



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD
FAIRFAX, VIRGINIA 22030

June 10, 1982



STAFF REPORT

APPLICATION NUMBER FDP 78-P-130-1

PROVIDENCE DISTRICT

Applicant: C.F. Properties (Va.) Inc.

Present Zoning: PDC

Requested Zoning: PDC

Proposed Use: Office, Retail
and Hotel

Acreage: 110.0 acres

Subject Parcels: 49-4 ((1)) 58

Application Filed: March 25, 1982

Planning Commission Public Hearing : June 17, 1982

Board of Supervisors Public Hearing : June 28, 1982

Staff Recommendation: The staff recommends that FDP 78-P-130-1 be approved subject to the conditions set forth at Appendix 1 of this report.

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.

CMM
0892Z



FINAL DEVELOPMENT PLAN

Number: FDP 78-P-130-1

District: PROVIDENCE

Acreage: 110.0 acres

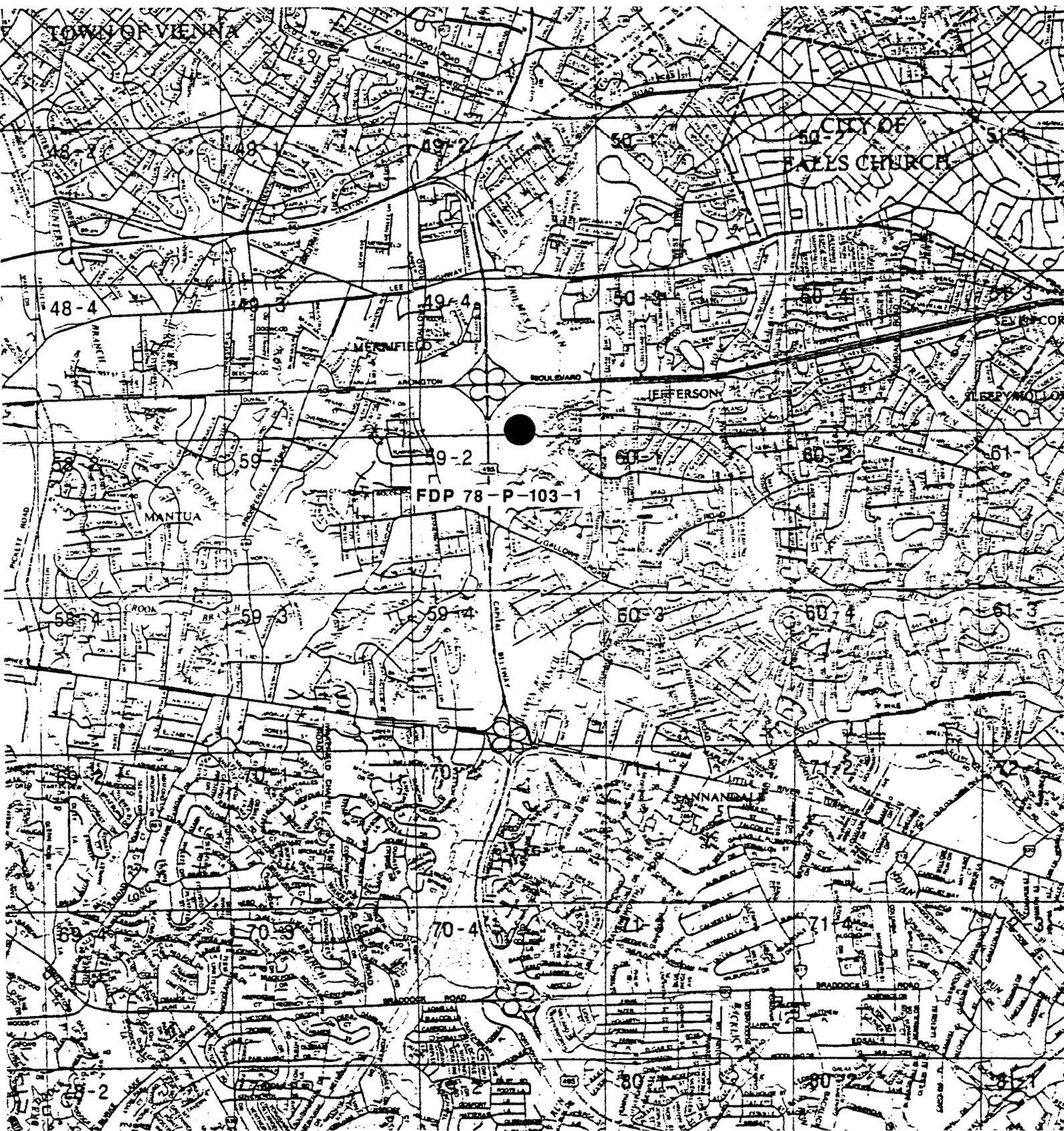
Section Sheet: 49-4

Existing Zoning: PDC

Subdivision: ((1))

Lot: 58

Applicant: C.F. Properties Inc.

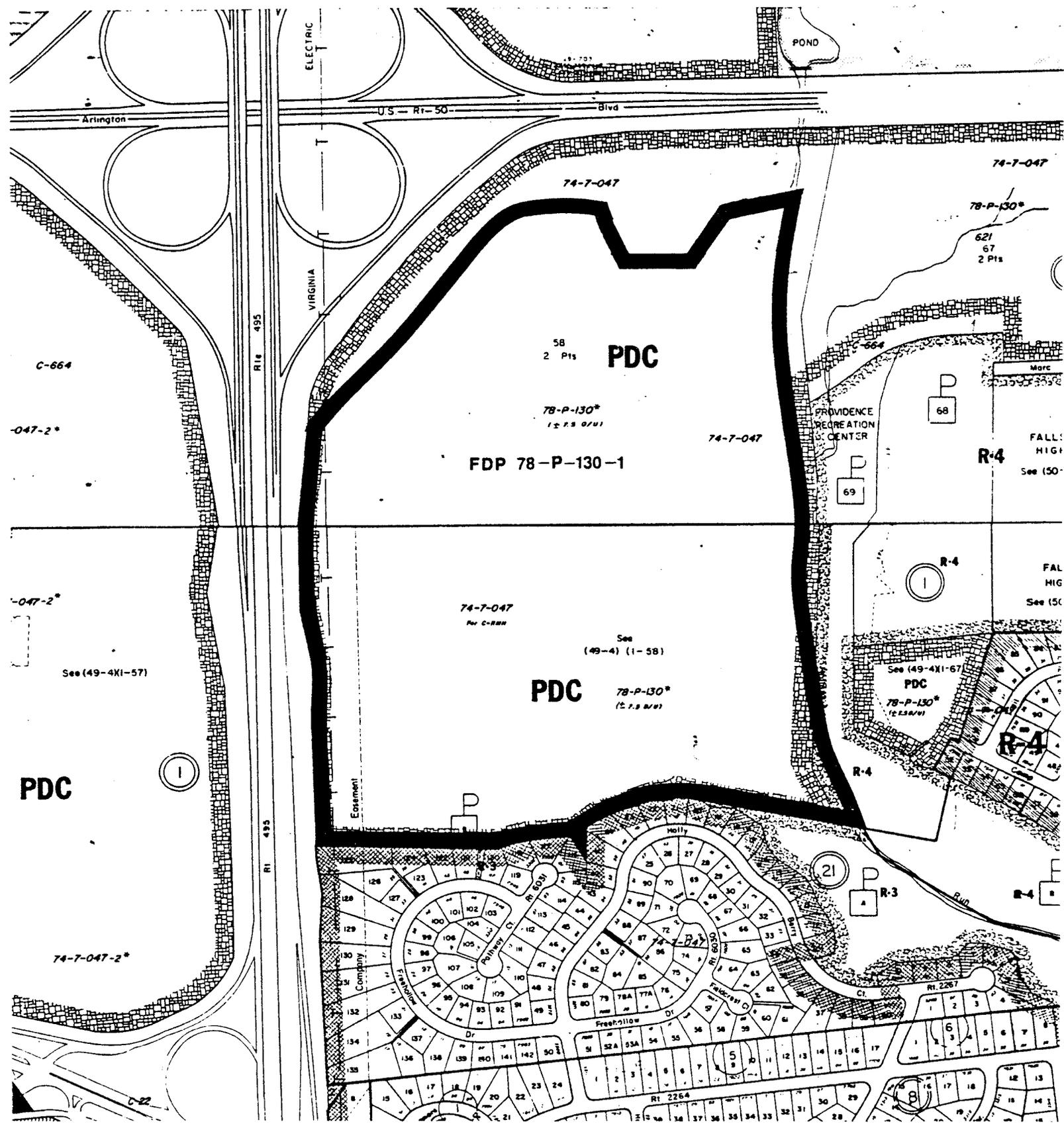




FINAL DEVELOPMENT PLAN

Number: FDP 78-P-130-1 District: PROVIDENCE
Acreage: 0.110.0 Acres Inc. Section Sheet: 49-4
Existing Zoning: PDC Subdivision: ((1))
Lot: 58

Applicant: C.F. Properties Inc.



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

DESCRIPTION OF THE APPLICATION

The applicant requests approval of a Final Development Plan (FDP) on a 110.0 acre portion of the 178.6 acres zoned PDC under RZ 78-P-130. This FDP encompasses the land located on the west side of Holmes Run. That area east of Holmes Run will be the subject of future FDP's. The FDP locates the specific sites for office, retail and hotel uses on the property. The applicant proposes to develop the site with 1,900,000 square feet of office buildings, 50,000 square feet of retail uses and a hotel with, at most, 500 units.

The applicant's submission materials appear at Appendix 3.

LOCATION AND CHARACTER OF THE AREA

The property is located on the southeast quadrant of the intersection of I-495 and U.S. Route 50.

The FDP site is bounded on the north by U.S. Route 50, on the west by I-495, on the east by the Holmes Run stream valley, and on the south by the R-3 zoned Holmes Run Woods West subdivision.

The property has gently rolling terrain which generally slopes down toward the east and south. The site is largely wooded with the exception of a VEPCO transmission line easement along the western boundary. This easement has only scrub vegetation.

BACKGROUND INFORMATION

On May 18, 1981 the Board of Supervisors approved RZ 78-P-130 to the PDC District with the conditions proffered by the applicant. These conditions appear as Appendix 4. The Board also approved the Conceptual Development Plan for the property. This plan appears at Appendix 5.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

The subject property is located in Community Planning Sector J4 (Walnut Hill) of the Jefferson Planning District in Area I. On page 135, under The Southeastern Quadrant (Tract B), Local Development Objectives and Concerns, the Plan states the following:

"Local Development Objectives and Concerns

- 1) Maintain an open space buffer along the east side of I-495 in order to minimize excessive visual, noise, and air pollution impacts on the interior of the tract.
 - o Maintain the VEPCO easement as open space buffer and landscape this easement to increase the attractiveness of the Beltway frontage.
 - o Provide a buffer of existing vegetation immediately east of the VEPCO easement, to supplement desirable, low maintenance landscaping of this easement.
- 2) It is recommended that no direct vehicular access from I-495 into the tract be granted.

Route 50 Corridor

- 1) Maintain a substantial open space buffer along Route 50 in order to minimize excessive visual, noise and air pollution impacts on the developable interior of the tract.
- 2) Primary vehicular access to the tract from Route 50 should be via an improved Jaguar Trail under low-intensity development; should intensive development occur on this tract, primary access should be provided directly from Route 50 by means of a new interchange located generally west of the Holmes Run Stream Valley.
- 3) Facilitate traffic movement by separating through and local traffic wherever possible.
 - o In order to facilitate through traffic flow along Route 50, limit vehicular access from Tract B onto Route 50 to the Jaguar Trail/Route 50 intersection and to a single grade-separated interchange with a bridge over Route 50 located generally west of Holmes Run Stream Valley which would be required by intensive development of the site.
- 4) provide vehicular access or egress at locations which minimize disruption to the operation of the Route 50/I-495 interchange. It is recognized that the greater the distance to this interchange, the better the operation of the system.

5) Encourage mass transit usage by construction of bus shelters and pedestrian walkways linking adjacent communities to more convenient bus shelters.

Boundary With Residential Communities to the South and East

1) Maintain the integrity of adjacent stable residential communities in the following manner:

- o Property owners of the southeast quadrant have established covenants prohibiting vehicular access to the residential communities to the south and east which must be agreed to by successors in interest or assigns of owners of the southeast quadrant.
- o Prevent non-local vehicular traffic from having access across the southeastern quadrant (specifically, existing roadways should not be extended and linked across the southeastern quadrant either north to Route 50 or across Holmes Run Stream Valley.)
- o Insure compatible land use activities adjacent to these stable communities;
- o Holly Lane and Hemlock Drive should be linked so as to form a loop within the southern portion of the quadrant (with no provision for a northward vehicular extension);
- o Marc Drive should provide vehicular access to the proposed parkland east of the Holmes Run Stream Valley, but not be extended across the stream valley.

The Holmes Run Environmental Quality Corridor

1) Minimize stormwater runoff and siltation by:

- o Ensuring the protection of the floodplain through prohibition on building construction within the floodplain area of the site except as may be determined appropriate by the Board of Supervisors;
- o preserving much of the existing tree cover;
- o encouraging clustered development which minimizes disruption to the land; and by
- o encouraging the selective use of permeable surfaces for parking areas and rooftop storage of stormwater.

