

COMMONWEALTH OF VIRGINIA  
COUNTY OF FAIRFAX

July 2, 1987  
STAFF REPORT



APPLICATION NUMBER RZ 84-P-129  
FDP 84-P-129

PROVIDENCE DISTRICT

Applicant: Stephen M. Cumbie, Trustee &  
Fairfax-Dunn Loring Limited Partnership

Present Zoning: R-3 Requested Zoning: PDC & PDH-40

Proposed Use: Mixed Use Development including Offices, Retail,  
and Multifamily Dwelling Units

Acreage: 18.27 acres  
9.94 acres to PDC  
8.33 acres to PDH-40

Subject Parcels: 49-1((4)) 1 through 19  
49-2((1)) 42, 43, 44, 45, 46A, 46B, 46C, 46D

Application Filed: December 11, 1984

Application Amended: June 12, 1987

Planning Commission Public Hearing: July 9, 1987

Board of Supervisors Public Hearing: July 20, 1987

Staff Recommendation: Staff recommends that the 9.94 acres designated on the CDP/FDP as "PDC" be rezoned from the R-3 District to the PDC District subject to the execution of proffers consistent with those contained in draft in the staff report.

Staff also recommends that the 8.33 acres designated on the CDP/FDP as "PDH-40" be rezoned from the R-3 District to the PDH-40 District subject to the execution of proffers consistent with those contained in draft at the end of this report.

Staff also recommends that the Board of Supervisors approve the Conceptual Development Plan.

Staff also recommends that the Planning Commission approve the Final Development Plan, subject to approval of the Conceptual Development Plan by the Board of Supervisors.

CZP

# REZONING APPLICATION

RZ 84-P-129  
FILED 12/11/84

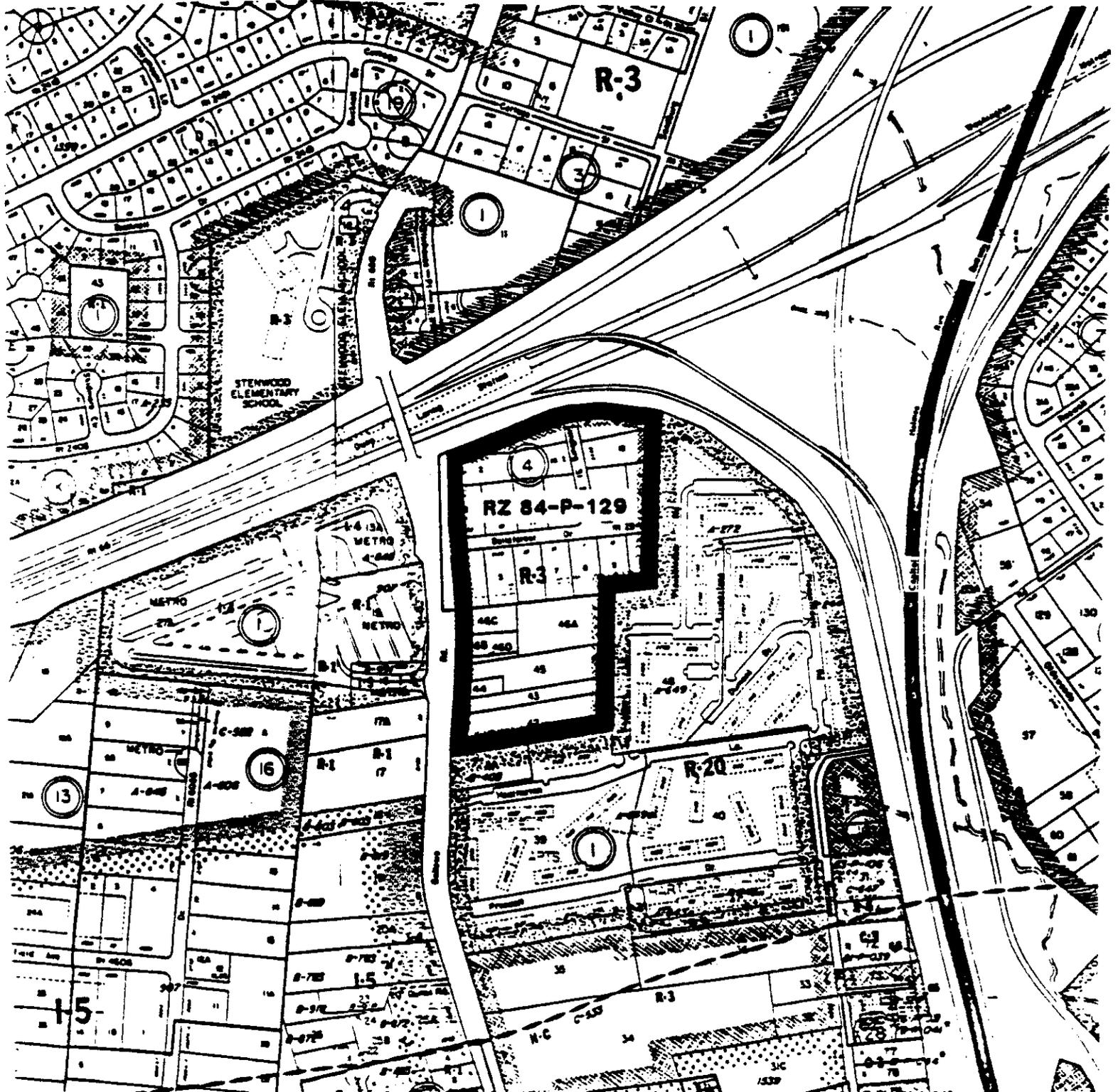
CUMBLE, STEPHEN M., TRUSTEE & FAIRFAX-DUNN LORING LTD. PTNSP.  
TO REZONE: 18.27 ACRES OF LAND; DISTRICT - PFCVIDENCE  
PROPOSED: MIXED USE OFFICE, RETAIL, RESIDENTIAL  
LOCATED: SE. QUADRANT OF GALLOWS RD. AND I-66

FDP 84-P-129

ZONING: R-3  
TO: PDC & PDH-40

MAP REF

049-2- /01/	/0042-	.0043-	.0044-	.0045-	.0046A
049-2- /01/	/0046-B	.0046-C	.0046-D		
049-2- /04/	/ 1-19				



Staff further recommends that the barrier requirements to the north and east of the site be waived.

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

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

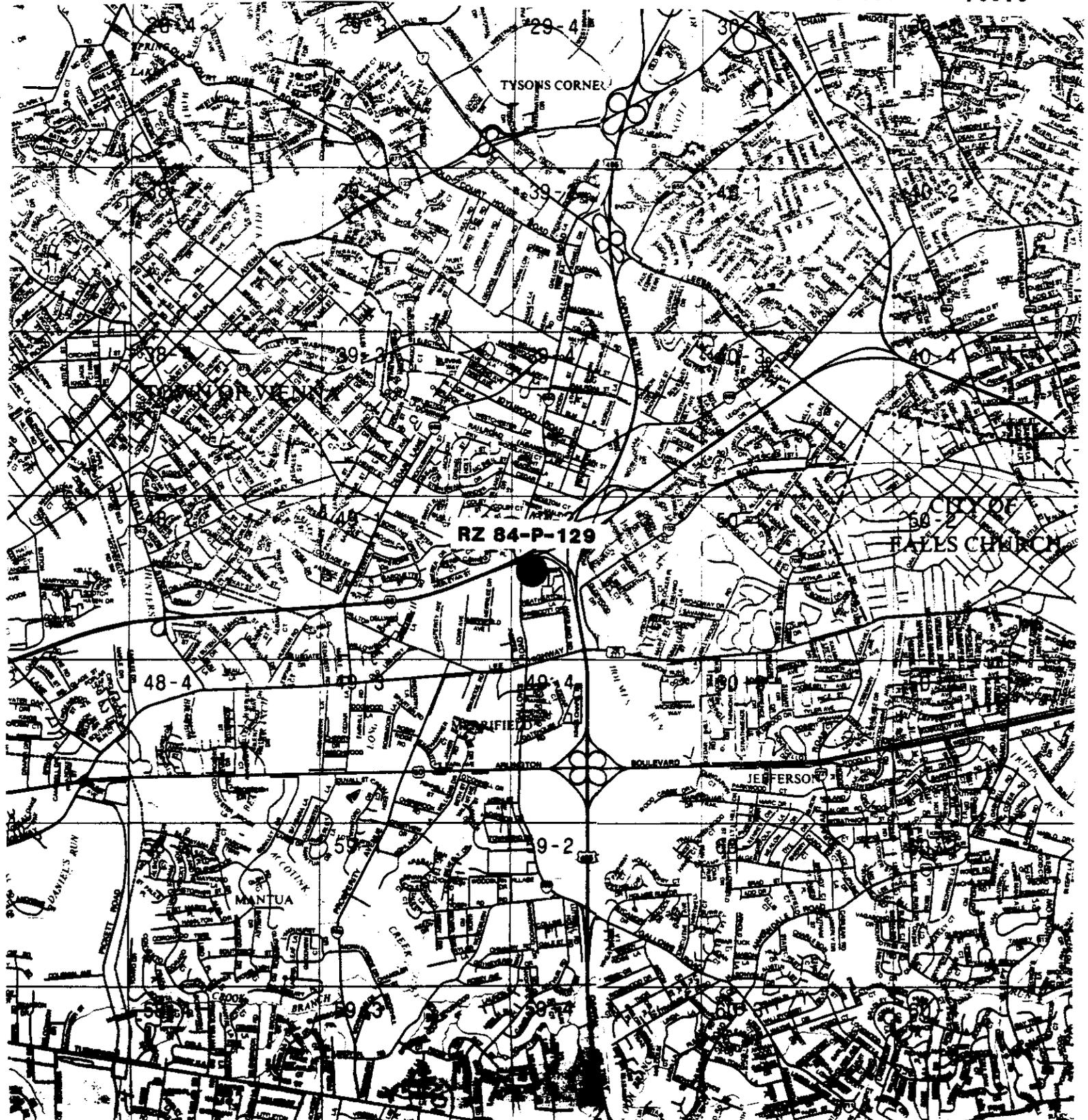
For information call the Zoning Evaluation Division, OCP at 691-3387.

