



# REZONING APPLICATION

RZ 86-W-001  
FILED 01/10/86

BOARD OF SUPERVISORS, OWN MOTION  
TO REZONE: 216.51 ACRES OF LAND; DISTRICT - MULTIPLE  
PROPOSED: FAIRFAX COUNTY GOVERNMENTAL CENTER AND RELATED  
OFFICE/ COMMERCIAL & RESIDENTIAL DEVELOPMENT  
LOCATED: SOUTH OF I-66, NORTH OF RT 29 & EAST OF  
LEGATO RD - ALSO NORTH OF I-66 AND WEST  
OF WEST OX RD

ZONING: R-1 204-5  
TO: PDC

MAP REF 056-1- /01/ /0002-A ,0002-B ,0002-C ,0040-A



# REZONING APPLICATION



Number: RZ 86-W-001

Acreage: 216.5128

From: R-1 & PDH-5

To: PDC

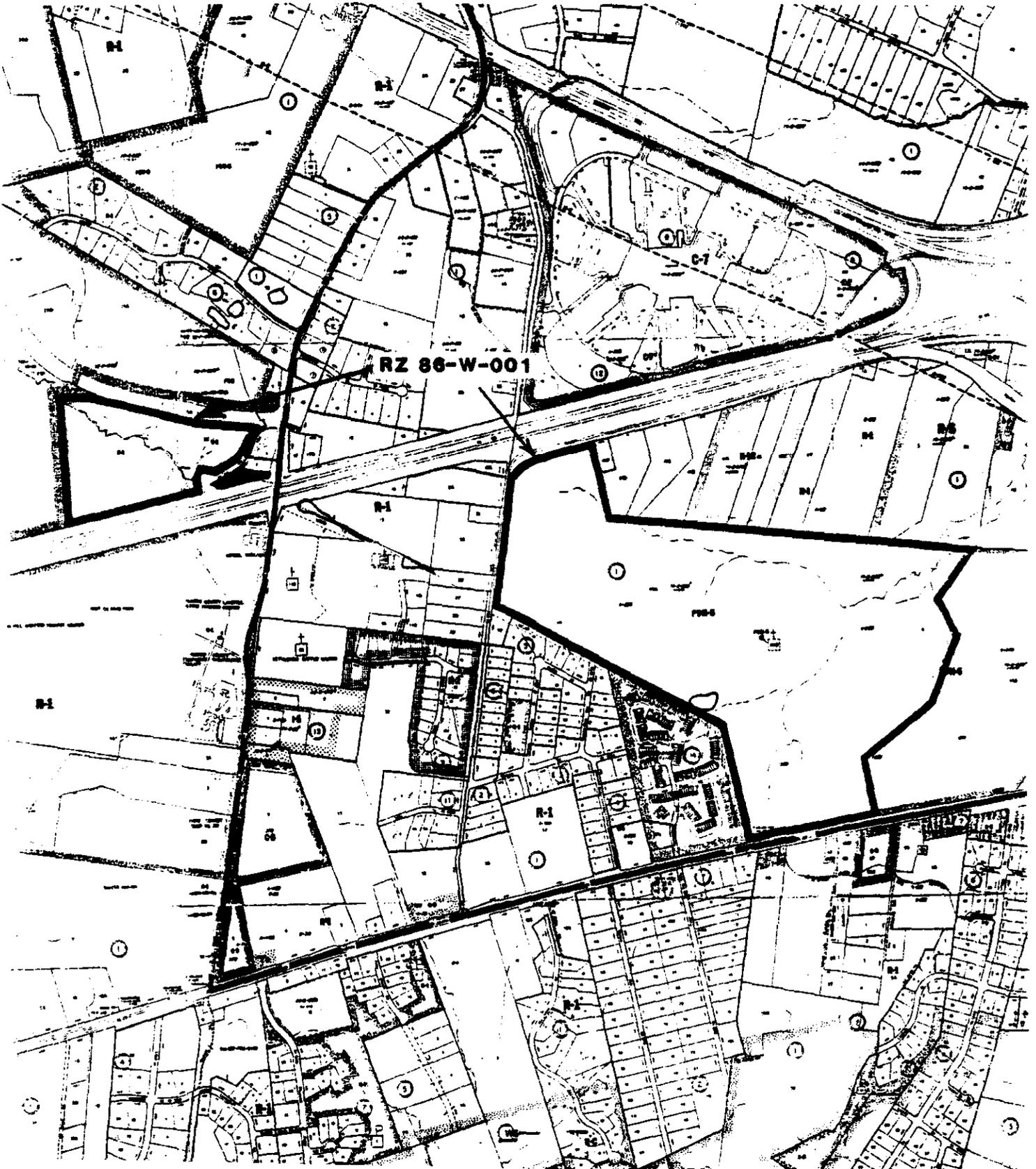
Applicant: Board of Supervisors Own Motion

District: Springfield & Providence

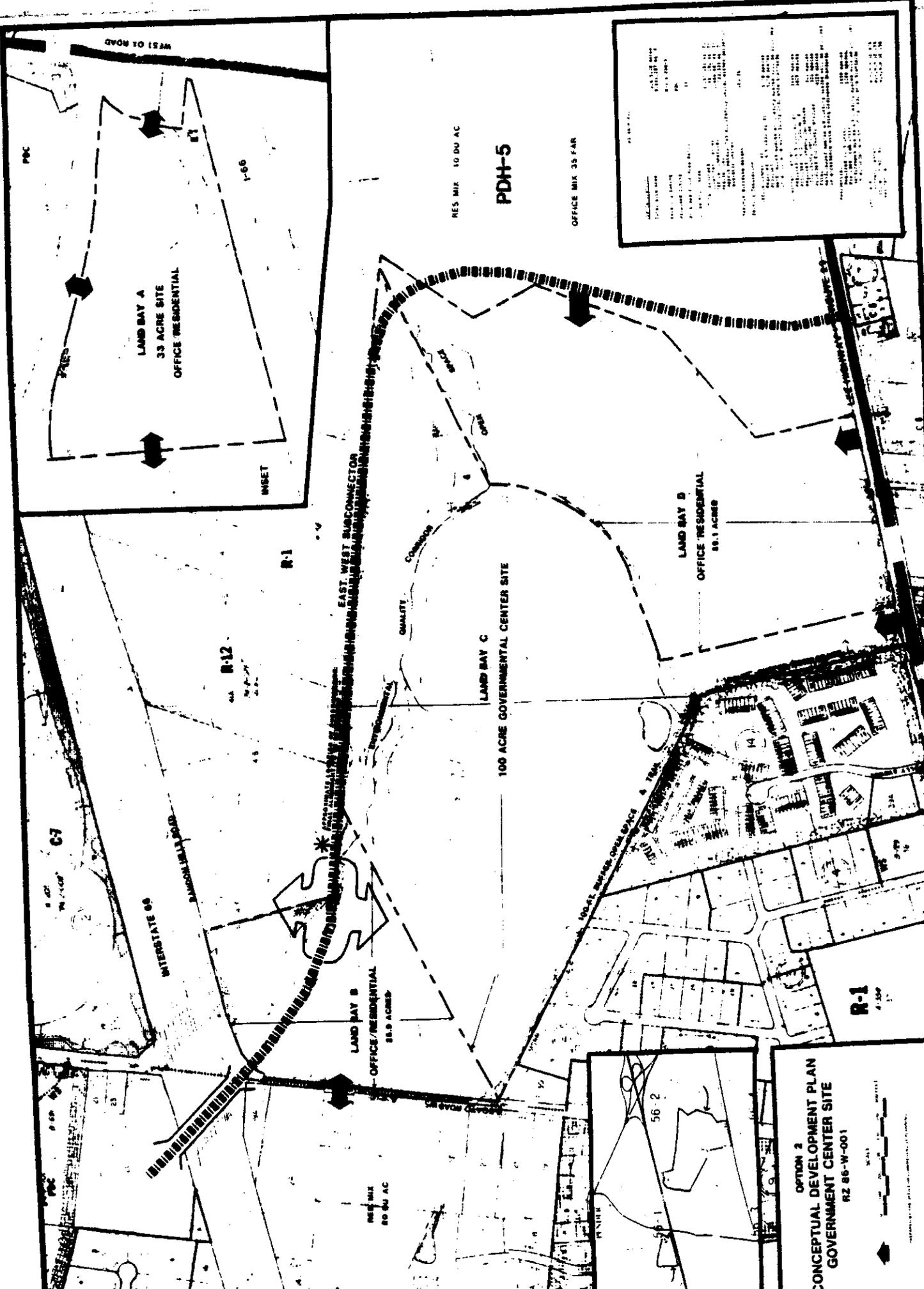
Section Sheet: 56-1

Subdivision: ((1))

Lot: 2A, 2B, 2C, 40A







NO.	DESCRIPTION	AREA (AC)	PERCENTAGE
1	LAND BAY A	33.00	33.00%
2	LAND BAY B	38.90	38.90%
3	LAND BAY C	100.00	100.00%
4	LAND BAY D	88.10	88.10%
5	RESERVED	0.00	0.00%
6	RESERVED	0.00	0.00%
7	RESERVED	0.00	0.00%
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99	RESERVED	0.00	0.00%
100	RESERVED	0.00	0.00%

**OPTION 2**  
**CONCEPTUAL DEVELOPMENT PLAN**  
**GOVERNMENT CENTER SITE**  
 RZ 86-W-001



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

DESCRIPTION OF THE APPLICATION

The Board of Supervisors has initiated this application to rezone approximately 216 acres from the R-1 District (Residential, one (1) dwelling unit per acre) and the PDH-5 District (Planned Development Housing, five (5) dwelling units per acre) to the PDC District (Planned Development Commercial) for the purpose of providing for a governmental center site and private office/commercial and residential development. A portion of the application property is also located in WSPOD (Water Supply Protection Overlay District). Only Conceptual Development Plan approval is sought at this time. Two options of a Conceptual Development Plan (CDP) have been developed for consideration and are analyzed in this report.

Both options, Option 1 and Option 2, depict four land bays. Option 1 of the Conceptual Development Plan shows the Governmental Center site, Land Bay C, being 70 acres in size and Option 2 depicts Land Bay C as a 100-acre site. Land Bays B and D vary in size to adjust for the difference in acreage of the Governmental Center site.

A total gross floor area of 3,157,292 square feet, which results in a Floor Area Ratio (FAR) of .33, is proposed under either option of the CDP. Of this total, 957,292 square feet is proposed for the Governmental Center site and 2,200,000 square feet is proposed for private development. Of the private development, a 2:1 ratio of office/commercial to residential uses is proposed. This results in approximately 1,466,000 square feet of office/commercial development and 730,000 square feet of residential development, most likely either in garden or elevator multifamily units.

Proposed Conceptual Development Plan Conditions are contained in Appendix 1 to this report.

LOCATION AND CHARACTER OF THE AREA

The application property includes two parts: a 33-acre site located on the north side of I-66 and the south side of Fair Lakes Parkway approximately 200 feet west of West Ox Road; and a 183-acre site located on the north side of Lee Highway approximately 600 feet east of its intersection with Holly Avenue and the south side of Random Hills Road and west side of Legato Road.

The 33-acre site is bordered to the north and west by a PDC District, the Fair Lakes Development, which includes office and residential uses at an overall Floor Area Ratio (FAR) of .25. To the east is an R-1 District which contains single family residences and to the south is I-66, a County animal shelter and the I-66 landfill which now includes a solid waste transfer station and is being developed as parkland. This site is temporarily being utilized by the Fairfax County Park Authority as a maintenance facility.

The 183-acre site is bordered to the north and west by R-1, R-5, and R-12 Districts which contain some single family residences. To the east is a PDH-5 District which is largely undeveloped and to the south is an R-1 District which contains the Dixie Hills community and a PDH-8 District which contains a townhouse community, Glen Alden. The site is currently vacant and includes both open fields and wooded areas.

#### COMPREHENSIVE PLAN RECOMMENDATIONS

The property is located in the Fairfax Center Area of the Fairfax Planning District in Areas II and III. On page 317, Land Unit P1 (Proposed Fairfax County Government Center), the Plan states the following:

\*The facilities of the Fairfax County Government Center are located on the 183.0-acre Land Unit P1 planned for development at an overall .35 FAR. Buffering measures must be incorporated to mitigate potential impacts on adjacent residential communities. Pedestrian linkages to the government center and Fair Oaks core must be assured in the site plan. Information on this site can be obtained from the Design Competition Guidelines.

If the Fairfax Government Center facility occupies only a portion of the 183.0 acres of Land Unit P1, the remainder of the property may be developed for office/mix that in conjunction with the 33 acre government property in Land Use Unit I-4 may contain not more than 2.2 million gross square feet. Of this total, at least one-third must be devoted to residential uses. The area adjacent to I-66 and the core area may be developed at an office/mix of approximately .5 FAR. The area north of Route 29 and south and east of the proposed government center may be developed at an office/mix of approximately .35 FAR, with a residential component located on the southwestern portion of this area to ensure that the commercial uses do not continue westward along Route 29 and that office uses do not adversely impact the low-density and medium-density residential uses in the area.

Access to this subarea should be oriented to the major east-west subconnector road. Extended right and left turning lanes should be provided through this area on the subconnector road. Secondary roadway access should be provided to interconnect adjacent parcels and allow for access to/from the subconnector. Interparcel access should be provided in an effort to join compatible land uses and to connect adjacent parcels with the subconnector. Random Hills Road should be relocated so as to provide:

- o access to the northwestern portion of the subject property,
- o access to the planned high density residential uses adjacent to the subject property, and
- o sufficient sight distance from the subconnector's bridge abutments at I-66.

Additional alternative connections south of I-66 between West Ox Road and the major east-west subconnector road (which crosses I-66) should be examined. A loop circulation system off of the subconnector road and within P1 should be provided."

On page 310, Land Use Recommendations for Land Unit H2 (Key Area-Employment Center West), the Plan states the following:

"This land unit is currently owned by Fairfax County. The unit has been excavated to obtain earth fill material for use in the nearby County landfill operation. It is planned that this land unit will be developed as part of the employment center west under the same criteria as Land Units G and H1. The County has the option of selling or leasing this land to private developers or developing the parcels itself.

Access to/from H2 should be oriented to the subconnector. Interparcel access with H1 and I4 should be provided."