2) In order to control stormwater runoff from this site any development proposal must include a stormwater management plan which meets the requirements and objectives of Fairfax County for stormwater management in the Upper Holmes Run watershed. The prospective developer(s) shall provide for the control of any post-development peak discharge in excess of the pre-development peak discharge. In addition, the utilization of Best Management Practices (BMP) is strongly encouraged."

On page 138, under Option 4, Employment Center, the Plan also states:

"Option 4
Employment Center

(Contingent upon the provisions of necessary transportation and public facility improvements.)

Recognizing the County's objective of providing employment centers at desirable locations throughout the County, an option is provided for an employment center on the southeastern quadrant. The consideration of a proposal for an employment center on this quadrant should be coordinated with the consideration of any development proposal on the northeastern quadrant in order to insure coordinated vehicular access and coordinated stormwater management for both quadrants. At a minimum, however, prospective developer(s) of an employment center on the southeastern quadrant shall comply with all of the following development conditions:

a. Land Use

- o The 178-acre southeastern quadrant of the I-495/Route 50 interchange shall be consolidated for the purpose of development of an employment center and related uses, and for residential development.
- o Nonresidential uses shall be limited to that portion of the site west of Holmes Run Stream Valley. The site design of the nonresidential portion of the quadrant shall have substantial landscaped open space provided throughout the site and particularly to the south to eliminate any impact upon nearby stable residential communities. At least 35 percent of the area west of the Holmes Run stream shall be preserved as landscaped open space. Underground or multilevel structured parking is encouraged to preserve the maximum amount of undisturbed open space.

- o The Holmes Run Stream Valley shall be preserved as a stream valley park in accordance with the County's adopted Stream Valley Policy.
- o In order to limit its impact on the surrounding residential communities acknowledging the capacity of the Route 50/I-495 road network with improvements as noted in the transportation section which follows, any proposal for an employment center on the southeast quadrant of the I-495/Route 50 interchange shall have no more than 2.25 million square feet of nonresidential development on the area west of Holmes Run Stream Valley. The nonresidential development shall consist of 1.9 million square feet of office space, 50,000 square feet of retail commercial space and a 350-room hotel. In addition, a maximum of 250 residential units might be considered on this portion of the site.
- o That portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School is planned for residential development not to exceed 400 dwelling units. Residential uses in this area shall be limited to three stories in height. The vacant portion of the quadrant south of Falls Church High School is planned for residential development at 3-4 dwelling units per acre (single-family detached units are encouraged for transportation of the site).
- o Approximately 3 to 5 acres of parkland shall be provided (preferably contiguous to the Providence District Recreation Center) to serve the future residents of this site.
- o Hotel/motel uses shall be internal to the site and be integrated with the design and layout of the site.
- o Retail commercial uses shall be provided to serve primarily the demand for other non-residential uses on the site and integrated with the overall design and layout of the site.
- o A substantial open space buffer of no less than 250 feet, with 300 feet desirable, consisting of the existing tree cover and supplemented with additional landscaping shall be provided along the southern perimeter of the site to eliminate any adverse visual impact upon the detached single-family residences to the south of the site. This buffer shall be dedicated to the County, if appropriate, and maintained in its natural state. It is understood that a portion of this area may be needed for stormwater management.

- o The height of all structures in the southern portion of the site shall be limited to six-stories so as to be visually unobtrusive to the stable low density residential communities to the south and east of the site.
- o The provision of lighting on the site and its structures shall be visually unobtrusive to and compatible with all nearby residences and adjacent communities. As a general rule, parking lot lighting shall not exceed 13 feet in height.
- b. Transportation
 - o Vehicular access for planned nonresidential uses shall be separate from access provided for residential activity. Specifically, nonresidential uses shall access the site from Route 50 only, and such access shall be located west of Holmes Run Stream Valley. Vehicular access to residential uses in the northern portion of the site (north and northwest of the Falls Church High School) shall be via Jaguar Trail, while vehicular access to residential uses in the southeastern portion of the site shall be via Camp Alger Avenue, Jaguar Trail, Marc Drive and Camp Alger Avenue shall be improved as necessary to accommodate the additional residential traffic from this site.
 - o No on-site vehicular circulation across the Holmes Run Stream Valley shall be permitted.
 - o Any developer under this option shall abide by existing covenants running with the land to neighboring civic associations, which covenants prohibit vehicular access to residential communities south and east of the site.
 - o In addition to the conditions stated above, all proposals for vehicular access to this site shall meet with the approval of Fairfax County and the Virginia Department of Highways and Transportation and the Federal Highway Administration, as appropriate. It is imperative that any vehicular access design for this tract shall be compatible with a solution for vehicular access to both the northeast and the southeast quadrants. The primary basis of review shall be the impact of the proposal on (1) the safe and efficient operation of Route 50 and I-495, and (2) the level of service on Route 50, I-495, and the ramps of the Route 50/I-495 interchange, in particular, the level of

land use activity planned under this option is conditional upon the provision by the developer(s) of all transportation improvements and transportation strategies (e.g. carpools, van pools, mass transit use) deemed necessary by Fairfax County, and the Virginia Department of Highways and Transportation and the Federal Highway Administration, as appropriate, to accommodate the level of traffic generated by each phase of the development of this site. A traffic monitoring program shall be undertaken and maintained by the developer to ensure the effectiveness of the transportation strategies.

- o The implementation of these transportation improvements and strategies is to be phased such that the site is adequately served during all stages of development without adversely affecting the safe and efficient operation of Route 50 and I-495.
- o Route 50 shall not be designated to exceed six through lanes east of Jaguar Trail.
- c. Environment
 - o The Holmes Run Stream Valley shall be preserved as a stream valley park under the provisions of the County's adopted Stream Valley Policy and protected from adverse impact both during and after the development of the site.
 - o Nonvehicular access to and through the Holmes Run Stream Valley shall be provided via this site.
 - o A substantial portion of the existing tree cover shall be preserved as a natural open space screen and buffer, particularly along the periphery with I-495 and Route 50.
 - o In order to control stormwater runoff from this site, any development proposal must include a stormwater management plan which meets the requirements and objectives of Fairfax County for stormwater management in the Upper Holmes Run watershed. The prospective developer(s) shall provide for the control of any post-development peak discharge in excess of the pre-development peak discharge. In addition, the utilization of Best Management Practices (BMP) is strongly encouraged.
 - o All federal, state and local air and noise standards shall be strictly complied with as a result of development on this site."

The Area I Plan map indicates the subject property as planned for residential use at 2-3 dwelling units per acre.

TRANSPORTATION ANALYSIS

The transportation impact analysis appears at Appendix 6. The analysis indicates that the transportation facilities depicted on the FDP are in conformance with the features of the approved Conceptual Development Plan and with the proffers.

The analysis notes concern however over the location of the ingress ramp off the Beltway relative to its tie-in with the spine road. The FDP locates this intersection less than 400 feet from the internal four-way intersection whereas the Conceptual Development Plan proposed it to be approximately 700 feet away from the intersection. The analysis suggests that the applicant demonstrate the adequacy of this shortened weaving section. Subsequent analysis indicates that the weaving section would function adequately, but that the adjacent section to the north is too short.

ENVIRONMENTAL ANALYSIS

While this FDP generally conforms with the approved Conceptual Development Plan and proffers, the following comments are offered in order that development in accordance with this FDP can better observe the environmental constraints and opportunities of the site.

- o In general, the site design for this FDP observes the environmental constraints of the site.
- o Adequate buffering/screening of the site is a continuing concern, both from the Beltway and from Route 50. This of course needs to be balanced with valid Business Park concerns for some visibility. Effective screening along the Beltway perimeter is recommended to ameliorate adverse visual impacts which could result from the visibility of the proposed surface and structured parking.
- o In a related vein, surface parking facilities should incorporate substantial landscaping in the forms of wide planting strips and berms with mixed trees, as the FDP shows to some extent. Landscaping of rooftop parking is encouraged. The reasons for this are three-fold: first, to soften the aesthetic sense of the site for the mid- to hi-rise tenants of the on-site office buildings and hotel, pedestrians, and passersby on the Beltway; second, as an energy conservation measure, to mitigate the micro-climate reflective heating effects on adjacent buildings of vast, unshaded paved surfaces; and third (relative to surface parking), to help mitigate the effects of wide expanses of impermeable surfaces by permitting water to pass through the landscaped areas. Finally, in order to maintain at a

minimum the amount of land area used for parking vehicles, the applicant is discouraged from incorporating more than the minimum parking requirements of the Zoning Ordinance into his development plans.

- o The FDP Report states that parking structures would be built into the terrain whenever the natural slope offers such an opportunity. Topographically, structures M, (F), and (G) would seem to provide for this ability to work with the slope.
- o An analysis of possible adverse visual impacts from residential subdivisions to the south of the site has been completed. The analysis indicates that as long as the buffer area between those houses and the southernmost structures or parking facilities of the site is kept in a fully treed, natural state, the impacts do not appear to be significant.
- o In accordance with the adopted Countywide Trails Plan a trail is required along Holmes Run through the entire site. A connection from this trail should be provided to the Providence Recreation Center and adjacent residential subdivision. Because the routing of north-south pedestrian and bicycle traffic via the Jaguar Trail crossing of Route 50 is circuitous, provision of a pedestrian crossing on the proposed Route 50 overpass would facilitate this north-south movement. However, it is recognized that pedestrian crossing of the grade separated interchange could result in an impedance of the free-flow characteristics sought for the proposed interchange. This condition would be undesirable from a vehicular traffic standpoint.

FINAL DEVELOPMENT PLAN ANALYSIS

As noted previously, the maximum gross floor area proposed in this portion of the development is 2,250,000 square feet. This yields a maximum Floor Area Ratio (FAR) of 0.29. Features of the development which should be noted include:

- o An undisturbed buffer area of natural vegetation would be preserved along the southern boundary of the site. This buffer area would vary in width between approximately 225 feet and 250 feet. A small portion of the proposed trail system would be parallel and north of the stream which runs east-west into Holmes Run. No other facilities are proposed within this buffer area.

- o The applicant would dedicate that portion of the site which lies within the Holmes Run stream valley to the Fairfax County Park Authority.
- o A trail would be constructed along the western side of Holmes Run. A crossing of Holmes Run is proposed in order that the trail system can connect the proposed development with the Providence Recreation Center which is located directly east of the stream valley. Construction of this portion of the trail system would be unnecessary until proposed buildings are occupied.

Whereas the Park Authority (Appendix 7) recommends that the applicant also provide a trail connection north to Route 50 and a ramp onto the grade separated overpass of Route 50, these recommendations should be considered in light of the fact that the full trail connection to Jaguar Trail will be required when the FDP for the eastern portion of the site is processed for approval and that bicycle circulation on the grade separated overpass may be undesirable. The Park Authority also recommends that the trail system include a trail along the eastern side of Holmes Run with a connection to the extension of Camp Alger Avenue, and that those trails within the portion of the Holmes Run stream valley which is to be dedicated should be constructed to an 8 foot wide TX-2, Type 1 (asphalt) standard.

- o The site has been designed with some surface parking along the VEPCO easement in order that some of the existing forest can be preserved along the boundaries of the internal roadway as well as within some large areas near the front of the proposed buildings. Provision of surface parking along the easement is not in consonance with the objectives of the Comprehensive Plan. The Plan suggests that the easement area remain as open space and that it be landscaped to increase its attractiveness from the Beltway. The Plan also suggests that an area east of the easement be preserved. The applicant has submitted materials which indicate that these proposed surface parking areas would not be highly visible to motorists traveling along the Beltway.

- o Although the FDP proposes to preserve interior vegetation no provision has been made for the landscaping of large rooftop parking areas. These untreated rooftop parking areas have a potential for creating adverse visual impact from viewpoints both inside and outside of the site. The Zoning Ordinance requirement to landscape 5 percent of the parking areas should also apply to the rooftops of the parking decks. Facility "M" would be the principal candidate for provision of the rooftop landscaping because of its large surface area.
- o Of the 7520 parking spaces proposed for the site, 5670 would be located within structured parking garages. This leaves 1850 surface parking spaces distributed throughout the site.
- o The site has been designed such that proposed structures at the southern end of the site have substantially less height than those in the center and north. Specifically, four buildings are proposed on the south side of the site. Three of these would be six stories in height and the fourth would measure eight stories. The eight story building would lie approximately 675 feet away from the southern boundary of the property. Along the north end of the site, three fifteen story buildings are proposed, and in the middle of the site, a seventeen story hotel is proposed.
- o Two major stormwater management areas have been identified for the proposed development. Both of these are located on the northwest end of the site. One of the areas would be an all-weather pond and the other would only be filled in times of wet weather.
- o The applicant has submitted a summary of the Conceptual Development Plan conditions and how each would be satisfied by development of the site as proposed in the FDP (Appendix 3). In addition, he has submitted materials in response to inquiries regarding details of the summary.