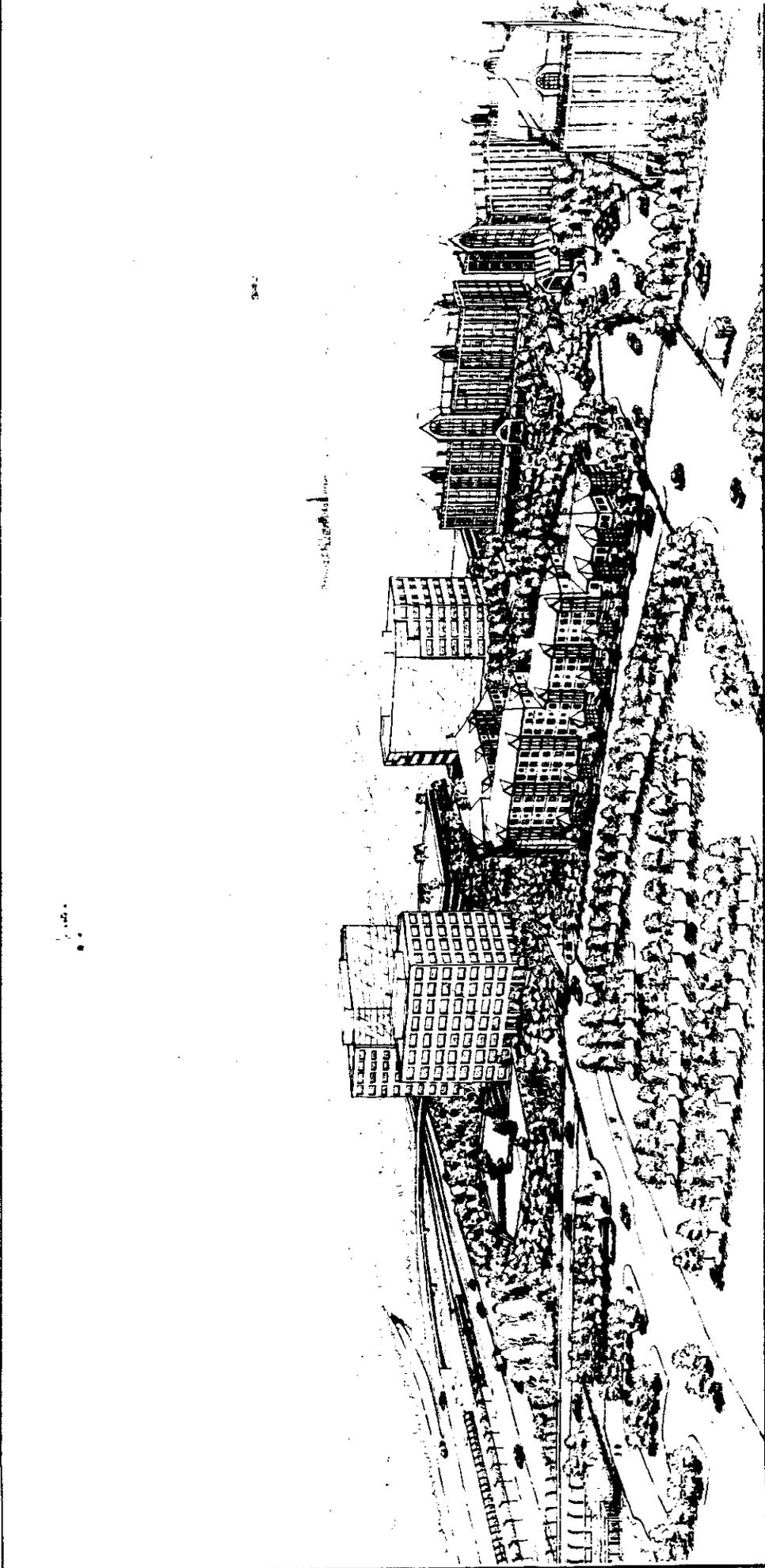
I.Z 84-P-129  
FILED 12/11/84  
FDP 84-P-129

CUMBI. STEPHEN M., TRUSTEE & FAI AX-DUNN LORING LTD. PTNSP.  
TO REZONE: 18.27 ACRES OF LAND; DISTRICT - PROVIDENCE  
PROPOSED: MIXED USE OFFICE, RETAIL, RESIDENTIAL  
LOCATED: SE. QUADRANT OF GALLOWS RD. AND I-66

ZONING: R-3  
TO: PDC & PDH-40

MAP REF	049-2- /01/	/0042-	,0043-	,0044-	,0045-	,0046
	049-2- /01/	/0046-B	,0046-C	,0046-D		
	049-2- /04/	/0001-	,0002-	,0003-	,0004-	,0005
	049-2- /04/	/0006-	,0007-	,0008-	,0009-	,0010





# MetroPlace at DUNN LORING

Fairfax County, Virginia

## ILLUSTRATIVE PERSPECTIVE

NV COMMERCIAL, INC.  
DEVELOPER

Washington D.C.

REVISED 13 JUNE

RZ-84-P-129

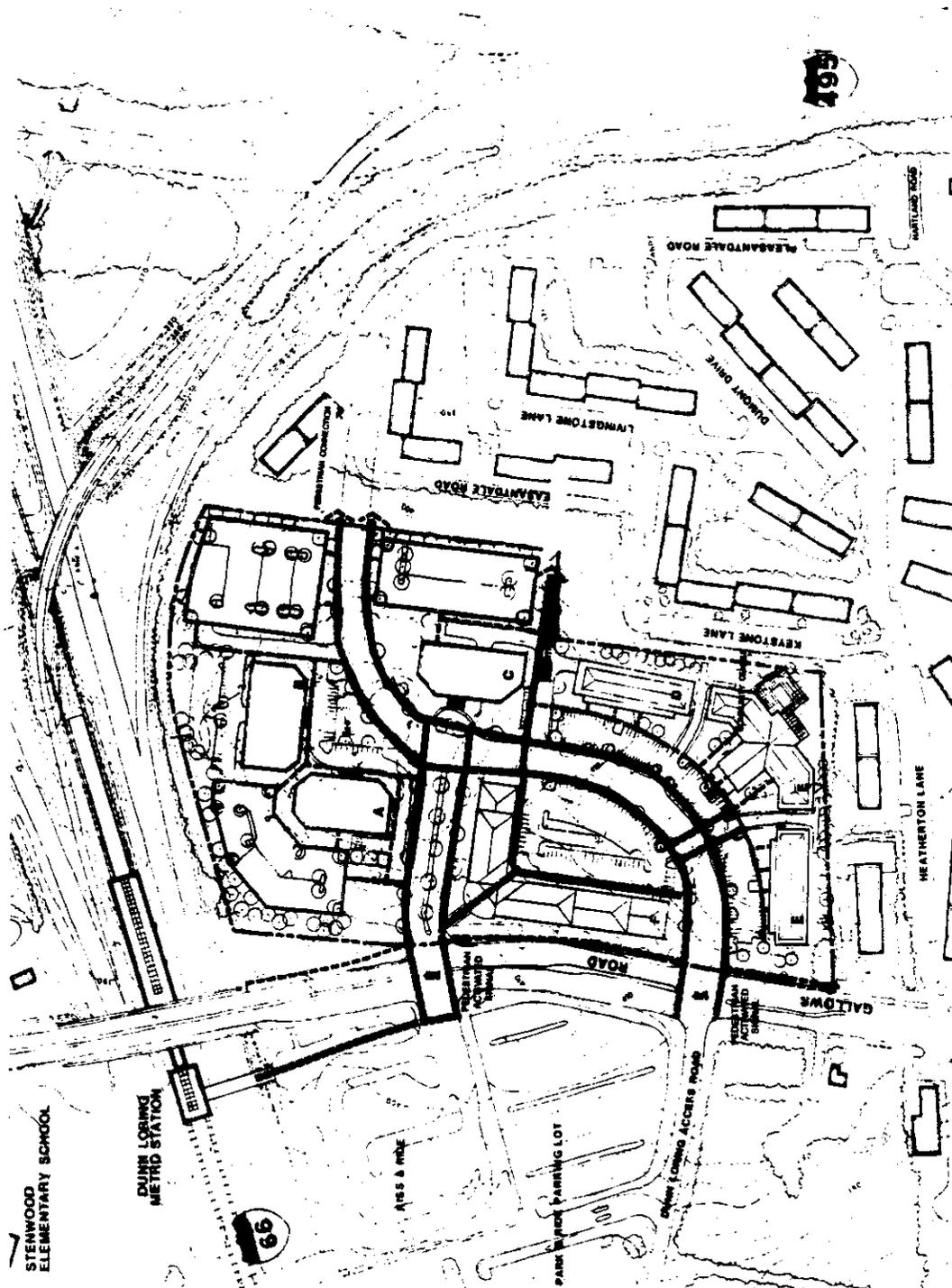
HELLMUTH, OBATA & KASSABAUM, P.C.  
ARCHITECTURE / PLANNING

Washington D.C.

BARTON-ASCHMAN ASSOCIATES, INC.  
TRAFFIC ENGINEERING

Fairfax, Virginia

DEWBERRY & DAVIS, INC.  
CIVIL ENGINEERING



**LEGEND:**  
 ——— PRIMARY CIRCULATION  
 - - - - - SECONDARY CIRCULATION

# MetroPlace at DUNN LORING

Fairfax County, Virginia

NV COMMERCIAL, INC.  
DEVELOPER

McLean, Virginia

HELLMUTH, OBATA & KASSABAUM, P.C.  
ARCHITECTURE, PLANNING

Washington D.C.

## PEDESTRIAN CIRCULATION PLAN

BARTON-ASCHIMAN ASSOCIATES, INC.  
TRAFFIC ENGINEERING

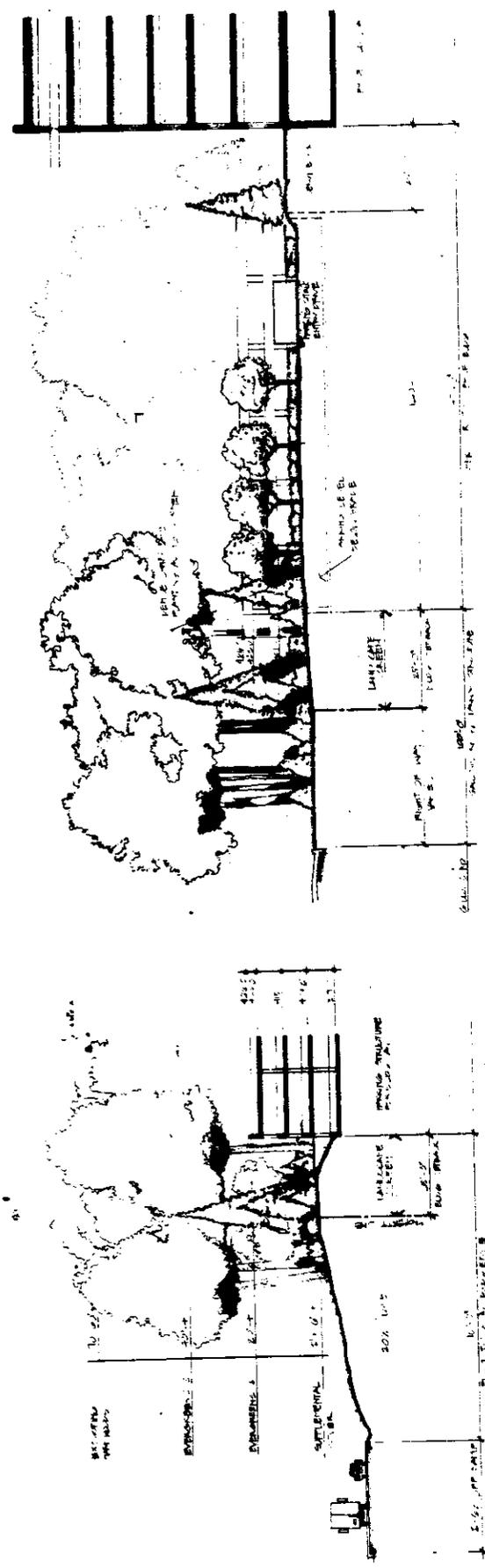
Washington D.C.

