

COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**

July 8, 1987



STAFF REPORT  
APPLICATION NUMBER CDPA 86-W-001-1  
(Concurrent with FDP 86-W-001)  
(Concurrent with RZ 87-W-040)  
SPRINGFIELD AND PROVIDENCE DISTRICTS

**WSPOD**

**Applicant: Board of Supervisors Own Motion**

**Present Zoning: PDC District; Request: Conceptual Development  
WSPOD Plan Amendment**

**Proposed Use: Government Center, Acreage: 216.58 acres  
Office, Hotel, Retail  
Single-Family Attached  
and Multifamily Residen-  
tial and Other Non-  
Residential Secondary  
Uses**

**Subject Parcels: 56-1 ((1)) 2A, 2B, 2C, 40A, 40B  
Application Filed: April 27, 1987  
Planning Commission Public Hearing: July 14, 1987  
Board of Supervisors Public Hearing: July 27, 1987**

**Staff Recommendation: Staff recommends that the Board of  
Supervisors approve Conceptual Development Plan Amendment CDPA  
86-W-001-1, subject to the proposed Development Conditions of  
Appendix 1.**

**Staff further recommends that the Board  
of Supervisors direct the Department of Environmental Management  
to:**

- o Waive the transitional screening area and barrier requirements along the northern and southern property boundaries of Land Bay A.**
- o Waive the barrier requirements between Land Bay C and Land Bay D.**
- o Modify the transitional screening area requirements between Land Bay C and Land Bay D.**
- o Waive the Service Drive Policy along the site's Lee Highway frontage.**
- o Waive the 600' private street length requirement for Land Bay D.**

JT



COMMONWEALTH OF VIRGINIA  
COUNTY OF FAIRFAX



July 8, 1987

STAFF REPORT  
APPLICATION NUMBER FDP 86-W-001  
(Concurrent with CDPA 86-W-001-1)  
(Concurrent with RZ 87-W-040)

SPRINGFIELD AND PROVIDENCE DISTRICTS

Applicant: Board of Supervisors Own Motion

Present Zoning: PDC District; Request: Final Development  
WSPOD Plan

Proposed Use: Government Center, Acreage: 216.58 acres  
Office, Hotel,  
Retail, Single-  
Family Attached and  
Multifamily Residen-  
tial and Other Non-  
Residential Secondary  
Uses

Subject Parcels: 56-1 ((1)) 2A, 2B, 2C, 40A, 40B

Application Filed: April 27, 1987

Planning Commission Public Hearing: July 14, 1987

Board of Supervisors Public Hearing: July 27, 1987

Staff Recommendation: Staff recommends that the Board of  
Supervisors approve Final Development Plan FDP 86-W-001.

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

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

JT



COMMONWEALTH OF VIRGINIA  
COUNTY OF FAIRFAX



July 8, 1987

STAFF REPORT

APPLICATION NUMBER RZ 87-W-040  
(Concurrent with CDPA 86-W-001-1  
Concurrent with FDP 86-W-001)

SPRINGFIELD AND PROVIDENCE DISTRICTS

Applicant: Board of Supervisors Own Motion

Present Zoning: PDH-5 District; Requested Zoning: PDC District

Proposed Use: Government Center Acreage: 0.03 acres

Subject Parcels: 56-1 ((1)) 40B

Application Filed: April 27, 1987

Planning Commission Public Hearing: July 14, 1987

Board of Supervisors Public Hearing: July 27, 1987

Staff Recommendation: Staff recommends that the Zoning Ordinance, as it applies to the property which is the subject of RZ 87-W-040, be amended from the PDH-5 District to the PDC District.

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

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

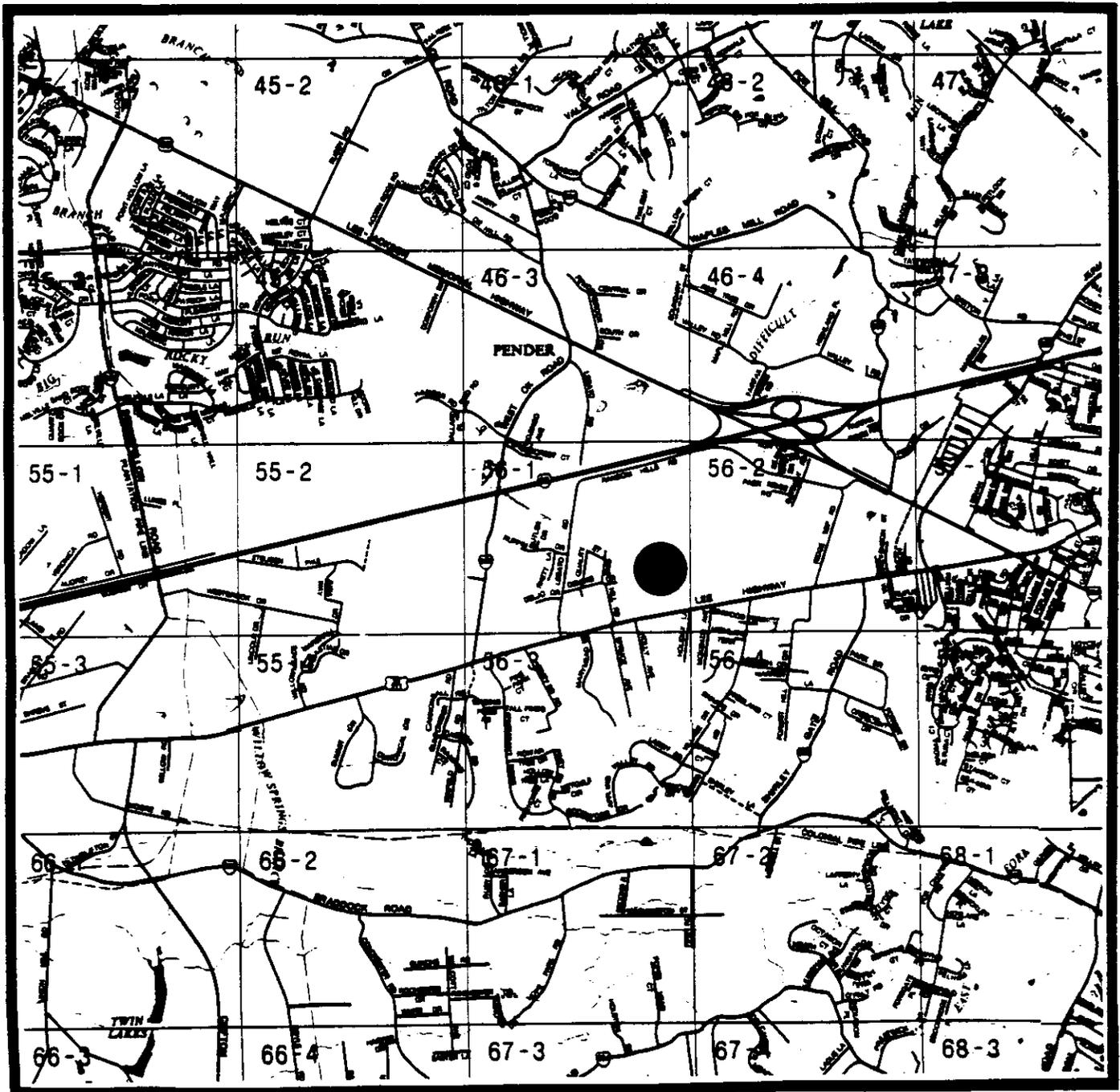
JT

# REZONING APPLICATION

## RZ 87-W-040

RZ 87-W-040  
FILED 04/27/87

BOARD OF SUPERVISORS, OWN MOTION  
TO REZONE: 0.03 ACRES OF LAND; DISTRICT - MULTIPLE  
PROPOSED: FAIRFAX COUNTY GOVERNMENTAL CENTER AND RELATED  
OFFICE, COMMERCIAL, AND RESIDENTIAL DEVELOPMENT  
LOCATED: CEMETARY LOCATED NORTH OF RT. 29 AND EAST  
OF LEGATO ROAD IN THE GOVERNMENT CENTER TRACT  
ZONING: PDH-5  
TO: PDC  
MAP REF 056-1- /01/ /0040-B



# CONCEPTUAL DEVELOPMENT PLAN AMENDMENT

## CDPA 86-W-001-1

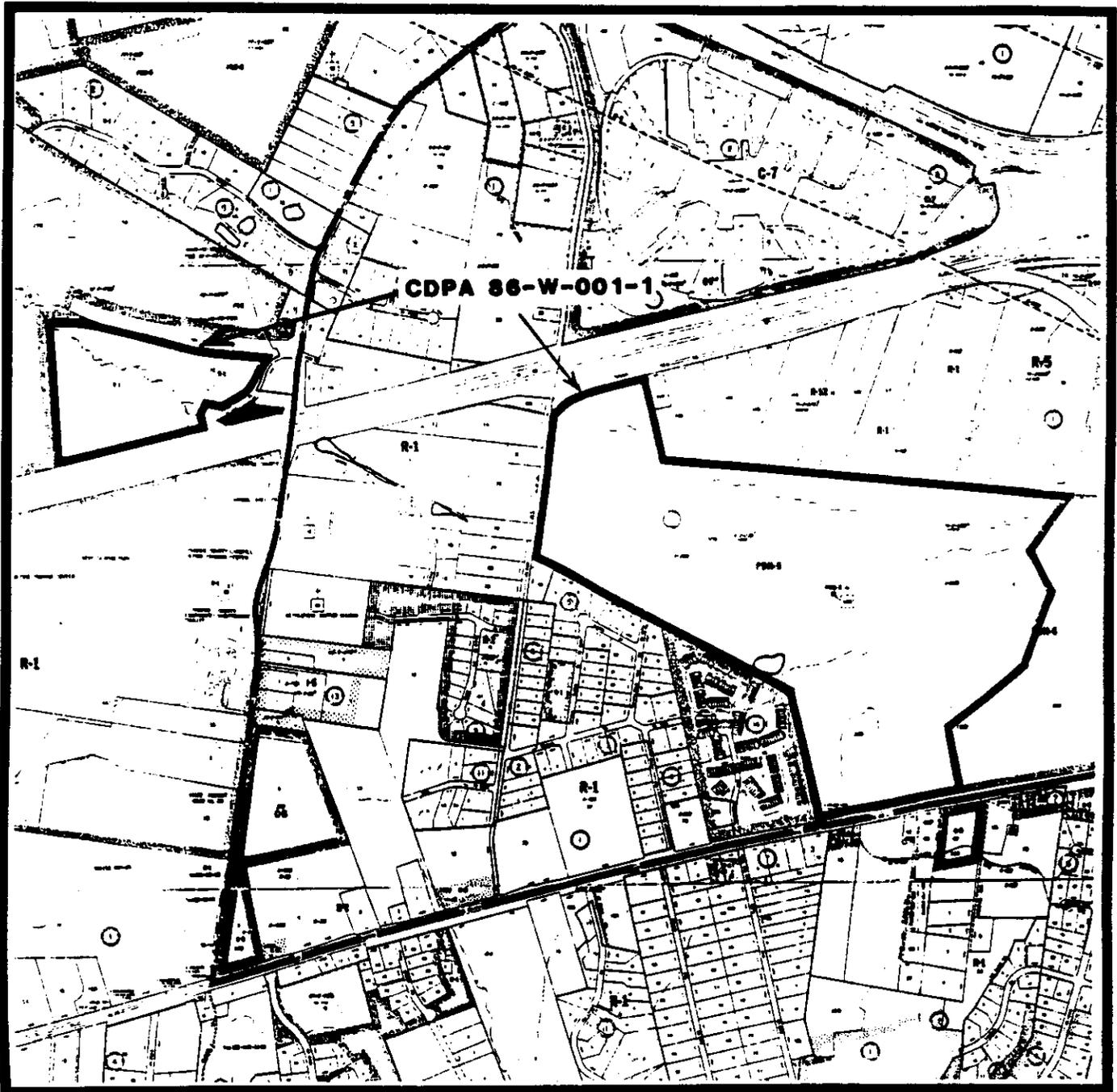
DA 86-W-001  
FILED 04/27/87

BOARD OF SUPERVISORS, OWN MOTION  
DEVELOPMENT PLAN AMENDMENT

PROPOSED: FAIRFAX COUNTY GOVERNMENTAL CENTER AND RELATED  
OFFICE, COMMERCIAL, & RESIDENTIAL DEVELOPMENT  
APPROX. 216.58 ACRES OF LAND; DISTRICT - MULTIPLE  
LOCATED: SOUTH OF I-66, NORTH OF RT. 29, & EAST OF  
LEGATO RD. - ALSO NORTH OF I-66 & WEST OF  
W. OX RD.

ZONING: PDC

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



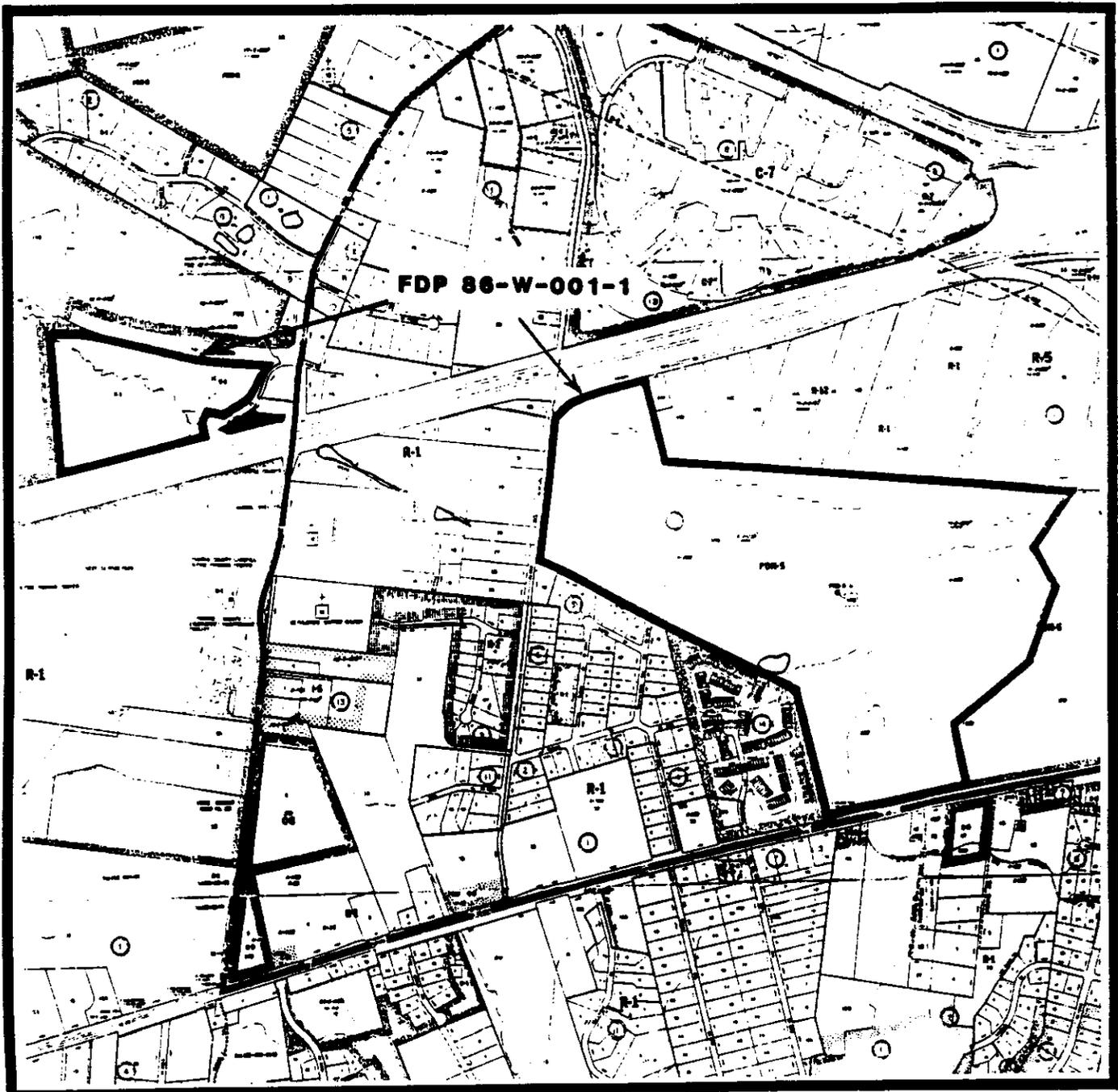
# FINAL DEVELOPMENT PLAN

## FDP 86-W-001-1

FD 86-W-001  
FILED 04/27/87

BOARD OF SUPERVISORS, OWN MOTION  
FINAL DEVELOPMENT PLAN  
PROPOSED: FAIRFAX COUNTY GOVERNMENTAL CENTER AND RELATED  
OFFICE, COMMERCIAL, & RESIDENTIAL DEVELOPMENT  
APPROX. 216.58 ACRES OF LAND; DISTRICT - MULTIPLE  
LOCATED: SOUTH OF I-66, NORTH OF RT. 29, & EAST OF  
LEGATO RD. - ALSO NORTH OF I-66 & WEST OF  
W. OX RD.

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



# REZONING APPLICATION

## RZ 87-W-040

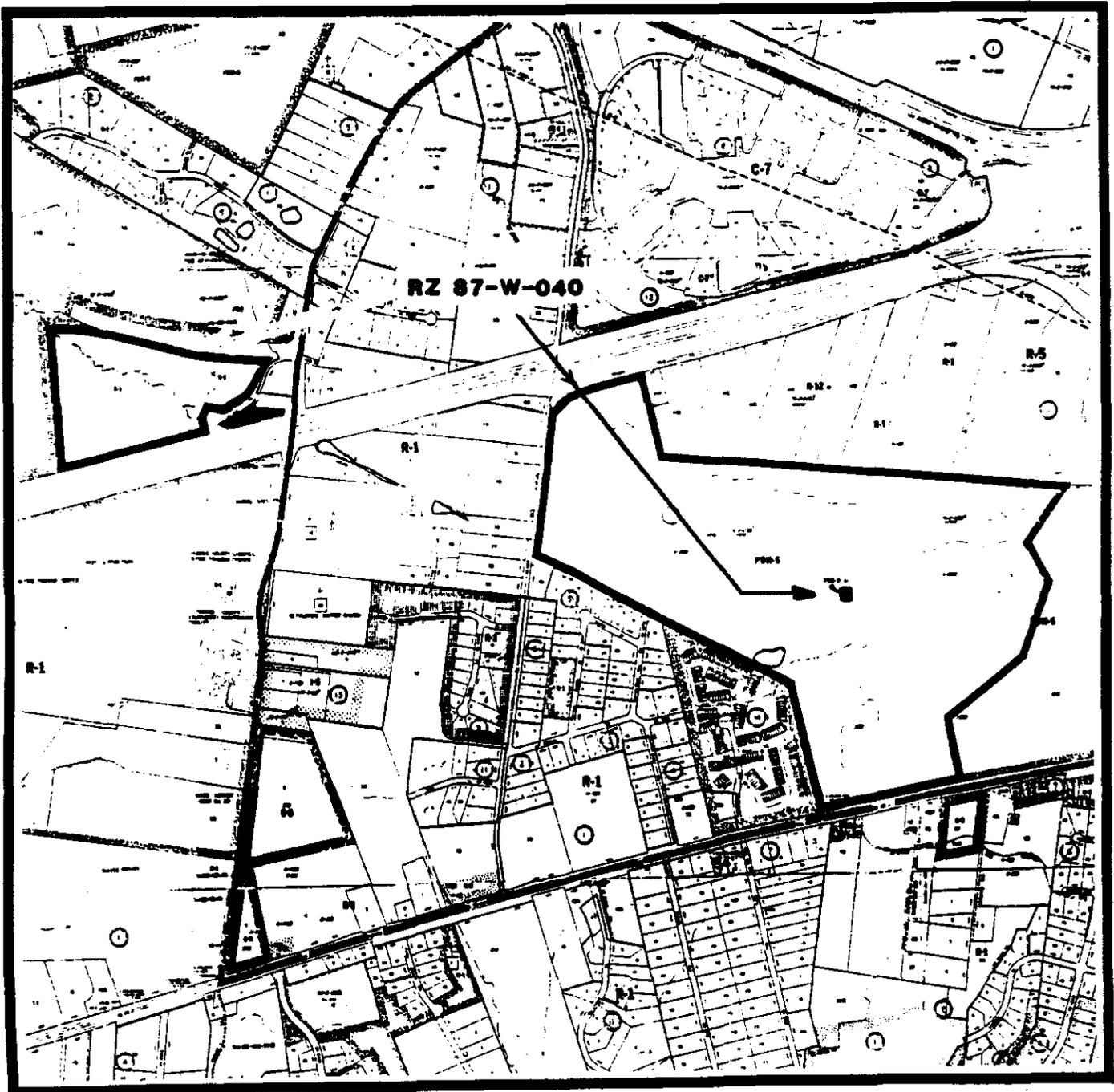
RZ 87-W-040  
FILED 04/27/87

FDP 87-W-040

BOARD OF SUPERVISORS, OWN MOTION  
TO REZONE: 0.03 ACRES OF LAND; DISTRICT - MULTIPLE  
PROPOSED: FAIRFAX COUNTY GOVERNMENTAL CENTER AND RELATED  
OFFICE, COMMERCIAL, AND RESIDENTIAL DEVELOPMENT  
LOCATED: CEMETARY LOCATED NORTH OF RT. 29 AND EAST  
OF LEGATO ROAD IN THE GOVERNMENT CENTER TRACT

ZONING: PDH-5  
TO: PDC

MAP REF 056-1- /01/ /0040-B



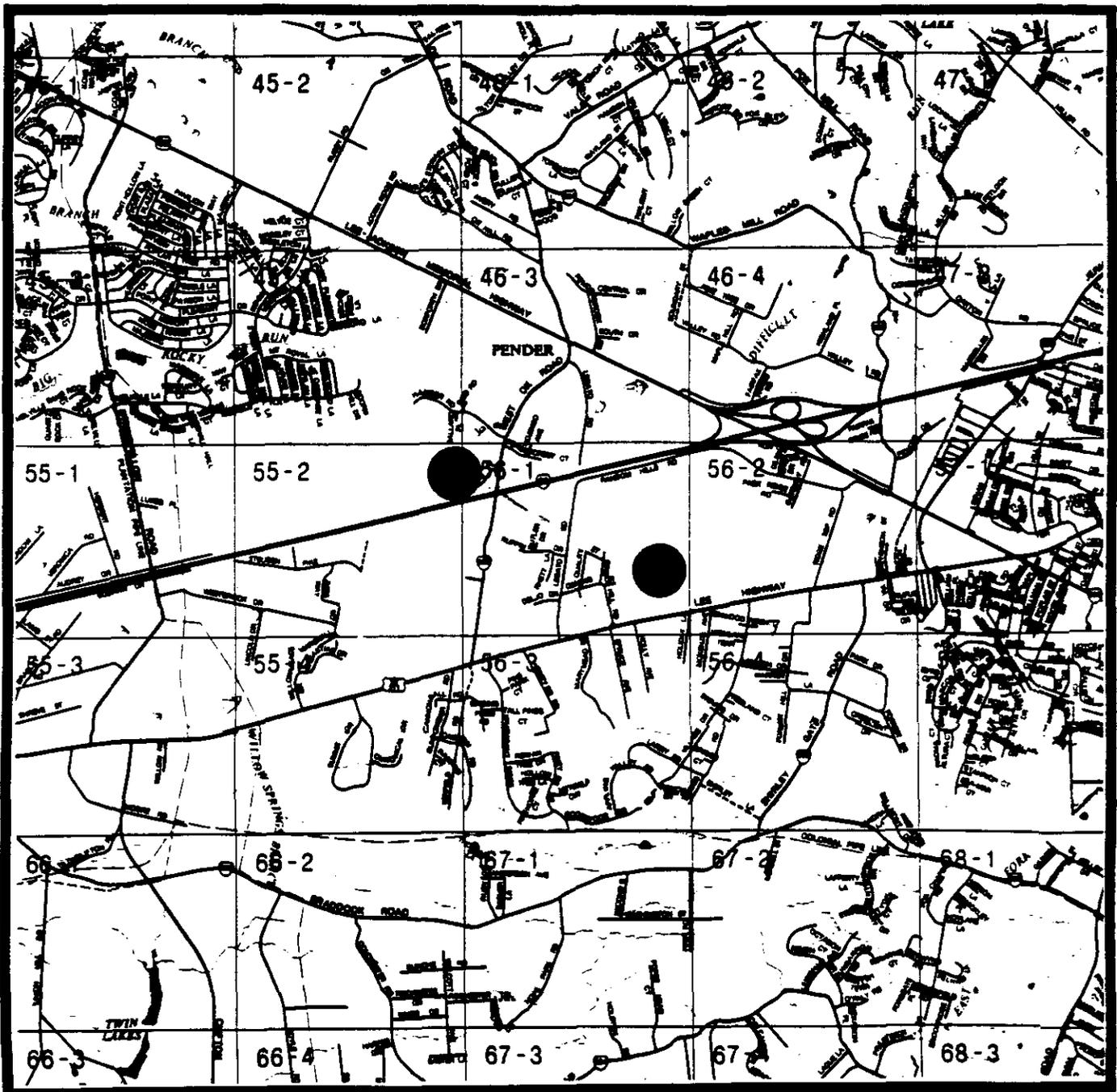
# CONCEPTUAL DEVELOPMENT PLAN AMENDMENT

## CDPA 86-W-001-1

DA 86-W-001  
FILED 04/27/87

BOARD OF SUPERVISORS, OWN MOTION  
DEVELOPMENT PLAN AMENDMENT  
PROPOSED: FAIRFAX COUNTY GOVERNMENTAL CENTER AND RELATED  
OFFICE, COMMERCIAL, & RESIDENTIAL DEVELOPMENT  
APPROX. 216.58 ACRES OF LAND; DISTRICT - MULTIPLE  
LOCATED: SOUTH OF I-66, NORTH OF RT. 29, & EAST OF  
LEGATO RD. - ALSO NORTH OF I-66 & WEST OF  
W. OX RD.

