

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.

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.

h. The applicant shall dedicate the necessary right-of-way and construct the cul-de-sac of Legato Road to serve parcels in Land Units O1 and O5 of the Fairfax Center Area, upon the request of the County Office of Transportation or the Department of Environmental Management.

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.
21. No construction traffic will be allowed on Legato Road south of the application property's border.
 22. No public street access will be provided to the existing residential community to the south of Land Bays B and C.
 23. In the event that off-site domestic wells fail or are unuseable due to the decrease of infiltration or contamination related to the development of the application property, the applicant and/or successors shall take corrective action to resolve the off-site well problem, including repair of affected well(s), redrilling of affected well(s), connection to a public water supply or other such remedy that is appropriate to the character and extent of the well failure(s). The applicant and/or successors shall determine the most appropriate remedy or corrective action.

24. In the event that a septic system in the residential community to the south of Land Bays B and C fails as a result of the development of the application property, the applicant and/or successors will either repair or replace the existing septic system or alternatively, connect the affected property to the public sewer system.