DEWBERRY & DAVIS, INC.  
CIVIL ENGINEERING

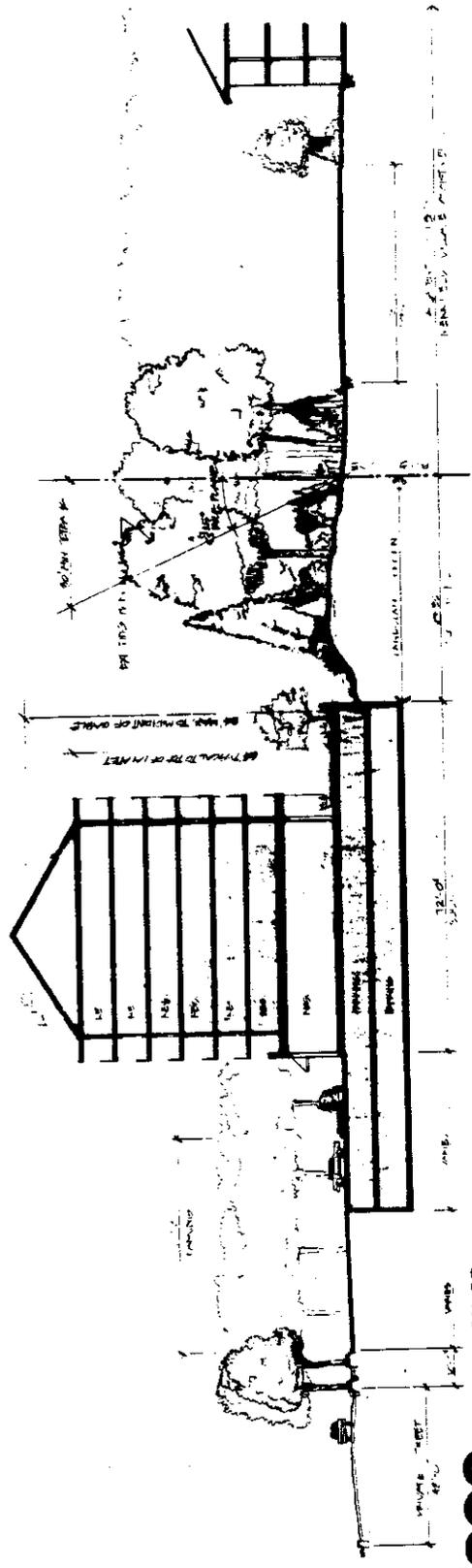
Fairfax, Virginia

RZ-84-P-129 REVISED 13 J





**SECTION AA**  
REFER TO LANDSCAPE PLAN FOR KEY SECTIONS



# MetroPlace at DUNN LORING

Fairfax County, Virginia

NV COMMERCIAL, INC.  
DEVELOPER  
McLean, Virginia

HELLMUTH, OBATA & KASSABAUM, P.C.  
ARCHITECTURE, PLANNING  
Washington D.C.

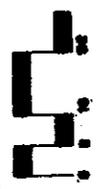
BARTON-ASCHMAN ASSOCIATES, INC.  
TRAFFIC ENGINEERING  
Washington D.C.

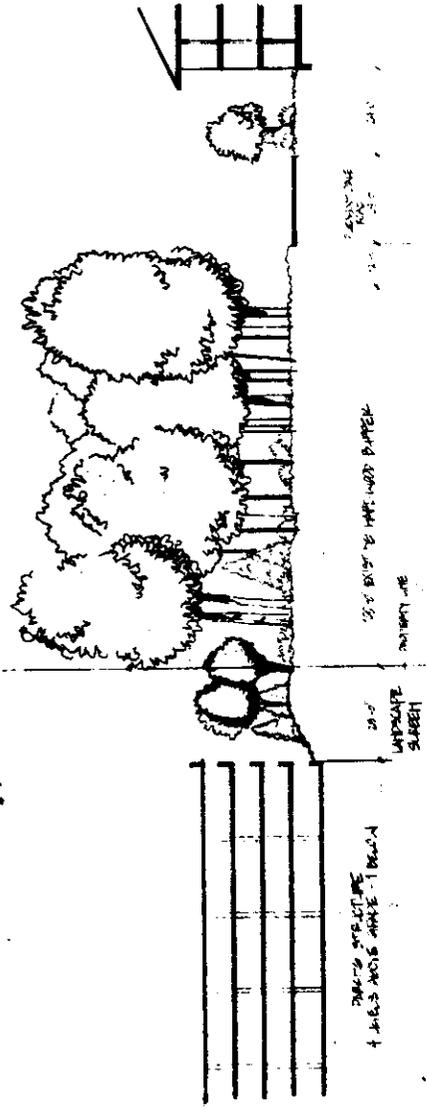
DEWBERRY & DAVIS, INC.  
CIVIL ENGINEERING  
Fairfax, Virginia

## ILLUSTRATIVE SECTIONS

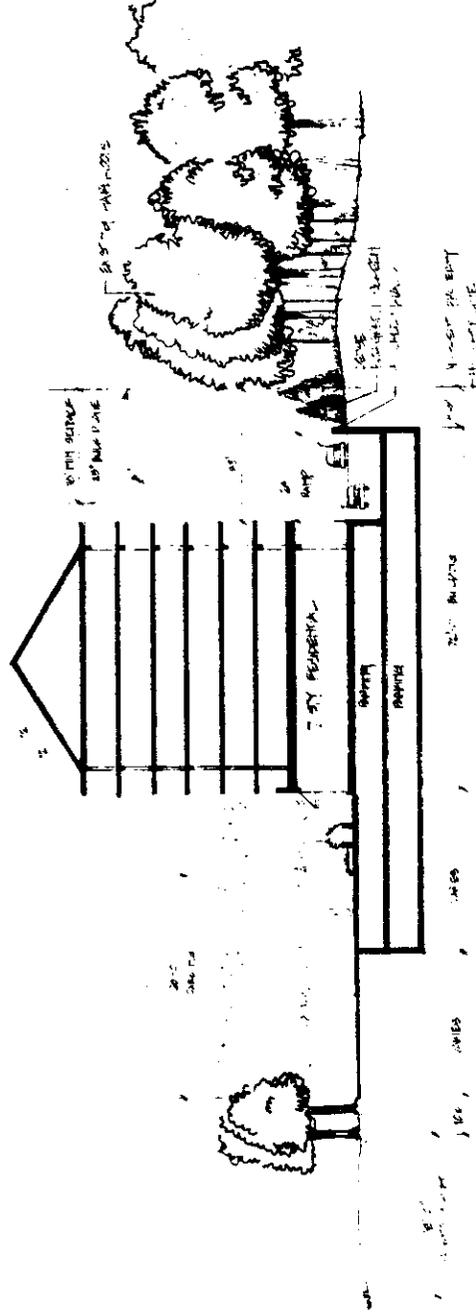
RZ-84-P-129

REVS





**SECTION DD**  
(REFER TO LANDSCAPE PLAN FOR KEY SECTIONS)



**SECTION EE**

# MetroPlace at DUNN LORING

Fairfax County, Virginia

NV COMMERCIAL, INC.  
1414 LORING BLVD  
FALLS CHURCH, VA 22044  
HELLMUTH, OBATA & KASSABAUM, P.C.  
ARCHITECTURE + PLANNING

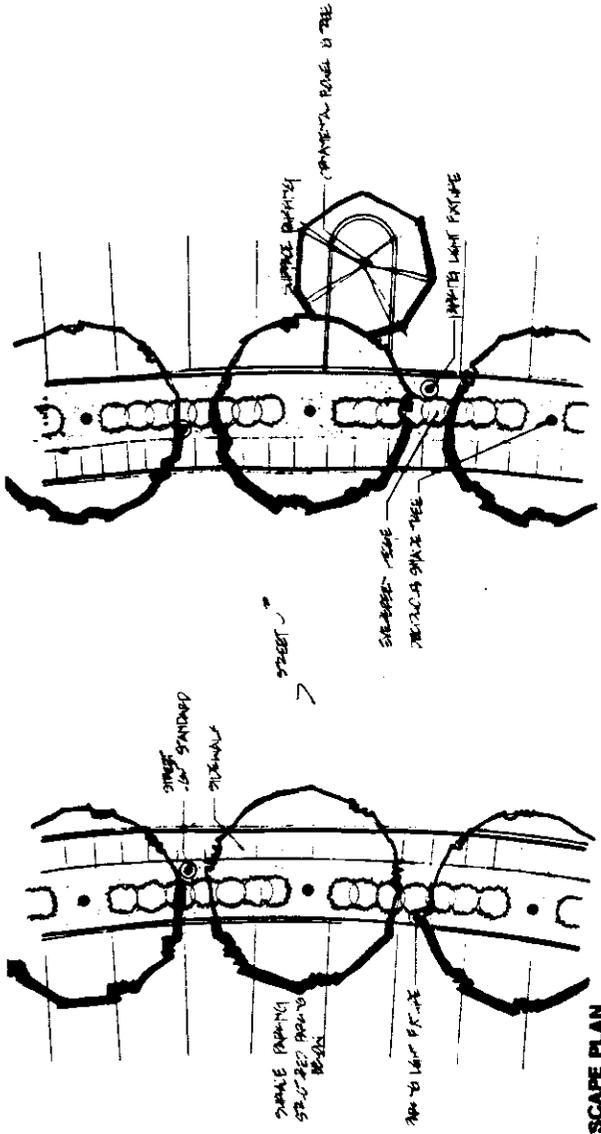
McLean, Virginia

**ILLUSTRATIVE SECTIONS**  
BARTON-ASCHMAN ASSOCIATES, INC. Washington D.C.  
TRAFFIC ENGINEERING  
DEWBERRY & DAVIS, INC. Fairfax, Virginia  
CIVIL ENGINEERING