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



# FINAL DEVELOPMENT PLAN

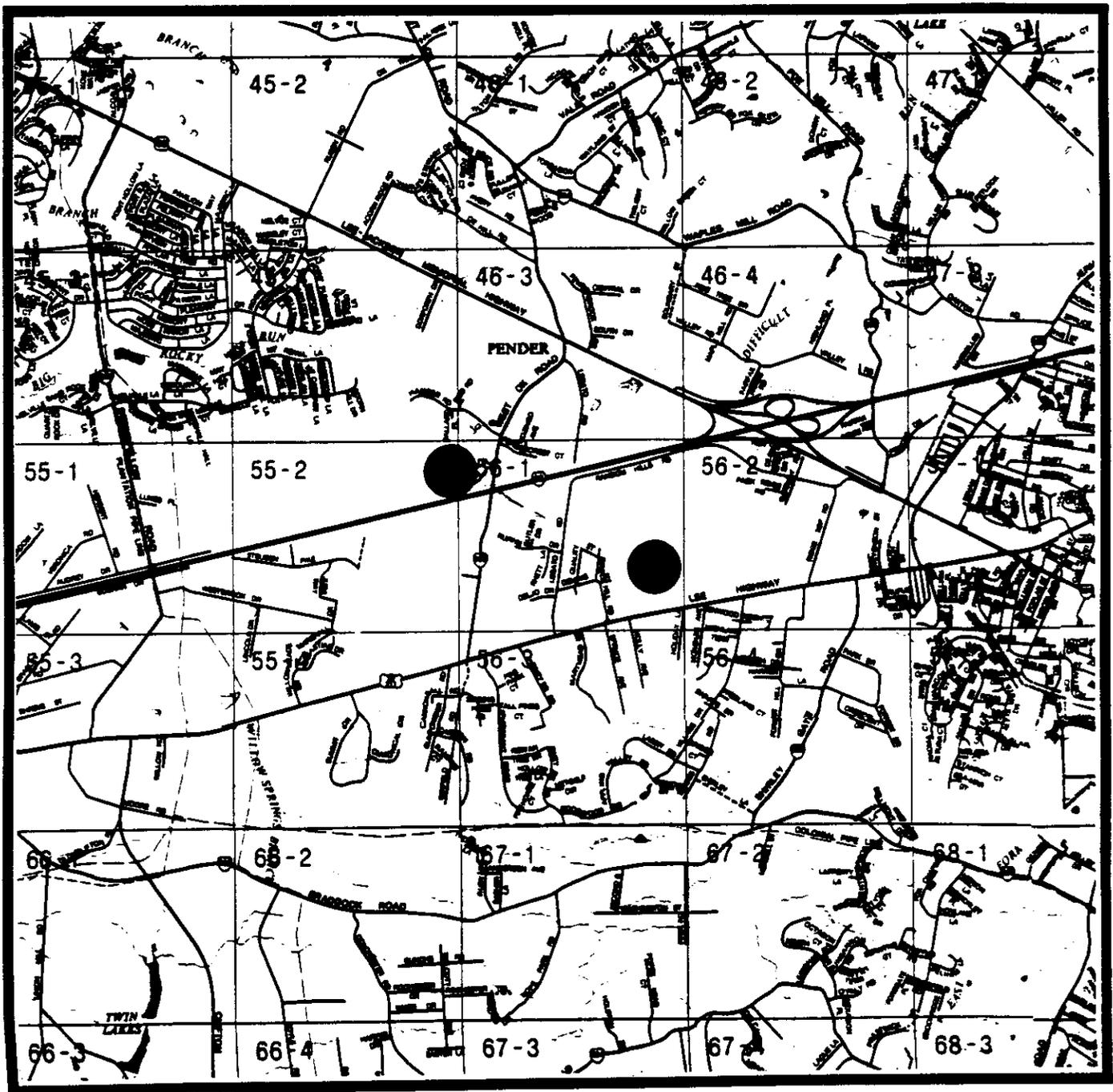
## FDP 86-W-001-1

FD 86-W-001  
FILED 04/27/87

BOARD OF SUPERVISORS, OWN MOTION  
FINAL DEVELOPMENT PLAN  
PROPOSED: FAIRFAX COUNTY GOVERNMENTAL CENTER AND RELATED  
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LOCATED: SOUTH OF I-66, NORTH OF RT. 29, & EAST OF  
LEGATO RD. - ALSO NORTH OF I-66 & WEST OF  
W. OX RD.

ZONING: PDC

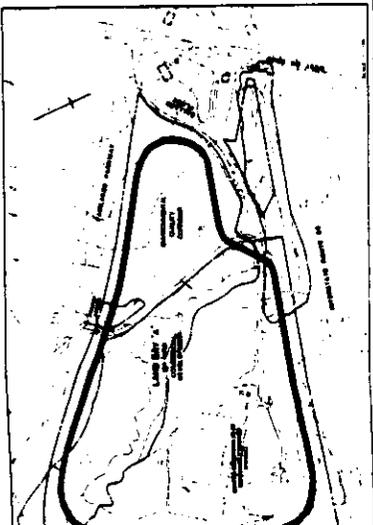
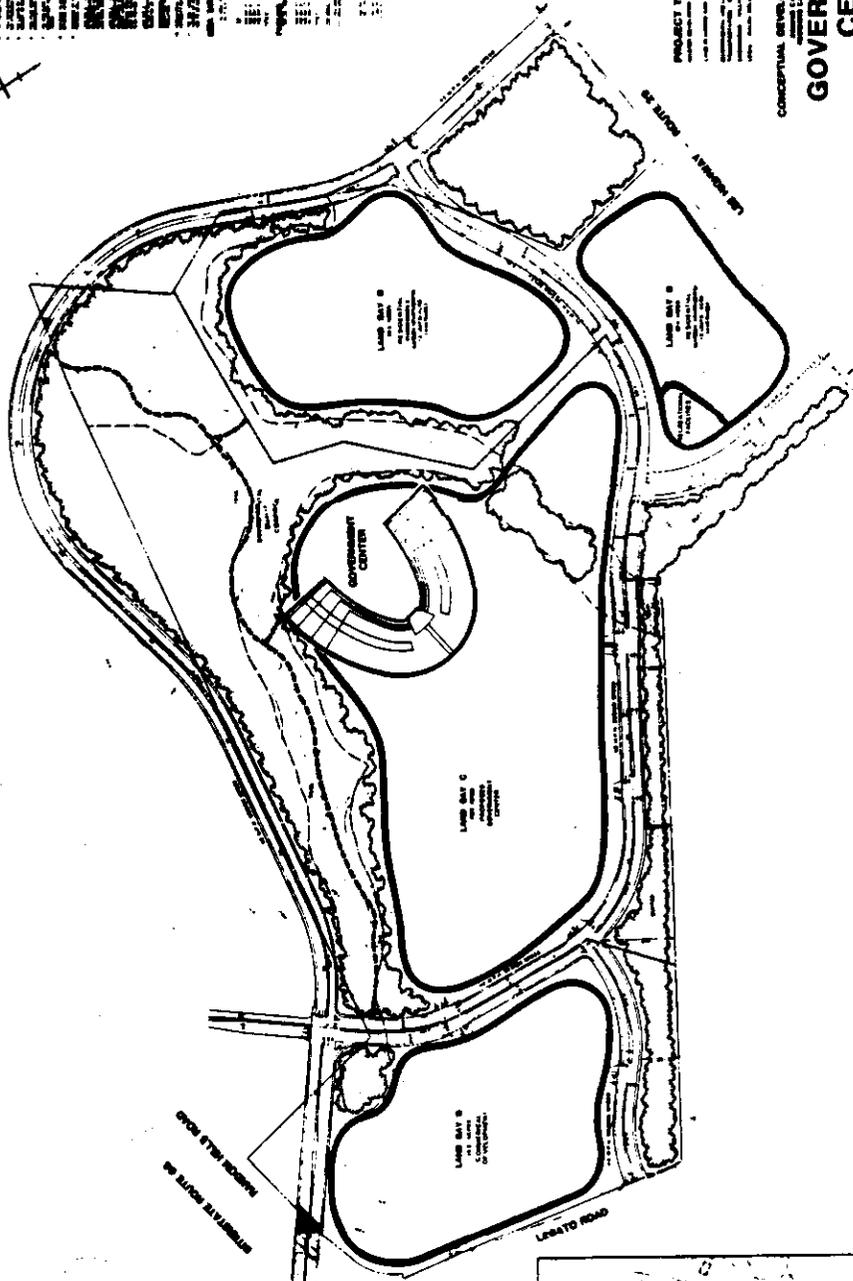
MAP REF 056-1- /01/ /0002-A ,0002-B ,0002-C ,0040-A ,0040



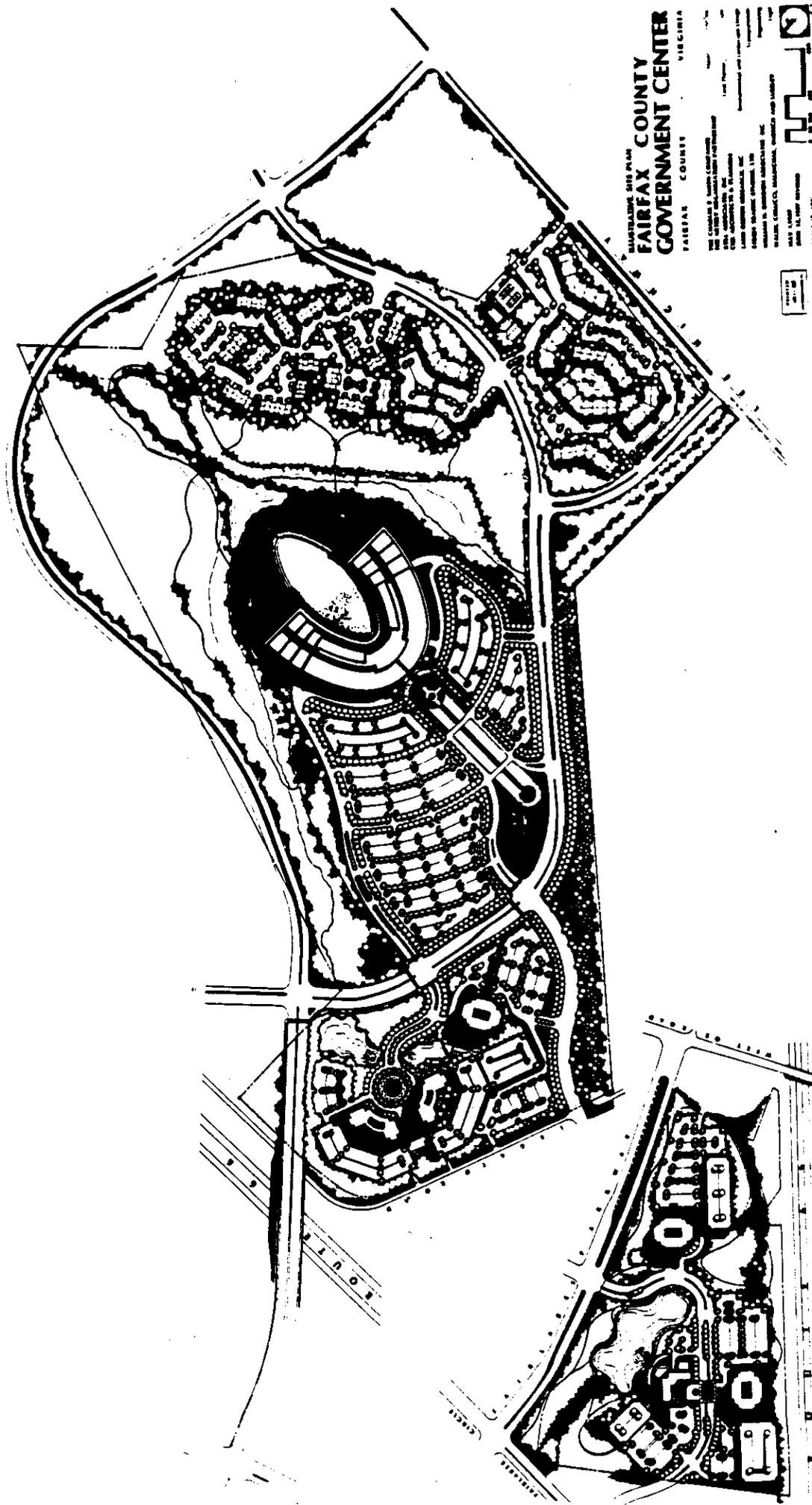
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 ENGINEER: [unreadable]  
 LANDSCAPE ARCHITECT: [unreadable]  
 PLANNING: [unreadable]  
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 HISTORIC PRESERVATION: [unreadable]  
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 AIR QUALITY: [unreadable]  
 NOISE: [unreadable]  
 CULTURAL RESOURCE: [unreadable]  
 VISUAL QUALITY: [unreadable]  
 PUBLIC PARTICIPATION: [unreadable]

**PROJECT TEAM**  
 ARCHITECT: [unreadable]  
 ENGINEER: [unreadable]  
 LANDSCAPE ARCHITECT: [unreadable]  
 PLANNING: [unreadable]  
 ENVIRONMENTAL: [unreadable]  
 HISTORIC PRESERVATION: [unreadable]  
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 NOISE: [unreadable]  
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 PUBLIC PARTICIPATION: [unreadable]

**CONCEPTUAL DEVELOPMENT PLAN AMENDMENT**  
**GOVERNMENTAL CENTER**



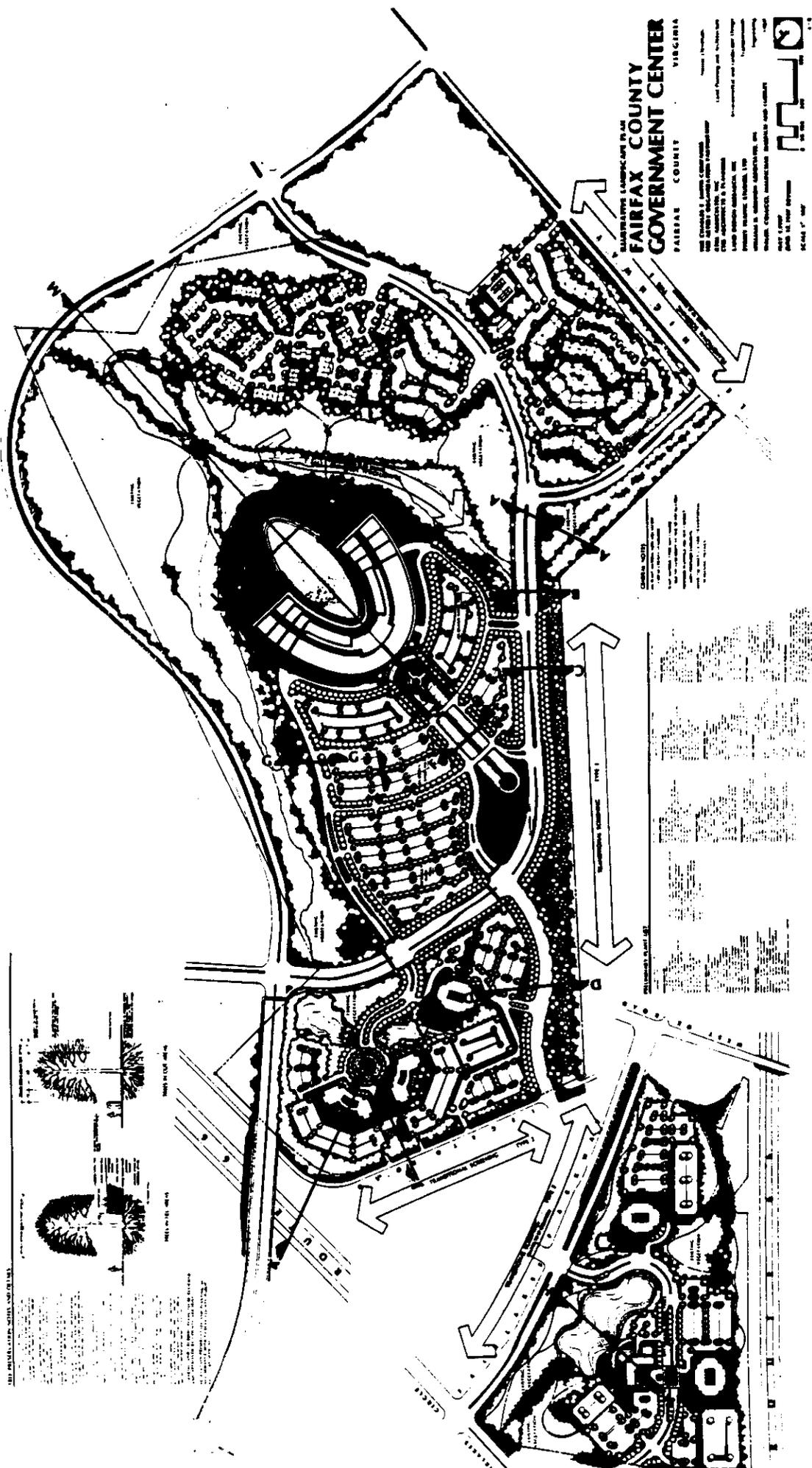




ILLUSTRATIVE SITE PLAN  
**FAIRFAX COUNTY  
GOVERNMENT CENTER**  
FAIRFAX COUNTY VIRGINIA

THE COUNTY OF FAIRFAX, VIRGINIA  
COUNTY ENGINEER  
1000 MARKET STREET, SUITE 200  
FAIRFAX, VIRGINIA 22031  
PLANNING DEPARTMENT  
1000 MARKET STREET, SUITE 200  
FAIRFAX, VIRGINIA 22031  
DATE: 10/15/88  
BY: [Signature]  
PAGE 1 OF 1





FAIRFAX COUNTY  
**FAIRFAX COUNTY**  
**GOVERNMENT CENTER**  
 FAIRFAX COUNTY VIRGINIA

THE ARCHITECT: JAMES W. HARRIS, ARCHITECT  
 1000 COMMONWEALTH BLVD., SUITE 1000  
 FALLS CHURCH, VIRGINIA 22031  
 THE ENGINEER: JAMES W. HARRIS, ARCHITECT  
 1000 COMMONWEALTH BLVD., SUITE 1000  
 FALLS CHURCH, VIRGINIA 22031  
 THE LANDSCAPE ARCHITECT: JAMES W. HARRIS, ARCHITECT  
 1000 COMMONWEALTH BLVD., SUITE 1000  
 FALLS CHURCH, VIRGINIA 22031  
 DATE: 12/15/88  
 SCALE: 1" = 40'



GENERAL NOTES:  
 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE VIRGINIA SPECIFICATIONS FOR HIGHWAYS AND BRIDGES AND THE VIRGINIA SPECIFICATIONS FOR PUBLIC WORKS.  
 2. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED.  
 3. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.  
 4. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.  
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 10. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.

CONSTRUCTION NOTES:  
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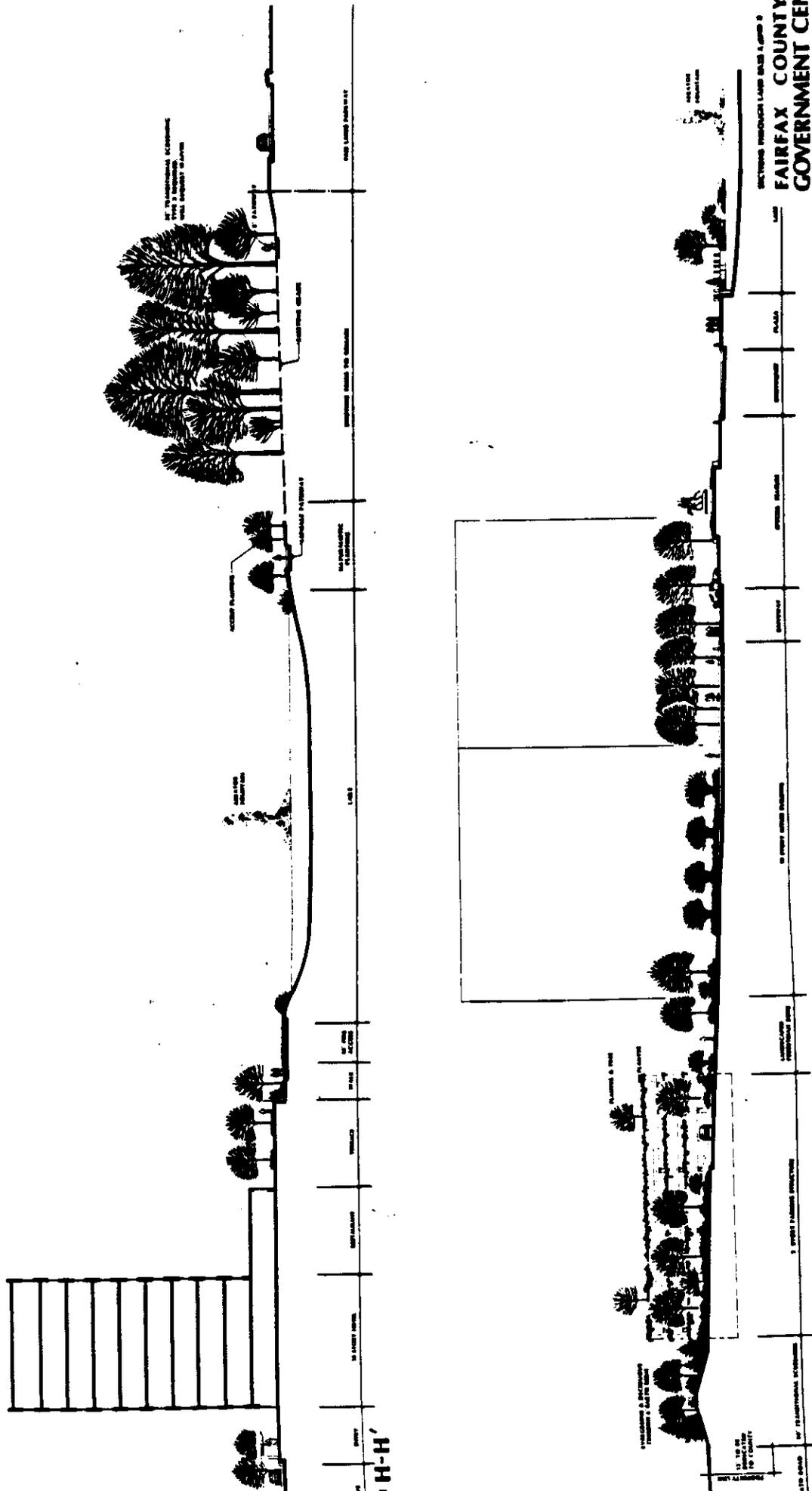
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SEE PRELIMINARY NOTES AND LIST.  
 ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE VIRGINIA SPECIFICATIONS FOR HIGHWAYS AND BRIDGES AND THE VIRGINIA SPECIFICATIONS FOR PUBLIC WORKS.  
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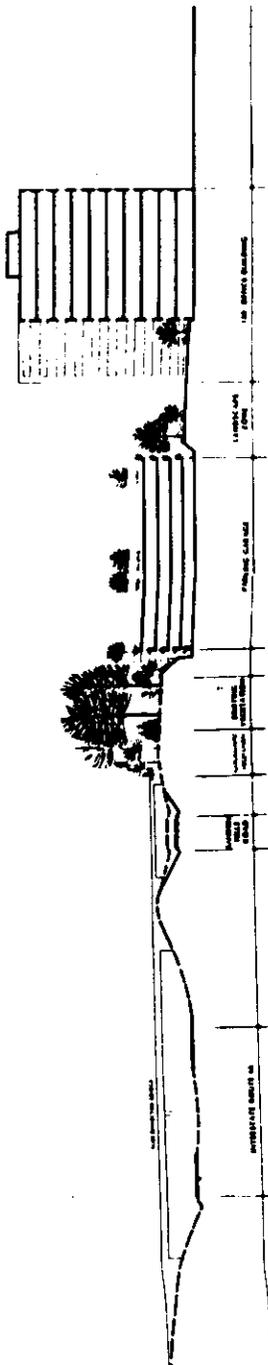




