Wolftrap Road, #300 Vienna, VA 22182	Applicant/Title Owner of Tax Map 90-2 ((1)) Parcels 56, 58A, 58B and 59A
Hydro Conduit Corporation (Successor in title and interest to Gray Concrete and Pipe Company, Inc.) Agents: Bryan J. Fowler Robert J. Capasso	1501 Belvedere Road West Palm Beach, FL 33406	Former Owner of Tax Map 90-2 ((1)) Parcels 56, 58A, 58B and 59A

(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).

Rezoning Attachment to Par. 1(a)

DATE: March 18, 2002
(enter date affidavit is notarized)for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

98-227e

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Dewberry & Davis LLC Agent: Lawrence A. McDermott	8401 Arlington Boulevard Fairfax, VA 22031	Engineers/Agents
Callow Transportation Consulting, Inc. Agent: John Callow	7633 Riverside Farm Drive Marshall, VA 20115	Former Transportation Consultant/Agent
RTKL Associates, Inc. Agent: Mark Fairbrother	One South Street Baltimore, MD 21202	Architects/Agents
Columbia Arlington Health Care Systems, LLC Agents: James Cole Michael Shubert Thomas Anderson	c/o Columbia/HCA Healthcare Corp. One Park Plaza Nashville, TN 37203	Former Contract Purchaser of Tax Map 90-2 ((1)) Parcels 58A (part), 58B and 59A (part)
McGuire, Woods, Battle & Booth, LLP Agents: Carson Lee Fifer, Jr. Robert Adams Gregory Riegler	8280 Greensboro Drive, #900 McLean, VA 22102	Former Attorneys/Agents for Former Contract Purchaser of Tax Map 90-2 ((1)) Parcels 58A (part), 58B and 59A (part)
M.J. Wells & Associates, LLC Agents: Terence J. Miller Martin J. Wells Robin Antonucci Melissa Hish	1420 Spring Hill Road, #600 McLean, VA 22102	Transportation Consultants/Agents
Urban Engineering & Associates, Inc. Agent: Eric S. Siegel	7712 Little River Turnpike Annandale, VA 22003	Engineers/Agents

(check if applicable)

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

Rezoning Attachment to Par. 1(a)

DATE: March 18, 2002
 (enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
 (enter County-assigned application number (s))

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
The Lessard Architectural Group, Inc. Agents: Christian J. Lessard Douglas Bailey James Lyons Melissa Cossaboom Wayne Berenbaum Gregory Long	8603 Westwood Center Drive, #400 Vienna, VA 22182	Architects/Agents Former Agent Former Agent
Wyle Laboratories, Inc. Agent: Clint Morrow	2001 Jefferson Davis Highway, #701 Arlington, VA 22202	Noise Consultants/Agents
Reed Smith LLP (formerly dba Reed Smith Hazel & Thomas LLP) Agents: Robert A. Lawrence Grayson P. Hanes J. Howard Middleton, Jr. John H. Foote John L. McBride Benjamin F. Tompkins Jo Anne S. Bitner Timothy L. Gorzycki Danielle M. Stager William J. Keefe J. Randall Minchew	3110 Fairview Park Drive, #1400 Falls Church, VA 22042	Attorneys/Agents Former Attorney/Agent Former Attorney/Agent Former Attorney/Agent Former Planner Former Attorney/Agent

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

REZONING AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

98 227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number(s))

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

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

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
SPRINGFIELD EAST, L.C.
c/o KSI Services, Inc.
8081 Wolftrap Road, #300, Vienna, VA 22182

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.

MEMBERS:

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

Robert C. Kettler
Richard W. Hausler
KSI Services, Inc.¹

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

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

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

KSI SERVICES, INC.
8081 Wolftrap Road, #300
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Robert C. Kettler
Richard W. Hausler

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

Robert C. Kettler – Chairman	Susan M. Burnkow – Vice President/Treasurer
Richard W. Hausler – President	William H. Goodman – CFO/Secretary
Richard I. Knapp – Senior Vice President	

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

HYDRO CONDUIT CORPORATION (Successor in Title and Interest to Gray Concrete & Pipe Co.)
1501 Belvedere Road
West Palm Beach, FL 33406

DESCRIPTION OF CORPORATION: (check one statement)

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

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

CSR America, Inc.²

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

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

²CSR AMERICA, INC.
1501 Belvedere Road
West Palm Beach, FL 33406

DESCRIPTION OF CORPORATION: (check one statement)

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

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

CSR Investments Overseas Ltd.³

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

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

³CSR INVESTMENTS OVERSEAS LTD.
Level 24, 1 O'Connell Street, GPO 483
Sydney, NSW 2000

DESCRIPTION OF CORPORATION: (check one statement)

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

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

CSR Limited⁴

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

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

⁴CSR LIMITED
Level 24, 1 O'Connell Street, GPO 483
Sydney, NSW 2000

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Westpac Custodial Nominees Ltd.⁵

=====

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

=====

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

⁵WESTPAC CUSTODIAL NOMINEES LTD.
Level 24, 1 O'Connell Street, GPO 483
Sydney, NSW 2000

DESCRIPTION OF CORPORATION: (check one statement)

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

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

WESTPAC CUSTODIAL NOMINEES LTD. IS A PRIVATELY HELD CORPORATION BASED AND RESIDING IN AUSTRALIA

=====

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

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

CALLOW TRANSPORTATION CONSULTING, INC.
7633 Riverside Farm Drive
Marshall, VA 20115

DESCRIPTION OF CORPORATION: (check one statement)

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

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

John Callow

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

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

RTKL ASSOCIATES, INC.
One South Street
Baltimore, MD 21202

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
COLUMBIA ARLINGTON HEALTHCARE SYSTEM, LLC
C/O Columbia/HCA Healthcare Corporation
One Park Plaza, Nashville, TN 37203

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.

MEMBERS:
NAMES OF THE ~~SHAREHOLDERS~~ (enter first name, middle initial, and last name)
Arlington Health Foundation⁶
Columbia/HCA Healthcare Corporation⁷

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

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
⁶ARLINGTON HEALTH FOUNDATION
1701 North George Mason Drive
Arlington, VA 22205

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Non-stock corporation

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
7 COLUMBIA/HCA HEALTHCARE CORPORATION
One Park Plaza
Nashville, TN 37203

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Non-stock corporation

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

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
M.J. WELLS & ASSOCIATES, LLC
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

MEMBERS:

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

Martin J. Wells & Associates, Inc.⁸
Terence J. Miller & Associates, Inc.⁹

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

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

MARTIN J. WELLS & ASSOCIATES, INC.
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Martin J. Wells – Sole Shareholder

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

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

TERENCE J. MILLER & ASSOCIATES, INC.
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Terence J. Miller – Sole Shareholder

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

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

DEWBERRY & DAVIS LLC
8401 Arlington Boulevard
Fairfax, VA 22031

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.

MEMBERS:

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

The Dewberry Companies LC¹⁰
Larry J. Keller
Dennis M. Couture
Steven A. Curtis

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

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

¹⁰THE DEWBERRY COMPANIES LC
8401 Arlington Boulevard
Fairfax, VA 22031

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.

MEMBERS:

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

Sidney O. Dewberry	Michael S. Dewberry
Barry K. Dewberry	Thomas L. Dewberry
Karen S. Grand Pre	

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
THE LESSARD ARCHITECTURAL GROUP, INC.
8603 Westwood Center Drive, #400
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Christian J. Lessard – Sole Shareholder

=====

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

=====

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
URBAN ENGINEERING & ASSOCIATES, INC.
7712 Little River Turnpike
Annandale, VA 22003

DESCRIPTION OF CORPORATION: (check one statement)

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

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

J. Edgar Sears, Jr.
Barry B. Smith
Brian A. Sears

=====

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

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

Rezoning Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
WYLE LABORATORIES, INC.
2001 Jefferson Davis Highway, #701
Arlington, VA 22202

DESCRIPTION OF CORPORATION: (check one statement)

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

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

=====

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

=====

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

=====

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

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

REZONING AFFIDAVIT

DATE: March 18, 2002
 (enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
 (enter County-assigned application number(s))

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

PARTNERSHIP INFORMATION

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

REED SMITH LLP
 3110 Fairview Park Drive, #1400
 Falls Church, VA 22042

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

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

GENERAL PARTNERS:

Aaronson, Joel P.	Boehner, Russell J.	Clark, II, Peter S.	Dermody, Debra H.
Abbott, Kevin C.	Bolden, A. Scott	Cobetto, Jack B.	Dicello, Francis P.
Alfandary, Peter R.	Bonessa, Dennis R.	Colen, Frederick H.	DiFiore, Gerard S.
Allen, Thomas L.	Booker, Daniel I.	Coltman, Larry	Dilling, Robert M.
Auten, David C.	Bookman, Mark	Condo, Kathy K.	DiNome, John A.
Bagliebter, William M.	Borrowdale, Peter E.	Connors, Eugene K.	Duman, Thomas J.
Banzhaf, Michael A.	Brown, George	Convery, III, J. Ferd	Dumville, S. Miles
Barry, Kevin A.	Browne, Michael L.	Cottingham, Robert B.	Duronio, Carolyn D.
Basinski, Anthony J.	Burroughs, Jr., Benton	Cramer, John McN.	Erickson, John R.
Begley, Sara A.	Cameron, Douglas E.	Cranston, Michael	Esser, Carl E.
Bentz, James W.	Carder, Elizabeth B.	D'Agostino, L. James	Evans, David C.
Bernstein, Leonard A.	Casey, Bernard J.	Dare, R. Mark	Fagelson, Ian B.
Bevan, III, William	Christian, Douglas Y.	Davis, Peter R.	Fagelson, Karen C.
Binis, Barbara R.	Christman, Bruce L.	Demase, Lawrence A.	First, Mark L.
Birbaum, Lloyd C.	Clark, George R.	DeNinno, David L.	Fisher, Solomon

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

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

Rezoning Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

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

REED SMITH LLP (cont'd list of general partners)
3110 Fairview Park Drive, #1400
Falls Church, VA 22042

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

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

GENERAL PARTNERS:

- | | | | |
|---------------------------|------------------------|---------------------------|--------------------------|
| Flatley, Lawrence E. | Honigberg, Carol C. | Luchini, Joseph S. | Post, Peter D. |
| Folk, Thomas R. | Horvitz, Selwyn A. | Lynch, Michael C. | Preston, Thomas P. |
| Fontana, Mark A. | Howell, Ben Burke | Lyons, III, Stephen M. | Prorok, Robert F. |
| Foster, Timothy G. | Innamorato, Don A. | Mahone, Glenn R. | Quinn, John E. |
| Fox, Thomas C. | Jones, Craig W. | Marger, Joseph W. | Radley, Lawrence |
| Frank, Ronald W. | Jordan, Gregory B. | Marks, Jan A. | Railton, W. Scott |
| Fritton, Karl A. | Katz, Carol S. | Marston, David W.* | Reed, W. Franklin |
| Gallagher, Jr., Daniel P. | Kauffman, Robert A. | Marston, Jr., Walter A. | Reichner, Henry F. |
| Gallatin, James P. | Kearney, James K. | McAllister, David J. | Restivo, Jr., James J. |
| Gentile, Jr., Pasquale D. | Kearney, Kerry A. | McGarrigle, Thomas J. | Richter, Stephen William |
| Glanton, Richard H. | Kiel, Gerald H. | McGough, Jr., W. Thomas | Rieser, Jr., Joseph A. |
| Goldrosen, Donald N. | Kiernan, Peter J. | McGuan, Kathleen H. | Rissetto, Christopher L. |
| Goldschmidt, Jr., John W. | King, Robert A. | McKenna, J. Frank | Ritchey, Patrick W. |
| Golub, Daniel H. | Klein, Murray J. | McLaughlin, J. Sherman | Robinson, William M. |
| Grady, Kelly A. | Kneeder, H. Lane | McNichol, Jr., William J. | Rosenbaum, Joseph I. |
| Gross, Dodi Walker | Kolaski, Kenneth M. | Mehfoud, Kathleen S. | Rosenthal, Jeffrey M. |
| Gryko, Wit J. | Kosch, James A. | Melodia, Mark S. | Rudolf, Joseph C. |
| Guadagnino, Frank T. | Kozlov, Herbert | Metro, Joseph W. | Sabourin, Jr., John J. |
| Hackett, Mary J. | Krebs-Markrich, Julia | Miller, Edward S. | Sachse, Kimberly L. |
| Haggerty, James R. | Kury, Franklin L. | Miller, Robert J. | Schaffer, Eric A. |
| Hanes, Grayson P. | Lacy, D. Patrick | Moorhouse, Richard L. | Schatz, Gordon B. |
| Harmon, John C. | Lasher, Lori L. | Morris, Robert K. | Scheineson, Marc J. |
| Hartman, Ronald G. | Lawrence, Robert A. | Munsch, Martha H. | Scott, Michael T. |
| Hatheway, Jr., Gordon W. | LeBlond, John F. | Myers, Donald J. | Sedlack, Joseph M. |
| Hayes, David S. | LeDonne, Eugene | Napolitano, Perry A. | Seifer, E. W. |
| Heard, David J. | Leech, Frederick C. | Naugle, Louis A. | Shmulewitz, Aaron A. |
| Heffler, Curt L. | Levin, Jonathan L. | Nicholas, Robert A. | Short, Carolyn P. |
| Heidelberger, Louis M. | Lindley, Daniel F. | Nogay, Arlie R. | Shurlow, Nancy J. |
| Hill, Robert J. | Linge, H. Kennedy | Peck, Jr., Daniel F. | Simons, Robert P. |
| Hitt, Leo N. | Loepere, Carol C. | Perfido, Ruth S. | Singer, Paul M. |
| Hoeg, III, A. Everett | London, Alan E. | Picco, Steven J. | Smith, II, John F. |
| Hoffman, Robert B. | Lovett, Robert G. | Plevy, Arthur L. | Smith, William J. |
| Hofstetter, Jonathan M. | Lowenstein, Michael E. | Pollack, Michael B. | Sneirson, Marilyn |

*Former Partner

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

Rezoning Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

98-227e

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

REED SMITH LLP (cont'd list of general partners)
3110 Fairview Park Drive, #1400
Falls Church, VA 22042

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

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

GENERAL PARTNERS:

Snyder, Michael A.
Spaulding, Douglas K.
Speed, Nick P.
Springer, Claudia Z.
Stewart, II, George L.
Stoner, II, Edward N.
Stroyd, Jr., Arthur H.
Swayze, David S.

Tabachnick, Gene A.
Thallner, Jr., Karl A.
Thomas, William G.
Tillman, Eugene
Todd, Thomas
Tompkins, Benjamin F.
Trevelise, Andrew J.
Trice, II, Harley N.

Ummer, James W.
Unkovic, John C.
Vitsas, John L.
von Waldow, Arnd N.
Walters, Christopher K.
Whitman, Bradford F.
Wickowski, M. Stephanie
Wilson, Stephanie

Winter, Nelson W.
Wood, John N.
Young, Jonathan
Zimmerman, Scott F.
J. Jerome Mansmann *

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

Rezoning Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

98-227e

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

McGUIREWOODS LLP
1750 Tysons Boulevard, #1800
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, and title, e.g.,
General Partner, Limited Partner, or General and Limited Partner)**GENERAL PARTNERS:**

Adams, Robert T.	Edwards, Elizabeth F.	McArver, R. Dennis
Allen, George F.	Evans, David E.	McCallum, Steve C.
Ames, W. Allen, Jr.	Feller, Howard	McElligott, James P., Jr.
Anderson, Arthur E., II	Fennebresque, John C.	McFarland, Robert W.
Anderson, Donald D.	Fifer, Carson Lee, Jr.	McGee, Gary C.
Armstrong, C. Torrence	Flemming, Michael D.	McGonigle, Thomas J.
Atkinson, Frank B.	France, Bonnie M.	McMenamin, Joseph P.
Aucutt, Ronald D.	Franklin, Stanley M.	Melson, David E.
Bagley, Terrence M.	Getchell, E. Duncan, Jr.	Menges, Charles L.
Barr, John S.	Gieg, William F.	Menson, Richard L.
Bates, John W., III	Giguere, Michael J.	Michels, John J.
Belcher, Dennis I.	Gillece, James P., Jr.	Milton, Christine R.
Boland, J. William	Glassman, M. Melissa	Murphy, Brian D.
Bracey, Lucius H., Jr.	Good, Dennis W., Jr.	O'Grady, Clive R.G.
Brittin, Jocelyn W.	Goodall, Larry M.	O'Grady, John B.
Broadus, William G.	Grandis, Leslie A.	Oakey, David N.
Brown, Thomas C., Jr.	Grimm, W. Kirk	Page, Rosewell, III
Burke, John W., III	Hampton, Glenn W.	Pankey, David H.
Burkholder, Evan A.	Harmon, T. Craig	Pollard, John O.
Burrus, Robert L., Jr.	Hay, Jeffrey S.	Price, James H., III
Busch, Stephen D.	Heberton, George H.	Rice, C. Daniel
Cabaniss, Thomas E.	Isaf, Fred T.	Richardson, David L., II
Cairns, Scott S.	Kane, Richard F.	Robertson, David W.
Capwell, Jeffrey R.	Katsantonis, Joanne	Robinson, Stephen W.
Carter, Joseph C., III	Keefe, Kenneth M., Jr.	Rohman, Thomas P.
Cogbill, John V., III	King, Donald E.	Rogers, Marvin L.
Courson, Gardner G.	King, William H., Jr.	Rooney, Lee Ann
Cranfill, William T., Jr.	Kittrell, Steven D.	Russell, Deborah M.
Cullen, Richard	Krueger, Kurt J.	Rust, Dana L.
Dabney, H. Slayton, Jr.	La Frata, Mark J.	Schewel, Michael J.
Deem, William W.	Lawrie, Henry deVos, Jr.	Schill, Gilbert E., Jr.
Den Hartog, Grace R.	Lindquist, Kurt E., II	Scruggs, George L., Jr.
Douglass, W. Birch, III	Little, Nancy R.	Shelley, Patrick M.
Dudley, Waller T.	Mack, Curtis, L.	Skinner, Halcyon E.
Dyke, James Webster, Jr.	Marshall, Gary S.	Slaughter, Alexander H.
Earl, Marshall H., Jr.	Martin, George K.	Slone, Daniel K.

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

Rezoning Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)

98 227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number (s))

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

McGUIREWOODS LLP (cont'd list of general partners)
1750 Tysons Boulevard, #1800
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, and title, e.g., General Partner, Limited Partner, or General and Limited Partner)

GENERAL PARTNERS:

Smith, R. Gordon
Sooy, Kathleen Taylor
Spahn, Thomas E.
Stone, Jacquelyn, E.
Story, J. Cameron, III
Strickland, William J.
Stroud, Robert E.
Summers, W. Dennis
Swartz, Charles R.
Swindell, Gary W.
Tashjian-Brown, Eva S.

Taylor, D. Brooke
Terry, David L.
Thornhill, James A.
Van der Mersch, Xavier
Waddell, William R.
Walsh, James H.
Watts, Stephen H., II
Wells, David M.
Whitham, C. Lamont
Whitham, Michael E.

Whitt-Sellers, Jane R.
Whittemore, Anne M.
Williams, Stephen E.
Williamson, Mark D.
Wilson, Ernest
Word, Thomas S., Jr.
Worrell, David H., Jr.
Younger, W. Carter
Zirkle, Warren E.

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

REZONING AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number(s))

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

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

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

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

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

NONE

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

REZONING AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

98-227e

for Application No. (s): RZ 1998-LE-064
(enter County-assigned application number(s))

3. That within the twelve-month period prior to the filing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of \$200 or more, with any of those listed in Par. 1 above. **EXCEPT AS FOLLOWS: (NOTE: If answer is none, either "NONE" on line below.)**

NONE

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

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

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

WITNESS the following signature:

(check one)

Robert A. Lawrence
 Applicant Applicant's Authorized Agent

Robert A. Lawrence, Esq., Agent
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 18th day of March 2002, in the State/Comm. of Virginia, County/City of Fairfax

Carola L. Statham
Notary Public

My commission expires: March 31, 2003

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)I, Robert A. Lawrence, Esq., Agent, do hereby state that I am an
(enter name of applicant or authorized agent)(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below

2001-73e

in Application No.(s): SE 01-L-020
(enter County-assigned application number(s), e.g. SE 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(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Springfield East, L.C. Agents: Richard W. Hausler Edward S. Byrne Leroy W. Battle, Jr. Karen Arnold Don Misner	c/o KSI Services, Inc. 8081 Wolftrap Road, #300 Vienna, VA 22182	Applicant/Title Owner of Tax Map 90-2 ((1)) Parcels 58A, 58B and 59A
Dewberry & Davis LLC Agent: Lawrence A. McDermott	8401 Arlington Boulevard Fairfax, VA 22031	Engineers/Agents
RTKL Associates, Inc. Agent: Mark Fairbrother	One South Street Baltimore, MD 21202	Former Architects/Agents

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

Special Exception Attachment to Par. 1(a)

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73e

for Application No. (s): SE 01-L-020
(enter County-assigned application number (s))

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
M.J. Wells & Associates, LLC Agents: Terence J. Miller Martin J. Wells Robin Antonucci Melissa Hish	1420 Spring Hill Road, #600 McLean, VA 22102	Transportation Consultants/ Agents
The Lessard Architectural Group, Inc. Agents: Christian J. Lessard Douglas Bailey James Lyons Melissa Cossaboom Wayne Berenbaum Gregory Long Kenneth L. Tobin	8603 Westwood Center Drive, #400 Vienna, VA 22182	Architects/Agents Former Agent Former Agent Former Agent
Urban Engineering & Associates, Inc. Agent: Eric S. Siegel	7712 Little River Turnpike Annandale, VA 22003	Engineers/Agents
Wyle Laboratories, Inc. Agent: Clint Morrow	2001 Jefferson Davis Highway, #701 Arlington, VA 22202	Noise Consultants/Agents
Reed Smith LLP (formerly dba Reed Smith Hazel & Thomas LLP) Agents: Robert A. Lawrence Grayson P. Hanes J. Howard Middleton, Jr. Benjamin F. Tompkins Jo Anne S. Bitner Timothy L. Gorzycki Danielle M. Stager	3110 Fairview Park Drive, #1400 Falls Church, VA 22042	Attorneys/Agents Former Attorney/Agent

(check if applicable)

[]

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73e

for Application No. (s): SE 01-L-020
(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:

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

CORPORATION INFORMATION

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

SPRINGFIELD EAST, L.C.
c/o KSI Services, Inc.
8081 Wolftrap Road, #300, Vienna, VA 22182

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.

MEMBERS:

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

Robert C. Kettler
Richard W. Hausler
KSI Services, Inc.¹

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

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

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73e

for Application No. (s): SE 01-L-020
(enter County-assigned application number (s))

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

1KSI SERVICES, INC.
8081 Wolftrap Road, #300
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Robert C. Kettler
Richard W. Hausler

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

DEWBERRY & DAVIS LLC
8401 Arlington Boulevard
Fairfax, VA 22031

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.

MEMBERS:

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

The Dewberry Companies LC²
Larry J. Keller
Dennis M. Couture
Steven A. Curtis

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73e

for Application No. (s): SE 01-L-020
(enter County-assigned application number (s))

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

²THE DEWBERRY COMPANIES LC
8401 Arlington Boulevard
Fairfax, VA 22031

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.

MEMBERS:

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

Sidney O. Dewberry	Michael S. Dewberry
Barry K. Dewberry	Thomas L. Dewberry
Karen S. Grand Pre	

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

RTKL ASSOCIATES, INC.
One South Street
Baltimore, MD 21202

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73e

for Application No. (s): SE 01-L-020
(enter County-assigned application number (s))

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

M.J. WELLS & ASSOCIATES, LLC
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

MEMBERS:

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

Martin J. Wells & Associates, Inc.³
Terence J. Miller & Associates, Inc.⁴

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

³MARTIN J. WELLS & ASSOCIATES, INC.
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Martin J. Wells – Sole Shareholder

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73d

for Application No. (s): SE 01-L-020
(enter County-assigned application number (s))

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

TERENCE J. MILLER & ASSOCIATES, INC.
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Terence J. Miller – Sole Shareholder

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

THE LESSARD ARCHITECTURAL GROUP, INC.
8603 Westwood Center Drive, #400
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Christian J. Lessard – Sole Shareholder

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73 e

for Application No. (s): SE 01-L-020
(enter County-assigned application number (s))

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

URBAN ENGINEERING & ASSOCIATES, INC.
7712 Little River Turnpike
Annandale, VA 22003

DESCRIPTION OF CORPORATION: (check one statement)

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

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

J. Edgar Sears, Jr.
Barry B. Smith
Brian A. Sears

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

WYLE LABORATORIES, INC.
2001 Jefferson Davis Highway, #701
Arlington, VA 22202

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73e

for Application No. (s): SE 01-L-020
(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, and number, street, city, state, and zip code)

REED SMITH LLP
3110 Fairview Park Drive, #1400
Falls Church, VA 22042

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

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

GENERAL PARTNERS:

- | | | | |
|------------------------|------------------------|-----------------------|---------------------|
| Aaronson, Joel P. | Boehner, Russell J. | Clark, II, Peter S. | Dermody, Debra H. |
| Abbott, Kevin C. | Bolden, A. Scott | Cobetto, Jack B. | Dicello, Francis P. |
| Alfandary, Peter R. | Bonessa, Dennis R. | Colen, Frederick H. | DiFiore, Gerard S. |
| Allen, Thomas L. | Booker, Daniel I. | Coltman, Larry | Dilling, Robert M. |
| Auten, David C. | Bookman, Mark | Condo, Kathy K. | DiNome, John A. |
| Bagliebter, William M. | Borrowdale, Peter E. | Connors, Eugene K. | Duman, Thomas J. |
| Banzhaf, Michael A. | Brown, George | Convery, III, J. Ferd | Dumville, S. Miles |
| Barry, Kevin A. | Browne, Michael L. | Cottingham, Robert B. | Duronio, Carolyn D. |
| Basinski, Anthony J. | Burroughs, Jr., Benton | Cramer, John McN. | Erickson, John R. |
| Begley, Sara A. | Cameron, Douglas E. | Cranston, Michael | Esser, Carl E. |
| Bentz, James W. | Carder, Elizabeth B. | D'Agostino, L. James | Evans, David C. |
| Bernstein, Leonard A. | Casey, Bernard J. | Dare, R. Mark | Fagelson, Ian B. |
| Bevan, III, William | Christian, Douglas Y. | Davis, Peter R. | Fagelson, Karen C. |
| Binis, Barbara R. | Christman, Bruce L. | Demase, Lawrence A. | First, Mark L. |
| Birnbaum, Lloyd C. | Clark, George R. | DeNinno, David L. | Fisher, Solomon |

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

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

Special Exception Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)2001-73efor Application No. (s): SE 01-L-020
(enter County-assigned application number (s))

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

REED SMITH LLP (cont'd list of general partners)
3110 Fairview Park Drive, #1400
Falls Church, VA 22042(check if applicable) The above-listed partnership has no limited partners.NAMES AND TITLES OF THE PARTNERS: (enter first name, middle initial, last name, and title, e.g.,
General Partner, Limited Partner, or General and Limited Partner)**GENERAL PARTNERS:**

Flatley, Lawrence E.	Honigberg, Carol C.	Luchini, Joseph S.	Post, Peter D.
Folk, Thomas R.	Horvitz, Selwyn A.	Lynch, Michael C.	Preston, Thomas P.
Fontana, Mark A.	Howell, Ben Burke	Lyons, III, Stephen M.	Prorok, Robert F.
Foster, Timothy G.	Innamorato, Don A.	Mahone, Glenn R.	Quinn, John E.
Fox, Thomas C.	Jones, Craig W.	Marger, Joseph W.	Radley, Lawrence
Frank, Ronald W.	Jordan, Gregory B.	Marks, Jan A.	Railton, W. Scott
Fritton, Karl A.	Katz, Carol S.	Marston, David W.*	Reed, W. Franklin
Gallagher, Jr., Daniel P.	Kauffman, Robert A.	Marston, Jr., Walter A.	Reichner, Henry F.
Gallatin, James P.	Kearney, James K.	McAllister, David J.	Restivo, Jr., James J.
Gentile, Jr., Pasquale D.	Kearney, Kerry A.	McGarrigle, Thomas J.	Richter, Stephen William
Glanton, Richard H.	Kiel, Gerald H.	McGough, Jr., W. Thomas	Rieser, Jr., Joseph A.
Goldrosen, Donald N.	Kiernan, Peter J.	McGuan, Kathleen H.	Rissetto, Christopher L.
Goldschmidt, Jr., John W.	King, Robert A.	McKenna, J. Frank	Ritchey, Patrick W.
Golub, Daniel H.	Klein, Murray J.	McLaughlin, J. Sherman	Robinson, William M.
Grady, Kelly A.	Kneeder, H. Lane	McNichol, Jr., William J.	Rosenbaum, Joseph I.
Gross, Dodi Walker	Kolaski, Kenneth M.	Mehfoud, Kathleen S.	Rosenthal, Jeffrey M.
Gryko, Wit J.	Kosch, James A.	Melodia, Mark S.	Rudolf, Joseph C.
Guadagnino, Frank T.	Kozlov, Herbert	Metro, Joseph W.	Sabourin, Jr., John J.
Hackett, Mary J.	Krebs-Markrich, Julia	Miller, Edward S.	Sachse, Kimberly L.
Haggerty, James R.	Kury, Franklin L.	Miller, Robert J.	Schaffer, Eric A.
Hanes, Grayson P.	Lacy, D. Patrick	Moorhouse, Richard L.	Schatz, Gordon B.
Harmon, John C.	Lasher, Lori L.	Morris, Robert K.	Scheineson, Marc J.
Hartman, Ronald G.	Lawrence, Robert A.	Munsch, Martha H.	Scott, Michael T.
Hatheway, Jr., Gordon W.	LeBlond, John F.	Myers, Donald J.	Sedlack, Joseph M.
Hayes, David S.	LeDonne, Eugene	Napolitano, Perry A.	Seifer, E. W.
Heard, David J.	Leech, Frederick C.	Naugle, Louis A.	Shmulewitz, Aaron A.
Heffler, Curt L.	Levin, Jonathan L.	Nicholas, Robert A.	Short, Carolyn P.
Heidelberger, Louis M.	Lindley, Daniel F.	Nogay, Arlie R.	Shurlow, Nancy J.
Hill, Robert J.	Linge, H. Kennedy	Peck, Jr., Daniel F.	Simons, Robert P.
Hitt, Leo N.	Loepere, Carol C.	Perfido, Ruth S.	Singer, Paul M.
Hoeg, III, A. Everett	London, Alan E.	Picco, Steven J.	Smith, II, John F.
Hoffman, Robert B.	Lovett, Robert G.	Plevy, Arthur L.	Smith, William J.
Hofstetter, Jonathan M.	Lowenstein, Michael E.	Pollack, Michael B.	Sneirson, Marilyn

*Former Partner

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

Special Exception Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73e

for Application No. (s): SE 01-L-020
(enter County-assigned application number (s))

PARTNERSHIP NAME & ADDRESS: (enter complete name & number, street, city, state & zip code)
REED SMITH LLP (cont'd list of general partners)
3110 Fairview Park Drive, #1400
Falls Church, VA 22042

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

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

GENERAL PARTNERS:

- | | | | |
|------------------------|-----------------------|-------------------------|-----------------------------|
| Snyder, Michael A. | Tabachnick, Gene A. | Ummer, James W. | Winter, Nelson W. |
| Spaulding, Douglas K. | Thalner, Jr., Karl A. | Unkovic, John C. | Wood, John N. |
| Speed, Nick P. | Thomas, William G. | Vitsas, John L. | Young, Jonathan |
| Springer, Claudia Z. | Tillman, Eugene | von Waldow, Arnd N. | Zimmerman, Scott F. |
| Stewart, II, George L. | Todd, Thomas | Walters, Christopher K. | J. Jerome Mansmann <i>*</i> |
| Stoner, II, Edward N. | Tompkins, Benjamin F. | Whitman, Bradford F. | |
| Stroyd, Jr., Arthur H. | Trevelise, Andrew J. | Wickouski, M. Stephanie | |
| Swayze, David S. | Trice, II, Harley N. | Wilson, Stephanie | |

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2001-73e

for Application No. (s): SE 01-1-020
(enter County-assigned application number(s))

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

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

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

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

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

NONE

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

Application No.(s): SE 01-L-020
(county-assigned application number(s), to be entered by County Staff)

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002 *2001-73e*
(enter date affidavit is notarized)

3. That within the twelve-month period prior to the filing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of \$200 or more, with any of those listed in Par. 1 above. **EXCEPT AS FOLLOWS:** (NOTE: If answer is none, either "NONE" on line below.)

NONE

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

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

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

WITNESS the following signature:

(check one) Applicant *Robert A. Lawrence* Applicant's Authorized Agent

Robert A. Lawrence, Esq., Agent
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 18th day of March 20 02, in the State/Comm. of Virginia, County/City of Fairfax

Doreen L. Statham
Notary Public

My commission expires: March 31, 2003

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
 (enter date affidavit is notarized)

I, Robert A. Lawrence, Esq., Agent, do hereby state that I am an
 (enter name of applicant or authorized agent)

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

2000-210f

in Application No.(s): SEA 91-L-053-4
 (enter County-assigned application number(s), e.g. SE 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(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Springfield East, L.C. Agents: Richard W. Hausler Edward S. Byrne Leroy W. Battle, Jr. Donald R. Hague Karen Arnold Don Misner	c/o KSI Services, Inc. 8081 Wolftrap Road, #300 Vienna, VA 22182	Applicant/Agent for Title Owner of Tax Map 90-2 ((1)) Parcel 60
Washington Metropolitan Area Transit Authority Agents: Douglas R. Hale Denton U. Kent Alvin R. McNeal	600 – 5 th Street, N.W. Washington, DC 20001	Owner of Tax Map 90-2 ((1)) Parcel 60
Dewberry & Davis LLC Agent: Lawrence A. McDermott	8401 Arlington Boulevard Fairfax, VA 22031	Engineers/Agents

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

Special Exception Attachment to Par. 1(a)

DATE: March 18, 2002
 (enter date affidavit is notarized)

2000-210f

for Application No. (s): SEA 91-L-053-4
 (enter County-assigned application number (s))

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
RTKL Associates, Inc. Agent: Mark Fairbrother	One South Street Baltimore, MD 21202	Architects/Agents
The Lessard Architectural Group, Inc. Agents: Christian J. Lessard Douglas Bailey James Lyons Melissa Cossaboom Wayne Berenbaum Gregory Long Kenneth L. Tobin	8603 Westwood Center Drive, #400 Vienna, VA 22182	Architects/Agents Former Agent Former Agent Former Agent
M.J. Wells & Associates, LLC Agents: Terence J. Miller Robin Antonucci Martin J. Wells Melissa Hish	1420 Spring Hill Road, #600 McLean, VA 22102	Transportation Consultants/Agents
Urban Engineering & Associates, Inc. Agent: Eric S. Siegel	7712 Little River Turnpike Annandale, VA 22003	Engineers/Agents
Wyle Laboratories, Inc. Agent: Clint Morrow	2001 Jefferson Davis Highway, #701 Arlington, VA 22202	Noise Consultants/Agents

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-210f

for Application No. (s): SEA 91-L-053-4
(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:

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

CORPORATION INFORMATION

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

SPRINGFIELD EAST, L.C.
c/o KSI Services, Inc.
8081 Wolftrap Road, #300, Vienna, VA 22182

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.

MEMBERS:

NAMES OF ~~SHAREHOLDERS~~ OFFICERS & DIRECTORS: (enter first name, middle initial and last name)

Robert C. Kettler
Richard W. Hausler
KSI Services, Inc.¹

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

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

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-210f

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number (s))

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

KSI SERVICES, INC.
8081 Wolftrap Road, #300
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Robert C. Kettler
Richard W. Hausler

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

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
600 - 5th Street, N.W.
Washington, DC 20001

DESCRIPTION OF CORPORATION: (check one statement)

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

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

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY IS A PUBLIC ORGANIZATION WITH NO SHAREHOLDERS OR PARTNERS

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-210f

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number (s))

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

DEWBERRY & DAVIS LLC
8401 Arlington Boulevard
Fairfax, VA 22031

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.

MEMBERS:

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

The Dewberry Companies LC²
Larry J. Keller

Dennis M. Couture
Steven A. Curtis

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

²THE DEWBERRY COMPANIES LC
8401 Arlington Boulevard
Fairfax, VA 22031

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.

MEMBERS:

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

Sidney O. Dewberry
Barry K. Dewberry
Karen S. Grand Pre

Michael S. Dewberry
Thomas L. Dewberry

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number (s))

2000-2108

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

RTKL ASSOCIATES, INC.
One South Street
Baltimore, MD 21202

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

M.J. WELLS & ASSOCIATES, LLC
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

MEMBERS:

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

Martin J. Wells & Associates, Inc.³
Terence J. Miller & Associates, Inc.⁴

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number (s))

2000-210f

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

³MARTIN J. WELLS & ASSOCIATES, INC.
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Martin J. Wells – Sole Shareholder

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

⁴TERENCE J. MILLER & ASSOCIATES, INC.
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Terence J. Miller – Sole Shareholder

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-210f

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number (s))

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

THE LESSARD ARCHITECTURAL GROUP, INC.
8603 Westwood Center Drive, #400
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Christian J. Lessard – Sole Shareholder

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

URBAN ENGINEERING & ASSOCIATES, INC.
7712 Little River Turnpike
Annandale, VA 22003

DESCRIPTION OF CORPORATION: (check one statement)

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

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

J. Edgar Sears, Jr.
Barry B. Smith
Brian A. Sears

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number (s))

2000-210 f

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

WYLE LABORATORIES, INC.
2001 Jefferson Davis Highway, #701
Arlington, VA 22202

DESCRIPTION OF CORPORATION: (check one statement)

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

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

=====

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

=====

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-210f

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number(s))

I(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, and number, street, city, state, and zip code)
REED SMITH LLP

3110 Fairview Park Drive, #1400

Falls Church, VA 22042

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

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

GENERAL PARTNERS:

Aaronson, Joel P.	Boehner, Russell J.	Clark, II, Peter S.	Dermody, Debra H.
Abbott, Kevin C.	Bolden, A. Scott	Cobetto, Jack B.	Dicello, Francis P.
Alfandary, Peter R.	Bonessa, Dennis R.	Colen, Frederick H.	DiFiore, Gerard S.
Allen, Thomas L.	Booker, Daniel I.	Coltman, Larry	Dilling, Robert M.
Auten, David C.	Bookman, Mark	Condo, Kathy K.	DiNome, John A.
Bagliebter, William M.	Borrowdale, Peter E.	Connors, Eugene K.	Duman, Thomas J.
Banzhaf, Michael A.	Brown, George	Convery, III, J. Ferd	Dumville, S. Miles
Barry, Kevin A.	Browne, Michael L.	Cottingham, Robert B.	Duronio, Carolyn D.
Basinski, Anthony J.	Burroughs, Jr., Benton	Cramer, John McN.	Erickson, John R.
Begley, Sara A.	Cameron, Douglas E.	Cranston, Michael	Esser, Carl E.
Bentz, James W.	Carder, Elizabeth B.	D'Agostino, L. James	Evans, David C.
Bernstein, Leonard A.	Casey, Bernard J.	Dare, R. Mark	Fagelson, Ian B.
Bevan, III, William	Christian, Douglas Y.	Davis, Peter R.	Fagelson, Karen C.
Binis, Barbara R.	Christman, Bruce L.	Demase, Lawrence A.	First, Mark L.
Birnbaum, Lloyd C.	Clark, George R.	DeNinno, David L.	Fisher, Solomon

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

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

Special Exception Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-210f

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number (s))

PARTNERSHIP NAME & ADDRESS: (enter complete name & number, street, city, state & zip code)
REED SMITH LLP (cont'd list of general partners)
 3110 Fairview Park Drive, #1400
 Falls Church, VA 22042

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

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

GENERAL PARTNERS:

Flatley, Lawrence E.	Honigberg, Carol C.	Luchini, Joseph S.	Post, Peter D.
Folk, Thomas R.	Horvitz, Selwyn A.	Lynch, Michael C.	Preston, Thomas P.
Fontana, Mark A.	Howell, Ben Burke	Lyons, III, Stephen M.	Prorok, Robert F.
Foster, Timothy G.	Innamorato, Don A.	Mahone, Glenn R.	Quinn, John E.
Fox, Thomas C.	Jones, Craig W.	Marger, Joseph W.	Radley, Lawrence
Frank, Ronald W.	Jordan, Gregory B.	Marks, Jan A.	Railton, W. Scott
Fritton, Karl A.	Katz, Carol S.	Marston, David W.*	Reed, W. Franklin
Gallagher, Jr., Daniel P.	Kauffman, Robert A.	Marston, Jr., Walter A.	Reichner, Henry F.
Gallatin, James P.	Kearney, James K.	McAllister, David J.	Restivo, Jr., James J.
Gentile, Jr., Pasquale D.	Kearney, Kerry A.	McGarrigle, Thomas J.	Richter, Stephen William
Glanton, Richard H.	Kiel, Gerald H.	McGough, Jr., W. Thomas	Rieser, Jr., Joseph A.
Goldrosen, Donald N.	Kiernan, Peter J.	McGuan, Kathleen H.	Rissetto, Christopher L.
Goldschmidt, Jr., John W.	King, Robert A.	McKenna, J. Frank	Ritchey, Patrick W.
Golub, Daniel H.	Klein, Murray J.	McLaughlin, J. Sherman	Robinson, William M.
Grady, Kelly A.	Kneeder, H. Lane	McNichol, Jr., William J.	Rosenbaum, Joseph I.
Gross, Dodi Walker	Kolaski, Kenneth M.	Mehfoud, Kathleen S.	Rosenthal, Jeffrey M.
Gryko, Wit J.	Kosch, James A.	Melodia, Mark S.	Rudolf, Joseph C.
Guadagnino, Frank T.	Kozlov, Herbert	Metro, Joseph W.	Sabourin, Jr., John J.
Hackett, Mary J.	Krebs-Markrich, Julia	Miller, Edward S.	Sachse, Kimberly L.
Haggerty, James R.	Kury, Franklin L.	Miller, Robert J.	Schaffer, Eric A.
Hanes, Grayson P.	Lacy, D. Patrick	Moorhouse, Richard L.	Schatz, Gordon B.
Harmon, John C.	Lasher, Lori L.	Morris, Robert K.	Scheineson, Marc J.
Hartman, Ronald G.	Lawrence, Robert A.	Munsch, Martha H.	Scott, Michael T.
Hatheway, Jr., Gordon W.	LeBlond, John F.	Myers, Donald J.	Sedlack, Joseph M.
Hayes, David S.	LeDonne, Eugene	Napolitano, Perry A.	Seifer, E. W.
Heard, David J.	Leech, Frederick C.	Naugle, Louis A.	Shmulewitz, Aaron A.
Heffler, Curt L.	Levin, Jonathan L.	Nicholas, Robert A.	Short, Carolyn P.
Heidelberger, Louis M.	Lindley, Daniel F.	Nogay, Arlie R.	Shurflow, Nancy J.
Hill, Robert J.	Linge, H. Kennedy	Peck, Jr., Daniel F.	Simons, Robert P.
Hitt, Leo N.	Loepere, Carol C.	Perfido, Ruth S.	Singer, Paul M.
Hoeg, III, A. Everett	London, Alan E.	Picco, Steven J.	Smith, II, John F.
Hoffman, Robert B.	Lovett, Robert G.	Plevy, Arthur L.	Smith, William J.
Hofstetter, Jonathan M.	Lowenstein, Michael E.	Pollack, Michael B.	Sneirson, Marilyn

*Former Partner

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

Special Exception Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-210e

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number (s))

PARTNERSHIP NAME & ADDRESS: (enter complete name & number, street, city, state & zip code)
REED SMITH LLP (cont'd list of general partners)
3110 Fairview Park Drive, #1400
Falls Church, VA 22042

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

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

GENERAL PARTNERS:

Snyder, Michael A.	Tabachnick, Gene A.	Ummer, James W.	Winter, Nelson W.
Spaulding, Douglas K.	Thallner, Jr., Karl A.	Unkovic, John C.	Wood, John N.
Speed, Nick P.	Thomas, William G.	Vitsas, John L.	Young, Jonathan
Springer, Claudia Z.	Tillman, Eugene	von Waldow, Arnd N.	Zimmerman, Scott F.
Stewart, II, George L.	Todd, Thomas	Walters, Christopher K.	J. Jerome Mansmann 
Stoner, II, Edward N.	Tompkins, Benjamin F.	Whitman, Bradford F.	
Stroyd, Jr., Arthur H.	Trevelise, Andrew J.	Wickouski, M. Stephanie	
Swayze, David S.	Trice, II, Harley N.	Wilson, Stephanie	

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-210f

for Application No. (s): SEA 91-L-053-4
(enter County-assigned application number(s))

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

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

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

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

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

NONE

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

Application No.(s): SEA 91-L-053-4
(county-assigned application number(s), to be entered by County Staff)

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2000 210x

3. That within the twelve-month period prior to the filing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of \$200 or more, with any of those listed in Par. 1 above. **EXCEPT AS FOLLOWS: (NOTE: If answer is none, either "NONE" on line below.)**

KATHERINE K. HANLEY AND DANA KAUFFMAN ARE MEMBERS OF THE BOARD OF DIRECTORS OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY.