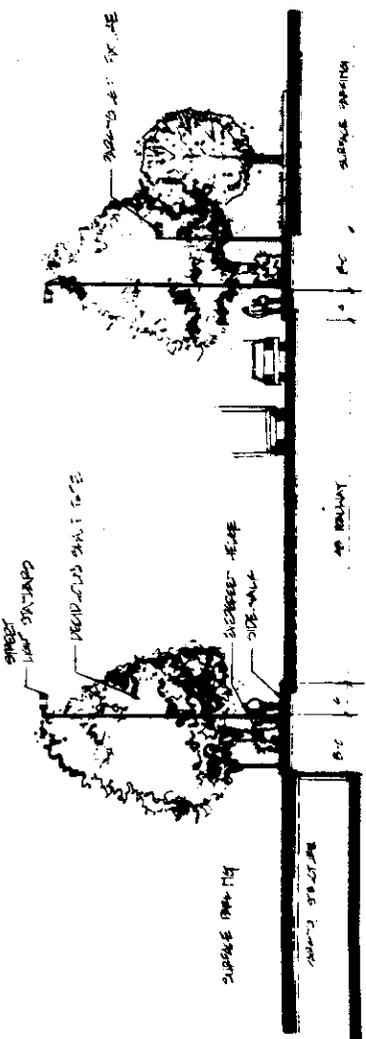
**PLAN**

RZ-84-P-129

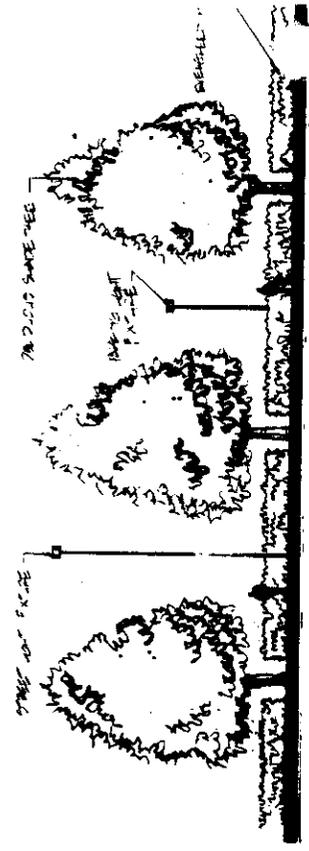




**STREETSCAPE PLAN**  
SCALE: 1/8" = 1'-0"



**STREETSCAPE SECTION**  
SCALE: 1/8" = 1'-0"



**STREETSCAPE ELEVATION**  
SCALE: 1/8" = 1'-0"

# MetroPlace at DUNN LORING

NV COMMERCIAL, INC.  
DEVELOPER  
HELLMUTH, OBATA & KASSABAUM, P.C.  
ARCHITECTURE, PLANNING

McLean, Virginia  
Washington D.C.

Fairfax County, Virginia

## STREETSCAPE DETAILS

BARTON-ASCHMAN ASSOCIATES, INC.  
TRAFFIC ENGINEERING  
Washington D.C.  
DEWBERRY & DAVIS, INC.  
CIVIL ENGINEERING  
Fairfax, Virginia

RZ-84-P-129

REVISED 13 JUNE

SEE LANDSCAPE PLAN FOR  
KEY TO STREETSCAPE DE





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

DESCRIPTION OF THE APPLICATION

The applicant is requesting approval of a rezoning on a site known as Tract B in the Dunn-Loring Metro Station Study Area. This tract is 18.3 acres in size. The applicant is requesting that 9.94 of these acres be rezoned from the R-3 (Residential, three dwelling units per acre) District to the PDC (Planned Development Commercial) District, and that the remaining 8.33 acres be rezoned from the R-3 District to the PDH-40 (Planned Development Housing, 40 dwelling units per acre) District. Within the PDC segment of the site the applicant is proposing to develop 518,000 square feet of office space, 26,000 square feet of service retail space and 115,000 square feet of residential space (approximately 112 dwelling units). Within the PDH-40 portion of the application property the applicant proposes to construct 54,000 square feet of service retail space, 401,000 square feet of residential space (approximately 400 dwelling units) and a community center which is 2,000 square feet in size. The total amount of development on the site would thus be 1,116,000 square feet, with approximately half of the development being residential and half of the development being commercial.

The applicant is also requesting approval of a Final Development Plan for both zoning districts. It should be noted that the applicant has submitted one Conceptual Development Plan and one Final Development Plan, each of which addresses the PDC and PDH components of the proposal.

Further, the applicant is requesting approval of a modification of the barrier requirements along the northern and western edges of the site.

It should also be noted that the applicant has shown both a requested parking reduction and the use of compact car parking spaces on the site. Both of these reductions will require separate approval by the Board of Supervisors.

The applicant's Draft Proffers, Affidavit and Statement of Justification are contained in Appendices 1 through 3, respectively.

### LOCATION AND CHARACTER OF THE AREA

The application property is located at the southeast quadrant of the intersection of Interstate 66 and Gallows Road. The site is bounded to the west by the Dunn-Loring Metro station which is located on R-1 zoned land. South and east of the site is Merrifield Village apartment complex which is zoned R-20. North of the site is I-66. Across I-66 from this site is Stenwood Elementary School and a development of single family detached homes which is zoned R-3.

The site itself is occupied by the Belleforest neighborhood of single family detached homes.

### COMPREHENSIVE PLAN PROVISIONS

The 18.3-acre property is located in Tract B of the Dunn Loring Metro Station Area of the Vienna Planning District in Planning Area II. Conformance with the Comprehensive Plan has been evaluated by reviewing the application in light of the following citations from the Comprehensive Plan:

In the Dunn Loring Metro Station Area section, under Land Use Plan for the Transit Development Area, the text reads:

"The Plan for Transit Development Area calls for a mix of office, retail and residential uses. Figure 3 illustrates the land use plan for the Transit Development Area. Figure 4 illustrates the conceptual organization of land uses.

The land use plan ensures a balanced mixed use development which is both Metro-oriented and compatible with the surrounding community. The Board of Supervisors general goals for the station are the promotion of Metrorail ridership, equitable distribution of development, maintenance of Level of Service D or better, and the reduction of automobile dependency while maintaining commuter accessibility. It is necessary that new development be responsive to general criteria and site-specific conditions, which focus on mitigating potential impacts. The following 15 development criteria apply to all sites in the Transit Development Area:

1. Development applications within the Transit Development Area should be accompanied by a development study report which describes the impacts of the proposed development and demonstrates the proposal's conformance with the Comprehensive Plan and adopted Board of Supervisors policies.
2. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 3, 4, 5, 6, and 7.
3. Proffer of a development plan that provides exceptional quality site and architectural design, streetscaping, urban design and development amenities. The applicant will submit an urban design plan which achieves superior design quality.
4. Substantial land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
5. Provision of a phasing program which includes on-and off-site roadway, intersection, signalization and parking improvements as related to the development program. Any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate traffic problems in the station vicinity. Accordingly, further development shall be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D in the long-term and not exacerbating overall existing conditions in the short-term. If Transportation System Management techniques are utilized to affect the development density, intensities related to TSM success shall be subject to phasing as described in the section entitled Transportation System Management Strategies of this Plan. Further, when in the opinion of the County, intensities warrant, the developer may be required to phase development and to limit the timing of phases to a demonstration that roadway system capacity exists or will exist in the short-term. Monitoring to the satisfaction of Office of Transportation may be required of the developer toward demonstrating that system

capacity is in balance with the development program.

6. Provision of on-and off-site public facility improvements, or funding of such improvements, to accommodate impacts associated with new development. A public facilities phasing program should be implemented to ensure that the identified improvements are in place in accordance with development phasing. Improvements are the responsibility of both the public and private sectors. If the provision of adequate public facilities is not completed, then the developer should reduce development density to a level deemed satisfactory by the County.
7. Provision of design, siting, style, scale and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
8. Contributions toward the provision of an environmental monitoring program for noise and air quality.
9. Orientation of development toward the Metro station.
10. Creation of a pedestrian oriented environment recognizing the need for interparcel connection, access to the Metro Station, and pedestrian circulation.
11. Inclusion of energy conservation features.
12. Inclusion of affordable housing in residential projects or projects with residential components that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if dwelling units are provided for low-and moderate-income households and in accordance with County policy. Development proposals must be reviewed by the Department of Housing and Community Development.

13. Provision of structured parking (above or below grade). If surface parking is permitted, it should provide the highest level of screening at the street level. Parking lot(s) should also provide the highest level of interior screening and landscaping. Screening should be adequate to reduce glare into residential neighborhoods.
14. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.
15. Provision and construction of environmental facilities using the Fairfax County's Best Management Practices standards.

In addition to these 15 general criteria, site-specific conditions are identified with the following recommendations for each of the tracts in the Transit Development Area.

#### TRACT B

Tract B includes the Belleforest neighborhood and adjacent underdeveloped parcels to the south along Gallows Road. The tract is surrounded by I-495, I-66, Gallows Road and the Merrifield Village Apartments, and lies directly across Gallows Road from the Metro station complex. This tract is recommended for mixed use with a maximum FAR (for all uses, including residential) of 1.4. The level of commercial development should not exceed one-half of the total gross floor area for the entire mixed-use development. Appropriate retail and service uses designed to serve the development on this tract should be encouraged, and retail floor area should be treated as 50% commercial for purposes of determining the allowable commercial square footage. To be considered for the maximum level of development, the following site specific conditions must be met along with the 15 general development criteria:

- o The commercial component of the development must be oriented closest to the Metro station.
- o A transition downward of development heights adjacent to the Merrifield Village Apartments

should occur as a means to reduce the physical impact of Tract B development on the existing apartment complex. This transition should be in addition to the maintenance of the existing 100 foot buffer located in Tract C.

- o Street level activity zones should be provided and include retail activities, abundant landscaping and pedestrian amenities.
- o Adequate pedestrian connections between the station and residential communities east and south of Tract B should be provided through the new development. This should include adequate pedestrian access across Gallows Road which is well designed for safety and aesthetics.
- o If at the time of development of Tract B it is determined that the extension of Hartland Road is in the best interest of County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road.
- o Development on parcels facing Gallows Road should provide for rights-of-way.

#### Building Heights

To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Dunn Loring Metro Station Area, the development building heights should not exceed those as shown in Figure 5. A maximum height of 144 feet applies to the portions of Tracts F and G near the station eligible for a 1.25 FAR; and to the commercial component of Tract B located in the northern portion of the tract and to the parcels within that tract fronting Gallows Road. Eighty-four feet is the height limit elsewhere in Tract B. Tract C has a height limit of four stories. The portion of Tract E north of the new east-west connector road is limited to 84 feet while the height limit south of the new road is 96 feet. Ninety-six feet is the height limit for the remaining portions of Tracts F and G. To be considered for the maximum height limits, all general criteria must be satisfied with particular

emphasis placed on site plan and architectural design excellence. These heights reinforce the Metro station as the focal point for activity by providing a strong identity for the community yet cluster away from nearby existing residential areas. New development adjacent to existing neighborhoods should be stepped back from the residential areas as appropriate.

#### Pedestrian Circulation

Improvements in the pedestrian circulation system shown in Figure 6 are needed throughout the Transit Development Area to facilitate access to the Metro station and to new development. In addition to the functional benefits, such improvements can also upgrade the appearance of the area and create a sense of identity and strong pedestrian organization throughout the community.

For the entire area, a pedestrian circulation and streetscape system will provide an interconnected system of landscaped walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, interparcel access, and provides streetscape, that is, special physical treatments (landscaping, lighting and street furniture) to enhance the pedestrian experience. Bicycle trails should be provided where appropriate. The decision regarding specific bicycle routes should be made in association with each community. Throughout the Station Area, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and existing neighborhoods. In addition, these improvements around the immediate station area should be linked to existing pedestrian systems outside the area.

#### Open Space and Landscaped Buffers

Figure 7 shows where open space and landscaped buffer areas should be located in order to mitigate the impact of new development and improve the appearance of the area. Landscaped buffer areas -- strips of land that are intensely planted with trees and shrubs and which may include berms -- are generally recommended on parcels which abut existing residential development."