STAFF CONCLUSIONS AND RECOMMENDATION

Conclusions

As a whole, review of the applicant's submission materials indicate general conformance with the proffered conditions of the rezoning and the Conceptual Development Plan.

With the conditions recommended below, the Final Development Plan would be in full conformance with the Conceptual Development Plan and the conditions proffered pursuant to approval of the Rezoning.

The vehicular transportation network serving this site will be a barrier to pedestrian and bicycle circulation between this site and the Costain development to the north.

Recommendation

The staff recommends that Final Development Plan FDP 78-P-130-1 be approved subject to the conditions set forth in Appendix 1 of this report.

APPENDICES:

1. Proposed Final Development Plan Conditions
2. Applicant's Affidavit
3. Applicant's Submission Materials and Correspondence
4. Conditions Proffered, RZ 78-P-130
5. Approved Conceptual Development Plan
6. Transportation Impact Analysis
7. Park Authority Comments
8. Site Review Comments

PROPOSED FINAL DEVELOPMENT PLAN CONDITIONS

If it is the intent of the Board of Supervisors to approve FDP 78-P-130-1, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Final Development Plan is approved subject to the conditions proffered to pursuant to approval of Rezoning Application RZ 78-P-130.
2. An 8 foot wide TX-2 Type 1 trail shall be constructed along the eastern side of Holmes Run and shall be constructed with an access trail to Camp Alger Avenue.
3. That portion of the Holmes Run stream valley which lies on this property will be dedicated to the Fairfax County Park Authority. The undisturbed buffer area along the southern periphery of the site will remain in the ownership of the applicant.
4. An access trail to the Providence Recreation Center will be provided. This trail shall be provided not later than at the time of the occupancy of the first building on the site.
5. The applicant will demonstrate to the satisfaction of the Virginia Department of Highways and Transportation that the vehicular weaving between the I-495 exit ramp onto the site and the major on-site intersection will be acceptable.
6. Not less than 5 percent of the rooftop level of all structure parking garages shall be landscaped.
7. Where topography allows, structured parking decks will be recessed into adjacent slopes.
8. Secure and sheltered bicycle storage facilities shall be provided for in each building complex. The applicant is also encouraged to provide bicycle and shower facilities to better accommodate this alternative transportation mode.

REZONING AFFIDAVIT

I, Martin D. Walsh, Attorney, do hereby make oath or affirmation that I am an applicant in Rezoning Application Number FDP 78-P-130-1 and that to the best of my knowledge and belief, the following information is true:

- 1. (a) That the following constitutes a listing of names and last known addresses of all applicants, title owners, contract purchasers, and lessees of the land described in the application, and if any of the foregoing is a trustee, each beneficiary having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors, and all agents who have acted on behalf of any of the foregoing with respect to the application:

Table with 3 columns: Name, Address, Relationship. Rows include Cadillac Fairview Residential Properties, Inc. (Title Owner), Lawson, Walsh (Attorneys), Dewberry & Davis (Engineers), and RTKL (Architects).

- (b) That the following constitutes a listing of the shareholders of all corporations of the foregoing who own ten (10) per cent or more of any class of stock issued by said corporation, and where such corporation has ten (10) or less shareholders, a listing of all the shareholders:

Table with 3 columns: Name, Address, Relationship. Row includes Cadillac Fairview Residential Holdings, Inc. (Sole Stockholder) with address C/O Corporate Trust Co., 100 West 10th Street, Wilmington, Delaware 19899.

- (c) That the following constitutes a listing of all partners, both general and limited, in any partnership of the foregoing:

Table with 3 columns: Name, Address, Relationship. Row contains the word NONE.

- 2. That no member of the Fairfax County Board of Supervisors or Planning Commission owns or has any interest in the land to be rezoned or has any interest in the outcome of the decision. EXCEPT AS FOLLOWS: (If none, so state)

NONE

- 3. That within the five (5) years prior to the filing of this application, no member of the Fairfax County Board of Supervisors or Planning Commission or any member of his immediate household and family, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney, or holds outstanding bonds or shares of stock with a value in excess of fifty dollars (\$50), has or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of fifty dollars (\$50) or more with any of those listed in Par. 1 above. EXCEPT AS FOLLOWS: (If none, so state)

NONE

WITNESS the following signature:

Attorney for Applicant

The above affidavit was subscribed and confirmed by oath or affirmation before me this 9th day of June 1982 in the State of Virginia My commission expires: 3/25/85 Notary Public

1. (a)

	<u>Name</u>	<u>Address</u>	<u>Relationship</u>
*	BKI Assoc.	Two Tysons Corner Cntr, McLean, VA	Transportation Consultants
	Howard, Needles, Tammen & Bergendoff	1500 N. Beauregard St., Alex., VA	Highway Engrs

FINAL DEVELOPMENT PLAN REPORTFAIRVIEW CORPORATE PARK

FDP-78-P-130-1

Applicant	Cadillac Fairview C.F. Properties (Virginia), Inc. 1850 K Street, NW, Suite 550 Washington, D.C. 20006 (201) 775-1340
Architecture o Urban Planning	RTKL Virginia Corp. Village of Cross Keys Baltimore, Maryland 21210 (301) 435-6000
Landscape Architecture	Land Design/Research, Inc. 5560 Sterret Place, Suite 300 Columbia, Maryland 21044 (301) 730-9191
Engineering o Planning o Surveying	Dewberry & Davis 8401 Arlington Boulevard Fairfax, Virginia 22030 (703) 560-1100
Transportation Planning o Parking Design	BKI Associates, Inc. Two Tysons Corner Center McLean, Virginia 22102 (703) 821-1793
Highway & Bridge Design	Howard, Needles, Tammen & Bergendoff 1500 N. Beauregard Street Alexandria, Virginia 22311 (703) 998-3200
Date:	April 1, 1982

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FOREWARD

On May 18, 1981, the Fairfax County Board of Supervisors granted a rezoning request for PDC District on 178.6 acres located in the southeast quadrant of the Interstate Route 495 and Route 50 interchange. The commercial development resulting from the rezoning action is identified as Fairview Corporate Park. This action, on the part of the County Board, constitutes the authority for the owner to prepare and submit the Final Development Plan (FDP) in accordance with the approved Conceptual Development Plan and the conditions or commitments which were approved by the Board of Supervisors.

This report is submitted as part of the Final Deveopment Plan for Fairview Corporate Park which is prepared and submitted under the aforementioned authority and contains data and information useful to a review of the Final Development Plan graphics, submitted separately.

Final Graphics include:

1. Cover Sheet
2. Entry Sketch Toward Hotel and Corporate Office
3. Final Development Plan
4. Illustrative Site Plan
5. Illustrative Site/Landscape Sections

I. BRIEF SUMMARY OF THE PROJECT

The site which is the subject of this Final Development Plan FDP-78-P-130-1 (Fairview Corporate Park) consists of approximately 110 acres. It is located in the Planning Area I or more specifically in the Walnut Hill Community Planning Sector (J4) of the Jefferson Planning District. The property is situated in the southeast quadrant of the Interstate Route 495 and Route 50 interchange. The site is specifically the area west of Holmes Run Stream.

This application is for a comprehensively planned office, hotel and retail development in accord with the County's Planned Development Commercial (PDC) regulations. Residential development west of Holmes Run Stream is a future option but is not shown specifically on this Final Development Plan.

The approach is to use the main portion of the Holmes Run Flood Plain as both a recreational facility for the public and a buffer between existing and planned residential areas to the east and south and the proposed commercial area to the west. The tributary to Holmes Run on the southerly boundary of this site will provide a buffer to the residential area to the south.

In order to minimize any impact of traffic generated by commercial development on communities to the east of the site, vehicular access to serve the commercial buildings will be located on Arlington Boulevard generally to the west of Melpar and the Holmes Run Stream. This access is intended to keep commercial traffic off adjacent residential streets and to preclude parking overflow into adjacent communities.

The overall theme for Fairview Corporate Park as a high quality commercial development and employment center is the setting of buildings into a forested environment. This environment will provide visual amenity for tenants and a unique overall image in Fairfax County.

Within the commercial area will be eleven high quality corporate and multi-tenant office buildings, a corporate village center consisting of a hotel, office space and service commercial/restaurant tenants clustered around the village plaza, and the future opportunity for mid-and/or high rise housing. All of these uses will be accessed by a publically dedicated internal loop road.

A system of open space and pedestrian walkways links all office buildings to each other, to the village center and to the larger open space of the Holmes Run Stream Valley. These open spaces have been designed to separate office buildings from each other and the loop road, and to emphasize the tree covered character of the site. In order to maximize natural tree cover, approximately 70% of all parking will be in parking structures, closely related to office buildings. The remaining on-grade parking will be heavily landscaped to provide continuity of the tree environment. Extensive areas of natural tree cover and new landscaping will buffer the project on all sides.

II. INFORMATION RELATED TO THE FINAL DEVELOPMENT PLAN (Section 16-502)

1. Vicinity Map (Section 16-502, Paragraph 1)

The Final Development Plan graphics submitted separately contain a vicinity map drawn at 1" = 2,000 feet

2. Boundary Survey (Section 16-502, Paragraph 2)

See attached boundary survey, Appendix C.

This Final Development Plan is for the commercial portion of the property only, the portion west of Holmes Run Stream. This area is approximately 110 acres.

3. Final Detailed Land Use Plan (Section 16-502, Paragraph 3)

(See separate Final Development Plan graphics for details)

The Fairview Park Final Development Plan has been prepared showing all the information required by this paragraph. The information here will highlight and give context to the specifics of the drawings.

A. Location and Arrangement of Proposed Uses.

All building sites (office and parking structures) are located outside the 100 year flood plain of Holmes Run Stream, west of the main stream channel.

The office building sites in the plan are single or grouped into pairs. The single sites are intended for larger corporate users while the paired sites would be a combination of single and multi-tenant buildings. All office sites but one (within the village center) are located outside the internal loop road in a tree covered environment. The pairing of office buildings where possible, minimizes the number of intersections along the loop road and maximizes remaining natural vegetation. From the loop road the image of the corporate park is one of high quality office buildings within the trees. On-grade and structured parking are located behind the office structures in close proximity to the buildings but not emphasized from the loop road.

In the center of the development, at an easy pedestrian distance from all office sites, is the corporate village center. This center, comprised of a high quality hotel, an office building, and service commercial/restaurant tenants focuses on the village plaza, an outdoor-cafe park within a park. These uses are served by on-grade parking and a parking structure designed to fit into the slope of the village center site.

B. Building Height and Number of Floors

The height of buildings on the site varies by proximity to the I-495/Rt. 50 interchange and distance from the southern boundary of the site. Building heights are greatest on the northern portions of the site and progressively diminish toward the southern boundary of the site in order to minimize any adverse visual impact on existing residential areas. In the northern portions of the site the corporate oriented office buildings are 15 floors or 180 feet high. Nearby the hotel will approach 180 feet in height, with a 15-floor guest room tower above public areas. Office building heights diminish across the site first to 10 floors or approximately 125 feet, to eight floors or approximately 100 feet, and finally to six floors or approximately 75 feet nearest the southern project boundary. All structures within 500 feet of the southern boundary are no greater than six floors.

C. Dimensions of Buildings From Development Boundaries

See separate Final Development Plan Graphics for detailed information.

The dimensions of buildings from development boundaries has been designed into the project based upon a desire to maximize natural tree cover, to leave undisturbed the 100 year flood plain of Holmes Run, and to minimize visual impact on existing residential areas to the east and south of the site.

Along the Route 50 northern edge of the site, the office building and parking structures are set back a minimum of 25 feet from the new site boundary created by the new site access interchange ramps.

Along the I-495 western edge of the site, office buildings and parking structures are set back to the east edge of the 225 foot V.E.P.C.O. easement and screened with landscaping. This location maximizes natural tree cover between these structures and the internal loop road. The office buildings are located at a distance greater than 400 feet from the centerline of I-495.

Along the southern edge of the site all buildings are set back a minimum of 250 feet from the site boundary to maximize the extent of natural tree buffer between commercial uses and existing residences south of this boundary. In most locations along this boundary the set-back exceeds 250 feet and approaches 300 feet or more. The buildings affected by this set-back are two three-story parking structures that are also terraced into the slope of the hillside to minimize their height still further. The six-story office buildings in this general area are set back over 400 feet.

Along the eastern edge of this site the boundary for development is the 100 year flood plain of the Holmes Run Stream. All structures avoid encroachment on this flood plain. Furthermore, although office buildings and parking structures along this edge are set-back from the centerline of Holmes Run Stream by varying distances, the effective set-back for all of these structures from the nearest development east of Holmes Run Stream is the full dimension of the Stream Valley - a set back of several hundred feet.

D. Traffic and Pedestrian Circulation System

The vehicular and pedestrian circulation systems on the site are related to each other and have been designed to minimize vehicular congestion and to maximize orientation for the user and the ease of pedestrian movement through the site.

The vehicular circulation system begins with site access provided by a new grade-separated interchange to Arlington Boulevard/Rt. 50 located generally west of Melpar and the Holmes Run Stream. This interchange leads into the site with approximately three lanes of traffic in each direction to allow for necessary vehicular maneuvering. A four way controlled intersection links this interchange access to the basic internal site circulation of a publically dedicated loop road. The loop road quickly disperses traffic and provides alternative routes to and from office buildings. This road will be two lanes of through-traffic in each direction.