On page 311, Land Use Recommendations for Land Use Unit I4, the Plan states the following:

"These land units are planned for four dwelling units per acre with residential mixed use as a transitional use between the employment center area and the Cedar Lake Estates subdivision (Hanger Road). Access to these parcels could occur from West Ox Road, Hanger Road extended or through an extension of the

employment center west subconnector. However, the southern portion of Land Unit I4, which is owned by Fairfax County, south of the east-west connector road is an integral part of the area to the west and should be planned for the same use and intensity (.25 FAR) as Land Units H1 and H2. In the event this property is developed under a common development plan with the 183 acre government property in Land Unit P1, development shall be subject to the Plan provisions for the government center site. See discussion, Land Unit P-1. In this latter instance, the intensity of office development on this portion of the 216 acre site should not exceed .45 FAR and the increase on this site must be compensated for by a concurrent reduction in intensity on the 183 acre portion of the property south of I-66.

Access to/from parcels in I4 west of West Ox Road and south of the subconnector at Ballard Place should be oriented to the subconnector. Interparcel access with H2 should be provided."

#### PUBLIC FACILITIES ANALYSIS

Information regarding sanitary sewer service, water service, fire and rescue service, schools and Park Authority comments are attached as Appendices 2 through 6, respectively. The sanitary sewer service analysis indicates that while sufficient capacity is available in the sewer lines serving this property, an additional allocation of sewer taps or other sewer transmission improvements or agreements will be necessary. The water service analysis indicates the location of water mains that would provide water service to the property. Some overenrollment of existing schools is projected in the future, as noted in the schools analysis. Additionally, the Park Authority comments address the temporary utilization of the property by a Park maintenance facility and the need to relocate that facility.

#### TRANSPORTATION ANALYSIS

The complete transportation analysis is attached as Appendix 7. This analysis identifies the following issues:

- o the applicability of the Fairfax Center Road Fund;
- o the need for the dedication of right-of-way and provision of improvements to Route 29, including an additional westbound through lane and appropriate right and left turn lanes;
- o the need for the completion of a four lane divided subconnector north of the site, including a bridge over I-66 and the dedication of right-of-way for an eventual six lane subconnector;

- o the provision of a four lane undivided public street system through the application property connecting the intersection of realigned Random Hills Road and the east-west subconnector, the southern portion of Land Bay C (the governmental center site), Land Bay D and the eastern access point with the east-west subconnector shown on the CDP;
- o the provision of a four lane undivided road connecting Route 29 at the western access point shown on the CDP to the public road system discussed above;
- o the provision of interparcel access with adjacent properties;
- o the dedication of right-of-way in Land Bay B to accommodate the future realignment of Random Hills Road to the east-west subconnector;
- o the minimization of cut-through traffic in areas to be developed in residential uses;
- o the provision of a right turn lane on Fair Lakes Parkway at the access point to Land Bay A;
- o the provision of an on-going ride-sharing program;
- o the provision of a traffic generation analysis and the implementation of Transportation System Management techniques if the analysis indicates that actual traffic generation exceeds that projected.

These issues have been appropriately addressed by the Proposed Conceptual Development Plan Conditions attached in Appendix 1.

### ENVIRONMENTAL ANALYSIS

There are numerous environmental concerns related to the proposed governmental site and the ancillary parcels included in the rezoning. For clarity, the discussion of these concerns is divided into two portions. One portion discusses Land Bay A while the other portion discusses Land Bays B, C, and D. This complete analysis is attached as Appendix 8 to this report.

The major environmental concerns are:

- o the preservation of the Environmental Quality Corridors (EQCs);

- o noise attenuation as indicated in the noise analysis in Appendix 8;
- o the provision of trails as indicated in Appendix 8;
- o the provision of Best Management Practices (BMPs);

These issues have been appropriately addressed by the Proposed Conceptual Development Plan Conditions contained in Appendix 1.

#### DEVELOPMENT PLAN ANALYSIS

Two options of a Conceptual Development Plan (CDP) have been developed for review in conjunction with this rezoning application. The Option 1 CDP shows a 70-acre governmental center site located in the center of the 183-acre portion of the application property. The Option 2 CDP depicts a 100-acre governmental center site in the same general location. The proposed total gross floor area of 3,157,292 square feet, or a Floor Area Ratio (FAR) of .33, is the same for both Option 1 and Option 2. The allocation of floor area between the different uses proposed is also the same for both Option 1 and 2. Proposed Conceptual Development Plan Conditions are attached as Appendix 1 to this report.

Four land bays are shown on both options of the CDP. Land Bay A, which is the same for both Option 1 and Option 2, includes the 33-acre site located north of I-66, west of West Ox Road and south of Fair Lakes Parkway. Land Bay B is located at the northwestern corner of the 183-acre portion of the application property and includes 36 acres in Option 1 and approximately 26 acres in Option 2. The proposed governmental center is contained in Land Bay C, located in the center of the 183-acre portion of the site and includes 70 acres in Option 1 and 100 acres in Option 2. Land Bay D is located on the eastern portion of the 183-acre site and includes 77 acres in Option 1 and 59 acres in Option 2.

As noted above, the total gross floor area being proposed is 3,157,292 square feet, which results in a Floor Area Ratio (FAR) of .33. Of this total, a gross floor area of 957,292 square feet is reserved for the governmental center and would be contained in Land Bay C. Under Option 1 the FAR for the governmental center would be .31 and under Option B the FAR would be .22. The remaining 2.2 million square feet of gross floor area is proposed for private development at a 2:1 ratio of office/commercial use to

residential use. This allocation of the private development would allow for a gross floor area of 1,466,667 square feet of office/commercial development and 733,333 square feet of residential development. Using an estimate of 1,000 square feet per residential unit, this proposal would result in approximately 733 dwelling units. These residential units would most likely be either garden or elevator multifamily units.

Land Bay C, which contains the governmental center, would have a primary access point onto Route 29 at the western border of the property, adjacent to a 100-foot wide landscaped buffer proposed along the property border with the Glen Alden townhouse community. A public street network would connect this access point to the east-west subconnector through the governmental center at the access point shown on the CDPs. This road system would also include one crossing of the EQC to connect Land Bay C, the governmental center, with Land Bay D and an additional access point with the east-west subconnector to the east. Parking for the governmental center is proposed to include 5.0 parking spaces per 1000 square feet of net floor area, which exceeds the parking requirement of 4.5 spaces per 1000 square feet of net floor area for general office uses. Both options of the CDP depict a 100-foot wide landscaped buffer along the property line with the Glen Alden and Dixie Hills communities.

Both options of the CDP propose a mix of office/commercial and residential uses in Land Bays A, B and D. While the location of uses in specific areas of these land bays is not designated on the CDPs, residential uses would most likely be located in the southwestern portion of Land Bay D along Route 29 as well as the southern portion of Land Bay B, adjacent to planned residential uses at 20 dwelling units per acre, as recommended by the Fairfax Center Plan. Additionally, residential uses may be appropriate in the northern section of Land Bay A, adjacent to planned multifamily residences to the north in the Fair Lakes Development.

The total gross floor area proposed for the private development on the application property has not been specifically allocated between Land Bays. While the total FAR is proposed to be a maximum of .33, the FAR of individual land bays is proposed to vary. The Proposed Conceptual Development Plan Conditions include a condition that the maximum FAR would not generally exceed .45 in Land Bay A, .5 in Land Bay B and .35 in Land Bay D.

Since the proposed level of private development is the same for both options of the CDP, the impact of this development would be different for Option 1 and Option 2 due to the difference in the land area available for the private development.

Approximately 146 acres is available for the proposed gross floor area of 2.2 million square feet of private development in Option 1 while 116 acres is available in Option 2 due to additional land area committed to the governmental center in Option 2. Under Option 1 the effective intensity of the proposed private development would be .34 FAR overall while under Option 2 the effective intensity would be .43 FAR. The result of the higher FAR for the private development in Option 2 would most likely be either increased building height or reduced open space. Either option is expected to be compatible with the surrounding area. Similarly, the overall FAR, including the governmental center site, would remain at .33.

Since the the application is requesting a level of development at the overlay level, governmental, office and residential mixed use with an FAR of .35, an evaluation of the development elements is appropriate. Under the guidelines of the Plan, the application should satisfy all of the applicable basic development elements in order to achieve the recommended baseline level of development. The following guidelines apply for development at the overlay level:

"C. Overlay Level Requirements

To qualify for the overlay level, the applicant shall submit to the County a proposal for development fulfilling at least:

1. all applicable elements of the baseline level, plus
2. all major transportation elements relating to highway improvements (right-of-way dedication and highway construction)
3. all essential elements, plus
4. the inclusion of either of the following:
  - o three-fourths of the applicable minor elements and one-half of the applicable major elements, or
  - o the inclusion of all applicable minor elements and one-third of the major elements."

Staff has prepared a checklist of the development elements, attached as Appendix 9, which evaluates the application relative to these elements. The checklist was evaluated utilizing the Conceptual Development Plan, either Option 1 or 2, and the Proposed Conceptual Development Plan Conditions attached in Appendix 1. This evaluation indicates that the application meets all of the applicable basic and major development elements and most of the applicable minor development elements. Therefore, the application qualifies for approval at the overlay level.

The Proposed Conceptual Development Plan Conditions contained in Appendix 1 of this report include the following commitments:

- o a limitation on the maximum FAR for the entire site to .33 and limitations on the maximum FARs for individual land bays;
- o the approval of Final Development Plans for the site by the Board of Supervisors following public hearings;
- o the provision of energy conservation measures;
- o the provision of Best Management Practices (BMPs) in conjunction with stormwater management;
- o the provision of appropriate support facilities, such as child care and athletic facilities;
- o the preservation and enhancement of the Environmental Quality Corridors and open space areas, as coordinated with the County Arborist;
- o the coordination of limits of clearing and grading with the County Arborist;
- o phasing of residential development with the office/commercial development;
- o the provision of a minimum of 15 percent of the total number of residential units for low/moderate income housing on-site, an equivalent contribution made for such housing off-site or a combination of the above;
- o a maximum building height of 120 feet;
- o the Final Development Plans will reflect the Fairfax Center Area design standards;
- o the provision of noise attenuation measures;
- o the provision of trails in accordance with the Countywide Trails Plan;
- o a contribution to the Fairfax Center Road Fund in accordance with County policy;
- o dedication of right-of-way and improvements to Route 29;
- o dedication of right-of-way and construction of appropriate portions of the east-west subconnector;

- o the provision of a public street network within the application property;
- o the provision of interparcel access;
- o the provision of a right turn lane on Fair Lakes Parkway at the site entrance to Land Bay A;
- o the development of a ridesharing program and provision of Transportation Systems Management (TSMs) as necessary.

These Proposed Conceptual Development Plan Conditions appropriately address the issues regarding this application.

### STAFF CONCLUSIONS AND RECOMMENDATIONS

#### Conclusions

The proposal is in conformance with the Comprehensive Plan recommendations for the application property and will provide for a governmental center as well as private development which meets the goals and objectives of the Fairfax Center Area Plan. The environmental and transportation issues have been appropriately addressed through the Proposed Conceptual Development Plan Conditions attached as Appendix 1 to this report.

#### Recommendation

The staff recommends that the Zoning Ordinance, as it applies to the application property, be amended to the PDC District and a Conceptual Development Plan, either Option 1 or Option 2, be approved subject to the Proposed Conceptual Development Plan Conditions contained in Appendix 1 of this report.

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

### APPENDICES

1. Proposed Conceptual Development Plan Conditions
2. Sanitary Sewer Analysis
3. Water Service Analysis
4. Fire and Rescue Service Analysis
5. Schools Analysis
6. Park Authority Comments
7. Transportation Analysis
8. Environmental Analysis
9. Development Elements Checklist
10. Glossary

## PROPOSED CONCEPTUAL DEVELOPMENT PLAN CONDITIONS

1. The maximum Floor Area Ratio (FAR) for the entire 216-acre site shall be .33, with FARs to not generally exceed .45 in Land Bay A, .5 in Land Bay B and .35 in Land Bay D.
2. Final Development Plans for the site shall be the subject of public hearings before the Planning Commission and the Board of Supervisors and subject to final approval by the Board of Supervisors.
3. Energy conservation measures equivalent to the Northern Virginia Builders Association E-7 Program shall be provided for the residential units.
4. Best Management Practices (BMPs) equivalent to WSPOD standards shall be provided for the entire 216-acre site.
5. Appropriate support facilities, such as child care and athletic facilities, shall be provided.
6. The EQC area shall be preserved largely as undisturbed open space. Intrusion into these areas for roads, utilities, stormwater management or developed recreation use will be carefully evaluated as to necessity and approved at time of Final Development Plan review.
7. Limits of clearing and grading shall be subject to the review and approval of the County Arborist.
8. A 100-foot wide landscaped buffer shall be provided along the property borders with the Dixie Hills and Glen Alden communities. This buffer will be landscaped in accordance with the recommendations of the County Arborist at time of Final Development Plan approval.
9. Phasing of office/commercial development with the residential units to be provided on the non-Governmental Center portions of the site shall occur in accordance with the following plan:
  - o No site plans shall be approved for any more than 40 percent of commercial/office development (586,667 square feet) until such time as 33 percent of the residential development (242,000 square feet) is substantially completed; and,
  - o No site plans shall be approved for any more than 70 percent of the commercial/office development (1,026,667 square feet) until such time as 60 percent of the residential development (444,000 square feet) on the property is substantially completed.