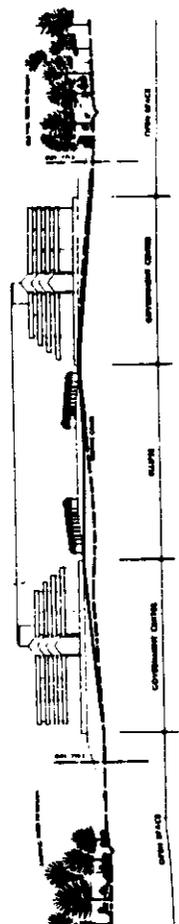


SECTION THROUGH LAND MASS 1, SHEET 2  
**FAIRFAX COUNTY**  
**GOVERNMENT CENTER**  
 FAIRFAX COUNTY  
 VIRGINIA  
 DATE: 11/19/77 (REV. 10/78)

SECTION 1-1



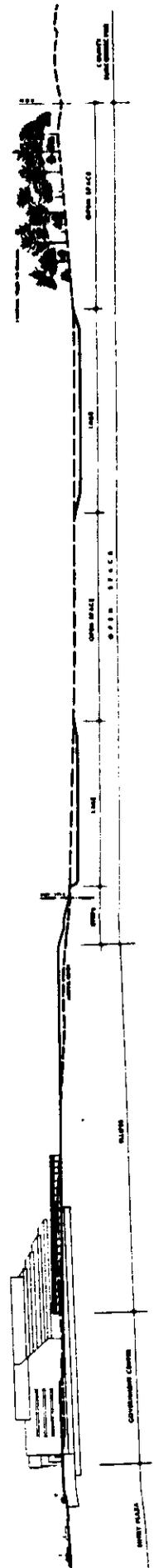
SECTION K-K



SECTION L-L

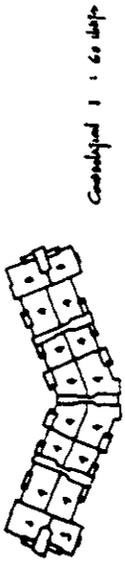


SECTION N-N

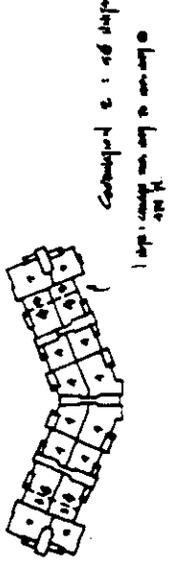


SECTION M-M

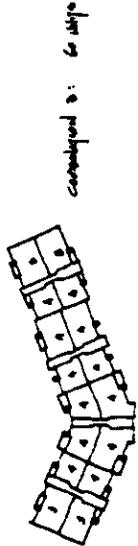
PLANS AND ELEVATION SECTIONS  
**FAIRFAX COUNTY**  
**GOVERNMENT CENTER**  
 FAIRFAX COUNTY VIRGINIA  
 APRIL 1970



Unit 1 : 60 units



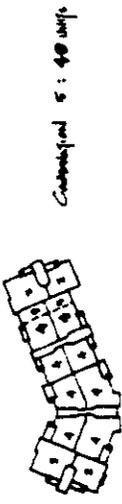
Unit 2 : 48 units  
1 step: change unit size to 100 sq ft



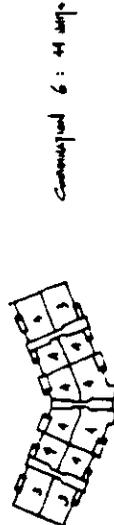
Unit 3 : 60 units



Unit 4 : 48 units

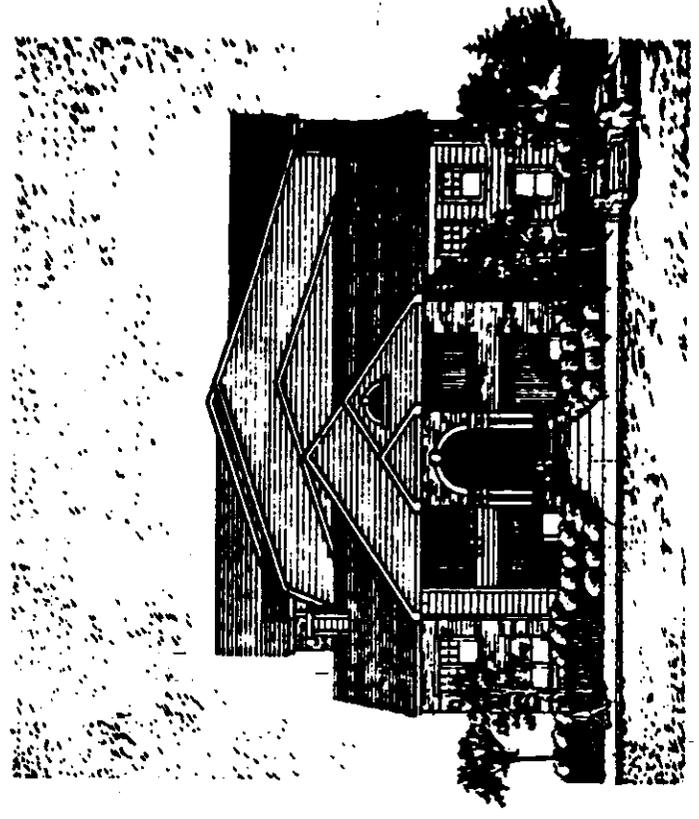


Unit 5 : 48 units



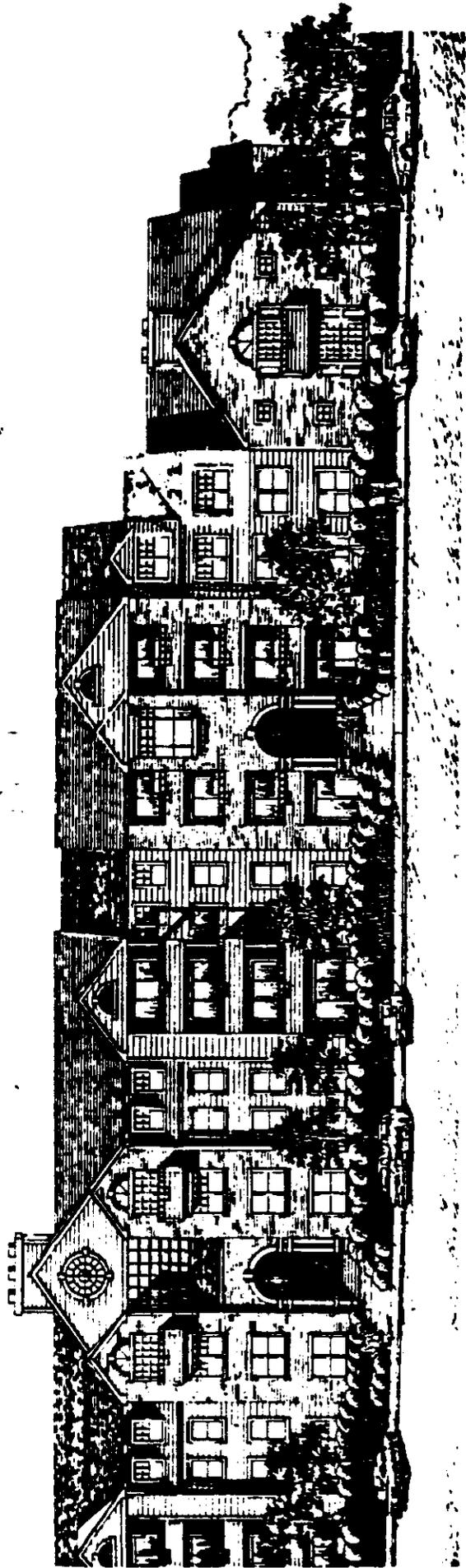
Unit 6 : 48 units

step: original building was 100 sq ft per unit, no other  
 long corridors: 48 units  
 long corridors: 48 units



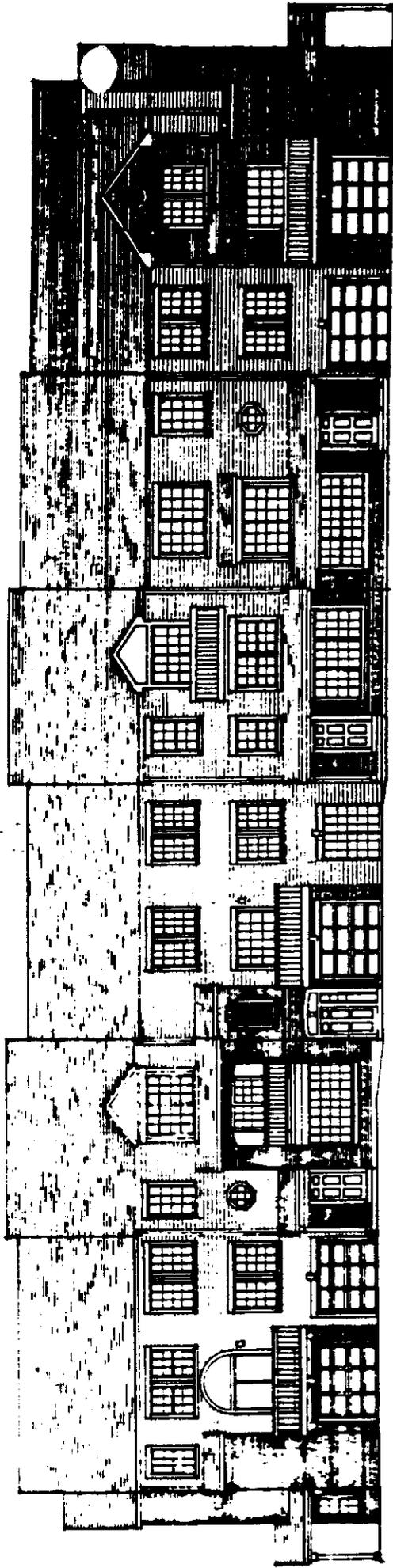
**FAIRFAX COUNTY  
 GOVERNMENT CENTER**  
 FAIRFAX COUNTY VIRGINIA

THE GRUBBS & SMITH COMPANY  
 THE APARTMENT CONSULTING PARTNERSHIP

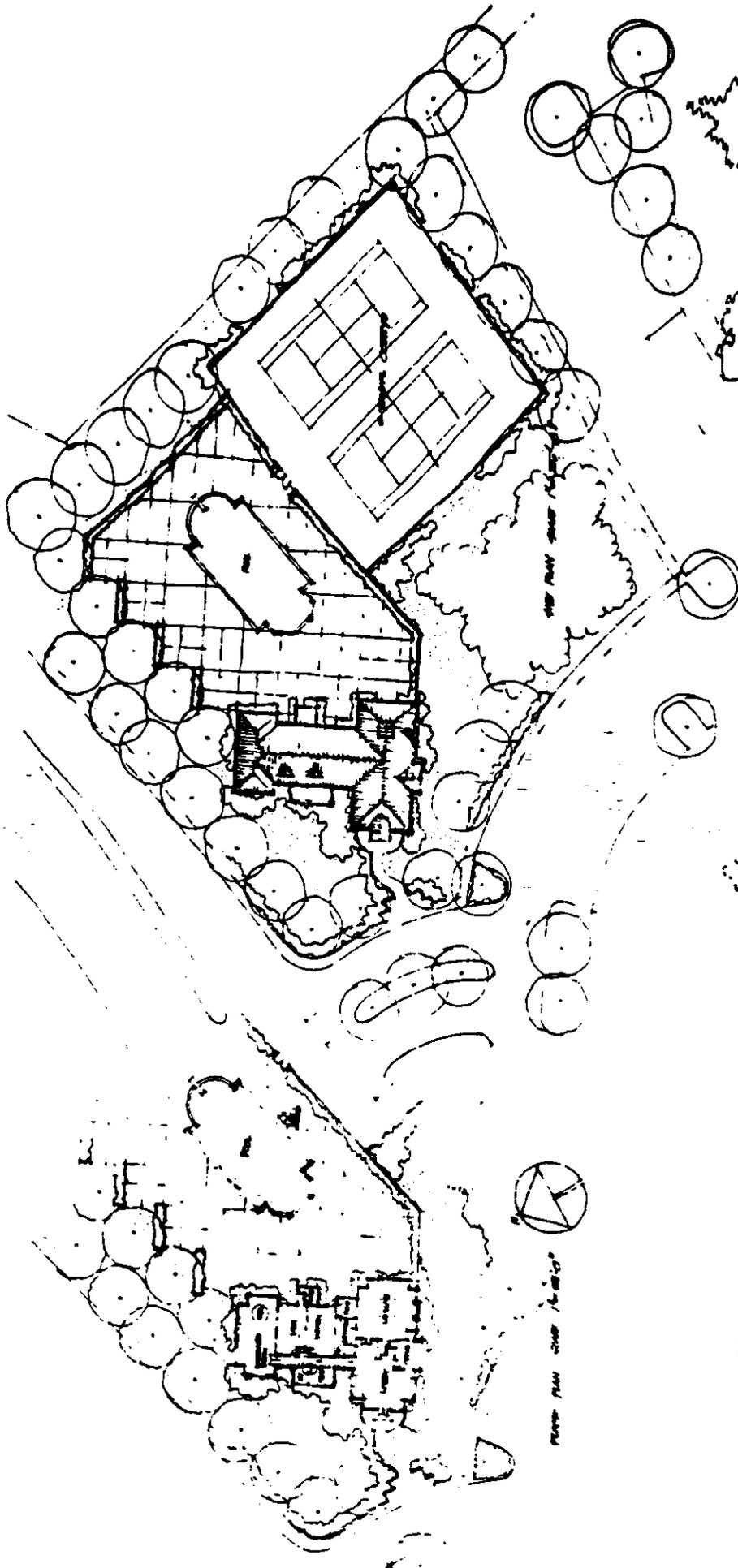


**FAIRFAX COUNTY  
GOVERNMENT CENTER**  
FAIRFAX COUNTY VIRGINIA

THE CHARLES S. SMITH CONTRACTOR  
THE JACOBI ENGINEERING PARTNERSHIP



BACK TO BACK TOWNHOUSES  
FAIRFAX GOVERNMENT CENTER  
ARTERY ORGANIZATION



PLAN 1000 SITE PLAN



COMMUNITY CENTER

FAIRFAX GOVERNMENT CENTER

THE OFFICE OF THE COUNTY COMMISSIONER

1987 10/1987

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

DESCRIPTION OF THE APPLICATION

The first of these concurrent applications by the Board of Supervisors Own Motion is a Conceptual Development Plan Amendment, CDPA 86-W-001-1, and a Final Development Plan, FDP 86-W-001 for the Fairfax County Government Center and the surrounding commercial/office and residential development. The application property is 216.58 acres in size and is zoned PDC District (Planned Development Commercial).

The proposed Conceptual Development Plan Amendment involves an exchange of land area between two of the previously approved Land Bays indicated on the approved Conceptual Development Plan. The land exchange increases the acreage in Land Bay B by approximately 7 acres, decreases acreage in Land Bay D by 8.4 acres and changes the configuration of the boundaries of Land Bay C, while still maintaining its 100 acre size. In addition, the Conceptual Development Plan is being amended to: a) provide for the Legato Road Access Road which leads from the Government Center Parkway to West Ox Road, across from the entrance to the PDH-20 Summit Forest residential development; b) provide for the extension of the Government Center Parkway from its intersection with the Route 29 Access Road to the eastern property boundary, near its planned intersection with the East-West Subconnector Road; and c) amend the development conditions adopted as part of the original 1986 rezoning to reflect the changes to the Conceptual Development Plan and to more clearly define the objectives to be achieved by the Final Development Plan.

The second application is a rezoning, RZ 87-W-040, of 0.03 acres of land from the PDH-5 District to the PDC District, including approval of a Conceptual Development Plan and Final Development Plan which have been incorporated into the government center development plans. Parcel 40B, the subject of RZ 87-W-040, was once a graveyard accessory to a residential dwelling located in the center of the 216.58 acre Governmental Center site.

Approval by the Board of Supervisors of the following waivers and modifications has also been requested:

- o Waiver of the transitional screening area and barrier requirements along:
  - the southern boundary of Land Bay A;
  - the northern boundary of Land Bay A.
- o Modification of the transitional screening area and barrier requirements along:
  - the eastern boundary of Land Bay C adjacent to Land Bay D.
- o Waiver of the barrier requirement along the eastern border adjacent to Land Bay D.
- o Waiver of the Board's Service Drive policy along the property's Route 29 frontage.
- o Waiver of the 600' maximum private street length requirement.
- o Waiver of the 200 square foot privacy yard requirement for the single-family attached dwellings.

The Board of Supervisors is also being asked to approve a compact car parking request for Land Bay C.

#### LOCATION AND CHARACTER OF THE AREA

The Fairfax County Government Center site is located in the Fairfax Center Area near the Rt. 50/I-66 interchange, and south of the Fair Oaks Regional Shopping Mall. The Conceptual Development Plan approved by the Board in March of 1986 as part of the PDC District request divided the 216.58 acre site into four land bays: A, B, C and D.

Land Bay A comprises approximately 33 acres of the total site area and is located on the north side of I-66 and on the south side of Fair Lakes Parkway, approximately 200 feet west of West Ox Road. Land Bay A was approved according to the Conceptual Development Plan with an FAR generally not to exceed 0.45.

Land Bays B, C and D comprise the remaining 183 acres of the total site and are generally located between Interstate I-66 to the north and Lee Highway (Route 29) to the south. Land Bay B was approximately 26 acres in size under the approved CDP and is located east of Legato Road and south of Random Hills Road. It was approved with an FAR generally not to exceed 0.50. Land Bay C contained 100 acres and is the location of the Fairfax County Government Center. It lies south of Random Hills Road and north of the proposed Government Center Parkway. Land Bay C was approved with an FAR not to exceed 0.22. Land Bay D was 59 acres in size under the approved CDP and is located north of Lee Highway and approximately 600 feet east of its intersection with Holly Avenue. It was approved with an FAR generally not to exceed 0.35.

The 183 acre site is currently vacant and contains open fields, mature vegetation, wooded areas and small streams which run through the site. Land Bay A is currently occupied by a maintenance facility of the Fairfax County Park Authority. An extensive environmental quality corridor runs east-west through Land Bays B, C, D and north-south through Land Bay A. Significant wooded vegetation lies within this environmental quality corridor and also on the associated stream valley slopes.

#### BACKGROUND

On March 10, 1986, the Board of Supervisors approved the rezoning from the R-1 and PDH-5 Districts to the PDC District and approved a Conceptual Development Plan for the application property under RZ 86-W-001 for 216.58 acres. The Conceptual Development Plan (CDP) approved by the Board of Supervisors in March, 1986 was the second of two options considered by the Board and provided Land Bay C with 100 acres of the total site. The total development permitted by this rezoning was 3,157,292 sq. ft. of gross floor area, or a Floor Area Ratio (FAR) of 0.3346. The approved Conceptual Development Plan is provided in Appendix 2 of this report. The Development Conditions adopted under RZ 86-W-001 are attached as Appendix 3.

#### COMPREHENSIVE PLAN RECOMMENDATIONS

The 216.4 acre property is located in Community Planning Sector F5 (Legato) of the Fairfax Planning District in Planning Area II and Planning Sector BR4 (Stringfellow) of the Bull Run Planning District in Planning Area III. The property is also located in Land Units P1 and I4 of the Fairfax Center Area.

Conformance with the Comprehensive Plan has been evaluated by reviewing the application in light of the Plan citations contained in the Plan Analysis Branch (PAB) report contained in Appendix 13. The most relevant excerpts from the Comprehensive Plan are provided below:

Land Use:

The Plan provides development guidance for the two Fairfax Center Area Land Bays (P1 and I4) that are associated with the applications referred to above.

On page III-104, under P1, (Proposed Fairfax County Government Center), the Plan states:

"P1 (Proposed Fairfax County Government Center)

The facilities of the Fairfax County Government Center are located on the 183.0-acre Land Unit P1 planned for development at an overall 0.35 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 included as part of 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 0.5 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 0.35 FAR, with a residential component location on the southeastern 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 sub-area 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 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 III-98, under Land Units I3 and I4, the Plan also states:

"I3, I4

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 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."

Environment:

"Environmental Quality Concerns

There is a need to protect the water and environmental quality of the Occoquan basin area. The Occoquan basin drains approximately 20 percent of the total area of Fairfax County. The reservoir stores water for a large percentage of the Northern Virginia population. Even though the present overall intensity of development within the Occoquan basin is relatively low, water quality levels in the basin are worsening. Further influx of development into the area will be extremely detrimental to water quality and wildlife habitats unless environmentally sensitive site development measures are utilized.

It is necessary to protect the water and environmental quality of the Occoquan basin area. Protection of runoff should be provided by retention ponds and other best management practices (BMP). Every effort should be made to assure that streams will not flood and cause damage to neighborhoods and homes due to future construction in undeveloped areas.

Nonpoint source pollution has been identified as a major contributor to water quality problems in the Occoquan Reservoir. The impact of nonpoint source pollution is related to land use densities. As development becomes more intense and higher percentages of the land surface are paved, pollution concentrations in the urban stormwater runoff increase drastically. This nonpoint source pollution can be reduced by the implementation of BMPs. All projects within the area must abide by the BMPs criteria for nonpoint source pollution control, as adopted by the Board of Supervisors, in an effort to achieve water quality goals. Included in these practices are sedimentation control, storm water detention (modified as per BMPs), storm water retention and detention, infiltration trenches, porous pavement usage, paved surface cleaning practices, erosion control, cluster development, grass swales and vegetation filter strips.

The need to protect and enhance flora, fauna and water quality is of primary concern. This can be accomplished through the provision of environmental quality corridors (EQCs). These EQCs form a vegetated filter strip around streams. In this way, impurities which flow in run-off are filtered out prior to entry into the stream system, thus ensuring higher water quality. The EQCs additionally serve as valuable wildlife habitats and zones where natural vegetation processes are allowed to progress. Consequently, all streams and other areas of particular environmental consequence must be protected through the strict adherence to a policy of protection of environmental quality corridors. Once established, these environmental quality corridors, when linked together and augmented by parks and other open space areas, can form a continuous open space system linking all major parts of the area. Such a system of pedestrian and/or bicycle trails should be established during the planning process."

The Area II Plan map shows the portion of the subject property located within Planning Area II (Land Bay A) to be planned for institutional, office and environmental quality corridor purposes. The Area III Plan map shows the portion of the subject property located in Planning Area III (Land Bays B, C, and D) to be planned for office, residential and environmental quality corridor purposes.

## ANALYSIS

### Development Plan Descriptions

The revised Conceptual Development Plan (CDPA) submitted as part of the Conceptual Development Plan Amendment application which is shown in the initial pages of this report proposes 3,157,292 sq. ft. of gross floor area, and an FAR of 0.3347.

Land Bay A remains at 32.799 acres in size. The proposed FAR is now 0.49 and will provide for 695,000 sq.ft. of commercial development. Land Bay B is now 32.9 acres, an increase of 7 acres. The proposed FAR is 0.54 and will provide for 771,667 sq.ft. of commercial development. Land Bays A and B when combined will result in 1,466,667 sq. ft. of commercial gross floor area, the same as approved by the Board in 1986. Land Bay C remains 100 acres in size, although the southwest corner of Land Bay C was added to Land Bay B, and in return, the northwest and northeast corners of Land Bay D were added to

Land Bay C. Land Bay C will contain the 958,000 sq. ft. County Government Center with a proposed FAR of 0.22, the same as approved by the Board in 1986. Land Bay D is 50.7 acres, being reduced in size by 8.4 acres. Land Bay D is proposed for a 0.33 FAR and will provide for 733,180 sq. ft. of residential townhome and garden apartment development (596 dwelling units in all). The Conceptual Development Plan indicates that the maximum height of all structures shall be 120 feet.