The loop road will be divided by landscaped medians for several hundred feet in each direction from the main intersection, but will become a standard four lane road through the southern half of the site to facilitate office entry-road access. Entrance roads to office buildings vary in width according to projected traffic volumes.

The pedestrian circulation system will be a system of pathways that connect office buildings to each other, to the corporate village center and to the Holmes Run Stream Valley. This system allows for pedestrian circulation parallel to but separated from the loop road, direct access to the village center with clearly identified pedestrian crossings at entry road intersections, and pedestrian access to the site by employees living in nearby residential areas. Furthermore, because this system contains looped segments it will also serve as a recreational jogging/exercise route and link to the nearby Fairfax County Recreation Facility. The pedestrian pathways will be generally five (5) feet minimum in width.

E. Off-street Parking Structures

Parking on this site has been designed in accordance with Fairfax County Standards in a manner that maximizes preservation of existing natural tree cover. In order to minimize the tree clearance required for on-grade parking two approaches have been used. First, 70% of required parking is provided in parking structures, three to four levels in height. Where possible, these structures are terraced into the existing slope of the site. Second, remaining required parking has been provided on-grade by combining the areas for a pair of office buildings, where possible, to make the areas very efficient. On-grade parking areas have been further designed to contain significant landscaping and berms between parking bays to enhance the landscaped character of the site.

F. The Open Space Areas and Improvements

The open space system on the site consists of existing natural tree cover and newly landscaped areas. This system has been designed to separate office buildings from one another and from the loop road in order to enhance the treed character of the site. Furthermore, this system will provide quality close-in environments for the office buildings, will buffer surrounding uses such as existing residences south of the site, and will link the project to the larger community through connections to the Holmes Run Stream Valley.

The improvements to the system include the pedestrian pathways described in D above and a new permanent water feature near the main entry road. More minor improvements to existing treed areas may include the selective clearing of brush and dead or dying trees and the planting of appropriate ground covers consistent with sound forest management.

4. Architectural Sketches (Section 16-502, Paragraph 4)

See separate Final Development Plan graphics (Entry Sketch Toward Hotel and Corporate Office) for architectural sketches of typical structures, and possible lighting fixtures and landscaping. In addition, see Appendix A and B for examples of typical lighting fixtures and entrance signage. These sketches, are schematic and for illustrative purposes only, and may vary with the final design.

5. Screening Measures (Section 16-502, Paragraph 5)

The concept of screening on this site is to use the natural vegetation of the Holmes Run Stream Valley, including its tributaries, as major and substantial buffers between existing and future residential development east and south of the site and the commercial development west of Holmes Run Stream. In addition to these natural buffers, the north and west edges of the site will also be screened.

Along the southern perimeter of the site, a substantial open space buffer of no less than 250 feet, consisting of existing tree cover is provided.

Along the eastern perimeter of commercial development the main Holmes Run Stream Valley provides a buffer/screen of approximately 350 feet to 750 feet.

At the north and west periphery of the site, along I-495 and Route 50, a natural and landscaped screen/buffer (evergreen and deciduous shrubs and trees) of not less than 25 feet will be provided, while providing selected points of visibility into the site.

6. Public Utilities Plan (Section 16-502, Paragraph 6)

The required public utilities with adequate capacity to serve Fairview Corporate Park currently exist and/or may be readily provided to the site. Sanitary sewer is present along Holmes Run and along the southern boundary of the site. See Final Development Plan.

7. Preliminary Storm Drainage Plan (Section 16-502, Paragraph 7)

The Preliminary Storm Drainage Plan is presented on the Final Development Plan, submitted separately. The key component of the storm drainage plan is the detention/retention facility located in the northern portion of the site. This facility will be designed to control the peak discharges associated with the 25-year and 2-year frequency storms. The precise design characteristics of this facility will be coordinated with the Department of Public Works during final engineering design, consistent with the proffers approved with the Conceptual Development Plan.

8. Proposed Development Schedule (Section 16-502, Paragraph 8)

It is the applicant's intent to develop Fairview Corporate Park in a single continuous stage, and further, to commence construction once plans have received approval from all of the county and state reviewing agencies. The sequence and schedule of development will be based upon on-going market analysis. Thus, details for the completion date and the sequence of development are not determinable at this time.

9. Final Statement of Data (Section 16-502, Paragraph 9)

A. Number of Dwelling Units and

B. Residential Density

Multi-family units west of Holmes Run Stream may include high-rise, mid-rise, or garden apartment units, not to exceed 250 dwelling units, however, no residential units are shown on this F.D.P. Applicant reserves the right in the future to add these dwelling units east or south of the internal loop road. The incorporation of these dwelling units at a final date would require an amended Final Development Plan.

If and when these units are added, the applicant will submit residential density data at that time.

C. Total Floor Area and Floor Area Ratio

The total floor area and floor area ratios for proposed non-residential uses west of Holmes Run Stream are as follows:

. Total non-residential uses	= 2,250,000 Sq. Ft.
F.A.R.	= .29
. Office: Gross floor area	= 1,900,000 Sq. Ft.
. Hotel/service commercial: Gross floor area	= 350,000 Sq. Ft.

D. Total Area in Open Space

The open space within the limits of this F.D.P. is approximately 55 acres, which is equivalent to 50% of the F.D.P. area. This open space exceeds the 15% requirement of Section 6-209 in the Fairfax County Zoning ordinance and the 35% requirement proffered for this site.

E. Total Area in Developed Recreational Open Space

There is no requirement for developed open space in a P.D.C. district, however, consistent with the proffers the developed recreational open space related to this commercial development will be a pedestrian path system that links all office buildings to each other, to the hotel/village center, and to a possible county-wide path system in The Holmes Run Stream Valley that would also connect to the Fairfax County Recreation Center east of The Holmes Run Stream. Because the trail is composed of internal loops as well as links to the county system it can serve as a jogging, bicycling or exercise trail, as well as a means for some office employees to walk to work.

F. Off-Street Parking and Loading

Off-street parking has been provided in accordance with the Fairfax County Zoning Ordinance. All parking for office, hotel and service commercial uses will be within 500 feet of the building being served. Parking has been provided in surface landscaped lots and in multi-floor parking structures at the following ratios: (See separate Final Development Plan graphics for quantity and location of parking)

Office - four and one-half (4.5) spaces per 1,000 Sq. Ft. net floor area

Hotel - one (1) space per hotel room plus four (4) spaces per fifty (50) units plus additional spaces for restaurants

Service Retail and Restaurants - five (5) spaces per 1,000 Sq. Ft. net floor area

Off-street loading has been provided for each building in accordance with the Fairfax County Zoning Ordinance. The number of spaces provided are as follows:

Office:	300,000 Sq. Ft. Building = 5 spaces
	225,000 Sq. Ft. Building = 5 spaces
	185,000 Sq. Ft. Building = 5 spaces
	180,000 Sq. Ft. Building = 5 spaces
	150,000 Sq. Ft. Building = 5 spaces
	100,000 Sq. Ft. Building = 5 spaces
Hotel:	3 spaces
Service Commercial and Restaurants	2 spaces

G. Bonus Density

The applicant is not applying for any bonus floor area.

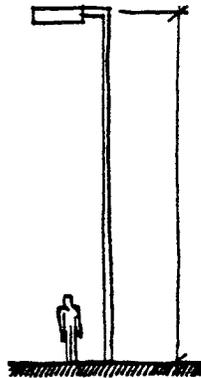
10. Development Conformance Statement (Section 16-502, Paragraph 4)

The proposed development of this site conforms to the provisions of all legal ordinances, regulations and adopted standards and does not require a waiver, exception or variance to these ordinances and standards.

APPENDIX A. SITE LIGHTING EXAMPLES

Site lighting is intended to be low key, with light intensity related to automobile and pedestrian safety. Lighting will be a system (or family) of fixtures related to function. Site lighting will include the following:

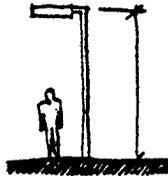
1. Vehicular roadway lighting and parking areas not adjacent to residential areas in the southern portion of the site



30' +/-

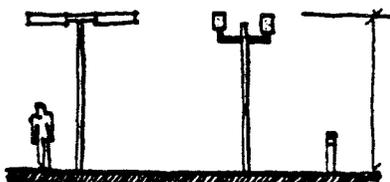
Note: Bronze anodized aluminum finish typical

2. Parking area lighting in areas adjoining existing residential, in southern portions of site.



13' max., sharp cut-off luminaire

3. Pedestrian lighting to accent building entrances and adjacent pedestrian pathways.



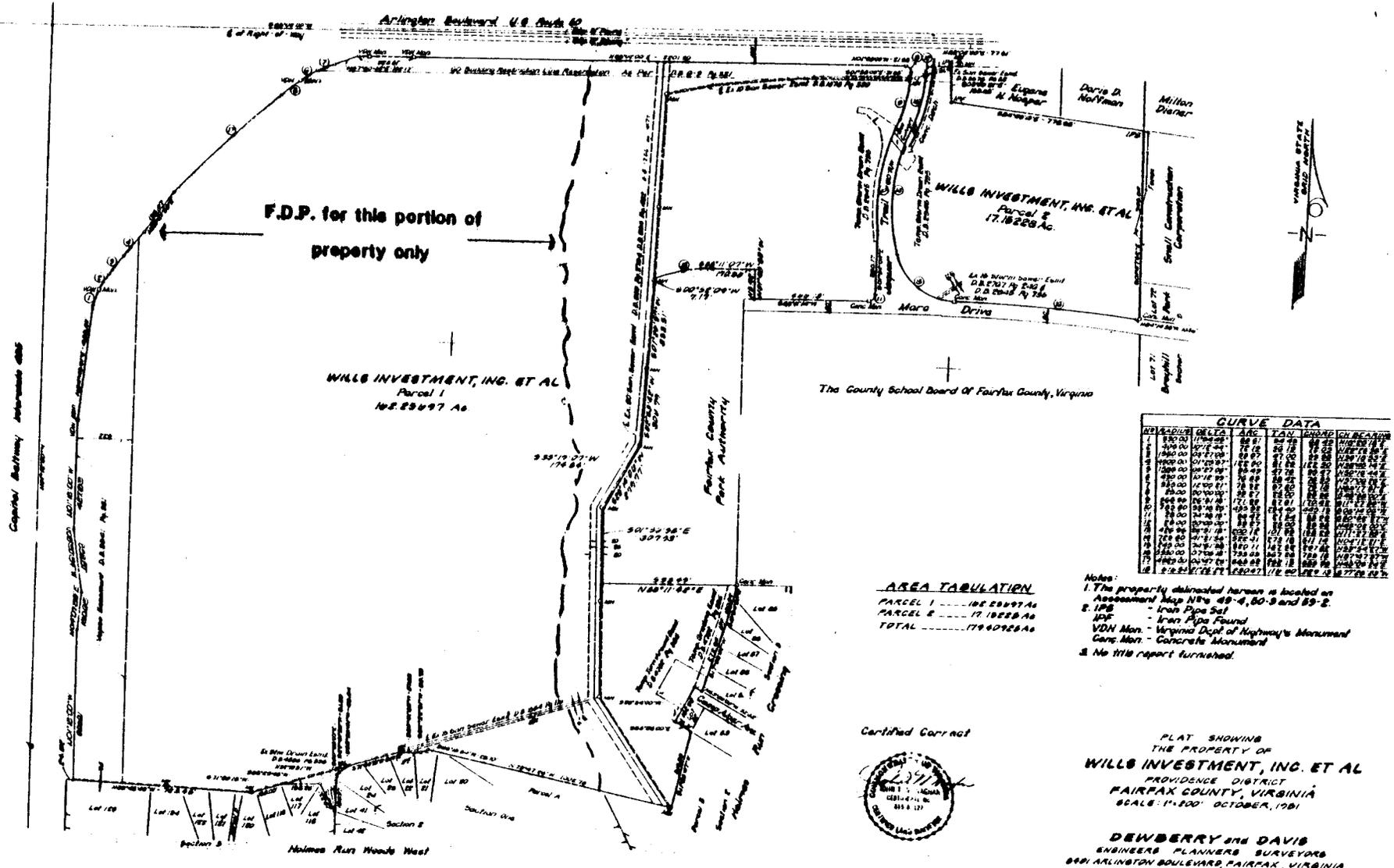
12' to 15'

APPENDIX B. SITE SIGNAGE EXAMPLE

Site signage will be a system of directional and identification signs designed by a graphic designer for the whole site, meeting County sign regulations. All signs will be of a family of shapes, materials, and colors.