10. A minimum of 15 percent of the total number of residential units shall be low/moderate income housing on-site OR an equivalent contribution shall be made for such housing off-site OR a combination of the above.
11. Building heights shall not exceed 120 feet, with individual building heights to be approved at time of Final Development Plan approval based on a review of building location, topography and compatibility with adjacent existing or planned development to establish a visually coherent design.
12. Final Development Plans shall be in general accordance with the Fairfax Center Area design criteria.
13. Noise attenuation measures shall be provided in accordance with County guidelines, as attached in Appendix 8, in areas projected to be impacted by highway noise at time of site plan submission.
14. Trails shall be provided in accordance with both the Countywide Trails Plan and the Fairfax Center Area Nonmotorized Circulation Plan. Pedestrian circulation, by way of trails/sidewalks, shall be provided within land bays, between land bays as appropriate and from developed areas to the major open space areas.
15. Contributions to the Fairfax Center Area Road Fund shall be made for the total gross floor area (3,157,292 square feet) in accordance with the Procedural Guidelines adopted by the Board of Supervisors on November 22, 1982 and as revised.
16. The applicant shall provide the following roadway improvements:
  - a. Sufficient right-of-way shall be dedicated along the frontage of Route 29 in order to accommodate the improvements designated in the Fairfax County Comprehensive Plan for westbound Route 29. An additional westbound through lane on Route 29 shall be constructed between the eastern access point and the western property line. Right turn deceleration lanes shall be constructed at these two entrance points. The westernmost access point and the Route 29 crossover shall be located and constructed a minimum of 800 feet east of the existing Route 29 crossover at Holly Avenue. The intersection at the westernmost access point shall be constructed with two lanes for left turning vehicles at two locations:

inbound to the site from eastbound Route 29 and outbound from the site to eastbound Route 29. If VDH&T approves a second crossover location at the easternmost access point, then this crossover shall be constructed with separate lanes for right and left turning vehicles and two left turning lanes for outbound vehicles from the 183 acre site. Signalization shall be provided at each crossover.

b. A four lane divided subconnector shall be built from north of I-66 where the facility is committed as part of the Centennial Development Plan (RZ 84-P-101), bridging I-66, and traversing the 183-acre site to a point as shown on the CDP in Land Bay B. The construction costs of bridging I-66 shall be 75 percent creditable against the Fairfax Center Road Fund contribution. Any off-site acquisition costs associated with the east-west subconnector bridge structure over I-66 shall be 75 percent creditable but in no event shall the creditable costs exceed one-third of the total Fairfax Center Road Fund contribution. From that point, a two lane section of the ultimate four lane divided subconnector shall be built along the northern property line of the 183-acre site to that point in which the subconnector turns to cross the northeastern corner of the property. A four lane divided portion of the subconnector shall be built in this northeastern corner of the property as generally shown on the CDP. Sufficient right-of-way shall be acquired and dedicated for the ultimate Comprehensive Plan designation of a six lane divided subconnector and its bridging of I-66 between the portion of the subconnector previously committed as part of the Centennial Development Plan and the subconnector's intersection with realigned Random Hills Road. In the event the applicants or successors are unable to obtain the necessary right-of-way, the County will be requested to acquire the right-of-way and grading easements by means of its condemnation powers at the sole expense of the applicants or successors. Sufficient right-of-way shall be dedicated east of the subconnector's intersection with realigned Random Hills Road to accommodate either four lanes or two lanes of the subconnector, wherever the four lane or two lane sections are built, respectively. The subconnector bridge shall be built to initially accommodate four lanes of vehicular traffic but designed and constructed to ultimately accommodate six lanes.

c. A four lane undivided roadway providing public street access shall be constructed through the 183-acre site in conjunction with the development of individual sections of the total development, serving Land Bays B, C, and D, and connecting those access points shown on the CDP.

d. Interparcel access shall be provided to parcels in the O2 land areas of the Fairfax Center Area via public street access in Land Bay B. Interparcel access shall be provided to adjacent parcels to the east and west of Land Bay A.

e. Right-of-way shall be dedicated in Land Bay B to accommodate the future realignment of Random Hills Road to the subconnector, if such right-of-way is needed for this realignment pending further study in conjunction with the approval of the Final Development Plan. If the realignment of Random Hills Road is located within the application property, then the applicant or successors will construct that section of Random Hills Road in accordance with the Plan recommendations.

f. The internal roadway system shall be located and constructed so that cut-through vehicular traffic is minimized through residential portions of the site.

g. A right turn deceleration lane shall be constructed on the subconnector (Fair Lakes Parkway) at the entrance to Land Bay A.

These roadway improvements shall be implemented in accordance with VDH&T and Fairfax County standards.

17. Residential Use Permits (Rups) and Non-Residential Use Permits (Non-Rups) for any residential, commercial or governmental uses shall not be issued in Land Bays B, C, or D until the following occurs:
- o a. Route 29 improvements identified in 16.a. are constructed;
  - o b. The subconnector is constructed to the north between realigned Random Hills Road and the southern property line of the Centennial Development (RZ 84-P-101), including the bridge over I-66;
  - o c. the subconnector is constructed through the Centennial Development (RZ 84-P-101) between its southern property line and West Ox Road.
18. The subconnector east of its intersection with realigned Random Hills Road shall be constructed:
- o a. prior to issuance of Rups and Non-rups for any residential, commercial, or governmental uses north of the EQC in Land Bays C and D; OR

- o b. no later than 2 years after the subconnector is completed to the east of the 183-acre site, connecting with Route 29, whichever occurs first.
- 19. An on-going ride-sharing program shall be coordinated with the Fairfax County Ridesharing staff and established and enforced at each office building.
- 20. When 60 percent of the non-residential space is occupied including the governmental center, the applicant or successors shall prepare a traffic analysis to the mutual satisfaction of the applicant and the Fairfax County Office of Transportation comparing traffic generated by the then existing development within these areas with traffic projections made in the traffic analysis for the rezoning. In the event that this analysis indicates that traffic generation from such existing development within the said areas is in excess of the projected traffic generation for comparable square footage of development as identified in the analysis for the rezoning, applicant or successor shall take the following actions:
  - a. one or more of the following transportation management strategies shall be implemented in coordination with the Office of Transportation:
    - o Car pool/van pool programs established for employees occupying structures on the property and a program under the direction of a transportation coordinator provided by and at the expense of the occupants of additionally established uses within said areas.
    - o A program for matching car pool and van pool service coordinated with various governmental agencies and other private employers.
    - o Convenient parking in preferred locations designated for car pool/van pool use.
    - o A pay parking policy providing incentives for ride-sharing participants.
    - o Mass transit usage encouraged by construction of bus shelters and pedestrian walkways linking access to adjacent communities.
    - o In the event a direct feeder bus service between the application property, other area developments, and the Vienna Metro Station is not provided by the public sector, a peak-hour shuttle bus service to the Vienna Metro Station may be implemented in cooperation with other major developments in the immediate area.

b. Non-rups for commercial/office development in excess of 60 percent occupancy shall be approved only for that portion of the remaining non-residential development which can be supported by the trip rates found as a result of the study;

c. Non-rups for any remaining non-residential development up to 100 percent of that which is possible with this application shall not be approved until a traffic study acceptable to the Fairfax County Office of Transportation indicates that actual trip rates are consistent with those projected in the applicant's traffic study. If the above Transportation System Management (TSM) strategies are not effective, additional TSM techniques acceptable to the developer and to the Fairfax County Office of Transportation shall be implemented to achieve the projected level of trip generation. If the developer and the County Office of Transportation cannot agree upon the appropriate TSMS, then TSMS recommended by a mutually acceptable traffic consultant (employed at the cost of the applicant or its successors) which achieve the projected level of trip generation shall be implemented and maintained.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

**TO:** Marti Brown  
Staff Coordinator  
Zoning Evaluation Branch, OCP      **DATE:** January 31, 1986

**FROM:** Jerry D. Jackson, Chief *JDJ*  
System Analysis Section  
Office of Waste Management

**SUBJECT:** Rezoning Application 86-W-001

**REF:** Tax Map 56-1,001,2A, 2B, 2C and 40A

The above referenced rezoning request is located in two (2) different watersheds and treatment areas. As such, a separate analysis has been prepared for each and are transmitted herewith.

UOSA (See attached summary)

LOWER POTOMAC

56-1-001-40A      183.5 Acres  
This property is located in the Difficult Run (D-3) watershed and pumped to Accotink Creek (M9) with treatment at the Lower Potomac Plant.

The existing lines located on this property (10" to 15") were designed in accordance with the Fairfax Plan and have sufficient capacity to serve proposed uses.

Sewer taps for this property are currently allocated by the 50-66 Association in accordance with the agreement of November 1, 1971. As such, development of this site may not exceed 494 taps (182,780 gal/day flow) which are the base units allowed as per agreement, unless additional capacity can be obtained from Association members or other sewer transmission improvements or agreements are made.

The Glen Alden and 50-66 Reimbursement charges are applicable.

SFD/sab

1098w

56-1-001-2A, 2B, 2C  
 33 Acres  
 PDC  
 .33 FAR

Date 1/16/86

TO: Staff Coordinator (Tel: 691-3387)  
 -Plan Implementation Branch, OCP  
 5th Floor, Massey Building

FROM: Jerry D. Jackson (Tel: 691-2191)  
 Systems Analysis Section, Office of Waste Management,  
 Department of Public Works

SUBJECT: Sanitary Sewer Analysis, Rezoning Application 86-W-001

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

1. The application property is located in the Cub Run (T.D.) Watershed. It would be sewerred into the UOSA Treatment Plant.

Based upon current flow and committed flow, there is excess capacity in the Upper Occoquan Sewer Authority Treatment Plant at this time. For purposes of this report, committed flow shall be deemed that for which fees have been previously 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 the development of this site.

3. <sup>Proposed 12 & 15</sup> ~~An~~ inch line located in \_\_\_\_\_ and on \_\_\_\_\_ the property is ~~is not~~ adequate for the proposed use.

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 Rezoning</u>		<u>Existing Use + Application + Comp. Plan</u>	
	<u>Adeq.</u>	<u>Inadeq.</u>	<u>Adeq.</u>	<u>Inadeq.</u>	<u>Adeq.</u>	<u>Inadeq.</u>
Collector	_____	_____	_____	_____	_____	_____
Submain	X	_____	X	_____	X	_____
Main/Trunk	X	_____	_____	UOSA X	_____	UOSA X
Interceptor	_____	_____	_____	_____	_____	_____
Outfall	_____	_____	_____	_____	_____	_____

5. Other pertinent information or comments: Upper Big Rocky Sanitary Sewer Reimbursement charges applicable.



FAX COUNTY

15/8-2

15/8





TO: Marti Brown Date January 14, 1986  
Staff Coordinator (Tel: 691-3387)  
Zoning Evaluation Branch (OCP)  
5th Floor, Massey Building  
 FROM: B. Ralph Bell (Tel: 691-2293) Map: 56-1 ((1)) 2A, 2B, 2C, 40A  
Facilities Services Dept., FCPS Acreage: 216.5128  
 From: R1, PDH-5 To: PDC  
 SUBJECT: Schools Analysis, Rezoning Application 86-W-001

The following information is submitted in response to your request for a school analysis for the referenced rezoning application:

1. Using the 1986 School Administrative Area IV student ratios, a comparison of estimated student generation between the proposed development plan and that possible under existing zoning are as follows:

School Level	Unit Type	Proposed Zoning			Unit Type	Existing Zoning			Increase Decrease
		Units	Ratio	Students		Units	Ratio	Students	
Elem. (K-6)	GA/CG	733	x $\frac{.090}{.062}$	66/45	CG	290	x .062	18	+ .9 thru 30
			x		TH	88	x .207	18	
Inter. (7-8)	GA/CG	733	x $\frac{.024}{.014}$	18/10	CG	290	x .014	4	+ 1 thru 9
			x		Th	88	x .060	5	
High (9-12)	GA/CG	733	x $\frac{.058}{.038}$	43/28	CG	290	x .038	11	+ 5 thru 20
			x		TH	88	x .135	12	

2. Schools which serve this property, their current total membership and net capacity, and their projections for the next five years are as follows:

School Name & Number	Grade Level	1985-86 Capacity	9/30/85 Membership	Projected Membership				
				86-87	87-88	88-89	89-90	90-91
Fairfax Villa 4173	K-6	327	416	442	457	483	505	526
Lanier 4501	7-8	950	832	816	833	836	879	916
Chantilly 4250	9-12	2300	2458	2496	2481	2506	2635	2819
Fairfax 4500	9-12	1800	1683	1780	1790	1814	1708	1706

Source: School Membership and Net Capacity, Capital Improvement Program, FY 1986-1990 Facilities Planning Services Office.

3. Comments:

- a. Five year projections are those currently available and are subject to periodic review. School attendance areas are subject to yearly review. The effect of the rezoning application does not consider the existence or status of other applications.
- b. Other Braddock Park High School will open in 1988  
with a capacity of 2000.



Fairfax County Park Authority

## MEMORANDUM

To Richard D. Faubion, for Staff Coordinators  
Director, Zoning Evaluation Division - OCP

Date February 5, 1986

From Dorothea L. Stefen, Assistant Superintendent  
Division of Land Acquisition & Planning - FCPA

Subject RZ 86-W-001  
Loc: 56-1(1)2A,2B,2C,40A

The Fairfax County Park Authority considered the above referenced Rezoning Application at their meeting of February 4, 1986 and approved the following recommendations:

This proposed Rezoning Application includes two options for the future Governmental Center Site and the existing interim use Pender Park. Fairfax County approved the expenditure of Bond monies for facility construction at Pender Park in 1979. Both options show an Office/Residential Use for the 13 Acre Pender Park Site. Prior to utilization of the Pender Park Site for another use, it is suggested that the following items be considered and addressed:

- o At the present time, three different FCPA operations are at this location: Horticulture and Forestry Division's Landscape and Forestry Crews, Maintenance Division's Mobile Construction Crew, and Support Services/Building Maintenance Crew. A total of forty(40) employees are permanently stationed there. There is a total of 5200 Sq. Ft. of shop space and approximately nine(9) acres of yard space. Two greenhouses (3500 Sq. Ft.) and 2000 Sq. Ft. of unheated storage buildings are on the property, as well as such amenities as a truck wash, storage bins, fuel pumps, fenced storage compounds, etc.
- o An estimate of the dollar value of existing site improvements is \$450,000-\$500,000. Replacement costs of the existing facilities are estimated at \$1,025,000. There are currently no FCPA funds available for replacement of these facilities. If future Bond Funds are approved, monies for this replacement project would not be available until FY 1990.
- o It is possible that the purchase of a site may be necessary to accommodate all or a part of the above referenced facilities. No FCPA funds are currently available for acquisition in this area for this purpose.
- o If funds are provided for the replacement/relocation of the Pender Park Site motor facilities, it will take a minimum of twelve months to plan, bid, and begin construction. It will take approximately sixteen months after construction begins for all facilities to be in place. Time should be allowed for relocation of facilities prior to utilization of the Pender Park Site for Office/Residential use.

MEMORANDUM  
FAIRFAX COUNTY

Appendix 7

TO: Richard D. Faubion, Director                      DATE: February 11, 1986  
Zoning Evaluation Division, OCP

FROM: Robert L. Moore, Chief *RLM*  
Transportation Planning Section, OT

FILE: 3-4-86-W-001, 10-2-7

SUBJ: Transportation Impact

REF: Traffic Analysis and Proposed Roadway Improvements for  
Conceptual Development Plan of the Government Center Site  
Traffic Zone 1178 and 1179  
Land Identification Map 55-2 and 56-1

Transmitted herewith are the comments of the Office of Transportation with respect to the subject application. These comments are based on plans/proffers made available to this Office and the Traffic Analysis dated February, 1986 (attached).