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

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

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

WITNESS the following signature:

(check one)

Applicant

Applicant's Authorized Agent

Robert A. Lawrence, Esq., Agent

(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 18th day of March 2002, in the State/Comm. of Virginia County/City of Fairfax

Paula L. Statham
Notary Public

My commission expires: March 31, 2003

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)I, Robert A. Lawrence, Esq., Agent, do hereby state that I am an
(enter name of applicant or authorized agent)(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below

2000-209 f

in Application No.(s): SEA 91-L-054-3
(enter County-assigned application number(s), e.g. SE 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(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Springfield East, L.C. Agents: Richard W. Hausler Edward S. Byrne Leroy W. Battle, Jr. Donald R. Hague Karen Arnold Don Misner	c/o KSI Services, Inc. 8081 Wolftrap Road, #300 Vienna, VA 22182	Applicant/Agent for Title Owner of Tax Map 90-2 ((1)) Parcel 60
Washington Metropolitan Area Transit Authority Agents: Douglas R. Hale Denton U. Kent Alvin R. McNeal	600 - 5 th Street, N.W. Washington, DC 20001	Owner of Tax Map 90-2 ((1)) Parcel 60
Dewberry & Davis LLC Agent: Lawrence A. McDermott	8401 Arlington Boulevard Fairfax, VA 22031	Engineers/Agents

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

Special Exception Attachment to Par. 1(a)

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-209f

for Application No. (s): SEA 91-L-054-3
(enter County-assigned application number (s))

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
RTKL Associates, Inc. Agent: Mark Fairbrother	One South Street Baltimore, MD 21202	Architects/Agents
The Lessard Architectural Group, Inc. Agents: Christian J. Lessard Douglas Bailey James Lyons Melissa Cossaboom Wayne Berenbaum Gregory Long Kenneth L. Tobin	8603 Westwood Center Drive, #400 Vienna, VA 22182	Architects/Agents Former Agent Former Agent Former Agent
M.J. Wells & Associates, LLC Agents: Terence J. Miller Robin Antonucci Martin J. Wells Melissa Hish	1420 Spring Hill Road, #600 McLean, VA 22102	Transportation Consultants/Agents
Urban Engineering & Associates, Inc. Agent: Eric S. Siegel	7712 Little River Turnpike Annandale, VA 22003	Engineers/Agents
Wyle Laboratories, Inc. Agent: Clint Morrow	2001 Jefferson Davis Highway, #701 Arlington, VA 22202	Noise Consultants/Agents

(check if applicable)

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-209f

for Application No. (s): SEA 91-L-054-3
(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:

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

CORPORATION INFORMATION

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

SPRINGFIELD EAST, L.C.
c/o KSI Services, Inc.
8081 Wolftrap Road, #300, Vienna, VA 22182

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.

MEMBERS:

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

Robert C. Kettler
Richard W. Hausler
KSI Services, Inc.¹

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

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

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-209f

for Application No. (s): SEA 91-L-054-3
(enter County-assigned application number (s))

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

'KSI SERVICES, INC.
8081 Wolftrap Road, #300
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Robert C. Kettler
Richard W. Hausler

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

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
600 – 5th Street, N.W.
Washington, DC 20001

DESCRIPTION OF CORPORATION: (check one statement)

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

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

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY IS A PUBLIC ORGANIZATION WITH NO SHAREHOLDERS OR PARTNERS

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

for Application No. (s): SEA 91-L-054-3
(enter County-assigned application number (s))

2000-2001

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

DEWBERRY & DAVIS LLC
8401 Arlington Boulevard
Fairfax, VA 22031

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.

MEMBERS:

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

The Dewberry Companies LC²
Larry J. Keller

Dennis M. Couture
Steven A. Curtis

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

²THE DEWBERRY COMPANIES LC
8401 Arlington Boulevard
Fairfax, VA 22031

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.

MEMBERS:

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

Sidney O. Dewberry
Barry K. Dewberry
Karen S. Grand Pre

Michael S. Dewberry
Thomas L. Dewberry

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

for Application No. (s): SEA 91-L-054-3
(enter County-assigned application number (s))

2000-2001

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

RTKL ASSOCIATES, INC.
One South Street
Baltimore, MD 21202

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

M.J. WELLS & ASSOCIATES, LLC
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

MEMBERS:

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

Martin J. Wells & Associates, Inc.³
Terence J. Miller & Associates, Inc.⁴

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-2002

for Application No. (s): SEA 91-L-054-3
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NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

³MARTIN J. WELLS & ASSOCIATES, INC.
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Martin J. Wells – Sole Shareholder

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

⁴TERENCE J. MILLER & ASSOCIATES, INC.
1420 Spring Hill Road, #600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Terence J. Miller – Sole Shareholder

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

for Application No. (s): SEA 91-L-054-3
(enter County-assigned application number (s))

2000-2001

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

THE LESSARD ARCHITECTURAL GROUP, INC.
8603 Westwood Center Drive, #400
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Christian J. Lessard – Sole Shareholder

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

URBAN ENGINEERING & ASSOCIATES, INC.
7712 Little River Turnpike
Annandale, VA 22003

DESCRIPTION OF CORPORATION: (check one statement)

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

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

J. Edgar Sears, Jr.
Barry B. Smith
Brian A. Sears

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

Special Exception Attachment to Par. 1(b)

DATE: March 18, 2002
(enter date affidavit is notarized)

for Application No. (s): SEA 91-L-054-3
(enter County-assigned application number (s))

2000 - 209f

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

WYLE LABORATORIES, INC.
2001 Jefferson Davis Highway, #701
Arlington, VA 22202

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-209f

for Application No. (s): SEA 91-L-054-3
(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, and number, street, city, state, and zip code)
REED SMITH LLP

**3110 Fairview Park Drive, #1400
Falls Church, VA 22042**

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

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

GENERAL PARTNERS:

- | | | | |
|------------------------|------------------------|-----------------------|---------------------|
| Aaronson, Joel P. | Boehner, Russell J. | Clark, II, Peter S. | Dermody, Debra H. |
| Abbott, Kevin C. | Bolden, A. Scott | Cobetto, Jack B. | Dicello, Francis P. |
| Alfandary, Peter R. | Bonessa, Dennis R. | Colen, Frederick H. | DiFiore, Gerard S. |
| Allen, Thomas L. | Booker, Daniel I. | Coltman, Larry | Dilling, Robert M. |
| Auten, David C. | Bookman, Mark | Condo, Kathy K. | DiNome, John A. |
| Bagliebter, William M. | Borrowdale, Peter E. | Connors, Eugene K. | Duman, Thomas J. |
| Banzhaf, Michael A. | Brown, George | Convery, III, J. Ferd | Dumville, S. Miles |
| Barry, Kevin A. | Browne, Michael L. | Cottingham, Robert B. | Duronio, Carolyn D. |
| Basinski, Anthony J. | Burroughs, Jr., Benton | Cramer, John McN. | Erickson, John R. |
| Begley, Sara A. | Cameron, Douglas E. | Cranston, Michael | Esser, Carl E. |
| Bentz, James W. | Carder, Elizabeth B. | D'Agostino, L. James | Evans, David C. |
| Bernstein, Leonard A. | Casey, Bernard J. | Dare, R. Mark | Fagelson, Ian B. |
| Bevan, III, William | Christian, Douglas Y. | Davis, Peter R. | Fagelson, Karen C. |
| Binis, Barbara R. | Christman, Bruce L. | Demase, Lawrence A. | First, Mark L. |
| Birnbaum, Lloyd C. | Clark, George R. | DeNinno, David L. | Fisher, Solomon |

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

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

Special Exception Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)2000-2002for Application No. (s): SEA 91-L-054-3
(enter County-assigned application number (s))

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

REED SMITH LLP (cont'd list of general partners)
3110 Fairview Park Drive, #1400
Falls Church, VA 22042(check if applicable) The above-listed partnership has no limited partners.NAMES AND TITLES OF THE PARTNERS: (enter first name, middle initial, last name, and title, e.g.,
General Partner, Limited Partner, or General and Limited Partner)**GENERAL PARTNERS:**

Flatley, Lawrence E.	Honigberg, Carol C.	Luchini, Joseph S.	Post, Peter D.
Folk, Thomas R.	Horvitz, Selwyn A.	Lynch, Michael C.	Preston, Thomas P.
Fontana, Mark A.	Howell, Ben Burke	Lyons, III, Stephen M.	Prorok, Robert F.
Foster, Timothy G.	Innamorato, Don A.	Mahone, Glenn R.	Quinn, John E.
Fox, Thomas C.	Jones, Craig W.	Marger, Joseph W.	Radley, Lawrence
Frank, Ronald W.	Jordan, Gregory B.	Marks, Jan A.	Railton, W. Scott
Fritton, Karl A.	Katz, Carol S.	Marston, David W.*	Reed, W. Franklin
Gallagher, Jr., Daniel P.	Kauffman, Robert A.	Marston, Jr., Walter A.	Reichner, Henry F.
Gallatin, James P.	Kearney, James K.	McAllister, David J.	Restivo, Jr., James J.
Gentile, Jr., Pasquale D.	Kearney, Kerry A.	McGarrigle, Thomas J.	Richter, Stephen William
Glanton, Richard H.	Kiel, Gerald H.	McGough, Jr., W. Thomas	Rieser, Jr., Joseph A.
Goldrosen, Donald N.	Kiernan, Peter J.	McGuane, Kathleen H.	Risotto, Christopher L.
Goldschmidt, Jr., John W.	King, Robert A.	McKenna, J. Frank	Ritchey, Patrick W.
Golub, Daniel H.	Klein, Murray J.	McLaughlin, J. Sherman	Robinson, William M.
Grady, Kelly A.	Kneeder, H. Lane	McNichol, Jr., William J.	Rosenbaum, Joseph I.
Gross, Dodi Walker	Kolaski, Kenneth M.	Mehfoud, Kathleen S.	Rosenthal, Jeffrey M.
Gryko, Wit J.	Kosch, James A.	Melodia, Mark S.	Rudolf, Joseph C.
Guadagnino, Frank T.	Kozlov, Herbert	Metro, Joseph W.	Sabourin, Jr., John J.
Hackett, Mary J.	Krebs-Markrich, Julia	Miller, Edward S.	Sachse, Kimberly L.
Haggerty, James R.	Kury, Franklin L.	Miller, Robert J.	Schaffer, Eric A.
Hanes, Grayson P.	Lacy, D. Patrick	Moorhouse, Richard L.	Schatz, Gordon B.
Harmon, John C.	Lasher, Lori L.	Morris, Robert K.	Scheineson, Marc J.
Hartman, Ronald G.	Lawrence, Robert A.	Munsch, Martha H.	Scott, Michael T.
Hatheway, Jr., Gordon W.	LeBlond, John F.	Myers, Donald J.	Sedlack, Joseph M.
Hayes, David S.	LeDonne, Eugene	Napolitano, Perry A.	Seifer, E. W.
Heard, David J.	Leech, Frederick C.	Naugle, Louis A.	Shmulewitz, Aaron A.
Heffler, Curt L.	Levin, Jonathan L.	Nicholas, Robert A.	Short, Carolyn P.
Heidelberger, Louis M.	Lindley, Daniel F.	Nogay, Arlie R.	Shurlow, Nancy J.
Hill, Robert J.	Linge, H. Kennedy	Peck, Jr., Daniel F.	Simons, Robert P.
Hitt, Leo N.	Loepere, Carol C.	Perfido, Ruth S.	Singer, Paul M.
Hoeg, III, A. Everett	London, Alan E.	Picco, Steven J.	Smith, II, John F.
Hoffman, Robert B.	Lovett, Robert G.	Plevy, Arthur L.	Smith, William J.
Hofstetter, Jonathan M.	Lowenstein, Michael E.	Pollack, Michael B.	Sneirson, Marilyn

*Former Partner

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

Special Exception Attachment to Par. 1(c)

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-209f

for Application No. (s): SEA 91-L-054-3
(enter County-assigned application number (s))

PARTNERSHIP NAME & ADDRESS: (enter complete name & number, street, city, state & zip code)
REED SMITH LLP (cont'd list of general partners)
3110 Fairview Park Drive, #1400
Falls Church, VA 22042

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

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

GENERAL PARTNERS:

Snyder, Michael A.	Tabachnick, Gene A.	Ummer, James W.	Winter, Nelson W.
Spaulding, Douglas K.	Thallner, Jr., Karl A.	Unkovic, John C.	Wood, John N.
Speed, Nick P.	Thomas, William G.	Vitsas, John L.	Young, Jonathan
Springer, Claudia Z.	Tillman, Eugene	von Waldow, Arnd N.	Zimmerman, Scott F.
Stewart, II, George L.	Todd, Thomas	Walters, Christopher K.	J. Jerome Mansmann ★
Stoner, II, Edward N.	Tompkins, Benjamin F.	Whitman, Bradford F.	
Stroyd, Jr., Arthur H.	Trevelise, Andrew J.	Wickouski, M. Stephanie	
Swayze, David S.	Trice, II, Harley N.	Wilson, Stephanie	

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-209f

for Application No. (s): SEA 91-L-054-3
(enter County-assigned application number(s))

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

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

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

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

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

NONE

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

Application No.(s): SEA 91-L-054-3
(county-assigned application number(s), to be entered by County Staff)

SPECIAL EXCEPTION AFFIDAVIT

DATE: March 18, 2002
(enter date affidavit is notarized)

2000-209f

3. That within the twelve-month period prior to the filing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of \$200 or more, with any of those listed in Par. 1 above. **EXCEPT AS FOLLOWS:** (NOTE: If answer is none, either "NONE" on line below.)

KATHERINE K. HANLEY AND DANA KAUFFMAN ARE MEMBERS OF THE BOARD OF DIRECTORS OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY.

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

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

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

WITNESS the following signature:

(check one) Applicant Applicant's Authorized Agent
Robert A. Lawrence

Robert A. Lawrence, Esq., Agent
(type or print first name, middle initial, last name, and & title of signee)

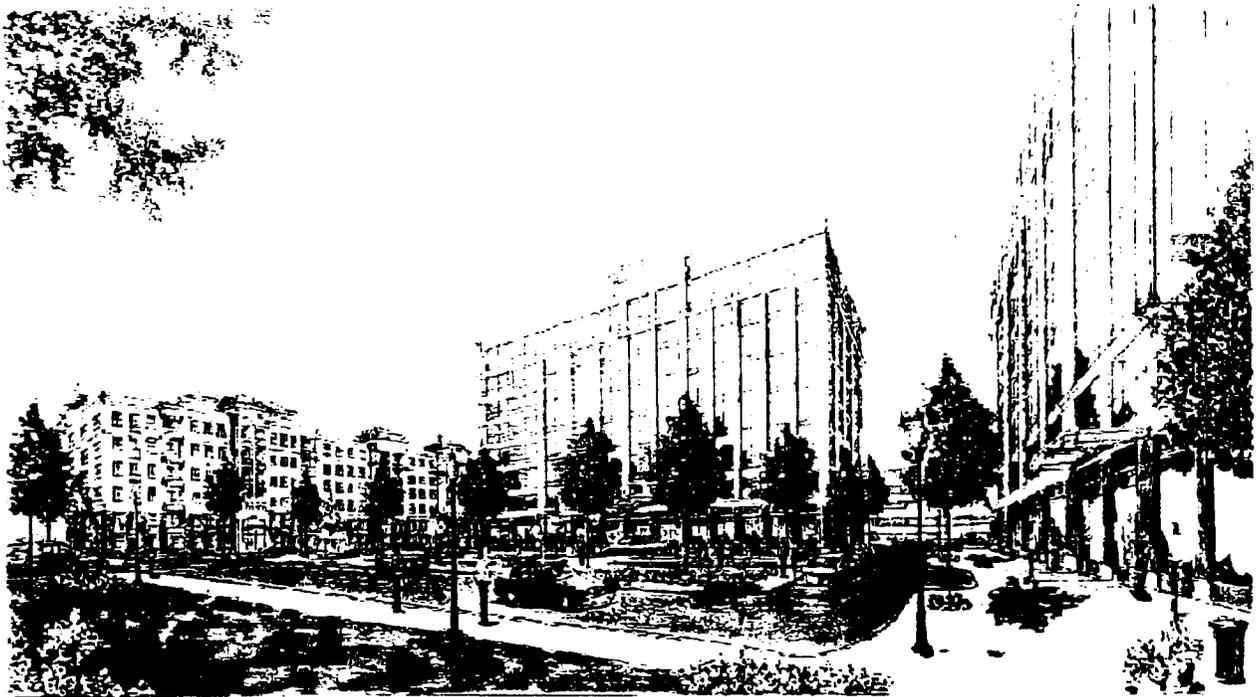
Subscribed and sworn to before me this 18th day of March 2002, in the State/Comm. of Virginia, County/City of Fairfax

Panela L. Statham
Notary Public

My commission expires: March 31, 2003

DEVELOPMENT NARRATIVE

RZ 1998 – LE-064; SE 01-L-020; SEA 91-L-053-4 & SEA 91-L-054-3



SPRINGFIELD METRO CENTER II

March 1, 2002

Springfield Metro Center II - Narrative

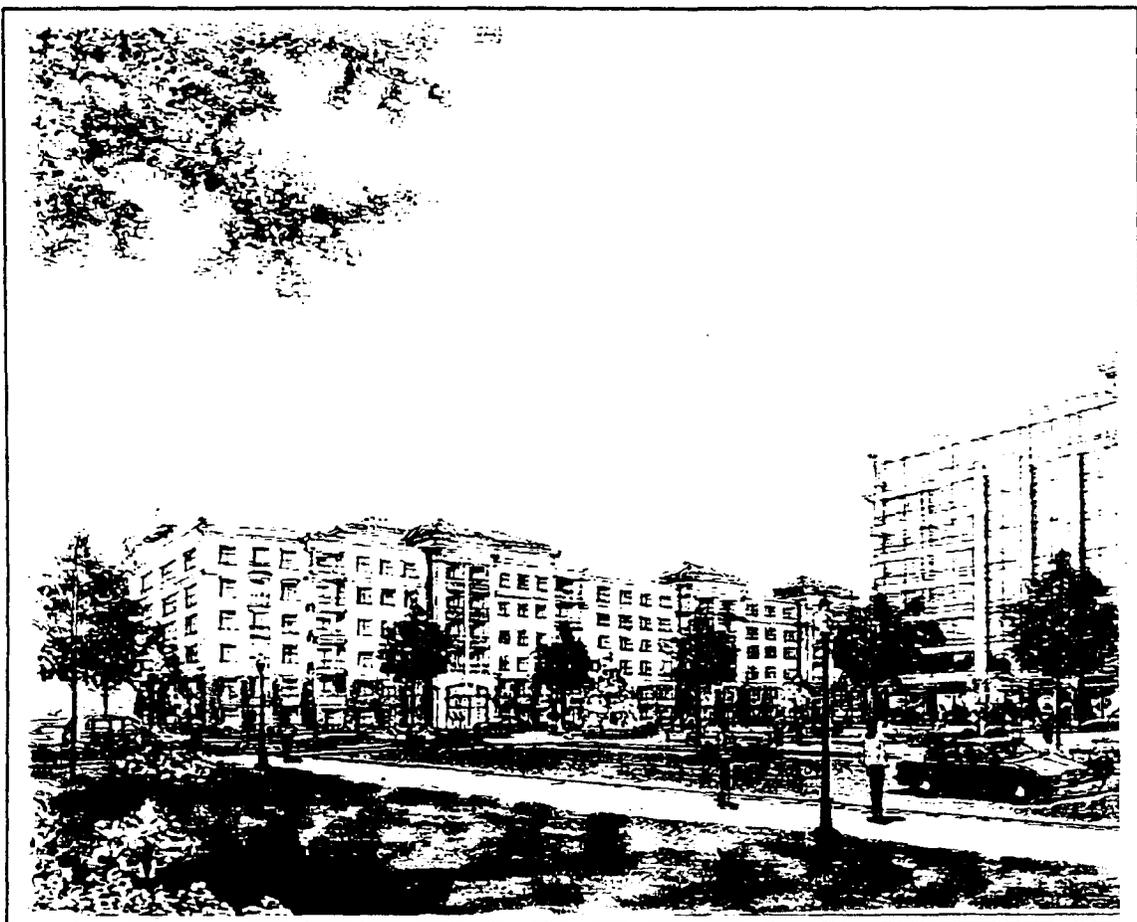
Land Development Proposal

Springfield Metro Center II represents the second phase of the Springfield Metro Center Development, including an office and hotel complex. With its approval in 1999, Phase I was found to be consistent with the major objectives of the Comprehensive Plan. Phase I consisted of 240 garden style apartment units and an 8-story (136 unit) mid-rise apartment building, providing an attractive new development on the site formerly used as a concrete pipe manufacturing facility. The size, scale and density proposed in Phase II utilizes sound planning principles of concentrating a mix of land uses in proximity to the Franconia Springfield Metro Station, thereby enhancing mass transit usage and decreasing vehicular trips.

Phase II offers two alternatives, which essentially take the next step in accomplishing the Comprehensive Plan's objectives for Land Unit D-1.

Alternative -A (Office/Hotel)

Alternative A includes 360,000 SF of Class A office space and a 166 room (160,000 SF) Hotel.



HOTEL (Alternative A)

Building	Square Feet	Floors	Parking Required	Parking Provided
Bldg. 1 (Hotel)	160,000	6	180	180
Bldg. 2 (Office)	200,000	8 (max)	520	585
Bldg. 3 (Office)	160,000	8 (max)	520	585

* Office SF may include up to 20,000 SF of support retail and accessory uses as contained in the proffers.

Alternative –B (All Office)

While alternative B offers a total of 474,000 SF of Class A office space divided among three office buildings consisting of one 8-story, 200,000 SF building and the remaining buildings consisting of 6-story, 137,000 SF relatively.

Building	Square Feet	Floors	Parking Required	Parking Provided
Bldg. 1 (Office)	137,000	6	416	439
Bldg. 2 (Office)	200,000	8 (max)	520	550
Bldg. 3 (Office)	137,000	8 (max)	520	549

* Office SF may include up to 20,000 SF of support retail and accessory uses as contained in the proffers.

Within each alternative for the 9.72-acre site, the office buildings and hotel will overlook a 35,000 SF formal landscaped plaza, which provides an attractive point of entry to the development and serves as a unifying element to the three buildings. A five and one-half (5.5) story parking deck (average height of 42 Feet) is intended to serve both alternatives. Access from the parking garage to the office buildings is afforded via an at grade pedestrian crossing with decorative pavers. An additional eighty-six (86) at grade parking spaces are provided on the western boundary of the site.

Proposed Uses

The primary uses (Office and Hotel) will be supplemented by several ancillary uses to create a more sustainable and marketable project. A minimum of 1,000 SF of recreational space will be made available for the office use to provide exercise facilities. Equipment in this facility will include aerobic exercise equipment such as treadmills, climbers, and weight training equipment, such as Nautilus, free-weights, and stretching areas.

In addition, up to 20,000 SF will be marketed to accessory and support retail establishments such as an onsite deli or other forms of limited food service establishments on the ground floor. Should there be market interest in establishing a more substantial food service presence, such as an eating establishment, or other forms of personal service establishments within the office buildings, those opportunities will be aggressively pursued.

Vehicular Circulation - see page 5 (*Phased Circulation Plan*)

The site is accessible from Loisdale Road by two points of access - Metropolitan Drive and Springfield Center Drive. The project's main entrance road will be a two-lane road, Metropolitan Drive, being constructed concurrent with the Phase I apartment development. (*Construction of the first phase of Metropolitan Drive has been completed.*) When the adjacent property (the GSA Warehouse) redevelops, the ultimate design shall consist of a four-lane divided roadway with a planted median. This four-lane (4) roadway will provide ready access to the other portions of Land Unit D-1. (See attached Composite Plan)

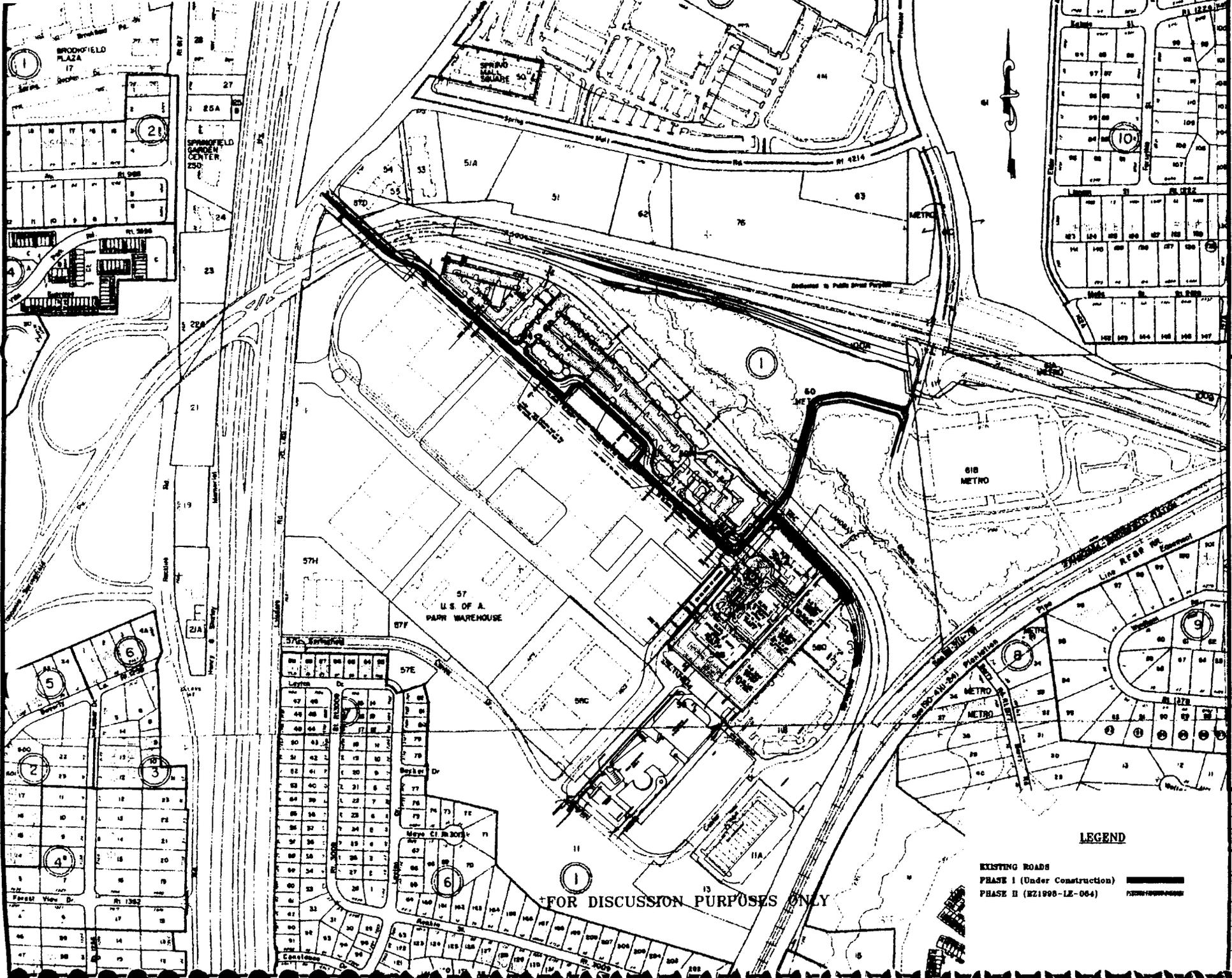
The second point of access for the applicant's property is afforded from Loisdale Road via Springfield Center Drive (extended) which currently terminates offsite near the site's northeastern property corner. The extension of Springfield Center Drive will provide immediate access to the parking garage located behind the office buildings. It will also provide pedestrian and shuttle bus access to Metro for the businesses and Northern Virginia Community College located in the industrial park.

Joseph Alexander Drive, a two-lane road (within a 70' ROW) along the site's northwestern frontage, provides north/south access from Springfield Center Drive to the project's main entrance located along the western boundary of the property. This connection will afford a continuous loop from Loisdale Road north and south of the GSA Warehouse. The ultimate alignment for Joseph Alexander Drive terminates at the intersection of Springfield Center Drive (extended) and the Metro Access Road. The limited public accessway will provide pedestrian and limited vehicular access directly to the metro station. This connection will serve both Phase I and II of Springfield Metro and the new Northern Virginia Medical Education Campus located in Land Bay D-2, which is immediately adjacent to the subject property.

Access to Metro

A central component of the proposal includes the linkage of Land Bay D-1, by way of a limited vehicular access road, to the Springfield Franconia Metro Station. The connection will afford shuttle bus service for office tenants, patrons of the hotel, and the residents of Springfield Crossing (Phase I). This pedestrian and limited vehicular access vastly enhances opportunity to use public transportation thereby reducing vehicular trips. The proposed accessway will include a trail, 8' in width, street trees and lighting. As the apartments will begin occupancy in December of 2001, residents are readily available to take advantage of the linkage when it is complete.

Internal vehicular circulation is provided by two roadway systems. A modified one-way loop serves vehicles entering the site from Metropolitan Drive and serves as the primary access to the main entrances of the three buildings. Tenants and guests will have the option to proceed around the round-a-bout (forming a 270 degree turn) to access the hotel or to proceed to the parking garage in the rear of the site. Visitors and tenants proceeding to the southwestern most building will proceed immediately to the right when entering the site along the one-way service drive to the at-grade parking area or the nearest parking garage entrance. This entry sequence provides a separation between tenants and guests and results in a dramatic entry experience.



*FOR DISCUSSION PURPOSES ONLY

LEGEND

- EXISTING ROADS
- PHASE I (Under Construction)
- PHASE II (RZ1998-LZ-064)

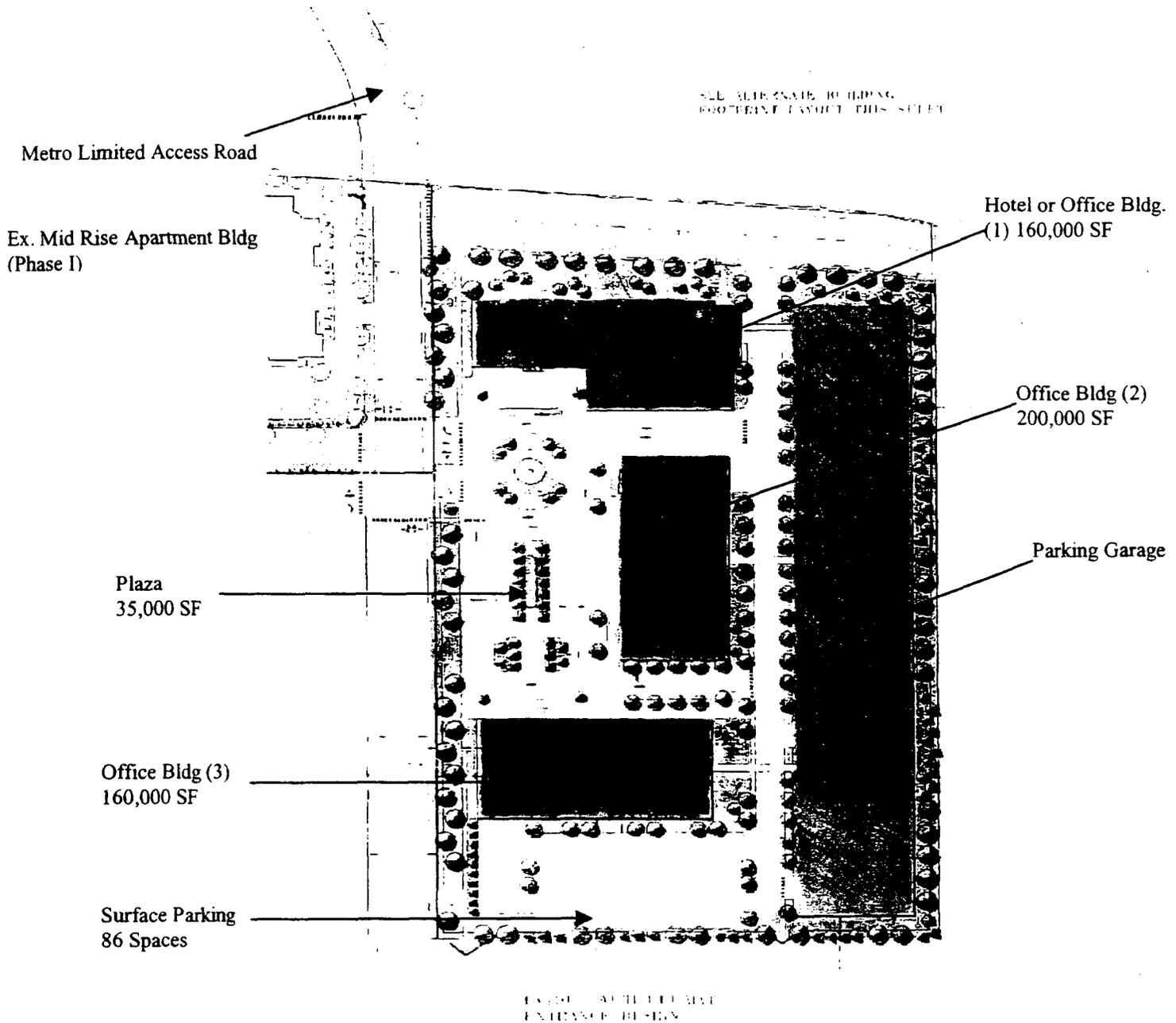
Dowberry & Davis LLC
 A Dowberry Company
 5435 Arlington Blvd.
 Fairfax, VA 22031
 (703) 648-0100

**SPRINGFIELD METRO CENTER
 PHASED CIRCULATION PLAN**

DESIGNED BY DSC
 CHECKED BY LAH
 DATE: September 2001
 SCALE: 1" = 200'

Pedestrian Circulation

The comprehensive plan advocates the integration of a pedestrian network to serve the office, residential, and retail uses. Pedestrian circulation is afforded throughout the development in a comprehensive manner through the site interior connecting each of the principle uses, office, hotel and parking facilities, and outdoor plazas. The system includes sidewalks, a minimum of 5 feet in width, planted with street trees at a minimum of 30 feet on center.



The comprehensive nature of the pedestrian circulation system connects each of the following site uses to the Metro station:

- Industrial complex east of the site;
- Northern Virginia Community College located to the south of the site;
- And the multifamily housing immediately west of the site.

This pedestrian network can be easily augmented to connect with the GSA Warehouse site should it redevelop.

Urban Design and Site Amenities

Plaza

Site amenities include a 35,000 square foot formal plaza that includes a grand water feature as its central visual element. The theme of the plaza shall include a mixture of textured paving and other forms of hardscape and softscape; raised decorative planting beds with integrated seating walls. The planting areas will include a combination of large deciduous trees and small flowering trees to provide shade and visual interest within the plaza area. The result will be an exciting and elegant plaza to both the tenants and the guests, and serve as a dominant focal element for the surrounding buildings.

Complimenting the formal plaza will be the dynamic and exciting architecture of the offices and the hotel. Strong architectural elements such as brick will be used to create a pedestrian friendly street frontage, while the remaining floors will exhibit contemporary architectural detailing consistent with the surrounding architecture.

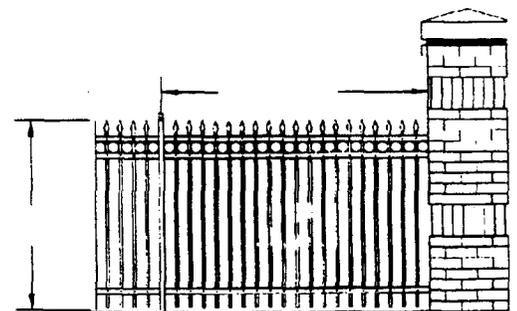
Fencing

A black, ornamental fence, four-feet in height, which provides a striking presence around the perimeter of Phase I, will be used in designated locations along the perimeter and entrances to Phase II providing continuity and uniformity of design elements.

Overall, Springfield Metro II will compliment the existing character of the Phase 1, while providing a unique and clearly identifiable address within the community. Materials, color, signage and fencing will reflect or compliment those elements used in Phase I.

Parking Structure

The proposed structure consists of five-and one-half (5-1/2) levels with an overall average height of 42-Feet. Three means of vehicular access shall be afforded from an access road separating the parking structure from the office/hotel uses. The proposed layout provides two means of vehicular access (through the site) from Metropolitan Drive and an additional entrance adjacent to Springfield Center Drive.