Typical overall project identification sign





**FINAL DEVELOPMENT PLAN
FAIRVIEW CORPORATE PARK**

FDP - 78-P-130-1

**Response to Conceptual Development
Plan Proffers**

by Cadillac Fairview
C.F. Properties (Virginia), Inc.
April 1, 1982

III. INFORMATION RELATED TO EXISTING PROFFERS

A. Land Use

1. Subject development shall have no more than 2.25 million square feet of non-residential development on the area west of Holmes Run Stream Valley. At least 35% of the area west of the Holmes Run Stream shall be provided as natural and landscaped open space. Underground or multilevel structured parking is encouraged to preserve the maximum amount of undisturbed open space. The non-residential development shall be an integrated business park consisting of no more than 1.9 million square feet of office space, 50,000 square feet of retail commercial space and a 500 room hotel, and 250 residential units.
2. The Holmes Run Stream Valley shall be preserved as a stream valley park and dedicated to Fairfax County Board of Supervisors in accordance with the County's adopted stream valley policy.
3. Office building shall not exceed 15 stories in height and hotel/apartment buildings to the west of Holmes Run Stream Valley may exceed 15 stories but in no event shall they exceed 180 feet which is the equivalent height of a 15 story office building.
4. Applicant agrees that the portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School, will be developed for residential units not to exceed 400 dwelling units. These units shall not exceed 3 stories in height. The vacant 10 acre portion of the quadrant south of Falls Church High School will be developed as single family detached units along the eastern property line with attached units adjoining the Fairfax County Park and Stream Valley to the north, west and south respectively as shown on schematic plan for this area.
5. Applicant shall dedicate to the Fairfax County Board of Supervisors land to serve future residents at the location adjacent to Arlington Boulevard and west of Jaquar Trail in that portion outside Stream Valley.
6. Applicant agrees that any retail commercial uses on the site will serve primarily the demand of the other non-residential uses on the site and will be integrated with the overall design and layout of the site.
7. A substantial open space buffer of no less than 250 feet, with 300 feet desirable, consisting of the existing tree cover and supplemented with additional landscaping will be provided along the southern perimeter of the site to eliminate any adverse visual impact upon the detached single family residences to the south of the site. If requested to do so by Fairfax County, this buffer shall be dedicated to the County and maintained in its natural state. However, it is understood that nothing herein shall preclude the installation of any utilities, storm water detention and/or siltation and erosion control devices in accord with Fairfax County Ordinances and Standards.

A. Land Use - Response to Proffers

1. This Final Development Plan is consistent with this proffer. The total square feet of non-residential development proposed on the commercial portion of the property is 2.25 million Square Feet. At least 35% of the area west of Holmes Run Stream will be provided as natural and landscaped open space. To preserve undisturbed open space parking is provided both on-grade and in multi-level parking structures.
2. The Holmes Run Stream Valley will be preserved as a stream valley park and dedicated to Fairfax County Board of Supervisors.
3. This Final Development Plan is consistent with this proffer. Office buildings or hotel do not exceed 15 stories (or 180 feet) in height.
4. N.A. to this submission.
5. N.A. to this submission.
6. This Final Development Plan is consistent with this proffer. Retail uses on site are service commercial and restaurants to serve the office building and hotel population. These uses are integrated into the design of the commercial portion of the project.
7. This Final Development Plan is consistent with this proffer. An open space buffer of not less than 250 feet has been provided on the south edge of the property. In most locations this buffer is greater than 250 feet, approaching 300 feet or more.

8. The height of all structures within 500 feet of the southern boundary of the site shall be limited to 6 stories so as to be visually unobtrusive to the stable low density residential communities to the south and east of the site. Applicant agrees to comply with the tapering of heights from the north to the south as shown on the Conceptual Development Plan.
9. The provision of lighting in buildings located within areas of the site abutting adjacent residences and communities shall be visually unobtrusive to and compatible with such residences and adjacent communities. As a general rule, parking lot lighting shall not exceed 13 feet in height.
10. Applicant shall provide internal recreation facilities in accordance with the provisions of Section 6-209 (2) of the Fairfax County Zoning Ordinance. Type and location of such will be specified on Final Development Plan. Any recreational facilities constructed within areas to be dedicated to the Park Authority shall be subject to the approval of the Park Authority. Applicant will provide a trail connection between southeast and northeast quadrants.

B. Transportation

1. Primary residential vehicular access to the tract from Route 50 will be via Jaguar Trail and Camp Alger Avenue. Non-residential access will be provided directly from Route 50 by means of a new interchange located generally west of the Holmes Run Stream Valley. (As shown on applicant's submission)
2. Access to the office-hotel-retail portion of the tract will be provided by a new Route 50 grade separated interchange east of the existing I-495-50 interchange and generally west of Holmes Run Stream Valley. (See Exhibit 1 as subsequently amended.) Construction of all transportation improvements on Exhibit 1 shall be the responsibility of the owners of the northeast and southeast quadrants of Route 50 and 495 and said improvements shall be dedicated as public facilities.
3. Applicant agrees to abide by existing covenants which prohibit vehicular access from areas west of Holmes Run to residential neighborhoods south and east of the site. Existing covenants do not preclude proposed construction for the new Route 50 interchange ramps.
4. Applicant agrees to improve a portion of Jaguar Trail and Marc Drive adjacent to the site as well as the intersection of Jaguar and Route 50 in order to accommodate the traffic generated by the residential development of that portion east of Holmes Run Stream Valley in the manner shown on Exhibit 1 as subsequently amended and in accordance with the Fairfax County and VDH&T standards.
5. In the event that the applicant is unable to obtain easements or rights of way necessary for the proposed transportation improvements, the applicant agrees to bear the expense of condemnation for said easements or rights of way which Fairfax County will undertake promptly at the request of the applicant.

8. This Final Development Plan is consistent with this proffer. The height of all structures within 500 feet of the southern boundary of this site is no greater than 6 stories and building heights throughout the site taper from north to south (from 15 story max. on the northern portions of the site to 6 story max. on the southern edge).

9. This Final Development Plan is consistent with this proffer.

10. N.A. to this submission.

B. Transportation - Response to Proffers

1. This Final Development Plan is consistent with this proffer. Non-residential access is directly from Route 50 by means of a new interchange.
2. This Final Development Plan is consistent with this proffer.
3. This Final Development Plan is consistent with this proffer. Prohibition of vehicular access from areas west of Holmes Run to residential neighborhoods south and east of site will be achieved except for construction of Route 50/I-495 ramps.
4. N.A. to this submission.
5. Easement condemnation not necessary at this time, however, applicant reserves the right to exercise this option at some future date.

6. Applicant agrees that all vehicular access improvements shall meet with the approval of Fairfax County and the Virginia Department of Highways and Transportation (VDH&T); with Federal Highway Administration approval as necessary as well for the new Route 50 interchange and associated I-495 improvements.
 7. Applicant agrees to aggressively encourage ride-sharing by office building tenants to reduce traffic generated by site development during peak traffic periods by phasing the implementation of the transportation control strategies listed below at appropriate stages in the development of the site; and maintaining these strategies until the applicant provides evidence to the Board of Supervisors that there is no further need. Where appropriate, applicant agrees to work with other area employers (i.e., Mobil, AAA and employers on northeast quadrant) in implementation of this ride-sharing.
 - o Establish a formal carpool/vanpool program for Fairview Park employees which will be operational under the direction of the transportation coordinator no later than when 500,000 square feet of commercial space is occupied in either or both tracts provided by and at the expense of the occupants of the commercial uses.
 - o With technical assistance from Washington COG, provide matching service for carpooling and vanpooling candidates.
 - o Developer shall fully fund a position of "transportation coordinator" with appropriate private staff support.
 - o Designate convenient spaces as preferred parking for carpools/vanpools.
 - o Institute a pay parking policy with incentives for ride-sharing participants and to reduce concentration of peak-hour traffic.
 8. Applicant agrees to aggressively encourage mass transit usage including construction of bus shelters and pedestrian walkways linking adjacent communities to more convenient bus shelters.
 9. In the event that WMATA does not operate direct feeder bus service to and between Fairview Park and the Dunn Loring Metro Station, the applicant agrees to implement a peak-hour shuttle bus service to the Dunn Loring Metro Station in coordination with other major developments in the immediate area.
 10. A traffic analysis shall be conducted under the direction of the transportation coordinator at applicant's expense to determine the magnitude of total peak-hour office trips generated by this development. Said analysis shall occur:
 - a. Within six (6) months after at least 2.4 million square feet of the total of 3.6 million square feet of office use is completed.
 - b. Six (6) months after completion of full development of 3.6 million square feet of office use.
-
6. Preliminary construction plans for I-495/50 interchange has been received by VDH&T and FHA officials and a formal field inspection held.
 7. Ride-sharing cooperation to be solicited when appropriate.
 - o Under development.
 - o To be accomplished when appropriate.
 - o To be accomplished when appropriate.
 - o To be accomplished when appropriate.
 8. Bus stop locations will be sited when and where appropriate.
 - 9. To be accomplished when appropriate.
 10. To be accomplished if and when appropriate.

If the total peak-hour trips generated by commercial development by the subject property and the companion tract exceed either 3,300 inbound A.M. trips or 2,971 outbound P.M. trips and these excess trips create a significant change in the peak-hour level of service from that which would be computed in the absence of such trips at either the new interchange on Route 50 or at the northeast tract connection to Routes 29-211, additional transportation strategies shall be developed to reduce the peak-hour effect of the incremental trips to a level commensurate with the above allowable A.M. and P.M. peak-hour trips.

If the total peak-hour generated trips after occupancy of 2.4 million square feet of commercial uses exceed 75% of either 3,300 inbound A.M. trips or 75% of 2,971 outbound P.M. trips, issuance of building permits for commercial uses in excess of 3.0 million square feet may be deferred by the Board of Supervisors for a period not to exceed two years to allow development and to assure that at the time of occupancy of the total of 3.6 million square feet of commercial use the peak-hour traffic generated by the subject property and the companion tract shall not exceed the above projections.

In order to agree impartially on the degree of the incremental impact (if any) and the most practical strategies for implementation (if required) traffic recommendations developed by the transportation coordinator shall be submitted to the Board of Supervisors. If the Board of Supervisors does not agree with the traffic analysis, the Board of Supervisors shall submit said analysis for review to an arbitration board. Said arbitration board shall consist of the following members:

- (1) One representative transportation consultant appointed and funded by Fairview Park developer.
- (2) One representative transportation consultant appointed and funded by the developer of the northeast quadrant
- (3) One representative transportation engineer appointed by Fairfax County Board of Supervisors.
- (4) One representative transportation engineer appointed by the VDH&T.

If the said arbitration board cannot reach a consensus opinion on the said analysis, a fifth traffic consultant shall be appointed by the four traffic consultants selected pursuant to the above procedure. The decision of the fifth transportation consultant concerning the accuracy of said analysis shall be binding upon all parties. Compensation of the fifth traffic consultant shall be paid equally by developers of northeast and southeast quadrant unless otherwise determined by the Fairfax Board of Supervisors.

Upon approval of the arbitration board, appropriate transportation strategies shall be instituted by applicant as soon as practical. If the peak-hour traffic levels are under the allowable limits, no action shall be taken.

In the event that revised strategies shall be required as described, additional monitoring and/or analysis shall be conducted by applicant to determine the adequacy of the revised strategies and the results submitted to the Board of Supervisors of Fairfax County for review and additional procedures in accord with the provisions of this proffer shall be undertaken by applicant if requested by the Board of Supervisors.

In the event additional monitoring and/or analysis and/or revised strategies shall be required from time to time in accordance with this provision, the cost of the revised strategies and the additional monitoring and/or analysis shall be paid by the developers of the subject property and the companion property and/or occupants of the commercial uses.

11. Construction of substantially all the foregoing transportation improvements including the overpass and associated ramps shall be completed prior to first occupancy of the commercial portions of the development. However, with the concurrence of the County and VDH&T, certain portions of the improvements, such as the additions to the I-495 CD lanes may be deferred until a later phase of development. The issuance of building permits for commercial structures shall be dependent upon receipt by appropriate governmental authority of assurance that the grade separation at US Route 50 and associated ramps shall be available for use prior to the date of first occupancy of the commercial facilities.

C. Environment

1. Holmes Run Stream Valley shall be preserved as a stream valley park in accordance with the County's adopted stream valley policy. However, the applicant shall have the right to construct and provide for utilities, storm water detention facility, siltation and erosion devices, interchange ramps, recreational facilities and such other improvements including but not limited to selective clearing necessary for improvements of the stream channel and/or sound forest management practices. Applicant shall dedicate said land to the County.
2. Applicant agrees to provide non-vehicular access to and through the Holmes Run Stream Valley as shown on the Conceptual Development Plan.
3. Applicant agrees that a portion of the existing tree cover (not less than 25 feet of natural tree cover and/or landscaped open space) shall be preserved as a natural open space, screen and buffer along the periphery with I-495 and Route 50, while permitting points of visibility at selected intervals.

11. Route 50/I-495 construction phasing to be coordinated with VDH&T.

C. Environment - Response to Proffers

1. This Final Development Plan is consistent with this proffer. Applicant will dedicate said land to the County.
2. This Final Development Plan is consistent with this proffer. Non-vehicular access to and through the Holmes Run Stream Valley will be provided with a pedestrian path system.
3. This Final Development Plan is consistent with this proffer. A minimum of twenty-five (25) feet of landscape open space will be provided at the site periphery along I-495 and Route 50, between the roadway and exposed structures or on-grade parking.