In terms of transportation, the CDPA shows the major roads which will serve the subject site. The proposed routes provide multiple access points to the government center site as well as access to the Fairfax Center Area.

The East-West Subconnector Road is a four-lane divided facility but will be designed to accommodate six lanes in the future. It is shown on the CDP beginning at its intersection with Centennial Drive and Monument Drive to the west, where it provides access to Land Bay A. The road will then bridge I-66, cross the northern boundary of Land Bay B, and intersect with the Government Center Parkway. It will then continue around Land Bays C, and D turning southward until it intersects with Lee Highway (Route 29).

The Government Center Parkway is a four-lane divided facility which crosses the central and southern portion of the site, intersecting with the East-West Subconnector Road at either end. Under the previous CDP, it was designed to intersect with Lee Highway and serve as the main entrance road to the Government Center. However, as part of the Conceptual Development Plan Amendment, this parkway will be reoriented to bisect Land Bay D in order to intersect with the Subconnector Road approximately 700 feet north of Lee Highway. This parkway is to be extended to the east where it will intersect with Ridge Top Road near Kamp Washington.

A four-lane divided entrance road will intersect with Lee Highway to the south and the Government Center Parkway to the north, and serve as an entrance road to the Government Center site. This is the Route 29 Access Road.

Another addition to the approved CDP is a four-lane road which intersects Legato Road to the west and the Government Center Parkway to the east, in the southern portion of Land Bay B. This is the Legato Road Access Road and is to be extended to the west through the Summit Forest residential PDH-20 development. By providing a connection to West Ox Road, this road helps to reduce turning movements at the Government Center Parkway/Subconnector Road intersection.

One Final Development Plan (FDP) has been prepared for all four land bays, and presents the details of the mixed use PDC District development. In addition to this Plan which is shown in the initial pages of this report, illustrative drawings are also provided showing proposed landscaping plans, buffer cross-sections, building elevations, plaza details, street furniture, and parking lot landscaping.

As indicated, Land Bay A will contain a hotel, two office/commercial buildings and three accessory parking structures for a total gross floor area of 695,000 sq. ft. and 2,249 parking spaces. Building A1 is a 10 story hotel containing a gross floor area of 185,000 sq. ft. and a maximum height of 120 feet. It overlooks a proposed lake located to the center of the site. P1 is the associated parking structure containing four parking levels and has a building height of 27 feet. Building A2 is a 10 story office/commercial structure containing a gross floor area of 255,000 sq. ft. and a maximum height of 120 feet. It is located to the south side of the site adjacent to I-66. Its associated parking structure contains four parking levels, all above grade, and has a building height of 27 feet. Building A3 is the second 10 story office/commercial structure in Land Bay A which also contains a gross floor area of 255,000 sq. ft. and a maximum height of 120 feet. It is located on the east side of the site adjacent to Fair Lakes Parkway. Its associated parking structure, P3, contains six levels of parking, all above grade, and has a building height of 45 feet.

All three buildings within Land Bay A are setback a minimum of 75' from I-66 highway right-of-way and are setback a minimum of 100' from the Fair Lakes Parkway right-of-way. Parking structure P2 will be set into the slope separating I-66 and this property to reduce its visual impact. In addition, the FDP includes a proposed 50' buffer between these commercial uses and Fair Lakes Parkway which contains the proposed lake and a naturally wooded area.

The primary access to Land Bay A is from Fair Lakes Parkway. In addition, interparcel access is shown to the Fair Lakes Development at the western edge of the site, and to Ballard Place on the eastern edge of the site.

The proposed lake has also been designed as a BMP storm water management facility. Because it may not be a regional stormwater management facility, it would therefore require Special Exception approval prior to installation within the floodplain associated with Land Bay A.

The FDP shows limits of clearing and grading, tree preservation areas, a trail around the lake, and a ten foot wide trail easement along Fair Lakes Parkway. Approximately 40% of the gross site area is open space.

Land Bay B will contain three 10 story office/commercial structures with a total gross floor area of 771,667 sq. ft., as shown on the FDP. Each commercial office building will have a maximum building height of 120 feet. Three associated parking structures are also shown with a combined total of 2,847 parking spaces.

Structures B1 and B2 both contain a gross floor area of 257,222 sq. ft. and have identical building footprints. The buildings are situated to the interior of the site with the building facades forming a semi-circle around a traffic circle/plaza. The respective associated parking structures, P4 and P5 front, in part, on Legato Road and the Subconnector Road and provide direct access to this road. These structures which are four levels and 27' in height also have identical building footprints and are situated symmetrically behind the twin office buildings. Structure B3 contains a gross floor area of 257,223 sq. ft. and has a building footprint identical to Structure A2 in Land Bay A. Its associated parking structure, P6, is located near the Legato Road Access Road, approximately 100 feet from Structure B3. It has five levels, and is 36' in height.

A minimum buffer of 110' feet is to be provided along the southern boundary of Land Bay B between the commercial office development and the low-density R-1 zoned Dixie Hills residential community. As indicated in the supporting materials, this buffer will be landscaped and bermed as shown in cross-section D-D provided in this report. Substantial landscaping has also been provided to screen the surface parking from views along the Legato Road Access Road and the Government Center Parkway.

In addition, parking structures P4 and P5 are setback from the Legato Road property line a minimum of 50', and cross-sections K-K and J-J indicate that a minimum of 35' of transitional screening and landscaped berming will be provided between this property and the adjacent R-1 and PDH-20 residential developments. One of the four levels in parking structures P4 & P5 will be underground and above ground decks will be treated architecturally and provided with overhanging landscaping. Surface parking lots will have a minimum of 25' of transitional screening area.

Access to Land Bay B is shown on the FDP from the Legato Road Access Road and the Government Center Parkway. In addition, interparcel access is shown to the Summit Forest Apartments located on the east side of Legato Road, primarily across from Parking Structure P4 and P5.

Trails are shown along some of the motorized transportation routes. The FDP also shows a proposed lake which will serve as a BMP storm water management facility in the northeast section of the site. An attractive pedestrian plaza/water feature will provide an interesting, yet functional connection between the three office buildings. Approximately 30% of the gross site area is in open space.

Land Bay C contains the Fairfax County Government Center which is to be constructed in two phases. Phase I, currently scheduled for completion in 1990-91, will contain 633,643 square feet and 2,993 parking spaces. Phase II will contain the ultimate projected build-out of 958,000 square feet and 4,239 parking spaces. This structure, C1, as shown on the FDP contains a gross floor area of 958,000 sq. ft. with an FAR of 0.22. The proposed administrative office complex is a horseshoe-shaped, five level building with the higher levels stepped back towards the center of the horseshoe. The structure partially encloses a landscaped ellipse and the two-level underground parking structure, P7. The exterior of the horseshoe faces surface parking, except where single level decks are proposed for the Phase II build-out. The parking is set asymmetrically on either side of landscaped rectangular malls which aid traffic circulation in and around the parking lots. The 4,239 parking spaces are based on the Zoning Ordinance parking requirement for office use which is 4.5 spaces per 1,000, or 3,449 spaces, plus 790 additional spaces.

A separate request for approval of compact car parking has also been proposed for this land bay. This compact car parking would involve 25% of the total number of spaces, requiring 21,140 sq. ft. of additional landscaping, according to the Zoning Ordinance requirements.

Cross-sections C-C and D-D of the supporting materials indicate a 100 foot buffer which is to be provided to accommodate a 10 to 15 foot high earth berm along the southern edge of the Land Bay C. This buffer, with the addition of six foot deciduous and evergreen trees, is to mitigate the visual impact of the Government Center Parkway which adjoins the adjacent residential townhouse community of Alden Glen.

A substantial system of trails connect the parking lots to the office building and provides pedestrian access to the large EQC/open space areas shown on the plan. Much of the remainder of the site including the stream valley and Environmental Quality Corridor is to be left in a natural state. Approximately 60% of the gross site area is in open space. Two additional wet ponds are shown on the FDP in the northeastern section of the site as aesthetic amenities and are not related to the required BMPs and stormwater management program.

Primary access to Land Bay C is from the Government Center Parkway and the Subconnector Road. Secondary access is from the Legato Road Access Road and the Route 29 Access Road.

While not specifically depicted on the FDP for Land Bay C, the Government Center floor area calculations have reserved approximately 20,000 sq. ft. of the gross floor area for a Cultural Center. The location currently considered for this Center is at the main entrance to the mall of Land Bay C from the Government Center Parkway on a parcel of approximately 2 acres. Without seeing the actual footprint, or knowing what the Board may determine is appropriate for the Cultural Center, it is impossible for staff to determine whether this reserved location will be adequate to accommodate this recommended secondary use/facility.

Land Bay D is shown on the FDP to contain residential uses, divided into 192 back-to-back townhouse and 404 garden apartment units for a total of 596 dwelling units and 1085 parking spaces. While the Zoning Ordinance requires 990 spaces @ 1.5 spaces per multifamily dwelling and 2.0 spaces per single family dwelling, the development plan includes 95 additional spaces for guest parking, R.V. parking, and community center/pool parking. The FDP also shows a community center, pool, tennis courts, tot lots and a trail system to be provided as residential amenities for the private use of the residents and owners.

Cross-section Q-Q indicates that a buffer of 50' will be provided between the multifamily garden apartments and Lee Highway (Route 29) so as to reduce the noise and visual impacts of traffic. Additionally, noise attenuation will be provided as defined in the proposed Development Conditions of Appendix 1. The extensive amount of natural vegetation existing within this stream valley provides a sufficient buffer between the residential townhouse units and the Government Center building.

Access to the apartments is from Rt. 29 and the Government Center Parkway. Access to the townhouse units is from the Subconnector Road and from Government Center Parkway. The overall density for Land Bay D is 12 dwelling units per acre and an FAR of 0.33.

In addition to the trails, scenic environmental quality corridors and preserved open spaces which are characteristic throughout the entire government center site, fountains, benches, plazas, roof top terraces and landscaping will also be featured as amenities. The recreation center shown in Land Bay D will provide a pool, bathhouse, tennis courts, game and meeting rooms and an athletic center. Additionally, high quality signage, landscaping, street lighting and street furniture will be standard throughout the development.

#### Public Facilities Analysis:

Comments regarding sewer, water, fire and rescue, Park Authority, public works, and housing are provided in Appendices 4, 5, 6, 7, 8, and 9, respectively. Comments in the Sewer Service Analysis of Appendix 4 indicate an anticipated deficiency in sewer line capacity based on the level of development proposed for Land Bay A. In order to resolve the anticipated capacity problems, adequate sewer facilities will have to be provided, if required as a result of this development. A pro-rata reimbursement agreement for this line replacement will also be developed to reimburse the developer for some of the cost by other users of the line in the area.

Also according to this analysis, while the sewer line capacity will be sufficient for the government center proposed for Land Bay C, portions of the line will have to be replaced for the total development of the area. In addition, sewer service to the adjacent properties must be provided, requiring coordination of these plans to ensure all County and State regulations are met and that the entire shed is properly served by the sanitary sewer line extension. The responsibility for replacing the existing sanitary sewer and providing proper service to the entire area, will be dependent on the rate at which this general area builds out as planned. The development that proceeds first, thereby creating the deficiency, will be required to upgrade the facilities. Some of these costs will then be reimbursed on a pro rata share.

Comments from the Water Authority provided in Appendix 5 indicate that adequate water service to the site is currently not available and is required to provide adequate fire flows to meet the Fairfax County Fire Marshal's requirement. Both a 16 inch and a 30 inch main will need to be extended from offsite, as shown on the map attached to this Appendix. According to the analysis, these necessary extensions can be resolved at site plan review.

In addition, a water main runs within the 100 foot buffer proposed between this development and the Dixie Hills and Alden Glen residential communities. The location of this easement should be accounted for in any proposed buffer treatment in order to preserve maintenance access while still providing an effective screened buffer. The cross-sections submitted with the proposal indicate that the planted berms will take into account this line location and will not adversely affect maintenance access.

Comments from Fire and Rescue provided in Appendix 6 indicate the number of fire protection concerns associated with a development of this size. Nearly all of these concerns have been adequately addressed by the applicant through a series of revisions to the Final Development Plan. A few issues remain which are identified in the most recent comments, and involve the provision of adequate fire truck access to the Government Center building from the parking structure ramps and the multifamily dwellings of Land Bay D. These can be resolved at the time of site plan approval.

Comments from the Department of Public Works provided in Appendix 8 address the proposed storm water management facilities for this site. Storm water management/Best Management Practices (BMP) in conformance with Water Supply Protection Overlay District (WSPOD) standards are required for all four land bays by the previously approved Development Conditions provided in Appendix 3. The Final Development Plan indicates that one wet pond/BMP will be constructed in Land Bay A and one in Land Bay B. Land Bay C will utilize dry pond/BMP's as will Land Bay D. The two proposed lakes for Land Bay C will not be storm water management features. According to comments from Public Works, the development as designed will conform with WSPOD standards.

DPW has also recommended that the applicant provide adequate access to all stormwater management ponds for maintenance purposes. The Final Development Plan indicates that 10' wide asphalt trails have been provided to all proposed SWM facilities, which is the preferred width according to comments in Appendix 8.

The Department of Housing and Community Development has indicated in their comments of Appendix 9 their desire to obtain a minimum of 15% of the residential units in Land Bay D for low-moderate income housing. A development condition approved by the Board of Supervisors as part of the rezoning to the PDC District required 15% of the total residential units to be available for low-moderate income families. Thus far, this request has not been adequately addressed.

#### Transportation Analysis:

A complete copy of the Transportation Analysis is provided in Appendix 12 of this report. The development conforms to the planned transportation improvements for this area. Many of the major transportation issues were addressed at the time of the original rezoning in 1986. However, several new roads have been added to address updated transportation information for the development of this part of the Fairfax Center area.

The analysis indicates that only a few issues need to be more fully addressed as part of these FDP applications:

- o The potential conflicts associated with the southern entrance to parking structure P4 in Land Bay B and access to the Summit Forest apartment development, the subject of RZ 86-S-012.

The southern Legato Road access to parking structure P4 is not adequately separated from the northern entrance and an entrance to the Summit Forest development. As a result, there is a potential for queues of vehicles waiting to turn left to block the opposing left turn movement. It appears that this parking structure would be adequately served without the southern access.

- o Provision for closure of the Land Bay D direct access to Lee Highway.

The proposed direct access to Lee Highway for the residential area must be closed at such time as the following road improvements are completed: a) the Subconnector Road is constructed between the Government Center Parkway and Lee Highway; and b) the Government Center Parkway is connected to the Subconnector Road. The proposed Development Conditions address this provision for closure of this direct access to Lee Highway.

- o The desirability of designing the bridge over Route I-66 to accommodate a future left turn lane for Parcel 20.

It would be desirable for the Subconnector Road bridge over I-66 to be designed to accommodate future widening for a left turn lane serving a potential median break for Parcel 20. If a median break is not provided between the bridge and Fair Lakes Parkway Extended, the only left turn access for this parcel would be from an adjacent development's travelways or from "U" turns that would be disruptive to traffic flow and would create undesirable hazards.

- o A commitment for the design and construction of a comprehensive, coordinated signal system as recommended by VDOT.

VDOT recommends that a comprehensive signal system be provided including time base coordination that would allow a progression of traffic movements. As long as appropriate commitments are made for design and construction, implementation of the commitments can be determined at the time of site plan review by DEM. The proposed Development Conditions address this traffic signalization concern of VDOT.

#### Comprehensive Plan Analysis:

As indicated earlier in this report, the application properties are located in the Fairfax Center Area. Therefore, they are subject to the Fairfax Center Development Elements checklist in order to exceed the baseline level of development as proposed. Staff has provided a checklist analysis of the revised Conceptual Development Plan and Final Development Plan for CDPA 86-W-001-1 and FDP 86-W-001 (including those for RZ 87-W-040), which is attached as part of Appendix 13, in order to respond to the detailed plans provided.

As indicated in this analysis, a minimum number of development elements listed in three categories must be satisfied in order to achieve the overlay level of development. The categories are identified as Basic, Minor, and Major. The following chart shows the ratio between the applicable and satisfied development elements for each of the categories:

|          | <u>Applicable</u> | <u>Satisfied</u> |
|----------|-------------------|------------------|
| 1. Basic | 100%              | 100%             |
| 2. Minor | 75%               | 81%              |
| 3. Major | 50%               | 87%              |

Based on the checklist provided in Appendix 13, the CDP and FDP meet or exceed the minimum standards for all but one category. Only one of the 33 essential development elements failed to satisfy the Plan objective for the Fairfax Center Area. This particular item relates to the site design of the residential component located in Land Bay D. More detailed information is presented under the Design section of this report. However, while the location and area of building footprints and private open space could be improved in Land Bay D, staff believes that a high quality of site design has been incorporated into Land Bays A, B and C. Further, special attention has been given to the remaining essential elements and the accompanying development plans and conditions display a high level of Plan conformance. For these reasons, staff believes that the applicant has met the overall intent and purpose of the Plan for the Fairfax Center Area.

The basic design of the government center site now exhibits a high degree of environmental sensitivity on Land Bays A, B, C, and D. EQC preservation and protection has been achieved, water quality protection will be provided, noise mitigation will be engineered, tree preservation is accomplished, groundwater protection is committed to and other environmental measures will have been incorporated. All area-wide basic elements of the environmental systems of the Fairfax Center Checklist will have been satisfied.

In relation to the area-wide minor development elements, three of the applicable six elements are now satisfied. Still outstanding is the concern relating to the provision of an energy conscious site plan. This concern is easily resolvable. Two other area-wide minor elements; BMP control of off-site flows and BMP design capacity in excess of design

storm requirements, will not be satisfied by the development proposal. Therefore, it is possible for the proposal to satisfy four of the six applicable area-wide minor elements. The two area-wide environmental elements; innovative techniques in stormwater management, and extraordinary sensitivity in managing the environment have been satisfied.

Those checklist elements which have not been addressed under the land use section are as follows:

Under Public Facilities

II B.2. Community Center:

Although the Development Conditions approved at the time of the rezoning to the PDC District required a day care center to be located on site, no facility has been specifically shown on the Final Development Plan. There will be a need for child care facilities to serve the employees of the government center core area, in addition to any facility offered as part of the private development.

Under Environmental Systems:

II C.1. Control of off-site flows:

This is the sizing of a BMP facility to act as a regional facility that will provide retention for sites that are upstream and off-site within the watershed. This is possible only on Land Bay B. As designed, the pond on Land Bay A will not be a regional facility since sizing it as such would consume virtually all of the site.

II C.2. Storage Capacity in excess of design storm requirements:

This could be accomplished by designing the BMPs on Land Bays A, B, C or D to reduce post development peak discharges to less than pre-development peak discharges. This would also entail enlarging the BMP facilities for extra volume capacity. Due to the limited site area on each land bay for doing such, this design feature has not been incorporated.

II D.1. Provision of an energy conscious site plan:

Unknown at this time. More information is necessary to exhibit if, and how, this has been accomplished.

Under Site Planning:

III A.1. Extraordinary Innovation In Site Design

The site designs of most of the land bays in the Government Center project exhibit excellent sensitivity to the natural constraints of the site. The environmental quality corridors on each land bay have been fully preserved and protected in accordance with the EQC policy of the Comprehensive Plan. Expanded open space areas, or enlarged EQC, has been provided on Land Bays C and D. Highly restrictive water quality measures are provided on Land Bays A and B. A great deal of the existing natural vegetation on the site has been preserved where possible, and structures and roads have been designed in harmony with the site's topography.

In Land Bay "D", however, staff feels that the design of the back-to-back townhouses does not satisfactorily meet this goal. This design lacks the provisions for private open space for each unit, which is customary for single-family attached units. Indeed, the applicant is requesting a waiver of the PDC Ordinance provision requiring a minimum 200 square foot private open space allotment per townhouse unit.

It may be possible to address the concerns regarding the site design of the townhouse clusters through a number of methods. Small areas of private open space could be provided by using brick walls or fences to create a "mews" effect. Also possible is redesigning the cluster to take advantage of the site's topography to separate clusters of units. Conversely, exceptional architectural design, high-quality building materials, or extensive landscaping may be employed to compensate for the lack of private open space for each dwelling unit.

Under Detailed Design:

II B.2. Use of Energy Conservation Techniques:

None has been provided to staff for review.

Aside from the Comprehensive Plan's checklist evaluation, another land use concern involves Land Bay A and its relationship to two small parcels currently zoned R-1 lying between this land bay and West Ox Road. The Comprehensive Plan text and Development Conditions of RZ 86-W-001 recommend that interparcel access be provided to these parcels. Such has been accomplished as shown on the FDP. However, a more preferable option from a design and transportation standpoint would be the incorporation of these parcels into Land Bay A through parcel consolidation. Ballard Place, a public street owned by the State, physically prevents this parcel consolidation at this time. Staff would encourage the abandonment of Ballard Place and consolidation in order to improve site development within this Land Bay.

Zoning Ordinance Provisions:

The CDP submitted as part of this Conceptual Development Plan Amendment is in substantial conformance with the approved CDP, even though the size of two of the four land bays has changed. The overall FAR and density/intensity remains at what had been approved by the Board, and the FAR and density/intensity of each land bay conforms to the limits adopted as part of the Development Conditions.

The Final Development Plan is also in substantial conformance with the Conceptual Development Plan, including the changes proposed as part of the CDPA application. The FAR and density/intensity proposed for each land bay and that of the overall development are in conformance with the Conceptual Development Plan.

The Final Development Plan request also includes approval of secondary uses within the various land bays. These secondary uses include the residential units, and non-residential uses such as the proposed child care center within the private sector portion, the cultural center, quick service food stores, restaurants, and health clubs. Except for the child care center and health club, staff has no objection to approval of the non-residential secondary uses provided that they are located within the proposed office buildings or hotel, and provided that they do not exceed 25% of the principal uses proposed for the development, according to Paragraph 4 of Section 6-206 of the Zoning Ordinance. Staff also supports the residential secondary uses provided that they do not exceed 50% of the principal uses proposed for the development, according to Paragraph 4 of Section 6-206 of the Zoning Ordinance.

While child care facilities are to be considered appropriate for this development according to the Board's Development Conditions adopted at the time of the PDC District rezoning, the Final Development Plan does not include supporting information such as the number of children, hours of operation, and location of the outdoor play area necessary for an adequate staff review at this time as required by Par. 3 of Section 6-206 of the Zoning Ordinance. Whether this facility could accommodate County employee needs is also a concern. Therefore, staff recommends that the commitment to day care facilities within this site be retained but that the Final Development Plan be amended at a later date, or an application be submitted an application be submitted by Special Exception, so that child care facilities can be analyzed for when such information is available.

The Final Development Plan also indicates that the bulk regulations of Section 6-208 of the Zoning Ordinance will also be satisfied. Staff has determined that the development of Land Bay A most closely conforms to the provisions of the I-3 District (Light Intensity Industrial) in terms of proposed uses, FAR, building heights and minimum yard requirements. The I-3 District provides for a hotel use by Special Exception, whereas a commercial office district does not. The I-3 District provides for a maximum building height of 75', subject to increase as may be permitted by the Board. The proposed building heights are a maximum of 120 feet. The minimum yard requirements for the front yard are controlled by a 45 degree angle of bulk plane, but not less than 40 feet. In the case of 120' tall buildings, the minimum yard requirement based on a 45 degree angle of bulk plane along all peripheral yards would be 120 feet (on a flat site). The Final Development Plan indicates that the 120 foot tall buildings will have a minimum setback of 100 feet, which staff has determined generally conforms to the I-3 District provisions, which require a 120' setback.

Land Bay B most closely conforms to a C-4 District (High Intensity Office) in terms of office use and FAR. The proposed buildings will generally satisfy the building height provisions, FAR and bulk regulations of that District.

Land Bay C most closely conforms to a C-2 District (Limited Office) in terms of use and FAR. However, the building height of the Government Center which is proposed at 75' will exceed the maximum height limitation of 40' in the C-2 District.

The Board of Supervisors is also being asked to waive the Board's Service Drive policy along Route 29, Lee Highway. Staff has no objection to such a waiver at this location because of the role the Government Center Parkway and East-West Subconnector Road will play in carrying traffic parallel to Route 29.

The Board of Supervisors is also being asked to permit 25% of the total parking provided in Land Bay C to be compact car spaces. This item will be considered by the Board at a later date and separate from this request.

The Board is also being asked to waive the 600' private street length requirement for the back-to-back townhouse portion of Land Bay D. Staff has no objection to this waiver as the circulation plan appears adequate and two points of access will be provided to these residential units.