The Area II Plan map shows that the property is planned for mixed residential/office use. A map in the text indicates that the property is planned for development with a height limit of 144 feet in the area nearest the Metro Station and a limit of 84 feet in the area adjacent to the Merrifield Village Apartments.

An evaluation of this application relying on the cited Comprehensive Plan guidance is attached as Appendix 4.

### DEVELOPMENT ANALYSIS

#### Development Plan Description

The proposed Conceptual and Final Development Plans (CDP and FDP) show two entrance points onto Gallows Road, both of which are aligned with the entrances to the Metro station parking lot across the street. The two roadways into the site form a loop from the southwestern corner and the northern portion are then combined into one road, which ends at the northeastern corner of the site. This road terminates at the property line, at the point at which Hartland Road on the adjacent site would be located if it were extended to the property line.

The northern portion of the site is proposed to be developed with three office buildings, each of which is adjacent to a parking garage which will serve it. The northernmost building on the site is proposed to be approximately 144 feet tall (12 stories). This building is bounded to the east by a four level parking garage, one level of which will be below grade. The two remaining office buildings on the site are proposed to be 113 feet tall (eight stories). The CDP and FDP note that the first floor of these buildings will be occupied with retail space. The eight story office building in the northwestern corner of the site is bordered to the north by a three level parking structure (one level of which is below grade). This parking structure borders I-66. The eight story office structure along the eastern edge of the site is also bordered by a parking structure. This structure is to the east of the office building and is proposed to be four levels in height, one of which is below grade.

At the center of the site, along Gallows Road, is an L-shaped building which is proposed to house both residential and retail development. This building is six stories tall at its highest point, and tapers downward so that, at its lowest point, the structure is two stories in height. The ground floor of each wing is occupied by retail space, and all of the upper floors are occupied by residential units. This L-shaped structure is oriented toward the Metro station, and in front of its entranceway the applicant is proposing to provide a plaza with a fountain, special paving, and possibly an outdoor seating area or outdoor cafe. The parking for this structure is located behind the building, with at grade spaces, and a two level garage beneath the surface parking area.

The final components of the proposed development are the three residential buildings which are located in the southeastern corner of the site. This tier of buildings is also L-shaped and mirrors the retail/residential buildings in front of them. The three buildings are all proposed to be 84 feet tall (seven stories). The central building is proposed to have retail space occupying its first floor. The proposed community center is also located in this central building. Additionally, a swimming pool is being provided for the residents of the development, in the southeastern corner of the site.

In addition to the CDP and FDP the applicant has submitted a landscape plan which shows shade trees interspersed with evergreen hedges being planted along the edges of the development's internal streets, and in the median of the primary entranceway. Additionally, this plan shows ornamental trees being planted along the front of the retail/residential component, and on all plaza areas. Evergreen plantings are proposed around the entire perimeter of the site, screening it from the adjacent residential development and I-66. In addition to this landscape plan, the applicant has submitted detail plans for the plaza/entryway feature at the entrance to the retail atrium and for the pool/community center/retail component of the residential building complex. These plans show the use of plant material, lighting fixtures, specialty paving and a water feature to provide the sense of an urban plaza. Also, the applicant has submitted an illustrative section which depicts landscaping of the parking structures. This plan indicates that there will be planting on the top level of

parking structures, as well as around the perimeter of each of these decks. The plan also indicates that all of the structures will be set into the topography in order to minimize their visibility.

Also, the applicant has submitted a pedestrian circulation plan which shows a set of principal pathways along the development's internal streets, along the retail plaza area and to the residential area. A secondary pathway system is provided from the street system to the individual office and residential structures.

#### Environmental Analysis

The following environmental concerns should be addressed with this application: the attenuation of noise from I-66, the need to make provision for environmental monitoring of air and noise quality, the need to provide high quality landscaping on the site, the need to provide energy conservation measures in construction of the buildings and the need to provide high quality stormwater management facilities (BMP's) on the site.

First, the applicant has committed in the draft proffers to use construction techniques to mitigate highway noise, in conformance with the County's noise guidelines.

Second, the applicant has proffered in draft to contribute on a pro-rata basis an amount determined by Fairfax County, but not to exceed \$25,000, to provide an environmental monitoring program for noise and air quality.

Third, the applicant has proffered in draft substantial conformance with the landscape plan which is contained in this report. This plan includes extensive landscaping both within the site and on its perimeter, and exemplifies the quality of design called for by the Comprehensive Plan.

Fourth, the applicant has proffered in draft to construct buildings on the site in conformance with the Northern Virginia Builders Association E-7 Energy Award Program. Thus satisfying the County's concern about energy conservation.

Finally, the applicant has proffered in draft to provide BMP's on the site which are constructed in accordance with Fairfax County Public Facilities Manual standards, thus satisfying all of the environmental concerns raised with this application.

### Design Analysis

The CDP and FDP are in harmony with the height and land use relationships which are specified in the Comprehensive Plan. And, in staff's estimate, the applicant has done a good job of creating a sense of community within the retail and residential component of the development. The buildings' unique rooflines tie them together, as does the shape of the building groupings, and the pedestrian pathway system. However, the grouping of office buildings does not share this sense of continuity. The facades of the buildings and the proposed rooflines are not complementary to the non-office portion of the development. Also, the office buildings are physically separated from the rest of the site by the development's internal street, and the buildings are oriented inward on themselves, rather than toward the other buildings on the site and toward the Metro station. The applicant's has responded to this concern by proffering to use building materials for the office buildings which are compatible with the building materials used for the residential buildings, in order to create a unified appearance. Also, the applicant has noted that final design of these office buildings has not yet been undertaken, and therefore the applicant is unwilling to make final commitments as to the design. However, the applicant has proffered to submit architectural drawings of the office buildings to the Office of Comprehensive Planning for their review at the time of site plan submission in order for OCP to determine if the buildings are compatible with the residential structures.

Also of concern is the impact that the parking structures will have on this development and on adjacent properties. The applicant proposes to locate parking structures along I-66, along Gallows Road and along the eastern property boundary. Staff is concerned that this will visually overwhelm adjacent sites. The applicant has responded to this concern by noting that the parking structures will be set into the topography wherever possible, thus minimizing bulk. Also, the applicant has proffered that the parking structure which faces Gallows Road will be constructed of materials which are compatible with adjacent office buildings. Also, the applicant has proffered that the other parking structures on site will be constructed of either brick, architecturally treated concrete or pre-cast concrete, and architectural rail systems. Further, the applicant's landscape plan indicates that the top floor of the parking decks will be landscaped. This will also help to alleviate their visual impact.

### Transportation Analysis

The Transportation Analysis is contained in Appendix 5. Comments from VDOT are contained in Appendix 6. The County's analysis indicates that the newly adopted Comprehensive Plan language for this site requires that all new developments provide a sufficient level of transportation-related improvements in order to offset their impact, as well as provide specific frontage improvements identified in the plan. In this case there are two specific areas which need to be addressed. These are the need for frontage improvements and road widening along the site's Gallows Road frontage, and the need to increase capacity in the area around the development in order to accommodate the additional trips which will be generated by the proposal.

First, the applicant has agreed to provide sufficient right-of-way to widen Gallows Road, to a half-section of a six lane road. Also, the applicant is constructing right and left turn lanes into the site's southern entrance, and a right turn lane at the northern entrance with a channelization configuration which will prohibit left turn lanes into the entrance.

Also, the applicant has proffered to provide traffic signals at both entrances to the site. The applicant has verbally committed to provide construction easements along the Gallows Road frontage of the site.

Secondly, the applicant has proffered to a number of off-site road improvements. With the construction of the first office building the applicant has agreed to construct:

- o An additional two lanes eastbound from Prosperity Road at the metro station opposite the southern access to the site to northbound Gallows Road.
- o The right turn lane from northbound Prosperity Avenue to the eastbound Lee Highway.
- o The right turn lane from westbound Lee Highway to northbound Gallows Road.

With the second office building, the applicant has committed to construct the right turn lane on southbound Gallows Road to westbound Lee Highway.

And, with the third office building, the applicant will construct the extension of Porter Road from the southern boundary of parcel 52 to connect with Lee Highway. This roadway shall consist of a 48 foot road section from face of curb to face of curb within a 60 foot right of way.

These improvements will be sufficient to increase the capacity of the road network surrounding the site enough to accommodate the proposed development.

It should be noted that VDOT is doing a study on the potential right-of-way needs for I-66 if the HOV lanes are expanded. The applicant has not committed to address the need for additional right-of-way because the study is still underway and no final determination has been made as to what additional land might be needed along the frontage of the property.

#### Public Facilities Analysis

Information regarding the availability of sanitary sewer service, fire and rescue service, Park Authority comments and School Board comments are contained in Appendices 7 through 10, respectively. The sanitary sewer analysis indicates that there is insufficient capacity to handle the proposed development. This analysis notes that the sanitary sewer line crossing Route 495 does not have sufficient capacity to accommodate the flow projected from the development of this site. In response to this concern the applicant has proffered to replace the inadequate line prior to the issuance of an occupancy permit for any building on the site. There appear to be no other problems associated with this application.

#### Zoning Ordinance Provisions

The applicant is requesting rezoning to the PDC and PDH-40 Districts. The Zoning Ordinance states that development requests involving use of a "P" District should have innovative design and provide benefits to the County which could not be achieved through the use of a conventional zoning district. In this instance there is very specific Comprehensive Plan language which describes the development which is appropriate on this site. In order to achieve the recommended mix and intensity of uses implementation of a "P" District is necessary. In addition, through the use of a "P"

District the applicant is supposed to achieve superior design on the site. As noted in previous sections of the staff report, with the proffers and Final Development Plan the applicant has achieved this objective.

In addition to the Zoning Ordinance's stated purpose for "P" Districts there are specific district requirements which need to be satisfied. The Zoning Ordinance requirements for these districts are as follows.

	<u>PDC District</u>	<u>Provided</u>
Min. Dist. Size sq.ft.(gfa)	100,000 sq.ft.(gfa)	518,000
F.A.R.	1.5, with bonus provisions to 2.5	1.52
Open Space	15%	30%
Resid. as a secondary use	50% of area of principal use	Resid. in PDC is 22% of area proposed for offices
Setback from an Interstate Highway	75'	100'
Front Yd.	25 degree ABP, but not less than 40' (C-4)	at least 25 degree ABP, 100'
Side Yd.	No Requirement	N.A.
Rear Yd.	20 degree ABP, but not less than 25' (C-4)	N.A.

Note: The preceding bulk requirements were taken from the C-4 District because the Zoning Ordinance states that those requirements in a "P" District shall resemble those of the most similar conventional zoning district. The intensity permitted by the C-4 District is most similar to the intensity of use proposed by the applicant in this PDC application.

The application satisfies all of the foregoing Zoning Ordinance requirements for the PDC District. It is noted that the proposed F.A.R. exceeds by .02 the amount of permitted F.A.R. Thus a small percentage of the development will need to qualify for the bonus density permitted by the Ordinance. The Ordinance permits bonus density based on the provision of excess open space. The Ordinance states that not more than a 2% bonus shall be granted for each additional 1% of open space which has been provided. The applicant is providing approximately 15% more open space than required in the PDC District, and is requesting a bonus of 1.3% in F.A.R. Clearly this additional F.A.R. is warranted under the Zoning Ordinance.