4. The applicant agrees to provide storm water detention facilities which are designed in accord with the requirements and objectives of Fairfax County for the Upper Holmes Run watershed. More specifically, the applicant shall provide for detention/retention which will control peak discharge for the post-development state in excess of that which is calculated for the pre-development condition. This commitment shall be accomplished by the provision of detention reservoirs located in the northeastern and northwestern tributaries of the Holmes Run which traverse this property, more specifically identified by the Fairfax County Department of Public Works as detention reservoir sites DR 494-4 and DR 503-1. These reservoirs shall be designed for the 25-year and 2-year frequency storms of one-hour durations and generally will be in substantial conformance with the following design characteristics for each of the two reservoirs.

DR 494-4

Q25 In = 548 cfs t_p In = 15 minutes
Q25 Out = 85 cfs t_p Out = 70 minutes
25-Year Storage Volume Required = 21 acre feet

Q2 Out = 26 cfs t_p Out = 135 minutes
2-Year Storage Volume Required = 13 acre feet

DR 503-1

Q25 In = 782 cfs t_p In = 20 minutes
Q25 Out = 595 cfs t_p Out = 25 minutes
25-Year Storage Volume Required = 5 acre feet

Q2 Out = 356 cfs t_p Out = 25 minutes
2-Year Storage Volume Required = 1.6 acre feet

It shall be understood that provision of these storm water detention facilities will require the modification of the two aforementioned tributaries. Furthermore, whereas the applicant intends to maximize the preservation of the open space buffer, more specifically described as condition A-7, the applicant will minimize the provision of storm water detention facilities in the southwestern tributary which traverses the subject site, however, the applicant shall provide for those siltation and erosion control devices including temporary siltation ponds which may be requested or required in accord with the Fairfax County Public Facilities Manual.

5. Applicant will comply with all Federal, state and local air and noise laws, ordinances and regulations applicable to development of this site.
6. Fairfax County identifies the subject property as an area of potential adverse noise impact resulting from adjacent highway uses.

4. This Final Development Plan is consistent with this proffer except that reservoir DR 503-1 is not applicable to this submission.

5. So noted.

In order to mitigate the adverse impact of any of highway noise, residential units constructed on the subject property shall have the following acoustical attributes:

- a. Roofs and exterior walls shall be designed to have a laboratory sound transmission class (STC) of at least 39.
- b. Doors and windows shall be designed to have a laboratory sound transmission class (STC) of at least 28.
- c. Adequate sealing and caulking between surfaces shall be accomplished.

No structures for either commercial or residential use shall be erected within the 75 dba Ldn noise zone, such zone is more particularly shown on plat prepared by the Fairfax County Staff and is attached to the Staff Report, being further that area within 400 feet of the centerline of I-495.

- o To be accomplished when appropriate
- o To be accomplished when appropriate
- o To be accomplished when appropriate
- o This Final Development Plan is consistent with this proffer

Cadillac
Fairview

April 16, 1982

Mr. Gordon H. Miller
Director, Technical Services
VEPCO
907 West Glebe Road
Alexandria, Virginia 22314

Re: Parking in VEPCO Easement - Fairview Corporate Park

Dear Mr. Miller:

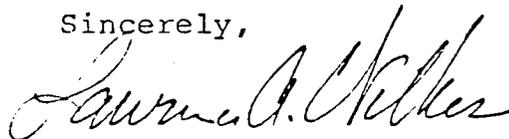
Pursuant to our recent conversations, this is to request that at-grade parking be allowed in the VEPCO Easement located on property which Cadillac Fairview Urban Development, Inc. is developing in Fairfax County. More specifically, this easement is located on the western part of our property and is adjacent to I-495 at the intersection of I-495 and Route 50.

Attached for your information is the Final Development Plan which was recently submitted to Fairfax County for approval. Sheet 3 of this plan shows the location in the easement of the parking lot which will hold a little more than three hundred cars. We will adhere to the 25 foot setback for VEPCO poles and meet other criteria as discussed during our recent meeting. We are also prepared to enter into an agreement with regard to standards for plantings and heights of light poles.

We appreciate very much the courteous manner and responsiveness of yourself and other VEPCO staff concerning this matter.

Should you have additional questions or need more information, please do not hesitate to call me.

Sincerely,



Lawrence A. Wilkes
Development Officer

LAW:tw
Enclosure
cc: Chuck Kubat

Vepco

VIRGINIA ELECTRIC AND POWER COMPANY, ALEXANDRIA, VIRGINIA 22314

CADILLAC DEVELOPMENT PLAN

March 23, 1982

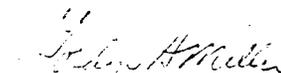
Mr. Lawrence A. Wilkes
Cadillac Fairview Urban Development, Inc.
1850 K Street, N. W. - Suite 550
Washington, D. C. 20006

Dear Larry,

As promised at our meeting last Friday, enclosed are additional information sheets in regard to our policy on Transmission Line Right of Way - use by others. Let me know if you have any questions about this information.

Also, as we discussed, once the plans for the parking lot has been finalized, please let me know so that I can submit them for final approval.

Sincerely,



Gordon H. Miller
Sr. Marketing Services Representative

GHM/dlt

Enclosures

cc: Mr. Ship Groupe
8401 Arlington Boulevard
Fairfax, Virginia 22031

RECEIVED

MAR 29 1982

CADILLAC FAIRVIEW URBAN
DEVELOPMENT, INC.

TRANSMISSION LINE RIGHT OF WAY

Uses Permitted

Trees and Shrubs

Fruit trees, conifers and ornamental shrubs may be permitted outside the conductor area along the outer edges of the right of way or where otherwise designated by the Superintendent-Forestry and Timber Products, provided the owner does not allow them to reach a height in excess of 15 feet.

The growth of general nursery stock will be allowed under the same conditions as in fruit trees, conifers and ornamental shrubs above, if location is approved by Superintendent-Forestry and Timber Products.

The Company will assume no responsibility for fruit trees, conifers, nursery stock or shrubs planted within the right of way which may be damaged as a result of construction or maintenance work, including chemical control of brush.

Pipe Lines

Pipe lines will be permitted to cross or parallel transmission right of way in locations approved by the Company provided that:

No excavation is made within 15 feet of a pole, structure or guy.

A minimum of 30 inches of cover measured from the top of the pipe to existing ground elevation is maintained.

A minimum distance of 15 feet is maintained between the electrical conductors and the construction equipment.

No equipment is used with wire cables which, if broken, could whiplash and come within 10 feet of the conductors.

Permanent identifying markers are placed by the pipe line Company directly over the pipe line at the points at which it enters and leaves the right of way, as well as at every angle in the pipe line, where the pipe line is on and parallel to the right of way.

The contractor gives the District Manager five days notice before starting construction on right of way, and pays the costs of the Company maintaining an inspector on the job should such appear to be necessary.

Drain Fields

Drain fields will be permitted on the right of way, subject to the same restrictions as in pipe lines.

Ditches

Drainage ditches of such depth as to obstruct travel along or access to the right of way will be discouraged. Where it is necessary that such a ditch cross or parallel the right of way within the right of way, the location shall be approved by the Company and, when necessary, culverts or bridges shall be installed and maintained at no cost to the Company.

Material Storage

Material storage will be allowed provided that:

It is non-flammable.

It may be readily moved to avoid conflicts with future construction.

It is stored to a maximum height of 15 feet and is not closer than 10 feet to an imaginary vertical plane projected down from any conductor of the line.

It does not involve lines operating at above 230 kV due to possible electrostatic problems.

It is not within 15 feet of any structure or guy, nor interferes with access to structure along the right of way.

The owner agrees to remove material upon thirty days written notice by the Company, should such material interfere with future construction or maintenance work.

Removal of Topsoil and Gravel

The property owner may remove topsoil and gravel from portions of the right of way not occupied by the Company's facilities. In such cases the owner must maintain a minimum island of natural material 25 feet wide at the ground surface and on all sides of said facilities. The slope ratios and access facilities must be designated by the Director-Transmission Engineering.

Fill Material

Fill material may be placed on Vepco right of way to within 25 feet of any existing or proposed transmission structure. In all cases, no fill will be allowed until reviewed by the Director of Transmission Engineering to insure proper grade and operating clearances.

Cadillac
Fairview

May 24, 1982

Mr. Carlos Montenegro
County of Fairfax
Massey Building
Fairfax, Virginia

Re: Fairview Corporate Park
Final Development Plan

Dear Carlos:

Please find attached eight revised Final Development Plans reflecting revisions as per our discussion on May 14, 1982. Included also are eight sheets showing various sections through the VEPCO easement from I-495.

I spoke with VEPCO officials last week and they assured me that they saw no problem with parking in the easement. I should be receiving a letter from them in the near future stating their approval at which time I will send you a copy of the letter. Looking at the enclosed sections through the easement tends to substantiate the premise that trees taller than 15 feet are not required adjacent to the I-495 right-of-way. If you are not in agreement with this, please let me know and I will contact VEPCO again concerning the matter.

I also spoke with Chris Bogert and Louis Cable of the Fairfax County Park Authority reference trail widths and materials. We have agreed that in the Holmes Run Stream Valley to be dedicated to the Park Authority or Fairfax County, the trail will be an eight foot wide TX-2, type I trail as shown in the Public Facilities Manual. On the site itself, the trails will vary between five and six feet depending on location and use. It is likely that these on-site trails will be asphalt as well, though we may wish to consider other materials such as fine crushed bluestone or wood chips.

Mr. Carlos Montenegro
County of Fairfax
Page Two
May 24, 1982

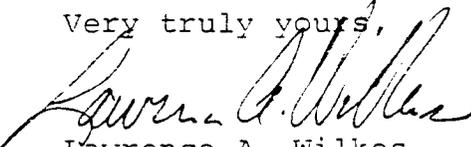
I have asked Dick Keller of BKI to meet with Bob Moore to discuss the weave from the interchange to the first intersection on our site. It is my understanding that he is meeting with Mr. Moore on Monday, May 24, at 10:00 a.m.

Item 7 of the Transportation Proffers states that we will fund a position of "Transportation Coordinator." It has not yet been determined when this position will be made available. It is likely, however, that Costain and Cadillac Fairview will cooperate in funding one position for both sites. Until this person is brought on board, it is our desire to use BKI as our transportation coordinator. As you know, they are presently our consultants for on-site and off-site transportation planning.

The response to Item 10 of the Transportation Proffers should have stated that the transportation analysis will be provided when appropriate, not if and when appropriate.

I am hopeful that this additional information answers the questions raised during our recent discussion. If it does not, or if you need further input from me, please do not hesitate to call.

Very truly yours,


Lawrence A. Wilkes
Development Officer

LAW:tw

Fairview Corporate Park, FDP-78-P-130-1

Final Development Plan Report

Supplementary Information Requested by County Staff

May 19, 1982

1. Landscape Buffer Along 495.

In order to moderate views of on-grade parking within the VEPCO utility easement from the Capital Beltway (Rt. 495), the FDP proposes a landscape buffer of not less than 25 feet to consist of evergreen and deciduous shrubs and trees. By VEPCO written policy, shrubs not exceeding 5 feet in height are permitted, with certain location restrictions within the R.O.W. and fruit trees, conifers or ornamental shrubs are permitted along the edges of the R.O.W. if they do not exceed 15 feet in height.

When considering the existing topography of the VEPCO easement, the elevation of Rt. 495 and the proposed elevations of on-grade parking, it becomes apparent that there is not one constant relationship between the three. The VEPCO easment is at times below 495 and at times above. The accompanying sections E, F, & G through 495 and VEPCO make these relationships clearer. Because of landform relationships, there are some locations where landscape materials are not required to screen the parking but are proposed to enhance the general environment. In addition, due to the impact of topography on view lines a landscape buffer consisting of evergreen material of up to 15 feet, will more than screen view of parking. The extensive use of deciduous trees, especially large ones, would be counterproductive because they would allow views through the buffer at the critical 0 to 8 foot level and because large trees would require a change in VEPCO policy.

2. Building Description

The buildings on this site will be built over time and will respond at those future times to the specific needs of individual users or corporate clients. These buildings will be Class A speculative and corporate headquarters structures and therefore will be of high quality materials. They will be designed within a family of materials to keep the site from becoming a disparate combination of individual buildings while allowing for the individual expression and distinctiveness of design that will keep the site from becoming a series of repetitive buildings. The office buildings will be a combination of glass curtain wall (both clear and reflective glass) and brick masonry or precast concrete at the lower levels where the building is related to pedestrian entrances and the forested environment. Each office building will vary some in three dimensional form such as at the tops of the buildings to create a unique skyline, and at the entry areas. The parking structures will be precast concrete with solid parapets. They are free standing ramped floor structures with 90° parking. The hotel will be built from the office building family of materials but will probably increase the use of masonry.

3. Energy Efficiency/Conservation Aspects of Building

All buildings will be designed to meet ASHRE 90-75 Energy Code or other energy codes applicable at the time of development. This code limits the BTU energy use of the buildings and sets standards for roof and wall insulating value. These standards in turn affect the percentage of glass areas on various building exposures.