The Board is also being asked to waive the 200 foot privacy yard requirement for the single-family townhouse units. At this point, sufficient information has not been provided so as to properly evaluate this request. Staff would prefer to see more detailed building elevations and sections, landscaping plans, open space plans, and proposed building materials before it could support this design, and more importantly, the waiver of the 200' privacy yard requirement.

#### CONCLUSIONS AND RECOMMENDATIONS

##### Conclusions:

The Board of Supervisors has authorized a Board's Own Motion for approval of Conceptual Development Plan Amendment and Final Development Plan for RZ 86-W-001, a 216.58 acre site zoned PDC District. In addition, the Board has also submitted a Board's Own Motion for approval of a rezoning of 0.03 acres of land from the PDH-5 District to the PDC District for RZ 87-W-040. This 0.03 acre parcel, being located within the Government Center site, would be incorporated into the Conceptual Development Plan Amendment and Final Development Plan.

The revised CDP submitted as part of the Conceptual Development Plan Amendment is in substantial conformance with the approved CDP. The overall FAR and density/intensity remains at what had been approved by the Board, and the FAR and density/intensity of each land bay conforms to the limits adopted as part of the Development Conditions. The revised Conceptual Development Plan is also in conformance with the Comprehensive Plan.

The Final Development Plan is also in substantial conformance with the Conceptual Development Plan, including the changes proposed as part of the CDPA application. The FAR and density/intensity proposed for each land bay and that of the overall development are in conformance with the Conceptual Development Plan. The details provided on the FDP indicate that the development of the Government Center site will satisfy the necessary number of development elements of the Fairfax Center Checklist in order to achieve the overlay level of development.

The Development Conditions have been revised to reflect the current proposal and adequately address all issues identified in this report except:

- o The provision of an adequate amount of residential units which are affordable to low and moderate income families.
- o Justification of the requested waiver of the 200 sq. ft. privacy yard requirement for single-family attached dwelling units.
- o Presentation of a innovative and high quality design for the back-to-back townhouses proposed for that portion of Land Bay D north of the Government Center Parkway.
- o Justification of the 25% compact car parking request for Land Bay C.
- o Closing the southern access to parking structure P4 from Legato Road.

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The Final Development Plan is also in substantial conformance with the Conceptual Development Plan, including the changes proposed as part of the CDPA application. The FAR and density/intensity proposed for each land bay and that of the overall development are in conformance with the Conceptual Development Plan. The details provided on the FDP indicate that the development of the Government Center site will satisfy the necessary number of development elements of the Fairfax Center Checklist in order to achieve the overlay level of development.

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- o Justification of the requested waiver of the 200 sq. ft. privacy yard requirement for single-family attached dwelling units.
- o Presentation of a innovative and high quality design for the back-to-back townhouses proposed for that portion of Land Bay D north of the Government Center Parkway.
- o Justification of the 25% compact car parking request for Land Bay C.
- o Closing the southern access to parking structure P4 from Legato Road.

Recommendations:

Staff recommends that the Board of Supervisors approve Conceptual Development Plan Amendment CDPA 86-W-001-1, subject to the proposed Development Conditions of Appendix 1.

Staff recommends that the Board of Supervisors approve Final Development Plan FDP 86-W-001.

Staff further recommends that the Zoning Ordinance, as it applies to the property which is the subject of RZ 87-W-040, be amended from the PDH-5 District to the PDC District.

Staff further recommends that the Board of Supervisors direct the Department of Environmental Management to:

- o Waive the transitional screening area and barrier requirements along the northern and southern property boundaries of Land Bay A.
- o Waive the barrier requirements between Land Bay C and Land Bay D.
- o Modify the transitional screening area requirements between Land Bay C and Land Bay D.
- o Waive the Service Drive Policy along the site's Lee Highway frontage.
- o Waive the 600' private street length requirement for Land Bay D.

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

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

CDPA 86-W-001-1  
FDP 86-W-001  
RZ 87-W-040

Page 26.

APPENDICES:

1. Proposed Development Conditions
2. Approved Conceptual Development Plan
3. Approved Development Conditions
4. Sewer Analysis
5. Water Authority Analysis
6. Fire and Rescue Comments
7. Park Authority Comments
8. Public Works Comments
9. Housing and Community Development Memorandum
10. County Arborist Memorandum
11. Soil Scientist, Cooperative Extension Comments
12. Transportation Analysis
13. PAB Analysis
14. Glossary of Terms

PROPOSED DEVELOPMENT CONDITIONS

A. LAND USE

1. The maximum Floor Area Ratio (FAR) for the entire 216.58 acre site shall be 0.3347, with FARs not to exceed 0.49 in Land Bay A, 0.54 in Land Bay B, 0.22 in Land Bay C and 0.33 in Land Bay D. The subject property shall be developed in conformance with the Conceptual Development Plan (CDP) dated April 1987, as revised, the Final Development Plan (FDP) dated June 25, 1987, and all Illustrative Plans, Landscaping Plans, Cross-sections, and Detailed Plans prepared by William H. Gordon and Associates and RTKL and Associates.

2. Heights of buildings shall be in conformance with the heights as shown on the FDP with no portion of any building (including penthouses) exceeding 120 feet above existing grade.

3. Final Development Plan Amendments 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.

4. All Final Development Plan Amendments shall be in general accordance with the Fairfax Center Area design criteria.

5. All signage other than that required by VDOT for the subject property shall be addressed through a Comprehensive Signage Plan pursuant to Section 12-210 of the Zoning Ordinance.

6. A recreation center and a day care center for the sole use of County employees shall be provided within Land Bay C by occupancy of Phase II of the Government Center.

7. Any child care centers and health clubs proposed on the private sector portion of this development shall require approval of a Final Development Plan Amendment or Special Permit or Special Exception.

8. Sufficient gross floor area shall be reserved for development of a cultural center and day care center as secondary uses for the public sector portion of this development, in conformance with the Use Limitations of the PDC District.

CDPA 86-W-001-1  
FDP 86-W-001  
RZ 87-W-040

Appendix 1.  
Page 2.

**B. RESIDENTIAL**

1. Energy conservation measures equivalent to the Northern Virginia Builders Association E-7 program shall be provided for the residential units.

2. Garages may not be converted into living space or to any use other than for the parking of vehicles. A covenant setting forth this use restriction shall be recorded among the Fairfax County Land records prior to the sale of any lots. The covenant shall run to the benefit of the homeowners' association and to Fairfax County and shall be approved prior to recordation by the County Attorney. Each initial residential sales contract shall expressly contain this use restriction prior to entering into any contracts of sale.

3. Recreational amenity facilities for Land Bay D shall consist of a community center, swimming pool, two tennis courts, tot lots and trail systems as shown on the FDP, and shall be available for use by the issuance date of the 300th residential use permit for the residential component. All owners and residents within Land Bay D shall be provided equal access to all recreational facilities within Land Bay D.

4. Memberships to the community center including pool and tennis courts within Land Bay D shall be limited to the owners and residents of the multi-family units and single family attached units in Land Bay D. There shall be a single "umbrella" Homeowners Association established for the purpose of owning and operating the community center, including the pool and tennis courts. All residents and owners within Land Bay D shall be members. The cost of operating these facilities shall be incorporated as part of the rental fee for the multi-family units, and shall be incorporated as part of the homeowner's association fee for the single-family attached units. Any multifamily apartments which are converted from rental units to condominiums shall also have incorporated, as part of the condominium association fees, the pool membership fees.

5. The swimming pool as shown on the FDP in Land Bay D shall be subject to the following conditions:

a) Construction in conformance with Fairfax County's "Environmental Safeguards for the Construction and Operation of Swimming Pools".

b) The minimum enclosed area devoted to the pool shall be

c) Pool hours shall from 8:00 a.m. to 9:00 p.m.

d) The maximum number of employees shall be 15.

e) The Consumer Services Section of the Environmental Health Division of the Fairfax County Health Department shall be notified before any pool waters are discharged during drainage or cleaning operations. This agency will make a determination as to whether proper neutralization of these pool waters has been completed.

f) An adequate number of parking spaces shall be provided for the community center/swimming pool as determined by the Director of DEM.

C. SANITARY SEWER

1. Sanitary sewer easements to serve adjacent properties shall be provided where determined appropriate by the Director of DEM.

D. STORMWATER MANAGEMENT

1. Best Management Practices (BMPs) equivalent to WSPOD standards shall be provided for the entire 216 acre site.

2. If it is determined by DEM that the proposed stormwater detention facility within Land Bay A does not meet the County standards for a regional facility, the Applicant shall submit the necessary Special Exception application for approval of such a facility within a floodplain area. If such SE application is denied, the applicant shall either redesign the stormwater management facility as a regional facility, or shall file for a Final Development Plan Amendment to relocate the facility out of the floodplain.

3. Maintenance access to stormwater management facilities shown on the FDP shall be provided with ten foot (10') wide asphalt paved trails with 15 feet of clearing subject to the necessary maintenance easement agreements.

4. The permanent pool BMP ponds in both Land Bay A and Land Bay B shall exhibit innovative techniques in stormwater management through the employment of aeration devices. Such aeration devices shall be designed as decorative fountains, and

shall be engineered as as to prevent stagnation within the ponds, and to achieve the State Water Control Board Water quality standards for dissolved oxygen, pH and temperature for Class III non-tidal waters within the coastal and piedmont zones of Virginia.

E. ENVIRONMENTAL

1. Landscaping shall be provided in substantial conformance with the landscaping plan dated June 25, 1987 prepared by LDR, subject to the approval of the County Arborist.

2. Landscaped buffers, a minimum of 110 feet wide along the southern boundary of Land Bay B, a minimum of 100 feet wide along the southwestern boundary of Land Bay C, and a minimum of 50 feet wide along the southern boundary of Land Bay D shall be provided. These buffers shall be landscaped and bermed in accordance with the Landscape Plan and pertinent cross-sections prepared by LDR as approved by the County Arborist, in consultation with the Fairfax County Water Authority with regard to water easements. Street and parking lot encroachment within this buffer shall not be permitted.

3. If at the time of the final engineering of the site, utilities are located within landscaped areas of parking lots within Land Bay C, alternate landscaped areas shall be provided within the parking lot or the utilities shall be relocated to provide a minimum of (10%) parking lot landscaping, subject to approval by the Director of DEM, in consultation with the County Arborist.

4. Prior to any blasting activity on the subject property, applicant shall, at its sole expense, make well inspections and make results of the inspections available to the adjacent land owners. In the event that the County Health Department determines that off-site domestic wells fail or are unusable due to 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 the 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, subject to approval by the County Health Department.

5. In the event that any 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 if approved by the Health Department, or alternatively, connect the affected property to the public sewer system.

6. Development shall conform to the limits of clearing and grading as shown on the FDP dated June 25, 1987. A sewer line location and tree preservation plan shall be submitted at the time of site plan review for approval by the County Arborist for all sewer lines to be located within the Environmental Quality Corridor (EQC) and within all other tree preservation areas shown on the FDP. The County Arborist shall have approval authority over the clearing and grading necessary for sewer line locations.

7. All other utilities, trails and other public improvements, located in the EQCs and within all other tree preservation areas shown on the FDP shall also be reviewed and approved for location and tree preservation by the County Arborist. Such reviews and approvals shall be obtained from the County Arborist prior to any land disturbing activities. Or, the applicant shall provide a forest management plan developed by a consulting arborist or urban forester that addresses these issues and is subject to the review and approval by the County Arborist.

8. The EQC areas and the wooded slope open space areas on Land Bay D shown on the FDP dated June 25, 1987 as tree preservation areas within the stream valley, shall be dedicated to Board of Supervisors as public open space. Said dedication shall include those facilities shown as stormwater management facilities within the same area, but shall not include tot lot areas. A dedication line shall be drawn on the construction plan at the time of dedication which delineates those areas as described above.

9. All open space within the single family attached unit area of Land Bay D which is not subject to Proffer E.8 shall be included within a site plan for the attached units and shall be dedicated to the future Homeowner's Association for Land Bay D. All such other open space within the multifamily area of Land Bay D shall be owned by a condominium unit owners association in the event of a condominium conversion.

## F. NOISE ATTENUATION

1. For those residential areas within 200 feet from centerline of the Government Center Parkway and those areas within 400-1300 feet from centerline of Lee Highway (Route 29) the following highway noise mitigation measures shall be implemented:

a) In order to achieve a maximum interior noise 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 shall have the following acoustical attributes:

- i. Exterior walls shall have a laboratory sound transmission class (STC) of at least 39, and
- ii. Doors and windows should have a laboratory sound transmission class (STC) of at least 28. If "windows" function as the walls, then they shall have the STC specified for exterior walls.
- iii. Adequate measures to seal and caulk between surfaces shall 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, shall be provided for those outdoor recreation areas including rear yards, unshielded by topography or built structures. If acoustical fencing or walls are used, they shall 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.

2. For those residential areas within 400 feet from centerline of Lee Highway (Route 29) the following noise mitigation measures shall be implemented:

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

- i. Exterior walls shall have a laboratory sound transmission class (STC) of at least 45, and

ii. Doors and windows shall have a laboratory sound transmission class (STC) of at least 37. If "windows" function as the walls, then they shall have the STC specified for exterior walls.

iii. Adequate measures to seal and caulk between surfaces shall 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, shall be provided for those outdoor recreation areas including rear yards, unshielded by topography or built structures. If acoustical fencing or walls are used, they shall be architecturally solid from ground up with no gaps or openings. The structure employed shall be of sufficient height to adequately shield the impact area from the source of the noise.

#### G. TRAILS

1. Trails shall be provided in accordance with both the County Wide 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 and from developed areas to the major open space areas as shown on FDP including:

a) An eight foot (8') wide bike trail along the subject property's northern side of the subconnector road and on the bridge over I-66.

b) An eight foot (8') wide trail along the subject property's Route 29 frontage.

c) A 10 foot wide easement for a trail along Land Bay A's Fair Lakes Parkway frontage.

2. Within each land bay, bicycle parking facilities equating to 5% of the total provided parking shall be provided.

#### H. TRANSPORTATION

1. Contributions to the Fairfax Center Area Road Fund shall be made in accordance with the Procedural Guidelines adopted by the Board of Supervisors on November 22, 1982, as revised, and as may be revised in the future.

2. The following road improvements involving Route 29 shall be provided:

- a) Right-of-way measured 55 feet and 65 feet where turn lanes are provided, from the existing centerline of Route 29 shall be dedicated along the subject property's Route 29 frontage. The value of the right-of-way dedicated for the through lane shall be creditable against the Fairfax Center Area Road Fund contribution.
- b) The construction of an additional westbound through lane along the frontage of the property shall be completed with face of curb set 47 feet from the existing centerline of Route 29. This through lane shall be creditable against the Fairfax Center Area Road Fund contribution.
- c) The construction of right turn deceleration lanes shall be completed along westbound Route 29 into the entrances of Land Bay D generally as shown on the FDP.
- d) The construction of the westernmost access point shall be completed and located approximately 800 feet east of the existing Route 29 crossover at Holly Avenue, generally as shown on the FDP.
- e) The construction of the intersection at the westernmost access point shall be completed with left turn lanes, generally as shown on the FDP, at two (2) locations:
  - i. One (1) left turn lane inbound to the site from eastbound Route 29.
  - ii. Two (2) left turn lanes outbound from the site to eastbound Route 29.
- f) A traffic signal shall be provided by the applicant at the westernmost crossover at the request of and subject to the approval of VDOT.
- g) The easternmost access point on Route 29 for Land Bay D is temporary only. Applicant shall close said access point upon completion of the following roadway improvements:
  - i The subconnector road east of Land Bay D between the Government Center Parkway and Route 29,

- ii. The Government Center Parkway connection to the subconnector road east of Land Bay D, and
- iii. The interparcel access through the adjacent property southeast of Land Bay D to the Government Center Parkway.

h) The construction of the temporary easternmost access point shall be completed with:

- i. One (1) left turn lane inbound to the site from eastbound Route 29.
- ii. One (1) right turn lane inbound to the site from westbound Route 29.

3. The following road improvements involving the east-west Subconnector Road shall be provided:

a) A four (4) lane divided subconnector road shall be built from north of I-66, at the southern property line of RZ 84-P-101, bridging I-66, and traversing Land Bay B to the connection with the Government Center Parkway just northeast of Land Bay B generally as shown on the FDP.

b) A two (2) lane section of the subconnector road with 27 feet of pavement including curb and gutter with face of curb set 35 feet from existing centerline shall be built from the intersection of the Government Center Parkway just northeast of Land Bay B to that point where the subconnector turns to cross the northeastern corner of Land Bay C at the EQC, as shown on the FDP. A four lane divided portion of the subconnector shall be built in this northeastern corner of Land Bay C, generally as shown on the FDP.

c) The subconnector bridge shall be built to initially accommodate four (4) lanes of vehicular traffic and an eight (8) foot wide bike lane, but the construction shall be designed to ultimately accommodate six (6) lanes plus an eight (8) foot wide bike lane. The bridge will span up to twelve (12) I-66 travel lanes, whether required for HOV use or general traffic, and an improved Random Hills Road. The construction costs of bridging I-66 shall be 75 percent creditable against the Fairfax Center Area Road Fund contribution. Any off-site acquisition costs associated with the bridge structure over I-66 shall be 75 percent

creditable but in no event shall the creditable acquisition costs and creditable right-of-way for other projects exceed one-third of the total Fairfax Center Area Road Fund contribution.

d) The construction of a right turn deceleration lane along the eastbound subconnector shall be completed at the intersection with the Government Center Parkway just northeast of Land Bay B.

e) Sufficient off-site 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 the Government Center Parkway just northeast of Land Bay B. 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 applicant's expense. Sufficient right-of-way shall be dedicated in order to accommodate the subconnector east of the Government Center Parkway generally as shown on the FDP.

4. The following road improvements involving the Government Center Parkway shall be provided:

a) Construction shall be completed on the Government Center Parkway as follows:

- i. A six (6) lane divided roadway within 110 feet of dedicated right-of-way with 78 feet of pavement and a 16 foot wide median between the intersection of the subconnector road just northeast of Land Bay B and the first entrance into Land Bay B;
- ii. A four(4) lane divided roadway within 90 feet of dedicated right-of-way with 54 feet of pavement including gutter pans and a 16 foot medians shown on the FDP between the northernmost entrance into Land Bay B and the southernmost entrance into Land Bay C;
- iii. A six(6) lane divided roadway within 110 feet of dedicated right-of-way with 78 feet of pavement and a 16 foot wide median between the southernmost entrance into Land Bay C and the intersection of the Route 29 Access Road; and

iv. A four(4) lane divided roadway within 90 feet of dedicated right-of-way with 54 feet of pavement including gutter pans and a 16 foot median as shown on the FDP between the intersection of the Route 29 Access Road and the eastern property line of Land Bay D.

b) The construction of turn lanes on the Government Center Parkway shall be completed at all entrances on and off of the Parkway as shown on the FDP.

5. The following road improvements involving Legato Road shall be provided:

a) Right-of-way measured 27 feet from existing centerline of Legato Road shall be dedicated prior to Site Plan approval for any portion of Land Bay B.

b) The construction of road widening improvements with face of curb set 20 feet from centerline of existing pavement shall be completed prior to occupancy of any portion of Land Bay B.

c) The necessary right-of-way shall be dedicated at time of Site Plan approval for any portion of Land Bay B for a cul-de-sac on Legato Road in the southwest corner of Land Bay B, as shown on the FDP.

6. The following road improvements involving the Legato Road Access Road shall be provided by the applicant:

a) Right-of-way measuring 80 feet shall be dedicated and the construction of the roadway connecting Legato Road and the construction of the Government Center Parkway shall be completed as depicted on the FDP.

7. The following road improvements involving the Route 29 Access Road shall be provided:

a) Right-of-way measuring 90 feet shall be dedicated and the the construction of the roadway connecting the Government Center Parkway and Route 29 shall be completed as depicted on the FDP.

8. The construction of a right turn deceleration lane shall be completed on the Fair Lakes Parkway at the entrance to Land Bay A, as shown on the FDP

9. All public roadway improvements shall be implemented in accordance with VDOT and Fairfax County standards.

10. Subject to WMATA and VDOT approval, bus pull-out lanes shall be provided for each Land Bay, and bus shelters shall be provided at each pull-out location.

11. Sufficient funds as determined by VDOT and DEM shall be escrowed with DEM at the time of construction plan approval for traffic signal installation based on ultimate intersection projections.

#### I. TRANSPORTATION MANAGEMENT STRATEGIES

1. An ongoing ride-sharing program shall be coordinated with the Fairfax County ride-sharing staff, and established at each office building, including the Government Center.

2. When sixty percent (60%) 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 subject rezoning RZ 86-W-001 and CDPA 86-W-001-1. In the event that this analysis indicates that traffic generation from such existing development with 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:

i. 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 ares.

ii. A program for matching car-pool and van-pool service coordinated with various governmental agencies and other private employers.

iii. Convenient parking in preferred locations designated for car-pool/van-pool use.

- iv. A pay parking policy provided incentives for ride-sharing participants.
- v. Mass transit usage encouraged by construction of bus shelters and pedestrian walkways linking access to adjacent communities.
- vi. In the event a direct feeder bus service between the application property, other area development, 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.

3. Non-Rups for commercial/office development in excess of the amount occupied 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.

4. If the above Transportation Systems 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.

#### J. PHASING

1. Phasing of development of Land Bays A and B shall occur as follows:

a) A minimum of thirty-three percent (33%) of the residential development (242,000 square feet within Land Bay D) must be completed, as evidenced by issuance of Residential Use Permits prior to the issuance of a building permit for commercial/office buildings which would exceed 40 percent (586,667 square feet) of the approved total Gross Floor Area for Land Bay A and B.

b) A minimum of 60 percent of the residential development (444,000 square feet) must be completed, as evidenced by issuance of Residential Use Permits, prior to the issuance of building permits for commercial/office buildings which

2. Up to fifty percent (50%) of the Residential Use Permits within Land Bay D can be issued if the following has occurred:

- a) The construction of Route 29 improvements is completed;
- b) The construction of The Government Center Parkway improvements is completed southeast of the Legato Road Access Road;
- c) The construction of The Legato Road Access Road as depicted on the FDP is completed.
- d) The construction of The Route 29 Access Road as depicted on the FDP is completed;
- e) The construction of the roadway connection between West Ox Road and Legato Road is completed as part of the Calibre Company's development; and
- f) The construction of the cul-de-sac of Legato Road is completed in the location depicted on the FDP.

3. The remaining Residential Use Permits (Rups) and any Non-Residential Use Permits (Non-Rups) shall not be issued in Land Bays B, C, or D until the following occurs:

- a) The construction of the Route 29 improvements is completed;
- b) The construction of the east-west Subconnector Road is completed to the north between the Government Center Parkway just northeast of Land Bay B and the southern property line of the Centennial Development (RZ84-P-101), including the bridge over I-66;
- c) The construction of the east-west Subconnector Road is completed through the Centennial Development (RZ84-P-101) between its southern property line and West Ox Road.
- d) The construction of the Government Center Parkway in Land Bays B, C, and D, the Legato Road Access Road, the Route 29 Access Road, and the improvements to Legato Road are completed as described in paragraph 2.
- e) The construction of the cul-de-sac of Legato Road is completed in the location depicted on the FDP.

CDPA 86-W-001-1  
FDP 86-W-001  
RZ 87-W-040

Appendix 1.  
Page 15.

4. The construction of the subconnector road, between the Government Center Parkway just northeast of Land Bay B and the northeastern corner of Land Bay C near the EQC, shall be completed no later than two (2) years after the subconnector is completed to the east of Land Bays C and D, connecting with Route 29.



RZ 86-W-001

March 10, 1986

## 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.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: John Theilacker  
Staff Coordinator  
Zoning Evaluation Division  
Office of Comprehensive Planning

DATE: May 19, 1987

FROM: Jimmie D. Jenkins, Director  
System Engineering and Monitoring Division

SUBJECT: Rezoning Application 87-W-040. CDPA 86 W 001-1 and FDP 86-W-001  
Sewer Availability

REFERENCE: Tax Map 56-1-001-2A, 2B, 2C, 40A & 40B 216.40 Acres

The above referenced property is located within two(2) different sewersheds and treatment areas. As such, a separate analysis has been prepared for each.

Land Bay A - UOSA

Land Bay A, comprising 33 acres, will be a commercial office, support retail and hotel development of approximately 715,000 square feet adjacent to the Fair Lakes development and served by the UOSA Treatment Plant. The Fairfax Center Plan recommends residential mix development at 4 dwelling units per acre (Area I4) and office mix with an FAR of .25 (Area H2) for this area.