This report consists of one section. Section I presents basic information regarding the transportation system which may be affected by development of the subject site, and the potential traffic generation of the site under various development options. This material is presented for information purposes only. Section II presents the analysis of the Office of Transportation of the impact of this application on the nearby street network, and the recommendations of this Office for addressing this impact.

The results of this Section II analysis are summarized below. This Office recommends that this application be approved only if the issues in each area have been satisfactorily addressed.

	<u>Satisfactory</u>	<u>Unsatisfactory</u>
IIa Traffic Generation	X	
IIb Provision for Future Road Improvements	X	
IIc Improvements Required to Adequately Relieve Major Congestion Resulting from Approval of Application	X	
IIId Site Access	X	
IIe Internal Circulation	X	

Section II of this report addresses only those issues which have been identified as unsatisfactory. Those areas which are omitted from Section II are satisfactory as shown on plans/proffers available to date.

SUMMARY OF ISSUES

There are no unresolved transportation issues relevant to this application.

Ia. Existing Roadway System - Description

The roads most likely to be affected by traffic from the proposed site, their functional classification, and their traffic count, are shown below:

<u>Street</u>	<u>Route</u>	<u>Funct. Class<sup>1</sup></u>	<u>From</u>	<u>To</u>	<u>24-Hour Volume (Year)</u>
Lee Hwy.	29	PA	Fx. City	Centre-ville	21,460 (1984)
Random Hills Rd.	F253	C	N.A.	N.A.	N.A.
Legato Rd.	656	C	Random Hills Rd.	Ruffin Dr.	416 (1983)
West Ox Rd.	608	MA	Rt. 29	Pender-crest Ct.	9,373 (1983)

<sup>1</sup>Functional Classification

- PA Principal Arterial. Primary purpose to accommodate travel. Access to adjacent property undesirable
- MA Minor Arterial. Serves both through and local trips. Access to adjacent property undesirable.
- C Collector. Links local streets and properties with arterial network.
- L Local. Provides access to adjacent properties.

Ib. Existing Roadway System — Operation

The operation of the street system in the nearby area and/or likely to be affected by traffic from the proposed site is shown below. The operation of the street system may be measured by the level of service of nearby signalized intersections and/or by an examination of the geometric conditions of the roadway segment(s).

<u>Street</u>	<u>Route</u>	<u>From</u>	<u>To</u>	<u>LOS<sup>1</sup> Int.</u>	<u>Geo.<sup>2</sup> Ade.</u>
Lee Hwy.	29	Holly Ave.	Village Dr.	-	S
Random Hills Rd.	F253	Legato Rd.	Deep Spring Dr.	-	U(1,2)
Legato Rd.	656	Ruffin Dr.	Random Hills Rd.	-	U(1,2)
West Ox Rd.	608	I-66	Pendercrest Ct.	-	U(2)

<sup>1</sup>Level of Service of Nearby Signalized Intersection

- A Free flow. No loaded cycles
- B Stable operation. Occasional loaded cycles
- C Stable operation. More frequent cycles, but acceptable delays
- D Approaching instability. Occasional delays of substantial duration
- E Capacity. Long queues and many delays
- F Jammed conditions
- N/A Current data is not available for this intersection

<sup>2</sup>Geometric Adequacy of Street Segment

- S Satisfactory street geometry (width, alignment)
- U Unsatisfactory segment due to:
  - 1 narrow width
  - 2 inadequate shoulders
  - 3 poor horizontal alignment
  - 4 poor vertical alignment
  - 5 all of the above
  - 6 existing traffic volumes exceed design capacity
  - 7 other

Ic. Traffic Generation

The table below shows a comparison of the traffic generation of the site if developed in accordance with:

		<u>Trips Per<sup>1</sup></u> <u>(Day)</u>	
Existing Zoning:	330	7,960 <sup>2</sup>	8,290
Comprehensive Plan:	3,360	18,750	22,110
Application:	7,950	37,900	45,850

<sup>1</sup>All trip generation estimates are based on Trip Generation, Institute of Transportation Engineers, 1983, unless otherwise noted

<sup>2</sup>Source: VH&TRC (1984)

Id Traffic Impact

The impact of the traffic to be generated by the subject application is anticipated to be:

- insignificant due to
  - low volume of traffic generation
  - location of site
    - within shopping center
    - on collector or local street
    - other (see below)
  - other (see below)
- significant due to
  - traffic generation of the application exceeds the traffic generation from development in accordance with:
    - the high end of the Plan range (Section IIa)
    - the low end of the Plan range, and sufficient mitigating measures have not been provided (Section IIa)
    - other uses of the property which are allowed by the existing zoning, and sufficient mitigating measures have not been provided (Section IIa)
  - potential interference/inconsistency with needed future road improvement(s) (Section IIb)
  - need for roadway improvements to accommodate site-generated traffic (Section IIc)
  - poor site access design which will adversely affect traffic flow and/or create potential safety hazards (Section IId)
  - poor internal circulation which may result in adverse off-site traffic impacts (Section IIe)
  - other
- significant, but adequately addressed in plans, proffers submitted to date

Traffic Analysis  
and  
Proposed Roadway Improvements  
for  
Conceptual Development Plan  
of the  
Government Center Site

Prepared by  
the Office of Transportation  
Fairfax County

February, 1986

## I. Introduction

The analysis presented herein is an appraisal of the future year traffic impacts of the development proposal, RZ 86-W-001, a Conceptual Development Plan of the Government Center site. This PDC application on 216 acres in the Fairfax Center Area (FCA) is proposed to include gross floor areas as follows:

Government Center	0.96 million sq. ft.
Office/Commercial	1.47 million sq. ft.
Residential	0.73 million sq. ft.
Total	3.16 million sq. ft.

This proposal covers two sites in the FCA:

- (1) a 33 acre site north of I-66 and west of West Ox Road (Land Bay A),
- and (2) an 183 acre site fronting on Lee Highway (Route 29), south of I-66, and east of Legato Road (Land Bays B, C, and D).

This report will present separate traffic impact analyses for each site. Chapter II will include the analysis for the 33 acre site and Chapter III will include the analysis for the 183 acre site. The final Chapter, Chapter IV, will summarize the proposals for roadway improvements related to this conceptual development plan.

## II. Traffic Analysis of 33 Acre Site (Land Bay A)

The 33 acre site is bounded on the north by the Fair Lakes Parkway (subconnector road), on the west by the Fair Lakes Development, on the south by I-66, and on the east by two small parcels fronting on West Ox Road. Fair Lakes Parkway is under construction. It is expected that this roadway will be open to traffic in 1986. This roadway will connect with a portion of the Springfield Bypass. This portion of the Bypass between I-66 and Route 50 is also under construction and expected to open in 1986.

### A. Development Proposal

In this traffic analysis for the 33 acre site, a "worst case" scenario is examined, i.e., the impact of the maximum expected traffic is analyzed. For this CDP it is proposed that the maximum FAR not generally exceed .45 in Land Bay A. This equates to approximately 647,000 gross square feet of commercial uses. Since this is a maximum development level, the traffic analysis utilizes this level of square footage in order to estimate the traffic impact of the development proposal due to the 33 acre site (Land Bay A).

### B. Trip Generation of Proposal

Trip generation rates from the Institute of Transportation (ITE) Trip Generation Manual (1983) were utilized to identify AM and PM peak hour trips which would be generated by the proposed development. The vehicles rates are as follows, for every 1000 gross square feet of general office space:

	AM		PM	
	in	out	in	out
vehicle trip rates	1.86	0.35	0.27	1.36

The total peak hour vehicles generated by the 647,000 gross square feet of space would equal the following:

	AM		PM	
	in	out	in	out
peak hour vehicles	1203	226	175	880

### C. Trip Distribution

Trip distributions to the site were developed from the Metropolitan Washington Council of Governments' (COG) Round III land use forecasts. These distributions are shown on Figure 1 for the Fairfax Center Area (FCA) and include residential and non-residential proportions. The summary of distributions incorporates a 20 percent figure for trips internal to the FCA.

### D. Forecast Year Conditions (1996)

It is assumed that by 1996 the following roadway improvements will have taken place, augmenting the existing roadway system:

1. the 4 lane Springfield Bypass and Extension will connect I-66 with the Dulles Toll Road,
2. the 4 lane Fair Lakes Parkway (subconnector road) will connect the Springfield Bypass and Extension with West Ox Road,
3. the missing ramps at the interchange of I-66 and Route 50 will be in place,
4. the grade-separated interchange of Route 50 and West Ox Road will be in place, and
5. I-66 will be widened to 6 lanes, east of Centreville.

It is assumed that the roadway network will not include the Springfield Bypass and Extension south of Route 29 by 1996.

### E. Peak Hour Assignment

Figure 2 depicts the peak hour turning maneuvers at the intersection of the Fair Lakes Parkway and the 33 acre site (Land Bay A). These peak hour assignments have been derived by adding the peak hour traffic generated by this proposal onto the future peak hour assignments utilized as part of the traffic analysis for the Fair Lakes Development and documented in Fair Lakes Traffic Access Plan, Technical Memorandum #4 (February 1, 1984). The Fair Lakes analysis utilized 2005 as the forecast year. The 2005 volumes have been assumed to occur in 1996 for the analysis of this CDP's traffic impact and are thus considered higher than might ordinarily be expected for 1996. However, even with these higher volumes Fair Lakes Parkway (subconnector road) is expected to exhibit a level of service in a non-congested range between levels A and C. These levels are described for various roadway types on Table 1. The subconnector road is assumed to have a capacity of 750 vehicles per hour per lane.

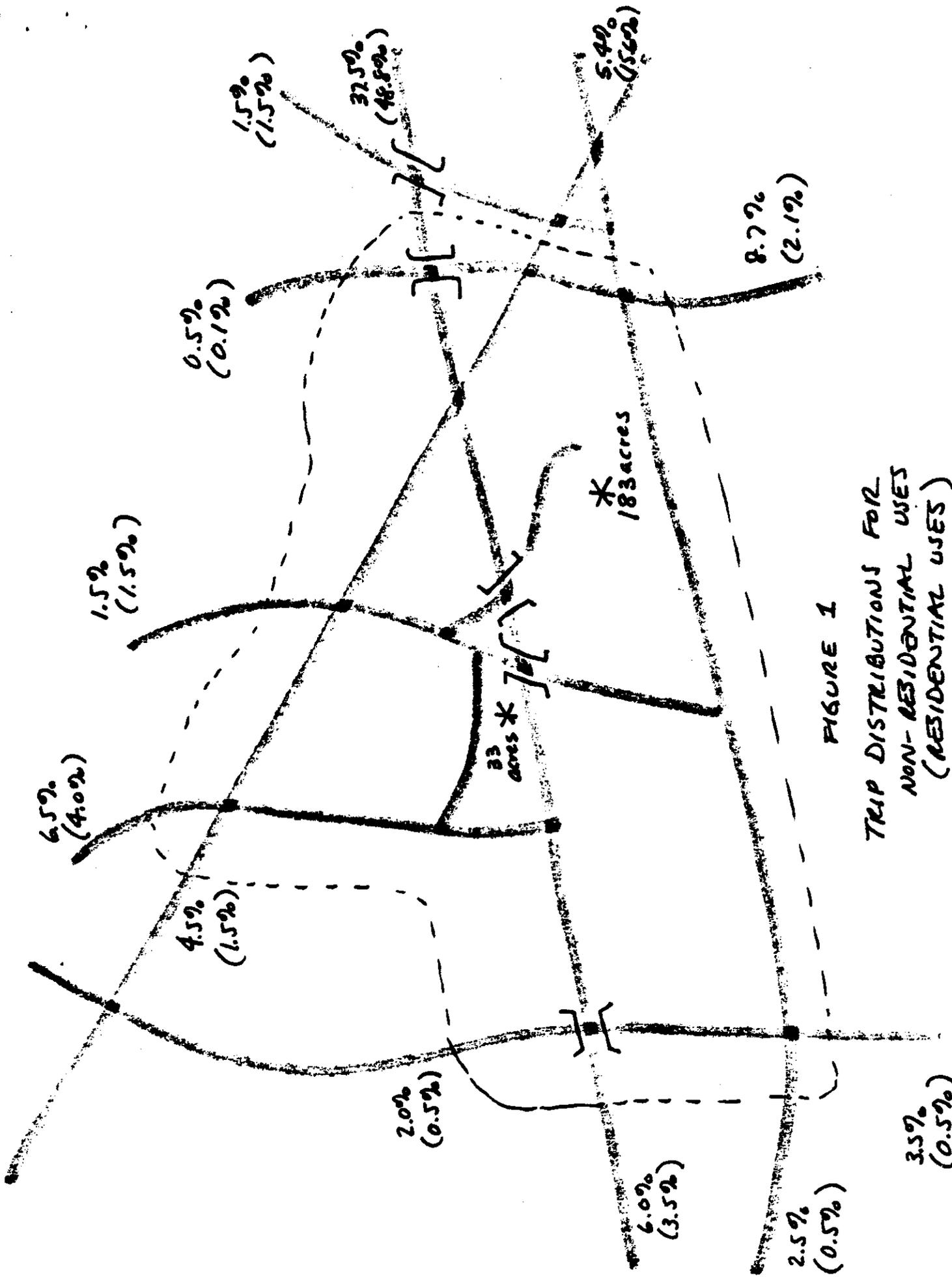


FIGURE 1

TRIP DISTRIBUTIONS FOR  
NON-RESIDENTIAL USES  
(RESIDENTIAL USES)

Note: derived from LOS Rd III land use forecasts; 20% for internal trips

Figure 2  
 Peak Hour Traffic  
 for  
 33 Acre Site  
 (Land Bay A)