Office buildings will be designed to be energy efficient through the use of a variety of efficient mechanical system options that can include:

- a. variable air volume HVAC system
- b. a large number of zone controls to tune energy use
- c. fan systems that take advantage of Enthalpy control which allow use of 100% outside air for cooling rather than continuous running of cooling equipment
- d. automatic controls to allow system start and stop to comply with hours of building operation
- e. heat recovery based on individual building analysis

Electrically, general office lighting will be provided with efficient fluorescent fixtures to reduce overall wattage without affecting foot candle levels. In addition, each building will be analyzed to maximize natural daylighting and to determine the desirability of photocell control of perimeter building area that switch off artificial light thereby reducing lighting and cooling energy requirements.

Building orientation for Fairview Corporate Park has been more affected by site planning objectives such as preservation of tree areas, minimizing building overlook of parking structures, and creating positive building relationships than by solar orientation. The major solar issue with office buildings is minimizing heat gain which adds to the already large cooling loads for this building type. Solar heat gain will be controlled through the use of reflective glass surfaces and the percent of window areas on west and south sides of buildings.

4. Parking Structure Landscaping

The tops of parking structures on the site will not be landscaped with trees for the following reasons. First, in the site planning of the site, great attention has been given to minimizing the overlook of parking structures from office buildings. In each building area the office building is always set with its major orientation to existing stands of trees and, to a lesser extent, landscaped on-grade parking. In each case a minimum dimension of office building faces the adjacent parking structure, which in the case of three locations, are very narrow with major flood plain tree areas beyond. In more detailed building design the opportunity exists to reduce this overlook still further. We strongly believe that some views of the parking structures from portions of the office buildings is acceptable and marketable.

Second, the ability of the developer to build economical but desired structured parking is jeopardized by adding major landscape elements. The cost of structured parking is approximately 6-10 times more expensive than on-grade parking. The addition of major landscaping adds to the foundation and finish building costs to increase this differential even further.

It is worth noting that this applicant is already proposing to build an unprecedented percentage of required parking in structures. In order to do so, the parking structures must be simple and very economical.

5. Bicycle Parking

It is the applicant's intention that in the more detailed design of each building and parking an accessible and covered area be provided for bicycle parking. The location of these areas will vary with the requirements of each individual building situation.

PROFFERS

Recognizing his responsibility to the community and to the planning process, the applicant is making the commitments contained hereafter.

These commitments are presented as a "package", the economic impact of which has been carefully determined. Any substantive change in the development plan would necessarily result in a review of the "package" and any increase in any of the listed commitments or any additional commitments could not be made without a similar review.

The following commitments are intended as an integral part of the PDC submission and conceptual development plan and are binding on the applicant provided such PDC and conceptual development plan are approved. However, the location of buildings and of residential mix shown on illustrative plans shall be considered for illustrative purposes only and the specific location of buildings, residential unit mix and related development matters shall be determined at the time of final development plan approval pursuant to provisions of Fairfax County ordinances.

In addition to required approval or approval of modifications of Final Development Plan(s) pursuant to paragraph 4 of Section 16-402 of the Zoning Ordinance, such plan(s) shall be subject to public hearing and action by the Board of Supervisors in a manner prescribed by paragraph 7 of the above cited section.

These commitments shall be binding upon the applicant/owners only upon approval of the requested PDC zoning and the conceptual development plan submitted with Applications 78-P-130 and 80-P-073.

A. LAND USE

1. Subject development shall have no more than 2.25 million square feet of non-residential development on the area west of Holmes Run Stream Valley. At least 35% of the area west of the Holmes Run stream shall be provided as natural and landscaped open space. Underground or multilevel structured parking is encouraged to preserve the maximum amount of undisturbed open space. The non-residential development shall be an integrated business park consisting of no more than 1.9 million square feet of office space, 50,000 square feet of retail commercial space and 500 room hotel, and 250 residential units.

2. The Holmes Run Stream Valley shall be preserved as a stream valley park and dedicated to Fairfax County Board of Supervisors in accordance with the County's adopted stream valley policy.

3. Office building shall not exceed 15 stories in height and hotel/apartment buildings to the west of Holmes Run Stream Valley may exceed 15 stories but in no event shall they exceed 180 feet which is the equivalent height of a 15 story office building.

4. Applicant agrees that the portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School, will be developed for residential units not to exceed 400 dwelling units. These units shall not exceed 3 stories in height. The vacant 10 acre portion of the quadrant south of Falls Church High School will be developed as single family detached units along the eastern property line with attached units adjoining the Fairfax County Park and Stream Valley to the north, west and south respectively as shown on schematic plan for this area.

5. Applicant shall dedicate to the Fairfax County Board of Supervisors land to serve future residents at the location adjacent to Arlington Boulevard and west of Jaquar Trail in that portion outside Stream Valley.

6. Applicant agrees that any retail commercial uses on the site will serve primarily the demand of the other non-residential uses on the site and will be integrated with the overall design and layout of the site.

7. A substantial open space buffer of no less than 250 feet, with 300 feet desirable, consisting of the existing tree cover and supplemented with additional landscaping will be provided along the southern perimeter of the site to eliminate any adverse visual impact upon the detached single family residences to the south of the site. If requested to do so by Fairfax County, this buffer shall be dedicated to the County and maintained in its natural state. However, it is understood that nothing herein shall preclude the installation of any utilities, storm water detention and/or siltation and erosion control devices in accord with Fairfax County Ordinances and Standards.

8. The height of all structures within 500 feet of the southern boundary of the site shall be limited to 6 stories so as to be visually unobtrusive to the stable low density residential communities to the south and east of the site. Applicant agrees to comply with the tapering of heights from the north to the south as shown on the Conceptual Development Plan.

9. The provision of lighting in buildings located within areas of the site abutting adjacent residences and communities shall be visually unobtrusive to and compatible with such residences and adjacent communities. As a general rule, parking lot lighting shall not exceed 13 feet in height.

10. Applicant shall provide internal recreation facilities in accordance with the provisions of Section 6-209 (2) of the Fairfax County Zoning Ordinance. Type and location of such will

be specified on final development plan. Any recreational facilities constructed within areas to be dedicated to the Park Authority shall be subject to the approval of the Park Authority. Applicant will provide a trail connection between southeast and northeast quadrants.

B. TRANSPORTATION

1. Primary residential vehicular access to the tract from Route 50 will be via Jaguar Trail and Camp Alger Avenue. Non-residential access will be provided directly from Route 50 by means of a new interchange located generally west of the Holmes Run Stream Valley. (As shown on applicant's submission)

2. Access to the office-hotel-retail portion of the tract will be provided by a new Route 50 grade separated interchange east of the existing I-495-50 interchange and generally west of Holmes Run Stream Valley. (See Exhibit 1 as subsequently amended) Construction of all transportation improvements on Exhibit 1 shall be the responsibility of the owners of the northeast and southeast quadrants of Route 50 and 495 and said improvements shall be dedicated as public facilities.

3. Applicant agrees to abide by existing covenants which prohibit vehicular access from areas west of Holmes Run to residential neighborhoods south and east of the site. Existing covenants do not preclude proposed construction for the new Route 50 interchange ramps.

4. Applicant agrees to improve a portion of Jaguar Trail and Marc Drive adjacent to the site as well as the intersection of Jaguar and Route 50 in order to accommodate the traffic generated by the residential development of that portion east of Holmes Run Stream Valley in the manner shown on Exhibit 1 as subsequently amended and in accordance with the Fairfax County and VDH&T standards.

5. In the event that the applicant is unable to obtain easements or rights of way necessary for the proposed transportation improvements, the applicant agrees to bear the expense of condemnation for said easements or rights of way which Fairfax County will undertake promptly at the request of the applicant.

6. Applicant agrees that all vehicular access improvements shall meet with the approval of Fairfax County and the Virginia Department of Highways and Transportation (VDH&T); with Federal Highway Administration approval as necessary as well for the new Route 50 interchange and associated I-495 improvements.

7. Applicant agrees to aggressively encourage ridesharing by office building tenants to reduce traffic generated by site development during peak traffic periods by phasing the implementation of the transportation control strategies listed below at appropriate stages in the development of the site; and maintaining these strategies until the applicant provides evidence to the Board of Supervisors that there is no further need. Where appropriate, applicant agrees to work with other area employers (i.e., Mobil, AAA and employers on northeast quadrant) in implementation of this ridesharing.

- ° Establish a formal carpool/vanpool program for Fairview Park employees which will be operational under the direction of the transportation coordinator no later than when 500,000 square feet of commercial space is occupied in either or both tracts provided by and at the expense of the occupants of the commercial uses.
- ° With technical assistance from Washington COG, provide matching service for carpooling and vanpooling candidates.
- ° Developer shall fully fund a position of "transportation coordinator" with appropriate private staff support.
- ° Designate convenient spaces as preferred parking for carpools/vanpools.
- ° Institute a pay parking policy with incentives for ridesharing participants and to reduce concentration of peak-hour traffic.

8. Applicant agrees to aggressively encourage mass transit useage including construction of bus shelters and pedestrian walkways linking adjacent communities to more convenient bus shelters.

9. In the event that WMATA does not operate direct feeder bus service to and between Fairview Park and the Dunn Loring Metro station, the applicant agrees to implement a peak-hour shuttle bus service to the Dunn Loring Metro station in coordination with other major developments in the immediate area.

10. A traffic analysis shall be conducted under the direction of the transportation coordinator at applicant's expense to determine the magnitude of total peak-hour office trips generated by this development. Said analysis shall occur:

- a. Within six (6) months after at least 2.4 million square feet of the total of 3.6 million square feet of office use is completed.
- b. Six (6) months after completion of full development of 3.6 million square feet of office use.

If the total peak-hour trips generated by commercial development by the subject property and the companion tract exceed either 3,300 inbound A.M. trips or 2,971 outbound P.M. trips and these excess trips create a significant change in the peak-hour level of service from that which would be computed in the absence of such trips at either the new interchange on Route 50 or at the northeast tract connection to Routes 29-211, additional transportation strategies shall be developed to reduce the peak-hour effect of the incremental trips to a level commensurate with the above allowable AM and PM peak hour trips.

If the total peak-hour generated trips after occupancy of 2.4 million square feet of commercial uses exceed 75% of either 3,300 inbound A.M. trips or 75% of 2,971 outbound P.M. trips, issuance of building permits for commercial uses in excess of 3.0 million square feet may be deferred by the Board of Supervisors for a period not to exceed two years to allow development and implementation of additional transportation strategies designed to assure that at the time of occupancy of the total of 3.6 million square feet of commercial use the peak-hour traffic generated by the subject property and the companion tract shall not exceed the above projections.

In order to agree impartially on the degree of the incremental impact (if any) and the most practical strategies for implementation (if required) traffic recommendations developed by the transportation coordinator shall be submitted to the Board of Supervisors. If the Board of Supervisors does not agree with the traffic analysis, the Board of Supervisors shall submit said analysis for review to an arbitration board. Said arbitration board shall consist of the following members:

- (1) One representative transportation consultant appointed and funded by Fairview Park developer.
- (2) One representative transportation consultant appointed and funded by developer of northeast quadrant.
- (3) One representative transportation engineer appointed by Fairfax County Board of Supervisors.
- (4) One representative transportation engineer appointed by VDH&T.

If the said arbitration board cannot reach a consensus opinion on the said analysis, a fifth traffic consultant shall be

appointed by the four traffic consultants selected pursuant to the above procedure. The decision of the fifth transportation consultant concerning the accuracy of said analysis shall be binding upon all parties. Compensation of the fifth traffic consultant shall be paid equally by developers of northeast and southeast quadrant unless otherwise determined by the Fairfax Board of Supervisors.

Upon approval of the arbitration board, appropriate transportation strategies shall be instituted by applicant as soon as practical. If the peak-hour traffic levels are under the allowable limits, no action shall be taken.

In the event that revised strategies shall be required as described, additional monitoring and/or analysis shall be conducted by applicant to determine the adequacy of the revised strategies and the results submitted to the Board of Supervisors of Fairfax County for review and additional procedures in accord with the provisions of this proffer shall be undertaken by applicant if requested by the Board of Supervisors.

In the event additional monitoring and/or analysis and/or revised strategies shall be required from time to time in accordance with this provision, the cost of the revised strategies and the additional monitoring and/or analysis shall be paid by the developers of the subject property and the companion property and/or occupants of the commercial uses.

11. Construction of substantially all the foregoing transportation improvements including the overpass and associated ramps shall be completed prior to first occupancy of the commercial portions of the development. However, with the concurrence of the County and VDH&T, certain portions of the improvements, such as the additions to the I-495 CD lanes may be deferred until a later phase of development. The issuance of building permits for commercial structures shall be dependent upon receipt by appropriate governmental authority of assurance that the grade separation at US Route 50 and associated ramps shall be available for use prior to the date of first occupancy of the commercial facilities.

C. ENVIRONMENT

1. Holmes Run Stream Valley Shall be preserved as a stream valley park in accordance with the County's adopted stream valley policy. However, the applicant shall have the right to construct and provide for utilities, storm water detention facility, siltation and erosion devices, interchange ramps, recreational facilities and such other improvements including but not limited to selective clearing necessary for improvements of the stream channel and/or sound forest management practices. Applicant shall dedicate said land to the County.