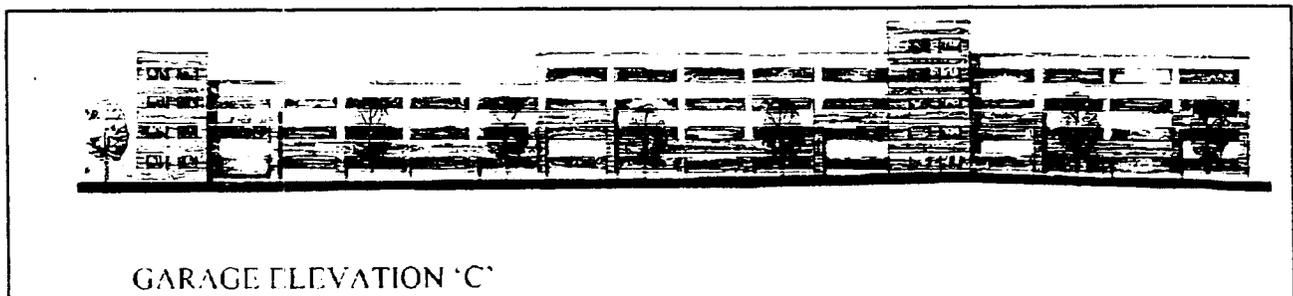


TYPICAL ORNAMENTAL METAL FENCE

In locating the structure in the rear of the site, the following is accomplished:

1. The frontage of the site, as seen from Metropolitan Drive, is augmented with exciting and dynamic architecture and a stunning formal plaza;
2. The pedestrian experience from the Northern Virginia Medical Education Campus to the Metro Station is enhanced by offering views of complimentary architecture, open space, and light by locating the garage in the proposed location;
3. As proposed, the layout is most appropriate given the many notable and conflicting challenges of an infill development project and best responding to significant land units that may redevelop at a later date.
4. The garage is located adjacent to an existing warehouse where it would be least intrusive and abuts the façade of a structure that is long, linear, and void of windows for light penetration.

The finish of the garage shall consist of vertical brick columns, brick veneer panels, and pre-cast panels with reveals. In order to break up the horizontal plane of the garage, each of the vertical stair towers are shown as brick towers with glass openings and anodized metal grillwork. This combination of materials and detail provides compatibility and continuity with the proposed office buildings and hotel through the similar use of brick on the lower levels of the office buildings, hotel and parking garage. In addition, tempered glass, as used on the office buildings, is also utilized within the vertical towers of the parking garage. Further, high-end brick, pre-cast finish, large deciduous trees are proposed to add landscape buffering and additional visual relief along the garage's southern elevation.

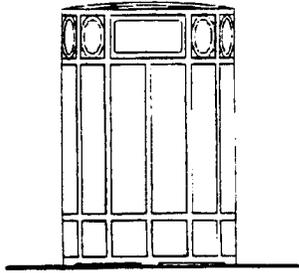


Lighting

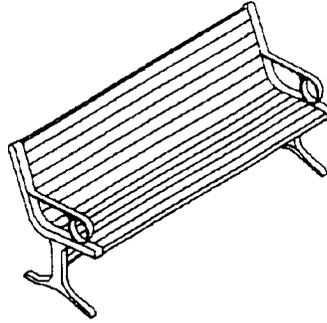
Light fixtures are proposed throughout the development consistent with those used in Phase I of Springfield Metro Center. The carriage light styled fixture has proven to be timeless in design by affording compatibility in both historical and contemporary design contexts.

Trash Receptacle and Benches

Springfield Metro II will continue to use the same bench and refuse collectors as used in Phase I. These items are very traditional in design characteristics that make them very compatible in its contemporary context as proposed.



TYPICAL TRASH RECEPTACLE



TYPICAL BENCH

FOR ILLUSTRATIVE PURPOSES ONLY



TYPICAL ENTRANCE FEATURE



LIGHT STANDARD

Summary

The Franconia-Springfield Transit Station Area offers a unique infill opportunity afforded by a relatively flat and sizable site with immediate adjacencies to Metro, VRE Commuter Rail, the regional I-95 Corridor and the Capital Beltway. Springfield Metro Center II provides an opportunity to create critical mass that optimizes its proximity to the adjacent Metro Station through thoughtful urban design themes, well designed architecture, functional pedestrian and vehicular networks. The proposal accomplishes several plan objectives and would prove to be an asset to the greater Springfield-Franconia area.

Comprehensive Plan Compatibility

Encourage mixed-use projects that incorporate existing topography, trees, character, and open space to optimize the Transit Station Area's opportunities through creative design;

Through the introduction of 360,000 square feet of office space, a 166-room hotel, and up to 20,000 square feet of combined recreation, personal service and food service, Metro Center II provides a mixed-use development that compliments Phase I, a 340-unit multi-family development north of the site. Furthermore, the proposed development is transit oriented and uniquely suited to provide a substantial anchor when the balance of the land unit is redeveloped.

Provide appropriate transition between varying land uses to mitigate adverse impacts.

Due to the configuration of the existing site uses, topography, and the detention area east of the site, the project is located a reasonable distance from most of the adjacent uses to afford compatibility and transition in density. Moreover, the following observations are made:

1. The site is surrounded by one and two-story industrial buildings;
2. Office is an appropriate use adjacent to industrial zoned uses;
3. Appropriate transitional landscaping consisting of a mixture of large deciduous and evergreen trees provide transitional screening between the parking garage and the adjacent industrial buildings.
4. The parking garage for the subject project is located more than two hundred linear feet from the garage proposed at the community college.
5. Open space provided by the plaza and public roadways provide attractive separations and transitions to adjacent uses.

Encourage and implement a coordinated program of transportation systems management strategies that reduces traffic congestion and increases the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes more evenly, and increasing pedestrian and bicycle travel.

The applicant is actively committed to promoting transit ridership and alternative travel modes through the following initiatives:

1. By providing a shuttle with frequent trips during the morning, mid-day and evening rush;
2. Providing a shuttle and pedestrian connection from the site to the Franconia-Springfield Metro Station;
3. Providing an onsite transportation coordinator;
4. Provide linkages with existing shuttle services already in existence to take a regional approach to trip reduction with other developments in the Greater Springfield area.
5. Designate van and carpool spaces within close proximity to the office building;
6. Provide a bicycle station on site to encourage bike use.

Each component of the land unit is planned and designed with reference to a coordinated and integrated plan for the entire land unit; Uses are limited to office, residential, hotel, medical care facilities, and support retail. Support retail is defined as those goods and services that serve residents, and workers at the site.

Phase II continues to implement an improved circulation system for Land Unit D-1 that was initiated with the approval of Phase I. This vehicular and pedestrian circulation system can be extended into adjacent portions of this land unit when additional properties redevelop. Up to 20,000 square feet of space will be marketed specifically for recreation, personal service and food service, providing support retail for the workers and residents in the area. As the balance of the land-unit develops, or as market conditions permit, additional square footage may be available for similar uses.

Recreation facilities are provided as an amenity for use by residents and employees and designed as an integral part of each type of development.

A minimum of 1,000 square feet of fitness space with exercise facilities will be included in the office buildings. The hotel use, by nature of its basic services, will provide exercise facilities and possibly a pool.

Provide high-quality development that is functionally integrated, orderly identifiable and attractive.

Integrated and comprehensive pedestrian and roadway system (both interim and ultimate design) provide suitable and well designed connections that serve the proposed development and provides a framework for the expansion of the vehicular network for future phases to be completed by others. For example, Metropolitan Drive is a single loaded entrance drive, approximately 2000 feet in length. Metropolitan Drive and Joseph Alexander Drive provide the initial infrastructure for a functionally integrated development and provide crucial infrastructure should the GSA Warehouse develops.

Use design features to help establish a sense of place and assist in orienting people to find their way to the areas workplaces, stores, and other facilities.

Common design themes are repeated throughout the development to create a sense of place as well as a design vocabulary unique to Springfield Metro Center. These efforts include integrated architectural themes with design characteristics and materials compatible and complimentary to Phase I. In addition common site theme will be continued through the use of signage, lighting, benches, refuse collectors and other site elements to lend compatibility and site continuity.

Well placed and integrated signage such as project identification signage, on-site directory signage, and building identification signage will provide useful visual clues that will assist in orienting tenants and visitors and further assist in creating a sense of place unique to Springfield Metro Center II.

Design development projects to allow for pedestrian access between buildings; provide open space and urban parks, and plazas; allow opportunities for shared or reduced parking; and generally make more efficient use of land.

Pedestrian access is provided through the use of sidewalks that connect each of the site uses including parking lots, parking structures, office buildings and hotel. Other site amenities integrated within the pedestrian system include a 35,000 SF plaza that includes a water fountain as its central visual feature. The fountain serves principally as strong focal element that terminates the axis of Metropolitan Drive. The theme of the plaza shall include a mixture of textured paving hardscape, raised planting beds and seating walls. The planting areas will include a combination of large deciduous trees and small flowering trees to provide shade and visual interest within the plaza area.

Create a pedestrian circulation system that provides direct access to the Transportation Center and promotes the integration of employment, residential and retail uses.

The shuttle bus connection includes a lighted and landscaped walkway, 8 feet in width, which connects to the office and residential developments. The integration of the pedestrian system provides direct access to the Metro station with linkages to the employment, residential, and retail uses.

RZ 1999-LE-064
SPRINGFIELD METRO CENTER II
LAND USE NARRATIVE

Land Development Proposal

Springfield Metro Center II represents the second phase of the Springfield Metro Center Development. With its approval in 1999, Phase I was found to be consistent with the major objectives of the Comprehensive Plan, including a high-density residential development and Hotel. While the land use proposed during Phase I is largely predominate throughout the Franconia Springfield area, the size and scale of uses proposed in the subsequent phase are not historically pervasive throughout the adjacent land units.

Phase II essentially takes the next step in accomplishing the Comprehensive Plan's objectives through the introduction of 400,000 Square Feet Class A Office Space and a 175 room Hotel. The proposal for the 9.7-acre site includes a 40,000 square foot plaza surrounded by two eight- (8) story office buildings and a six- (6) story Hotel. The office and hotel uses are served by three - five and one-half (5.5) story parking decks located immediately to the southeast of the office and hotel. Access from the parking garage to the office buildings is afforded via a pedestrian skywalk in addition to conventional at grade pedestrian connections. An additional seventy-two (72) at grade parking spaces are provided on the western boundary of the site

Proposed Uses

The primary uses (Office and Hotel) will be supplemented by several ancillary uses to create a more sustainable and marketable product. In each of the buildings, a minimum of 1,000 Square Feet will be reserved for a Fitness room, which will be limited to Office Tenants. Equipment in this facility will include aerobic exercise equipment such as treadmills, climbers, and weight training equipment such as nautilus, free-weights, and stretching areas.

In addition, approximately 2000 square feet will be marketed to provide an onsite Deli or other form of limited food service establishment. Should there be market interest in establishing a more substantial food service presence or other forms of personal service establishments within the Office buildings, those opportunities will be aggressively pursued.

Vehicular Circulation

Two points of access will serve the site from Loisdale Road. The project's main entrance road will be a two-lane road, Metropolitan Drive, being constructed concurrent with the Phase I Apartment development. When the adjacent property (the GSA Parr Warehouse)

redevelops, the ultimate design shall consist of a four-lane divided roadway with a planted median. This four- (4) lane roadway will provide ready access to the other portions of Land Unit D-1. (see attached Composite Plan)

The second point of access for the applicant's property is afforded from Springfield Center Drive (extended) which currently terminates offsite near the site's southeastern most property line. The extension of Springfield Center Drive will provide immediate access to the three parking garages located behind the office buildings. It will also provide pedestrian and shuttle bus access to Metro for the businesses located in the Industrial Park.

Joseph Alexander Drive, a two lane road (within a 70' ROW) along the site's northwestern frontage, provides east/west access from Springfield Center Drive to both the project's main entrance and its secondary entrance located along the western boundary of the property. The ultimate alignment for Joseph Alexander Drive begins at the Shuttle Bus connection, which accesses the Springfield Franconia Metro Station. This linkage will serve both Springfield Metro II and the future Medical College.

Internal vehicular circulation is provided by two roadway systems. A modified one-way loop serves vehicles entering the site from Metropolitan Drive which will have the option to proceed around the round-a-bout (forming a 270 degree turn) to access the hotel or completing a 180 degree turn to proceed to the parking garage in the rear of the site. Visitors and tenants proceeding to the southwestern most building will proceed immediately to the right when entering the site along the one-way service drive to the at-grade parking area or the nearest parking garage.

Pedestrian Circulation

The comprehensive plan advocates the integration of a pedestrian network to serve the office, residential and retail uses. Pedestrian circulation is afforded throughout the development in a comprehensive manner through the site interior connecting each of the principle uses, office, hotel and parking facilities, and outdoor plazas. The system includes sidewalks, with a minimum width of 5 feet, planted with street trees to meet local codes and ordinances.

The comprehensive nature of the pedestrian circulation system connects each of the following site uses to the Metro station:

- Industrial complex south of the project;
- Medical school located to the southwest of the site;
- And the Multifamily housing immediately northwest of the site.

This pedestrian network can be easily augmented to connect with the Parr Warehouse site when that site redevelops.

Urban Design and Site Amenities

Site amenities include a 40,000 square foot plaza that include a grand water feature as its central visual element. The theme of the plaza shall include a mixture of textured paving and other forms of hardscape, raised decorative planting beds with integrated seating walls. The planting areas will include a combination of large deciduous trees small flowering trees to provide shade and visual interest within the plaza area.

Lighting

Acorn style light fixtures are proposed throughout the development consistent with those used in Phase I of Springfield Metro Center. The acorn style fixture has proven to be timeless in design by affording compatibility in both historical and contemporary design contexts.

Trash Receptacle and Benches

Springfield Metro II will continue the use of same bench and refuse collectors as used in Phase I. These items are very traditional in design characteristics that make them very compatible in its contemporary context as proposed.

Summary

The Franconia-Springfield Transit Station Area offers a unique infill opportunity afforded by a relatively flat and sizable site with immediate adjacencies to Metro, VRE Commuter Rail, the regional I-95 Corridor and the Capital Beltway. Springfield Metro Center II provides an opportunity to create critical mass that optimizes its proximity to the adjacent Metro Station. Through thoughtful urban design themes, well designed architecture, functional pedestrian and vehicular networks. The proposal accomplishes several plan objectives and would prove to be an asset to the greater Springfield-Franconia area.

Comprehensive Plan Compatibility

Encourage mixed-use projects that incorporate existing topography, trees, character, and open space to optimize the Transit Station Area's opportunities through creative design;

Through the introduction of 400,000 square feet of office space, a 175 room hotel, and 10,000 square feet of combined recreation, personal service and food service, Metro Center II provides a mixed use development that augments Phase I, a 340 Unit multi-family development north of the site. Furthermore, the proposed development is transit oriented and uniquely suited to provide a substantial anchor when the balance of the land unit is redeveloped.

Provide appropriate transition between varying land uses to mitigate adverse impacts.

Due to the configuration of the existing site uses, topography, and the detention area east of the site, the project is located a reasonable distance from most of the adjacent uses to afford compatibility and transition in density. Moreover, the following observations are made:

1. the site is surrounded by 1-2 Story Industrial buildings;
2. office is appropriate to Industrial zoned uses;
3. Appropriate transitional landscaping is provided along the perimeter of the development.

Encourage and implement a coordinated program of transportation systems management strategies that reduces traffic congestion and increases the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes more evenly, and increasing pedestrian and bicycle travel.

The applicant is actively committed to promoting transit ridership and alternative travel modes through the following initiatives:

1. By providing a Shuttle with frequent trips during the morning, mid-day and evening rush;
2. Providing a vehicular and pedestrian connection from the site to the Franconia-Springfield Metro Station;
3. Providing an onsite transportation coordinator;
4. Provide linkages with existing Shuttle Services already in existence to take a regional approach to trip reduction with other developments in the Greater Springfield area.
5. Designate van and carpool spaces with in close proximity of the office building;
6. Provide a bicycle station on site to encourage bike use.

Each component of the land unit is planned and designed with reference to a coordinated and integrated plan for the entire land unit; Uses are limited to office, residential, hotel, medical care facilities, and support retail. Support retail is defined as those goods and services that serve residents, and workers at the site.

Phase II continues to implement an improved circulation system for Land Unit D-1 that was initiated with the approval of Phase I. This vehicular and pedestrian circulation system can be extended into adjacent portion of this land unit when additional properties redevelop. A minimum of 10,000 square feet of space is reserved specifically for combined recreation, personal service and food service provides support retail for the workers and residents in the area. As the balance of the land-unit develops, or as market conditions permit, additional square footage may be available for similar uses.

Recreation facilities are provided as an amenity for use by residents and employees and designed as an integral part of each type of development.

A minimum of 1,000 square feet of fitness space with exercise facilities will be included in the office buildings. The Hotel use, by nature of its basic services, will provide exercise facilities and possibly a pool.

Provide high-quality development that is functionally integrated, orderly identifiable and attractive.

Integrated and comprehensive pedestrian and roadway system (both interim and ultimate conditions) provide suitable and well design connections that serve the proposed development and provides a framework for the expansion of the vehicular network for future phases to be completed by others.

Use design features to help establish a sense of place and assist in orienting people to find their way to the areas workplaces, stores, and other facilities.

Common design themes are repeated throughout the development to create a sense of place as well as a design vocabulary unique to Springfield Metro Center. These efforts include integrated architectural themes with design characteristics and materials compatible with Phase I. In addition common site theme will be continued through the use of signage, lighting, benches, refuse collectors and other site elements to lend compatibility and site continuity.

Design development projects to allow for pedestrian access between building; provide open space and urban parks, and plazas; allow opportunities for shared or reduced parking; and generally make more efficient use of land.

Pedestrian access is provided through the use of sidewalks that connect each of the site uses including parking lots, parking structures, office buildings and hotel. Other site amenities integrated within the pedestrian system include a 40, 000 square foot plaza that includes a water fountain as its central visual feature. The fountain serves principally as strong focal element that terminates the axis of Metropolitan Drive. The theme of the plaza shall include a mixture of textured paving hardscape, raised planting beds and seating walls. The planting areas with include a combination of large deciduous trees small flowering trees to provide shade and visual interest within the plaza area.

Create a pedestrian circulation system that provides direct access to the Transportation Center and promotes the integration of employment, residential and retail uses.

The Shuttle Bus connection includes a lighted and landscaped walkway, five feet in width, which connects to the office and residential developments. The integration of the

pedestrian system provides direct access to the Metro station with linkages to the employment, residential, and retail uses.

RZ 1998-LE-064
Applicant: Springfield East, L.C.
April 25, 2001

REVISED STATEMENT OF JUSTIFICATION

The Subject Property is located within Land Unit D-1 of the Franconia-Springfield Transit Station Area Plan. The Concept for Future Development identifies the Transit Station Area as being appropriate for mixed-use, transit-oriented development. The elimination of the existing I-4 District and the creation of a C-4 Zoning District in its stead will provide opportunities for uses that will be more compatible with the mixed-used development concept for Land Unit D-1, and the transportation objectives set forth in the Comprehensive Plan.

This application constitutes Phase II of the Springfield Metro Center proposal. Phase I of Springfield Metro Center was approved in RZ 1998-LE-006. That application provides for high density, residential development in proximity to the Franconia-Springfield Transportation Center, a major planning objective of the Franconia-Springfield Transit Station Area Plan. Springfield Metro Center II provides for development of office and retail support uses in the area of closest proximity to the Transit Station. The Illustrative Concept for Key Areas (page 440 of the Comprehensive Plan) designates this area for office and support retail. The combination of the uses approved in Phase I and the uses proposed in Phase II will create a mixed-use project epitomizing the opportunities presented by the proximity to the Transit Station, which is another planning objective for the Franconia-Springfield Transit Station Area. Road links and pedestrian connections have been designed so as to encourage a coordinated, integrated plan for all of Land Unit D-1. Phase II will implement a second access point to the existing public roadway for Land

Unit D-1. Phase II will also provide direct vehicular and pedestrian access to and from the Transportation Center as called for in the Plan. The Applicant will participate in the shuttle bus system proffered in Phase I, so as to provide a high frequency transit service to the Transportation Center as specified in the Comprehensive Plan.

These facilities will allow the Applicant to provide a coordinated program of transportation demand management ("TDM") strategies that are designed to take advantage of the close proximity to the Metrorail, Virginia Rail Express Commuter railway, and HOV facilities planned for the area. These TDM strategies will reduce traffic congestion and increase the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak hour traffic volumes more evenly, and increasing pedestrian and bicycle travel. In short, this application will fulfill major transportation objectives of the Comprehensive Plan relating to Transit Station Areas.

SPRINGFIELD EAST, L.C.

By: Robert A. Lawrence
 Robert A. Lawrence, Esq., Agent

Springfield East, L.C.

**APPLICANT'S STATEMENT
SPECIAL EXCEPTION FOR HOTEL USE IN C-4 DISTRICT
(TAX MAP 90-2 ((1)) PARCELS 58A (PART), 58B AND 59A (PART))**

April 12, 2001

1. The proposed operation is a hotel of 200 guest rooms. The hotel will include a swimming pool for guests. Presently, no facilities such as conference rooms or restaurants are provided for non-guest use.
2. The hours of operation will be 24 hours a day, seven days a week.
3. Patronage will vary over the course of the year. Industry average is generally 80% occupancy, which would convert to 160 patrons per day.
4. No more than 20 employees are expected to be working at any one time. Typical staffing at a hotel of this type and size generally has 38 full-time equivalent (FTE) employees, working over the course of two or three shifts.
5. Peak hour arrival and departure times for this type of hotel are 7:00 AM - 8:30 AM and 5:00 PM - 7:00 PM. Approximately 75% of these trips are expected to be by automobile, with approximately 25% expected from transit, due to the hotel's proximity to the Springfield Metro Station. Peak hour trips are projected to be 97 trips in the morning peak and 106 trips in the evening peak. The average daily traffic forecast is 1,422 trips.
6. This hotel will have a projected service area of approximately five miles.
7. The planned hotel has not yet been designed, so detailed information is not yet available. However, the building will have eight stories. The building façade will be a combination of brick and dryvit.
8. The hotel utilizes only common cleaning solvents associated with laundry and housecleaning and chemicals associated with the maintenance of the swimming pool.
9. The hotel will conform to all applicable ordinances, regulations and adopted standards, except where noted on the Special Exception Plat.



May 23, 2001

VIA FACSIMILE: 703/641-4340 (2 pages)

Mr. Robert Lawrence
Reed Smith Hazel & Thomas
3110 Fairview Park Drive
Suite 1400
Falls Church, Virginia 22042-0681

Re: Springfield Metro Center
Transportation Demand Management Plan

Dear Mr. ^{Bob} Lawrence:

As requested, we have reviewed the Comprehensive Plan recommendations; here are the reasons why a 40% HOV/transit mode split is not applicable to the proposed Springfield Metro Center site:

1. The Plan recognizes that a 40% non-SOV reduction is atypical of mode splits generally associated with suburban employment centers, and was unique only to the Proving Grounds.
2. The target mode split of 40% was required to balance the planned road network in the Transit Station Area, with planned land uses throughout the Franconia-Springfield planning area as a whole. Specifically, the magnitude of development proposed for the Engineer Proving Grounds (over 10.5 MSF of office use and 3,950 residential units) made the achievement of an area-wide 40% mode split critical to maintaining the integrity of the planned transportation system.
3. The achievement of a 20 to 40% mode split, as applied to the land units at the Proving Grounds, was predicated on the provision of an "Automated Guideway Transit System" which would connect the EPG with the Transit Station Area and Springfield Mall. That system is no longer proposed.

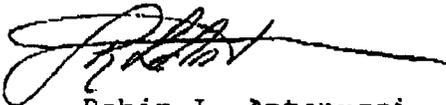
4. Based on Development-Related Ridership Survey II, prepared for the Washington Metropolitan Area Transit Authority, expected transit splits for each of the proposed on-site uses is as follows:
 - A. Office - 2%
 - B. Residential - 21%
 - C. Hotel - 7.5%

5. Within the Transit Station Area, the Plan recognizes that a HOV/transit mode split of 10 percent, typical of other suburban activity centers in Fairfax County, is achievable.

6. The TDM program proposed by the applicants is intended to achieve a 15% mode split, consistent with the County's Policy Plan and in excess of other suburban activity centers in the County.

I hope this information helps you. If you need more information, please call or email me.

Sincerely,



Robin L. Antonucci
Principal Associate

cc: Leroy W. Battle, Jr., KSI Services, Inc. (FAX: 703/641-5368)

SPRINGFIELD METRO CENTER I

LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

CONCEPTUAL DEVELOPMENT PLAN
FINAL DEVELOPMENT PLAN
GENERALIZED DEVELOPMENT PLAN
SPECIAL EXCEPTION PLAT



VICINITY MAP
SCALE: 1" = 2,000'

APPLICANT:

SPRINGFIELD EAST L.L.C.
8081 WOLF TRAP ROAD, SUITE 300
VIENNA, VIRGINIA 22182

OCTOBER 22, 1998
Revised February 1, 1999
Revised April 8, 1999
Revised May 4, 1999
Revised June 9, 1999



SPRINGFIELD METRO CENTER I

LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

CONCEPTUAL DEVELOPMENT PLAN
FINAL DEVELOPMENT PLAN
GENERALIZED DEVELOPMENT PLAN
SPECIAL EXCEPTION PLAT

Dewberry & Davis Engineers
Planners
8401 Arlington Blvd., Fairfax, Va. 22031
(703) 840-0100 FAX (703) 840-0110
Landscape
Architects

M-9670A

APPENDIX 7

SHEET INDEX:

1. COVER SHEET
2. NOTES AND TABULATIONS
3. COMPOSITE DEVELOPMENT PLAN
4. GENERALIZED DEVELOPMENT PLAN / SPECIAL EXCEPTION PLAT (LANDBAY A)
5. CONCEPTUAL / FINAL DEVELOPMENT PLAN (LANDBAY B)
6. PHASE I TRANSPORTATION AND PEDESTRIAN CIRCULATION PLAN
7. CROSS SECTION AND DESIGN ELEMENTS
8. ACCESS, UNDERGROUND PARKING, AND CUL-DE-SAC EXHIBITS
9. METES AND BOUNDS / ZONING IDENTIFICATION
10. RESIDENTIAL ILLUSTRATIVE DETAIL - WEST
11. RESIDENTIAL ILLUSTRATIVE DETAIL - EAST
12. RESIDENTIAL ELEVATION
13. RESIDENTIAL PERSPECTIVE



SPRINGMALL ROAD
RT. 4214

SPRINGFIELD STATION
(under construction)

FRANCONIA - SPRINGFIELD PARKWAY
ROUTE 7900

SPRINGFIELD
METRO/VRE
STATION

Proposed Trail to Metro
Generally Consistent with
that Approved in Conjunction
with SEA 81-1-054-3

OPTON'S

LANDBAY A

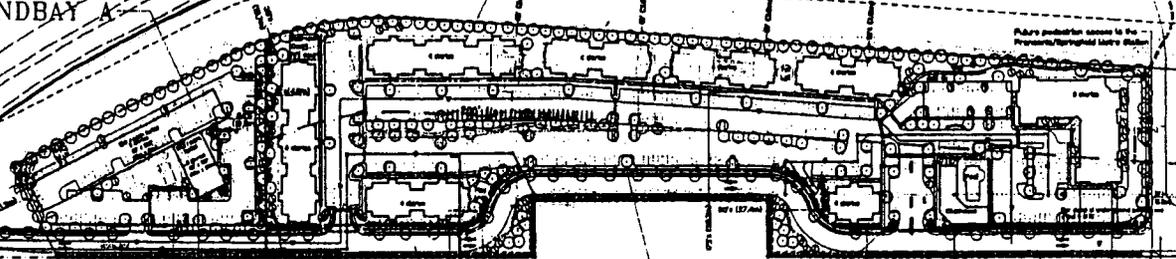
LANDBAY B

Existing Countywide
Trail to Metro

AUTO
DEALERSHIP

INSURANCE DATA DEPT. 700

JORDAN ROAD - RT. 789
HENRY C. SHIRLEY
MEMORIAL HIGHWAY
US ROUTE 95



See Sheet 7 for
Landscape Detail

See sheet 7 for Section A

See sheet 7 for Section B

See sheet 7 for sign structure

Note: Road includes half of the boulevard
and street and half of the median.

Terraced or address to be removed if
such the Phase II adjacent property is
developed (See Sheet 8 of 8 for text)

NOTE: SEE SHEETS 4 AND 5 FOR
DETAIL FOR LAND BAYS A AND B.

U.S. of A.
PARR
WAREHOUSE

LEGEND:

- - - - - EXISTING SANITARY SEWER
- - - - - PROPOSED SANITARY SEWER
- - - - - EXISTING WATER MAIN
- - - - - PROPOSED WATER MAIN
- PROPOSED SHADE/STREET TREES
- PROPOSED ORNAMENTAL TREE
- PROPOSED SCREENING TREE
- - - - - PROPOSED SIDEWALKS
- - - - - PROPOSED LIMITS OF CLEARING AND GRADING
- - - - - PROPOSED ZONING LINE
- - - - - 200' LINE FROM RAILROAD TRACK
- - - - - POSSIBLE FUTURE RESERVATION FOR ROAD ALIGNMENT

Engineers
Planners
Surveyors
Landscape
Architects

Dewberry & Davis

8401 Arlington Blvd., Fairfax, Va. 22031
 (703) 949-0100 FAX(703) 819-0518

COMPOSITE DEVELOPMENT PLAN

SPRINGFIELD METRO CENTER I

FAIRFAX COUNTY, VIRGINIA

LEE DISTRICT

REV. 5/2/88
REV. 8/2/88

Drawn by: JMC/SLH
Designed by: JMC/SLH
Checked by: JMC/SLH
Title: 10/22/88
REV. 12/1/88
REV. 4/2/89
Scale: 1" = 100'



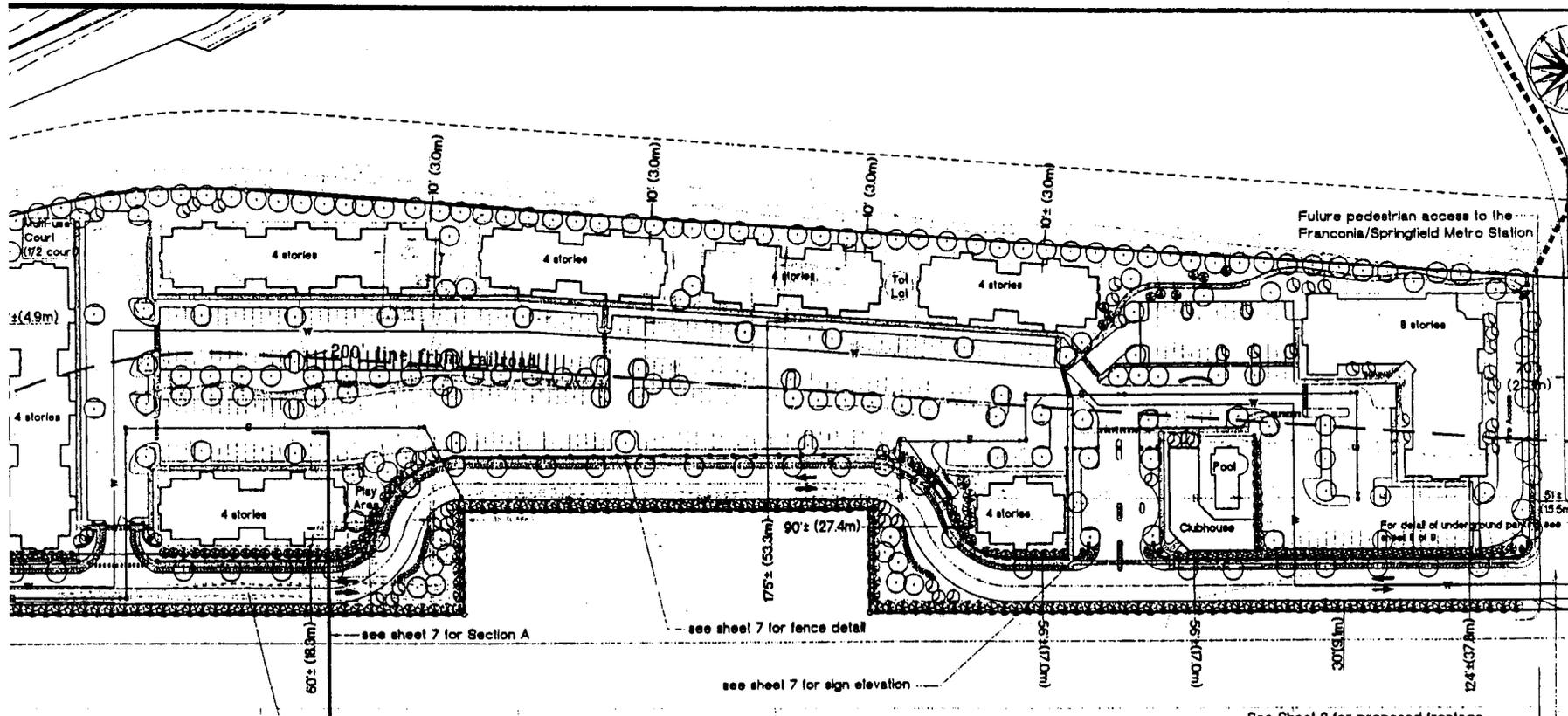
Plan Number:
Sheet 1 of 4
Prop. Form:
PDR 10-1
Date:
3 of 13
M-18704



Dewberry & Davis
 Engineers
 Planners
 Architects
 8401 Arlington Blvd., Fairfax, Va. 22031
 (703) 849-0100 FAX (703) 849-0518

CONCEPTUAL / FINAL DEVELOPMENT PLAN
SPRINGFIELD METRO CENTER I
 LEE DISTRICT
 FAIRFAX COUNTY, VIRGINIA

REV 5/4/98
 REV 02/0/98
 SHEET 5 OF 13
 16-09-98
 PROFESSIONAL ENGINEER



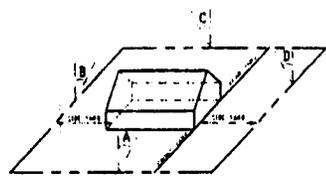
note: road includes half of the boulevard style street and half of the median.

see sheet 7 for fence detail

see sheet 7 for sign elevation

See Sheet 3 for proposed frontage improvements.
 Temporary cul-de-sac to be removed at such time (Phase II) adjacent property is developed. (See Sheet 8 of 13 for inset.)

U.S. of A.
 PARR
 WAREHOUSE



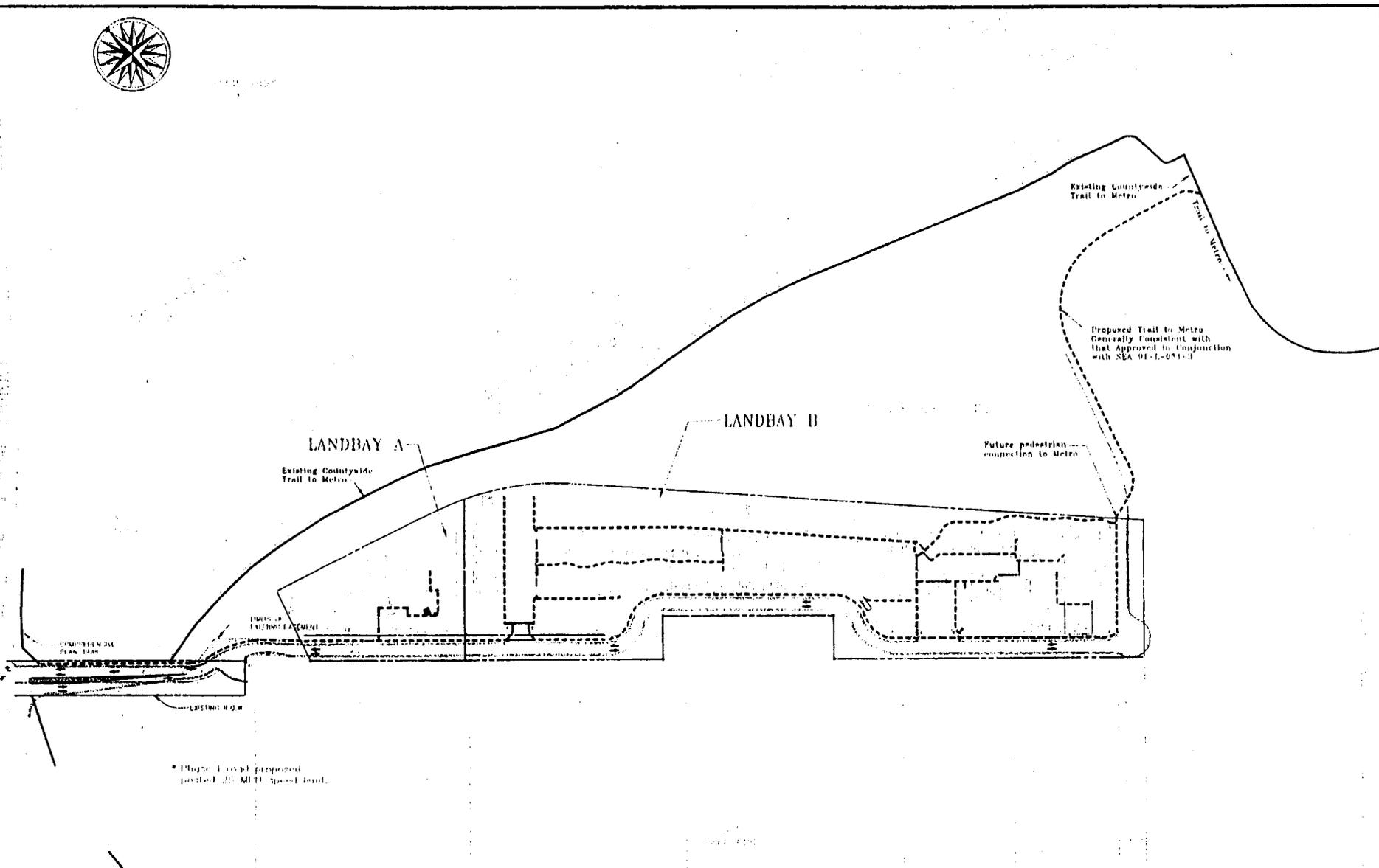
ANGLE OF BULK PLANE-PDH
 DIMENSION INDICATED FOR DEVELOPMENT WITH 11% SLOPE

NOTE:
 THE BUILDING FOOTPRINT IS PART OF A PDC AND PDR DEVELOPMENT. THE MINIMUM REQUIRED TARD IS A CONSTRUCTION ONLY AT THE PERIPHERAL LOT LINE. THE MINIMUM TARD HAS BEEN SET ON THE 2' AND 10' 0" BOUNDARY DIMENSIONS. WHEN MOST CUMULATIVE CHARACTERIZE THE PROPOSED DEVELOPMENT.

LEGEND:

- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- PROPOSED SHADE/SHRUB TREES
- PROPOSED ORNAMENTAL TREE
- PROPOSED SCREENING TREE
- PROPOSED EVERGREEN AND/OR DECIDUOUS SHRUB
- PROPOSED SIDEWALKS
- PROPOSED CROSSWALK
- PROPOSED LIMITS OF BUILDING ENVELOPE
- PROPOSED LIMITS OF CLEARING AND GRADING
- PROPOSED ZONING LINE
- 300' LINE FROM RAILROAD TRACK
- APPROXIMATE SIGN LOCATION (MAXIMUM 20 SF EACH)





LEGEND:

- PROPOSED SIDEWALKS
- EXISTING TRAIL
- CROSSWALK



Dewberry & Davis
 Engineers
 Planners
 Surveyors
 Landscape
 Architects
 3401 Arlington Blvd., Fairfax, Va. 22031
 703-261-1700 FAX 703-261-0510

PHASE I TRANSPORTATION AND PEDESTRIAN CIRCULATION PLAN
SPRINGFIELD METRO CENTER I
 LEE DISTRICT
 FAIRFAX COUNTY, VIRGINIA

Drawn by: MCKENZIE
 Checked by: MCKENZIE
 Scale: AS SHOWN
 Date: 2/2/88
 Key: 2/2/88
 Rev: 2/2/88
 Title: 2/2/88
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 Date: 2/2/88
 6 OF 14
 No. 200-11-11
 M-00076

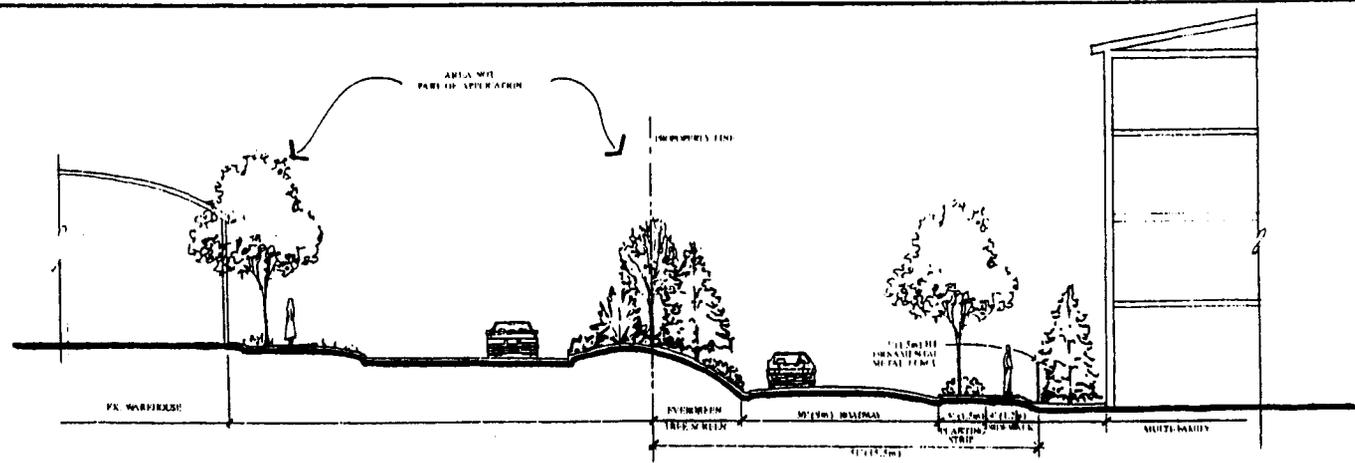
Dewberry & Davis
 0101 Arlington Blvd., Fairfax, Va. 22031
 703-261-1919 FAX: 703-648-0518

CROSS SECTION & DESIGN ELEMENTS
SPRINGFIELD METRO CENTER
 LEE DISTRICT
 FAIRFAX COUNTY, VIRGINIA

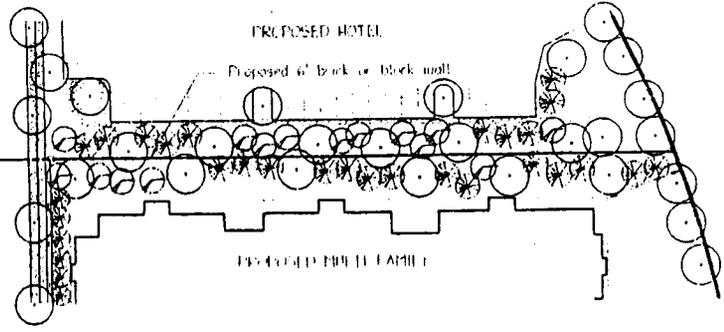
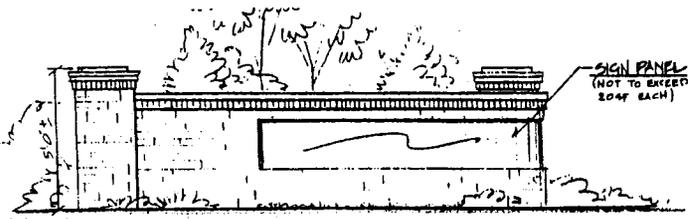
Drawn By	JMC
Checked By	JMC
Approved By	JAN
Date	10/27/99
Scale	AS SHOWN
Sheet	N/A
Project No.	100000000
Client	
Scale	
Sheet	7 OF 13
Project Name	SPRINGFIELD METRO CENTER

REV. A 10/27/99
 NEW: 10/27/99
 PLOT: 10/27/99
 FOR: 10/27/99

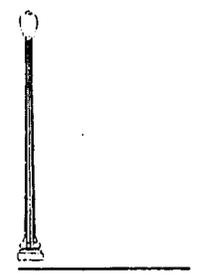
CROSS SECTION A



ILLUSTRATIVE SIGN ELEVATION



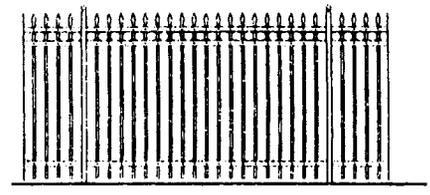
BUFFER BETWEEN PROPOSED HOTEL AND PROPOSED MULTI-FAMILY
 Scale: 1" = 10'



TYPICAL LIGHT STANDARD



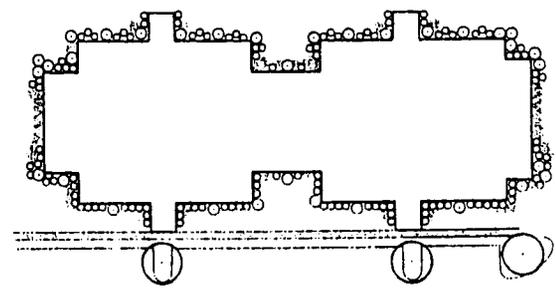
TYPICAL BENCH
 Courtesy of Victor Stanley, Inc.