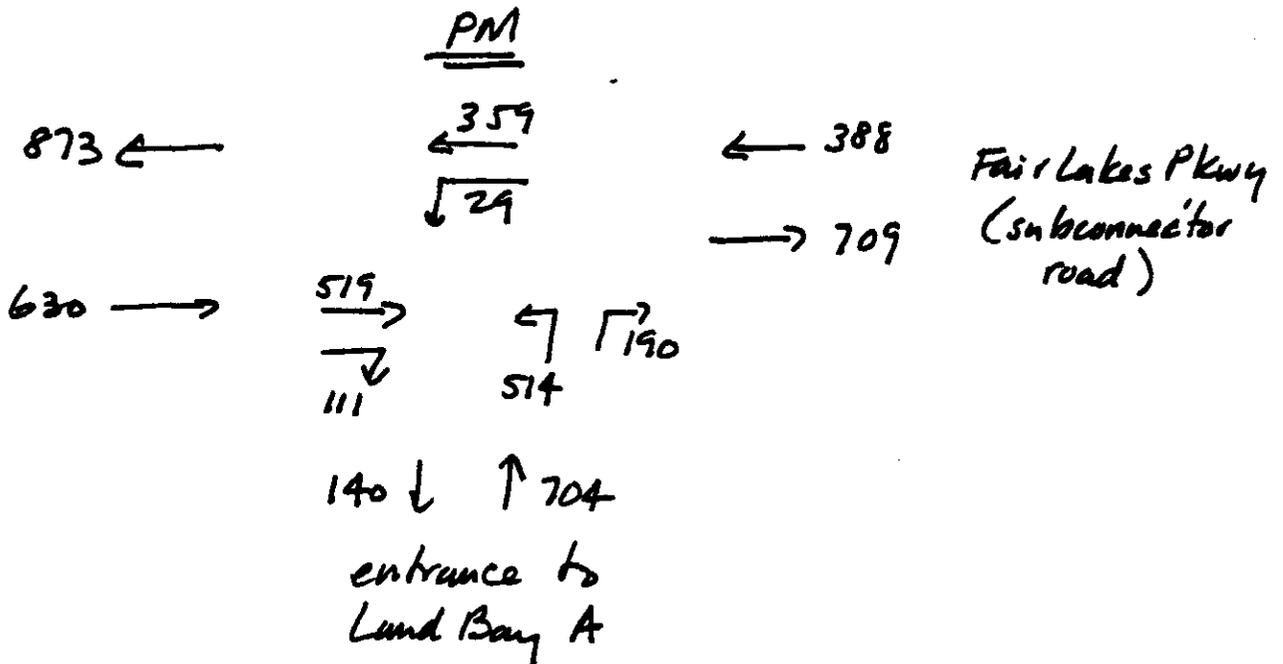
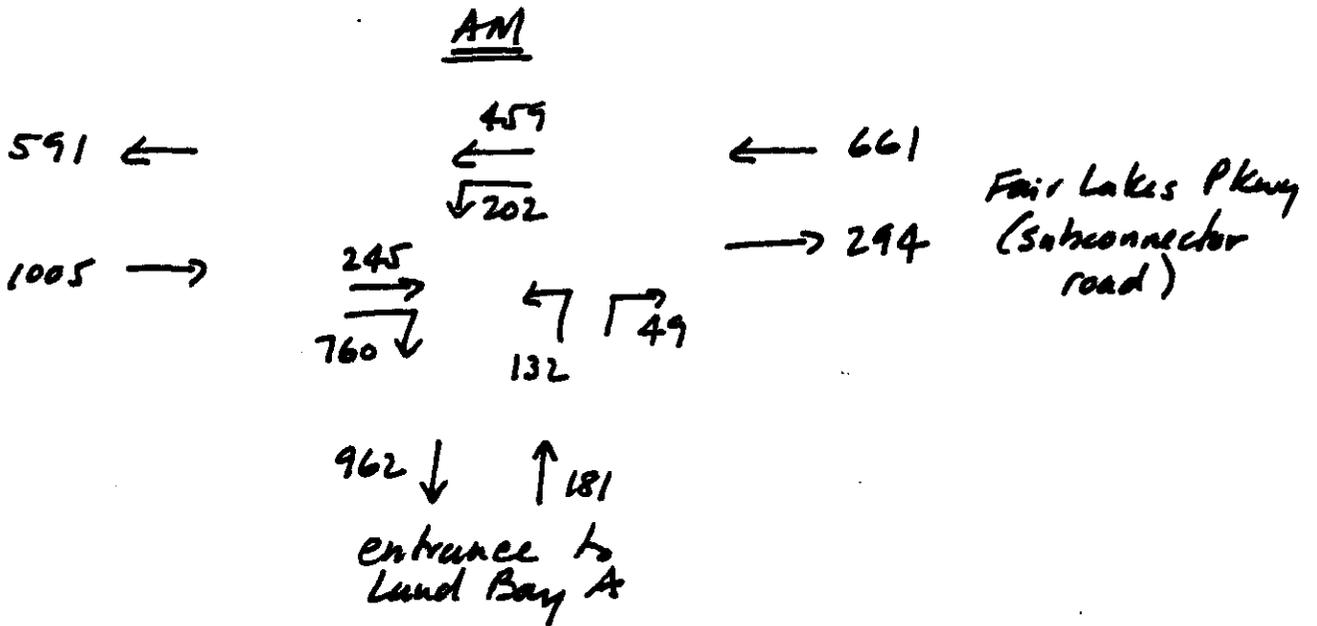


TABLE 1

VOLUME TO CAPACITY RATIO AND LEVEL OF SERVICE  
VOLUMES BY TYPE OF ROADWAY FACILITY

Type of Roadway Facility	Level of Service					
	A	B	C	D	E	
FREEWAY	v/c	< .35	.35-.50	.50-.69	.69-.83	.83-1.0
	vph	700	700-1000	1000-1380	1380-1660	1660-2000
MAJOR SUBURBAN HIGHWAY (moderate interference)	v/c	< .35	.35-.50	.50-.69	.69-.83	.83-1.0
	vpd	456	456-652	652-900	900-1082	1082-1300
MAJOR SUBURBAN HIGHWAY (considerable interference)	v/c	< .6	.6-.7	.7-.8	.8-.9	.9-1.0
	vph	525	525-613	613-700	700-788	788-875
ARTERIAL STREETS	v/c	< .6	.6-.7	.7-.8	.8-.9	.9-1.0
	vph	450	450-525	525-600	600-675	675-750

NOTE: v/c = volume to capacity ratio; vph = vehicles per hour

SOURCES: Developed from following two sources: Highway Capacity Manual - Special Report #87, Highway Research Board (pp. 252-253); A Policy on Design of Urban Highways and Arterial Streets, American Association of State Highway Officials (p. 320)

F. Proposed Roadway Improvements

In order to accommodate the additional traffic expected due to this development proposal on the 33 acre site (Land Bay A), the following roadway improvements are necessary:

1. the construction of a right-turn deceleration lane into the site from the Fair Lakes Parkway (subconnector road), and
2. the provision of interparcel access to adjacent parcels on the east and west of the site.

III. Traffic Analysis of the 183 Acre Site (Land Bays B, C, and D)

The 183 acre site comprises Land Bays B, C, and D is generally located between I-66 and Route 29 just east of Legato Road. The site has existing frontage on Route 29, Legato Road, and Random Hills Road.

A. Development Proposal

The level of proposed development on the 183 acre site is similar to the development approved for the Centennial rezoning in the J-Area of the Fairfax Center Area:

<u>Centennial</u>	<u>183 acre site (by 1996)</u>
1.63M s.f. comm./hotel	1.55M s.f. comm./gov't
630 d.u.s	740 d.u.s

For this traffic analysis, a 10 year development period was selected. The Centennial rezoning estimated an 11 year development period for that proposal. The 1996 levels of development can be summarized as follows:

	Gov't Use	Gen. Ofc.	d.u.s
1996	718k s.f.	832k s.f.	740 units
2020	208k s.f.	_____	_____
Total	926k s.f.	832k s.f.	740 units

◦ B. Trip Generation of Proposal

Trip generation rates from the Institute of Transportation (ITE) "Trip Generation Manual" (1983) were utilized to identify AM and PM peak hour trips which would be generated by the proposed development. The vehicle rates are as follows for each use:

	AM		PM	
	in	out	in	out
Multifamily d.u.s	.10	.40	.45	.25
Gen. Ofc.(1000s.f.)	1.86	.35	.27	1.36
Gov't Use(1000s.f.)	2.00	.25	.89	1.96

The total peak hour vehicles generated by this development would equal the following:

dwelling units	74	296	333	185
gen. office	1548	291	225	1132
gov't use	1437	180	639	1408
SUBTOTAL(1996)	3059	767	1197	2725
gov't use	417	52	186	409
TOTAL(2020)	3476	819	1383	3134

C. Trip Distribution

Trip distributions to the site were developed from the Metropolitan Washington Council of Governments' (COG) Round III land use forecasts. These distributions are shown on Figure 1 for the Fairfax Center Area (FCA) and include residential and non-residential proportions. The summary of distributions incorporates a 20 percent figure for trips internal to the FCA.

D. Forecast Year Conditions (1996)

1. Network

It is assumed that by 1996 the following roadway improvements will have taken place, augmenting the existing roadway system:

1. the 4 lane Springfield Bypass and Extension will connect I-66 with the Dulles Toll Road,
2. the 4 lane Fair Lakes Parkway (subconnector road) will connect the Springfield Bypass and Extension with West Ox Road,

3. the missing ramps at the interchange of I-66 and Route 50 will be in place,
4. the grade-separated interchange of Route 50 and West Ox Road will be in place, and
5. I-66 will be widened to 6 lanes, east of Centreville.

It is assumed that the roadway network will not include the Springfield Bypass and Extension south of Route 29 by 1996.

## 2. Background Traffic

It is assumed that traffic on Route 29 will increase at a rate of 2 percent per year by 1996. This growth rate is based upon Round III land use projections by COG and has also been utilized in the FCA Transportation Plan Review released in January, 1986. Current and future background peak hour traffic on Route 29 can be identified as follows:

	AM		PM	
	westbound	eastbound	westbound	eastbound
1986 <sup>1</sup>	450 (A)	1900 (D)	2000 (D)	800 (A)
1996	550 (A)	2300 (E)	2450 (E)	975 (B)

<sup>1</sup>based upon turning movement counts at Shirley Gate and West Ox Roads

The respective levels of service are shown parenthetically based upon designations shown on Table 1. This traffic is expected to occur regardless of the development status of the 183 acre site.

## 3. Need for Subconnector Bridging over I-66

It is necessary to examine whether or not the 183 acre site could be built out with only access via route 29 and without the subconnector to the north crossing over I-66. Excess capacity of Route 29 as a 4 lane facility is examined and compared with site-generated traffic volumes (this assumes that Route 29 would have to be widened to 6 lanes past the frontage of the property in order for Route 29 to have the capacity of a 6 lane facility; therefore, 4 lanes is utilized in this comparison):

	site generated volume (v)	excess capacity (c)	v/c
<u>Rte 29 only</u>			
a. inbound - AM	3059	2350	1.3
b. outbound - AM	767	2350	0.3
c. inbound - PM	1197	1775	0.7
d. outbound - PM	2725	1775	1.5

The comparison of volumes to capacity indicates a need for additional roadway capacity inbound in the AM peak hours and outbound in the PM peak hours. By adding the 4 lane subconnector to this comparison, it is shown that the two facilities can handle the traffic levels of the 183 acre site as well as the background traffic:

Rte 29 plus 4 lane subconnector bridging

a. inbound AM	3059	3810	0.8
b. outbound AM	767	3810	0.2
c. inbound PM	1197	3210	0.4
d. outbound PM	2725	3210	0.9

It should be noted that one lane of Route 29 is expected to carry 1300 vehicles per hour and one lane of the subconnector is expected to carry 750 vehicles per hour.

Background traffic on the subconnector was based upon the assumption that by 1996 it would consist of traffic generated by the following developments:

- Fair Lakes (neck)
- Fair Ridge
- West Ox Development
- Evans
- Centennial
- Fair Oaks Mall

This totals 1,869 dwelling units, 2,966,000 square feet of general office space, and 1,200,000 square feet of retail space. Utilizing distributions from the JHK study of the West Ox Road/Route 50 Interchange Study (November, 1985), the following background trips were projected:

AM		PM	
in northbound	out southbound	in northbound	out southbound
3 %	2 %	2 %	4 %

with ITE trip rates,

background peak hour trips =	184	40	65	253
------------------------------	-----	----	----	-----

### E. Peak Hour Assignments

As has been previously shown; with background traffic alone, Route 29 is expected to be experiencing a congested Level of service (Level of service "E") in 1996. The composite of the background traffic plus the 183 acre site generated traffic for AM and PM peak hours is shown on Figure 3. These volumes can be accommodated at a level of service "D" if the following improvements are made to existing Route 29:

- o new westbound through lane
- o right turn deceleration lanes at each intersection
- o tandem left turn lanes at each intersection for each left turn maneuver except inbound on 'Right intersection'

A comparison of the service levels is shown on Table 2. Although the base condition is expected to experience a congested Level of service, this Table shows that one or two intersections can be added to Route 29 along the frontage of the site. These intersections can operate at acceptable levels of service.