2. Applicant agrees to provide non-vehicular access to and through the Holmes Run Stream Valley as shown on the conceptual development plan.

3. Applicant agrees that a portion of the existing tree cover (not less than 25 feet of natural tree cover and/or landscaped open space) shall be preserved as a natural open space, screen and buffer along the periphery with I-495 and Route 50, while permitting points of visibility at selected intervals.

4. The applicant agrees to provide stormwater detention facilities which are designed in accord with the requirements and objectives of Fairfax County for the Upper Holmes Run watershed. More specifically, the applicant shall provide for detention/retention which will control peak discharge for the post-development state in excess of that which is calculated for the pre-development condition. This commitment shall be accomplished by the provision of detention reservoirs located in the northeastern and northwestern tributaries of the Holmes Run which traverse this property, more specifically identified by the Fairfax County Department of Public Works as detention reservoir sites DR 494-4 and DR 503-1. These reservoirs shall be designed for the 25-year and 2-year frequency storms of one-hour durations and generally will be in substantial conformance with the following design characteristics for each of the two reservoirs.

DR 494-4

Q25 In = 548 cfs
Q25 Out = 85 cfs

t_p In = 15 minutes
 t_p Out = 70 minutes

25-Year Storage Volume Required = 21 acre feet

Q2 Out = 26 cfs

t_p Out = 135 minutes

2-Year Storage Volume Required = 13 acre feet

DR 503-1

Q25 In = 782 cfs
Q25 Out = 595 cfs

t_p In = 20 minutes
 t_p Out = 25 minutes

25-Year Storage Volume Required = 5 acre feet

Q2 Out = 356 cfs

t_p Out = 25 minutes

2-Year Storage Volume Required = 1.6 acre feet

It shall be understood that provision of these storm water detention facilities will require the modification of the two aforementioned tributaries. Furthermore, whereas the applicant intends to maximize the preservation of the open space buffer, more specifically described as condition A-7, the applicant will minimize the provision of storm water detention facilities in the southwestern tributary which traverses the subject site, however the applicant shall provide for those siltation and erosion control devices including temporary siltation ponds which may be requested or required in accord with the Fairfax County Public Facilities Manual.

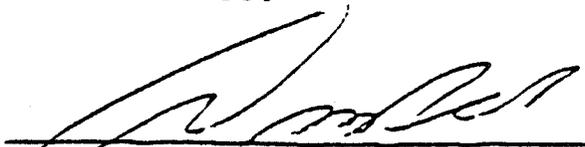
5. Applicant will comply with all Federal, state and local air and noise laws, ordinances and regulations applicable to development of this site.

6. Fairfax County identifies the subject property as an area of potential adverse noise impact resulting from adjacent highway uses.

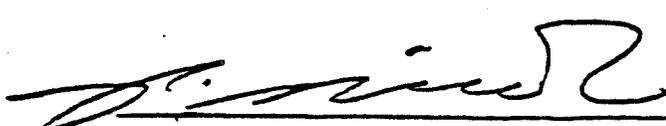
In order to mitigate the adverse impact, if any of highway noise, residential units constructed on the subject property shall have the following acoustical attributes:

- a. Roofs and exterior walls shall be designed to have a laboratory sound transmission class (STC) of at least 39.
- b. Doors and windows shall be designed to have a laboratory sound transmission class (STC) of at least 28.
- c. Adequate sealing and caulking between surfaces shall be accomplished.

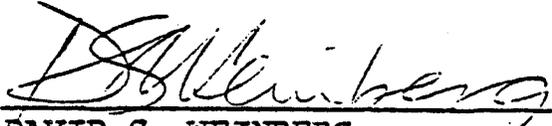
No structures for either commercial or residential use shall be erected within the 75 dba Ldn noise zone, such zone is more particularly shown on plat prepared by the Fairfax County staff and is attached to the Staff Report, being further that area within 400 feet of the centerline of I-495.



WILLIAM H. PLANK, President
WEP, Inc., Partner, Fox Chase Joint
Venture



P. REED WILLS, President
Wills Investment, Inc., Partner,
Fox Chase Joint Venture



DAVID S. WEINBERG,
Executive Vice President
C.F. Properties (Virginia), Inc.

5/11/81

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Sidney R. Steele, Chief
Zoning Evaluation Branch, OCP **DATE** May 19, 1982

FROM: Robert L. Moore *RLM*
Office of Transportation

FILE NO: 3-4

SUBJECT: Transportation Impact

REFERENCE: FDP78-P-130-1, Cadillac Fairview, 49-4 ((1)) 58

The FDP for this application appears to be in conformance with the conceptual development plan and proffers except for part of the ramp system. On the conceptual plan, the ingress ramp from the Beltway was shown tying to the spine road over 700 feet from the proposed internal four-way intersection. The FDP indicates that this distance at less than 400 feet. The applicant should demonstrate that this shortened weaving section can function adequately.

RLM/JCH/thp



Fairfax County Park Authority

M E M O R A N D U M

To : Sidney R. Steele, for Staff Coordinators
Chief, Zoning Evaluation Branch - OCP

Date: 5-4-82

From : Dorothea L. Stefen, Assistant Superintendent *DLS*
Division of Land Acquisition - FCPA

Subject: FDP-78-P-130-1
Loc: 49-4;59-2

After reviewing the Final Development Plan Fairview Corporate Park, it appears that there may have been, or may be, some confusion as to ownership and use of proposed parkland. Specifically:

- o III A.2. "The Holmes Run Stream Valley shall be preserved as a Stream Valley Park and dedicated to Fairfax County Board of Supervisors in accordance with the County's Adopted Stream Valley Policy. "

The Fairfax County Park Authority presently has a major Recreation Center adjoining this property and a continuity of ownership downstream. The County's Adopted Stream Valley Policy indicates that the Holmes Run Stream Valley should be dedicated to the Fairfax County Park Authority. In cases where portions of land to be dedicated to the Park Authority may be needed for public road purposes, the wording should either indicate that the land should at the time of Site Plan or Preliminary Plat approval be dedicated to the Board of Supervisors and/or the Fairfax County Park Authority or that the portion of the Stream Valley to be used for public road purposes be dedicated to the Board of Supervisors and that the remainder of Holmes Run Stream Valley be dedicated to the Fairfax County Park Authority.

- o III C.1. "Holmes Run Stream Valley shall be preserved as a Stream Valley Park in accordance with the County's Adopted Stream Valley Policy. However, the applicant shall have the right to construct and provide for utilities, storm water detention facility, siltation and erosion devices, interchange ramps, recreational facilities and such other improvements including but not limited to selective clearing necessary for improvements of the stream channel and/or sound forest management practices. Applicant shall dedicate said land to the County."

Continued on Page 2

Since Stream Valleys are normally dedicated to the Fairfax County Park Authority, the Authority has adopted policies to prevent their undue disruption. Since Holmes Run should be dedicated to the Park Authority, it is hoped that the applicant's proffers could not be construed as exempting the applicant from adopted County policies, including FCPA Policy 301 - Easements.

- o III C.2. "Applicant agrees to provide non-vehicular access to and through the Holmes Run Stream Valley, as shown on the Conceptual Development Plan."

Trails within the Holmes Run Stream Valley to be dedicated to the Fairfax County Park Authority should be 8'-0" wide TX-2, Type 1 (asphalt) in accordance with the Countywide Trail Plan. The trails shown are 5' wide. Stream crossings should be designed and approved by the FCPA Design Division. These trail and crossing issues should be addressed at this stage because the Park Authority has trail input when Preliminary Plats are involved - not when only Site Plans are submitted.

In addition, the Developer should provide additional 8'-0" wide TX-2, Type I trails to extend the proposed trail system completely along the entire length of the Holmes Run S.V. in accordance with the Countywide Trail Plan in the following areas:

1. - Along the northernmost section of Holmes Run from the existing trail as shown on the current Plan under the two access roads out to Route 50. At the south side of Route 50, a ramp structure to facilitate access up to the overpass grade should be provided so continuous trail access across Route 50 can be provided.
2. - An extension of the trail as currently shown on the Plan southward along the eastern side of Holmes Run including an access trail over to the end of Camp Alger Avenue.
3. - An access trail across Holmes Run in between the "I" and "J" complexes over to the FCPA Providence Recreation Center.

It is hoped that the ownership and trail issues will be addressed during this review so that Fairfax County will not be required to rectify them later at great cost.

CC: Oscar Hendrickson - DEM
Ed Spann - OCP

RTKL Virginia Corp.
Village of Cross Keys
Baltimore, MD. 21210

Dewberry & Davis, Engineers, Planners, Surveyors
8411 Arlington Boulevard, Fairfax, Virginia 22031

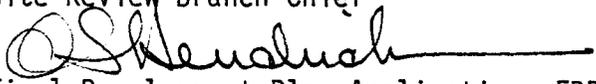
FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Zoning Evaluation Branch
Office of Comprehensive Planning

DATE: May 13, 1982

FROM: O. S. Hendrickson
Site Review Branch Chief

FILE NO: 

SUBJECT: Final Development Plan Application, FDP-78-P-130-1, Fairview Corporation
Park (Cadillac Fairview), TM 49-4((1))58

REFERENCE:

We have reviewed the referenced application and submit the following comments:

- 1) Final development will be subject to site plan ordinances.
- 2) Development phasing, and for priority of public improvements will be specified for functional and orderly development of the site.
- 3) 100-year Flood Plain Study will be needed.
- 4) Proper public street frontage improvements and dedication will be specified.
- 5) All other design variations from required site plan ordinances will be particularly specified and approved by the Board of Supervisors with this FDP.
- 6) Storm water detention facility or outfall improvement program will be specified with FDP.

OSH:YP:ej

cc: Plan Control
Office of Transportation

GLOSSARY

This Glossary is presented to assist citizens in a better understanding of Staff Reports; it should not be construed as representing legal definitions.

BUFFER - A strip of land established as a transition between distinct land uses. May contain natural or planted shrubs, walls or fencing, singly or in combination.

CLUSTER - The "alternate density" provisions of the Zoning Ordinance, which permits smaller lots and pipestem lots, if specified open space is provided. Primary purpose is to preserve environmental features such as stream valleys, steep slopes, prime woodlands, etc.

COVENANT - A private legal restriction on the use of land, recorded in the land records of the County.

DEVELOPMENT PLAN - Conceptual, Final, Generalized. A Development Plan consists of graphic, textual or pictorial information, usually in combination, which shows the nature of development proposed for a parcel of land. The Zoning Ordinance contains specific instructions on the content of development plans, based upon the purpose which they are to serve. In general, development plans contain such information as: topography, location of streets and trails, means by which utilities and storm drainage are to be provided, general location and types of structures, open space, recreation facilities, etc. A Conceptual Development Plan is required to be submitted with an application for the 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 Zoning Ordinance, the Subdivision Control Ordinance, the Public Facilities Manual, the Building Code, etc, and for conformance with any proffered plans and/or conditions.

EASEMENT - A right given by the owner of land to another party for specific limited use of that land. For example, an owner may give or sell easements to allow passage of public utilities, access to another property, etc.

OPEN SPACE - The total area of land and/or water not improved with a building, structure, street, road or parking area, or containing only such improvements as are complementary, necessary or appropriate to use and enjoyment of the open area.

Common - All open space designed and set aside for use by all or designated portions of residents of a development, and not dedicated as public lands (dedicated to a homeowners association which then owns and maintains the property).

Dedicated - Open space which is conveyed to a public body for public use.

Developed Recreation - That portion of open space, whether common or dedicated, which is improved for recreation purposes.

PROFFER - A Development plan and/or written condition, which, when offered by an owner and accepted by the Board of Supervisors, becomes a legally binding part of the regulations of the zoning district pertaining to the property in question. Proffers, or proffered conditions, must be considered by the Planning Commission and submitted by an owner in writing prior to the Board of Supervisors public hearing on a rezoning application, and thereafter may be modified only by an application and hearing process similar to that required of a rezoning application.

PUBLIC FACILITIES MANUAL - The 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 Regulation(s) now governing.

USE - Continued.

Special Permit - A use specified in the Zoning Ordinance which may be authorized by the Board of Zoning Appeals or the Board of Supervisors in specified zoning districts, upon a finding that the use will not be detrimental to the character and development of the adjacent land and will be in harmony with the policies contained in the latest adopted comprehensive plan 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's bank full capacity is exceeded with a greater frequency than under natural undeveloped conditions, resulting in bank and stream bottom erosion. Hydrology literature suggests that flows produced by a storm event which occurs once in 1.5 years are the channel defining flows for that stream.

COASTAL PLAIN GEOGRAPHIC PROVINCE - In Fairfax County, it is the relatively flat southeastern 1/4 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 meanders.

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

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

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 valley, 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 project or area plan proposals.

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

SOIL BEARING CAPACITY - The ability of the soil to support a vertical load (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 Ponick Watershed" (1969) 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 typically associated with development by the specific design of onsite systems such as Detention Devices which slow down runoff and in some cases improve quality, and Retention Systems, which hold back runoff.

TRIASSIC GEOGRAPHIC PROVINCE - The western 1/4 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.