TYPICAL ORNAMENTAL METAL FENCE



TYPICAL TRASH RECEPTACLE



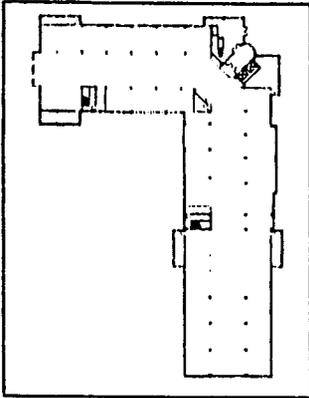
TYPICAL FOUNDATION PLANTING - Landbay II

- 12" bare root evergreen shrubs
- 18" bare root shrubs
- 12" bare root evergreen shrubs

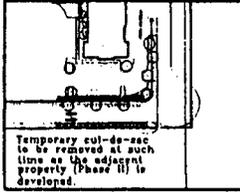


LOISDALE RD. RT. 789

DETAIL OF UNDERGROUND PARKING
Not to Scale



INSET OF CUL-DE-SAC AT
EASTERN END OF PROPERTY
Scale: 1" = 100'



PROPOSED MEDIAN

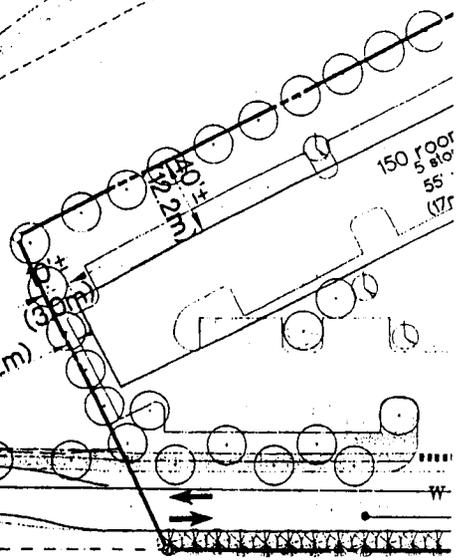
SPRINGFIELD PKWY

FRANCONIA

45'
(13.72m)

24'±(7.3m)

4'±(1.2m)



LEGEND

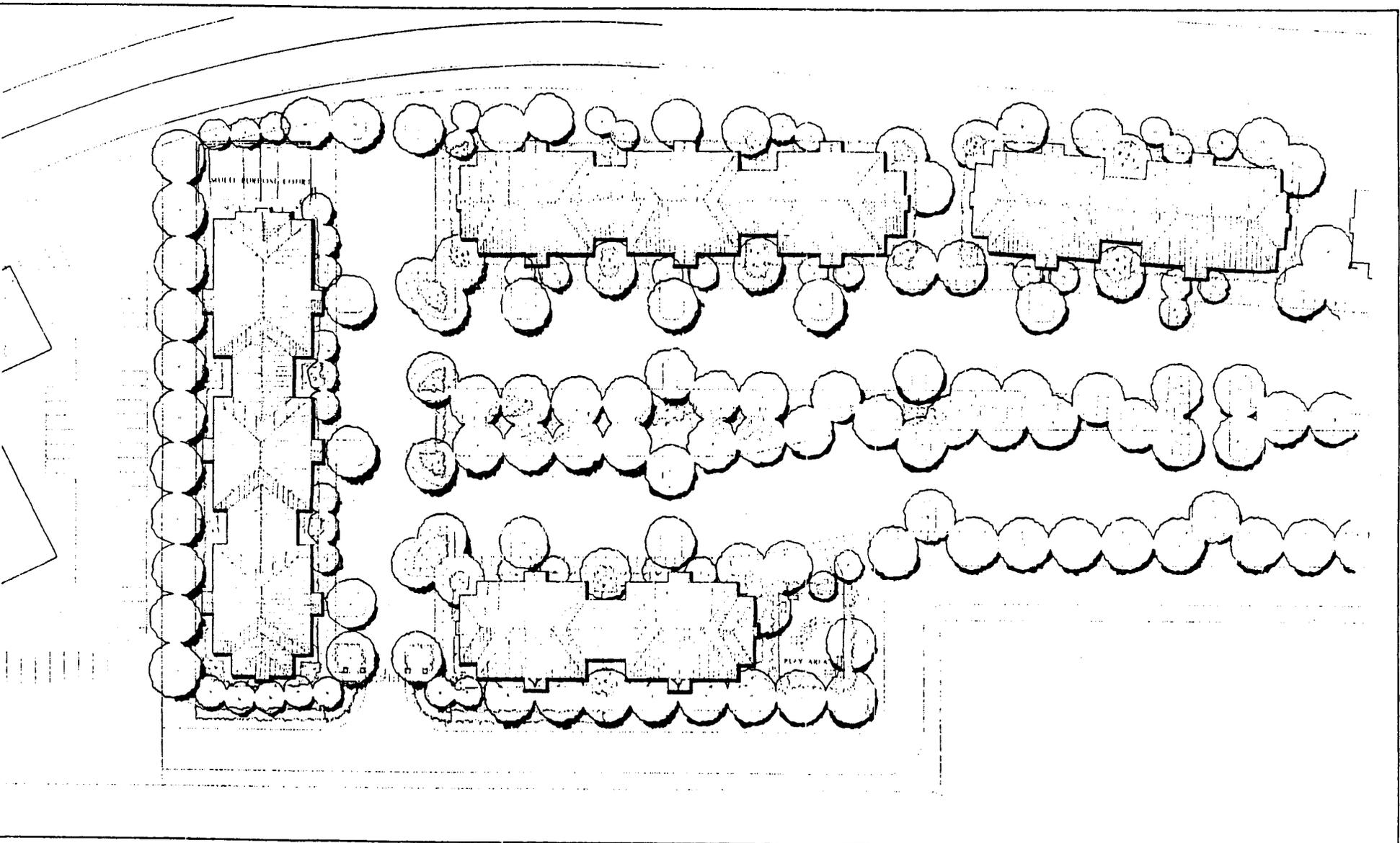
- EXISTING TRAIL TO METRO
- EXISTING COMPREHENSIVE PLAN TRAIL
- PROPOSED SIDEWALK



Dewberry & Davis
 Engineers
 Planners
 Scientists
 Landscape
 Architects
 8101 Arlington Blvd., Fairfax, Va. 22031
 (703) 991-0100 FAX (703) 849-0518

ACCESS, UNDERGROUND PARKING, AND CUL-DE-SAC EXHIBITS
 SPRINGFIELD METRO CENTER I
 LEE DISTRICT
 FAIRFAX COUNTY, VIRGINIA

DATE: 5/1/07
 DRAWN BY: JAV/ALB
 CHECKED BY: JAV/ALB
 IN CHARGE: JAV/ALB
 PROJECT NO.: 07-00000000
 SHEET NO.: 13
 OF 13



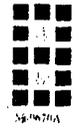
KSI-Springfield



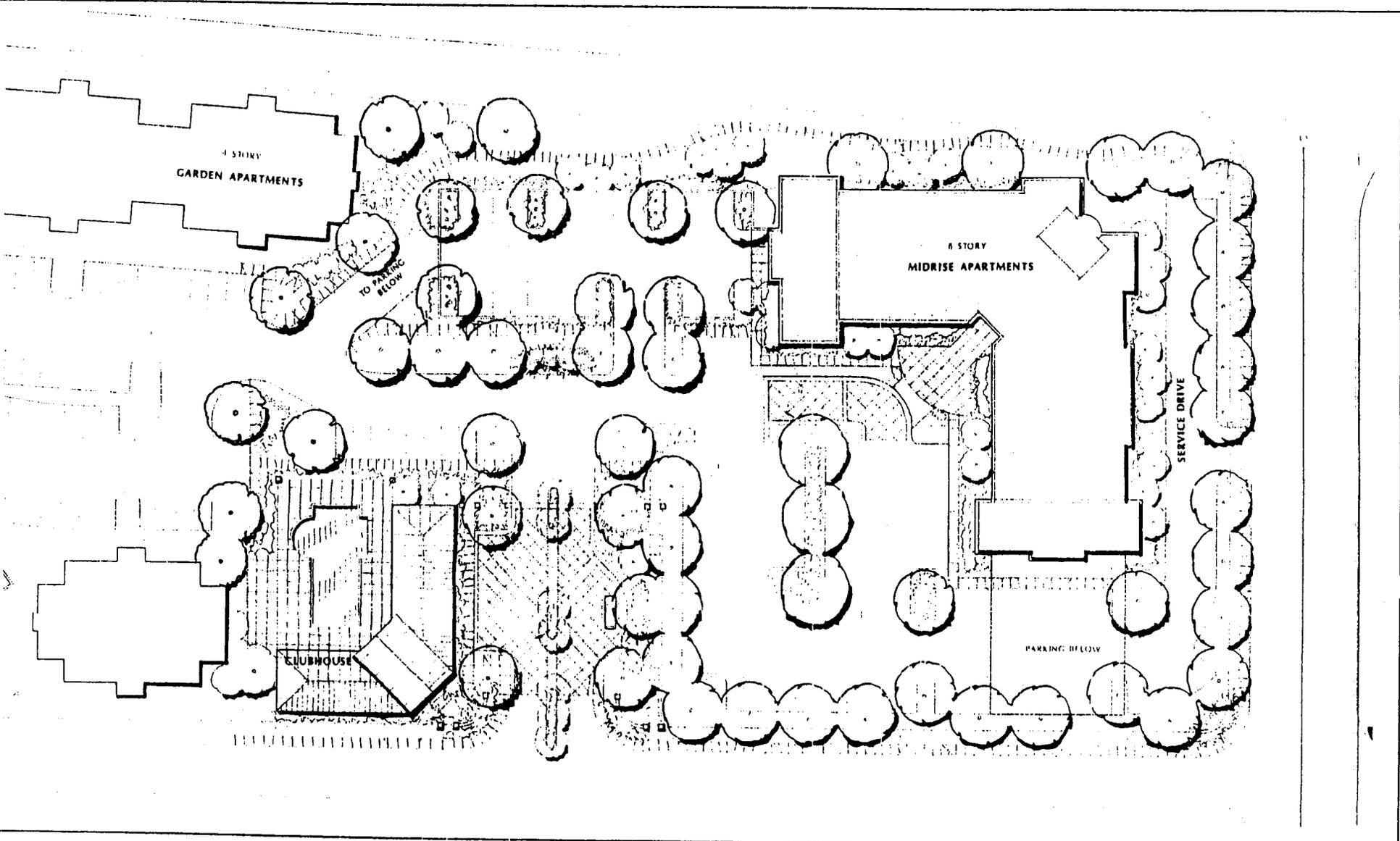
Residential Illustrative Detail - West
 Scale: 1" = 75' April 5, 1999

Niles Bolton Associates

Sheet 10 of 11



58-0620A



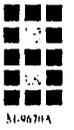
KSI-Springfield



Residential Illustrative Detail - East
 Scale: 1" = 20' March 24, 1999

Niles Bolton Associates

Sheet 11 of 13



AL9670A



Garden Apartment - Typical North Elevation



Midrise - East Elevation

KSI-Springfield

Residential Elevations
Scale: 3/32" = 1'-0"

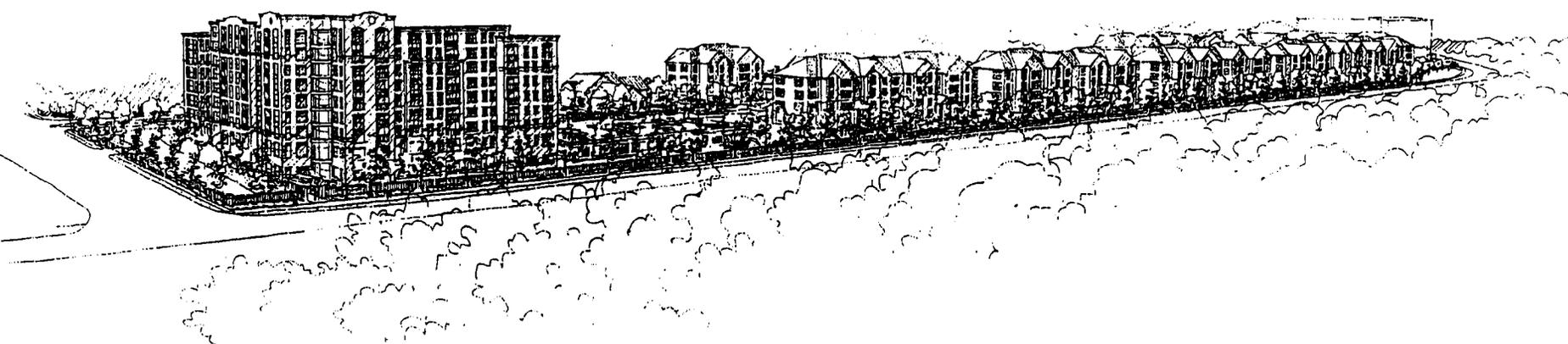
April 5, 1999

Niles Bolton Associates

Sheet 12 of 19



M-0670A



ZSI-Springfield

Perspective View
April 6, 1999
Niles Bolton Associates





FAIRFAX COUNTY

APPENDIX 8

OFFICE OF THE CLERK
BOARD OF SUPERVISORS
12000 Government Center Parkway, Suite 100
Fairfax, Virginia 22035-0100

Tel: 703-324-3151 Fax: 703-324-3151

V I R G I N I A

December 22, 1993

John C. Elkins, Project Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, N.W.
Washington, D.C. 20001

RE: Special Exception Amendment
Number SEA 91-L-054
(Concurrent with SEA 91-L-053)

Dear Mr. Elkins

At a regular meeting of the Board of Supervisors held on December 6, 1993, the Board approved Special Exception Amendment Number SEA 91-L-054, in the name of Washington Metropolitan Area Transit Authority, located at Tax Maps 90-2 ((1)) Pt. 57, 60, 61A, 61B; 91-1 ((1)) 7A, 7B, 8A; 90-4 ((1)) pt. 24, for fill in a floodplain, to allow an increase in the height of the parking structure, pursuant to Section 2-904 of the Fairfax County Zoning Ordinance by requiring conformance with the following development conditions. These development conditions update and supersede those approved with SE 91-L-054.

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Amendment Plat approved with the application, as qualified by these development conditions.
3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be required by the Department of Environmental Management (DEM). Any plan submitted pursuant to this Special Exception Amendment shall be in conformance with the approved Special Exception Amendment Plat entitled "Washington Metropolitan Area Transit Authority: Franconia-Springfield Route Metro Section H-1," prepared by Dewberry and Davis and dated December 1991, as revised through October 6, 1993, and these conditions.

4. There shall be no storage of herbicides, pesticides, or toxic or hazardous substances as set forth in Title 40, Code of Federal Regulations, Parts 116.4 and 261.30 et seq., in the floodplain.
5. A 100 foot wide open space buffer shall be preserved as shown on the Special Exception Amendment Plat between the transportation center and the Springfield Forest Subdivision. This buffer shall remain undisturbed to the maximum extent possible. The portion of the buffer which is shown on the SE Plat to be disturbed, due to the location of a sanitary sewer line and construction of the eastern loop entrance, shall be revegetated with compatible vegetation, generally as shown on the Special Exception Amendment Plat, subject to final approval by the Urban Forestry Branch of DEM.

In order to mitigate noise and visual impacts, a barrier may be located along the perimeter of the southern portion of the open space buffer which lies between the Springfield Forest subdivision and the eastern loop entrance to the transportation center and the Franconia-Springfield Parkway. This barrier may be located within the open space buffer, in part, if such location is determined to be strategic and necessary by DEM and the Office of Comprehensive Planning (OCP) to effectively accomplish the stated impact mitigation objectives. Any barrier provided in accordance with this condition shall be located to minimize the disturbance of existing trees.

6. There shall be no fence around the north pond.
7. A. In order to provide pedestrian access to the north, unobstructed access shall be provided to the public without charge and a trail constructed, as determined by DEM, to connect the on-site pedestrian circulation system to the Japonica development. The location of the trail shall be designed to minimize the disturbance of environmentally sensitive areas, to connect with the trail shown on the Final Development Plan approved for the Japonica site (FDP 85-L-046) and generally to follow the alignment of the maintenance road shown on the Special Exception Amendment Plat between the eastern loop entrance and the Japonica property. The trail shall continue from the eastern loop entrance on the east side in a southwesterly direction to the on-site trail system located south of the Franconia-Springfield Parkway as shown on the Special Exception Amendment Plat.

3.

- B. In order to provide for the safety and security of pedestrians and cyclists, lighting shall be provided for all trails shown on the Special Exception Amendment Plat. Such lighting shall be designed to provide maximum illumination of travelways while avoiding glare impacts on adjacent residential properties, as determined by DEM at the time of Site Plan approval.
8. The Long Branch Environmental Quality-Corridor (EQC) shall be preserved and/or restored as shown on the Special Exception Amendment Plat. Limits of clearing and grading shall be as shown on the Special Exception Amendment Plat, subject to the review and approval of the Urban Forestry Branch of DEM and the Environmental and Heritage Resources Branch of OCP. In areas designated to remain undisturbed, there shall be no removal of trees, except for dead or dying trees, as determined by the Urban Forester, and no structures shall be erected. Utilities and related access may be located within the preservation areas, if determined to be necessary by DEM. If such a determination is made, such utilities and access shall be designed to minimize disturbance of the EQC as determined by DEM. Replanting of any disturbed areas shall be provided as determined by DEM.
9. Plantings shall be provided for the restoration of disturbed EQC areas as shown on the Special Exception Amendment Plat and in accordance with the typical planting profile and schedule shown on the Landscape Plan, subject to final approval by the Urban Forestry Branch of DEM. Such plantings shall be designed to be compatible with indigenous species and to restore the natural wooded character of disturbed areas.
10. Plantings shall be provided for wetland mitigation as shown on the Special Exception Amendment Plat and in accordance with the typical planting profile and schedule shown on the Special Exception Amendment Landscape Plan, subject to the final mitigation plans approved by federal wetland authorities and subject to final approval by the Urban Forestry Branch of DEM.
11. Maintenance of the wetland areas shall be in accordance with a program approved by federal wetland authorities and the Fairfax County DEM and the Department of Public Works (DPW).

12. During any construction activity on the application property within the area which drains into the wetland/stormwater management facility, appropriate erosion and sedimentation controls shall be provided and maintained, as determined by DEM, in order to prevent sedimentation of the wetlands and tree preservation areas.
13. All necessary permits shall be obtained from the appropriate County, State and Federal agencies, including those which may be required under Section 404 of the Clean Water Act from the U.S. Army Corp. of Engineers. This Special Exception Amendment shall be null and void if any required permit is not obtained.
14. Appropriate measures shall be taken during construction to protect trees within designated preservation areas as shown on the Special Exception Amendment Plat, as determined by DEM. Where possible, trees of particular value that occur just outside the preservation areas should be included for preservation to the maximum extent feasible. At a minimum, the drip lines of trees along the edge of tree preservation areas shall be surveyed and flagged, and chain link or orange snow fencing shall be installed to protect the flagged preservation areas prior to the commencement of construction. No construction equipment, material storage or activity of any kind shall occur within the proposed tree save areas.
15. Approval of this special exception does not constitute approval of the floodplain study submitted with the application or the waiver requests contained therein. The floodplain study and waiver requests are subject to DEM and DPW approval under the Site Plan review process.
16. Tree preservation shall be provided in the area north of the Franconia-Springfield Parkway and west of the eastern loop entrance, as designated on the Special Exception Amendment Plat. A berm may be located within this area, and the necessary clearing and grading conducted, if such a measure is determined to be effective by DEM and OCP in mitigating the visual and noise impacts related to the eastern loop entrance and the Franconia-Springfield Parkway on the Springfield Forest subdivision. Any such berm located within this area shall be landscaped as determined by the Urban Forestry Branch of DEM.

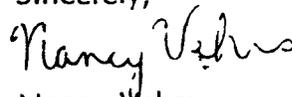
17. This Special Exception Amendment shall not be valid as it applies to any properties not owned by the Washington Metropolitan Transit Authority (WMATA), and these conditions shall not apply to such properties, until agreements are reached between the affected property owners and WMATA regarding the land rights necessary to implement the Special Exception Amendment, the subject land areas are purchased by WMATA or acquired by other means.
18. The Plat approved with this Special Exception Amendment (SEA 91-L-054) illustrates structures and facilities which are also subject to SEA 91-L-053 approved for the Franconia-Springfield Transportation Center. Subsequent changes in those structures and facilities shall not require amendment of this Special Exception Amendment (054), provided that such changes do not affect the areas of fill and the 100 year floodplain as approved herein, and provided that such changes are addressed by the amendment of SEA 91-L-053 as appropriate.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception Amendment shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, sixty (60) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

If you have questions regarding the expiration of this Special Exception Amendment or filing a request for additional time they should be directed to the Zoning Evaluation Division of the Office of Comprehensive Planning at 703-324-1290. The mailing address for the Zoning Evaluation Division is Suite 801, 12055 Government Center Parkway, Fairfax, Virginia 22035.

Sincerely,



Nancy Vehrs

Clerk to the Board of Supervisors

NV/ns

cc: John M. Yeatman, Director, Real Estate Dvs., Assessments
Melinda M. Artman, Deputy Zoning Administrator
Frank Jones, Assistant Chief, PPRB, OCP
Audrey Clark, Chief, Inspection Svcs., BPRB, DEM
Barbara A. Byron, Director, Zoning Evaluation Dvsn., OCP
Robert Moore, Trnsprt'n. Planning Dvs., Office of Transportation
Paul Eno, Project Planning Section, Office of Transportation
Department of Environmental Management
Y. Ho Chang, Resident Engineer, VDOT
Land Acq. & Planning Dvs., Park Authority

Section H-1

1. The property included in this Special Exception Amendment is located on Tax Map 81 3 (11) 1 pt. 6A pt. 11A pt. 10 pt. 16 71
 80 2 (11) 57 pt. 81A 61A
 80 3 (11) 24 pt.
 91 1 (11) 7A 7B 8A 24A
 and is approximately 126.83 acres.

The sole purpose of this Special Exception Amendment application is to allow the flexibility to increase the parking structure from 58.2 (3 levels) to 73.2 (6 levels). It should be noted that sheets H-111 are the only sheets affected by the amendment.

2. The boundary shown herein is by Air Survey Corporation. (file in 1974, 1979 and in August 1991, at five foot intervals corners).
3. The boundary, floodplain, environmental quality sensitive and wetlands information shown herein was prepared by Dewberry & Davis for the M-1 project.
4. A Commission Special Exception Amendment Application, SEA 91 1 016 has been filed to request an increase in height of the parking structure on the M-1 project approved for the filing of this plat.
5. There are no existing structures, wells or other fields on site.
6. The wetland mitigation area and a portion of the tract will be in the 1.2 district. There are approximately 26.95 acres in the 1.2 district. The zoning requirements for the 1.2 district are:

Maximum building height	40 feet
Minimum yard requirements	
A. Front yard	Controlled by a 40° angle of both plane, but not less than 10 feet
B. Side yard	Controlled by a 50° angle of both plane, except where required when a side yard abuts a railroad right of way
C. Rear yard	Controlled by a 50° angle of both plane, except where required when a side yard abuts a railroad right of way
Maximum Floor Area Ratio	0.15
Open Space Required	30% of the gross area shall be landscaped open space
Open Space Provided	A minimum of 50% of the gross area will be planned and/or used for the creation of a wetland mitigation area

7. The Metrolink Station parking structure, Grand Central Transit Station, bus loading and bus and rail and HOV spaces will be located in the 1.4 district. There are approximately 87.43 acres in the 1.4 district.

The zoning requirements for the 1.4 district are:

Maximum building height	75 feet
Minimum yard requirements	
A. Front yard	Controlled by a 45° angle of both plane, but not less than 40 feet
B. Side yard	No Requirement
C. Rear yard	No Requirement
Maximum Floor Area Ratio	0.50
Open Space Required	15% of the gross area shall be landscaped open space
Open Space Provided	A minimum of 10% of the gross area will be planned, left in existing state, or used for creation of wetland mitigation areas

8. The Bross Farm The Brosser/Traut Control Room, the Tibbony Road Substation, and a portion of the Metrolink tract will be located in the B-1 district. There are approximately 17.36 acres in the B-1 district. The zoning requirements for the B-1 district are the following: (All structures other than residential.)

Maximum building height	40 feet
Minimum yard requirements	
A. Front yard	Controlled by a 40° angle of both plane, but not less than 10 feet
B. Side yard	Controlled by a 45° angle of both plane, but not less than 20 feet
C. Rear yard	Controlled by a 45° angle of both plane, but not less than 20 feet
Maximum Floor Area Ratio	0.11
Open Space	No Requirement

9. A portion of the tract and a portion of the street to the Tibbony Road Substation will be located in the B-1 district. There are approximately 100 acres in the B-1 district. The zoning requirements for the B-1 district are: (see other than residential)

Maximum building height	40 feet
Minimum yard requirements	
A. Front yard	Controlled by a 40° angle of both plane, but not less than 10 feet
B. Side yard	Controlled by a 55° angle of both plane, but not less than 10 feet
C. Rear yard	Controlled by a 55° angle of both plane, but not less than 25 feet
Maximum Floor Area Ratio	0.25 for uses other than residential
Open Space	No Requirement

10. The overall open space for the B-1 Section is approximately 47%. The overall open space for the combined (1111) Section is approximately 48%.

11. All improvements to the Station, Parking Structure, Bus and Rail, HOV and Bus Loading Area will be via the Francisco Springfield Parkway and Franklin Drive. All improvements to the Grand Central Transit Station will be via the Metro Loop ramp off the Francisco Springfield Parkway. All improvements to the Bross Farm The Brosser/Traut Control Room will be via Bross Street extended. When the Grand Central Transit Station development (B-2, B-1, B-1) is constructed, access will be provided through a new access parking lot as shown on the V.F. plat and Bross Street will be abandoned. The improvements to the Tibbony Road Transit Power Substation will be via Brosser Road and Valley View Drive.

12. The parking provided for the Metro Station is generally as follows:

3000 ± Parking spaces in the parking structure
115 ± Bus and Rail spaces
100 ± Motorcycle spaces
80 ± Bus Stop (4 - 4 average bays)
10 ± HOV spaces

The number of spaces provided may change at final engineering and design.

13. The Virginia Railway Express (VRE) Springfield Station will be constructed by others along an existing VRE Railway right of way on the west side of the tract, adjacent to the Francisco Springfield Metrolink Station. A possible location for the future VRE station and its pedestrian access is shown on the SE plat. The parking facilities, walkways, and pedestrian access to the Metrolink Station have been designed to accommodate the VRE Station. The exact location of this station and pedestrian access will be determined at the time of final engineering and design for the VRE station.

14. All facilities will be served by public water and sewer.

15. The maximum gross floor areas (GFA) for the M-1 section are as follows:

Zone	GFA	FAB
B-1		
Station Bus, Rail, and HOV	15,000 ± sq ft	18,000 ± sq ft
Tibbony Station	4,100 ± sq ft	0.01
Bus Station	1,200 ± sq ft	
1.4 Metrolink Station	5,400 ± sq ft	0.002

16. To the best of our knowledge, there are no graves or burial sites on the property.

17. Per Article 13.04 of the Zoning Ordinance, it is required that the conditional zoning and barrier requirements be met on this property. The SF&P plat shows the Metrolink Station property on the south and east side. The Francisco Springfield Parkway shows the north side of the Station Area. In addition, WMATA will maintain a 100 foot buffer strip (including utility easements) along their boundary with the Springfield Transit Community as shown on the plat. The existing open grounds to this buffer strip is generally open ground plane. Along the western half of the parkway, boundary of Springfield Forest, a substantial growth of 6" to 10" sapling trees exist. The parking structure and related facilities will be designed through a combination of architectural and landscape techniques to minimize adverse impacts to adjacent areas.

18. The limits of the EQC were delineated by Felites County.

19. All signs of clearing and grading are approximate and subject to related conditions that be final engineering and design. Final relocation may require additional clearing and grading.

20. Minor developments to the exact dimensions, coverage and location of the parking structure, sidewalks, platform, pedestrian bridge, walk and other related improvements may result from final engineering and design.

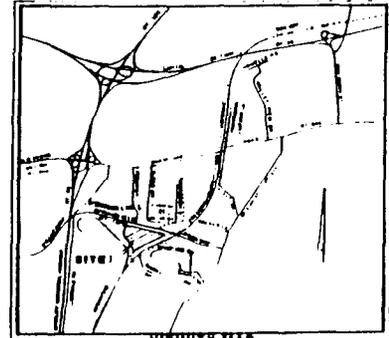
21. A chain link fence (black vinyl clad, maximum height: 6') will be installed on both sides of or proposed Metro Loop for safety purposes. The fence will be black vinyl clad in all areas in view of the public.

22. A chain link fence (black vinyl clad, maximum height: 6') could possibly be installed to enclose the North Pond Area as shown on the SE plat if WMATA is responsible for maintenance.

23. The location of the trail easement shown in the vicinity of the West Pond area to the USA site may be defined as a result of final engineering and design of the WMATA and/or USA use.

24. Landscaping will be provided in substantial conformity with the landscaping features represented herein subject to final engineering and design.

25. All on site streets will be a minimum of 4 feet wide and bicycle access ways will be a minimum of 8 feet wide.



VICINITY MAP
NOT TO SCALE



Metro Sign Typical

Not To Scale



Architect
Professional
Engineer

Dewberry & Davis

FRANCONIA - SPRINGFIELD ROUTE
METRO SECTION H - 1
Special Exception Amendment Plat
Category 4

Washington Metropolitan
area "B" transit



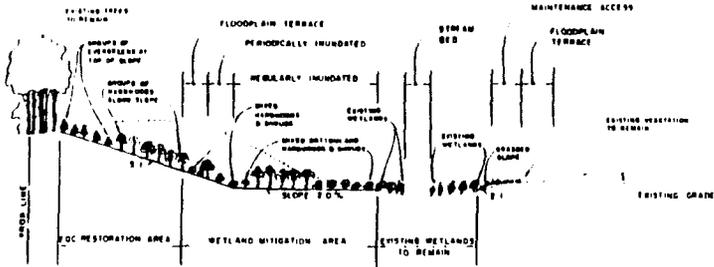
Project No. 812
Prepared by: RHW
Checked by: RHW
Date: APRIL 1993

North

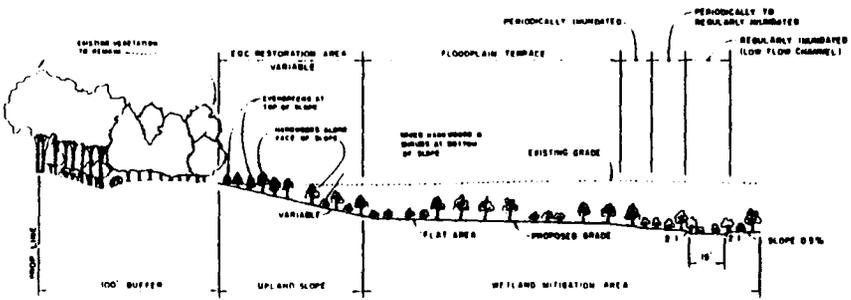
Scale: AS SHOWN

1:10

DATE REVISION



WEST POND - TYPICAL CROSS SECTION A-A



NORTH POND - TYPICAL CROSS SECTION B-B

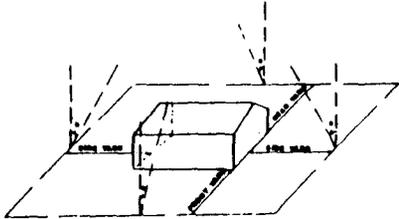
TYPICAL EQC PLANTING SCHEDULE

- Deep Water Zone (12 inch deep)
Possible Plant Species: Thick Patch, Bulrush, Arise arum
- Shallow Water Zone (6-12' depth)
Possible Plant Species: Sparganium, Common Three spore, Black Alder
- Regularly Inundated Zone
Possible Plant Species: Pin Oak, Willow Oak, Black Willow, Black Alder, Bulrush, Waterberry
- Regularly to Periodically Inundated Zone
Possible Plant Species: Silver Birch, Pin Oak, Swallow, Buttonbush, Redstart Dogwood, Highbush Blueberry, Waterberry
- Periodically Inundated Zone
Possible Plant Species: Pin Oak, Red Maple, Swallow, Highbush Blueberry, Southern Arrowwood
- Floodplain Terrace
Possible Plant Species: Red Maple, Swallow, Pin Oak, Silver Birch, Highbush Blueberry, Redstart Dogwood
- Upland Slope (EQC Slope)
Possible Plant Species: Loblolly Pine, Red Maple, White Oak, Shadbush, American Elm, Dogwood

It should be noted that these possible plant species are representative only. Final plant selection will be determined by species availability at the time of installation.

These cross sections are preliminary and are provided to illustrate the design concept for the EQC mitigation and wetland mitigation areas. A detailed landscape plan will be submitted in conjunction with the site plan(s) that will be in general conformance with the draft above ground as approved by the Illinois Forestry. The wetland mitigation areas are subject to the approval of the Corps of Engineers.

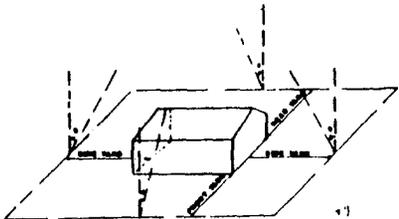
MINIMUM REQUIRED YARD FOR BUILDING WITH 20' HEIGHT



FRONT YARD: 20' 0" WITH A BUILDING HEIGHT OF 20' THE FRONT YARD - 20' BUT NOT LESS THAN 20'
SIDE YARD: 20' 0" WITH A BUILDING HEIGHT OF 20', THE SIDE YARD - 20' BUT NOT LESS THAN 20'
REAR YARD: 20' 0" WITH A BUILDING HEIGHT OF 20', THE REAR YARD - 20' BUT NOT LESS THAN 20'

R - 1 DISTRICT (ROSO STREET SUBSTATION)

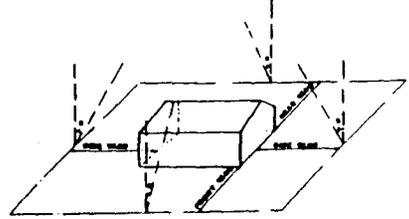
MINIMUM REQUIRED YARD FOR BUILDING WITH 20' HEIGHT



FRONT YARD: 20' 0" WITH A BUILDING HEIGHT OF 20' THE FRONT YARD - 20' BUT NOT LESS THAN 20'
SIDE YARD: 20' 0" WITH A BUILDING HEIGHT OF 20', THE SIDE YARD - 20' BUT NOT LESS THAN 20'
REAR YARD: 20' 0" WITH A BUILDING HEIGHT OF 20', THE REAR YARD - 20' BUT NOT LESS THAN 20'

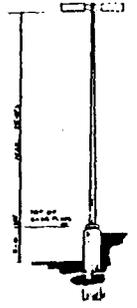
R - 1 DISTRICT (TILBURY ST. SUBSTATION)

MINIMUM REQUIRED YARD FOR BUILDING WITH 20' HEIGHT (PARKING STRUCTURE)



FRONT YARD: 20' 0" WITH A BUILDING HEIGHT OF 20' THE FRONT YARD - 20' BUT NOT LESS THAN 20'
SIDE YARD: 20' 0" NO REQUIREMENT
REAR YARD: 20' 0" NO REQUIREMENT

I - 4 DISTRICT (PARKING GARAGE)



TYPICAL FIXTURE ELEVATION (NOT TO SCALE)

Dewberry & Davis

FRANCONIA - SPRINGFIELD ROUTE METRO SECTION H - 1 Special Exception Amendment Plat Category 4

Washington Metropolitan Area Transit Authority

APRIL 1993

H2-10

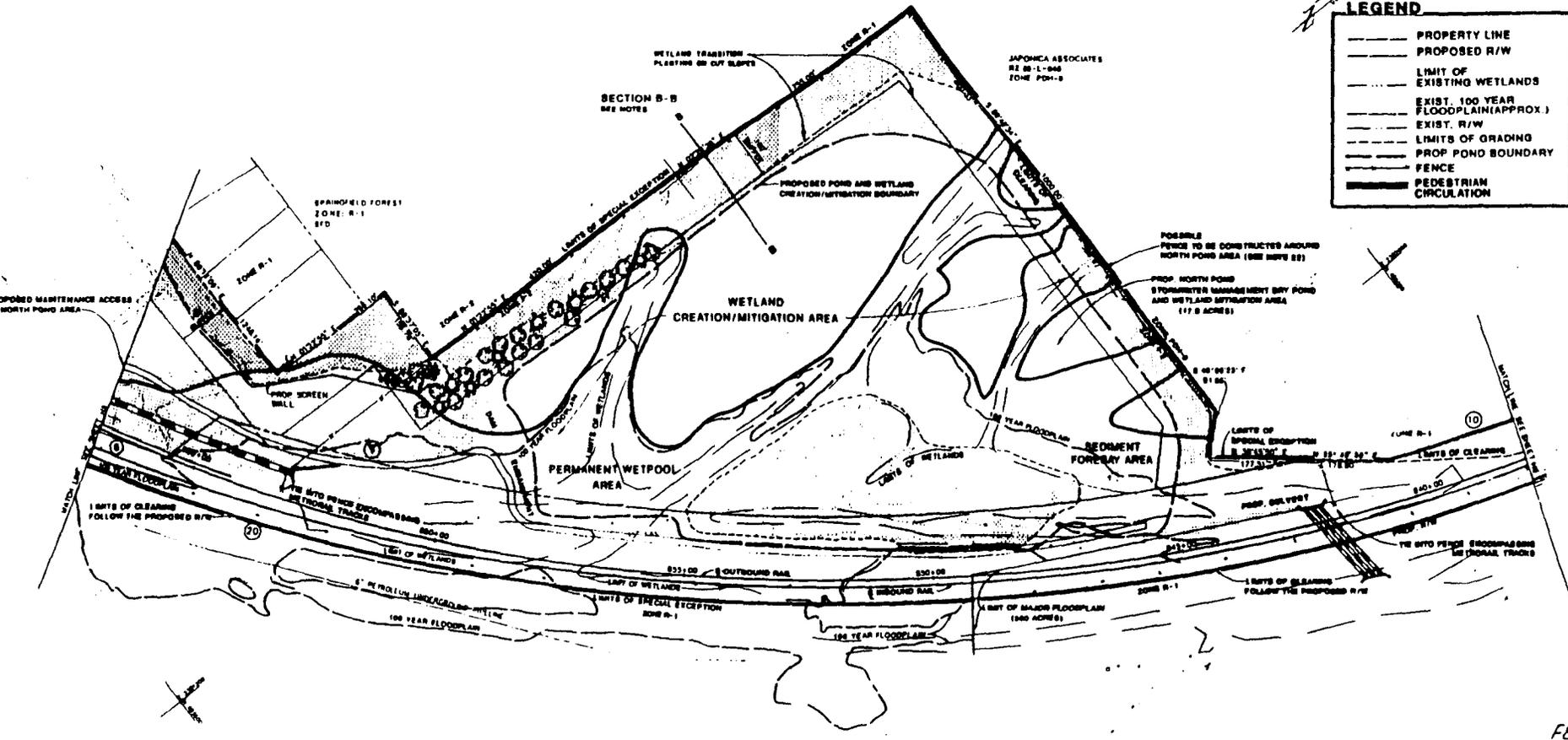
CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
1	4203.25	372.71	188.86	377.56	N 58°32'36" E	83°18'30"
2	4091.25	317.32	118.32	315.41	N 49°22'36" E	78°22'33"
18	4147.28	3143.73	375.52	1148.12	N 10°12'12" E	15°48'00"
20	4332.00	3148.12	2002.48	3420.15	N 13°53'07" E	30°38'41"

- LONG BRANCH ECG DELINEATION
- ▨ RESTORE VEGETATION OR SUPPLEMENT EXIST. VEG.(ECG RESTORATION AREA)
- ▩ TREE SAVE AREAS OR UNDISTURBED
- ⊙ LARGE DECIDUOUS (PLANTED 2-2 1/2" CAL.)
- ☀ EVERGREEN (PLANTED 8-8" HT.)