Timing of this development is critical due to the limited capacity of the existing Fair Lakes sewer lines as well as the main trunk facilities owned and operated by UOSA. The sanitary sewer system operates on a "first come, first served basis" and it is probable some sewer lines will have to be replaced as a result of this project.

A proffer requiring developer to provide adequate sewer facilities if required due to this development should be a part of this rezoning request. A reimbursement agreement for this line replacement will be developed to reimburse the developer for some of the cost by other users of the line in the area.

Land Bay B,C and D - Lower Potomac

These three(3) Land Bays are located within the 50/66 sewer service area which is served by the Lower Potomac Treatment Plant. Development of this area is proposed as:

o Land Bay B, comprising approximately 33 acres will be approximately 750,000 square feet of commercial office and convenience retail.

Memo to John Theilacker

Re: Land Bay

May 19, 1987

Page two

- o Land Bay C, comprising 100 acres will provide approximately 958,000 square feet of office space for a new Fairfax County Governmental Center.
- o Land Bay D, a 50 acre site south of the Government Center will be developed into residential apartments and townhouses.

The existing sanitary sewer line on the property has sufficient capacity for the Government Center only and portions of the line will have to be replaced for total development of the area. The sewer line replacement must be considered in the early phases of development due to the close proximity of sewer lines and proposed lakes and residential development.

Sewer service to the adjacent properties must be provided and is a matter of concern to this Office because of proposed road network and the fifteen foot berm along the property. Proper plan coordination will be required to ensure all County and State regulations are met and that the entire shed is properly served by the sanitary sewer line extension.

The responsibility for replacing the existing sanitary sewer and providing proper service to the entire area should be by a proffer statement as part of this rezoning request.

It should be noted that Land Bay A is in the Upper Big Rocky Sanitary Reimbursement area and Land Bays B, C and D are located in the Glen Alden Sanitary Reimbursement area. Additional information defining exact connection points and equivalent units will be required to determine charges.

Public Works staff met with Gordon Associates on May 18, 1987 to explain and discuss the above requirements.

Gordon Associates is currently compiling the necessary information to assess the extent of the sewer replacement requirements and will revise their plans accordingly. Costs of these sewer improvements will be addressed in the final contract negotiations, between the County and Smith Artery as I understand it.

JDJ/sab

cc: R.J. Gozikowski, Director, Office of Waste Management  
J.D. Jackson, Chief, System Analysis Section, SE&MD

1227w-1

Date June 30, 1987

TO: Staff Coordinator (Tel: 691-3387)  
Zoning Evaluation Branch  
3rd Floor, City Square Office Building

FROM: Deputy Director, Planning (Tel: 698-5600)  
Engineering and Construction Division  
Fairfax County Water Authority

SUBJECT: Water Service Analysis, Rezoning Application 86-W-001

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

1. The application property is located within the franchise area of the Fairfax County Water Authority.

2. Adequate water service is available at the site.

Yes  No

3. Offsite water main extension is required to provide

Domestic Service  Fire Protection Service  Not Applicable

4. The nearest adequate water main available to provide

Domestic Service  Fire Protection Service

is a 16 inch main located on Waples Mill Rd. ~~feet from~~  
~~the property. See enclosed property map.~~

Other pertinent information or comments: An offsite extension

(approximately 2500'±) will be required to provide adequate fire protection  
to meet the Fairfax County Fire Marshal's requirements. All issues identified  
by FCWA can be resolved at site plan review.

# CONCEPTUAL DEVELOPMENT PLAN AMENDMENT

## CDPA 86-W-001-1

DA 86-W-001  
FILED 04/27/87

BOARD OF SUPERVISORS, OWN MOTION  
DEVELOPMENT PLAN AMENDMENT  
PROPOSED: FAIRFAX COUNTY GOVERNMENTAL CENTER AND RELATED  
OFFICE, COMMERCIAL, & RESIDENTIAL DEVELOPMENT

APPROX. 216.40 ACRES OF LAND; DISTRICT - MULTIPLE  
LOCATED: SOUTH OF I-66, NORTH OF RT. 29, & EAST OF  
LEGATO RD. - ALSO NORTH OF I-66 & WEST OF  
W. OX RD.

ZONING: PDC

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



FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Mr. John Theilacker, OCP

DATE Wednesday, July 1, 1987  
0800 hrs

FROM: David Thomas, Engineer III, Fire  
Prevention Division.

*DT*

FILE NO:

SUBJECT: Evaluation (3rd re-review) of FDP 87W-001-1 (County Govt Center and associated Land Bays

REFERENCE:

FDP received by this office Monday, June 29, 1987.

The following items, stated in our previous review dated June 18, 1987, have not been met as of this hour:

Land Bay C

1. The drives to the truck tunnel and garage levels of the County Govt Center must be located closer to the bldg (adequate ladder truck access to the upper levels of the bldg).

Land Bay D

- 1 The pool must be enclosed with a minimum 4 foot high fence or other suitable enclosure in accordance with Section 616.9, USBC-VA 1984. Emergency vehicle access must be provided to within 50 feet of the pool edge with an 8 foot wide personnel gate at the point of access in the pool enclosure. If a firelane is required for this access the width need be only 12 ft (PFM Chap 9).
2. There appear to be major problems in meeting the required 100 foot emergency vehicle access distance to the entrances to the townhouses, and possibly to the apartments as well. Please identify the location of the entrance to each bldg. Access deficiencies still exist for numerous units fronting on the wooded areas.

cc: Chief Edward Plaugher, Fire Prevention Division  
Battalion Chief Ronald Peck, Fire Prevention Division  
Mr. Gary Blanchard, Office of General Services  
Mr. Russel Vaniver, RTKL

# FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

**TO:** Mr. <sup>GARY</sup> John Blanchard. Office of General Services **DATE** Thursday, June 18, 1987  
0800 hours

**FROM:** Fire and Rescue Dept, Fire Prevention Division  
Battalion Chief R. Peck; Engineer III D. Thomas *dyj*

**FILE NO:**

**SUBJECT:** Evaluation (2nd re-review) of FDP 87W-001-1 (County Govt Center & associated Land Bays

**REFERENCE:**

FDP received by this office on June 16, 1987

Land Bay A

1. Emergency vehicle access to the rear of Bldg A1 is seriously deficient and does not comply with the Public Facilities Manual, Chapter 9.
2. The access to the rear of Building A-2 is located too far from the building for effective firefighting or rescue. The access needs to be such that the use of aerial ladders at 75 degree elevation can be accomplished, and the maximum vertical reach of the ladder can be achieved.
3. Same comment for east side of Bldg A3 as for rear access to Bldg A2.

Land Bay B

1. Are what appear to be sidewalks for Bldg B1 and B2 for emergency vehicle access? Access is required and the minimum width per USBC-VA section 502 is 18 feet; the 1987 PFM will require 24 feet.
2. Will the plaza be designed to support emergency vehicle weights to provide required access to Bldg B3?

Land Bay C

1. The drives to the truck tunnel and garage levels of the County Govt Center must be located closer to the bldg (see comments for Bldg A2, Land Bay A -- reasons are the same: adequate ladder truck access to the upper levels of the bldg).

Land Bay D

1. The pool must be enclosed with a minimum 4 foot high fence or other suitable enclosure in accordance with Section 616.9, USBC-VA 1984. Emergency vehicle access must be provided to within 50 feet of the pool edge with an 8 foot wide personnel gate at the point of access in the pool enclosure. If a firelane is required for this access, the width need be only 12 feet (PFM. Chapter (9)).
2. There appear to be major problems in meeting the required 100 foot emergency vehicle access distance to the entrances to the townhouses, and possibly to the apartments as well. Please identify the location of the entrance to each bldg. so the access deficiencies can be clearly identified for correction.

General == Fire Lane Markings: Any of the required emergency vehicle access roads on the various land bays which are not a minimum of 36 feet in width, will require firelane markings. The roads in question are those providing the required access to all structures.

cc: Mr. John Theilacker. OCP /  
Chief Edward Plaughter, Fire Prevention Division  
Mr Russell Veniver, RTKL

# FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

TO: Mr Gary Blanchard  
General Services

DATE May 4, 1987 1600 hrs

FROM: Fire Prevention Division

FILE NO:

SUBJECT: Site Plan for County Govt Center  
Zoning Case 86-W-001-1

REFERENCE: Rezoning Case 87-W-032

After making a preliminary site plan review of the Final Development Plan for the new Fairfax County Governmental Center, we have numerous concerns that need to be addressed

1. Specific data pertaining to the building construction need to be identified and labelled on the site plan. Reference should be made to Chapter 9 of the Fairfax County Public Facilities Manual.

- a) BOCA 1984 type of construction classification
- b) BOCA use group Classification
- c) number of stories
- d) building height in feet
- e) footprint area of building
- f) gross floor area of building
- g) is building to be fully sprinklered?
- h) Fire department siamese connections are to be labelled, with a covering fire hydrant within 100 feet.
- i) firelines are to be labelled and size of pipe shown
- j) available fire flow in gpm at 20psi residual pressure is to be shown on plan

2. Several concerns pertaining to access and entrance/exiting need to be addressed:

- a) As required by the FXCO PFM, Chap. 9, all buildings over 50 feet in height need front and rear fire department access. While the plan shows no rear access, even the front access is over the 40 foot maximum from side of building to edge of ladder truck.
- b) entrances/exits need to be labelled so that access for fire department personnel can be evaluated.

3. Concerns regarding water supply are as follows:

- a) what is available fire flow? It appears that the required fire flow will be 2700 gpm to all hydrants.
- b) the plan indicates a FH at each rear side of the building, which FH is totally inaccessible for fire dept vehicles.
- c) all water mains need to be labelled as to size of pipe
- d) siamese connections need to be labelled, accessible, and on the street front of the building. See FXCO PFM, Chap. 9, and BOCA 1713.

4. Other items:

- a) travelways must be designed to support fire vehicles, including travelways leading to underground parking areas.

# FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

**TO:** Mr. John Theilacker, Zoning Evaluation, OCP **DATE** May 22, 1987 0700 hrs

**FROM:** David J. Thomas, Engineer III, Fire Prevention Division *DJT*

**FILE NO:**

**SUBJECT:** FDP 86-W-001-1; Land Bays A,B,D; fire vehicle access problems

**REFERENCE:** Meeting at Zoning Evaluation 5-20-87

The following items are noted as not being in conformity with Chapter 9 (Water and Fire Regulations) of the Fairfax County Public Facilities Manual:

Land Bay A:

1. Buildings A1 and A2 do not have front and rear access for fire vehicles, as required.

Land Bay B:

1. Building B2 does not have front and rear fire vehicle access, as required. In addition, the separation between buildings and parking structures is only 25 feet thus causing a potential problem with opening protectives for the office structures involved. (See BOCA 1414).

Land Bay D:

1. Possible violations of the rule requiring access to within 100 feet of the main or principal entrance of the building (unit/module) at the southeast set of buildings near the wooded area.

**cc:** Edward P. Plaughter, Deputy Fire Chief, Fire Prevention Division  
Mr. Fred Kramer, Office of General Services  
Mr. John Bird, RTKL Architects



Fairfax County Park Authority

**MEMORANDUM**

To Barbara A. Byron, for Staff Coordinators Date May 15, 1987  
Director, Zoning Evaluation Division - OCP

From Dorothea L. Stefen, Plans Review *DSS*  
Division of Land Acquisition & Planning - FCPA

Subject RZ 87-W-040

Loc: 56-1((1))2A, 2B, 2C, 40A, 40

There is currently an Fairfax County Park Authority maintenance complex at Pender Park (56-1((1))2A). It is the understanding of staff that sites are being considered for the relocation of these facilities. Funds for relocation are in the advertised Capital Improvement Program for FY 1989.

DS:ww

FAIRFAX COUNTY, VIRGINIA  
MEMORANDUM

VIA: David Dambowic *D.D.*  
Project Management Division

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

DATE: May 12, 1987

FROM: John W. Koenig, Director *JWK*  
Utilities Planning and Design Division  
Department of Public Works

SUBJECT: Rezoning Application Review

Name of Application: Board of SupervisorsApplication Number: RZ87-W-040, FDP 86-W-001-1Type of Application: Rezoning, Final Development Plan

## Information Provided

OCP Transmittal Memo w/Location Map: YesDevelopment Plan: YesOther: Conceptual, Final Development Plan, Reports, Development Plan AnalysisDate Received in UP&DD: 5/8/87Date Due Back to OCP: 5/18/87

## Site Information

- o Location: 56-1((1))2A, 2B, 2C, 40, 40A
- o Area of Site: 216.40 AC
- o Rezoned from: PDH-5 to PDC
- o Watershed/Segment: Difficult / Random (Land Bays B, C, & D, 183.6 acres)  
Cub / Pender (Land Bay A, 32.8 acres)

I. Drainage

- o Master Drainage Plans: Land Bays B, C, & D: A double 72" pipe culvert at Valley Road, approximately 2,500' downstream of the site, is identified as being inadequate. (Project RD-2, Immediate Action Plan and RD-3, Future Basin Plan). Approximately 5,000' downstream of the site, at Waples Mill Road, a double 14' x 7' culvert is also identified as inadequate (Project RD-1, Immediate and Future Basin Plans).  
Land Bay A: Stream channel erosion is identified approximately 3,500' downstream on a tributary to Big Rocky Run (Project PE-2, Basin Plan)
- o UP&DD Ongoing County Drainage Projects: None

- o UP&DD Drainage Complaint Files: No downstream drainage complaints on file pertaining to the outfall for this site.
- o Other Drainage Information: None
- II. Trails: No current funded trail projects for this site.
- III. School Sidewalk Program: No pending sidewalk projects on the priority list for the School Sidewalk Program for this site. No current funded sidewalk projects for this site.
- IV. Sanitary Sewer Extension and Improvement (E&I): All sanitary sewer comments for this site will be provided by the Office of Waste Management
- V. Other UP&DD Projects or Programs: No FCRMIP or BORV projects affected by this rezoning

\*\*\*\*\* UTILITIES PLANNING AND DESIGN DIVISION, DPW, RECOMMENDATIONS \*\*\*\*\*

Name of Application: Board of Supervisors Own Motion  
 Application Number: RZ87-W-040  
 Date: 5/12/87

NOTE: The UP&DD recommendations are based on the UP&DD involvement in the below listed programs and are not intended to constitute total County input for these general topics.

DRAINAGE RECOMMENDATIONS: Refer to attached sheet  
 TRAILS RECOMMENATIONS: None  
 SCHOOL SIDEWALK RECOMMENDATIONS: None  
 SANITARY SEWER E&I RECOMMENDATIONS: All sanitary sewer comments for this site will be provided by the Office of Waste Management  
 OTHER UP&DD PROJECTS/PROGRAMS RECOMMENDATIONS: None

UP&DD Sign Off by:  
 Planning Support Branch (A. R. Thompson)  
 Public Improvements Branch (W. T. Wozniak)  
 Storm Drainage Branch (A. L. Hasty)  
 Division Director (John Koenig)

*R. Thompson*  
*W. T. Wozniak*  
*A. L. Hasty*  
*John Koenig*

JWK/lm(1835u)

cc: Jerry Jackson, Chief, System Analysis Section, Office of Waste Management, DPW  
 cc: Laura Bachle, Trails Planner, Office of Comprehensive Planning

NEW GOVERNMENTAL CENTER  
STORM DRAINAGE RECOMMENDATIONS

GENERAL:

- o The BMP facilities should be designed in accordance with the updated BMP criteria (copy attached), presently being processed as a Public Facilities Manual amendment in the current update that is scheduled for the Board of Supervisors public hearing on July 20, 1987. A copy of the criteria was given to W. H. Gordon on May 8, 1987.
- o Computations should be prepared to verify that there is sufficient drainage area to support and maintain permanent water levels in the storm water management and "amenity" wet ponds.
- o The storm water management concepts presented on the overall plan are acceptable. The impact of the proposed development of the downstream inadequacies identified in the County's Master Drainage Plan should be evaluated prior to approval of the plans and, if necessary, remedial action should be taken to correct the inadequacies.

LAND BAYS A & B:

- o The proposed wet pond are an acceptable means of providing storm water management for these two areas. Private maintenance of these facilities will be required.

LAND BAY C:

- o From a storm water management standpoint, a central storm water management facility, in lieu of numerous, smaller facilities, is usually preferable. If site constraints and environmental considerations prohibit a larger facility, the concept of smaller facilities is acceptable.
- o The storm water management facilities should be dry ponds with mild slopes to permit mowing operations and concrete trickle ditches to facilitate low/normal flow. Sufficient maintenance access should be provided for each pond and no landscaping should be provided lower than the ten-year high water elevation in the ponds.
- o Maintenance access for the two large "amenity" wet ponds should be provided for heavy equipment to access the lake shore, lower the water level, and remove the silt and debris. The access roads should be designed as a "joint use" with the proposed trail system and should have a structural capacity for H-20 loading. More details of the access system will be forwarded from the Maintenance and Construction Division.

LAND BAY D:

- o The concept of two small dry ponds is acceptable. The maintenance considerations as listed for the dry ponds in Land Bay C (above) apply.

PART 4 6-0400 STORM WATER RUNOFF QUALITY CONTROL CRITERIA FOR USES/  
IN/THE/WATER/SUPPLY/PROTECTION/OVERLAY/DISTRICT

6-0401 General Information

1. The Board of Supervisors has established a Water Supply Overlay District in the Occoquan Watershed to protect the Occoquan Reservoir from certain undesirable affects of stormwater runoff. The Water Supply Protection Overlay District set forth in Part 8 of Article 7 of the Zoning Ordinance requires that there shall be water quality control measures designed to reduce the projected phosphorus runoff by at least one-half for any subdivision or use requiring site plan approval unless a modification or waiver is approved by the Director. The Board of Supervisors has also adopted water quality requirements with some specific rezoning decisions outside the Occoquan Watershed. This Article contains a brief summary of the need for these controls and guidance for their design and implementation.

2. The water quality control measures described in this Article are called BMPs, the abbreviation for Best Management Practices. The term Best Management Practices refers to a practice, or combination of practices, that is determined by a state or designated areawide planning agency to be the most effective practicable means of preventing or reducing the amount of pollution generated by non-point sources to a level compatible with water quality goals.

3. Best Management Practices have been required in all preliminary plats and all commercial and industrial site plans in the Water Supply Protection Overlay District since July 14, 1980.

4. Both the Water Resources Planning Board (WRPB) of the Metropolitan Washington Council of Governments (COG) and the Virginia State Water Control Board (SWCB) have developed Best Management Practices manuals as aids toward implementation of an economically feasible program calculated to fulfill reasonably the goals of the Federal Water Pollution Control Act (PL 92-500).

6-0402 Storm Water Quality Control Practices

The Best Management Practices policy where required for new development in/The/Water/Supply/Protection/Overlay/District is incorporated into the stormwater management program in the following manner:

1. Where volume controls and/or storage measures are used, a minimum storage volume (see Appendix A6-40) of long-term detention shall be provided for each acre of development related to percent imperviousness or Rational Formula "C" factor.

2. In addition, Fairfax County has available a Preliminary Design Manual for BMP facilities is available at the Publication counter located in the lobby of the Massey Building, 4100 Chain Bridge Road, Fairfax, Virginia 22030. This publication outlines design procedures, provides examples, and includes a basic data form to provide guidance to designers of BMP(s).

3. This normally will require modification of the outlet works or the addition of underdrains to reduce the release rates of detained storm water, and hence convert these facilities from a single purpose use to multiple purposes use. The design of a BMP storage facility is generally achieved by modifying the design of a standard detention facility to reduce the release rates of detained stormwater. This normally consists of a modified design of the outlet works or the addition of underdrains. This increased detention time results in a multiple purpose facility by providing stormwater quality control as well as quantity control. (See example in the "Preliminary Design Manual" for specifics.)

4. Some volume controls, such as percolation trenches, already are inherently act as BMPs and do not require further design modifications.

Roof top and parking lot detention may also be considered as BMPs providing the discharge is made to pass slowly over a pervious area prior to entering a storm sewer or stream.

5. Other measures of control, including the use of natural open space, may be substituted for structural measures. Non-structural measures must be carefully evaluated to assure that the water quality goals are actually being met. Such practices may be approved if properly engineered and if sufficient evidence documenting their phosphorus removal efficiency is presented to the Director.

1. The Board of Supervisors Fairfax County has established a water quality goal for the Occoquan Reservoir pursuant to the recommendations of the Occoquan Basin Study. This goal requires that County policies and ordinances be designed to prevent deterioration of water

2. Water quality protection of the Occoquan shall be achieved through modifications of the Comprehensive Plan, the Zoning Ordinance and through the vigorous implementation of Best Management Practices (BMPs).

3. The Occoquan Basin Study indicates that the water quality goal will be met if new developments, except residential lots 5 acres or larger, employ water quality control measures sufficient to reduce projected (phosphorus) runoff rates by at least one-half. For purposes of this Article, the following removal efficiencies, which are generalized/averages based on local available water quality planning studies, may be achieved; assumed:

|  |                               |
|--|-------------------------------|
| <b>BMP<sup>1</sup></b>                   | <b>Phosphorus<sup>2</sup></b> |
| Dry/Detention/Ponds                      | 40%                           |
| Wet/Detention/Ponds                      | 70%                           |
| Volume/Control/BMPs/(infiltration)       | 60%                           |
| Natural/Open/Space/(e.g./stream/valleys) | 8%/per/each/%/of/the/site     |
| Vacuum/parking/lot/and/street/sweeping   |                               |
| 1/pass/week                              | 20%                           |
| 2/passes/week                            | 30%                           |
| 3/passes/week                            | 40%                           |

Phosphorus Removal Efficiencies<sup>1/</sup>

| <u>BMP<sup>1</sup></u>                                      | <u>Credit for Normal Design Criteria</u> | <u>Credit for Maximizing Design<sup>6</sup></u> | <u>Credit For Regional Ponds<sup>3</sup></u> |
|---|--|---|--|
| <u>Extended-Dry Detention Ponds<sup>2/3</sup></u>           | 35%                                      | 40%   | 50%  |
| <u>Wet Detention Ponds<sup>3</sup></u>                      | 45%                                      | 50%   | 65%  |
| <u>Volume Control BMPs (infiltration)<sup>4</sup></u>       | 50%                                      | 60%   | N/A  |
| <u>Natural Open Space<sup>5</sup>, e.g., stream valleys</u> | <u>.9% per each % of the site</u>        | N/A   | N/A  |

Other innovative BMP measures may be permitted but, due to the design variables that could affect their appropriateness and efficiencies, percentages are not listed above. Examples of these BMP's include porous pavement, creation of marsh/wetland areas, provision of vegetative strips for sheet flow, and programs for parking lot vacuuming and street sweeping. Use of these techniques must be submitted on a case by case basis and approved by the Director. The developer must provide full details and supporting data including:

- justification
- technical information with research data supporting efficiencies
- maintenance considerations and program (private maintenance will generally be required for innovative BMP facilities)
- any safety considerations
- aesthetic considerations
- location and interaction with populated areas
- pest control program, if required

4. The efficiencies set forth in paragraph 3 apply only to the proportion of the site served by each practice; however, credit may be taken for control of runoff pollution from off-site areas. The efficiencies of practices used in series may be considered multipliable, for example, the efficiency of BMPx and BMPy together equals:

$$\left[ 1 - \left( \frac{(1 - \% \text{ efficiency of BMPx})}{100} \times \frac{(1 - \% \text{ efficiency of BMPy})}{100} \right) \right] 100$$

for that area served by both BMPs.

<sup>1</sup>Efficiencies are based upon studies prepared by the Northern Virginia Planning District Commission for the Occoquan Watershed Nonpoint Pollution Management Program

<sup>12</sup>Phosphorus (as total P), the limiting nutrient for algal productivity in the Occoquan Reservoir, is used as an indicator of water quality. Measures that control phosphorus also will control many other pollutants.

<sup>2</sup>Minimum drawdown time of 24 hours is required.

<sup>3</sup>Larger, regional type facilities are more efficient in pollution removal capabilities. In addition, the Director, with approval of the Department of Public Works may allow additional efficiency credit for regional facilities; i.e., facilities which control watersheds larger than 100 acres in size. The optimum watershed size is 100 to 250 acres for regional facilities.

4 Volume control BMP's such as infiltration pits may be used only on soils designated by the County Soil Scientist as adequate for the purpose. Special attention must be given to construction and maintenance practices for volume controls.

5 For purposes of BMP efficiencies, "open space" is defined as perpetually undisturbed Homeowners Association (or "common") areas, flood plain easement areas, and conservation easement areas. Any areas located within private lots and within maintained landscaping and active recreational areas are not to be included in "Open Space" determinations.