	<u>PDH-40</u>	<u>Provided</u>
Min. Dist. Size	2 acres	8.33 acres
Density	40 d.u./ac. (with bonus provisions to 50 d.u./ac.)	48.13 d.u./ac.
Open Space	35%	39%
Bldg. Ht.	150' (R-30 Dist.)	84'
Front Yd.	25 degree ABP, but not less than 20' (R-30 Dist.)	at least 25 degree ABP, with a min. yd. of 35'
Rear Yd.	25 degree ABP, but not less than 25' (R-30 Dist.)	at least 25 degree ABP, with a min. yd. of 25'

Note: the preceding bulk requirements are taken from the R-30 District because the Zoning Ordinance states that these requirements in a "P" District shall resemble those of the most similar conventional zoning district. The R-30 District is the most intense conventional residential district and therefore comparison of the proposed development with its requirements is appropriate.

As with the request for the PDC District, the applicant is requesting approval of bonus density. Approximately 20% of the units requested are bonus units and thus need to be justified utilizing Article 6-109 of the ordinance. This article permits the use of bonus units if one or more of the following has been achieved: more open space than required by the Zoning Ordinance has been provided; there are unique design features and/or recreational facilities on the site; underground parking facilities have been provided; historic features have been preserved; low and moderate income housing has been provided; the Comprehensive Plan recommends a higher density than proposed with an application; or, if design techniques have been used to achieve solar benefits. The applicant has provided open space above County minimum requirements, all parking for the residential units has been provided underground, the County's Department of Housing and Community Development is working with the applicant to achieve County goals in the provision of low and moderate income housing, and the site has been designed to capitalize on the fact that it is adjacent to a Metro site. Thus, the approval of bonus units is warranted. The applicant's calculation of bonus density is contained in Appendix 11.

Additionally, the applicant is requesting a waiver of the barrier requirements to the north and east of the site. Transitional screening 1 with Barriers D, E or F a 25 foot landscaped strip with a 42-48 inch chain link fence or a 6 foot brick or wood fence.

Paragraph 11 of Article 13-111 permits the waiver of a barrier request. Where land abuts an interstate highway. Thus, a waiver of the barrier requirement to the north would be appropriate. Also, Paragraph 12 of Article 13-111 permits the waiver of a barrier request. Where the topography of the site provides sufficient screening. In this case, the land to the east of the site is somewhat lower, and this topography coupled with the fact that the existing vegetation on the border of the site will be retained will act as an acceptable barrier. Thus, waiver of the barrier request to the east of the site would also be appropriate.

#### Comprehensive Plan Provisions

The Comprehensive Plan recommends that the application site be developed as a mixed use project, with equal amounts of residential and commercial development. The maximum F.A.R. over the entire site is not to exceed 1.4. However,

the Plan further states that if the maximum level of development is requested there are fifteen general criteria and five criteria which are specific to Tract B which must be achieved.

An analysis of the general criteria, and how the applicant has addressed them is as follows.

- Applications shall be accompanied by a Development Report which assesses the impact of the development on surrounding property.

A copy of the applicant's analysis is contained in the Statement of Justification in Appendix 1.

- Development shall occur in conformance with the Urban Design Concept Plan which addresses such concepts as height, land use and transportation as described in Figures 3, 4, 5, 6 and 7 of the Plan.

The applicant's Development Plan implements these design standards.

- A Development Plan which incorporates good design, and includes streetscaping and urban design amenities shall be proffered.

The applicant has proffered substantial conformance to all plans described in this report.

- Land consolidation to achieve Plan objectives shall be required.

The applicant has consolidated all land in Tract B.

- A phasing program which addresses the provision of on and off-site road improvements which will mitigate the impact of the proposed development shall be provided.

The applicant has submitted a traffic study which outlines necessary road improvements, and has committed to provide these improvements, in a phased time frame.

- Public facilities which are adequate to accommodate proposed development in the area should be provided. The Plan notes that this is the joint responsibility of the public and private sectors.

The only public facility which is inadequate to serve this site is the sewer capacity. The applicant has proffered to upgrade the necessary line in the area prior to the issuance of occupancy permits for any building on the site.

- Development should be compatible with surrounding uses and should enhance the area in which it is located.

The site proposes to place residential development adjacent to existing residential development, and to locate commercial and office space adjacent to, and oriented toward, the Metro site.

- Contribution shall be made to an environmental monitoring program for noise and air quality.

This has been proffered to by the applicant.

- Development shall be oriented toward Metro.

This has been achieved by using the retail plaza, directly across the street from Metro as the focal point and entrance to the site.

- Pedestrian connections shall be provided within the site and to other parcels.

The applicant has committed to the provision of a pedestrian circulation plan which provides pathways to the Metro station, to the adjacent multifamily development, and to the buildings within the development.

- Energy conservation features shall be included.

The applicant has proffered to the E-7 Program.

- Low and moderate income housing shall be provided in accord with County policy.

The applicant has been working with the County's Department of Housing and Community Development to achieve this objective. A memo from HCD is attached as Appendix 11. This memo states that the applicant's commitment to provide 5% of the units on the site as low and moderate income housing is sufficient to warrant credit for this requirement. These units will be made available whether the residential units are rental or for sale.

- Structured parking shall be provided, and all parking areas shall be well landscaped.

A majority of the parking spaces on the site are located in structures, and the applicant has committed to landscaping the top decks of parking garages and the perimeters of all parking areas.

- Access points to developments shall not conflict with Metro access points.

Both entrances to the site are aligned with the entrances to the Metro Parking Lot across Gallows Road from the site.

- BMP's shall be provided by the applicant.

This has been proffered to by the applicant.

In addition to these general criteria, the application must also satisfy the specific Plan language for Tract B. These requirements include the following.

- Commercial development shall be closest to the Metro.

This has been achieved as shown on the CDP and FDP.

- Heights shall transition downward from I-66 to the adjacent Merrifield Village Apartments.

The applicant has accomplished this as shown on the CDP and FDP.

- Street level activity zones shall be provided which include retail activities, landscaping and pedestrian amenities.

As previously described these concerns about pedestrian amenities, landscaping and retail space have been addressed by the applicant with their CDP and FDP.

- Adequate pedestrian connections shall be provided through the site to the Metro.

The applicant is showing a pathway system which terminates at the property line for the Merrifield Village Apartments. Thus residents of these buildings will be able to traverse the site and access the Metro station.

- Provision shall be made for the extension of Hartland Road, including a possible financial commitment to this extension.

The applicant has designed their internal road so that it terminates adjacent to where Hartland Road would connect to Tract B if it were extended. The applicant has also proffered that if the vertical alignment of Hartland Road needs to be adjusted to accommodate a connection, this will be provided.

- Sufficient right-of-way should be provided for the widening of Gallows Road.

The applicant has proffered to provide 65.5 feet of r-o-w on Gallows, and widen the facility. However, it is not clear that the provisions which have been made for road widening will be adequate to address the Plan need for a half section of a six lane divided road. The applicant is providing two full through lanes and right and left turn lanes into the site. However, a full third lane, with turn lanes is required.

Thus, the applicant has satisfied all of the general and specific Plan criteria for development on Tract B.

#### STAFF CONCLUSIONS AND RECOMMENDATION

##### Conclusions

The application is a request for the maximum amount of development recommended by the newly adopted Plan language for the Dunn-Loring Metro Station Study Area. The proposed development is in harmony with all of the Plan's requirements for achieving the maximum level of development. The exceptions are the lack of provision of 15% of the dwelling units for persons of low and moderate income and the lack of adequate sewer capacity.

The application also conforms to the Zoning Ordinance requirements for the PDC and PDH Districts. In addition, because of the mixed use nature of the development, which is recommended by the Plan, the use of a "P" District would be appropriate.

Recommendation

Staff recommends that the 9.94 acres designated on the CDP/FDP as "PDC" be rezoned from the R-3 District to the PDC District subject to the execution of proffers consistent with those contained in draft in the staff report.

Staff also recommends that the 8.33 acres designated on the CDP/FDP as "PDH-40" be rezoned from the R-3 District to the PDH-40 District subject to the execution of proffers consistent with those contained in draft at the end of this report.

Staff further recommends that the barrier requirements to the north and east of the site be waived.

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

APPENDICES

1. Draft Proffers
2. Affidavit
3. Statement of Justification
4. PAB Analysis
5. Transportation Analysis
6. VDOT Analysis
7. Sanitary Sewer Analysis
8. Fire and Rescue Service Analysis
9. Park Authority comments
10. School Board comments
11. HCD comments
12. DPW comments
12. DEM comments
13. Applicant's justification of bonus density
14. Glossary

PROFFERS

RZ 84-P-129

July 1, 1987

Pursuant to Section 15.1-491 (a) Code of Virginia, 1950 edition as amended, subject to the Board of Supervisors approving the rezoning to PDC and PDH-40 and approval of the Conceptual and Final Development Plan consisting of the following uses: 518,000 square feet of office gross floor area; 518,000 square feet of residential gross floor area; 80,000 square feet of retail gross floor area; and approximately 2,000 square feet of community center, the Applicant proffers the following:

1. The subject property shall be developed in substantial accordance with the Conceptual and Final Development Plans prepared by HOK, architects and planners, dated June 15, 1987, as revised.

2. The Applicant shall provide the following along the subject property's frontage as graphically illustrated in the attachment prepared by Barton-Aschman made a part hereof dated June 24, 1987.

a) Dedicate right-of-way measured 65.5 feet from existing centerline of Gallows Road.

b) Construct a third through lane between the property's southern boundary line and the northern access road within the dedicated right of way. In addition, Applicant shall construct a right turn lane on northbound Gallows Road extending from the southern boundary of the site to the southern access to the site. At the time of the widening of the Gallows Road bridge over I-66 the Applicant agrees to construct a right hand turn lane to the site's north access road along the frontage of Gallows Road for a distance of 250 feet. If the Gallows Road bridge is not widened prior to the completion of the last phase of this project, the Applicant agrees to escrow the funds necessary as determined by DEM to complete this improvement.

c) The Applicant agrees to provide the following on-site dedication and temporary easements along the frontage of Gallows Road between the site's north access road and the right of way of I-66:

o Dedicated right of way not to exceed 77 feet from centerline for the slopes/grading required for the widening of Gallows Road to a six lane facility.

o Provide a temporary construction easement not to exceed 92 feet from the centerline of Gallows Road.

d) Provide a stubbed vehicular connection to the east for future connection to Hartland Road, as shown on the FDP. This connection shall be constructed to the property line as a private street and shall be designed to meet the vertical alignment of a future, possible extension of Hartland Road.

e) Subject to VDOT approval, reconstruct the median in Gallows Road between the site's southern access road and the site's northern access road to provide a south bound left hand turn lane at the southern access road. This construction may require modification by the Applicant to the existing north bound left hand turn lane for WMATA's "kiss and ride" entrance.

f) Applicant agrees to provide signals at each of the two subject site entrances to Gallows Road when warrants are achieved and signals are approved by VDOT.