LEGEND

- PROPERTY LINE
- PROPOSED R/W
- LIMIT OF EXISTING WETLANDS
- EXIST. 100 YEAR FLOODPLAIN (APPROX.)
- EXIST. R/W
- LIMITS OF GRADING
- PROP POND BOUNDARY
- FENCE
- PEDESTRIAN CIRCULATION



Dewberry & Davis

FRANCONIA - SPRINGFIELD ROUTE
METRO SECTION M - 1
Special Exception Plat
Category 4

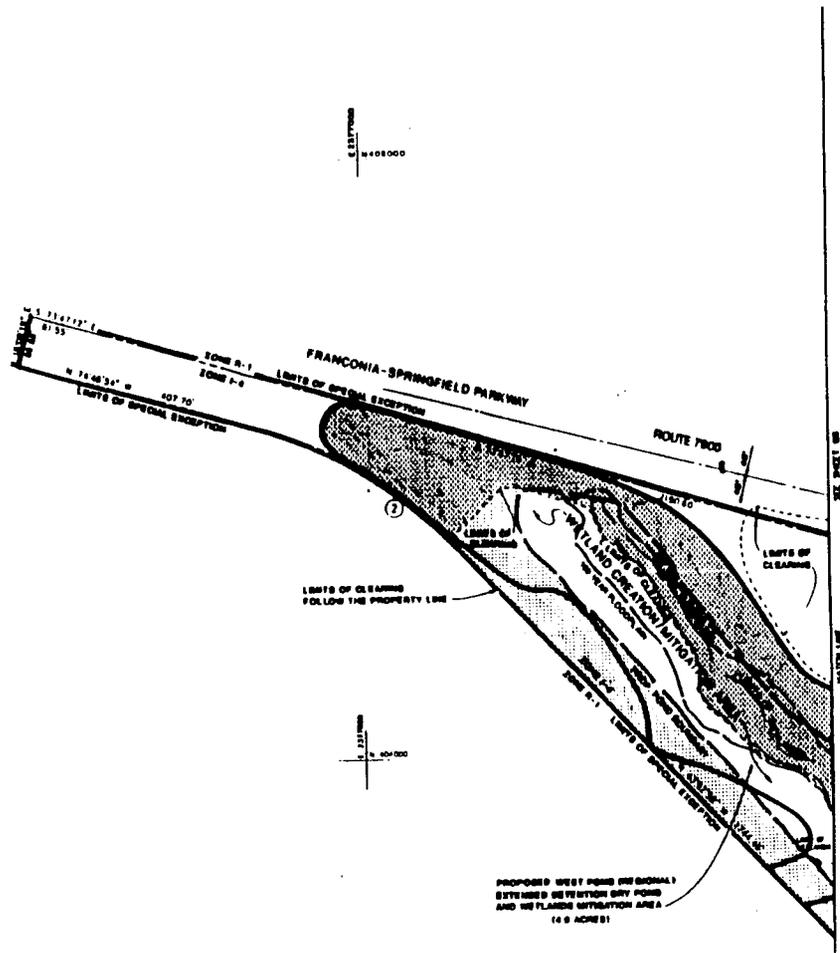
Prepared by: RD
Checked by: BHW
Date: Dec. 1991
Scale: 1" = 100'

PROJECT NO. H5-10

ENGINEER'S SEAL & SIGNATURE

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
1	126.15'	201.46'	201.12'	207.73'	N 89°16'17" W	89°16'31"



LEGEND

- PROPERTY LINE
- PROPOSED R/W
- LIMIT OF EXISTING WETLANDS
- EXIST. 100 YEAR FLOODPLAIN (APPROX.)
- EXIST. R/W
- LIMITS OF GRADING
- PROP POND BOUNDARY

Scale: 0 100 200 Feet

- LONG BRANCH EOC DELINEATION
- ▨ TREE SAVE AREAS OR UNDISTURBED RESTORE VEGETATION OR SUPPLEMENT EXIST. VEG. (EOC RESTORATION AREA)

Professional Engineer's Seal and Signature area.

ENGINEER'S SEAL & SIGNATURE

Dewberry & Davis
 Franconia - Springfield Route Metro Section M - 1
 Special Exception Plat
 Category 4
 Dec. 1991
 1" = 100'
 H4 - 10

Draft

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

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

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

FILE: 3-4 RZ 1998-LE-064
3-5 SE 01-L-020; SE 91-L-053; SE 91-L-054

SUBJECT: Transportation Impact Addendum III

REFERENCE: GDP 1998-LE-064; SE 01-L-020; SEA 91-L-053-4; SEA 91-L-054-3
Traffic Zone: 1575
Land Identification Map: 90-2((1))58B; parts of 58A and 59A;
90-2((1))60 and 61B.

DATE: May 15, 2002

The following comments reflect the position of the Department of Transportation. These comments seek to clarify, expand and update the prior transportation issues and concerns, and are based on revised draft proffers dated May 14, 2002.

The special exception amendments on the WMATA site are to modify the approved Metrorail station special exceptions to permit construction of a roadway for shuttle bus service across the top of the dam. The rezoning and special exception applications seek to permit development of the adjoining properties as general office space with the option of a hotel. As outlined below, this department still can not support approval of the applications as presently submitted.

Comprehensive Plan reductions in trip generation relating to the Metrorail station area.

As noted in the prior memorandum from this department, the Comprehensive Plan text calls for a 40% reduction in trip generation for new uses in the Springfield Metrorail Station area. The benchmark for the trip rate reduction is trip data published by the Institute of Transportation Engineers.

The need for a 40% reduction was recently re-evaluated in light of current conditions. These conditions include reconstruction of the I-95/ I-495/ I-395 interchange, the recent Comprehensive Plan amendment reducing the density which could be developed on the close-by Engineering Proving Grounds, new Metrostation area cordon counts, and recent construction on vacant properties in the area. Based on the re-evaluation, it was determined that a reduction of 27% for the applicant's all office option and 20% in the office/hotel option would be acceptable,

May 15, 2002

and meet the intent of the Plan. Note that the lesser reduction for the hotel/office combination is appropriate because the trip generation and peak hour trip characteristics of hotels have a lesser impact than do the trip rates associated with office/retail uses.

The Applicant's Proposal

The applicant has requested to address the trip reduction issue in two ways. First, a shuttle service to the metrorail station combined with a transportation demand management (TDM) program is proposed and expected to result in a 10 percent reduction in private automobile trip demand, *(subject to modification of the proffers as discussed below)*.

Second the applicant has reduced the proposed square footage of site development. The square footage for the office option has been reduced by 15% (since 17% does not equate to a functional change in the number of floors in the building). The initial proposal of 560,000 gsf of office has been reduced to a request for 474,000 gsf.

With the office/hotel option, the office square footage has been reduced by 10 percent. The initial proposal of 400,000 gsf of office and 160,000 gsf of hotel has now been changed to 360,000 gsf of office to accompany the hotel use. This department does not object to reduction in FAR as a means of reducing overall trips in the station area.

Outstanding proffer issues.

The draft proffer commitments are not sufficient to achieve the additional 10 percent reduction which the applicant proposing to achieve with implementation of the shuttle service and a TDM program. The outstanding issues are as follows:

1. The last section in draft proffer 3 indicates that there is to be no limitations on development of the site in the event that the roadway connection to the Metrostation can not be opened. This position is not acceptable from a transportation perspective, and does not appear to be consistent with the adopted Comprehensive Plan. The Plan indicates the direct vehicular access is to be provided to Franconia-Springfield Transportation Center concurrent with the first phase of development within the land bay. If such access is not usable, whether or not constructed to standards, the related trip reduction can not be achieved, and the intent of the Plan is not achieved. Note that the caveat regarding this access is more significant given that partial development by the applicant of the overall site was approved in RZ 1998-LE-006 based on the premise that access to the station would be provided concurrent with development of the subject property. Therefore, it is strongly recommended that the caveat be deleted.
2. Draft proffer number 4 was revised to state that Springfield Center Drive extended within the subject property would be open to the public. However, per the proffers, the original section of the roadway, which is owned by others, would be accessible only to occupants "*of the subject property*". At a minimum, access should be also be granted to

May 15, 2002

the development approved with companion rezoning application RZ 1998-LE -006. The proffer as now written would not permit use of the roadway by hotel guests or residents of the apartments now being constructed on the eastern portion of the original site, and may not be consistent with Plan recommendations regarding two points of access.

3. Proffer number 5 calls for roadways within the site to be constructed to VDOT standards for acceptance into the VDOT system for maintenance and operations. While this department supports construction to VDOT standards, the proffer is somewhat misleading because two right angle turns are proposed with the development and VDOT seldom accepts new roadway construction with permanent right angle turns.
4. Proffer number 6 should be revised to indicate that the *minimum* weekday peak hour shuttle operations will encompass 6:30 – 9:00 a.m. and 4:30 – 7:00 p.m. since many offices have and should be encouraged to have flexible arrival and departure times.
5. Draft proffer number 7 should be modified to indicate (as in prior draft proffer submissions) that submission of the TDM plan will be to the Department of Transportation for review *and approval*. The second sentence could then be modified to indicate that the plan would be implemented upon occupancy *or approval, whichever occurs last*. A commitment to work with county staff to resolve any TDM plan issues should also be provided.
6. The last sentence in proffer number 7 indicates that the TDM plan elements *may* consist of the following items described in paragraphs 7a through 7h. The TDM plan is considered by this department to be an essential part of the applicant's trip reduction as identified in the Comprehensive Plan. As such it is very strongly recommended that the commitment be revised to indicate that paragraphs 7a through 7h *shall*, at a minimum be part of the TDM plan.

Suggested Development Conditions

The related WMATA special exception amendments to permit an access roadway to be constructed atop of the storm water detention dam are on properties owned and operated by WMATA. However, this roadway will significantly affect the trip generation characteristics of the properties subject to rezoning. As such, the special exception amendment approvals should be conditioned upon the access road across the top of the dam being open to private and public transit, shuttles, and pedestrian movements to and from the Metrorail station.

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

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

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

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

FILE: 3-4 RZ 1998-LE-064
3-5 SE 01-L-020; SE 91-L-053; SE 91-L-054

SUBJECT: Transportation Impact Addendum II

REFERENCE: GDP 1998-LE-064; SE 01-L-020; SEA 91-L-053-4; SEA 91-L-054-3
Traffic Zone: 1575
Land Identification Map: 90-2((1))58B; parts of 58A and 59A;
90-2((1))60 and 61B.

DATE: March 22, 2002

Transmitted herewith are the comments of the Department of Transportation. These comments supercede prior comments and are based on the amended development plan revised to February 28, 2002, and revised draft proffers dated March 1, 2002. The special exception amendments on the WMATA site are to modify the approved Metrorail station special exceptions to permit construction of a roadway for shuttle bus service across the top of the dam. The rezoning and special exception applications seek to permit development of the site as general office space with the option of a hotel. As outlined below, this department can not support approval of the applications as presently submitted.

The current submissions represent significant modifications to prior submissions and do address various transportation issues. In the initial memorandum from this department it was noted that the Comprehensive Plan text called for a 40% reduction in trip generation for uses in the Springfield Metrorail Station area so as to maintain adequate access into the station. The benchmark for the reduction is data published by the Institute of Transportation Engineers. The 40% figure was re-evaluated in light of current conditions which include reconstruction of the I-95/ I-495/ I-395 interchange, the recent Comprehensive Plan amendment reducing the density which could be developed on the close-by Engineering Proving Ground site, new station area cordon counts, and recent construction on vacant properties in the area.

Based on the re-evaluation, it was determined that a reduction of 20% for the applicant's hotel/office option and 27% in the all office option would be acceptable. The applicant has chosen to address the trip reduction issue by providing a shuttle service to the station, which is

5. Proffer number 5 calls for the roadways within the site to be constructed to VDOT standards for acceptance into the VDOT system for maintenance and operations. While this department supports construction to VDOT standards, the proffer is somewhat misleading because two right angle turns are proposed with the development and VDOT seldom accepts new roadway construction with permanent right angle turns.
6. Proffer number 6 should be revised to either delete the second option in the proffer to join a Transportation Management Association (TMA), or modified to indicate that joining such an organization will be subject to the approval of the Department of Transportation. The concern of this department is that the typical headways associated with a TMA, while appropriate for some users and locations, are not appropriate given the close proximity of the site to the Metrorail station and the commitment to a 10% reduction in trip generation. In addition, it is strongly recommended that the *minimum* weekday peak hour shuttle operations be expanded to encompass 6:30 – 9:00 a.m. and 4:30 – 7:00 p.m.
7. The next to last sentence in proffer 6 which states that the shuttle will operate at other ...”intervals appropriate to employee/tenant needs” should be modified to state as determined in cooperation with the Department of Transportation.

The second paragraph should be modified to commit that the shuttle will be operated for a period of two years from the date of issuance of the *last* tenant space Non-RUP, rather than the *first* tenant space Non-RUP since build out of the site may take more than two years and the applicant should be responsible for operation of the shuttle until all building are constructed and occupancies well established. The additional text added to the proffer indicates that the management entity *may* also permit other properties to join. The commitment should be changed to state that other properties *shall* be permitted to join. In addition, the text should be expanded to commit that use of the shuttle shall be free to riders.

8. Draft Proffer number 7 should be clarified to indicate that submission of the Transportation Demand Management Plan (TDM) will be to the Department of Transportation for review and approval, and that the submission will occur *prior* to issuance of the first Non-RUP for tenant space, not within 60 days of occupancy. Without the timely implementation of the plan, employee driving patterns will already have been established and trip reductions more difficult to achieve. The second sentence should be modified to indicate the TDM *shall* - not *may* - produce a 10% reduction in trips.

Note that it is also strongly recommended that the applicant to reinstate draft proffers 7, 9, and 11, with modifications to reflect the reduction in square footage now offered by the applicant, and the new commitment to a 10 percent reduction in trips. Also note that additional recommendations have been provided to the applicant to enhance the commitment to the 10% reduction in trips as deemed appropriate in order to be in conformance with the adopted Comprehensive Plan.

Development Plan Concerns.

The development plan continues to delineate a southward extension of the proposed Joseph Alexander Drive off-site parallel to the southwestern portion of the site, with a note "To be built by others". A small strip of property from the subject site - but not one half of the right-of-way as is typically provided - is delineated as right-of-way for continuation of the roadway. However, there is no commitment by the applicant to dedicate the land or to provide related easements needed for roadway construction. In addition, the applicant has not offered any funding for roadway construction adjacent to the site frontage.

Moreover, it is the understanding of this department that the adjoining property owner has not committed to extension of the roadway as delineated, and that continuation of the roadway would require the demolition of large structures on the adjoining property. The development plan also delineates a possible point of access into the site from this extended roadway. Although this department would support a commitment to dedicate and help fund construction of the roadway in the event that it is continued in the future, it is important to recognize that the information presented on the development plan does not present a valid delineation of the street network.

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

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 1999-LE-064)
3-5 (SE 01-L-020)

SUBJECT: Transportation Impact

REFERENCE: GDP 1999-LE-064; Springfield East L.P.
Traffic Zone: 1573
Land Identification Maps: 90-2 ((1)) 58B and parts of 58A and 59A

DATE: May 25, 2001

The following comments reflect the position of the Department of Transportation. These comments are based on the generalized development plan dated October 22, 1998 with revisions to May 17, 2001, draft proffers dated May 17, 2001, the applicant's transportation demand management plan dated May 17, 2001 and the applicant's abbreviated transportation impact analyses dated March 13, 2001.

Transportation Issues. Transportation issues associated with the application relate to three broad categories. These are development plan issues, proffer issues, and conformance with the adopted Comprehensive Plan. *This department recommends denial of the application unless the issues identified below are adequately addressed.*

Development Plan Issues.

1. Note 9 on the development plan indicates that the sidewalks delineated on the plan are preliminary and that minor modifications may occur with final engineering and design. An extensive pedestrian circulation plan is a critical element of any development of this site due to the proximity to the Metro-rail and VRE stations. As such the applicant should commit that any modifications will not degrade the extensive network of walkways shown on the development plan.
2. Note 14 indicates that the number of parking spaces may be increased or decreased. As noted elsewhere in this memorandum, a reduction rather than increase is recommended as part of the transportation demand management strategies for the site.

3. Accurate delineation of roadways on the development plan. The development plan delineates a north-south roadway along the western boundary of the site in a line weights and style which suggests that the roadway is to be constructed as part of the site development. This roadway is located off-site within the Parr Warehouse property [90-2 ((1)) 57] and is aligned through several large, occupied structures on that property. The plan should be modified to reflect that this is an option for future interparcel street access into the Parr site.
4. Escrow of funds for the proposed north-south roadway. The roadway identified above, while located entirely (at the applicant's discretion) on the adjoining Parr Warehouse property, also provides for a future point of access to the application property. The applicant should commit to escrow one-half of the cost of this roadway adjacent to the applicant's site frontage, with stipulation that the funds will be used for construction of the roadway as delineated by the applicant, or as may be needed upon redevelopment of the Parr Warehouse site.
5. The north/south roadway north of the proposed boulevard section from Loisdale Road should be dimensioned as a four lane undivided roadway, and constructed to VDOT standards so as to allow for the possible future acceptance of this roadway into the VDOT system for maintenance and operations.
6. The applicant should commit that the roadway along the northern side of proposed Building "C" will be constructed to VDOT standards so as to allow for the future acceptance into the VDOT system for maintenance and operations. For clarification, it would be desirable for this roadway to be identified as a continuation of Springfield Center Drive.
7. The applicant should commit to provide right-of-way dedication upon request from Fairfax County as needed to allow all on-site roadways to be accepted into the VDOT system for maintenance and operations.

Draft Proffer Concerns.

1. Proffered Transportation Demand Management. Various proffers relate to transportation demand management, (TDM). The proffers should be revised as appropriate to reflect issues identified in the "Conformance with the Comprehensive Plan" paragraphs below.
2. Springfield Center Drive. Draft proffer 4 stipulates that the *connection* to Springfield Center Drive will be completed prior to the issuance of the first non-residential use permit. However, there is no documentation or commitment that Springfield Center Drive will remain open and available to use by the applicant at all times. The applicant should either submit documentation or provide a commitment that the applicant has the right to permanently utilize this private roadway as a route of access between the application property and Loisdale Road.

3. The proffers should be revised to include a commitment to adequately sign and/or physically control access to the Metro-rail/VRE roadway connection along the top of the detention pond dam, which is subject to concurrent special amendments to the transportation center. A commitment should also be provided for a separate bicycle lane along the roadway atop the dam.
4. The applicant should commit to allow for the free flow of vehicular and pedestrian traffic through the site to Loisdale Road from Springfield Center Drive and for the free-flow of WMATA approved vehicles between Springfield Center Drive and the Metro-rail/VRE station via the connector roadway.

Conformance with the Transportation Element of the Adopted Comprehensive Plan.

The May 17, 2001 draft proffers add extensive language relating to Transportation Demand Management commitments. Because of the recent submission of these proffers, a complete review by all concerned has not yet been completed. However, an initial review of the commitments solicits the following comments. The adopted Comprehensive Plan recognizes a County wide goal of 15 percent transit/HOV use for development centers but adds that:

"The land use plan for the Springfield area is based on a much higher transit/HOV mode split of 40 percent. Attainment of this goal will require a significant increase in the percentage of persons traveling to the Transit Station Area in transportation modes other than single-occupant automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements have been identified as a means of achieving these goals."

The plan also states that:

"Applicant's for new development should demonstrate that their proposals can maintain a Level of Service D when site generated traffic is added to ambient and forecast traffic levels."

The applicant's Transportation Demand Management draft proffers and Management Plan only identify a 15 percent reduction in trips. In addition, the commitments only express a goal of achieving 15 percent with no consequences for not achieving the goal. The proffers should be revised to establish a goal of 40 percent as identified in the Plan, and include specific penalties such as precluding the construction of the second or third building, should trip reduction thresholds not be achieved. Note that a 40 percent reduction is especially appropriate for the subject application since no reduction was proffered with the Phase 1 portion of the development due to the primarily residential uses requested, and the immediate proximity of the site to the Metro-rail/VRE station.

It should also be noted that the site is significantly over parked above Ordinance requirements, which is not appropriate given the Plan language for the area. One option which could be considered as a TDM measure would be a request for a very substantial reduction in spaces below that identified in the Ordinance. Another option which could be considered would be continual shuttle service at very frequent intervals for the entire time that Metro-rail or VRE is operating - not just for one and one half hours weekday mornings and evenings.

Transportation Impact Analysis.

The applicant's study dated March 13, 2001 does not evaluate the applicant's option to provide an additional 200,000 gsf of office use in lieu of a hotel use. In addition, the directional distribution of proposed trips on Loisdale Road does not mirror distribution patterns for the existing (recently eliminated) non-residential use on the site. A distribution pattern which would mirror existing trips would appear to be more appropriate. In addition, it is unclear if a reduction for transit/HOV use has been applied to the vehicular volumes arriving and departing the site since a separate figure identifying site traffic, (and traffic associated with Phase I of the Springfield Metro Center development) is not included in the transportation analyses. If not already factored into the analyses vehicle trip reductions may be appropriate if adequate TDM proffer commitments to ensure reductions actually occur. A figure delineating site traffic only, and Metro Center I trips only, should be provided for review. In addition, it may be appropriate for a revised study to be submitted subsequent to any revisions of the TDM commitments.

Trip Generation

The following summary provides a comparison of the estimated traffic generation characteristics under various development scenarios.

<u>Use</u>	<u>Vehicles Per Day/Peak Hour</u>
Existing Zoning/Use: I-4/Industrial (9.72 acres)	505 vpd/70 vph ^{1a}
Proposed use per Comprehensive Plan Mixed Use Option: 400,000 gsf office with a 175 room hotel, or 600,000 office with no hotel	5,405 - 5,255 vpd/680 - 750 vph ^{1b}
Per Comprehensive Plan Option with 40% trip reduction:	3,245 - 3,155 vpd/410 - 450 vph ^{1b}

¹ These trip generation estimates are based on data from Trip Generation, Sixth Edition, Institute of Transportation Engineers, 1997, and utilize the following:

- a Average rates per acre for general light industrial uses, (ITE LUC 110). The industrial use was recently removed to permit redevelopment of the property.
- b Rates per gross square foot for office (ITE LUC 710) and per room for hotel (ITE LUC 310) uses. Note that the trip rates for the office/hotel mix are greater on a daily basis, but lower during the p.m. peak hour than the trip rates for the applicant's all office development option.

As can be observed from the comparison presented above, the proposed uses, without the 40% reduction in trips per the adopted Comprehensive Plan, will significantly exceed trip generation rates anticipated with adoption of the Plan for this area. This department can not support approval of the application as submitted, but could support approval if the issues identified herein are adequately addressed by the applicant.

AKR/CAA

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

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

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

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

FILE: 3-5 (SE 91-L-053); (SE 91-L-054)

SUBJECT: Transportation Impact

REFERENCE: SEA 91-L-053-04; SEA 91-L-054-03; Springfield East, L.C.
Traffic Zone: 1571
Land Identification Map: 90-2 ((1)) 60

DATE: March 26, 2001

The following comments reflect the analysis of the Department of Transportation and are based on the applicant's statement of justification, and special exception amendment plats dated December 19, 2000. Because these comments are based in part on review of the special exception plats, development and use of the site substantially in conformance with the plats should be made a condition of approval, subject to modification as noted below.

The applicant is seeking approval to provide a vehicular and pedestrian connection between the transportation center and proposed development on adjoining parcels. The access is proposed to be gated and serve only high occupancy vehicles. This department would prefer to see a more direct connection which would provide pedestrians with a much shorter walking link to the station. However, if the connection is not relocated as suggested herein, the following modifications should be provided.

The applicant should commit to clearly sign the access as limited to authorized vehicles only, since any vehicles entering the roadway will be required to back from the entrance if not authorized to operate the gate. Also, a bicycle lane should be constructed along the roadway in addition to the pedestrian sidewalk. As an alternative, it may be possible to stripe a bicycle lane along the proposed roadway within area delineated to be hatched out.

AKR/CAA

cc: Michelle Brickner, Deputy Director, Design Review Division, Department of Public Works and Environmental Services



FAIRFAX COUNTY

APPENDIX 8

BOARD OF SUPERVISORS
12000 Government Center Parkway, Suite 200
Fairfax, Virginia 22035-0000

V I R G I N I A

Telephone: 703-324-3100

FAX: 703-324-3900

TTY: 703-324-3900

January 26, 1999

David Grubbs
Greyhound Lines, Inc.
350 North St. Paul
Dallas, Texas 75266-0362

RE: Special Exception
Number SEA 91-L-053-3

Dear Mr. Grubbs:

At a regular meeting of the Board of Supervisors held on January 11, 1999, the Board approved Special Exception Amendment Number SEA 91-L-053-3 in the name of Greyhound Lines, Incorporated, located at Tax Map 81-1 ((1)) 25, 26; 81-2 ((1)) Pt. 9, Pt. 10, Pt. 10A; 81-3 ((1)) 1A, 6B, 33D, 40A, 76, 78; 90-2 ((1)) 60, 61A, 61B, 100A 100B; 90-4 ((1)) Pt. 24; and 91-1 ((1)) 7A, 7B, 8A, and 24A to permit a bus ticket facility pursuant to Section 9-400 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions. These development conditions incorporate and supersede all previous development conditions. Previously approved conditions are marked with an asterisk (*).

- * 1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
- * 2. A copy of this Special Exception Amendment and the Non-Residential Use Permit SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
- * 3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPW&ES). Any plan submitted pursuant to this Special Exception Amendment shall be in conformance with the approved Special Exception Amendment Plat entitled **Franconia-Springfield Route (Metro Section H-1) and prepared by Dewberry & Davis which is dated June 26, 1998** and these conditions. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Paragraph 4 of Section 9-004 of the Zoning Ordinance.

- * 4. A 100-foot wide-open space buffer shall be preserved as shown on the Special Exception Amendment Plat between the transportation center and the Springfield Forest Subdivision. This buffer shall remain undisturbed to the maximum extent possible. The portion of the buffer which is shown on the Special Exception Amendment Plat to be disturbed, due to the location of a sanitary sewer line and the construction of the eastern loop entrance, shall be revegetated with compatible vegetation, generally as shown on the Special Exception Amendment Plat, subject to final approval by the Urban Forestry Branch of DPW&ES.

In order to mitigate noise and visual impacts, a barrier may be located along the perimeter the southern portion of the open space buffer which lies between the Springfield Forest subdivision and the eastern loop entrance to the transportation center and the Franconia-Springfield Parkway. This barrier may be located within the open space buffer, in part, if such location is determined to be strategic and necessary by DPW&ES and the Department of Planning and Zoning (DPZ) to effectively accomplish the stated impact mitigation objectives. Any barrier provided in accordance with this condition shall be located to minimize the disturbance of existing trees.

- * 5. Surface parking shall be provided for temporary use by the Virginia Railway Express (VRE), if a VRE station is located adjacent to the application property and begins operations prior to WMATA use of the transportation center facilities. Such parking shall generally be located in the area indicated on the Special Exception Amendment Plat for "Kiss and Ride" and "HOV" parking, or other location on-site not designated for preservation or wetland mitigation subject to the approval of the Office of Transportation. Upon completion of the parking structure, VRE parking shall be provided with the other general parking on the transportation center site.
- * 6. There shall be no fence around the north pond.
- * 7. A. To allow utilization by both pedestrians and cyclists accessing the Metro station, the northernmost trail connections between the Franconia-Springfield Parkway County trails and the on-site bicycle parking area shown on the Special Exception Amendment Plat shall be designed and constructed as multi-purpose trails (for pedestrians and cyclists). These trails shall be asphalt, at least eight (8) feet in width, and in accordance with the Public Facilities Manual Section 8-202. Unobstructed access to these trails shall be provided to the public without charge.

- B. In order to provide pedestrian access to the north, unobstructed access shall be provided to the public without charge and a trail constructed, as determined by DPW&ES, to connect the on-site pedestrian circulation system to the Japonica development. The location of the trail shall be designed to minimize the disturbance of environmentally sensitive areas, to connect with the trail shown on the Final Development Plan approved for the Japonica site (FDP 85-L-046) and generally to follow the alignment of the maintenance road shown on the Special Exception Amendment Plat between the eastern loop entrance and the Japonica property. The trail shall continue from the eastern loop entrance on the east side in a southwesterly direction to the on-site trail system located south of the Franconia-Springfield Parkway as shown on the Special Exception Amendment Plat.
 - C. Unobstructed access shall be provided to the public without charge for a future pedestrian trail which will connect the adjacent properties to the southwest to the on-site pedestrian circulation system, as determined by DPW&ES. The location of the access route shall be designed to minimize the disturbance of environmentally sensitive areas and to provide the most direct trail connection between the adjacent property and the transportation center. Final location of the access route shall be determined by DPW&ES upon redevelopment of the adjacent properties to the southwest.
 - D. In order to provide for the safety and security of pedestrians and cyclists, lighting shall be provided for all trails shown on the Special Exception Amendment Plat. Such lighting shall be designed to provide maximum illumination of travelways while avoiding glare impacts on adjacent residential properties, as determined by DPW&ES at the time of Site Plan approval.
- * 8. All substations shall be constructed of brick and be designed to be compatible in appearance with residential structures, as determined by DPW&ES. Landscape plantings shall be provided to minimize visual impacts on adjacent residential properties generally as shown on the Special Exception Amendment Plat, subject to final approval by the Urban Forestry Branch of DPW&ES.
 - * 9. All on-site lighting shall be designed to minimize glare on adjacent residential properties, subject to final approval of DPW&ES.

- *10. The Long Branch EQC shall be preserved and/or restored as shown on the Special Exception Amendment Plat. Limits of clearing and grading shall be as shown on the Special Exception Amendment Plat, subject to the review and approval of the Urban Forestry Branch of DPW&ES and the Environmental and Heritage Resources Branch of DPZ. In areas designated to remain undisturbed, there shall be no removal of trees, except for dead or dying trees, as determined by the Urban Forester, and no structures shall be erected. Utilities and related access may be located within the preservation areas, if determined to be necessary by DPW&ES. If such a determination is made, such utilities and access shall be designed to minimize disturbance of the EQC as determined by DPW&ES. Replanting of any disturbed areas shall be provided as determined by DPW&ES.
- *11. Plantings shall be provided for the restoration of disturbed EQC areas as shown on the Special Exception Amendment Plat and in accordance with the typical planting profile and schedule shown on the Landscape Plan, subject to final approval by the Urban Forestry Branch of DPW&ES. Such plantings shall be designed to be compatible with indigenous species and to restore the natural wooded character of disturbed areas.
- *12. Plantings shall be provided for wetland mitigation as shown on the Special Exception Amendment Plat and in accordance with the typical planting profile and schedule shown on the Special Exception Amendment Landscape Plan, subject to the final mitigation plans approved by federal wetland authorities and subject to final approval by the Urban Forestry Branch of DPW&ES.
- *13. Maintenance of the wetland/stormwater management facilities shall be in accordance with a program approved by federal wetland authorities and the Fairfax County DPW&ES. All liability and maintenance associated with the stormwater management facilities shall be borne by the applicant.
- *14. To ensure that the mitigation effort is successful, WMATA shall provide at least three years (three full growing seasons) of monitoring and field management to ensure that the plantings are adequately established. Quarterly or seasonal reports on progress shall be submitted to the DPW&ES detailing any problems being encountered and the measures that WMATA intends to use to correct the problem. The assessments and reports shall be made by a qualified wetland scientist.
- *15. The stormwater management ponds shall be designed to provide the regional detention benefits that would have been realized if Fairfax County regional ponds L5 and L10 had been constructed, subject to final approval by DPW&ES. The facilities shall be

designed to maximize the removal of pollutants found in runoff from the two year frequency and smaller storms for the entire upstream drainage area. Major design concepts suggested in the Washington Council of Governments manual entitled Controlling Urban Runoff (Schedule 1987) should be incorporated into both facilities.

- *16. During any construction activity on the application property within the area which drains into the wetland/stormwater management facility, appropriate erosion and sedimentation controls shall be provided and maintained, as determined by DPW&ES, in order to prevent sedimentation of the wetlands and tree preservation areas.
- *17. The existing culvert from the east side of the RF&P Railroad tracks shall be replaced, as shown on the Special Exception Amendment Plat, subject to final approval by DPW&ES, to ensure that adequate outfall is provided to the north pond in order that regional water quality benefits of the pond are realized.
- 18. The grade transition between the North Pond and the Japonica site shall be designed to minimize the draining of the wetland preservation areas located on the Japonica site to the north, as determined by DPW&ES.
- *19. Stream flow and stormwater from the north pond to the entrance into the storm sewer pipe and out of the storm sewer pipe in the vicinity of the pedestrian bridge shall be carried in an open channel, subject to DPW&ES approval. The upper channel shall be constructed with a trapezoidal section, or other section as determined by DPW&ES, and protected from erosion by over-sizing the channel and lining its banks with rip-rap. The lower channel section shall be constructed to simulate a natural channel since it will be incorporated into the wetland mitigation area. A meandering channel section, protected from scour with rip rap in the outside meanders, is recommended. Base flow to feed the large wetland area that are to remain undisturbed shall be provided. A branch of the channel shall be constructed to allow some of the base flow to continue to feed the existing pond area.
- *20. An acoustical study conducted by a qualified acoustical engineer shall be submitted to DPW&ES within one year after Site Plan approval to determine the noise impacts which will be generated by the transportation center, track and related facilities on the adjacent residential properties. The study shall provide noise contour information based on projected noise levels generated by these facilities. Noise contour information shall be presented on the day/night averaging format used by Fairfax County (Ldn). The study shall indicate whether noise attenuation measures, such as berms, walls or

acoustical treatments would be necessary to meet County standards. Measures recommended in the acoustical study shall result in achievement of a forty-five (45) dBA Ldn maximum interior noise level and a sixty-five (65) dBA Ldn maximum exterior noise level in residential areas. The acoustical study shall be subject to review and approval by DPW&ES and DPZ. Mitigation measures shall be provided if necessary to meet County standards, as determined by DPW&ES. A one-year extension of the completion time for this study may be approved by the Director of DPW&ES, if unforeseen difficulties are encountered by WMATA in the performance of the noise study.

- *21. In order to reduce hydrocarbon concentrations in runoff from the most heavily traveled portions of the transportation center and the parking areas, oil/grit separators or other hydrocarbon removal measure shall be provided subject to the approval of the DPW&ES. If oil/grit separators are provided, they shall be designed in conformance with the methods recommended in Chapter 8 of the Metropolitan Washington Council of Governments (COG) document entitled Controlling Urban Runoff or with other methods approved by DPW&ES. Oil/grit separators shall be cleaned via vacuum pumping at least four times a year, or in accordance with an alternative program acceptable to DPW&ES. The qualifications of the maintenance operator shall be reviewed and approved by WMATA and the appropriate Fairfax County agency as determined by DPW&ES. Oil/grit separator maintenance records shall be made available to County officials upon request.
- *22. Appropriate measures shall be taken during construction to protect trees within designated preservation areas as shown on the Special Exception Amendment Plat, as determined by DPW&ES. Where possible, trees of particular value that occur just outside the preservation areas should be included for preservation to the maximum extent feasible. At a minimum, the drip lines of trees along the edge of tree preservation areas, shall be surveyed and flagged, and chain link or orange snow fencing shall be installed to protect the flagged preservation areas prior to the commencement of construction. No construction equipment, material storage or activity of any kind shall occur within the proposed tree save areas.
- *23. Right-of-way for the extension of Frontier Drive south to the Franconia-Springfield Parkway and for the Franconia-Springfield Parkway across the site frontage, and ancillary easements necessary for construction, as determined by DPW&ES, shall be provided in accordance with a program mutually agreeable to VDOT, Fairfax County and WMATA prior to the issuance of a Non-Residential Use Permit for the Metrorail operation.

- *24. Right-of-way for the Frontier Drive/Franconia-Springfield Parkway interchange in accordance with VDOT Project R000-029-249, C516, and ancillary easements necessary for construction, as determined by DPW&ES, shall be provided in accordance with a program mutually agreeable to VDOT, Fairfax County and WMATA prior to the issuance of a Non-Residential Use Permit for the Metrorail operation.
- *25. If warranted and approved by VDOT, funding, design and installation of a traffic signal shall be provided on the Franconia-Springfield Parkway at the eastern entrance.
- *26. Upon commencing operation of the western entrance to the site at Frontier Drive and the Franconia Springfield Parkway, the eastern loop entrance shall be modified to eliminate left-turns out of the loop and the median break on the Parkway shall be closed eliminating left turn maneuvers into the loop. The former left turn lane exiting the loop shall be reconstructed as part of the triangular area designated on the Special Exception Amendment Plat as landscaped open space.
- *27. Prior to the opening of the Metro station, modification of the Frontier Drive/Franconia-Springfield Parkway traffic signal shall be provided to allow for the additional intersection approaches required by the Transportation Center entrance and for pedestrian access to the site.
- *28. Acceleration/deceleration lanes shall be constructed at the Frontier Drive entrance in accordance with current VDOT design standards, as determined by DPW&ES and VDOT at the time of Site Plan review.
- *29. Tree preservation shall be provided in the area north of the Franconia-Springfield Parkway and west of the eastern loop entrance, as designated on the Special Exception Amendment Plat. A berm may be located within this area, and the necessary clearing and grading conducted, if such a measure is determined to be effective by DPW&ES and DPZ in mitigating the visual and noise impacts related to the eastern loop entrance and the Franconia-Springfield Parkway on the Springfield Forest subdivision. Any such berm located within this area shall be landscaped as determined by the Urban Forestry Branch of DPW&ES.
- *30. This Special Exception Amendment shall not be valid as it applies to any properties not owned by the Washington Metropolitan Transit Authority (WMATA), and these conditions shall not apply to such properties, until agreements are reached between the affected property owners and WMATA regarding the land rights necessary to implement the Special Exception Amendment, the subject land areas are purchased by WMATA or acquired by other means.

- *31. In order to provide a year round screen, evergreen plantings shall be substituted for a portion of the tree plantings shown on the Special Exception Amendment Plat to be provided around the periphery of the parking structure. In addition, evergreen plantings shall be provided in strategic areas along the periphery of the site to screen the parking structure from the Windsor Estates and Springfield Forest Subdivisions, and to mitigate the visual impacts of the structure as viewed from the Franconia-Springfield Parkway. The degree of substitution, location and the type of evergreen plantings shall be determined by the Urban Forestry Branch of DPW&ES at the time of site plan review.
32. Any landscape plantings that are disturbed as a result of the grading and clearing for the bus ticket office shall be relocated or replanted around the proposed bus ticket structure prior to final site plan approval.

The bus ticket office/waiting room shall be consistent with Exhibit A of these conditions.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception Amendment shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, sixty (60) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the Special Exception Amendment. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

The Board also:

- **Modified the transitional screening; and**
- **Waived the barrier requirement that is shown on the Special Exception Amendment Plat and subject to development conditions.**

SEA 91-L-053-3
January 26, 1999

- 9 -

If you have questions regarding the expiration of this Special Exception Amendment or filing a request for additional time they should be directed to the Zoning Evaluation Division in the Department of Planning and Zoning at 703-324-1290. The mailing address for the Zoning Evaluation Division is Suite 801, 12055 Government Center Parkway, Fairfax, Virginia 22035.