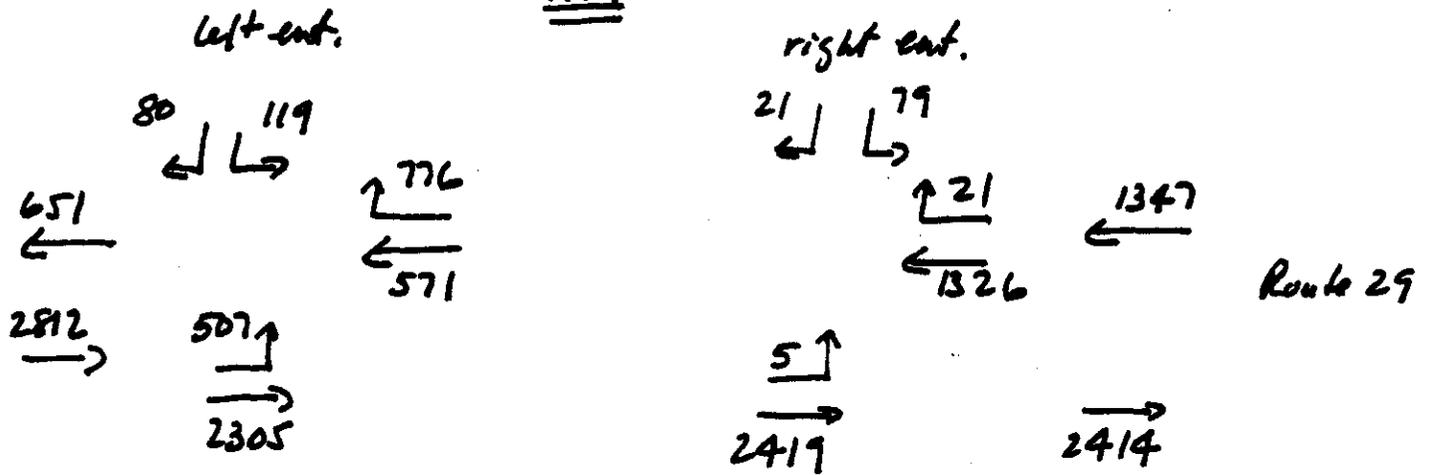
#### Proposed Roadway Improvements

Based upon the analysis in the previous chapters it is expected that the following roadway improvements will accommodate the traffic generated by the proposed CDP on the Government Center and these improvements will operate at desirable levels of service:

[See Development Conditions 16, 17, 18, 19, 20]

Figure 3  
 Peak Hour Traffic  
 for  
 183 Acre Site  
 (Land Bays B, C, and D)

AM



PM

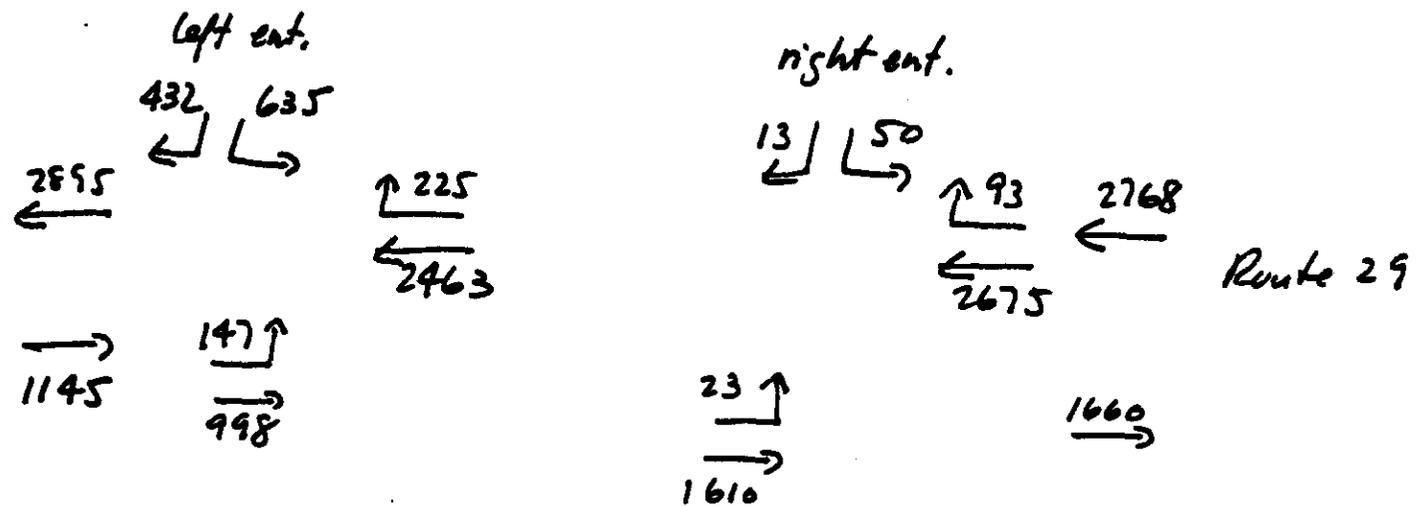


Table 2

1996 LEVEL OF SERVICE COMPARISON

Base Condition <sup>1</sup> (Route 29 along frontage of property)		Development Condition with Roadway Improvements <sup>2</sup>		
		Two-Crossovers		One Crossover
		Left Intersection	Right Intersection	
AM	E	D	D	D
PM	E	D	B	D/E

---

1 No development on 183 acre site.

2 Improvements include:

- o new westbound through lane
- o right turn deceleration lanes at each intersection
- o tandem left turn lanes at each intersection for each left turn maneuver except inbound on 'Right intersection'

Environmental concernsA. Land Bay A:

1. Hydrology - A small headwater stream of Rocky Run flows through the center of the parcel. Although no floodplain is shown on the CDP, one may be present if the drainage acreage up-stream of the site is greater than 70 acres.

Rocky Run is a tributary in the Occoquan Reservoir watershed. Therefore, stormwater management BMPs will be necessary to control nonpoint source pollution. The requirements of the Water Supply Protection Overlay District apply to this site.

2. Soils - A site specific soils report for this site has not yet been received from the County Soil Scientist. However, based on soils data from the generalized soils maps, the majority of the site is good soil, with few limitations. High water table, poor building support soils are present along the stream. Some excavation has occurred on the western portion of the parcel.

3. Open space, environmental quality corridors and wildlife habitat - The location of the open space to be provided on this parcel is not indicated on the CDP. The most beneficial area for open space would be along the stream and drainageways. If a floodplain is present along this stream, then the stream, the floodplain and a filter strip buffer area constitute an EQC which should be preserved in undisturbed, natural open space. This EQC would bisect the site, thereby substantially reducing the usable site area. Provision of the EQC would help protect water quality, would provide wildlife habitat and would provide for recreational and aesthetic benefits. The EQC for this tributary is continued upstream from this site on the Fairlakes property, with the EQC boundary corresponding to the floodplain.

Although a minimum of 15% open space is required, no tabulation of open space provided is shown on the CDP.

A majority of the site is wooded with quality hardwoods. No limits of clearing or tree preservation is indicated on the CDP.

4. Highway noise - Highway noise from both I-66 and West Ox Road impacts the site and will influence the residential uses.

Noise from West Ox Road will be:

65 dBA Ldn - 190' from centerline.

Noise from I-66 is estimated to be:

75 dBA Ldn - 200' from centerline

70 dBA Ldn - 600' from centerline

65 dBA Ldn - 1800' from centerline

No residential units should be placed within the 75 dBA Ldn noise impact zone. Units within the remaining two noise zones will need acoustical treatment. Furthermore, dependent upon tree preservation and buffering, these noise impact zones could be substantially reduced.

5. Nonmotorized circulation - The Countywide Trails Plan indicates a trail is required along the west side of West Ox Road. The Fairfax Center Area Nonmotorized Circulation Plan shows a Class III Bikeway along West Ox Road. Pedestrian circulation within the site, and to and from the site, is unknown. A comprehensive pedestrian circulation plan should be provided.
6. Water quality - WSPOD applies. No BMPs shown on CDP. BMPs could be incorporated into site design as a design element.

B. Land Bays B, C, and D:

1. Hydrology - Two headwater streams of Difficult Run drain the site. Floodplains are associated with each stream. Numerous small branches to the streams are present. A small pond is located in the south central area of the site. Difficult Run is a high quality environmental resource. Floodplain areas of site appear to be included in the open space EQCs, however, floodplain limits have not been drawn on the CDP.
2. Soils - A detailed soils report has not yet been received from the County Soil Scientist. Based on information from generalized data, the majority of the site consists of good soils with few limitations. Those areas of poor, unbuildable floodplain soils and other high water table soils have, in most locations, been included in the designated open space areas.
3. Open space, environmental quality corridors and wildlife habitat - Although EQCs are shown on the CDP, no ultimate use or type of EQC is indicated. Furthermore, it is unclear as to whether or not the EQC as shown will be preserved as undisturbed, natural open space, or whether it will be cleared and used as parkland or even as a stormwater management area for BMPs or a regional stormwater facility. Open space required is indicated at 40%. No tabulation showing the amount provided is given on the CDP. Location of the open space is unknown.

No limits of clearing are shown on the CDP and it is therefore impossible to determine the extent of tree preservation and wildlife habitat preservation. The stream valley portions of the site as well as the southeastern portion of the parcel are wooded with quality hardwoods. The central portion of the site is cleared fields. The western end of the parcel is also wooded.

4. Highway noise - Noise from traffic on I-66 and on Lee Highway impacts the two proposed residential/office portions of the parcel.

From I-66 noise levels will be:

75 dBA Ldn - 200' from centerline  
70 dBA Ldn - 600' from centerline  
65 dBA Ldn - 1800' from centerline

Noise from Lee Highway is projected to be:

75 dBA Ldn - 130' from centerline  
70 dBA Ldn - 420' from centerline  
65 dBA Ldn - 1340' from centerline

No residential units should be placed within the 75 dBA Ldn noise impact zone. Units within the remaining two noise zones will need acoustical treatment. Furthermore, dependent upon tree preservation and buffering, these noise impact zones could be substantially reduced.

5. Nonmotorized circulation - The Countywide Trails Plan indicates a trail is required along the north side of Lee Highway. The Fairfax Center Area Nonmotorized Circulation Plan shows a Class III bikeway down Legato Road cutting easterly across the northern tip of the site, parallelling the existing Random Hills Road. A Class I bikeway also is shown cutting through the middle of the site from Dixie Hill Road to the E-W Subconnector.

Pedestrian circulation within the site, and to and from the site, is not shown and is therefore unknown. A comprehensive nonmotorized circulation plan should be developed.

6. Water quality - No BMPs shown on CDP. BMPs should be incorporated into the site design as a design element and to help improve water quality in Difficult Run. A regional BMP in the northeast corner of the site may be feasible.

GUIDELINES FOR THE ACOUSTICAL TREATMENT OF COMMERCIAL BUILDING  
STRUCTURES WITHIN A HIGHWAY NOISE IMPACT ZONE WITH LEVELS BETWEEN 70  
AND 75 dBA Ldn:

A. In order to achieve a maximum noise level of 50 dBA Ldn in all units located within that area impacted by highway noise having levels between 70 and 75 dBA Ldn, all units in this impacted area should have the following acoustical attributes:

1. Exterior walls should have a laboratory sound transmission class (STC) of at least 39; and
2. Doors and windows should have a laboratory sound transmission class (STC) of at least 28. If "windows" function as the walls, then they should have the STC specified for exterior walls.
3. Adequate measures to seal and caulk between surfaces should be provided.

PROCEDURE FOR THE ACOUSTICAL TREATMENT OF COMMERCIAL BUILDING STRUCTURES  
WITHIN A HIGHWAY NOISE IMPACT ZONE WITH LEVELS IN EXCESS OF 75 dBA Ldn:

A. In order to achieve a maximum interior noise level of 50 dBA Ldn in all units located within that area impacted by highway noise having levels in excess of 75 dBA Ldn, all units within this impacted area should have the following acoustical attributes:

1. Exterior walls should have a laboratory sound transmission class (STC) of at least 45, and
2. Doors and windows should have a laboratory sound transmission class (STC) of at least 37. If "windows" function as the walls, then they should have the STC specified for exterior walls.
3. Adequate measures to seal and caulk between surfaces should be provided

GUIDELINES FOR THE ACOUSTICAL TREATMENT OF RESIDENTIAL STRUCTURES  
WITHIN A HIGHWAY NOISE IMPACT ZONE WITH LEVELS BETWEEN 65 and 70 dBA  
Ldn:

A. In order to achieve a maximum interior noise level of 45 dBA Ldn in all units located within that area impacted by highway noise having levels between 65 and 70 dBA Ldn, all units within this impacted area should have the following acoustical attributes:

1. Exterior walls should have a laboratory sound transmission class (STC) of at least 39, and
2. Doors and windows should have a laboratory sound transmission class (STC) of at least 28. If "windows" function as the walls, then they should have the STC specified for exterior walls.
3. Adequate measures to seal and caulk between surfaces should be provided.

B. In order to achieve a maximum exterior noise level of 65 dBA Ldn, noise attenuation structures such as acoustical fencing, walls, earthen berms or combinations thereof, should be provided for those outdoor recreation areas including rear yards, unshielded by topography or built structures. If acoustical fencing or walls are used, they should be architecturally solid from ground up with no gaps or openings. The structure employed must be of sufficient height to adequately shield the impacted area from the source of the noise.

GUIDELINES FOR THE ACOUSTICAL TREATMENT OF RESIDENTIAL STRUCTURES  
WITHIN A HIGHWAY NOISE IMPACT ZONE WITH LEVELS BETWEEN 70 and 75 dBA  
Ldn:

A. In order to achieve a maximum interior noise level of 45 dBA Ldn in all units located within that area impacted by highway noise having levels between 70 and 75 dBA Ldn, all units within this impacted area should have the following acoustical attributes:

1. Exterior walls should have a laboratory sound transmission class (STC) of at least 45, and
2. Doors and windows should have a laboratory sound transmission class (STC) of at least 37. If "windows" function as the walls, then they should have the STC specified for exterior walls.
3. Adequate measures to seal and caulk between surfaces should be provided.

B. In order to achieve a maximum exterior noise level of 65 dBA Ldn, noise attenuation structures such as acoustical fencing, walls, earthen berms or combinations thereof, should be provided for those outdoor recreation areas including rear yards, unshielded by topography or built structures. If acoustical fencing or walls are used, they should be architecturally solid from ground up with no gaps or openings. The structure employed must be of sufficient height to adequately shield the impacted area from the source of the noise.