Density for all on-site land areas dedicated for right of way shall be reserved in perpetuity pursuant to Section 2-308 of the Fairfax County Ordinance.

3. The use of mass transit, ride-sharing, and other transportation strategies to reduce single-occupant vehicular traffic generated by site development during peak periods shall be implemented to reduce peak hour trip generation. Lessees shall be advised of this transportation strategy Development Condition. The following transportation management strategies shall be implemented by the developer and/or the occupants of the building(s):

a) Voluntary car pool/van pool programs shall be established for employees occupying office space on the property, and the program shall be under the direction of a transportation director provided by the occupants of the buildings on site.

b) A program for matching car pool and van pool service shall be coordinated with various governmental agencies and other private employers in the immediate area.

c) Convenient parking in preferred locations shall be designated for car pool/van pool use.

d) Mass transit usage shall be encouraged and promoted by the transportation director, including the construction of bus stops and/or shelters (as required by mass transit service to the site) and/or pedestrian walkways linking access to adjacent properties.

e) Applicant will conduct a transportation analysis upon occupancy of 50 percent of the subject property's square footage. In the event the projected trip generation rates set forth in the study by Barton-Aschman dated \_\_\_\_\_ are exceeded, the Applicant shall undertake additional TSM techniques as necessary to achieve the said projected rate. If the rates are not accomplished at the 50 percent occupancy, the Applicant shall conduct a similar study at 75 percent occupancy with added TSMS implemented if necessary.

4. The Applicant agrees to develop in accordance with the Urban Design Concept plan for the transit development area for building heights, pedestrian circulation, open space, and landscaped buffers as illustrated in the adopted sector plan.

5. Applicant shall develop the property in substantial conformance with the accompanying Landscape Plan prepared by HOK dated June 15, 1987, which indicates high quality site and architectural design, streetscape, urban design, and development amenities.

6. Applicant agrees to contribute on a pro-rata share basis an amount determined by Fairfax County to provide an environmental monitoring program for noise and air quality on the subject property. Such cash contribution shall be provided to the County upon approval of non-rups for at least 50 percent of the development of the subject property. Said cash contribution shall not exceed Twenty-Five Thousand Dollars and No/100 (\$25,000.00).

7. Applicant agrees to provide at grade pedestrian linkages connecting the subject site to the Dunn Loring Metro Station as shown on the FDP. The crossing shall include special pavement materials, marked pavement, traffic signals with pedestrian activated cycles, subject to VDOT approval.

8. Applicant and/or assigns agrees to provide the following options to promote affordable housing:

a) For those units built originally as rental units, the developer will make available, for a period of twelve (12) years, multifamily rental units for low and moderate income families in an amount equal to five percent (5%) of the total number of residential rental dwelling units ultimately built on the subject property. Units reserved for occupancy by low income families will be two (2) bedroom apartments for which initial rents will be established at levels affordable to households at sixty percent (60%) of the median income of the Washington, D.C. Metropolitan Statistical Area. Tenants will be required to pay no more than thirty percent (30%) of gross monthly income for rent and utilities.

This requirement will become effective within ninety (90) days upon obtaining ninety-five percent (95%) occupancy in the project and as units become available and will remain effective for the ensuing twelve (12) years. Applicant and/or assigns may raise rents on the units subject to this requirement at the same rate at which it increases rent for comparable units in the development rented at market rents, or to the degree that the median income rises in the Washington, D.C. S.M.A. Applicant and/or assigns agree to enter into a Private Rental Program Agreement with the Fairfax County Private Rental Program Agreement with the Fairfax County Redevelopment and Housing Authority to monitor applicant's compliance with this proffer.

b) For those units built originally for sale, the Applicant will sell five percent (5%) of those units to the Fairfax Redevelopment Housing Authority at cost for resale under the moderate income direct sales (MIDS) program. It is understood that cost will not exceed a price that would be affordable within the published income limits for the MIDS program. The MIDS units shall be distributed throughout the residential building.

9. Storm water management facilities constructed on the subject property shall meet the standards and policies adopted in the Fairfax County Public Facilities Manual to meet Best Management Practices facilities (BMP) for the purpose of water quality protection.

10. Applicant shall construct the below listed off-site road improvements. In the event that the existing dedicated right of way will not accommodate those improvements, Applicant will use best efforts to acquire and request County to pursue advanced dedication and reservation of density. If the Applicant is unable to acquire the said right of way, the Applicant shall request the Board of Supervisors to condemn at the Applicant's sole expense. The Applicant shall provide the road improvements consistent with the phasing schedule as set forth below:

a) Prior to the issuance of non-rups for the first office building the Applicant shall construct:

o An additional two lanes eastbound along Prosperity Avenue for a distance of 200 feet plus a 100 foot transition at the metro station opposite the southern access to the site.

o A right turn lane from northbound Prosperity Avenue to eastbound Lee Highway.

o A right turn lane from westbound Lee Highway to northbound Gallows Road.

b) Prior to issuance of non-rups for the second office building, the Applicant will construct a right turn lane on southbound Gallows Road to westbound Lee Highway.

c) Prior to issuance of non-rups for the third office building, the Applicant shall construct the extension of Porter Road from the southern boundary of parcel 52 to Lee Highway. This roadway shall consist of a 48 foot road section from face of curb to face of curb within a 60 foot right of way.

d) In the event the Applicant acquires any of the said off-site rights of way, the Applicant shall be entitled to Final Development Plan Amendment to include density from the acquired parcels based upon the then existing zoning on the acquired sites.

The above referenced improvements shall be subject to the approval of VDOT and the Fairfax Office of Transportation. All off-site improvements will utilize 11 foot wide travel lanes for all travel lanes from the centerline to the face of curb. All proposed off-site turn lanes shall be a maximum of 200 feet in length with a 50 foot transitional taper. Applicant anticipates County assistance in taking measures to minimize off-site acquisition costs. (e.g. Unless general County policy is changed to the contrary, advanced density credits shall be provided to reduce the expense of acquiring necessary off-site rights of way.)

11. Height of the buildings shall be in substantial accordance with the building heights as shown on the FDP.

12. With regard to the office buildings, Applicant and/or assigns proffers, in order to achieve a maximum interior noise level of 50 dBA Ldn within that area impacted by highway noise from I-66, having levels between 70 and 75 dBA Ldn, buildings shall have the following acoustical attributes:

a) Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 39.

b) Windows shall have an STC rating of at least 28. If windows function as the walls, then they shall have the STC rating specifications for exterior walls.

c) Sealing measures and caulking between surfaces shall be provided.

With regard to the residential buildings, Applicant and/or assigns proffers, in order to achieve a maximum interior noise level of 45 dBA Ldn within that area impacted by highway noise from Gallows Road, having levels in excess of 65 dBA Ldn, shall have the following acoustical attributes:

a) Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 39.

b) Windows shall have an laboratory STC rating of at least 28. If windows function as the walls, then they shall have the STC rating specifications for exterior walls.

c) Sealing measures and caulking between surfaces shall be provided.

13. Residential units shall be constructed using material and techniques which merit recognition for the Northern Virginia Builders Association E-7 energy award program.

14. Applicant agrees to provide the following facade treatments for the buildings proposed on the subject site:

a) Offices building facades shall consist of construction materials consistent with the following: brick, pre-cast concrete, stone, and glass. Entries will be substantially in compliance with details submitted in the FDP graphics.

b) Residential building facades shall consist of construction materials consistent with architectural stucco (example: dry-vit), brick, and glass. First and second floors of exterior facades shall be architecturally detailed consistent with FDP graphics. Roofs shall be peaked in a residential style. Balconies and ground floor patios shall be provided.

c) Parking structure facades facing Gallows Road shall have architectural treatment compatible with adjacent office buildings (materials, color, and finish). All parking structure facades shall be architecturally treated to include building materials consisting of pre-cast concrete, brick, architecturally treated concrete, and architectural rail systems. Parking structure landscaping shall be designed consistent with landscaping guidelines adopted by Fairfax County.

15. A shared parking reduction plan has been proposed in recognition of the subject site's proximity to the Dunn Loring Metro Station. In the event that either a compact car enforcement or shared parking plan is not approved, Applicant

shall provide parking consistent with Fairfax County Zoning Ordinance within areas depicted in the FDP.

16. Applicant will construct six foot barrier around the swimming pool in order to screen noise and visual impacts from the swimming pool to the properties located to the east. Hours of operation shall be 9:00 a.m. to 9:00 p.m. Membership shall be limited to residents of the residential buildings and tenants of the office buildings.

17. Facade materials for the office buildings shall be architecturally compatible with the residential buildings. Roofs and penthouses of the office buildings will be architecturally treated (e.g. cornice treatments, sloping roofs, setbacks and parapets, etc.). If necessary, the Office of Comprehensive Planning will review architectural materials at the time of site plan submission to determine architectural compatibility.

18. The Applicant agrees to honor the limits of clearing and grading as shown on the landscape plan.

19. Phasing - Applicant shall not obtain building permits for its third office building until construction has commenced on approximately one-half (1/2) of the residential units.

20. Applicant agrees to expend at least \$300 per unit for recreational amenities on site, consistent with the requirements of the PDH and PDC zoning ordinance districts. Expenditures for the swimming pool complex, the common area room for the residents, and the community center shall be credited toward this requirement.

21. The Applicant agrees to replace the existing eight inch sanitary sewer line with a \_\_\_\_\_ inch sewer line underneath I-495 concurrent with the construction of either the first office or residential building. No occupancy permits shall be issued for either an office or residential building prior to the completion by the Applicant and acceptance of the sanitary sewer by Fairfax County. The off-site sanitary sewer constructed by the Applicant shall be subject to the execution of a pro-rata or reimbursement agreement which will provide for reimbursement of \_\_\_\_\_ percentage of the total costs incurred by the Applicant. The Applicant also agrees to pay any reimbursement fees for existing improvements of other sewer lines serving this project.

22. Applicant agrees that the phasing of off-site transportation improvements shall be provided to mitigate each phase of construction as approved by the Office of Transportation.

23. Applicant shall satisfy the Office of Transportation that the off-site transportation improvements proposed will mitigate impacts of the subject site over a ten year build-out.

FAIRFAX-DUNN LORING  
LIMITED PARTNERSHIP

By: \_\_\_\_\_

\_\_\_\_\_  
Stephen M. Cumbie, Trustee

\_\_\_\_\_  
Lawrence A. Waters

\_\_\_\_\_  
Martha W. Waters

\_\_\_\_\_  
Terry B. Schroeder

\_\_\_\_\_  
John C. Warmenhoven

\_\_\_\_\_  
Marie W. Warmenhoven

\_\_\_\_\_  
Nelson A. Herrmann

\_\_\_\_\_  
Annette M. Herrmann

\_\_\_\_\_  
James Zarin

\_\_\_\_\_  
Glenda Beth Zarin

\_\_\_\_\_  
Robert J. Shafer

\_\_\_\_\_  
Elaine S. Shafer

\_\_\_\_\_  
Jack Walter, Jr.