Sincerely,



Nancy Vehrs
Clerk to the Board of Supervisors

NV/ns

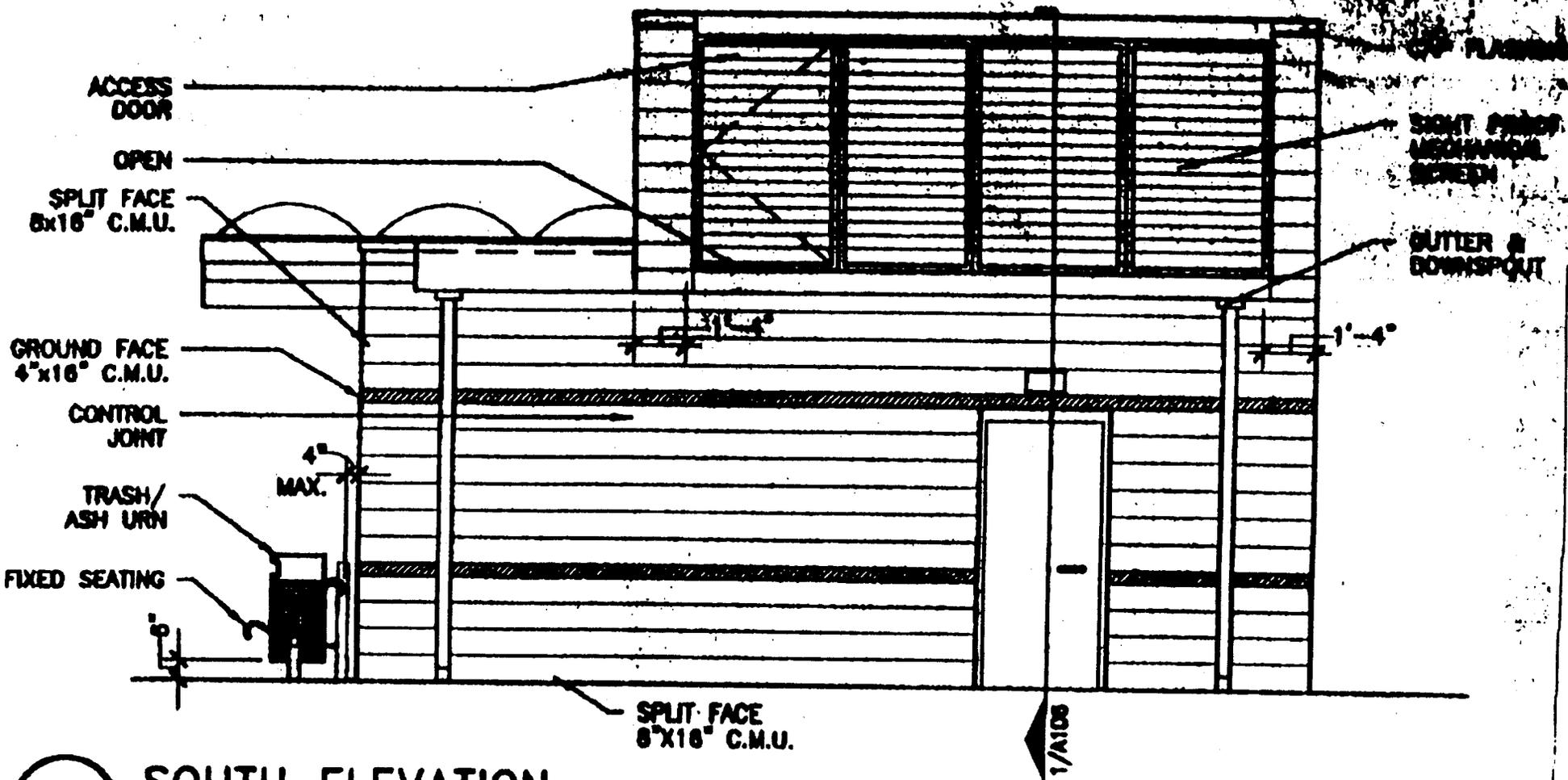
Attachment

cc: Janet Coldsmith, Director, Real Estate Div., Dept. of Tax Administration
Michael R. Congleton, Deputy Zoning Administrator
Frank Jones, Assistant Chief, PPRB, DPZ
Audrey Clark, Chief, Inspection Svcs., BPRB, DPW&ES
Barbara A. Byron, Director, Zoning Evaluation Div., DPZ
Robert Moore, Trnsprt'n. Planning Div., Office of Transportation
Ellen Gallagher, Project Planning Section, Office of Transportation
Michele Brickner, Deputy Director, Plan Review, DPW&ES
DPW&ES - Bonds & Agreements
Department of Highways, VDOT
Land Acqu. & Planning Div., Park Authority

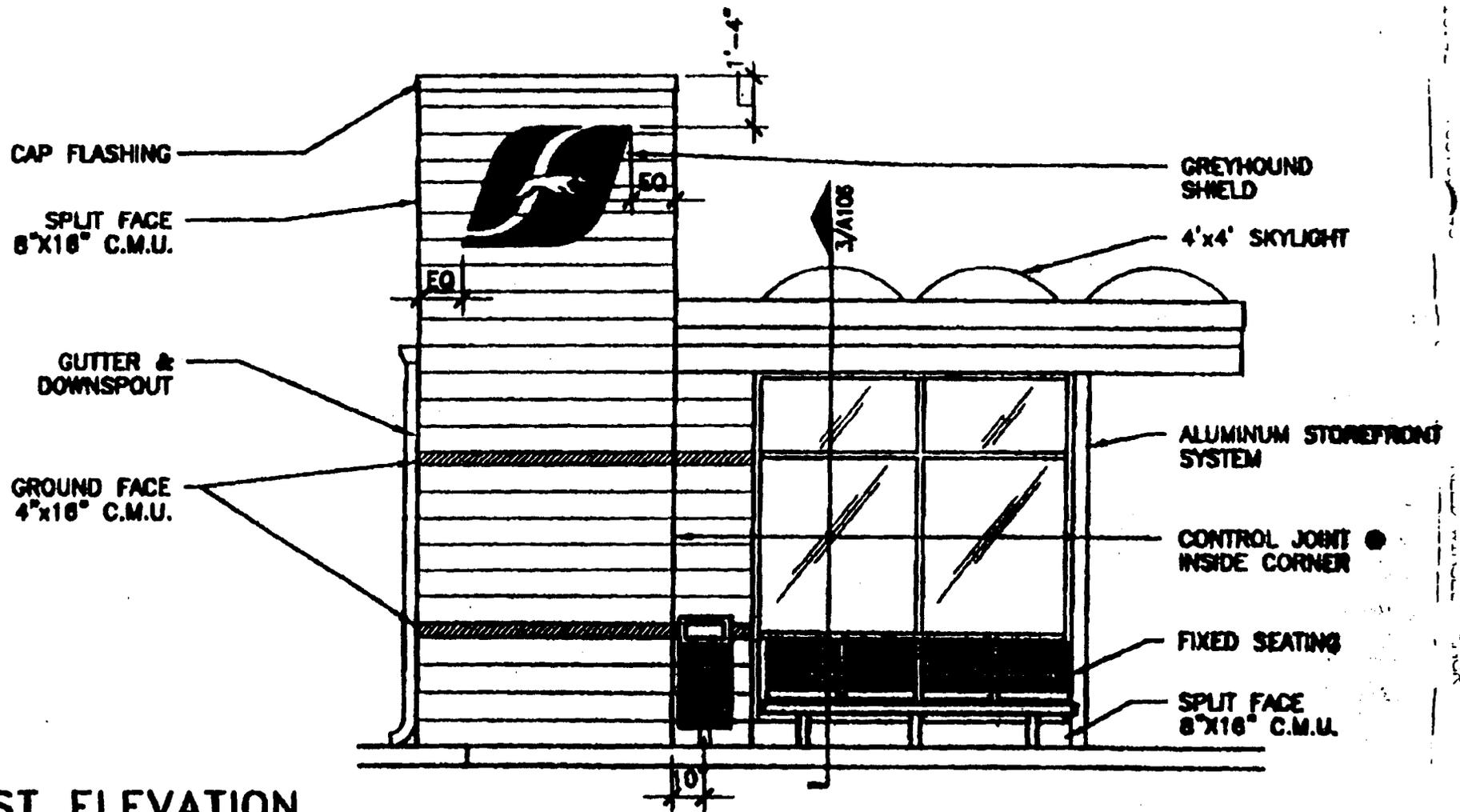
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DEPARTMENT OF PLANNING AND ZONING

FEB 4 1999

ZONING EVALUATION DIVISION

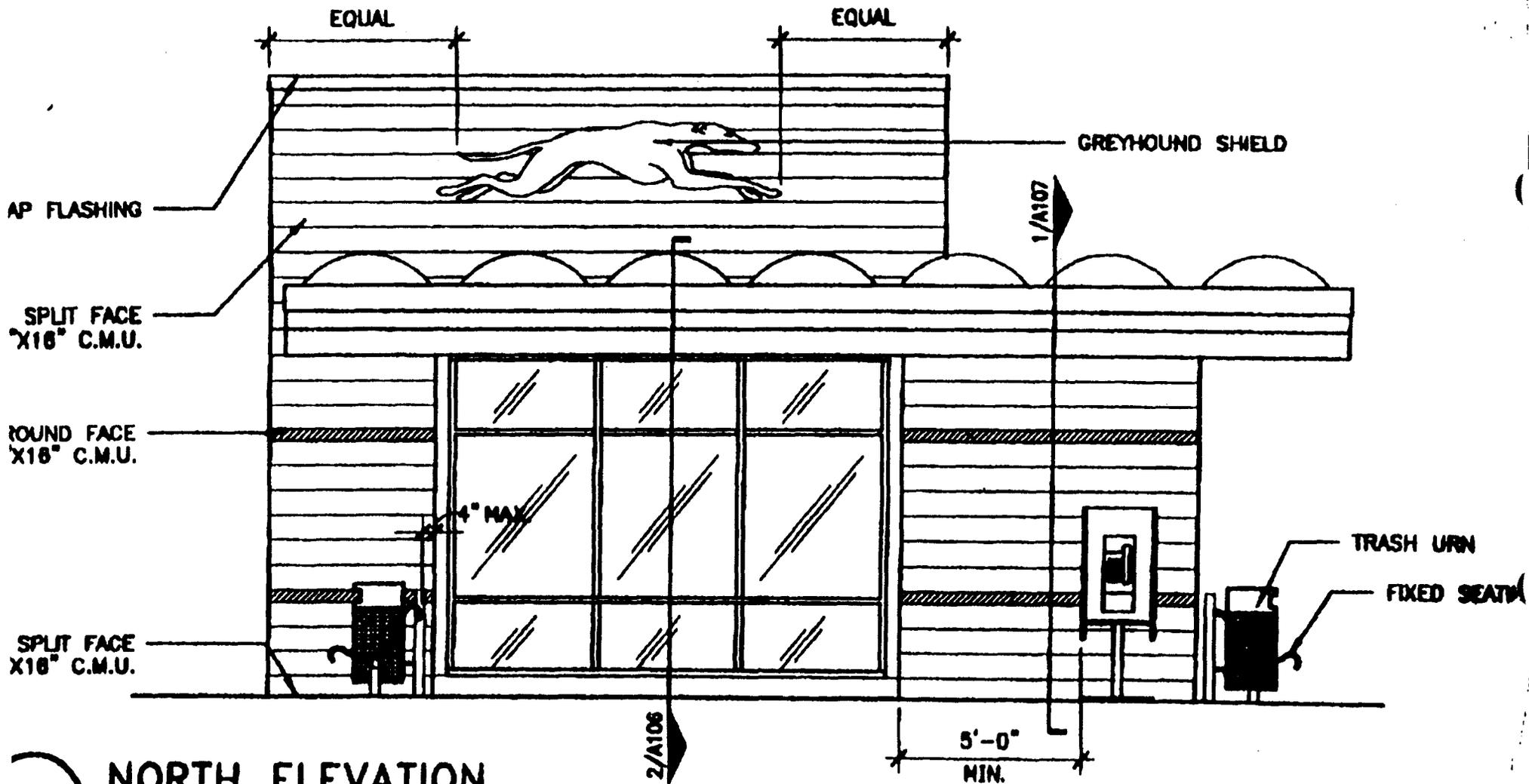


1
SOUTH ELEVATION
 SCALE: 1/4" = 1'-0"



2 EAST ELEVATION

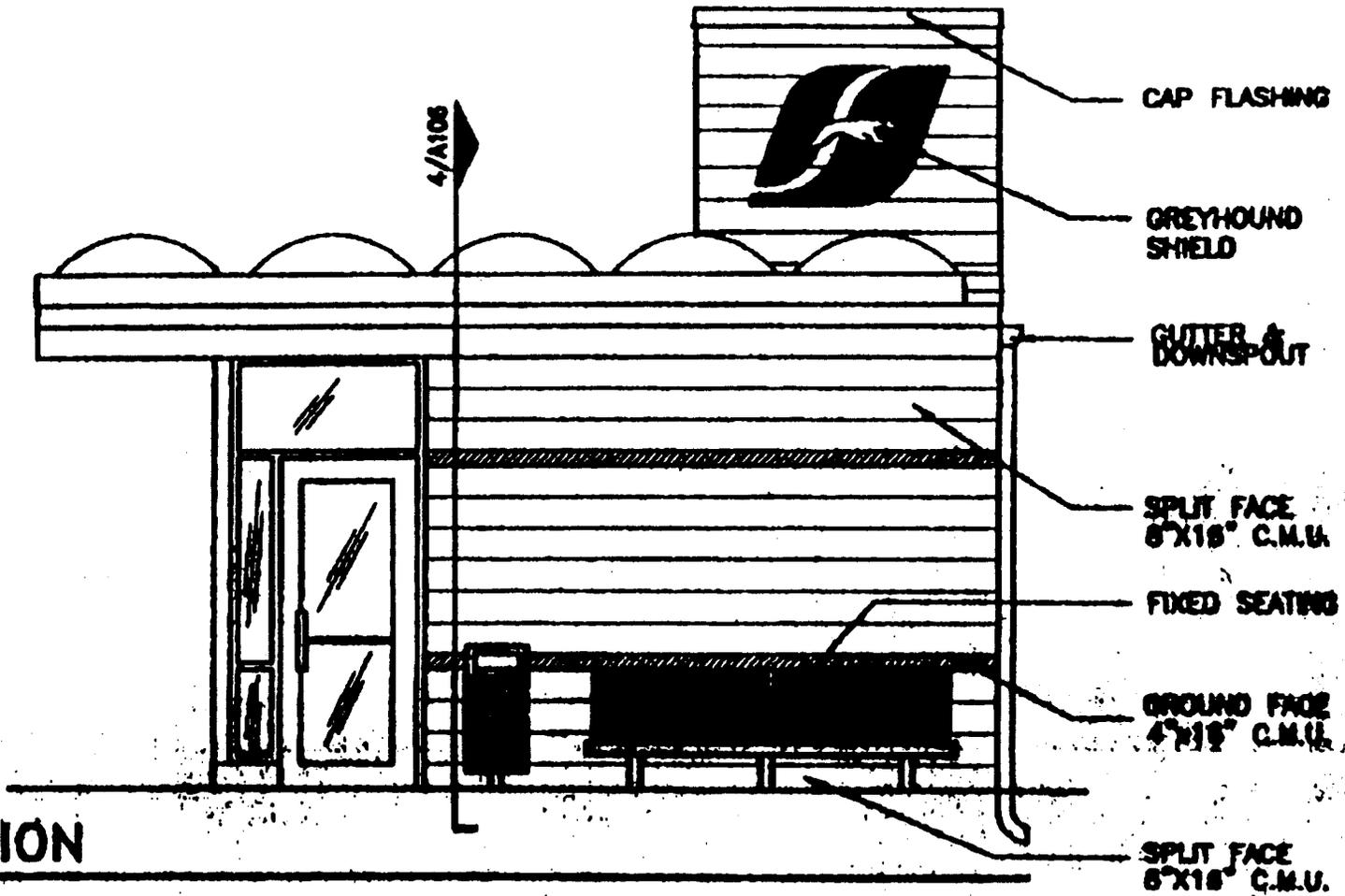
SCALE: 1/4"=1'-0"



3 NORTH ELEVATION

SCALE: 1/4"=1'-0"

3



WEST ELEVATION

SCALE: 1/4"=1'-0"

4/A108

CAP FLASHING

GREYHOUND SHIELD

GUTTER & DOWNSPOUT

SPLIT FACE 6"X18" C.M.U.

FIXED SEATING

GROUND FACE 4"X18" C.M.U.

SPLIT FACE 6"X18" C.M.U.



FAIRFAX COUNTY

APPENDIX 9

OFFICE OF THE CLERK
BOARD OF SUPERVISORS
12000 Government Center Parkway, Suite 533
Fairfax, Virginia 22035-0072

V I R G I N I A

Telephone: 703-324-3151

FAX: 703-324-3926

TTY: 703-324-3903

December 12, 2001

Francis Symanoskie, Project Manager
Major Capital Projects
Washington Metropolitan Area Transit Authority
600 Fifth Street, N.W.
Washington, DC 20001

RE: Special Exception Amendment Application
Number SEA 91-L-053-5

Dear Mr. Symanoskie:

At a regular meeting of the Board of Supervisors held on December 3, 2001, the Board approved Special Exception Amendment Application Number SEA 91-L-053-5 in the name of Washington Metropolitan Area Transit Authority (WMATA) previously approved for WMATA facilities located at 6770 Frontier Drive (Tax Map 90-2 ((1)) 61B) to permit the construction of a second parking garage, the addition of a transit store and other site improvements pursuant to Section 5-404 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPW&ES). Any plan submitted pursuant to this Special Exception Amendment shall be in conformance with the approved Special Exception Amendment Plat entitled **Franconia-Springfield Route Parking Structure Expansion** and prepared by Desman Associates, which is dated November 9, 2001 and these conditions. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Paragraph 4 of Section 9-004 of the Zoning Ordinance.

3. These conditions shall be in addition to those adopted by the Board in conjunction with Special Exception Amendment 91-L-053-3.
4. Lighting within the new parking structure and stairwells shall be of low intensity and recessed design to minimize glare from projecting beyond the parking structure.
5. In order to enhance the existing screening adjacent to the Springfield Forest Subdivision and minimize the visual impacts from construction of the new parking garage, the applicant shall install additional landscape material adjacent to the Springfield Forest Subdivision and in the area between the loop ramp from the Franconia - Springfield Parkway and the Springfield Forest Subdivision. The landscape material may include a combination of existing plantings displaced by the construction of the new garage and transplanted to the above-referenced areas as well as new plant material. The cost of the off-site landscaping utilizing either transplanted or new plant material shall not exceed \$30,000, excluding the cost of the plan preparation.

Prior to site plan approval, the applicant shall submit a plan for the off-site landscaping to include the transplantation of plant material displaced by the construction of the parking garage and/or the planting of new landscape material. This plan shall be subject to the approval of the Urban Forestry Division of DPWES and shall include a condition analysis of the material to be transplanted so that a determination as to the survivability of such landscaping can be made by the Urban Forestry Division. A copy of the plan for the off-site landscaping shall be provided to the Springfield Forest Homeowners Association concurrent with its submission to DPWES.

6. The Special Exception Amendment Plat includes a transit store that is to be located within the station area. The transit store shall contain only uses that are accessory to the transit station, such as the sale of fare media and other transit related items.
7. The circular art feature shown on the Special Exception Amendment Plat is an optional feature.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception Amendment shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the Special Exception Amendment. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

The Board also modified the transitional screening and barrier requirements in favor of that reflected on the Special Exception Plat Amendment and in the development conditions.

If you have questions regarding the expiration of this Special Exception Amendment or filing a request for additional time they should be directed to the Zoning Evaluation Division in the Department of Planning and Zoning at 703-324-1290. The mailing address for the Zoning Evaluation Division is Suite 801, 12055 Government Center Parkway, Fairfax, Virginia 22035.

Sincerely,



Nancy Vehrs
Clerk to the Board of Supervisors

NV/ns

cc: Chairman Katherine K. Hanley
Supervisor - Lee District
Janet Coldsmith, Director, Real Estate Div., Dept. of Tax Administration
Michael R. Congleton, Deputy Zoning Administrator
John Crouch, Assistant Chief, PPRB, DPZ
Audrey Clark, Director, BPRD, DPWES
Barbara A. Byron, Director, Zoning Evaluation Div., DPZ
Robert Moore, Trnsprt'n. Planning Div., Department of Transportation
Charles Strunk, Project Planning Section, Department of Transportation
Michelle A. Brickner, Director, Site Development Services, DPWES
DPWES - Bonds & Agreements
Department of Highways, VDOT
Land Acq. & Planning Div., Park Authority
District Planning Commissioner

RECEIVED
OFFICE OF COMPREHENSIVE PLANNING
ZONING EVALUATION DIVISION

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



FRANCONIA SPRINGFIELD STATION PARKING STRUCTURE EXPANSION

SPECIAL EXCEPTION

REVISED 8/17/01

REVISED 9/17/01

REVISED 10/4/01

REVISED 11/9/01



CAPITAL TRANSIT CONSULTANTS

DESMAN
ASSOCIATES

8614 WESTWOOD CENTER DRIVE, SUITE 300
VIENNA, VIRGINIA 22182
Tel: (703)448-1190 Fax: (703)893-4067

A DIVISION OF DESMAN, INC.
NEW YORK CHICAGO WASHINGTON DC LOS ANGELES BOSTON CLEVELAND HARTFORD BALTIMORE

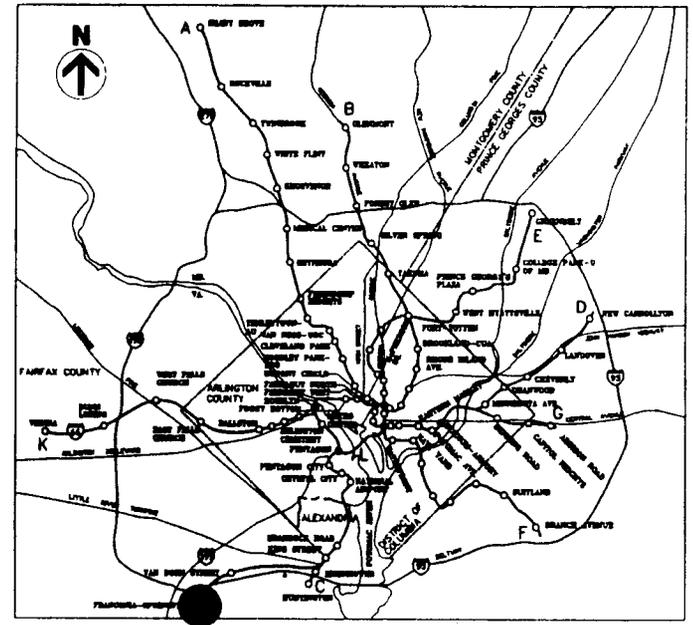
ABBREVIATIONS

@ ACI ACTY AD ADD ADJ AFF ACGR AIR COND AISC AL ALUM ALT ANOD APPRD APPROX ARCH ASTM AVE B/ BC BD BIT BIT PAVT BLDG BLK BM BOTT BRG BS BSMT BTWN C CAB CEN CER CJ CIP CJ CKT C CL CLOS CO COL CONC CONN CONST CONT CONTR CORR CRS CSK CW DBL DD DEPT DIA DIM DN DTL DWC DMLS EA EF EL ELEC ELEV EMERG EQ EQUIP EW EXH EXIST EXP EXP JT EXT FD FDN FE FEC FHC FIN	AT AMERICAN CONCRETE INSTITUTE ACOUSTICAL CEILING TILES AREA DRAIN ADDITIONAL ADJACENT ABOVE FINISHED FLOOR AGGREGATE AIR CONDITION AMERICAN INSTITUTE OF STEEL CONSTRUCTION ALUMINUM ALTERNATE ANODIZED APPROVED APPROXIMATE ARCHITECTURAL AMERICAN SOCIETY FOR TESTING AND MATERIALS AVENUE BOTTOM OF BOARD OF CURB BOARD BITUMINOUS BITUMINOUS PAVEMENT BUILDING BLOCK BEAM BOTTOM BEARING BOTH SIDES BASEMENT BETWEEN CONDUIT CABINET CEMENT CERAMIC CAST IRON CAST IN PLACE CONTR. JOINT CIRCUIT CENTER LINE CLEAR CEILING CLOSET COMPANY COLUMN CONCRETE CONNECTION CONSTRUCTION CONTINUOUS CONTRACTOR CORRIDOR COURSE COUNTERSINK COLD WATER DOUBLE DECK DRAIN DEPARTMENT DIAMETER DIMENSION DOWN DETAIL DRAWING DOWELS EACH FACE ELEVATION ELECTRIC ELEVATOR EMERGENCY EQUAL EQUIPMENT EACH WAY EXHAUST EXISTING EXPANSION EXPANSION JOINT EXTERIOR FLOOR DRAIN FOUNDATION FIRE EXTINGUISHER FIRE EXTINGUISHER CABINET FIRE HOSE CABINET FINISHED	FL FLR FLOUR FSP FT (') FTG FUT AFF CALV GAG GALVANIZED GRADE BEAM GENERAL CONTRACTOR GENERAL GLASS GALLONS PER MINUTE GRADE GYPSUM GYP BD HDCP HDR HDW HK HM HORIZ HP HT HGT MTR HVAC HW HWY ID IN (") INFO INSUL INT INV JT K K&R KO KSP KSI KW LAM LAV LH LL LTP LP LT LTG MAX MECH MED MEZZ MFG MH MIN MISC MTD MTG NEC NIC NO (#) NOM NTS OC OD OPNG OPP OPP HAND PLC PC PED PH PL P PLWD PHL PPT PSI PT PTN	FLOOR FLOURESCENT FIRE STAND PIPE FEET FOOTING FUTURE GAGE GALVANIZED GRADE BEAM GENERAL CONTRACTOR GENERAL GLASS GALLONS PER MINUTE GRADE GYPSUM BOARD HANDICAPPED HEADER HARDWARE HOOK HOLDW METAL HORIZONTAL HIGH POINT HEIGHT HEATER HEATING VENTILATING & AIR CONDITIONING HOT WATER HIGHWAY INSIDE DIAMETER INCH INFORMATION INSULATION INTERIOR INVERT JOIST JOINT KIPS KISS AND RIDE AREA KNOCK-OUT KIPS PER SQUARE FOOT KIPS PER SQUARE INCH KLOWATT LAMINATED LAVATORY LEFT HAND LIVE LOAD LIGHT POLE LOW POINT LIGHT LIGHTING MAXIMUM MECHANICAL MEDIUM MEZZANINE MANUFACTURER MANHOLE MINIMUM MISCELLANEOUS MOUNTED MOUNTING NATIONAL ELECTRICAL CODE NOT IN CONTRACT NUMBER NOMINAL NOT TO SCALE ON CENTER OUTSIDE DIAMETER OPENING OPPOSITE OPPOSITE HAND PILE CAP PRECAST PEDESTRIAN PANIC HARDWARE PLATE PROPERTY LINE PLYWOOD PANEL PARAPET POUNDS PER SQUARE INCH POST TENSIONED PARTITION	R RAD RISER/S ROOF BEAM ROOF DRAIN RECEPTACLE REINFORCING REQUIRED RETAINING ROOF RIGHT HAND ROOM ROUGH OPENING RIGHT OF WAY SCH SECT SF SHT SIM SK SL SN SPEC SQ SS ST STD STL STOR STRUCT SW T TAB T/BM T/C TEL TEMPERATURE THICK TOP OF TOILET TOP OF SLAB TOP OF STEEL TOW TOP OF PILE CAP TYPICAL UL UNO V VENT VERT VP W/ WC W/O WP WW WWM	RADIUS RISER/S ROOF BEAM ROOF DRAIN RECEPTACLE REINFORCING REQUIRED RETAINING ROOF RIGHT HAND ROOM ROUGH OPENING RIGHT OF WAY SCHEDULE SECTION SQUARE FEET SHEET SIMILAR SKETCH SLAB SINGLE SPECIFICATION SQUARE STAINLESS STEEL STREET STANDARD STEEL STORAGE STRUCTURAL STRUCTURAL SWITCH TREAD/S TOP & BOTTOM TOP OF BEAM TOP OF CURB TELEPHONE TEMPERATURE THICK TOP OF TOILET TOP OF SLAB TOP OF STEEL TOW TOP OF PILE CAP TYPICAL UNDERWRITER'S LABORATORIES UNLESS NOTED OTHERWISE VOLTS VENTILATE VERTICAL VENT PIPE WITH WATER CLOSET WITHOUT WEATHER-PROOF WELDED WIRE FABRIC WELDED WIRE MESH
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INDEX OF DRAWINGS

	GENERAL		
SE-1	COVER SHEET	SE-7	GROUND LEVEL PLAN
SE-2	VICINITY MAP AND INDEX OF DRAWINGS	SE-8	TYPICAL LEVEL PLAN
		SE-9	SIXTH/ROOF LEVEL PLAN
		SE-10	BUILDING ELEVATIONS
	CIVIL		
SE-3	PLAT PLAN		
SE-4	SPECIAL EXCEPTION PLAT		
SE-5	SITE PLAN		
SE-6	LANDSCAPE PLAN		

CIVIL (CON'T)



SITE LOCATION MAP

		REFERENCE DRAWINGS		REVISIONS	
DESIGNED	DATE	NUMBER	DESCRIPTION	DATE	BY
				8/17/01	BD
				11/06/01	AMP

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

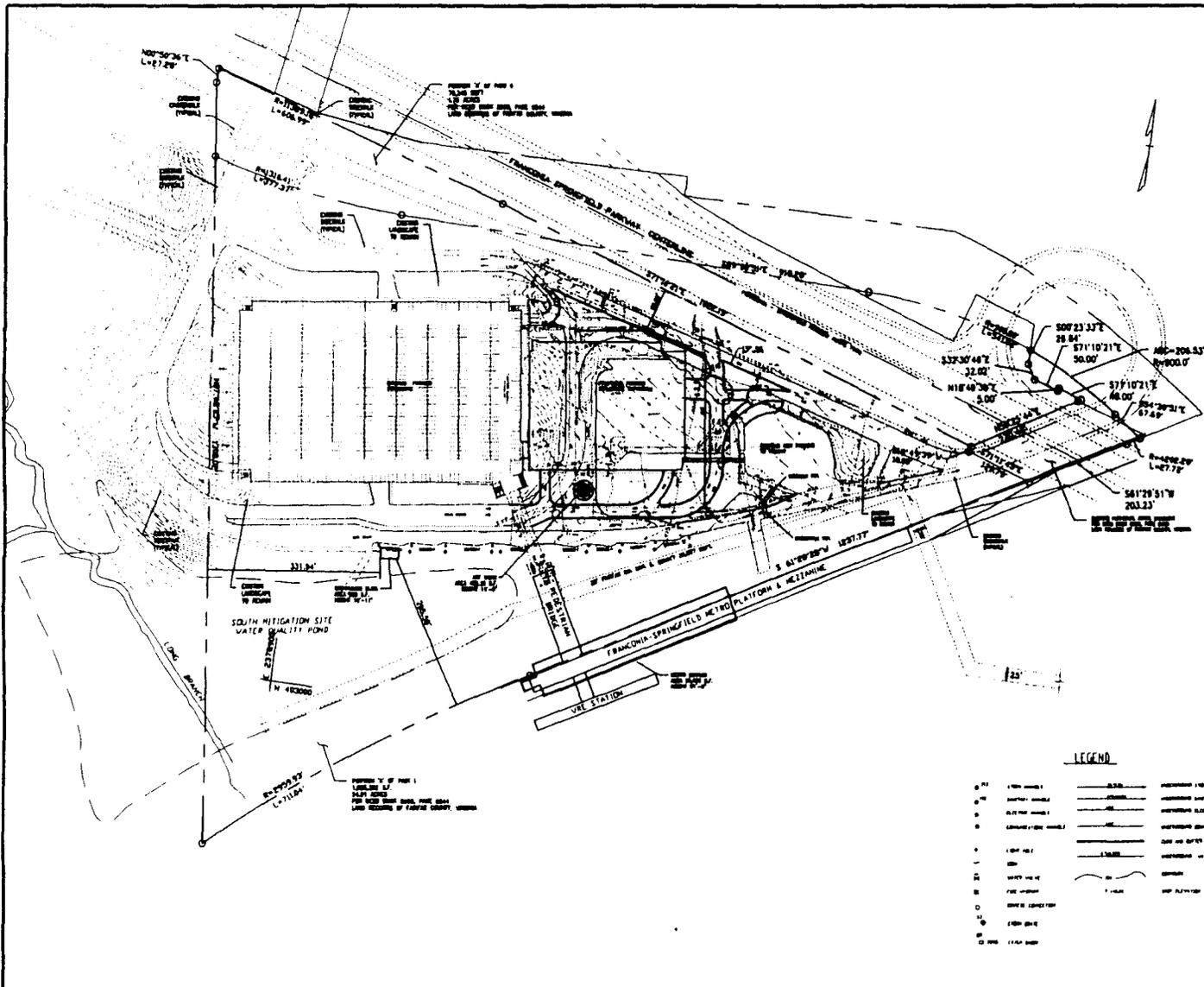
CAPITAL TRANSIT CONSULTANTS
SECTION DESIGNER

SUBMITTED PROJECT NUMBER

**FRANCONIA SPRINGFIELD STATION
PARKING STRUCTURE EXPANSION**

VICINITY MAP AND INDEX OF DRAWINGS

SCALE NOT TO SCALE	DRAWING NO SE-2
2 OF 10	



EXISTING PARKING	
GARAGE	4,015
KISS & RIDE	84
HOV	10
TOTAL	4,109

EXISTING PARKING GARAGE AREA	
LEVEL	AREA SF
LEVEL 1	182,566
LEVEL 2	190,457
LEVEL 3	190,457
LEVEL 4	190,457
LEVEL 5	190,457
LEVEL 6	190,457
ROOF	21,987
TOTAL	1,158,838

PROPOSED PARKING	
GARAGE	5042
KISS & RIDE	87
HOV	10
TOTAL	5139

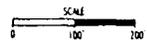
PROPOSED PARKING GARAGE AREA	
LEVEL	AREA SF
GROUND	72,798
LEVEL 1	-
LEVEL 2	-
LEVEL 3	73,100
LEVEL 4	73,100
LEVEL 5	73,100
LEVEL 6	64,977
TOTAL	357,075

NET PARKING GAIN	
GARAGE	1027
KISS & RIDE	3
HOV	0
TOTAL	1030

EXISTING FLOOR AREA RATIO (FAR) = 0.0225
 PROPOSED FLOOR AREA RATIO (FAR) = 0.0229

SITE DATA	
PORTION 'A' OF PART I	1,085,322 S.F.
PORTION 'A' OF PART II	78,248 S.F.
TOTAL	1,161,571 S.F. 28.87 ACRES

- LEGEND**
- 1" = 1" (1/4" = 1')
 - 2" = 2" (1/2" = 1')
 - 3" = 3" (3/4" = 1')
 - 4" = 4" (1" = 1')
 - 5" = 5" (1 1/4" = 1')
 - 6" = 6" (1 1/2" = 1')
 - 7" = 7" (1 3/4" = 1')
 - 8" = 8" (2" = 1')
 - 9" = 9" (2 1/4" = 1')
 - 10" = 10" (2 1/2" = 1')
 - 11" = 11" (2 3/4" = 1')
 - 12" = 12" (3" = 1')
 - 13" = 13" (3 1/4" = 1')
 - 14" = 14" (3 1/2" = 1')
 - 15" = 15" (3 3/4" = 1')
 - 16" = 16" (4" = 1')
 - 17" = 17" (4 1/4" = 1')
 - 18" = 18" (4 1/2" = 1')
 - 19" = 19" (4 3/4" = 1')
 - 20" = 20" (5" = 1')
 - 21" = 21" (5 1/4" = 1')
 - 22" = 22" (5 1/2" = 1')
 - 23" = 23" (5 3/4" = 1')
 - 24" = 24" (6" = 1')
 - 25" = 25" (6 1/4" = 1')
 - 26" = 26" (6 1/2" = 1')
 - 27" = 27" (6 3/4" = 1')
 - 28" = 28" (7" = 1')
 - 29" = 29" (7 1/4" = 1')
 - 30" = 30" (7 1/2" = 1')
 - 31" = 31" (7 3/4" = 1')
 - 32" = 32" (8" = 1')
 - 33" = 33" (8 1/4" = 1')
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 - 37" = 37" (9 1/4" = 1')
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 - 39" = 39" (9 3/4" = 1')
 - 40" = 40" (10" = 1')
 - 41" = 41" (10 1/4" = 1')
 - 42" = 42" (10 1/2" = 1')
 - 43" = 43" (10 3/4" = 1')
 - 44" = 44" (11" = 1')
 - 45" = 45" (11 1/4" = 1')
 - 46" = 46" (11 1/2" = 1')
 - 47" = 47" (11 3/4" = 1')
 - 48" = 48" (12" = 1')
 - 49" = 49" (12 1/4" = 1')
 - 50" = 50" (12 1/2" = 1')
 - 51" = 51" (12 3/4" = 1')
 - 52" = 52" (13" = 1')
 - 53" = 53" (13 1/4" = 1')
 - 54" = 54" (13 1/2" = 1')
 - 55" = 55" (13 3/4" = 1')
 - 56" = 56" (14" = 1')
 - 57" = 57" (14 1/4" = 1')
 - 58" = 58" (14 1/2" = 1')
 - 59" = 59" (14 3/4" = 1')
 - 60" = 60" (15" = 1')
 - 61" = 61" (15 1/4" = 1')
 - 62" = 62" (15 1/2" = 1')
 - 63" = 63" (15 3/4" = 1')
 - 64" = 64" (16" = 1')
 - 65" = 65" (16 1/4" = 1')
 - 66" = 66" (16 1/2" = 1')
 - 67" = 67" (16 3/4" = 1')
 - 68" = 68" (17" = 1')
 - 69" = 69" (17 1/4" = 1')
 - 70" = 70" (17 1/2" = 1')
 - 71" = 71" (17 3/4" = 1')
 - 72" = 72" (18" = 1')
 - 73" = 73" (18 1/4" = 1')
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 - 76" = 76" (19" = 1')
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 - 84" = 84" (21" = 1')
 - 85" = 85" (21 1/4" = 1')
 - 86" = 86" (21 1/2" = 1')
 - 87" = 87" (21 3/4" = 1')
 - 88" = 88" (22" = 1')
 - 89" = 89" (22 1/4" = 1')
 - 90" = 90" (22 1/2" = 1')
 - 91" = 91" (22 3/4" = 1')
 - 92" = 92" (23" = 1')
 - 93" = 93" (23 1/4" = 1')
 - 94" = 94" (23 1/2" = 1')
 - 95" = 95" (23 3/4" = 1')
 - 96" = 96" (24" = 1')
 - 97" = 97" (24 1/4" = 1')
 - 98" = 98" (24 1/2" = 1')
 - 99" = 99" (24 3/4" = 1')
 - 100" = 100" (25" = 1')



REFERENCE DRAWINGS		REVISIONS	
DESIGNED	DATE	DATE	DESCRIPTION
DRAWN	BY	BY	DESCRIPTION
CHECKED	BY	BY	DESCRIPTION
APPROVED	BY	BY	DESCRIPTION

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

CAPITAL TRANSIT CONSULTANTS
SECTION DESIGNER

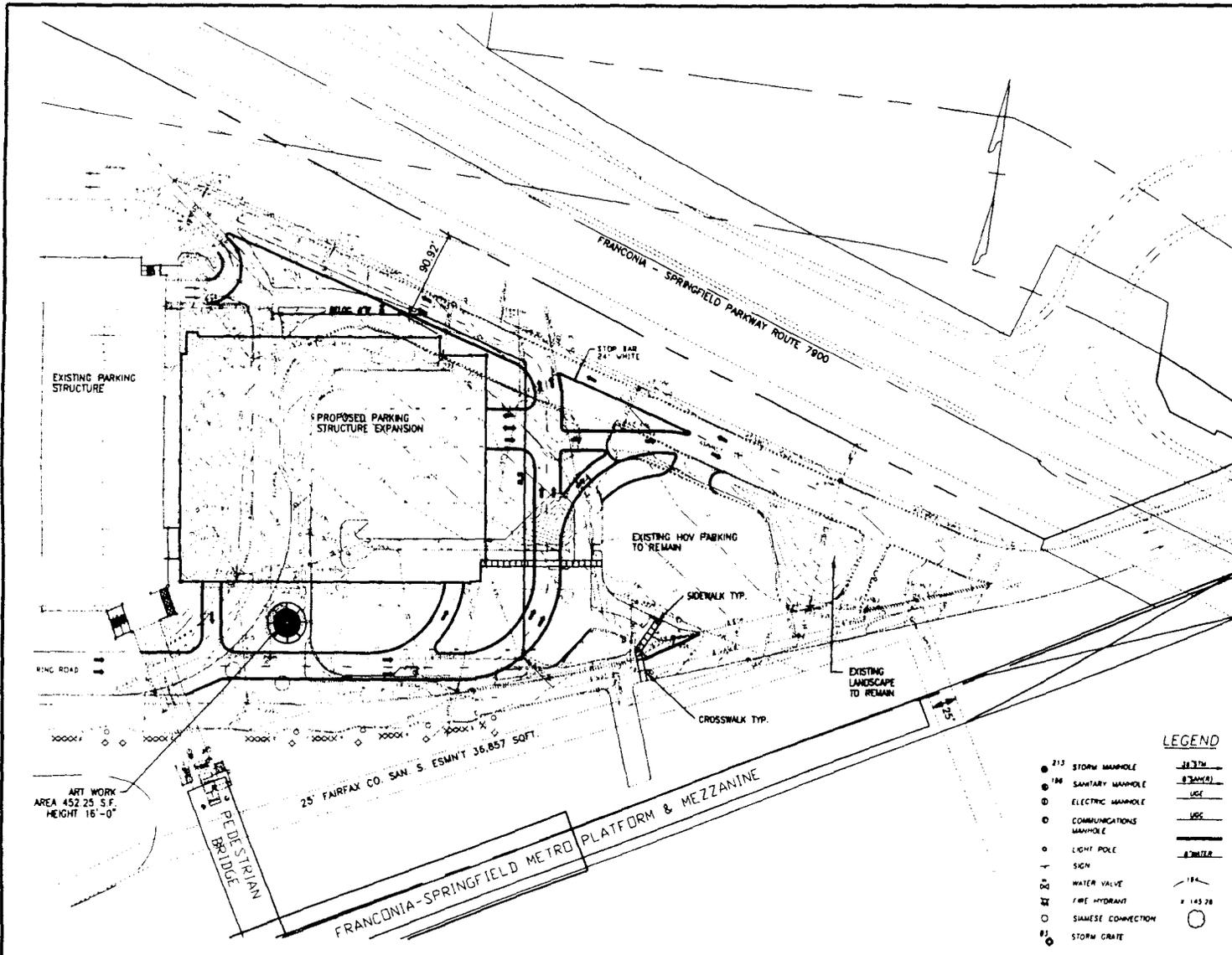
DATE: 11/27/07
 PROJECT: FRANCONIA SPRINGFIELD STATION PARKING STRUCTURE EXPANSION

**FRANCONIA SPRINGFIELD STATION
PARKING STRUCTURE EXPANSION
SPECIAL EXCEPTION PLAT**

SCALE: 1" = 100'
 DRAWING NO: SE-4
 4 OF 10

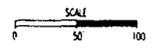
GENERAL NOTES

1. OWNER: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)
600 FIFTH STREET, N.W.
WASHINGTON, D.C. 20001
FRANK SYMANOSKI 202-982-2423
2. PROPERTY IS LOCATED IN FAIRFAX COUNTY LEE DISTRICT
TAX MAP NO. 90-2-((1)) 61B
PROPERTY ADDRESS: 6770 FRONTIER DR, SPRINGFIELD VA
3. ZONING = 1-4
4. CONTOUR INTERVAL IS ONE FOOT AND TOPOGRAPHIC SURVEY DONE BY: CERVANTES AND ASSOCIATES
10400 EATON PLACE, SUITE 210
FAIRFAX, VA 22030
5. MAXIMUM HEIGHT PERMITTED IS 75' AND EXISTING AND PROPOSED PARKING STRUCTURE HEIGHT IS 75'.
FOR ANGLE OF BULK PLANE DIAGRAM SEE SHEET SE-10
6. MINIMUM FRONT YARD REQUIRED IS 40'. FRONT YARD PROVIDED IS 90.92'. NO REQUIREMENTS FOR SIDE AND REAR YARDS.
7. PARCEL AREA IS 28.87 AC (1,181,571 SF)
8. FLOOR AREA RATIO PERMITTED = 0.500
FLOOR AREA RATIO PROVIDED = 0.0228
9. OPEN SPACE REQUIRED IS 15% (174,235 SF)
OPEN SPACE PROVIDED IS 49% (576,637 SF)
10. THE PROPOSED PARKING STRUCTURE FACILITY IS SERVED BY PUBLIC WATER AND SEWER.
11. FOR PARKING TABULATIONS FOR THE EXISTING AND PROPOSED PARKING STRUCTURE SEE SHEET SE-4.
12. ON THIS SITE THERE IS NO STRUCTURE OR OBJECT MARKING A PLACE OF BURIAL.
13. THERE IS NO NET INCREASE IN IMPERVIOUS AREA DUE TO THE PROPOSED PARKING STRUCTURE AND THEREFORE NO ADDITIONAL STORM WATER MANAGEMENT FACILITY IS REQUIRED.
14. THERE ARE NO WETLANDS IN THE VICINITY OF THE PROPOSED PARKING STRUCTURE AND THE PROPOSED STRUCTURE WILL NOT ENCROACH ON THE FLOOD PLANE.
15. LANDSCAPING WILL BE PROVIDED IN ACCORDANCE WITH ARTICLE 13 OF ZONING ORDINANCE. SEE THE PRELIMINARY LANDSCAPE PLAN SHT SE-8.
16. PROPOSED PARKING STRUCTURE WILL ENCROACH OVER THE EXISTING WATER LINE EASEMENT AND THIS WATER LINE WILL BE RELOCATED AND AN EASEMENT FOR THE RELOCATED LINE WILL BE PROVIDED.
17. ALL EXISTING SIGNS WILL BE INVENTORIED AND REDESIGNED AS NECESSARY FOR THE PROPOSED PARKING STRUCTURE.
18. PREVIOUS SPECIAL EXCEPTION AMENDMENT NOS ARE:
SEAB1-L-053 STATION AND TRACK
SEAB1-L-054 FLOOD PLAIN
SEAB1-L-053-2 GREYHOUND STATION
SEAB1-L-054-2 ACCESS ROAD (PENDING)
SEAB1-L-053-3 ACCESS ROAD (PENDING)
19. THE APPLICANT PROPOSES TO INSTALL A SALES KIOSK INSIDE THE EXISTING TRANSIT STATION.