6 Maximizing design should include all of the following parameters as listed:

Wet Pond

- o Minimum Volume of Basin/Volume of Runoff from Mean Storm = 2.5
- o Total Access for Maintenance
- o Side Slopes of 4:1 or Flatter
- o Optimal Mean Depths of 6-9 Feet

Extended Dry Pond

- o Minimum Retention Time of Two Days
- o Total Access for Maintenance
- o Side Slopes of 4:1 or Flatter

Infiltration

- o Total Access For Maintenance
- o Optimal Draindown Time: Min.=6 Hrs. Max.=3 Days

## 6-0404 Storm Water Quality Design Measures

1.1/ Applicants/are/by/no/means/constrained/to/select/water quality/control/measures/from/the/list/above/Other practices/may/be/approved/if/properly/engineered/and/if/sufficient/evidence/documenting/their/phosphorus/removal efficiency/is/presented/to/the/Director/

1.2/ Developers and their design engineers are encouraged to seek improved new/and/better methods beyond those specifically covered in the WRPB and SWCB manuals to achieve the goals of this storm water runoff quality control program, particularly with an emphasis on the/end/of reducing initial construction costs and ensuing operating and maintenance costs.

2.2/ Developers, in coordination with Department of Environmental Management, are strongly encouraged to seek cooperation with other planned developments in their watershed area in order to design and construct combined facilities which could serve several developing sites. This regional approach to storm water management would result in facilities that are not only efficient in terms of storm water quantity and quality control, but are also cost effective and land saving.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Fred Kramer, Director  
Office of General Services

DATE: June 2, 1987

FROM: Walter D. Webdale, Director  
Department of Housing and Community Development

FILE NO.: 240.249

SUBJECT: County Governmental Center - Housing Proffer

REFERENCE: FDP/DPA 86-W-001  
RZ 87-W-040

It has been brought to my attention that the Smith-Artery development team met with various County staff on May 26, 1987 to discuss all pertinent issues related to County Governmental Center development plans referenced above. This meeting was attended by Jeff Diglio in order to convey HCD's concerns about the timeline for review of Smith-Artery's low-and-moderate income housing component by the Fairfax County Redevelopment and Housing Authority.

Via this memorandum, I wish to confirm the need for an additional agreement between Smith-Artery and FCRHA to define a specific low-moderate housing element and clarify general language in the original proffer.

A meeting has been scheduled for the morning of June 5, 1987 for further discussion of the low/mod component with Smith-Artery's attorney Art Walsh.

Attachments: Conceptual Development Plan Conditions RZ 86-W-001; dated March 10, 1986 p. 2 item 10.

cc: Walter D. Webdale, Director  
Department of Housing and  
Community Development  
Mike Scheurer, Director  
Housing Development Division, HCD  
Jeff Diglio, Housing Planner  
Housing Development Division, HCD  
✓ John Thielacker, Zoning Coordinator, OCP

WDW/JC/JD/jw8598H

- 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:

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

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

DATE: July 2, 1987

FROM: Doug Petersen, Assistant Arborist  
Office of the County Arborist  
Department of Environmental Management



REFERENCE: Conceptual Development Plan Amendment and Final Development  
Plan: Rezoning for Government Center/Smith-Artery Proposal

The latest revision of the applicant's proffered conditions for the referenced project appears to resolve all the tree preservation issues identified by this office. The landscaping issues also appear to be adequately addressed, although some issues regarding transitional screening and barrier modifications and waivers can be addressed and resolved by Board action.

Transitional screening and barrier modifications that can be addressed by the Board are as follows:

Land Bay A:

- o Waive transition yard requirements along southern border adjacent to Interstate Route 66;
- o Waive barrier requirements along northern border if 50' buffer is provided.

Land Bay B:

- o No modifications necessary.

Land Bay C:

- o Modify transitional screening on eastern border adjacent to Land Bay D to allow existing vegetation to be used for screening requirements and supplemented with evergreen trees in areas where existing trees are not adequate as determined by the County Arborist;
- o Waive barrier requirement along eastern border adjacent to Land Bay D.

Land Bay D:

- o No modifications necessary.

These items can either be addressed by Board resolution at this time or can be duly processed individually by the Arborist Office at time of each site plan submission.

FAIRFAX COUNTY, VIRGINIA  
Office of the Soil Scientist  
Phone: 691-2259

MEMORANDUM

DATE: July 1, 1987

TO: John Theilacker, Staff Coordinator  
Zoning Evaluation Division  
Office of Comprehensive Planning

FROM: Larry K. Johnson, Soil Scientist *LKJ*  
Department of Extension & Continuing Education

SUBJECT: Proposed Governmental Center  
Final Development Plan  
Proffer Statement, June 26, 1987

Review of the proffer statement for the final development plan 86-W-001 reveals that a statement concerning the geotechnical report is still outstanding. While most of the site does not have significant problem soils, the proposed construction will extend into some areas with high seasonal water tables and low bearing values. The proposed governmental building will require an extensive subsurface investigation to determine foundation design.

Therefore, I suggest the following language:

GEOTECHNICAL REQUIREMENTS

A final geotechnical report will be provided for all phases of the development. The report will comply with requirements of Chapter 107 of the Fairfax County Code and with the Geotechnical Guidelines of the Public facilities Manual.

cc: William F. Swietlik, OCP

LKJ/wp

FAIRFAX COUNTY, VIRGINIA  
Office of the Soil Scientist  
Phone: 691-2259

MEMORANDUM

DATE: June 2, 1987

TO: John Theilacker, Staff Coordinator  
Zoning Evaluation Division  
Office of Comprehensive Planning

FROM: Larry K. Johnson, Soil Scientist   
Department of Extension & Continuing Education

SUBJECT: Proposed Governmental Center  
Final Development Plan  
Geotechnical Considerations

Potential soil difficulties need to be addressed prior to development of the governmental site. While most of the site does not have significant problem soils, the proposed construction will extend into some areas with high seasonal water tables and low bearing values. The proposed governmental building will require an extensive subsurface investigation to determine foundation design.

A preliminary geotechnical report has been prepared by Schnabel Engineering Associates (May 15, 1987). Eleven test borings, five of which are located within the footprint of the proposed governmental building, were conducted during the investigation. General comments were provided regarding stratigraphy, bedrock profile, soil bearing values, and subsurface drainage.

A more detailed geotechnical investigation will be required for foundation design for the governmental building as well as the commercial buildings and parking structures. Lightly loaded structures such as single family residences and town houses normally perform satisfactorily on the well-drained soils of the site. These are mapped as the Glenelg (55) series which have weathered from schistose bedrock. However, heavier loads imposed by the larger structures may cause uneven settlement because of variation of subsurface weathering and bedrock depth.

In addition, subsurface drainage will be required for structures with lower levels at or below the seasonal high water table. Subsurface drainage will also be required for parking areas located in lower lying areas. The depth to seasonal high water tables is anticipated to range from near the surface in the lower lying areas to about thirty feet at the highest elevations. The ground water levels encountered at the time of the soils investigation would not necessarily reflect the highest levels occurring during wet periods of the year.

Proposed Governmental Center  
Final Development Plan  
Geotechnical Considerations  
June 2, 1987  
Page 2

Ground water will probably be encountered within levels of any below-ground parking at the proposed governmental building site as well as at the proposed commercial building sites. Ground water will also be encountered at the proposed locations of lower lying residential structures in land bay D. Subsurface drainage measures will be required to avoid wet basement problems.

Compaction requirements will need to be developed for structural fills within building sites and roadways. Very careful monitoring of controlled fills is necessary to achieve proper compaction of the on-site silty micaceous soils.

cc: William F. Swietlik, OCP

## MEMORANDUM

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

DATE: July 5, 1987

FROM: John C. Herrington, Chief *JCH*  
Site Analysis Branch, OT

FILE: 3-4

SUBJECT: Transportation Impact

REFERENCE: RZ 87-W-040, CDPA/FDP 86-W-001; Fairfax County Government Center  
Traffic Zone 1179  
Land Identification Map 56-1((1))2A,2B,2C,40,40A,40B

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 dated June 25, 1987.

This report consists of two sections. 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<br>Road Improvements  | X                   |                       |
| IIc Improvements Required<br>to Adequately Relieve Major<br>Congestion Resulting from<br>Approval of Application | X                   |                       |
| IIId Site Access   | X <sup>1</sup>      |                       |
| IIe Internal Circulation   | X <sup>1</sup>      |                       |

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.

1 See appropriate sections for comments.

SUMMARY OF ISSUES

The applicant should address the following issues more fully:

- o The potential conflicts associated with the southern entrance to parking structure 4 and an access to RZ 86-P-012.
- o Provision for closure of the Land Bay D direct access to Lee Highway.
- o The desirability of designing the bridge over Route I-66 to accommodate a future left turn lane for parcel 20.
- o A commitment for the design and construction of a comprehensive, coordinated signal system as recommended by VDOT.

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</u> |
|---------------------------------|------------------|---------------------------------|-------------------|----------------------|-----------------------|
| Lee Hwy.                        | 29               | PA                              | Fairfax City      | Centreville          | 26,250 <sup>2</sup>   |
| West Ox Rd.                     | 608              | MA                              | Lee Hwy.          | Pendercrest Ct.      | 11,845 <sup>3</sup>   |
|                                 |                  |                                 | Pendercrest Ct.   | Legato Rd.           | 11,959 <sup>3</sup>   |
|                                 |                  |                                 | Legato Rd.        | Route 50             | 17,622 <sup>3</sup>   |
| Legato Rd./<br>Random Hills Rd. | 656              | L                               | Lee Hwy.          | Ruffin Rd.           | 829 <sup>3</sup>      |
|                                 |                  |                                 | Ruffin Rd.        | Waples Mill Rd. Ext. | 471 <sup>3</sup>      |
| Legato Rd.                      | 656              | L                               | West Ox Rd.       | end                  | 11,055 <sup>3</sup>   |
| Waples Mill Rd. Ext.            | 664              | MA                              | Lee Hwy.          | Random Hills Rd.     | N/A <sup>4</sup>      |
| Fair Lakes Pkw.                 | N/A <sup>4</sup> | C                               | Fairfax Ctr. Pkw. | West Ox Rd.          | N/A <sup>4</sup>      |

1 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.

2 Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes; VDOT, 1986.

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></u><br><u>Int.</u> | <u>Geo.<sup>2</sup></u><br><u>Ade.</u> |
|------------------------------------|--------------|--------------|-------------------------|---------------------------------------|--|
| Lee Hwy.                           | 29           | Fairfax City | Centreville             |                                       | S                                      |
| West Ox Rd.                        | 608          | Lee Hwy.     | Route 50                |                                       | U-5,6                                  |
| Legato Rd./<br>Random Hills<br>Rd. | 656          | Lee Hwy.     | Waples Mill<br>Rd. Ext. |                                       | U-1,2,3                                |
| Legato Rd.                         | 656          | West Ox Rd.  | end                     |                                       | U-6                                    |
| Waples Mill<br>Rd. Ext.            | 664          | Lee Hwy.     | Random Hills<br>Rd.     |                                       | S                                      |
| Fair Lakes<br>Pkw.                 | N/A          | Fairfax Ctr. | West Ox Rd.             |                                       | S                                      |

Intersections

|                           |                      |
|---------------------------|----------------------|
| Lee Hwy./Shidley Gate Rd. | E/F(1984)            |
| Lee Hwy./West Ox Rd.      | D(1986)              |
| Route 50/Waples Mill Rd.  | E(1986)              |
| Route 50/West Ox Rd.      | F(1986)              |
| West Ox Rd./Legato Rd.    | A(1985) <sup>3</sup> |

1 Level of Service of Nearby Signalized Intersection

Level of Service data from Level of Service Summary for Signalized Intersections in Fairfax County, Fairfax County Office of Transportation, 1987.

- 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

Ib. Existing Roadway System — Operation (Continued)

2 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

3 Traffic flow through this intersection is metered by congested conditions at the Route 50/West Ox Road intersection and, therefore, is jammed. Intersections operating under jammed conditions are, by definition, at level of service F.

Ic. Traffic Generation

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

|  | <u>Trips Per</u><br><u>(Day/Peak Hour)</u> |
|--|--|
| Existing Zoning: PDH-5                           | 0 vpd/ 0 vph <sup>1</sup>                  |
| PDC  |  |
| Land Bay A(0.50 FAR)                             | 7,720 vpd/1,440 vph <sup>2a</sup>          |
| Land Bay B(0.55 FAR)                             | 8,590 vpd/1,600 vph <sup>2a</sup>          |
| Land Bay C(958,000 GSF)                          | 66,000 vpd/5,600 vph <sup>2b</sup>         |
| Land Bay D(0.35 FAR)                             | 4,470 vpd/ 510 vph <sup>2c</sup>           |
| TOTAL  | <u>86,780 vpd/9,150 vph</u>                |
| Comprehensive Plan: Government Ctr.(958,000 GSF) | 66,000 vpd/5,600 vph <sup>2b</sup>         |
| Office/Mix                                       |  |
| Office(2/3=1,474,000 GSF)                        | 16,070 vpd/2,990 vph <sup>2a</sup>         |
| Res.(1/3=737,000 GSF)                            | 4,500 vpd/ 515 vph <sup>2c</sup>           |
| TOTAL  | <u>86,570 vpd/9,105 vph</u>                |
| Application: PDC                                 |  |
| Government Ctr.(958,000 GSF)                     | 66,000 vpd/5,600 vph <sup>2b</sup>         |
| Office(1,178,500 GSF)                            | 12,850 vpd/2,390 vph <sup>2a</sup>         |
| Retail(103,167 GSF)                              | 1,220 vpd/ 150 vph <sup>2d</sup>           |
| Hotel(250 rooms)                                 | 2,620 vpd/ 180 vph <sup>2e</sup>           |
| Residential                                      |  |
| (192 th)   | 1,670 vpd/ 150 vph <sup>3</sup>            |
| (404 apt)  | 2,460 vpd/ 280 vph <sup>2c</sup>           |
| TOTAL  | <u>86,820 vpd/8,750 vph</u>                |

1 This parcel has insufficient land to be developed independently at its existing zoning.

2 These trip generation estimates are based on data from Trip Generation, Institute of Transportation Engineers, 1983.

a These volumes are based on the rates for offices with more than 200,000 GSF.

b These volumes are based on the rates for government offices.

c These volumes are based on the rates for apartments.

d These volumes are based on the rates for retail centers with less than 50,000 GSF, but reduced 90 percent for internalization of trips to the application area.

e These volumes are based on the rates for hotels.

3 These trip generation estimates are based on the rates for townhouses from Trip Generation at Special Sites, Virginia Highway and Transportation Research Council, 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

## IIa Traffic Generation

The estimated traffic generation resulting from the approval of the application is shown in Section Ic. Also shown in Section Ic is a comparison of this traffic generation with the traffic generation of other potential uses of this site.

The traffic generation of the application is unsatisfactory due to:

\_\_\_\_\_ the magnitude of traffic generation exceeds that which was anticipated in conjunction with the preparation of the adopted Plan. The approval of more intense uses than those allowed in the Plan could set a precedent for other applications and contribute to the premature obsolescence of the Plan.

\_\_\_\_\_ the magnitude of traffic generation exceeds that which could occur as a result of other allowable uses of the site, and sufficient measures to mitigate the impact of this greater traffic have not been provided with this application.

\_\_\_\_\_ the Zoning Ordinance requires that uses regulated under Special Exception/Permit be allowed only if their traffic impacts will not be hazardous or conflict with existing and anticipated traffic in the neighborhood. Because of the failure to mitigate these traffic impacts this application does not meet this standard. This intensity should not be approved unless the issues identified in subsequent sections are adequately addressed.

\_\_\_\_\_ this use is regulated in the Highway Corridor District and must meet the access requirements of that District (see Section IIId).

\_\_\_\_\_ the application requests rezoning approval to an intensity which is above the low end of the range prescribed in the Plan. This intensity should not be approved unless the issues identified in subsequent sections are adequately addressed.

NOTE: Although the trip generation estimates in Section Ic indicate that the daily trip generation of the proposed development would be slightly above that of the land use recommended in the Adopted Plan, the 250 vpd difference amounts to only about 3 percent of the total and is not considered significant. Furthermore, the estimated volume of the proposed use in the critical peak hour is lower than that of the Planned use.

I Ib Provision for Future Transportation Improvements

Development of the site will be affected by the need to provide for future transportation improvements. Table II-1 presents a listing of those future road improvements which affect the site. The provisions which this application has made for future roadway improvements are unsatisfactory due to:

- \_\_\_\_\_ failure to dedicate sufficient right-of-way
- \_\_\_\_\_ failure to provide sufficient construction
- \_\_\_\_\_ other (see below)

TABLE II-1

Future Road Improvements Affecting Development  
of the Site  
(see key on next page)

| <u>Street</u>               | <u>Improvement Code</u> | <u>Min. R-O-W</u> | <u>Plan Status</u> | <u>Implementation Status</u> | <u>Agency</u>  |
|-----------------------------|-------------------------|-------------------|--------------------|------------------------------|----------------|
| Route I-66                  | W(6)                    | N/A               | A                  | F                            | N/A            |
| Route I-66                  | HOV lanes               | 230               | F                  | PE                           | V              |
| Lee Hwy.                    | W(6)                    | 55(CL)            | A                  | F                            | F              |
| West Ox Rd.                 | W(4)                    | 45(CL)            | A                  | PE                           | F2             |
| Legato Rd.                  | I(2)                    | 52                | A                  | F                            | F              |
| Legato Rd.<br>cul-de-sac    | O <sup>1</sup>          | 0                 | A                  | O                            | O <sup>1</sup> |
| Fair Lakes Pkw.             | NL(4)                   | 90                | A                  | F                            | F              |
| Govt. Subcon.               | NL(4/6) <sup>2</sup>    | 90/110            | A                  | F                            | N/A            |
| Legato Access Rd.           | NL(4)                   | 80                | A                  | F                            | N/A            |
| Lee Hwy. Access Rd.         | NL(4)                   | 90                | A                  | F                            | N/A            |
| West Ox Rd. Access Rd.      | NL(4)                   | 70                | A                  | F                            | O <sup>3</sup> |
| Lee Hwy./Govt. Subconnector | interchange             | 0                 | A                  | F                            | F              |

1 Proffered for construction with RZ 86-P-012.

2 Additional right-of-way will be needed from the RZ 84-P-101(Centennial) and parcel 20 sites to provide a six lane approach to the intersection of this road with Fair Lakes Parkway Extended. The plans for the subject application show the Government Subconnector narrowing to four lanes from six lanes as this intersection is approached. It would be desirable to drop the outside lanes at an intersection where they could be used as a turn lane to the mall and to accommodate traffic turning toward the government center from Fair Lakes Parkway.

IIb Provision for Future Transportation Improvements (Continued)

3 Partial construction west of Legato Road proffered with RZ 86-P-012.

NOTE: Site specific access dedication and construction, such as for turn lanes, are not included in these standards.

KEY TO TABLE II-1

Improvement Codes

I ( ) Improve ( ) lane  
W ( ) Widen to ( ) lanes  
NL New Location ( ) lanes  
DEM Match similar improvements on nearby parcels as determined  
by DEM at time of subsequent plan review  
F Preserve right-of-way for future need  
SD Service Drive  
O Other (see below)

Minimum Right-of-way

90 Minimum right-of-way to accommodate needed improvement  
45 (CL) Minimum right-of-way, measured from centerline of adjacent  
road, necessary to accommodate needed improvement  
DEM Final right-of-way determination to be made by DEM at time  
of subsequent plan review

Plan Status

A Element of adopted Countywide Plan  
F Not included in adopted Countywide Plan but likely future  
need  
O Other (see below)

Implementation Status

CI Construction initiated or imminent  
ROW Final design completed; right-of-way acquisition imminent  
or underway  
D Final design underway  
PE Preliminary engineering underway  
F Project planning not yet initiated

Implementation Agency

V Project included in current VDH&T Six-Year Program  
F-1 Project included in County Bond Program for construction  
F-2 Project included in County Bond Program for design  
N/A project not included in any current program  
O Other (see below)

IIC Improvements Required to Adequately Relieve Congestion Resulting from Approval of Application

The approval of this application will result in the creation and/or aggravation of congestion on various nearby streets. In order to accommodate the increased traffic resulting from this application, the following actions should be taken:

- \_\_\_\_\_ additional traffic analyses should be undertaken to ensure that the nearby roadway system is adequate
  
- \_\_\_\_\_ additional commitments should be made to provide road improvements and/or traffic management strategies as determined to be necessary by the traffic analyses

NOTE: Staff analysis indicates that at-grade improvements at the intersection of the Government Subconnector with the Government Center Parkway would be adequate for an intersection with all legs consisting of public roads. Introduction of the additional trip generation from a private development access cannot be accommodated with the presently proposed road design.

Staff analysis indicates that the grade-separated interchange recommended in the Adopted Plan for the intersection of Lee Highway with the Government Subconnector should be retained. Although a study submitted by the RZ 87-P-039 applicant indicates that an interchange may not be needed for the period studied, right-of-way should be provided to accommodate longer term traffic growth

Review of the traffic study submitted for the subject application shows that adequate TSM strategies should be provided.

IId Site Access

The direct site access proposed for the subject application is unsatisfactory for the following reasons:

- \_\_\_ entrance(s) would interfere with smooth traffic flow on an arterial road and create potential safety hazards due to:
  - \_\_\_ speed changes and conflicting travel paths resulting from vehicular turning movements directly to and from the arterial
  - \_\_\_ U-turns and weaving maneuvers resulting from absence of direct left turn access at a median break
- \_\_\_ entrance(s) too close to another driveway or street and would result in vehicular turning movement conflicts
- \_\_\_ entrance(s) improperly located with respect to opposite streets/entrances and either existing or future median breaks
- \_\_\_ entrance(s) violate principles of functional classification
- \_\_\_ improvements needed on adjacent street to minimize impact of development
  - \_\_\_ right-turn/deceleration lane
  - \_\_\_ left-turn/deceleration lane
  - \_\_\_ other off-site improvements (see below)
- \_\_\_ potential sight distance problems
- \_\_\_ access is not provided as prescribed by the Highway Corridor District; i.e. via a functional service drive, a street not intended to carry through traffic, or internally within a shopping center
- \_\_\_ absence of public streets, travel lanes, or service drive connections to adjacent properties would add unnecessary traffic and turning movements to the arterial street network
- \_\_\_ other (see below)

NOTE:

- 1 The southern Legato Road access to parking structure 4 is relatively close to the northern entrance and an entrance to RZ 86-P-012. While the morning and evening turning movements at these entrances should not entail significant conflicts, there is a potential for queues of vehicles waiting to turn left to block some opposing left turn movements. Therefore, it would be desirable to close the southern entrance to this parking structure. It appears that this parking would still be adequately served by the remaining entrances to the structure.

IId. Site Access (Continued)

- 3 It would be desirable for the Government Subconnector bridge over Route I-66 to be designed to accommodate future widening for a left turn lane serving a potential median break for Parcel 20. If a median break is not provided between the bridge and Fair Lakes Parkway Extended, the only left turn access for this parcel would be via an adjacent development's travelways or via "U" turns that would be disruptive to traffic flow and which would create undesirable hazards.
- 4 VDOT recommends that a comprehensive signal system be provided including time base coordination that would allow a progression of traffic movements. As long as appropriate commitments are made for design and construction, implementation of the commitments can be determined at the time of site plan review by DEM.

NOTE: While the small parcel between Land Bay A and West Ox Road would be adequately accessed via the travelway unencumbered by parking that traverses this bay, it must be ensured that this travelway remains free of the travel friction created by parking. However, it would be desirable for these development areas to be further integrated.



Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Two

- o Urban or suburban sprawl is not a desirable land use pattern for the area. The proposed land use plan should provide a strong conceptual and perceivable sense of order through the control of land use location, densities, hierarchical road systems, major focal areas (cores) for development, cluster design concepts and strong use of buffers and amenity features.
- o Land uses should be allocated to specific sites based upon each site's suitability to support a particular use or uses in terms of natural conditions, support service availability and consideration of adjacent planned and existing uses.
- o To ensure a high quality level of development throughout the area, design review mechanisms should be considered for inclusion during implementation of the Plan recommendations. This review process would help to maintain and assure a standard of excellence of development for the area.
- o Open space definition through the planning of continuous linear park and pedestrian/bicycle systems throughout the area is desirable; these systems would frame and buffer development clusters while providing recreational and transportation opportunities. Fairfax County currently encourages the formation of stream valley parks, and actively pursues a policy of the protection of environmental quality corridors along streams. The land use planning process should actively support and augment these County policies.
- o Existing stable neighborhoods should be preserved, enhanced and reinforced through the use of buffering and recommended improvement actions. Buffering measures and compatible adjacent land uses must be implemented to protect the integrity of neighborhoods such as Dixie Hills, Random Hills, and Greenbriar."