DEVELOPMENT ELEMENTS

Case # RZ 86-W-001  
 Submission # 3  
 Date 2/11/86

TRANSPORTATION SYSTEMS  
 I. AREA-WIDE BASIC

DEVELOPMENT ELEMENTS	Applicable	Essential	Satisfied	Comments
A. Motorized Transportation				
1. Minor street dedication and construction	Y		Y	
2. Major street R.O.W. dedication	Y		Y	Route 29
B. Mass Transportation				
1. Bus loading zones with necessary signs and pavement; bus pull-off lanes	N			
2. Non-motorized access to bus or rail transit stations	N			
C. Non-Motorized Transportation				
1. Walkways for pedestrians	Y		Y	
2. Bikeways for cyclists	Y		Y	
3. Bicycle parking facilities	Y		Y	To be addressed at FDP

II. AREA-WIDE MINOR

DEVELOPMENT ELEMENTS	Applicable	Essential	Satisfied	Comments
A. Motorized Transportation				
1. Major street construction of immediately needed portions	Y		Y	
2. Shared parking allowances	N			
3. Signs	N			
B. Mass Transportation				
1. Bus shelters	Y		Y	Addressed in Condition #20
2. Commuter parking	N			and ultimately in individual FDPs
C. Non-motorized transportation				
1. Pedestrian activated signals	N			
2. Bicycle support facilities (showers, lockers)	Y		Y	To be addressed at FDP

III. AREA-WIDE MAJOR

DEVELOPMENT ELEMENTS	Applicable	Essential	Satisfied	Comments
A. Motorized Transportation				
1. Construction of later needed major road improvements	Y		Y	Including contributions
2. Major thoroughfare improvements	Y		Y	
3. Traffic signals as required by VMT	Y		Y	Route 29
B. Mass Transportation				
1. Bus or rail transit station parking lot	N			
C. Transportation Strategies				
1. Car/van pool program	Y		Y	
2. Local shuttle service	N			
3. Parking fees	N			
D. Non-motorized Circulation				
1. Grade separated road crossings	N			

ENVIRONMENTAL SYSTEMS

I. AREA-WIDE BASIC DEVELOPMENT ELEMENTS	Applicable	Essential Satisfied	Comments
A. Environmental Quality Corridors (EQC)			
1. Preservation of EQCs as private open space	Y	Y	
B. Stormwater Management (BMP)			
1. Stormwater detention/retention	Y	Y	
2. Grassy swales/vegetative filter areas	Y	Y	
C. Preservation of Natural Features			
1. Preservation of quality vegetation	Y	Y	
2. Preservation of surface water (streams/lakes/ponds etc.)	Y	Y	
3. Preservation of natural land forms	N	N	
4. Minimize site disturbance as a result of clearing or grading limits	Y	Y	
D. Other Environmental Quality Improvements			
1. Landscaping within street rights-of-way	N		
2. Additional landscaping of the development site where appropriate	Y	Y	
3. Provision of additional screening and buffering	Y	Y	
4. Mitigation of highway related noise impacts	Y	Y	
5. Siting roads and buildings for increased energy conservation (including solar access)	N		
6. Cluster development	N		
II. AREA-WIDE MINOR DEVELOPMENT ELEMENTS			
A. Increased Open Space			
1. Expanded EQCs	N		
2. Increased on-site open space	Y	Y	
B. Protection of Ground Water Resources			
1. Protection of aquifer recharge areas	N		
C. Stormwater Management (BMP)			
1. Control of off-site flows	Y	N	Regional facilities
2. Storage capacity in excess of design storm requirements	Y	N	may be appropriate
D. Energy Conservation			
1. Provision of energy conscious site plan	N		
III. AREA-WIDE MAJOR DEVELOPMENT ELEMENTS			
A. Innovative Techniques			
1. Innovative techniques in stormwater management	N		
2. Innovative techniques in air or noise pollution control and reduction	N		
3. Extraordinary sensitivity in managing the environment	N		

PROVISION OF PUBLIC FACILITIES

I. AREA-WIDE BASIC DEVELOPMENT ELEMENTS	Applicable	Essential	Satisfied	Comments
A. Park Dedications				
1. Dedication of stream valley parks in accordance with Fairfax County Park Authority policy			N	
B. Public Facility Site Dedications				
1. Schools			N	
2. Police/Fire facilities			N	
II. AREA-WIDE MINOR DEVELOPMENT ELEMENTS				
A. Park Dedications				
1. Natural/passive park			N	
2. Neighborhood park			N	
B. Public Facility Site Dedications				
1. Libraries			N	
2. Community Centers			N	
3. Government office/facilities			Y	
III. AREA-WIDE MAJOR DEVELOPMENT ELEMENTS				
A. Park Dedications				
1. Community parks			N	
2. County parks			N	
3. Historic parks			N	
4. Mini-parks			N	
B. Public Indoor Activity Spaces				
1. Recreation centers			N	
2. Meeting rooms/auditoriums/theatres			Y	Y

**SITE PLANNING**

<b>KEY AREA BASIC DEVELOPMENT ELEMENTS</b>	<b>Applicable</b>	<b>Essential</b>	<b>Satisfied</b>	<b>Comments</b>
<b>I. KEY AREA BASIC DEVELOPMENT ELEMENTS</b>				
<b>A. Site Considerations</b>	Y		Y	
1. Coordinated circulation systems				
2. Transportation and sewer infrastructure construction phased to development	Y		Y	
3. Mitigation of potential roadway noise impacts	Y		Y	
4. Appropriate transitional land uses to minimize the potential impact on adjacent sites	Y		Y	
<b>II. AREA-WIDE MINOR DEVELOPMENT ELEMENTS</b>				
<b>A. Land Use</b>				
1. Parcel Consolidation			N	
2. Low/Mod Housing	Y		Y	
<b>B. Mixed Use Plan</b>				
1. Commitment to construction of all phases in mixed use plans	Y		Y	
2. 24-hour use activity cycle encouraged through proper land use mix	Y		Y	
<b>III. KEY AREAS MAJOR DEVELOPMENT ELEMENTS</b>				
<b>A. Extraordinary Innovation In</b>				
1. Site design			N	
2. Energy conservation			N	

**SUMMARY**

**I. Basic Development Elements**

1. Applicable elements:	18
2. Elements satisfied:	18
3. Ratio	18/18

**II. Minor Development Elements**

1. Applicable elements:	10
2. Elements satisfied:	8
3. Ratio	8/10

**III. Major Development Elements**

1. Applicable elements:	5
2. Elements satisfied:	5
3. Ratio	5/5

GLOSSARY

- This Glossary is presented to assist citizens in a better understanding of Staff Reports; it should not be construed as representing legal definitions.
- BUFFER** - A strip of land established as a transition between distinct land uses. May contain natural or planted shrubs, walls or fencing, singly or in combination.
- CLUSTER** - The "alternate density" provisions of the Zoning Ordinance, which permits smaller lots and pipestem lots, if specified open space is provided. Primary purpose is to preserve environmental features such as stream valleys, steep slopes, prime woodlands, etc.
- COVENANT** - A private legal restriction on the use of land, recorded in the land records of the County.
- DEVELOPMENT PLAN** - Conceptual, Final, Generalized. A Development Plan consists of graphic, textual or pictorial information, usually in combination, which shows the nature of development proposed for a parcel of land. The Zoning Ordinance contains specific instructions on the content of development plans, based upon the purpose which they are to serve. In general, development plans contain such information as: topography, location of streets and trails, means by which utilities and storm drainage are to be provided, general location and types of structures, open space, recreation facilities, etc. A Conceptual Development Plan is required to be submitted with an application for the PCH or PDC District; a Final Development Plan is a more detailed plan which is required to be submitted to the Planning Commission after approval of a PCH or PDC District and the related Conceptual Development Plan; a Generalized Development Plan is required to be submitted with all residential, commercial and industrial applications other than PCH or PDC.
- DEDICATE** - Transfer of property from private to public ownership.
- DENSITY** - Number of dwelling units divided by the gross acreage being developed (DU/AC). Density Bonus is an increase in the density otherwise allowed, and granted under specific provisions of the Zoning Ordinance when developer provides excess open space, recreation facilities, moderately priced housing, etc.
- DESIGN REVIEW** - The Division of the Department of Environmental Management which reviews all subdivision plats and site plans for conformance with County policies and requirements contained in the Zoning Ordinance, the Subdivision Control Ordinance, the Public Facilities Manual, the Building Code, etc. and for conformance with any proffered plans and/or conditions.
- EASEMENT** - A right given by the owner of land to another party for specific limited use of that land. For example, an owner may give or sell easements to allow passage of public utilities, access to another property, etc.
- OPEN SPACE** - The total area of land and/or water not improved with a building, structure, street, road or parking area, or containing only such improvements as are complementary, necessary or appropriate to use and enjoyment of the open area.
- Common** - All open space designed and set aside for use by all or designated portions of residents of a development, and not dedicated as public lands (dedicated to a homeowners association which then owns and maintains the property).
- Dedicated** - Open space which is conveyed to a public body for public use.
- Developed Recreation** - That portion of open space, whether common or dedicated, which is improved for recreation purposes.
- PROFFER** - A Development plan and/or written condition, which, when offered by an owner and accepted by the Board of Supervisors, becomes a legally binding part of the regulations of the zoning district pertaining to the property in question. Proffers, or proffered conditions, must be considered by the Planning Commission and submitted by an owner in writing prior to the Board of Supervisors public hearing on a rezoning application, and thereafter may be modified only by an application and hearing process similar to that required of a rezoning application.
- PUBLIC FACILITIES MANUAL** - The annual, adopted by the Board of Supervisors, which defines guidelines which govern the design of those facilities which must be constructed to serve new development. The guidelines include streets, drainage, sanitary sewers, erosion and sediment control and tree preservation and planting.
- SERVICE LEVEL** - An estimate of the effectiveness with which a roadway carries traffic, usually determined under peak anticipated load conditions.
- SETBACK, REQUIRED** - The distance from a lot line or other reference point, within which no structure may be located.
- SITE PLAN** - A detailed plan, to scale, depicting development of a parcel of land and containing all information required by the Zoning Ordinance. Site plans are required, in general, for all townhouse and multi-family residential development and for all commercial and industrial development.
- SUBDIVISION ORDINANCE** - An ordinance regulating the division of land into smaller parcels and which, together with the Zoning Ordinance, defines required conditions laid down by the Board of Supervisors for the design, dedication and improvement of land.
- SUBDIVISION PLAT** - A detailed drawing, to scale, depicting division of a parcel of land into two or more lots and containing engineering considerations and other information required by the Subdivision Ordinance.
- USE** - The specific purpose for which a parcel of land or a building, is designed, arranged, intended, occupied or maintained.
- Permitted** - Uses specifically permitted by the Zoning Ordinance Regulations of the Zoning District within which the parcel is located. Also described as a Conforming Use.
- Non-Conforming** - A use which is not permitted in the Zoning District in which the use is located but is allowed to continue due to its existence prior to the effective date of the Zoning Regulation.

USE: - Continued.

**Special Permit** - A use specified in the Zoning Ordinance which may be authorized by the Board of Zoning Appeals or the Board of Supervisors in specified zoning districts, upon a finding that the use will not be detrimental to the character and development of the adjacent land and will be in harmony with the policies contained in the latest adopted comprehensive plan of the area in which the proposed use is to be located. A Special Permit is called a Special Exception when granted by the Board of Supervisors.

**Transitional** - A use which provides a moderation of intensity of use between uses of higher and lower intensity.

**VARIANCE** - A permit which grants a property owner relief from certain provisions of the Zoning Ordinance when, because of the particular physical surroundings, shape or topographical condition of the property, compliance would result in a particular hardship or practical difficulty which would deprive the owner of the reasonable use of the land or building involved. Variances may be granted by the Board of Zoning Appeals after notification, advertising, posting and conduct of a public hearing on the matter in question.

**VPD** - Vehicle trips per day (for example, the round trip to and from work equals two VPD). Also ADF - Average Daily Traffic.

#### ENVIRONMENTAL TERMS

**ACOUSTICAL BURN** - Usually a triangular-shaped earthen structure paralleling a highway noise source and extending up from the elevation of the roadway a distance sufficient to break the line of sight with vehicles on the roadway.

**AQUIFER** - A permeable underground geologic formation through which groundwater flows.

**AQUIFER RECHARGE AREA** - A place where surface runoff enters an aquifer.

**CHANNEL ENLARGEMENT** - A development-related phenomenon whereby the stream's bank full capacity is exceeded with a greater frequency than under natural undeveloped conditions, resulting in bank and stream bottom erosion. Hydrology literature suggests that flows produced by a storm event which occurs once in 1.5 years are the channel defining flows for that stream.

**COASTAL PLAIN GEOGRAPHIC PROVINCE** - In Fairfax County, it is the relatively flat southeastern 1/3 of the County distinguished by low relief and a preponderance of sedimentary rocks and materials (sands, gravels, silts) and a tendency towards poorly drained soils.

**dB(A)** - Abbreviation for a decibel or measure of the noise level perceived by the ear in the A scale or range of best human response to a noise source.

**DRAINAGE DIVIDE** - The highest ground between two different watersheds or subheds.

**ENVIRONMENTAL LAND SUITABILITY** - A reference to a land use intensity or density which should occur on a site or area because of its environmental characteristics.

**EROSIBLE SOILS** - Soils susceptible to diminishing by exposure to elements such as wind or water.

**FLOODPLAIN** - Land area, adjacent to a stream or other surface waters, which may be submerged by flooding; usually the comparatively flat plain within which a stream or riverbed meanders.

**IMPERVIOUS SURFACE** - A natural or man-made surface (road, parking lot, roof top, patio) which forces rainfall to runoff rather than infiltrate.

**MONTMORILLONITIC CLAY** - A fine grained earth material whose properties cause the clay to swell when wet and shrink when dry. In addition, in Fairfax County these clays tend to slip or slump when they are excavated from slope situations.

**NET** - Noise Exposure Forecast - A noise description for airport noise sources.

**PERCENT SLOPE** - The inclination of a landform surface from absolute horizontal: formula is vertical rise (feet) over horizontal distance (feet) or V/H.

**PIEDMONT GEOGRAPHIC PROVINCE** - The central portion of the County, characterized by gently rolling topography, substantial stream dissection, V-shaped stream valleys, an underlying metamorphic rock matrix (schist, gneiss, greenstone) and generally good bearing soils.

**PIE/ENVIRONMENT** - Project Impact Evaluation - A systematic, comprehensive environmental review process used to identify and evaluate likely environmental impacts associated with individual project or area plan proposals.

**SHRINK-SWELL RATE** - The susceptibility for a soil's volume to change due to loss or gain in moisture content. High shrink-swell soils can buckle roads and crack foundations.

**SOIL BEARING CAPACITY** - The ability of the soil to support a vertical load (load) from foundations, roads, etc.

**STREAM VALLEY** - Any stream and the land extending from either side of it to a line established by the high point of the concave/convex topography, as delineated on a map adopted by the Stream Valley Board. For purposes of stream valley acquisition, the five-criteria definition of stream valleys contained in "A Restudy of the Potomac Watershed" (1989) will apply. The two primary criteria include all the land within the 100-year floodplain and the area along the floodplain in slopes of 15 percent or more.

**STORM WATER MANAGEMENT** - An emerging art/science that attempts to treat storm water runoff as the resource. Storm water management programs seek to mitigate or abate quantity and quality impacts typically associated with development by the specific design of onsite systems such as Detention Devices which slow down runoff and in some cases improve quality, and Retention Systems, which hold back runoff.

**TRIASSIC GEOGRAPHIC PROVINCE** - The western 1/3 of Fairfax County, characterized by broad expanses of nearly

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Chairman Herrity  
and Supervisors

DATE: March 21, 1986

FROM: Ethel Wilcox Register, CMC *EWR*  
Clerk to the Board of Supervisors

SUBJECT: Rezoning Application RZ 86-W-001  
AMENDED MEMORANDUM

Enclosed you will find a copy of an Ordinance adopted by the Board of Supervisors at a regular meeting held on March 10, 1986, granting, as proffered, Rezoning Application RZ 86-W-001 in the name of Board of Supervisors Own Motion, to rezone certain property in the Providence and Springfield Districts from the R-1 and PDH-5 Districts to the PDC District on subject parcels 56-1 ((1)) 2A, 2B, 2C, and 40A consisting of approximately 216.54 acres.