LEGEND

- 213 STORM MANHOLE
- 196 SANITARY MANHOLE
- ELECTRIC MANHOLE
- COMMUNICATIONS MANHOLE
- LIGHT POLE
- SIGN
- WATER VALVE
- FIRE HYDRANT
- SIAMOSE CONNECTION
- STORM GRATE
- 18" UNDERGROUND STORM
- 8" UNDERGROUND SANITARY
- UGE UNDERGROUND ELECTRIC
- UGC UNDERGROUND COMMUNICATIONS
- CURB AND GUTTER
- WATER UNDERGROUND WATER
- 1'± CONTOURS
- 143.28 SPOT ELEVATION
- TREE

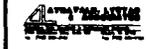


DESIGNED		DRAWN		CHECKED		APPROVED	
_____	DATE	_____	DATE	_____	DATE	_____	DATE

NUMBER	DESCRIPTION	DATE	BY	DESCRIPTION
		8/17/01	MA	GENERAL INFORMATION REVISIONS
		9/17/01	WD	REVISIONS PER FAIRFAX COUNTY
		11/16/01	JMP	GENERAL REVISIONS

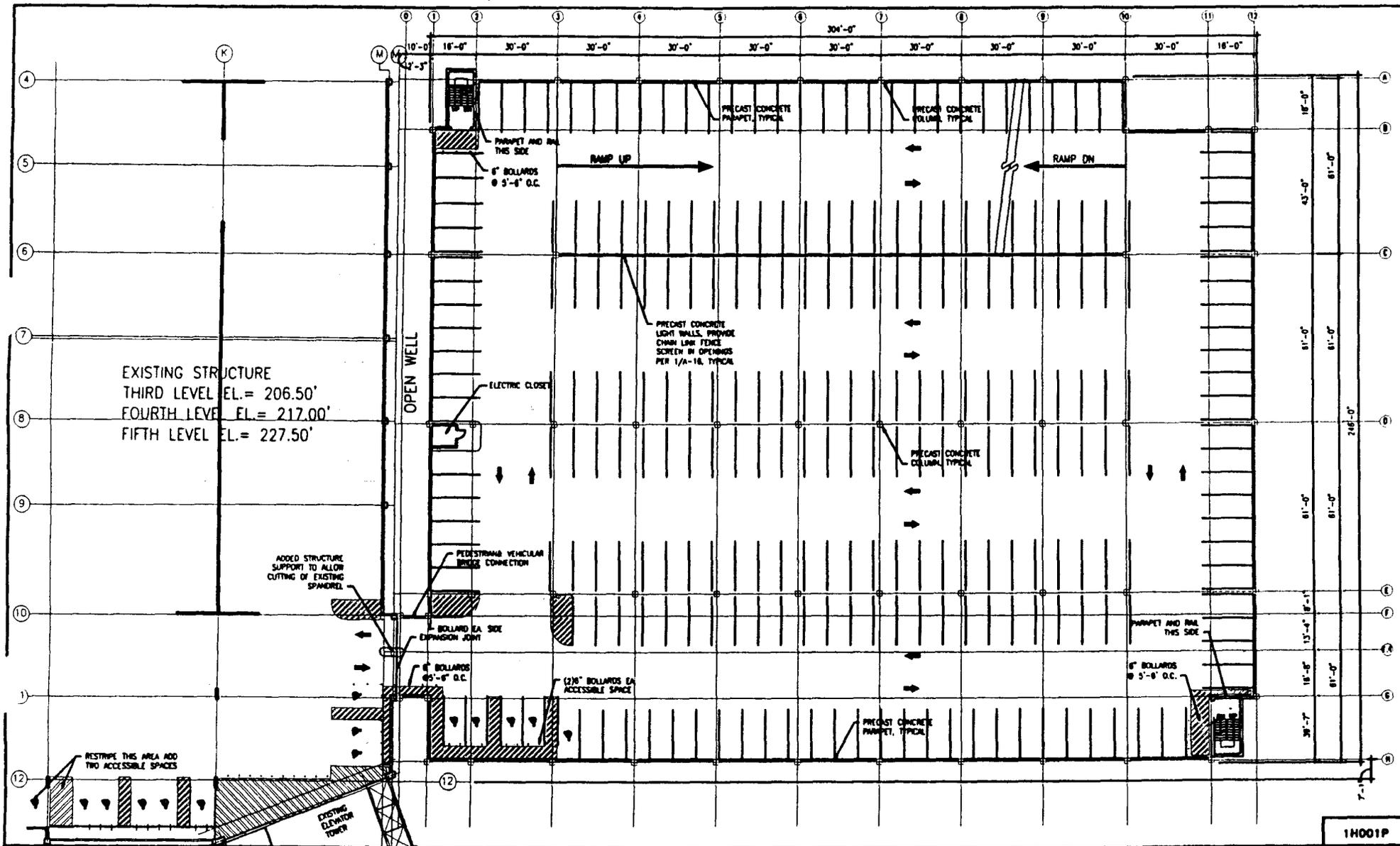
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

M CAPITAL TRANSIT CONSULTANTS
SECTION DESIGNER



FRANCONIA SPRINGFIELD STATION
PARKING STRUCTURE EXPANSION
SITE PLAN

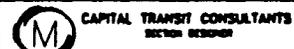
SCALE 1" = 50' DRAWING NO. SE-5 5 OF 10



1H001P

DESIGNED	DATE	REVISIONS

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

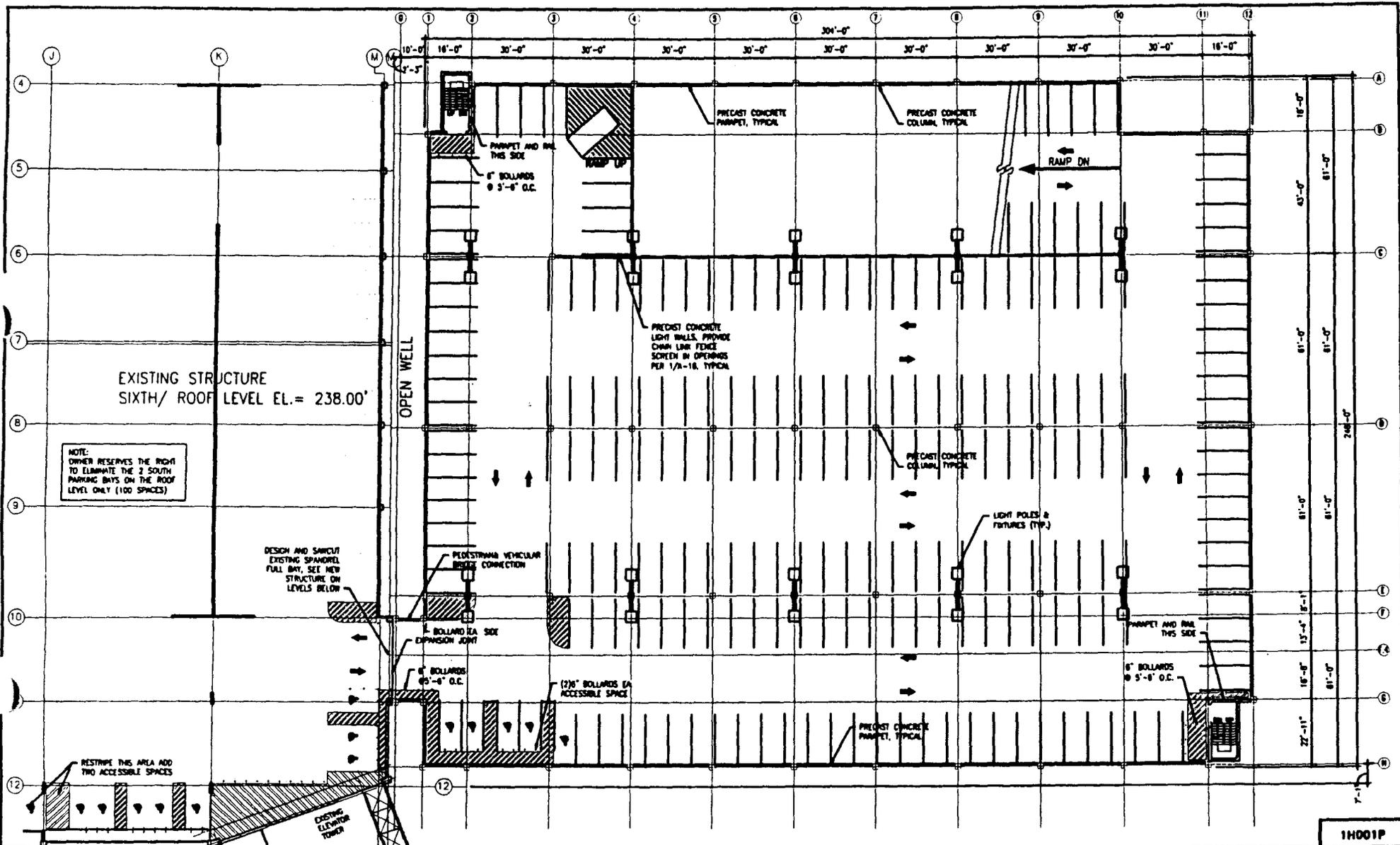


CAPITAL TRANSIT CONSULTANTS
SECTION DESIGNER

FRANCONIA SPRINGFIELD STATION
PARKING STRUCTURE EXPANSION

TYPICAL LEVEL PLAN

SCALE	GRAPHIC SCALE	DRAWING NO.	SE-8	SHEET NO.	8 OF 10
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EXISTING STRUCTURE
SIXTH/ ROOF LEVEL EL. = 238.00'

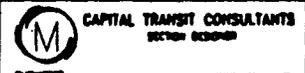
NOTE:
OWNER RESERVES THE RIGHT
TO ELIMINATE THE 2 SOUTH
PARKING BAYS ON THE ROOF
LEVEL ONLY (100 SPACES)

DESIGN AND SARCUT
EXISTING SPANDREL
FULL BAY, SEE NEW
STRUCTURE ON
LEVELS BELOW

RESTRIPE THIS AREA ADD
TWO ACCESSIBLE SPACES

	DESIGNED	CHECKED	APPROVED	DATE
DESIGNED	____	____	____	____
CHECKED	____	____	____	____
APPROVED	____	____	____	____

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

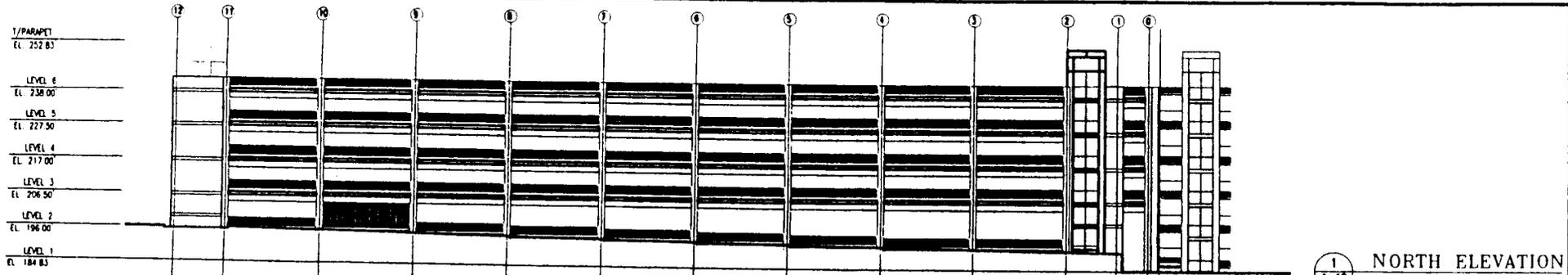


FRANCONIA SPRINGFIELD STATION
PARKING STRUCTURE EXPANSION

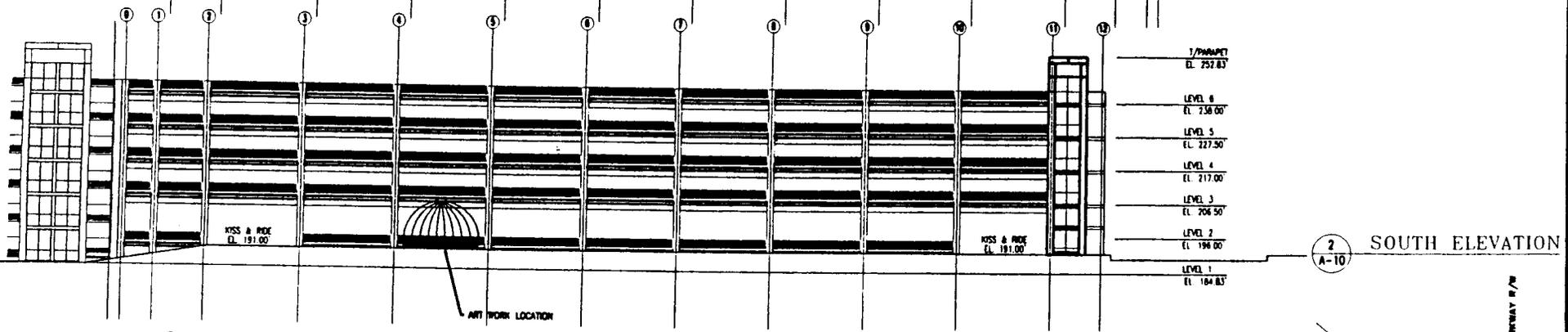
ROOF LEVEL PLAN

SCALE:	GRAPHIC SCALE	DRAWING NO. SE-9	9 OF 10
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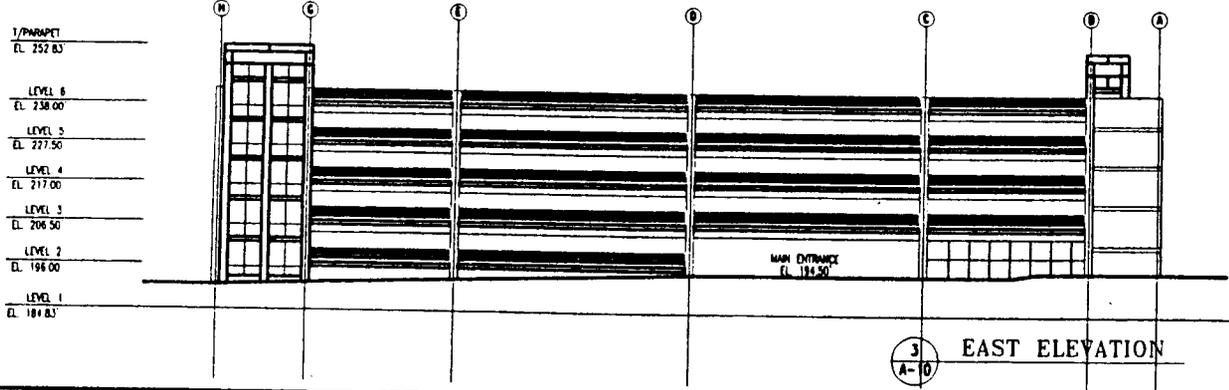
1H001P



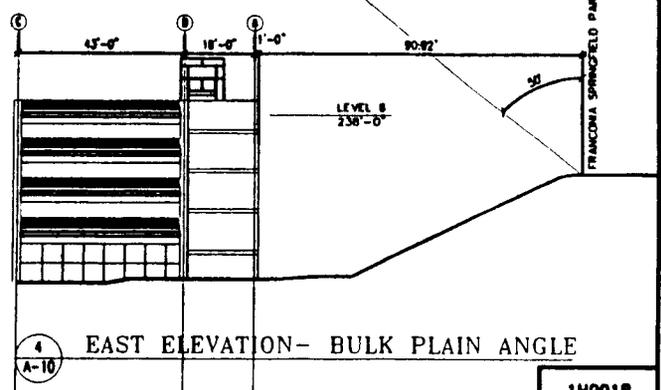
1 NORTH ELEVATION
A-10



2 SOUTH ELEVATION
A-10



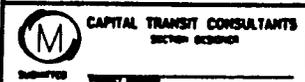
3 EAST ELEVATION
A-10



4 EAST ELEVATION - BULK PLAIN ANGLE
A-10

REVISIONS	REFERENCE DRAWINGS		REVISIONS	
	NO.	DATE	NO.	DATE

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



FRANCONIA SPRINGFIELD STATION
PARKING STRUCTURE EXPANSION
ELEVATIONS

SCALE: DRAWING NO. SE-10 10 OF 10

1H001P

COUNTY OF FAIRFAX, VIRGINIA

MEMORANDUM

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

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

SUBJECT: Comprehensive Plan Land Use Analysis for: Case No. RZ/FDP 1998-LE-064,
SE 01-L-020, SEA 91-L-053-4 and SEA 91-L-054-3, Springfield East, L.C.

DATE: 9 May 2002

This memorandum includes citations from the Comprehensive Plan that provide guidance for the evaluation of the application and development plan dated April 15, 2002. This application requests a rezoning the property from the I-4 District to the C-4 District for office or an office/hotel development and a special exception for hotel use. In addition, the application requests an amendment to special exceptions 91-L-053-4 and 91-L-054-3 for the Joe Alexander Transportation Center to allow the construction of a roadway for buses between the rezoning application property and the Metro station, which crosses an existing berm/dam located on the Metro station property and connects to the ring road. Approval of this application would result in a floor area ratio (F.A.R.) of 1.12 for the office-only option and 1.22 FAR for a hotel/office option. The extent to which the proposed use, intensity, and the development plan are consistent with the guidance of the Plan is noted.

CHARACTER OF THE SURROUNDING AREA:

The 9.72-acre application property is located within Land Unit D-1 of the Franconia-Springfield Transit Station Area (TSA). This land unit is approximately 95 acres in size and contains the General Services Administration's Parr Warehouse. The federally owned General Services Administration (GSA) warehouse covers just over 70 acres and is developed at .40 FAR with 1.2 million square feet of warehouse space. This land unit is bounded on the north by the Franconia-Springfield Parkway and land owned by the Washington Metropolitan Transit Authority (WMATA). The WMATA property (Land Unit G) contains the Joe Alexander Transportation Center and Franconia-Springfield Metrorail Station. Land Unit G is planned for public facilities. Land Unit D-2 is located to the south and east and contains the Springfield Industrial Park, which is developed with a series of low-rise buildings devoted primarily to warehousing and other light industrial use. It is anticipated that Northern Virginia Community College will be located within this land unit adjacent to the southern boundary of the subject property. This land unit is planned for industrial use up to .50 FAR with an option for residential use at 16-20 dwelling units per acre. To the west is located Loisdale Road and I-95 (Shirley Highway).

The subject property is a portion of the 25-acre site formerly used for the manufacture of concrete pipes. It is presently vacant and planned for industrial use up to .50 FAR with an option for mixed use up to .70 FAR (zoned I-4). To the east are located industrial structures which are planned for industrial use up to .50 FAR with an option for residential use at 16-20 dwelling units per acre (zoned I-4). To the south is located vacant land which is planned for industrial use up to .50 FAR with an option for residential use at 16-20 dwelling units per acre (zoned I-4). To the west are located a multifamily residential development (377 units) at 29.69 dwelling units per acre and a 115,000-square foot hotel at 1.0 FAR, which are planned for industrial use up to .50 FAR with an option for mixed use up to .70 FAR (zoned PDH-40 and C-4).

PLAN HISTORY AND DEVELOPMENT CONCEPT

The Plan for the Franconia-Springfield TSA was adopted in February of 1994. It was developed under the guidance of the Board-appointed Franconia-Springfield Planning Area Task Force. Major planning objectives endorsed by the Task Force for the Transit Station Area include providing opportunities for mixed-use projects and high-density residential development in proximity to the Transportation Center. In recognition of the importance of the Joe Alexander Transportation Center to the future growth and development of the area, the Task Force and staff supported land use recommendations calling for the redevelopment of the industrial area located adjacent to the Transportation Center. The intent of the land use recommendations was to promote redevelopment of this area by allowing mixed-use development and high-density residential use as an option to the existing industrial uses. Redevelopment in this area would provide an opportunity to facilitate transit oriented development and to promote the types of land uses that would take better advantage of the transit services that are now available at the Transportation Center. These services include bus, Metrorail and Virginia Railway Express commuter rail transportation.

The plan for the TSA assumes that redevelopment of Land Unit D-1 could result in approximately 2.9 million square feet of mixed-use development. Of this total non-residential development (including office, hotel, medical care, and support retail) could constitute up to 1.0 million gross square feet. Residential development could total approximately 1600 dwelling units or 1.9 million gross square feet. An illustrative concept was adopted as part of the Plan showing the office use located on the eastern portion of the site closest to the Transportation Center. Residential use, ideally comprised of both mid-rise and garden apartments, would be located on the northwestern portion of the site. In order to provide a transition to the Loisdale Estates community, only garden apartments were envisioned for the southwestern portion of the land unit under the adopted concept. Attachment 1 contains maps showing the general area, land use options for key areas, and the illustrative development concept.

COMPREHENSIVE PLAN CITATIONS AND ANALYSIS:

The 9.72-acre property is located in the Franconia-Springfield Transit Station of the Springfield Planning District in Area IV. The Comprehensive Plan provides the following guidance on land use and intensity for the property:

Text:

On pages 58 and 59 in the Franconia-Springfield Area of the 2000 edition of the Area IV Plan as amended through March 19, 2001, under the heading "Land Unit D-1," the Plan states:

"This land unit is located south of the Franconia-Springfield Parkway: south and west of the Long Branch Stream Valley, and west of the RF&P Railroad right-of-way. This land unit is about 95 acres in size and contains the federally owned Parr Warehouse and other industrial uses. A railroad spur and the Long Branch of Accotink Creek separate this land unit from the Franconia-Springfield Transportation Center (Land Unit G). If in the future, the GSA Parr Warehouse site is declared surplus or otherwise proposed for private redevelopment, redevelopment plans should be supported only if they are consistent with the County's goals and the Comprehensive Plan. Land Unit D-1 is planned for industrial uses up to .50 FAR to recognize existing uses and to minimize traffic generation in an area with limited transportation capacity.

As an option, should this property redevelop, mixed-use development up to .70 FAR may be appropriate if the following conditions are met:

- Each component of the land unit is planned and designed with reference to a coordinated and integrated plan for the entire land unit;
- Uses are limited to office, residential, hotel, medical care facilities, and support retail. Support retail is defined as those goods and services that serve residents and workers at the site. The amount of non-residential use should not exceed one-third of the total gross floor area;...

Map:

The Comprehensive Plan map shows that the property is planned for industrial use.

Analysis:

The application and development plan propose two development options: 1) three office buildings with support retail use at 1.12 FAR and 2) two office buildings and a hotel development up to 1.22 FAR, which is in conformance with the use and intensity recommendations of the Comprehensive Plan. The illustrative concept for Land Unit D-1 allocates 1.0 million square feet for office and support retail to the approximately 31.0-acre northeast quadrant of the land unit. Due to the subject property's proximity to the Transportation Center, it is appropriate for the most intense office and support retail development to be located in a manner that maximizes pedestrian and transit access to the METRO site. Therefore, the proposed 474,000 square feet of office development or 520,000 square feet of office use and hotel use combined with the previously approved hotel (115,000 square feet) would account for 589,000 to 635,000 square feet of the 1,000,000 square feet allocated to Land Unit D-1 for office, hotel and support retail use.

The remaining 365,000 to 411,000 square feet of office, hotel and support retail element of Land Unit D-1 will be allocated to the remainder of the land unit.

The development plan indicates that up to 20,000 square feet of support retail use will be included in the total gross floor area of the 474,000 for the office-only option or 520,000 square feet for the office/hotel option. This support retail use will serve workers and nearby residents. The applicant should address the following development issues concerning the quality of the development, pedestrian circulation and public transportation/HOV goals.

The Comprehensive Plan also provides the following text that establishes guidelines for evaluating the development proposal:

Text:

On pages 58 and 59 in the Franconia-Springfield Area of the 2000 edition of the Area IV Plan as amended through March 19, 2001, under the heading "Land Unit D-1," the Plan states:

- Recreation facilities are provided as an amenity for use by residents and employees and designed as an integral part of each type of development..."

Analysis:

The draft proffers state that a minimum of 1,000 square feet of indoor recreation space will be allocated in one or more of the office buildings.

Text:

"In the event this property redevelops, at least two points of roadway access should be provided to this land unit. If the land unit is developed in phases, direct vehicular and pedestrian access to and from the Transportation Center should be provided in the first phase of development. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus or automated guideway system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system."

Analysis:

The applicant has proffered to extend Springfield Center Drive to the subject property.

Text:

On pages 45 and 46 in the Franconia-Springfield Area of the 2000 edition of the Area IV Plan as amended through March 19, 2001, under the heading "Land Use, Urban Design Concept, Design Objectives," the Plan states:

"The following objectives are formulated to achieve the urban design goals:

- Provide high-quality development that is functionally integrated, orderly, identifiable and attractive..."

Analysis:

The applicant has provided architectural schematics of the proposed office-only and office/hotel option. This includes large parking structures along the eastern side of the site. The development plan has a landscape plan and a pedestrian circulation plan. However, the site is too intensively developed with structures (offices/garage or offices/hotel/garage) resulting in an undersized central plaza and a lack of recreational opportunities in open space areas. The applicant should redesign the site layout in the following manner. The applicant should consider reducing the size of the proposed surface parking lot (located in the south portion of the subject property) to one row of parking spaces and relocating the proposed Building 3 further south. This relocation of Building 3 would provide an opportunity to expand the central plaza and provide recreational opportunities in the additional open space areas.

The applicant has proposed three 5½ level parking garages that are contiguous and form a massive structure along the eastern side of the site. This results in a lack of open space and would impact the potential residential development to the east. The proposed number of parking spaces exceeds the required number of parking spaces by approximately 300 spaces. The number of parking spaces should be reduced so that the proposed parking structures will be reduced in height and area of site coverage. A smaller parking structure would also permit greater flexibility in the design of the site overall and lessen the impact to potential residential development that would be located to the east.

Additional landscaping should be provided along the northern edge of the subject property. The proposed building layout should provide more opportunities for courtyard areas with seating or recreation facilities in open space areas.

The applicant has addressed pedestrian access and roadway linkage to the property located to the south. The applicant proposes a traffic circle entrance feature across from the boulevard-style street to the west. It is aligned with the proposed boulevard-style street existing and future traffic lanes.

Text:

- “• Use design features to help establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.”

Analysis:

The applicant has addressed how their proposed development would integrate with the surrounding proposed or existing development. The residential development located to the east is connected to the proposed development through the boulevard intersection with crosswalks that tie both developments together at the boulevard main entrance to the subject property. In particular, the applicant has provided a landscaped buffer along the eastern boundary of the site since the adjacent property is planned for residential use. The perimeter landscaping and ornamental fencing are similar to the existing treatment used in the adjacent multifamily residential development (trees with shrubs for understory plantings and a wrought iron like decorative fence). Landscaping is provided along the northern boundary of the proposed development. The proposed development is linked to the south by pedestrian access and a roadway.

The applicant has provided a proffer addressing signage for the entrance, buildings and location/circulation. The development plan indicates the location of the proposed signs and a schematic of the entrance sign.

Text:

- “• Design development projects to allow for pedestrian access between buildings; provide open space and urban parks and plazas; allow opportunities for shared or reduced parking; and generally make more efficient use of land...”

On page 50 of the Franconia-Springfield Area of the 2000 edition of the Area IV Plan as amended through March 19, 2001, under the heading “Transportation, Public Transportation Improvements,” the Plan states:

- “• Public Transportation/HOV Goals

The County's Policy Plan sets forth a goal of 15 percent transit/HOV use for development centers. The land use plan for the Springfield area is based on a much higher transit/HOV mode split goal of 40 percent. Attainment of this goal will require a significant increase in the percentage of persons traveling to the Transit Station Area in transportation modes other than single-occupant automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements have been identified as a means of achieving these goals.”

Analysis:

In the initial memorandum from the Department of Transportation it was noted that the Comprehensive Plan text called for a 40% reduction in trip generation for uses in the Springfield Metrorail Station area so as to maintain adequate access into the station. The benchmark for the reduction is data published by the Institute of Transportation Engineers. The 40% figure was re-evaluated in light of current conditions which include

reconstruction of the I-95/I-495/I-395 interchange, the recent Comprehensive Plan amendment reducing the density which could be developed on the close-by Engineer Proving Ground site, new station area cordon counts, and recent construction on vacant properties in the area.

Based on the re-evaluation, it was determined that a reduction of 27% for the applicant's office-only option and 20% reduction in the office-hotel option would be acceptable. The applicant has chosen to address the trip reduction issue by providing a shuttle service to the station, which is expected to provide a 10% reduction in vehicular trips, and by reducing the all office-only option by approximately 15% and office/hotel option by 10%. The lesser reduction for the office/hotel option is acceptable because the trip generation and peaking characteristics of hotels have a lesser impact than do the trip rates associated with the office-only option. The applicant now proposes 474,000 square feet for the office-only option instead of 560,000 square feet and 520,000 square feet for the office/hotel option instead of 560,000 square feet.

The applicant has shown the pedestrian circulation system for the site. The applicant has proposed three 5½ level parking garages that are contiguous and form a massive structure along the eastern side of the site. There are approximately 300 additional parking spaces provided. Given the proximity of the proposed development to the Transportation Center, the proposed parking spaces should be reduced to enable the structures to be reduced in height and site coverage. A smaller parking structure would also permit greater flexibility in the design of the site overall and lessen the impact to potential residential development that would be located to the east. The reduction in parking spaces would also encourage use of modes of transportation other than single-occupant vehicles.

Text:

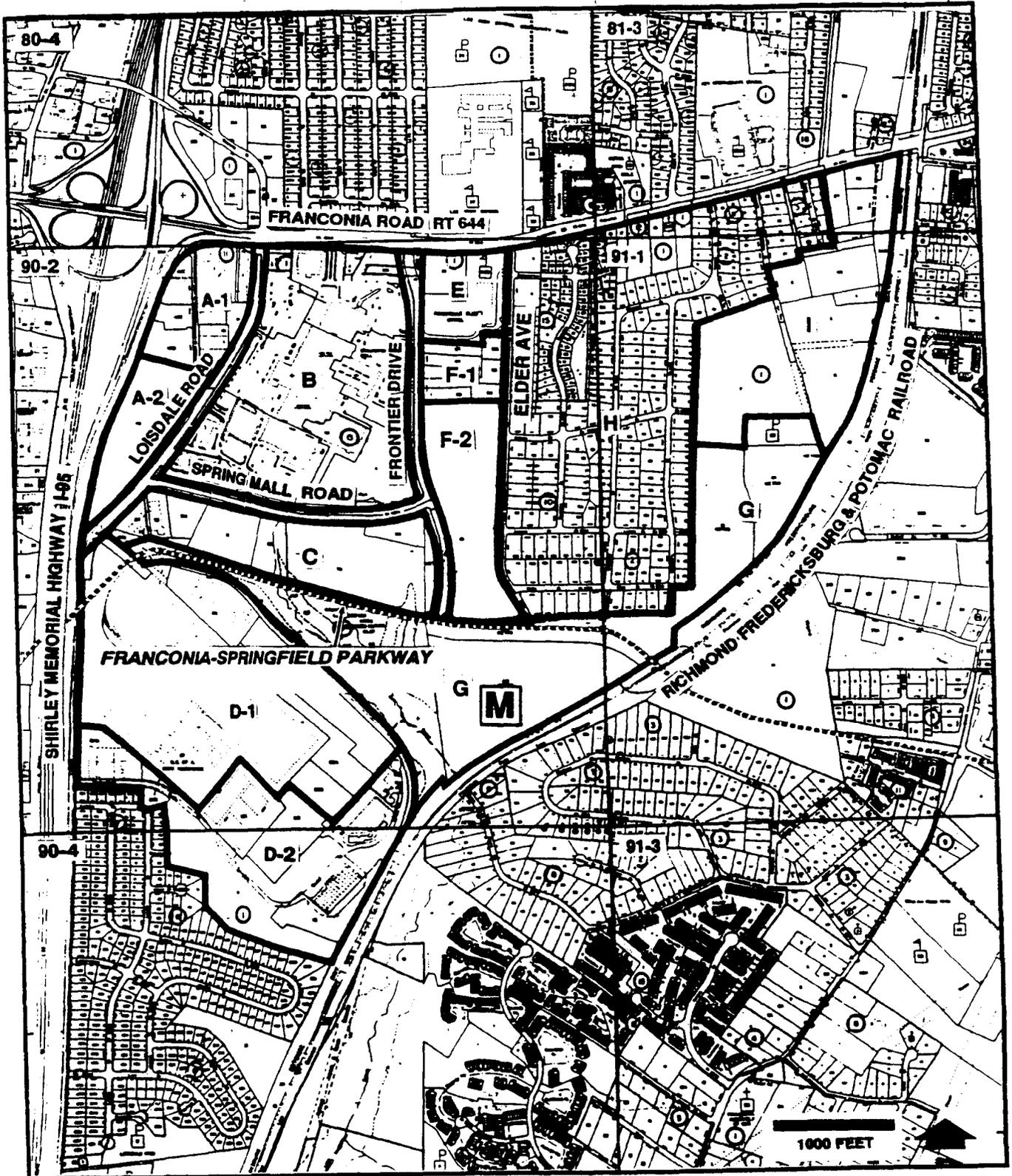
On page 46 in the Franconia-Springfield Area of the 2000 edition of the Area IV Plan as amended through March 19, 2001, under the heading "Land Use, Urban Design Concept, Design Objectives," the Plan states:

- “• Create a pedestrian circulation system that provides direct access to the Transportation Center and promotes the integration of employment, residential and retail uses.”

Analysis:

The development plan shows direct pedestrian access to the Transportation Center.