More specifically, the Plan provides development guidance for the two Fairfax Center Area Land Bays (P1 and I4) that are associated with the applications referred to above.

On page III-104, under P1, (Proposed Fairfax County Government Center), the Plan states:

Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Three

**"P1 (Proposed Fairfax County Government Center)**

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 location 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 to allow 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.

Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Four

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 III-98, under Land Units I3 and I4, the Plan also states:

"I3, I4

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."

Environment:

On page III-86, the Plan provides the following environmental protection guidance;

"Environmental Quality Concerns

- o There is a need to protect the water and environmental quality of the Occoquan basin area. The Occoquan basin drains approximately 20 percent of the total area of Fairfax County. The

- reservoir stores water for a large percentage of the Northern Virginia population. Even though the present overall intensity of development within the Occoquan basin is relatively low, water quality levels in the basin are worsening. Further influx of development into the area will be extremely detrimental to water quality and wildlife habitats unless environmentally sensitive site development measures are utilized.
- o It is necessary to protect the water and environmental quality of the Occoquan basin area. Protection of runoff should be provided by retention ponds and other best management practices (BMP). Every effort should be made to assure that streams will not flood and cause damage to neighborhoods and homes due to future construction in undeveloped areas.
  - o It is necessary to include air quality as an important factor in land use development.
  - o Nonpoint source pollution has been identified as a major contributor to water quality problems in the Occoquan Reservoir. The impact of nonpoint source pollution is related to land use densities. As development becomes more intense and higher percentages of the land surface are paved, pollution concentrations in the urban stormwater runoff increase drastically. This nonpoint source pollution can be reduced by the implementation of BMPs. All projects within the area must abide by the BMPs criteria for nonpoint source pollution control, as adopted by the Board of Supervisors, in an effort to achieve water quality goals. Included in these practices are sedimentation control, storm water detention (modified as per BMPs), storm water retention and detention, infiltration trenches, porous pavement usage, paved surface cleaning practices, erosion control, cluster development, grass swales and vegetation filter strips.
  - o There is a need to minimize, if not eliminate, point source of pollution within the area. These sources of pollution can have severe effects on water quality, and can become health hazards, particularly when pollutants permeate into the ground water supply. When this occurs in an aquifer (such as exists in the area), drinking water can be severely affected. The inclusion of facilities which may generate point source pollution must be studied carefully within the

planning process. In addition, mitigation methods must be employed for all situations where point source pollution may present a problem within the area.

- o A portion of the Difficult Run watershed is contained within the area. This has been designated as a critical environmental area by the Commonwealth of Virginia in recognition of the serious threat that development makes on water quality, wildlife habitats and preservation of flora and fauna. Earthwork, reduction in vegetation cover, and increased rate of run-off resulting from the use of impervious surface materials can result in erosion and increased sedimentation of the stream system. Water quality, stream profiles, and vegetated wildlife habitats along stream edges may be adversely affected. While development could have adverse effects on the watershed, there are numerous available techniques of siting, choice of materials, construction methods and water-related management practices that can assure the preservation of the Difficult Run watershed, while accommodating an increase in development. These techniques must be utilized in all development projects within the area.
- o The need to protect and enhance flora, fauna and water quality is of primary concern. This can be accomplished through the provision of environmental quality corridors (EQCs). These EQCs form a vegetated filter strip around streams. In this way, impurities which flow in run-off are filtered out prior to entry into the stream system, thus ensuring higher water quality. The EQCs additionally serve as valuable wildlife habitats and zones where natural vegetation processes are allowed to progress. Consequently, all streams and other areas of particular environmental consequence must be protected through the strict adherence to a policy of protection of environmental quality corridors. Once established, these environmental quality corridors, when linked together and augmented by parks and other open space areas, can form a continuous open space system linking all major parts of the area. Such a system of pedestrian and/or bicycle trails should be established during the planning process."

Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Seven

In relation to environmental protection, the Plan also recommends on page I/C-74;

### "Water Quality and Quantity

1. Place a high priority on protecting the Occoquan and upper Potomac watersheds from development which causes sedimentation or chemical contamination of drinking water sources. Planning for future land use patterns and locations must be sensitive to the impacts on these two watersheds. . . .

3. Preserve or enhance surface water quality throughout the County through the application of stormwater management best management practices (BMPs), point source pollution controls, and water quality sensitive land use planning.

4. Recognize the sensitivity and need to protect the integrity of stream valleys by discouraging any development within 100-year floodplains and adjacent steep slopes.

### Open Space

1. The Environmental Quality Corridor (EQC) System is the centerpiece of the County's open space program. The two components of the EQC system are described briefly below. A generalized map of the EQC's and a detailed discussion of the policy is located in Section 1 Background and Analysis of this text. The EQC's have been mapped in limited areas and may be shown on the Comprehensive Plan Map under the appropriate open space land use category. In large sections of the County, the entire EQC has not been mapped. When determining the open space areas to be preserved in the development process the Plan map should not be used in lieu of a site specific delineation of the EQC area based on the criteria listed below:

- o Sensitive Lands EQCs. These basic EQCs are designed to protect the County's streams and adjacent lands which adversely affect and at the same time are most adversely affected by development. They are defined to include: all presently mapped 100-year floodplains and all 100-year floodplains subsequently mapped during the development process; all floodplain soils and soils adjacent to streams which exhibit a high water table and poor bearing strength, or other severe development constraint (these include

Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Eight

Fairfax soils numbered 1,2, 3, 5, 11, 12, 13, 30, 31, 33, 89, 92, 117, 118, and also soils numbered 39, 68, 84, 85, 90, 110, and 112 when these latter soils are found within the 100-year floodplain or are found to be extremely wet); tidal wetlands as delineated by the Wetlands Overlay District on the Official Zoning Map; fresh water wetlands adjacent to streams; steep slopes (greater than 15 percent) adjacent to the above floodplains, soils, and wetlands, and at a minimum, where the above floodplains, soils, and wetlands cover only a narrow area a buffer on each side of the stream or water body calculated from the following formula.

Buffer width =  $50 + (4 \times \text{percent slope})$  in feet.

This EQC definition has been used in several watershed studies and should be used in the review of all proposed developments on a case-by-case basis to delineate the exact extent of the sensitive lands EQCs.

- o Sensitive Lands EQCs. These lands are to be protected in undisturbed open space, except provisions may be made for the installation of recreational trails, necessary road and utility crossings, and stormwater management structures, and for some development on steep slopes and marine clay (soil number 118) soils, subject to the following conditions. The number of road and utility crossings should be minimized. Alternatives to the installation of utilities parallel to streams should be actively pursued. When trails, road and utility crossings, and stormwater management structures are placed in EQCs, efforts should be made to mitigate adverse impacts on streams, wetlands, vegetation, and slopes, impacts such as sedimentation, excessive clearing of vegetation, and erosion. Generally sensitive lands EQCs should not be developed with buildings or parking lots. However, in cases where steep slopes cover an extensive area, some buildings may be allowed on the steep slopes furthest away from the stream if grading is minimized, care is taken to remove as little vegetation as possible, and if the floodplain, floodplain soils, wetlands, and minimum buffer width remain undisturbed. Marine clay soils may

Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Nine

be built upon, subject to design and construction standards set by the County Geotechnical Review Board. Otherwise, the sensitive lands EQCs as defined in recommendation 1 represent the limit of clearing of natural vegetation along the County streams."

On page I/C-75;

"Physical Hazards

2. Prohibit the filling, draining, or altering of floodplains and wetlands. . . .
4. Protect steep slopes during the construction phase of development especially where they occur in conjunction with erodible soils.
5. Strengthen sediment control practices where erodible soils would adversely affect wetlands or streams.
6. Prohibit construction on the floodplain soils such as mixed alluvial, Congaree, Wehadkee, Bermedian, Rowland and Bowmanville soils which have high water table, poor bearing capacity and flooding hazard.

General

Natural vegetation, particularly trees shall be preserved, maintained, and utilized as air, noise and water quality and quantity control devices to the maximum extent possible."

The Area II Plan map shows the portion of the subject property located within Planning Area II (Land Bay P1) to be planned for institutional, office and environmental quality corridor purposes. The Area III Plan map shows the portion of the subject property located in Planning Area III to be planned for office and environmental quality corridor purposes.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Barbara A. Byron, Director DATE: JUL 08 1987  
Zoning Evaluation Division, OCP

FROM: *Richard G. Little*  
Richard G. Little, Director  
Planning Division, OCP

FILE NO: 650 (zoning)

SUBJECT: Planning Division Assessment: FDP 87-W-040,  
CDPA 86-W-001-1, and  
RZ 87-W-040

**COMPREHENSIVE PLAN ANALYSIS:** Conformance with the goals, objectives, recommendations, and/or development criteria of the Comprehensive Plan for the following subject areas:

In order to provide a clearly understood memo format for these complicated applications, the Comprehensive Plan analysis will be divided into two sections by major subject area - General Analysis and Checklist Analysis. For example, under the environmental heading, there will be a section discussing general environmental concerns as they relate to the Plan text. The subsequent section under environment will address the level of compliance with the Fairfax Center Area checklist.

LAND USE:

General Analysis:

There are no major land use related concerns relating to the proposed uses and intensities in the government center core area. More detailed analysis with respect to environmental and design issues are presented in the next section of this memo.

The analysis of land use related issues is limited to discussing the adequacy and location of accessory uses.

Accessory uses such as the day care center and exercise facility, as proffered under the conceptual development plan associated with the government center site rezoning (RZ 86-W-001, proffer #5), have not been shown on the final development plan for this site. The proposed location, size and hours of operation of these uses should be described.

Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Two

## Fairfax Center Area Checklist Analysis:

### Public Facilities

#### II B.2. Community Center:

There will be a need for child day care facilities to serve the employees of the government center core area. Although, proposed under the conceptual development plan, no facility has been specifically shown on the final development plan.

#### Suggested Resolution:

Specifically indicate in the final development plan application, by illustration or statement, the location, size and hours of operation for the proposed child care facility.

### ENVIRONMENT:

#### General Analysis:

The basic design of the government center site now exhibits a good degree of environmental sensitivity on Land Bays A, B, C, and D. All area-wide basic elements of the environmental systems of the Fairfax Center Checklist will have been satisfied.

In relation to the area-wide minor development elements, three of the applicable six elements are now satisfied. Still outstanding is the concern relating to the provision of an energy conscious site plan. This concern is easily resolvable. Two other area-wide minor elements; BMP control of off-site flows and BMP design capacity in excess of design storm requirements, will not be satisfied by the development proposal. Therefore, it is possible for the proposal to satisfy four of the six applicable area-wide minor elements. The two area-wide environmental elements; innovative techniques in stormwater management, and extraordinary sensitivity in managing the environment have been satisfied.

## Fairfax Center Area Checklist Analysis:

### Environmental Systems

Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Three

## II. Area-wide Minor Development Elements:

### II. C. 1. Control of off-site flows:

This is the sizing of a BMP facility to act as a regional facility that will provide retention for sites that are upstream and off-site within the watershed. This is possible only on Land Bay A. As designed, the pond on Land Bay A will not be a regional facility since sizing it as such would consume virtually all of the site.

#### Suggested Resolution:

This issue appears to be unresolvable.

### II. C. 2. Storage Capacity in excess of design storm requirements:

This could be accomplished by designing the BMPs on Land Bays A, B, C or D to reduce post development peak discharges to less than pre-development peak discharges. This would also entail enlarging the BMP facilities for extra volume capacity. Due to the limited site area on each land bay for doing such, this design feature has not been incorporated.

#### Suggested Resolution:

This issue appears to be unresolvable.

### II. D. 1. Provision of an energy conscious site plan:

Unknown at this time. More information is necessary to exhibit if, and how, this has been accomplished.

#### Suggested Resolution:

A description of how energy conservation will be achieved should be prepared and provided to the County for review.

## DESIGN:

### General Analysis:

The general analysis concerning design focuses on the need to identify energy conservation measures with regard to the proposed development.

Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Four

## Fairfax Center Area Checklist Analysis:

### Site Planning

#### III. A. 1. Extraordinary Innovation In Site design

The site design of most of the land bays in the Government Center project exhibits excellent sensitivity to the natural constraints of the site. A great deal of the existing natural vegetation on the site has been preserved where possible, and structures and roads have been designed in harmony with the site's topography.

In Land Bay "D", however, staff feels that the design of the back-to-back townhouses does not satisfactorily meet this goal. This design lacks provisions for private open space for each unit, which is customary for single-family attached units. Indeed, the applicant is requesting waiver of the PDC ordinance provision requiring a minimum 200 square foot private open space allotment per townhouse unit.

#### Suggested Resolution

It may be possible to address the concerns regarding the site design of the townhouse clusters through a number of methods. Small areas of private open space could be provided by using brick walls or fences to create a "mews" effect. Also possible is redesigning the cluster to take advantage of the site's topography to separate clusters of units. Conversely, exceptional architectural design, high-quality building materials, or extensive landscaping may be employed to compensate for the lack of private open space for each dwelling unit.

### Detailed Design

#### II. B. 2. Use of Energy Conservation Techniques:

None has been provided to staff for review.

#### Suggested Resolution:

Point out how energy conservation has been incorporated into in the design of the site.

Barbara A. Byron  
FDP 87-W-040, CDPA 86-W-001-1, and  
RZ 87-W-040  
Page Five

COMPLIANCE WITH FAIRFAX CENTER AREA CHECKLIST:

A minimum percentage of development elements listed in five categories must be met in order to achieve the overlay level of development. The five categories are identified as Basic, Minor, Major, Major Transportation and Essential. The following chart shows the ratio between the applicable and satisfied development elements for each of the five categories:

|                         | <u>Applicable</u> | <u>Satisfied</u> |
|-------------------------|-------------------|------------------|
| 1. Basic                | 100%              | 100%             |
| 2. Minor                | 75%               | 81%              |
| 3. Major                | 50%               | 87%              |
| 4. Major Transportation | 100%              | 100%             |
| 5. Essential            | 100%              | 97%              |

The applicant meets or exceeds the minimum standard for all but one category. Only one of the 33 essential development elements failed to satisfy the Plan objective for the Fairfax Center Area. This particular item relates to the site design of the residential component located in Land Bay D. More detailed information is presented under the site planning subsection of this memo. While the location and area of building footprints and private open space could be improved in Land Bay D, staff believes that exceptional site design techniques have been incorporated into Land Bays A, B and C. Further, special attention has been given to the remaining essential elements and the accompanying development plans and proffers display an exceedingly high level of Plan conformance. For these reasons, staff believes that the applicant has met the overall intent and purpose of the Plan for the Fairfax Center Area.

RGL:TCP:AAS:WFS:SJL:xdn

DEVELOPMENT ELEMENTS

Case # CDP# 86-W-001-1, FDP 87-W-040, RZ 87-W-040  
 Submission # \_\_\_\_\_  
 Date: 7/2/87

| Development Elements  | Applicable | Essential | Satisfied | Comments   |
|---|------------|-----------|-----------|--|
| <b>ON SYSTEMS</b>   |            |           |           |  |
| <b>WIDE BASIC</b>   |            |           |           |  |
| <b>OPRENT ELEMENTS</b>  |            |           |           |  |
| Motorized Transportation  | Y          | Y         | Y         |  |
| Minor Street dedication and construction                                | Y          | Y         | Y         |  |
| Major street R.O.W. dedication  | Y          | Y         | Y         |  |
| Bus Transportation  |            |           |           |  |
| Bus loading zones with necessary signs and pavement; bus pull-off lanes | Y          | N         | Y         |  |
| Non-motorized access to bus or rail transit stations                    | N          |           |           |  |
| on-Motorized Transportation   | Y          | Y         | Y         | Need 10' wide easement along Fair Lakes Parkway. |
| Walkways for pedestrians  | Y          | Y         | Y         |  |
| Bikeways for cyclists   | Y          | N         | Y         |  |
| Bicycle parking facilities  | Y          | N         | Y         |  |
| <b>WIDE MINOR</b>   |            |           |           |  |
| <b>OPRENT ELEMENTS</b>  |            |           |           |  |
| Motorized Transportation  | Y          | Y         | Y         |  |
| Major street construction of immediately needed portions                | N          |           |           |  |
| Shared parking allowances   | Y          | Y         | Y         | Includes transportation signs.                   |
| Signs   | Y          | Y         | Y         |  |
| Mass Transportation   | Y          | N         | Y         |  |
| Bus shelters  | N          |           |           |  |
| Commuter parking  | Y          | N         | Y         |  |
| Non-motorized transportation  | Y          | N         | Y         | Commitment, if needed.                           |
| Pedestrian activated signals  | Y          | N         | Y         |  |
| Bicycle support facilities (showers, lockers)                           | Y          | N         | Y         |  |
| <b>WIDE MAJOR</b>   |            |           |           |  |
| <b>OPRENT ELEMENTS</b>  |            |           |           |  |
| Motorized Transportation  | Y          | Y         | Y         | Including contributions.                         |
| Construction of later needed major road improvements                    | Y          | Y         | Y         |  |
| Major thoroughfare improvements   | Y          | Y         | Y         |  |
| Traffic signals as required by VDOT                                     | Y          | Y         | Y         |  |
| Mass Transportation   |            |           |           |  |
| Bus or rail transit station parking lot                                 | N          |           |           |  |
| Transportation Strategies   | Y          | N         | Y         |  |
| Car/van pool program  | Y          | N         | Y         |  |
| Local shuttle service   | N          |           |           |  |
| Parking fees  | N          |           |           |  |
| Non-motorized Circulation   | Y          | Y         | Y         |  |
| Grade separated road crossings  | Y          | Y         | Y         |  |



OF PUBLIC FACILITIES

AREA-WIDE BASIC DEVELOPMENT ELEMENTS      Applicable      Essential      Satisfied      Comments

Park Dedications  
 1. Dedication of stream valley parks in accordance with Fairfax County Park Authority policy      N

Public Facility Site Dedications  
 1. Schools      N  
 2. Police/fire facilities      N

AREA-WIDE MINOR DEVELOPMENT ELEMENTS  
 Park Dedications  
 1. Natural/passive park      Y      Y      Y      Y

2. Neighborhood park      N

Public Facility Site Dedications  
 1. Libraries      N  
 2. Community Centers      Y      N      N      N      Adequate Day Care Center(s) to accommodate demand in Government Center complex.

3. Government office/facilities      Y      Y      Y      Y

AREA-WIDE MAJOR DEVELOPMENT ELEMENTS  
 Park Dedications  
 1. Community parks      N  
 2. County parks      Y  
 3. Historic parks      N  
 4. Mini-parks      N

Public Indoor Activity Spaces  
 1. Recreation centers      Y      N      M      Y      Y  
 2. Meeting rooms/auditoriums/theatres      Y      Y      Y      Y      Y

**PLANNING**

**KEY AREA BASIC**

**DEVELOPMENT ELEMENTS**

Applicable Essential Satisfied Comments

**Site Considerations**

|  |   |   |   |  |
|--|---|---|---|--|
| 1. Coordinated circulation systems   | Y | Y | Y |  |
| 2. Transportation and sewer infrastructure construction phased to development construction | Y | Y | Y |  |
| 3. Mitigation of potential roadway noise impacts   | Y | Y | Y |  |
| 4. Appropriate transitional land uses to minimize the potential impact on adjacent sites   | Y | N | Y |  |

**AREA-WIDE MINOR**

**DEVELOPMENT ELEMENTS**

|  |   |   |   |                |
|--|---|---|---|----------------|
| 1. Parcel Consolidation  | Y | Y | Y |                |
| 2. Low/Mod Housing   | Y | Y | Y | Condition #10. |
| <b>Mixed Use Plan</b>  |   |   |   |                |
| 1. Commitment to construction of all phases in mixed use plans       | Y | Y | Y | Condition #9.  |
| 2. 24-hour use activity cycle encouraged through proper land use mix | Y | N | Y |                |

**KEY AREAS MAJOR**

**DEVELOPMENT ELEMENTS**

|                        |   |   |   |             |
|------------------------|---|---|---|-------------|
| 1. Site design         | Y | Y | N | Land Bsy D. |
| 2. Energy conservation | Y | N | N |             |

ED DESIGN

KEY AREA BASIC

DEVELOPMENT ELEMENTS

Applicable Essential Satisfied Comments

A. Site Entry Zone

|                             |   |   |   |   |                      |
|-----------------------------|---|---|---|---|----------------------|
| 1. Signs                    | Y | Y | Y | Y | See signage proffer. |
| 2. Planting                 | Y | Y | Y | Y |                      |
| 3. Lighting                 | Y | Y | Y | Y |                      |
| 4. Screened surface parking | Y | Y | Y | Y |                      |

B. Street Furnishings

|  |   |   |   |   |  |
|--|---|---|---|---|--|
| 1. Properly designed elements such as lighting, signs, trash receptacles, etc. | Y | N | Y | Y |  |
|--|---|---|---|---|--|

AREA-WIDE MINOR

DEVELOPMENT ELEMENTS

A. Building Entry Zone

|                     |   |   |   |   |  |
|---------------------|---|---|---|---|--|
| 1. Signs            | Y | N | Y | Y |  |
| 2. Special Planting | Y | N | Y | Y |  |
| 3. Lighting         | Y | N | Y | Y |  |

B. Structures

|  |   |   |   |   |  |
|--|---|---|---|---|--|
| 1. Architectural excellence which complements the site and adjacent developments | Y | N | N | N |  |
| 2. Use of energy conservation techniques   | Y | N | Y | Y |  |

C. Parking

|  |   |   |   |   |  |
|--|---|---|---|---|--|
| 1. Planting - above ordinance requirements | Y | N | Y | Y |  |
| 2. Lighting                                | Y | N | Y | Y |  |

D. Other Considerations

|   |   |   |   |   |  |
|---|---|---|---|---|--|
| 1. Street furnishings such as seating, drinking fountains | Y | N | Y | Y |  |
| 2. Provision of minor plazas                              | Y | N | Y | Y |  |

KEY AREA MAJOR

DEVELOPMENT ELEMENTS

A. Detailed Site Design

|  |   |   |   |   |  |
|--|---|---|---|---|--|
| 1. Structured parking with appropriate landscaping   | Y | N | Y | Y |  |
| 2. Major plazas  | Y | Y | Y | Y |  |
| 3. Street furnishings to include structures (special planters, trellises, etc.), kiosks, covered pedestrian areas (arcades, shelters, etc.), water features/pools, ornamental fountains, and special surface treatment | Y | N | Y | Y |  |
| 4. Landscaping of major public spaces  | Y | N | Y | Y |  |

**UNSHARED**

**BASIC DEVELOPMENT ELEMENTS**

|                         |      |
|-------------------------|------|
| 1. Applicable elements: | 27   |
| 2. Elements satisfied:  | 27   |
| 3. Ratio                | 100% |

**I. MINOR DEVELOPMENT ELEMENTS**

|                         |     |
|-------------------------|-----|
| 1. Applicable elements: | 27  |
| 2. Elements satisfied:  | 22  |
| 3. Ratio                | 81% |

**II. MAJOR DEVELOPMENT ELEMENTS**

|                         |     |
|-------------------------|-----|
| 1. Applicable elements: | 16  |
| 2. Elements satisfied:  | 14  |
| 3. Ratio                | 87% |

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 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 permit small 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.

**CONVEYANT** - 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 PDH 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 PDH 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 PDH 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 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 prior to the Board of Supervisors public hearing on a rezoning

**PUBLIC FACILITIES MANUAL** - The manual, 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 Regulations(s) now governing.

**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 comprehensive plan for 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 ADT - Average Daily Traffic.

#### ENVIRONMENTAL TERMS

**ACOUSTICAL BERM** - 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 bank's 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 GEOLOGIC PROVINCE** - In Fairfax County, it is the relatively flat southeastern 1/4 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.

**ERODIBLE 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 wanders.

**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 Fairfax County these clays tend to slip or slump when they are excavated from slope situations.

**NEF - 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.

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

**SHRINK-SWELL RATE** - The susceptibility of 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 (mass) 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 Pohick Watershed' (1963) 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 at the source and as a resource. Storm water management programs seek to mitigate or abate quantity and quality impacts associated with development by the specific design of on-site 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 1/4 of Fairfax County, characterized by broad expanses of nearly level topography, subtle ridge lines, a shallow depth to sedimentary rocks which are locally intruded by igneous rocks, and a tendency towards soils with high shrink-swell properties.