The Board also approved the Conceptual Development Plan, Option Two, consisting of a 100-acre Governmental Center site.

EWR:lc

cc: Lurty C. Houff Jr.  
Real Estate Division  
✓ Gilbert R. Knowlton, Deputy  
Zoning Administrator  
Richard D. Faubion, Director  
Zoning Evaluation Division  
Fred R. Beales, Supervisor  
Base Property Mapping/Overlay



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At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Room in the Massey Building at Fairfax, Virginia, on the 10th day of March, the following ordinance was adopted:

AN ORDINANCE AMENDING THE ZONING ORDINANCE  
PROPOSAL NO. RZ 86-W-001

WHEREAS, Board of Supervisors Own Motion, filed in the proper form, an application requesting the zoning of a certain parcel of land hereinafter described, from the R-1 and PDH-5 Districts to the PDC District, and

WHEREAS, at a duly called public hearing the Planning Commission considered the application and the propriety of amending the Zoning Ordinance in accordance therewith, and thereafter did submit to this Board its recommendation, and

WHEREAS, this Board has today held a duly called public hearing and after due consideration of the reports, recommendation, testimony and facts pertinent to the proposed amendment, the Board is of the opinion that the Ordinance should be amended,

NOW, THEREFORE, BE IT ORDAINED, that that certain parcel of land situated in the Providence and Springfield Districts, and more particularly described as follows (see attached legal description):

Be, and hereby is, zoned to the PDC District, and said property is subject to the use regulations of said PDC District, and further restricted by the conditions proffered and accepted pursuant to Va. Code Ann., §15.1-491(a), which conditions are incorporated into the Zoning Ordinance as it affects said parcel, and

BE IT FURTHER ENACTED, that the boundaries of the Zoning Map heretofore adopted as a part of the Zoning Ordinance be, and they hereby are, amended in accordance with this enactment, and that said zoning map shall annotate and incorporate by reference the additional conditions governing said parcels.

GIVEN under my hand this 10th day of March, 1986.

  
Ethel Wilcox Register, CMC  
Clerk to the Board of Supervisors

## PROPOSED CONCEPTUAL DEVELOPMENT PLAN CONDITIONS

1. The maximum Floor Area Ratio (FAR) for the entire 216-acre site shall be .33, with FARs to not generally exceed .45 in Land Bay A, .5 in Land Bay B and .35 in Land Bay D.
2. Final Development Plans for the site shall be the subject of public hearings before the Planning Commission and the Board of Supervisors and subject to final approval by the Board of Supervisors.
3. Energy conservation measures equivalent to the Northern Virginia Builders Association E-7 Program shall be provided for the residential units.
4. Best Management Practices (BMPs) equivalent to WSPOD standards shall be provided for the entire 216-acre site.
5. Appropriate support facilities, such as child care and athletic facilities, shall be provided.
6. The EQC area shall be preserved largely as undisturbed open space. Intrusion into these areas for roads, utilities, stormwater management or developed recreation use will be carefully evaluated as to necessity and approved at time of Final Development Plan review.
7. Limits of clearing and grading shall be subject to the review and approval of the County Arborist.
8. A 100-foot wide landscaped buffer shall be provided along the property borders with the Dixie Hills and Glen Alden communities. This buffer will be landscaped with a mixture of evergreen and deciduous trees of an appropriate size in accordance with the recommendations of the County Arborist at time of Final Development Plan approval. The entrance road to the Governmental Center site shall not intrude into this 100-foot wide buffer.
9. Phasing of office/commercial development with the residential units to be provided on the non-Governmental Center portions of the site shall occur in accordance with the following plan:
  - o No site plans shall be approved for any more than 40 percent of commercial/office development (586,667 square feet) until such time as 33 percent of the residential development (242,000 square feet) is substantially completed; and,

- o No site plans shall be approved for any more than 70 percent of the commercial/office development (1,026,667 square feet) until such time as 60 percent of the residential development (444,000 square feet) on the property is substantially completed.
- 10. A minimum of 15 percent of the total number of residential units shall be low/moderate income housing on-site OR an equivalent contribution shall be made for such housing off-site OR a combination of the above.
- 11. Building heights shall not exceed 120 feet, with individual building heights to be approved at time of Final Development Plan approval based on a review of building location, topography and compatibility with adjacent existing or planned development to establish a visually coherent design.
- 12. Final Development Plans shall be in general accordance with the Fairfax Center Area design criteria.
- 13. Noise attenuation measures shall be provided in accordance with County guidelines, as attached in Appendix 8, in areas projected to be impacted by highway noise at time of site plan submission.
- 14. Trails shall be provided in accordance with both the Countywide Trails Plan and the Fairfax Center Area Nonmotorized Circulation Plan. Pedestrian circulation, by way of trails/sidewalks, shall be provided within land bays, between land bays as appropriate and from developed areas to the major open space areas.
- 15. Contributions to the Fairfax Center Area Road Fund shall be made for the total gross floor area (3,157,292 square feet) in accordance with the Procedural Guidelines adopted by the Board of Supervisors on November 22, 1982 and as revised.
- 16. The applicant shall provide the following roadway improvements:
  - a. Sufficient right-of-way shall be dedicated along the frontage of Route 29 in order to accommodate the improvements designated in the Fairfax County Comprehensive Plan for westbound Route 29. An additional westbound through lane on Route 29 shall be constructed between the eastern access point and the western property line. Right turn deceleration lanes shall be constructed at these two entrance points. The westernmost access point and the Route 29 crossover shall be located and constructed a minimum of 800 feet east of the existing Route 29 crossover at Holly Avenue. The intersection at the westernmost access point shall be constructed with two lanes for left turning vehicles at two locations:

inbound to the site from eastbound Route 29 and outbound from the site to eastbound Route 29. If VDH&T approves a second crossover location at the easternmost access point, then this crossover shall be constructed with separate lanes for right and left turning vehicles and two left turning lanes for outbound vehicles from the 183 acre site. Signalization shall be provided at each crossover.

b. A four lane divided subconnector shall be built from north of I-66 where the facility is committed as part of the Centennial Development Plan (RZ 84-P-101), bridging I-66, and traversing the 183-acre site to a point as shown on the CDP in Land Bay B. The construction costs of bridging I-66 shall be 75 percent creditable against the Fairfax Center Road Fund contribution. Any off-site acquisition costs associated with the east-west subconnector bridge structure over I-66 shall be 75 percent creditable but in no event shall the creditable costs exceed one-third of the total Fairfax Center Road Fund contribution. From that point, a two lane section of the ultimate four lane divided subconnector shall be built along the northern property line of the 183-acre site to that point in which the subconnector turns to cross the northeastern corner of the property. A four lane divided portion of the subconnector shall be built in this northeastern corner of the property as generally shown on the CDP. Sufficient right-of-way shall be acquired and dedicated for the ultimate Comprehensive Plan designation of a six lane divided subconnector and its bridging of I-66 between the portion of the subconnector previously committed as part of the Centennial Development Plan and the subconnector's intersection with realigned Random Hills Road. In the event the applicants or successors are unable to obtain the necessary right-of-way, the County will be requested to acquire the right-of-way and grading easements by means of its condemnation powers at the sole expense of the applicants or successors. Sufficient right-of-way shall be dedicated east of the subconnector's intersection with realigned Random Hills Road to accommodate either four lanes or two lanes of the subconnector, wherever the four lane or two lane sections are built, respectively. The subconnector bridge shall be built to initially accommodate four lanes of vehicular traffic but designed and constructed to ultimately accommodate six lanes.

c. A four lane undivided roadway providing public street access shall be constructed through the 183-acre site in conjunction with the development of individual sections of the total development, serving Land Bays B, C, and D, and connecting those access points shown on the CDP.

Description of Parcel 1 of  
The Division of the Property of  
Benjamin M. Smith, Jr. and  
Jack W. Carney, Trustees

BEGINNING at a point in the northerly right-of-way line of Lee Highway, Routes 29 & 211, said point being the southeasterly corner of Parcel 1 and the southwesterly corner of Parcel 2 of the Division of the property of Benjamin M. Smith, Jr. and Jack W. Carney, Trustees;

THENCE leaving Parcel 2 and running with the northerly right-of-way line of Lee Highway, S 78° 18'58" W, 717.56' to a point;

THENCE S 83° 10'04" W, 200.22' to a V.S.H.C. monument found;

THENCE S 74° 27'04" W, 199.95' to a V.H.C. monument found;

THENCE S 78° 47'12" W, 95.67' to a point, said point being the southeasterly corner of the property of Glen Alden Motel, Inc., the southwesterly corner of Parcel 1 and the southwesterly corner of a 16' right-of-way as described in Deed Book C-7 at page 644;

THENCE leaving Lee Highway and running with the easterly line of Glen Alden Motel N 12° 47'46" W, 1069.16' to a point in the approximate centerline of the old Manassas Gap Railroad right-of-way, now abandoned, said point being the northeasterly corner of Glen Alden Motel, the northwesterly corner of said 16' right-of-way and lying S 12° 47'46" E, 98.30' and N 62° 03'35" W, 21.12' from a stone found, said stone marking an original corner of the Smith-Carney property;

THENCE running with the northerly line of Glen Alden Motel and the approximate Railroad right-of-way centerline, N 62° 03'35" W, 1157.78' to an iron pipe found, said pipe marking the northwesterly corner of Glen Alden Motel and the northeasterly corner of Lot 15 and Section 5 of Dixie Hills Subdivision;

THENCE leaving the Glen Alden Motel property and running with the northerly line of Section 5 of Dixie Hills and continuing with the northerly line of

C. D. May and the approximate Railroad right-of-way centerline, N 61° 43'46" W, 1182.86' to a point in the easterly right-of-way line of Legato Road, Route 656, said point being the northwesterly corner of C. D. May;

THENCE leaving May and running with said right-of-way line of Legato Road, N 06° 54'55" E, 275.06' to a point;

THENCE N 07° 35'17" E, 938.89' to a point;

THENCE S 66° 32'18" E, 21.97' to a V.D.H. monument found, said monument marking the beginning of the southeasterly right-of-way line of Random Hills Road, Route F253;

THENCE leaving Legato Road and running with said right-of-way line of Random Hills Road, 189.49' with the arc of a curve to the right having a radius of 231.30', a delta of 46° 56'16", a tangent of 100.42' and a chord bearing and chord of N 46° 55'50" E, 184.23' to a V.D.H. monument found;

THENCE N 70° 23'58 E, 200.38' to a V.D.H. monument found;

THENCE N 76° 21'02" E, 415.92' to a point, said point being the northwesterly corner of L. A. McCracken and lying S 76° 21'02" W, 150.07' from an iron pipe found;

THENCE leaving Random Hills Road and running with the westerly line of McCracken and continuing with a westerly line of E. P. Thompson S 14° 11'54" E, passing thru an iron pipe found at 290.26', 687.17' to an iron pipe found, said pipe marking the southwestly corner of E. P. Thompson;

THENCE running with the southerly line of E. P. Thompson and continuing with the southerly lines of M. C. Thompson, F. P. Thompson, Venture 66, E. X. Miller, Venture 66, P. Miller, Q. R. Sherwood, R. Day and E. G. Moore in part, S 84° 55'58" E, passing thru iron pipes found at 139.88', 239.95', 665.29', 1038.60', 1221.64' and 1404.86',, a total distance of 2866.59' to a stone found, said stone marking an original corner of the Smith-Carney property;

THENCE continuing with a southerly line of E. G. Moore S 82° 33'04" E, 434.91' to a stone found, said stone marking the southeasterly corner of Moore, the southwesterly corner of E. Lynch and the northwesterly corner of Parcel 2;

THENCE leaving Moore and Lynch and running thru the Smith-Carney property with the dividing lines of Parcel 1 and Parcel 2, S 33° 46'48" W, 569.58' to a point;

THENCE S 27° 09'15" E 350.70' to a point;

THENCE S 21° 09'52" W, 699.72' to a stone found, said stone marking an original corner of the Smith-Carney property;

THENCE S 50° 29'41" W, 734.39' to a point;

THENCE S 11° 41'02" E, 520.00' to the beginning, and containing 183.56069 acres more or less and including the old Davis graveyard.

Description of the Property of  
the Board of Supervisors of  
Fairfax County, Virginia  
Property is as shown on Fairfax County  
Assessment Map 56-1((1)) Parcel 2A

Beginning at a point in the northerly right-of-way line of interstate Route No. 66, said point also being N76°13'49"E, 1302.59 feet from the southeast corner of Fairfax 50 Associates West and the Board of Supervisors property, lying on the northern right-of-way line of Interstate Route No. 66.

Thence departing from the northern right-of-way line of interstate Route No. 66 and running through the property of the Board of Supervisors N04°18'13"W, 1110.05 feet to a point in the average thread of Rocky Run;

Thence with the average thread of Rocky Run and with the property of the Board of Supervisors, the following courses and distances:

N85°17'57"E, 90.32 feet to a point;  
S59°55'13"E, 154.42 feet to a point;  
S76°07'33"E, 43.83 feet to a point;  
S17°50'53"E, 52.41 feet to a point;  
S53°19'43"E, 124.30 feet to a point;  
S06°18'53"E, 40.32 feet to a point;  
N84°21'37"E, 69.57 feet to a point;  
S12°45'17"W, 53.15 feet to a point;  
N71°45'27"E, 91.27 feet to a point;  
S50°27'13"E, 110.15 feet to a point;  
S69°31'13"E, 77.82 feet to a point;  
S16°36'33"E, 71.33 feet to a point;  
S58°35'23"E, 69.95 feet to a point;  
N75°14'07"E, 77.25 feet to a point;  
S49°31'23"E, 93.82 feet to a point;  
S36°48'23"E, 224.71 feet to a point;  
S11°03'27"W, 27.13 feet to a point;  
S76°58'43"E, 72.87 feet to a point;

Thence leaving said average thread of Rocky Run and running through the property of the Board of Supervisors N84°25'01"E, 72.85 feet to a point on the westerly right-of-way of Ballard Place;

Thence running with the westerly right-of-way of Ballard Place S13°46'11"E, 131.00 feet to a point; said point being in the northerly right-of-way line of interstate Route No. 66;

Thence running with the northerly right-of-way of interstate Route No. 66 S76°13'49"W, 1264.85 feet to the beginning;

Containing 18.29979 acres of land.