BGD: ALC



**FRANCONIA-SPRINGFIELD TRANSIT STATION AREA
BOUNDARY AND LAND UNITS** **FIGURE 12**

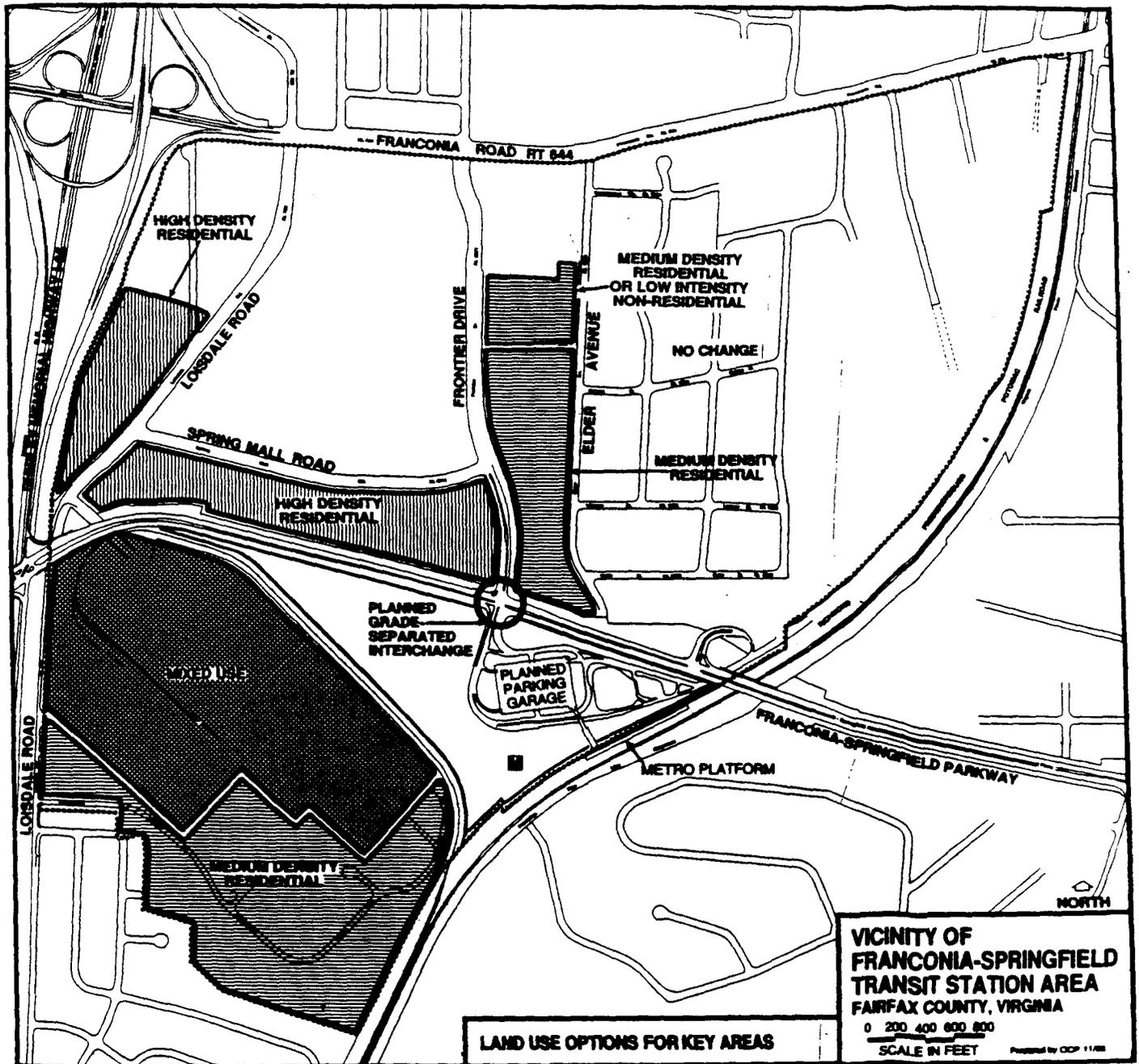
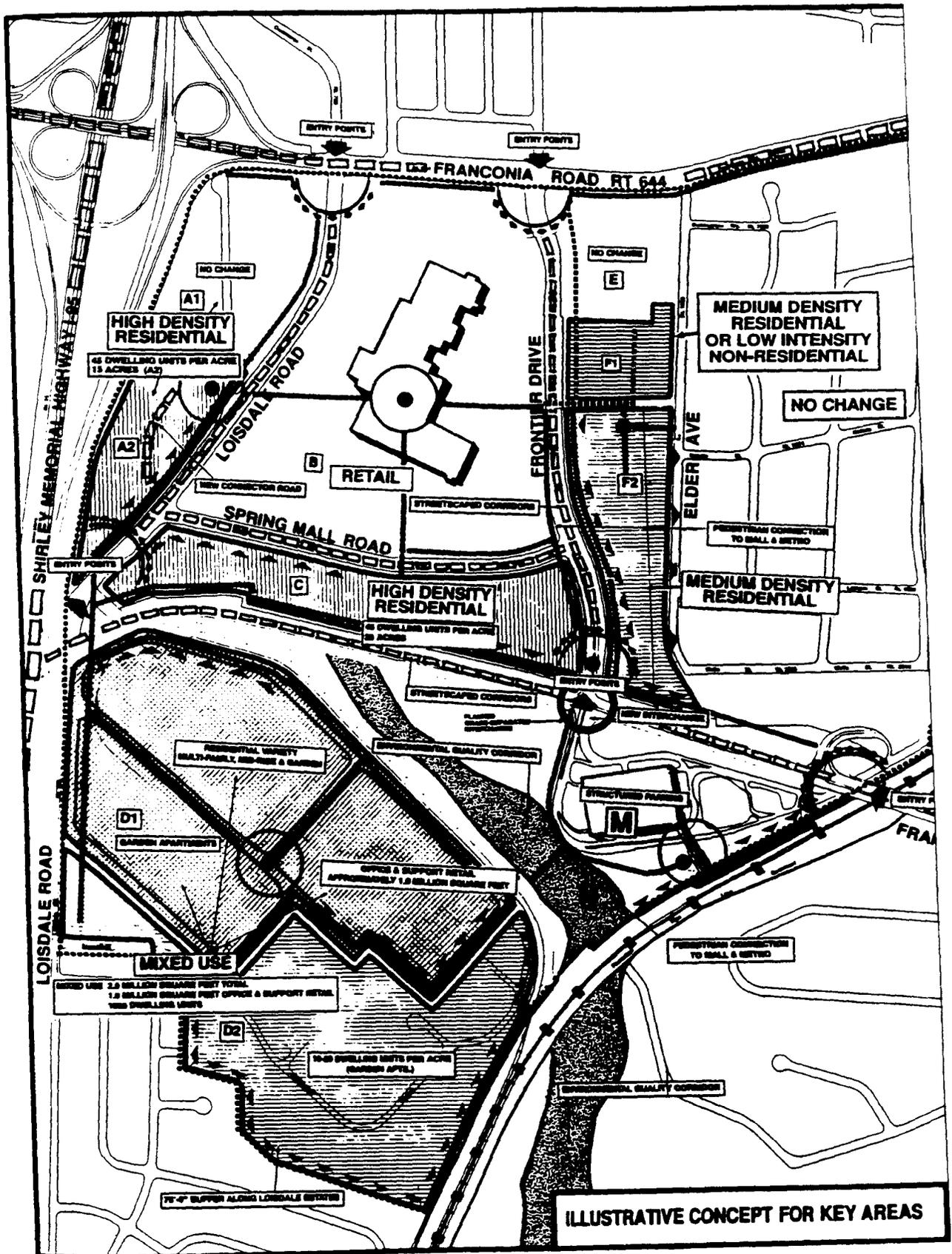


FIGURE 13



FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

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

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

FILE: 3-4 RZ 1998-LE-064
3-5 SE 01-L-020; SE 91-L-053; SE 91-L-054

SUBJECT: Transportation Impact Addendum III

REFERENCE: GDP 1998-LE-064; SE 01-L-020; SEA 91-L-053-4; SEA 91-L-054-3
Traffic Zone: 1575
Land Identification Map: 90-2((1))58B; parts of 58A and 59A;
90-2((1))60 and 61B.

DATE: May 15, 2002

The following comments reflect the position of the Department of Transportation. These comments seek to clarify, expand and update the prior transportation issues and concerns, and are based on revised draft proffers dated May 14, 2002.

The special exception amendments on the WMATA site are to modify the approved Metrorail station special exceptions to permit construction of a roadway for shuttle bus service across the top of the dam. The rezoning and special exception applications seek to permit development of the adjoining properties as general office space with the option of a hotel. As outlined below, this department still can not support approval of the applications as presently submitted.

Comprehensive Plan reductions in trip generation relating to the Metrorail station area.

As noted in the prior memorandum from this department, the Comprehensive Plan text calls for a 40 % reduction in trip generation for new uses in the Springfield Metrorail Station area. The 40 % was deemed necessary in order to achieve an acceptable level of service with new development in the station area.

The need for a 40 % reduction was recently re-evaluated in light of current conditions. These conditions include reconstruction of the I-95/ I-495/ I-395 interchange, the recent Comprehensive Plan amendment reducing the density which could be developed on the close-by Engineering Proving Grounds, new Metrostation area cordon counts, and recent construction on vacant properties in the area. Based on the re-evaluation, it was determined that a reduction of 27% for the applicant's all office option and 20% in the office/hotel option would be acceptable.

and meet the intent of the Plan. Note that the lesser reduction for the hotel/office combination is appropriate because the trip generation and peak hour trip characteristics of hotels have a lesser impact than do the trip rates associated with office/retail uses.

The Applicant's Proposal

The applicant has requested to address the trip reduction issue in two ways. First, a shuttle service to the metrorail station combined with a transportation demand management (TDM) program is proposed and expected to result in a 10 percent reduction in private automobile trip demand, *(subject to modification of the proffers as discussed below)*.

Second the applicant has reduced the proposed square footage of site development. The square footage for the office option has been reduced by 15% (since 17% does not equate to a functional change in the number of floors in the building). The initial proposal of 560,000 gsf of office has been reduced to a request for 474,000 gsf.

With the office/hotel option, the office square footage has been reduced by 10 percent. The initial proposal of 400,000 gsf of office and 160,000 gsf of hotel has now been changed to 360,000 gsf of office to accompany the hotel use. This department does not object to reduction in FAR as a means of reducing overall trips in the station area.

Outstanding proffer issues.

The draft proffer commitments are not sufficient to achieve the additional 10 percent reduction which the applicant proposing to achieve with implementation of the shuttle service and a TDM program. The outstanding issues are as follows:

1. The last section in draft proffer 3 indicates that there is to be no limitations on development of the site in the event that the roadway connection to the Metrostation can not be opened. This position is not acceptable from a transportation perspective, and does not appear to be consistent with the adopted Comprehensive Plan. The Plan indicates the direct vehicular access is to be provided to Franconia-Springfield Transportation Center concurrent with the first phase of development within the land bay. If such access is not usable, whether or not constructed to standards, the related trip reduction can not be achieved, and the intent of the Plan is not achieved. Note that the caveat regarding this access is more significant given that partial development by the applicant of the overall site was approved in RZ 1998-LE-006 based on the premise that access to the station would be provided concurrent with development of the subject property. Therefore, it is strongly recommended that the caveat be deleted.
2. Draft proffer number 4 was revised to state that Springfield Center Drive extended within the subject property would be open to the public. However, per the proffers, the original section of the roadway, which is owned by others, would be accessible only to occupants "of the subject property". At a minimum, access should be also be granted to

the development approved with companion rezoning application RZ 1998-LE -006. The proffer as now written would not permit use of the roadway by hotel guests or residents of the apartments now being constructed on the eastern portion of the original site, and may not be consistent with Plan recommendations regarding two points of access.

3. Proffer number 5 calls for roadways within the site to be constructed to VDOT standards for acceptance into the VDOT system for maintenance and operations. While this department supports construction to VDOT standards, the proffer is somewhat misleading because two right angle turns are proposed with the development and VDOT seldom accepts new roadway construction with permanent right angle turns.
4. Proffer number 6 should be revised to indicate that the *minimum* weekday peak hour shuttle operations will encompass 6:30 – 9:00 a.m. and 4:30 – 7:00 p.m. since many offices have and should be encouraged to have flexible arrival and departure times.
5. Draft proffer number 7 should be modified to indicate (as in prior draft proffer submissions) that submission of the TDM plan will be to the Department of Transportation for review *and approval*. The second sentence could then be modified to indicate that the plan would be implemented upon occupancy *or approval, whichever occurs last*. A commitment to work with county staff to resolve any TDM plan issues should also be provided.
6. The last sentence in proffer number 7 indicates that the TDM plan elements *may* consist of the following items described in paragraphs 7a through 7h. The TDM plan is considered by this department to be an essential part of the applicant's trip reduction as identified in the Comprehensive Plan. As such it is very strongly recommended that the commitment be revised to indicate that paragraphs 7a through 7h *shall*, at a minimum be part of the TDM plan.

Suggested Development Conditions

The related WMATA special exception amendments to permit an access roadway to be constructed atop of the storm water detention dam are on properties owned and operated by WMATA. However, this roadway will significantly affect the trip generation characteristics of the properties subject to rezoning. As such, the special exception amendment approvals should be conditioned upon the access road across the top of the dam being open to private and public transit, shuttles, and pedestrian movements to and from the Metrorail station.

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

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

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

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

FILE: 3-4 RZ 1998-LE-064
3-5 SE 01-L-020; SE 91-L-053; SE 91-L-054

SUBJECT: Transportation Impact Addendum II

REFERENCE: GDP 1998-LE-064; SE 01-L-020; SEA 91-L-053-4; SEA 91-L-054-3
Traffic Zone: 1575
Land Identification Map: 90-2((1))58B; parts of 58A and 59A;
90-2((1))60 and 61B.

DATE: March 22, 2002

Transmitted herewith are the comments of the Department of Transportation. These comments supercede prior comments and are based on the amended development plan revised to February 28, 2002, and revised draft proffers dated March 1, 2002. The special exception amendments on the WMATA site are to modify the approved Metrorail station special exceptions to permit construction of a roadway for shuttle bus service across the top of the dam. The rezoning and special exception applications seek to permit development of the site as general office space with the option of a hotel. As outlined below, this department can not support approval of the applications as presently submitted.

The current submissions represent significant modifications to prior submissions and do address various transportation issues. In the initial memorandum from this department it was noted that the Comprehensive Plan text called for a 40% reduction in trip generation for uses in the Springfield Metrorail Station area so as to maintain adequate access into the station. The benchmark for the reduction is data published by the Institute of Transportation Engineers. The 40% figure was re-evaluated in light of current conditions which include reconstruction of the I-95/ I-495/ I-395 interchange, the recent Comprehensive Plan amendment reducing the density which could be developed on the close-by Engineering Proving Ground site, new station area cordon counts, and recent construction on vacant properties in the area.

Based on the re-evaluation, it was determined that a reduction of 20% for the applicant's hotel/office option and 27% in the all office option would be acceptable. The applicant has chosen to address the trip reduction issue by providing a shuttle service to the station, which is

expected to provide a 10% reduction in vehicular trips, and by reducing the all office option by approximately 15 percent, and the hotel/office option by 10%. The lesser reduction for the hotel/office combination is acceptable to this department because the trip generation and peaking characteristics of hotels have a lesser impact than do the trip rates associated with office/retail uses. The applicant is now proposing 474,000gsf of office in lieu of the prior request for 560,000gsf; and a 360,000gsf office/160,000gsf hotel use in lieu of the prior request for a 400,000gsf office/160,000gsf hotel development.

Although this department does not object to the proposed reductions in FAR as one way to reduce trip generation, the draft proffers as submitted are not sufficient to achieve the additional reduction identified in the Comprehensive Plan. In addition, numerous other minor issues remain unaddressed and should be addressed prior to a favorable recommendation for the applications. Specific recommendations to improve and strengthen the proffers have been presented to the applicant. Several of the more significant concerns are described below.

Proffer Issues

1. In draft proffer number 2, two prior commitments have been deleted. The prior commitments to construct "Joseph Alexander Drive" *prior* to the issuance of the first Non-RUP, and to have it open for travel by the *public* should be reinstated.
2. The sixth line in proffer number 3 should be modified to specify that the roadway will be... "constructed and available at no cost to public and/or private shuttle bus service".
3. The sentence in draft proffer 3, which refers to the access road, should be modified to read..."standards for a Category II road, and open to any transit or shuttle service as approved by the Department of Transportation. In addition, the last sentence, which was added to the proffers with the current submission, indicates that there is to be no limitations on development of the site in the event that the roadway can not be opened. This new position is *not* acceptable from a transportation perspective and should be deleted. Such language is *not* appropriate since WMATA approval of the design must be received before the roadway can be constructed on WMATA property, and since WMATA is a party to the application, the concept of the roadway connection should, by default, be acceptable to WMATA.
4. With the current proffer submission, proffer number 4 was revised to state that Springfield Center Drive would be open to occupants *of the subject property*. The prior commitment was that the roadway would be open to the *public*. The prior language should be reinstated. The proffer as now written would not permit use of the roadway by guests of the hotel or residents of apartments now being constructed on the western portion of the original site, and could significantly restrict access into the property and to the Metrorail station.

5. Proffer number 5 calls for the roadways within the site to be constructed to VDOT standards for acceptance into the VDOT system for maintenance and operations. While this department supports construction to VDOT standards, the proffer is somewhat misleading because two right angle turns are proposed with the development and VDOT seldom accepts new roadway construction with permanent right angle turns.
6. Proffer number 6 should be revised to either delete the second option in the proffer to join a Transportation Management Association (TMA), or modified to indicate that joining such an organization will be subject to the approval of the Department of Transportation. The concern of this department is that the typical headways associated with a TMA, while appropriate for some users and locations, are not appropriate given the close proximity of the site to the Metrorail station and the commitment to a 10% reduction in trip generation. In addition, it is strongly recommended that the *minimum* weekday peak hour shuttle operations be expanded to encompass 6:30 – 9:00 a.m. and 4:30 – 7:00 p.m.
7. The next to last sentence in proffer 6 which states that the shuttle will operate at other ...”intervals appropriate to employee/tenant needs” should be modified to state as determined in cooperation with the Department of Transportation.

The second paragraph should be modified to commit that the shuttle will be operated for a period of two years from the date of issuance of the *last* tenant space Non-RUP, rather than the *first* tenant space Non-RUP since build out of the site may take more than two years and the applicant should be responsible for operation of the shuttle until all buildings are constructed and occupancies well established. The additional text added to the proffer indicates that the management entity *may* also permit other properties to join. The commitment should be changed the state that other properties *shall* be permitted to join. In addition, the text should be expanded to commit that use of the shuttle shall be free to riders.

8. Draft Proffer number 7 should be clarified to indicate that submission of the Transportation Demand Management Plan (TDM) will be to the Department of Transportation for review and approval, and that the submission will occur *prior* to issuance of the first Non-RUP for tenant space, not within 60 days of occupancy. Without the timely implementation of the plan, employee driving patterns will already have been established and trip reductions more difficult to achieve. The second sentence should be modified to indicate the TDM *shall* - not *may* - produce a 10% reduction in trips.

Note that it also strongly recommended that the applicant to reinstate draft proffers 7, 9, and 11, with modifications to reflect the reduction in square footage now offered by the applicant, and the new commitment to a 10 percent reduction in trips. Also note that additional recommendations have been provided to the applicant to enhance the commitment to the 10% reduction in trips as deemed appropriate in order to be in conformance with the adopted Comprehensive Plan.

Development Plan Concerns.

The development plan continues to delineate a southward extension of the proposed Joseph Alexander Drive off-site parallel to the southwestern portion of the site, with a note "To be built by others". A small strip of property from the subject site - but not one half of the right-of-way as is typically provided - is delineated as right-of-way for continuation of the roadway.

However, there is no commitment by the applicant to dedicate the land or to provide related easements needed for roadway construction. In addition, the applicant has not offered any funding for roadway construction adjacent to the site frontage.

Moreover, it is the understanding of this department that the adjoining property owner has not committed to extension of the roadway as delineated, and that continuation of the roadway would require the demolition of large structures on the adjoining property. The development plan also delineates a possible point of access into the site from this extended roadway. Although this department would support a commitment to dedicate and help fund construction of the roadway in the event that it is continued in the future, it is important to recognize that the information presented on the development plan does not present a valid delineation of the street network.

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

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 1999-LE-064)
3-5 (SE 01-L-020)

SUBJECT: Transportation Impact

REFERENCE: GDP 1999-LE-064; Springfield East L.P.
Traffic Zone: 1573
Land Identification Maps: 90-2 ((1)) 58B and parts of 58A and 59A

DATE: May 25, 2001

The following comments reflect the position of the Department of Transportation. These comments are based on the generalized development plan dated October 22, 1998 with revisions to May 17, 2001, draft proffers dated May 17, 2001, the applicant's transportation demand management plan dated May 17, 2001 and the applicant's abbreviated transportation impact analyses dated March 13, 2001.

Transportation Issues. Transportation issues associated with the application relate to three broad categories. These are development plan issues, proffer issues, and conformance with the adopted Comprehensive Plan. *This department recommends denial of the application unless the issues identified below are adequately addressed.*

Development Plan Issues.

1. Note 9 on the development plan indicates that the sidewalks delineated on the plan are preliminary and that minor modifications may occur with final engineering and design. An extensive pedestrian circulation plan is a critical element of any development of this site due to the proximity to the Metro-rail and VRE stations. As such the applicant should commit that any modifications will not degrade the extensive network of walkways shown on the development plan.
2. Note 14 indicates that the number of parking spaces may be increased or decreased. As noted elsewhere in this memorandum, a reduction rather than increase is recommended as part of the transportation demand management strategies for the site.

3. Accurate delineation of roadways on the development plan. The development plan delineates a north-south roadway along the western boundary of the site in a line weights and style which suggests that the roadway is to be constructed as part of the site development. This roadway is located off-site within the Parr Warehouse property [90-2 ((1)) 57] and is aligned through several large, occupied structures on that property. The plan should be modified to reflect that this is an option for future interparcel street access into the Parr site.
4. Escrow of funds for the proposed north-south roadway. The roadway identified above, while located entirely (at the applicant's discretion) on the adjoining Parr Warehouse property, also provides for a future point of access to the application property. The applicant should commit to escrow one-half of the cost of this roadway adjacent to the applicant's site frontage, with stipulation that the funds will be used for construction of the roadway as delineated by the applicant, or as may be needed upon redevelopment of the Parr Warehouse site.
5. The north/south roadway north of the proposed boulevard section from Loisdale Road should be dimensioned as a four lane undivided roadway, and constructed to VDOT standards so as to allow for the possible future acceptance of this roadway into the VDOT system for maintenance and operations.
6. The applicant should commit that the roadway along the northern side of proposed Building "C" will be constructed to VDOT standards so as to allow for the future acceptance into the VDOT system for maintenance and operations. For clarification, it would be desirable for this roadway to be identified as a continuation of Springfield Center Drive.
7. The applicant should commit to provide right-of-way dedication upon request from Fairfax County as needed to allow all on-site roadways to be accepted into the VDOT system for maintenance and operations.

Draft Proffer Concerns.

1. Proffered Transportation Demand Management. Various proffers relate to transportation demand management, (TDM). The proffers should be revised as appropriate to reflect issues identified in the "Conformance with the Comprehensive Plan" paragraphs below.
2. Springfield Center Drive. Draft proffer 4 stipulates that the *connection* to Springfield Center Drive will be completed prior to the issuance of the first non-residential use permit. However, there is no documentation or commitment that Springfield Center Drive will remain open and available to use by the applicant at all times. The applicant should either submit documentation or provide a commitment that the applicant has the right to permanently utilize this private roadway as a route of access between the application property and Loisdale Road.

3. The proffers should be revised to include a commitment to adequately sign and/or physically control access to the Metro-rail/VRE roadway connection along the top of the detention pond dam, which is subject to concurrent special amendments to the transportation center. A commitment should also be provided for a separate bicycle lane along the roadway atop the dam.
4. The applicant should commit to allow for the free flow of vehicular and pedestrian traffic through the site to Loisdale Road from Springfield Center Drive and for the free-flow of WMATA approved vehicles between Springfield Center Drive and the Metro-rail/VRE station via the connector roadway.

Conformance with the Transportation Element of the Adopted Comprehensive Plan.

The May 17, 2001 draft proffers add extensive language relating to Transportation Demand Management commitments. Because of the recent submission of these proffers, a complete review by all concerned has not yet been completed. However, an initial review of the commitments solicits the following comments. The adopted Comprehensive Plan recognizes a County wide goal of 15 percent transit/HOV use for development centers but adds that:

"The land use plan for the Springfield area is based on a much higher transit/HOV mode split of 40 percent. Attainment of this goal will require a significant increase in the percentage of persons traveling to the Transit Station Area in transportation modes other than single-occupant automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements have been identified as a means of achieving these goals."

The plan also states that:

"Applicant's for new development should demonstrate that their proposals can maintain a Level of Service D when site generated traffic is added to ambient and forecast traffic levels."

The applicant's Transportation Demand Management draft proffers and Management Plan only identify a 15 percent reduction in trips. In addition, the commitments only express a goal of achieving 15 percent with no consequences for not achieving the goal. The proffers should be revised to establish a goal of 40 percent as identified in the Plan, and include specific penalties such as precluding the construction of the second or third building, should trip reduction thresholds not be achieved. Note that a 40 percent reduction is especially appropriate for the subject application since no reduction was proffered with the Phase 1 portion of the development due to the primarily residential uses requested, and the immediate proximity of the site to the Metro-rail/VRE station.

It should also be noted that the site is significantly over parked above Ordinance requirements, which is not appropriate given the Plan language for the area. One option which could be considered as a TDM measure would be a request for a very substantial reduction in spaces below that identified in the Ordinance. Another option which could be considered would be continual shuttle service at very frequent intervals for the entire time that Metro-rail or VRE is operating - not just for one and one half hours weekday mornings and evenings.

Transportation Impact Analysis.

The applicant's study dated March 13, 2001 does not evaluate the applicant's option to provide an additional 200,000 gsf of office use in lieu of a hotel use. In addition, the directional distribution of proposed trips on Loisdale Road does not mirror distribution patterns for the existing (recently eliminated) non-residential use on the site. A distribution pattern which would mirror existing trips would appear to be more appropriate. In addition, it is unclear if a reduction for transit/HOV use has been applied to the vehicular volumes arriving and departing the site since a separate figure identifying site traffic, (and traffic associated with Phase I of the Springfield Metro Center development) is not included in the transportation analyses. If not already factored into the analyses vehicle trip reductions may be appropriate if adequate TDM proffer commitments to ensure reductions actually occur. A figure delineating site traffic only, and Metro Center I trips only, should be provided for review. In addition, it may be appropriate for a revised study to be submitted subsequent to any revisions of the TDM commitments.

Trip Generation

The following summary provides a comparison of the estimated traffic generation characteristics under various development scenarios.

<u>Use</u>	<u>Vehicles Per Day/Peak Hour</u>
Existing Zoning/Use: I-4/Industrial (9.72 acres)	505 vpd/70 vph ^{1a}
Proposed use per Comprehensive Plan Mixed Use Option: 400,000 gsf office with a 175 room hotel, or 600,000 office with no hotel	5,405 - 5,255 vpd/680 - 750 vph ^{1b}
Per Comprehensive Plan Option with 40% trip reduction:	3,245 - 3,155 vpd/410 - 450 vph ^{1b}

¹ These trip generation estimates are based on data from Trip Generation, Sixth Edition, Institute of Transportation Engineers, 1997, and utilize the following:

- a Average rates per acre for general light industrial uses, (ITE LUC 110). The industrial use was recently removed to permit redevelopment of the property.
- b Rates per gross square foot for office (ITE LUC 710) and per room for hotel (ITE LUC 310) uses. Note that the trip rates for the office/hotel mix are greater on a daily basis, but lower during the p.m. peak hour than the trip rates for the applicant's all office development option.

As can be observed from the comparison presented above, the proposed uses, without the 40% reduction in trips per the adopted Comprehensive Plan, will significantly exceed trip generation rates anticipated with adoption of the Plan for this area. This department can not support approval of the application as submitted, but could support approval if the issues identified herein are adequately addressed by the applicant.

AKR/CAA

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

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

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.

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 Management

Issue:

The subject property falls within the Accotink Creek Watershed of Fairfax County as well as within the County's Chesapeake Bay Watershed. Note 7 of the development plan states that stormwater quality and quantity requirements will be handled by a regional facility on the Metro property. In addition, it is noted that marine clay characterizes the area north of the subject property. The existence of this soil type may have a negative effect on the efficiency of the proposed stormwater facilities.

Resolution:

The Department of Public Works and Environmental Services will determine the adequacy of the applicant's stormwater management facilities for this application.

Transportation Generated Noise

Issue:

It appears that the subject property is situated approximately six hundred feet north and west of the RF&P Railroad tracks, a significant noise source.

Resolution:

Because the proposed hotel facility serves a residential purpose, it is appropriate that building materials be selected for the proposed structure such that interior noise be reduced to 45 dBA L_{dn} or less. Exterior walls should be constructed of building materials with a sound transmission class (stc) of at least 39, and windows should have an stc of at least 28.

Soil Constraints

Issue:

The Soil Survey for Fairfax County has not identified soil types for the subject property. However, it is noted that the soil immediately north of this property is identified on the survey as marine clay.

Resolution:

Marine clay poses extreme limitations to development. Because the proximity of this site to marine clay, the applicant may be required to submit a soil survey and a geotechnical study to DPWES so that soil constraints can be addressed in the early stages of development.

Tree Preservation & Restoration

It is suggested that the applicant provide a comprehensive landscape plan to accompany this development proposal. Regarding new plant materials, it is suggested that the landscape plan encompass diverse native species inclusive of ground cover, shrubs, and trees.

TRAILS PLAN:

The Trails Plan Map does not depict any trails immediately adjacent to the subject property. Nevertheless, a bicycle trail is depicted on the east side of Loisdale Road. A pedestrian connection to the Springfield Metro Station would provide an important connection for this property. 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

MEMORANDUM

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

DATE: April 27, 2001

FROM: Scott St. Clair, Director
Stormwater Planning Division
Department of Public Works & Environmental Services

SRS

SUBJECT: Rezoning Application Review

Name of Applicant/Application: Springfield East LC

Application Number: RZ1998LE064

Information Provided: Application - Yes
 Development Plan - Yes
 Other - Statement of Justification

Date Received in SWPD: 3/12/01

Date Due Back to DPZ: 4/7/01

Site Information: Location - 090-2-01-00-0058-A0900-2-01-00-0058-B,59A
 Area of Site - 9.72 acres
 Rezone from - I-4 to C-4
 Watershed/Segment - Accotink Creek / long Branch A

Stormwater Planning Division (SWPD), Maintenance and Stormwater Management Division (MSMD), and Planning and Design Division (PDD) Information:

I. Drainage:

- MSMD/PDD Drainage Complaints: **There are no downstream complaints on file with PSB, relevant to this proposed development.**
- Master Drainage Plan, proposed projects, (SWPD): **Channel stabilization project AC212 is located approximately 6000 feet downstream of site.**
- Ongoing County Drainage Projects (SWPD): **None.**
- Other Drainage Information (SWPD): **None.**

II. Trails (PDD):

Yes No Any funded Trail projects affected by this application?

If yes, describe:

Yes No Any Trail projects on the Countywide Trails priority list or other significant trail project issues associated with this property?

If yes, describe:

III. School Sidewalk Program (PDD):

Yes No Any sidewalk projects pending funding approval or on the School Sidewalk Program priority list for this property?

If yes, describe:

Yes No Any funded sidewalk projects affected by this application?

If yes, describe:

IV. Sanitary Sewer Extension and Improvement (E&I) Program (PDD):

Yes No Any existing residential properties adjacent to or draining through this property that are without sanitary sewer facilities?

If yes, describe:

Yes No Any ongoing E&I projects affected by this application?

If yes, describe:

V. Other Projects or Programs (PDD):

Yes No Any Board of Road Viewers (BORV) or Fairfax County Road Maintenance Improvement Projects (FCRMIP) affected by this application?

If yes, describe:

Yes No Any Commercial Revitalization Program (CRP) projects affected by this application?

If yes, describe:

Yes No Any Neighborhood Improvement Program (NIP) projects affected by this application?

If yes, describe:

Other Program Information (PDD): **None.**

Application Name/Number: **Springfield East LC /**

******* SWPD AND PDD, DPWES, RECOMMENDATIONS*******

Note: The SWPD and PDD recommendations are based on the SWPD and PDD involvement in the below listed programs and are not intended to constitute total County input for these general topics. It is understood that the current requirements pertaining to Federal, State and County regulations, including the County Code, Zoning Ordinance and the Public Facilities Manual will be fully complied with throughout the development process. The SWPD and PDD recommendations are to be considered additional measures over and above the minimum current regulations.

DRAINAGE RECOMMENDATIONS (SWPD): Applicant shall include location of on-site storm water control facility on plan.

TRAILS RECOMMENDATIONS (PDD): None.

SCHOOL SIDEWALK RECOMMENDATIONS (PDD): None.

SANITARY SEWER E&I RECOMMENDATIONS (PDD): None.

Yes **NOT REQUIRED** Extend sanitary sewer lines to the development boundaries on the _____ sides for future sewer service to the existing residential units adjacent to or upstream from this rezoning. Final alignment of the sanitary extension to be approved by Department of Public Works and Environmental Services during the normal plan review and approval process.

Other E&I Recommendations (PDD): None.

OTHER SWPD and PDD PROJECT/PROGRAM RECOMMENDATIONS: None.

SWPD and PDD Internal sign-off by:
Planning Support Branch (Ahmed Rayyan) kcm
Utilities Design Branch (Walt Wozniak) ww
Transportation Design Branch (Larry Ichter) nc
Stormwater Management Branch (Fred Rose) FR

RS M

SRS/RZ1998LE064

cc: Gordon Lawrence, Coordinator, Office of Safety, Fairfax County Public Schools (only if sidewalk recommendation made)
Gilbert Osei-Kwadwo, Chief, Engineering Analysis Planning Branch
Bruce Douglas, Chief, Environment and Development Review Branch



FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

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

FROM: Lynn S. Tadlock, Director
Planning and Development Division

KS
KIRK HOLLEY
FDR

DATE: April 19, 2001

SUBJECT: SEA 91-L-053-04/SEA 91-L-054-03
Metro Section H-1
Loc: 90-2((1))60

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: Kirk Holley, Manager, Planning and Land Management Branch
Karen Lanham, Supervisor, Planning and Land Management Branch
Dorothea L. Stefen, Plan Review Case Manager, Planning and Land Management Branch
Marjorie Pless, Plan Review Team, Resource Management Division
Sonia Sarna, Plan Review Team, Planning and Land Management Branch
File Copy

MEMORANDUM

TO: Staff Coordinator
Zoning Evaluation Division, OCP

DATE: April 20, 2001

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



SUBJECT: Sanitary Sewer Analysis Report

REFERENCE: Application No. RZ 1998-LE-064
Tax Map No. 090-2- /01/ /0058-A P,0058-B,0059-A P

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 (M6) watershed. It would be sewer into the Noman M. Cole, Jr. Pollution Control 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. An existing 10 inch line located in AN EASEMENT and APPROX. 150 FEET FROM 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.

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

5. Other pertinent information or comments: _____

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

March 15, 2001

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

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

SUBJECT: Fire and Rescue Department Preliminary Analysis of Rezoning Application RZ
1998-LE-064

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 #22, **Springfield**.
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. The application property is 1 2/10 of a mile, outside the fire protection guidelines. No new facility is currently planned for this area.

FAIRFAX COUNTY WATER AUTHORITY
8570 Executive Park Avenue- P. O. Box 1500
Merrifield, Virginia 22116-0815
(703) 289-6000

March 14, 2001

MEMORANDUM

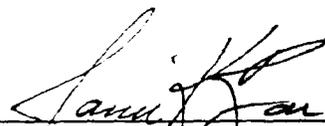
TO: Staff Coordinator (Tel. 324-1250)
Zoning Evaluation Division-Suite 800
12055 Government Center Parkway
Fairfax, Virginia 22035

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

SUBJECT: Water Service Analysis, Rezoning Application RZ 98-LE-064

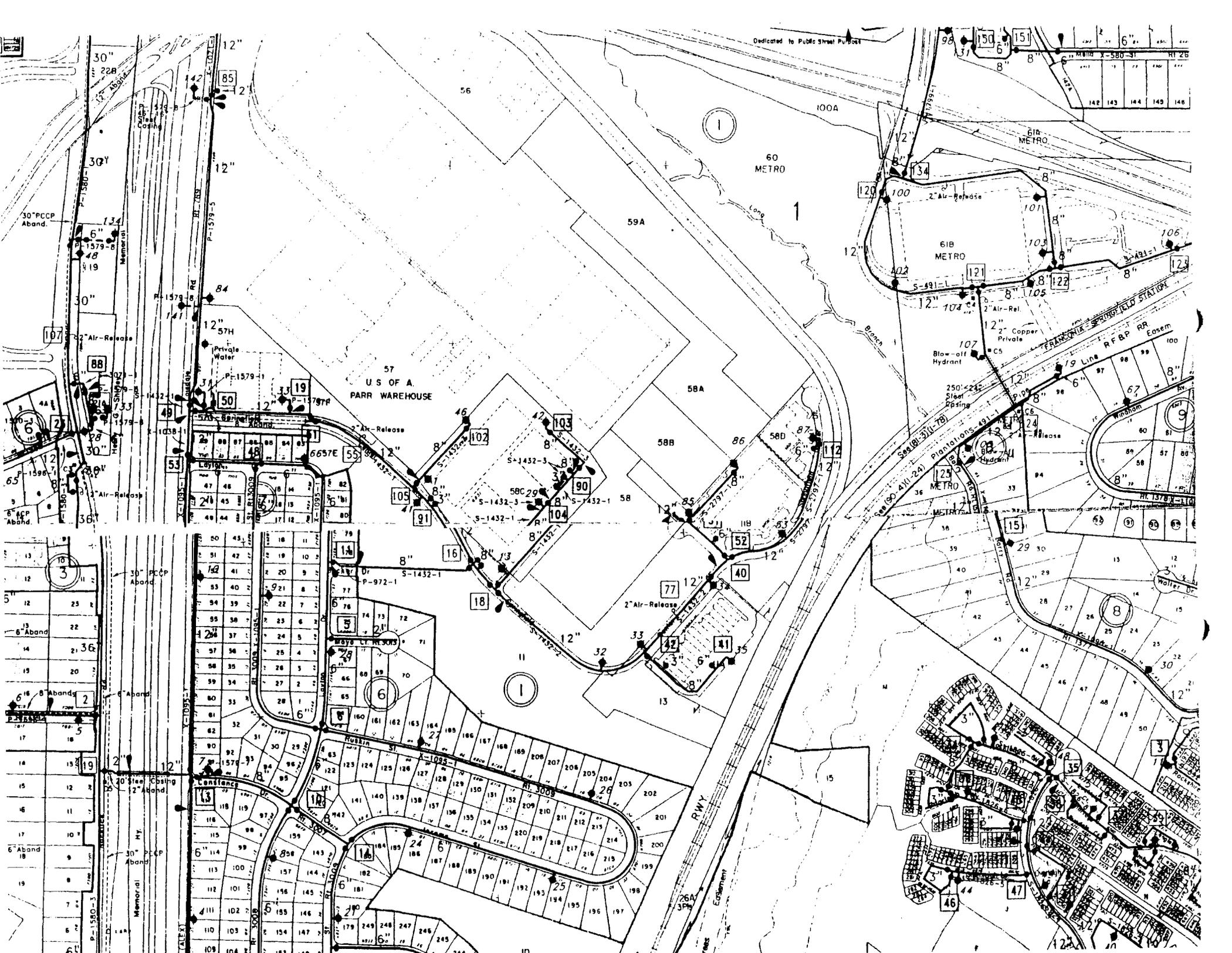
The following information is submitted in response to your request for a water service analysis for the subject rezoning application:

1. The application property is located within the franchise area of the Fairfax County Water Authority.
2. Adequate domestic water service is not available at the site. See enclosed property map.
3. An offsite water main extension from a 12-inch water main located at the southeast corner of the property and the extension of a 12-water main located in Springfield Center Drive will be required.



Jamie K. Bain, P.E.
Manager, Planning Department

Attachment



SELECTED EXCERPTS FROM THE ZONING ORDINANCE**PART 4 4-400 C-4 HIGH INTENSITY OFFICE DISTRICT****4-401 Purpose and Intent**

The C-4 District is established to provide areas of high intensity development where predominantly non-retail commercial uses may be located such as office and financial institutions; and otherwise to implement the stated purpose and intent of this Ordinance.

SPECIAL EXCEPTIONS**PART 0 9-000 GENERAL PROVISIONS****9-001 Purpose and Intent**

There are certain uses, like those regulated by special permit, which by their nature or design can have an undue impact upon or be incompatible with other uses of land. In addition, there are times when standards and regulations specified for certain uses allowed within a given district should be allowed to be modified, within limitations, in the interest of sound development. These uses or modifications as described may be allowed to locate within given designated zoning districts under the controls, limitations, and regulations of a special exception.

The Board of Supervisors may approve a special exception under the provisions of this Article when it is concluded that the proposed use complies with all specified standards and that such use will be compatible with existing or planned development in the general area. In addition, in approving a special exception, the Board may stipulate such conditions and restrictions, including but not limited to those specifically contained herein, to ensure that the use will be compatible with the neighborhood in which it is proposed to be located. Where such cannot be accomplished or it is determined that the use is not in accordance with all applicable standards of this Ordinance, the Board shall deny the special exception.

9-006 General Standards

In addition to the specific standards set forth hereinafter with regard to particular special exception uses, all such uses shall satisfy the following general standards:

1. The proposed use at the specified location shall be in harmony with the adopted comprehensive plan.
2. The proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.
3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and

extent of screening, buffering and landscaping shall be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof.

4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.
5. In addition to the standards which may be set forth in this Article for a particular category or use, the Board shall require landscaping and screening in accordance with the provisions of Article 13.
6. Open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.
7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.
8. Signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance.

PART 4 9-400 CATEGORY 4 TRANSPORTATION FACILITIES

9-404 Standards for all Category 4 Uses

In addition to the general standards set forth in Sect. 006 above, all Category 4 special exception uses shall satisfy the following standards:

1. All buildings and structures shall comply with the bulk regulations of the zoning district in which located.
2. Any rooftop surface or touchdown pad which will be utilized as an elevated helistop shall be designed and erected in a manner sufficient to withstand the anticipated additional stress.
3. Except in the I-6 District, all maintenance, repair and mechanical work, except that of an emergency nature, shall be performed in enclosed buildings.
4. All facilities shall be so located and so designed that the operation thereof will not seriously affect adjacent residential areas, particularly with respect to noise levels.
5. Except for elevated helistops, no area used by aircraft under its own power shall be located within a distance of 200 feet from any lot line. Elevated helistops shall be located in accordance with the bulk regulations of the zoning district in which located.
6. All areas used by aircraft under its own power shall be provided with an all-weather, dustless surface.

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 function as a buffer between land uses or for scenic, environmental, or recreational purposes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	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	VC	Variance
FDP	Final Development Plan	VDOT	Virginia Dept. of Transportation
GDP	Generalized Development Plan	VPD	Vehicles Per Day
GFA	Gross Floor Area	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	ZAD	Zoning Administration Division, DPZ
Non-RUP	Non-Residential Use Permit	ZED	Zoning Evaluation Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZPRB	Zoning Permit Review Branch
PCA	Proffered Condition Amendment		