\_\_\_\_\_  
Irma V. Selquist

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Jose Velazquez

---

Lisa S. Velazquez

---

Charles J. Traina

---

Anna M. Traina

---

Hilda S. Harrell Jones

---

Morris F. Cascio

---

Blanche R. Cascio

---

Jack N. Pitluk

---

Carolyn C. Pitluk

---

George Saliba

---

Naimeh Saliba

---

Thomas Dennis Poole  
c/o Mildred Poole

---

Frances K. Nelson Connor

---

Richard A. White

---

Evelyn S. White

RZ 84-P-129:DFTMDW

rev. 6/5/87  
6/8/87  
6/15/87  
6/16/87  
6/17/87  
6/23/87  
6/24/87

REZONING AFFIDAVIT

Appx ix 2

I, Stephen M. Cumbie, Trustee, do hereby make oath or affirmation that I am an applicant in Rezoning Application Number RZ 84-P-129 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:

Name	Address	Relationship
see attachment		

(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:

Name	Address	Relationship
see attachment		

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

Name	Address	Relationship
see attachment		

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)

Dwight C. Schar, Stephen M. Cumbie, William A. Moran -  
each contributed \$50.00 to the Egge campaign

WITNESS the following signature:

*Stephen M. Cumbie, Trustee*  
Applicant

ATTACHMENT

FAIRFAX-DUNN LORING

RZ 84-P-129

1. (a)

Fairfax-Dunn Loring Limited Partnership 1355 Beverly Road, Suite 300 McLean, Va. 22101	Contract Assignee/ Applicant
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Lawrence A. & Martha W. Waters 9 Spencer Shores Haines City, Florida 33844	Title Owner
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Terry B. Schroeder American Embassy, Rome - P. APO, NY 09794	Title Owner
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John C. & Marie W. Warmenhoven 2643 Gallows Road Vienna, Va. 22180	Title Owner
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Nelson A. & Annette M. Herrman 8132 Belleforest Drive Vienna, Va. 22180	Title Owner
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Stephen M. Cumbie, Trustee 1355 Beverly Road Suite 300 McLean, Va. 22101	Contract Assignee/ Applicant/ Title Owner for parcel 4 and 17
---	--

Beneficiaries of Stephen M. Cumbie, Trustee:

Dwight C. Schar  
Stephen M. Cumbie  
William A. Moran

James & Glenda Beth Zarin 13154 Pavilion Lane Fairfax, Va. 22033	Title Owner
--	-------------

Robert J. & Elaine S. Shafer 8125 Belleforest Drive Vienna, Va. 22180	Title Owner
---	-------------

Jack Walter, Jr. 8121 Belleforest Drive Vienna, Va. 22180	Title Owner
---	-------------

Irma V. Selquist 8117 Belleforest Drive Vienna, Va. 22180	Title Owner
Jose & Lisa S. Velazquez Lia DeHueck 8113 Belleforest Drive Vienna, Va. 22180	Title Owner
Charles J. & Anna M. Traina 8109 Belleforest Drive Vienna, Va. 22180	Title Owner
Hilda S. Harrell Jones 8128 Belleforest Drive Vienna, Va. 22180	Title Owner
Morris F. & Blanche R. Cascio 8124 Belleforest Drive Vienna, Va. 22180	Title Owner
Jack N. & Carolyn C. Pitluk 8120 Belleforest Drive Vienna, Va. 22180	Title Owner
George & Naimeh Saliba 2644 Belleforest Drive Vienna, Va. 22180	Title Owner
Thomas Dennis Poole c/o Mildred Poole 4916 Taft Road Camp Springs, Va. 20748	Title Owner
Frances K. Nelson Connor 1436 Savoy Circle San Diego, CA 92107	Title Owner
Richard A. & Evelyn S. White 2704 Elsemore Street Fairfax, Va. 22031	Title Owner
Woody Allen 8120 Belleforest Drive Vienna, Va. 22180	Lessee
Donna Zarin 8129 Belleforest Drive Vienna, Va. 22180	Lessee
Jeanette M. Stoffelen 2641 Sandburg Street Vienna, Va. 22180	Lessee

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Engineers

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Keith C. Martin  
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Associate

1. (b)

Martin D. Walsh, Thomas J. Colucci, Peter K. Stackhouse,  
Jerry K. Emrich, Michael D. Lubeley, Nicholas Malinchak,  
Charles L. Shumate - All shareholders of Walsh, Colucci,  
Stackhouse, Emrich & Lubeley, P.C.

Both Arrochar N.V. and Myxom Company N.V. are foreign  
corporations. All shareholders of both corporations are  
foreign nationals. Applicant has been unable to obtain  
any further shareholders information to the best of  
applicant's knowledge, no shareholders have made any  
contributions to any of the Fairfax County Board of  
Supervisors.

1. (c)

Sidney O. Dewberry & Richard N. Davis - All partners of  
Dewberry & Davis

General Partners of Fairfax-Dunn Loring Limited  
Partnership: Dwight C. Schar, Stephen M. Cumbie,  
William A. Moran.

Limited Partners of Fairfax-Dunn Loring Limited  
Partnership: James H. Mills, Jack Childs, Gene E.  
Dreyfuss and

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P. O. Box N 4287  
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FAIRFAX COUNTY  
AFFIDAVIT REPRESENTATIONS  
FOR THE FIRM OF  
DEWBERRY & DAVIS

For entry under Paragraph 1(a) of the Affidavit:

Dewberry & Davis  
Architects, Engineers, Planners, Surveyors  
8401 Arlington Boulevard  
Fairfax, Virginia 22031

Architects, engineers, planners and surveyors with Dewberry and Davis who may now, in the past or in the future, represent or act on behalf of the applicant with respect to the subject application are as follows:

Robert J. Baker, Jr.	Steven E. Gleason	James P. Strauss
Geoffrey L. Cowan	Claire M. Guidas	Renee Tietjen
Wendy J. Davenport	David P. Habib	Charles H. Trace, Jr.
Sidney O. Dewberry	O.S. Hendrickson	Thomas M. Wallington
Ronald Escherich	Gayle Allison Hooper	James W. Whitehead
Douglas R. Fahl	R. Lin Lemon, Jr.	Kenneth Wilkinson
William E. Fissel	John T. Monaghan	Susan K. Yantis
Michele C. Forman	Steven D. Rockwell	Philip G. Yates
	Lewis E. Rowles	

(Under the required entry of Relationship enter either Architects, Engineers, Planners and/or Surveyors as applicable)

For entry under Paragraph 1 (c) of the Affidavit:

Sidney O. Dewberry  
Richard N. Davis

For entry under Paragraph 3 of the Affidavit:

NONE

ATTACHMENT

Rezoning Affidavit

1. (a)

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Charles L. Shumate

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Keith C. Martin  
Nan E. Terpak  
William A. Fogarty

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Of Counsel  
Julia T. Cannon

1. (b)

Martin D. Walsh, Thomas J. Colucci, Peter K. Stackhouse,  
Jerry K. Emrich, Michael D. Lubeley, Nicholas Malinchak,  
Charles L. Shumate - All shareholders of Walsh, Colucci,  
Stackhouse, Emrich & Lubeley, P.C.

3. None.

WCSEL LIST:DFTM02



**Hellmuth, Obata & Kassabaum, P.C.**  
Architecture, Interiors, Planning, Graphics, Engineering

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**CONCEPTUAL DEVELOPMENT PLAN REPORT**

**FOR**

**METRO PLACE AT DUNN LORING**

**RZ 84-P-129**

**APPLICANT:** Fairfax-Dunn Loring Limited Partnership

**ARCHITECTURE & PLANNING:** Hellmuth, Obata & Kassabaum, P.C.  
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**TRAFFIC ENGINEERING:** Barton-Aschman Associates, Inc.  
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October 1986  
(Revised June 15, 1987)

Offices in:

St. Louis, Missouri

San Francisco, California

Dallas, Texas

New York, New York

Riyadh, Saudi Arabia

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## BRIEF DESCRIPTION OF THE PROJECT

Metro Place at Dunn Loring is an integrated mixed-use development proposed for a key 18.3 acre site immediately east of the Dunn Loring Metro Station. The site fronts on Gallows Road, and is adjacent to I-66. Metro Place is situated in an area that currently has a variety of land uses, including commercial, industrial and residential. However, Metro Place will be the first, wholly integrated, mixed-use project and the only development in the area that is Metro-related.

The development plan for Metro Place proposes a mix of retail, office and residential uses, focused along a central, landscaped main street. The main street will be lined on both sides with restaurants and retail uses and will incorporate broad plazas and walkways, to encourage pedestrian activity and interaction at the street level. Entrance drives lead from the main street to the residential buildings and the structured parking beneath. Landscaped entry plazas are planned in front of each building. Retail uses are located on the first floor of the flanking buildings. Balconies overlook the landscaped main street and retail center beyond. The office and residential uses are convenient to the support services provided.

Pedestrian activity is encouraged by linking the retail uses with the residential and office buildings through a system of landscaped walkways. The landscaped Metro plaza directly opposite the Metro station identifies the project to Metro riders and opens through to a pedestrian arcade along the main street side of the retail and residential building. The building massing is tallest at the northwest corner of the retail and residential building and emphasizes the focal point of this mixed-use project. At the northern end of the main street, office buildings are clustered around an area of landscaped greenspace, creating a passive recreational opportunity for site residents and tenants.

The main street continues to the north and can be linked with the possible future extension of Hartland Road. This link provides an opportunity for an additional segment of an improved local traffic network.

The mix of development at Metro Place will consist of 518,000 square feet of office space in three buildings of differing size and height, approximately 80,000 square feet of retail and restaurant uses and 518,000 square feet (approximately 518 dwelling units) of residential development.



The office buildings will be located in the northern portion of the site. Building heights will vary but will not exceed 12 stories. The residential uses will be located in a three-building complex in the southern end of the site and above the retail first floor of a building in the central block of the site. The first story in the flanking buildings of the residential complex will be allocated for retail use. The central block of the project is devoted to a combination of retail, restaurant and residential uses.

The retail uses provide the activity center for Metro Place, and will attract people from both office and residential sectors.

Retail will also serve Metro riders and local residents.

The massing at northwest corner of the retail and residential building plaza is designed to create a strong visual connection to the Metro station. The northern entry to the site is less than 350 feet from the end of the station entry bridge. Metro Place will become an activity node that is readily accessible to the Metrorail system. The proximity of the Metrorail to this mixed-use development will result in off-peak use of the Metrorail and reverse commuting opportunities for on-site tenants.

A small community center of 2000 GSF, located in the center building of the residential complex, will serve the surrounding community. As currently envisioned, the community center will be a flexible space, suitable for a variety of community activities, such as meetings and exercise classes. The community center is for the use of the local area as well as the tenants of Metro Place. It will be available on a first come first served basis. Appropriate signage and adequate shared parking will be provided to insure its accessibility.

Altogether, Metro Place at Dunn Loring incorporates the key development features that insure an attractive and successful project. These features include: a prominent location near the Metro Station, well planned and integrated mixed use, human scale, appealing and attractive pedestrian activity areas, adequate vehicular circulation and very convenient access to mass transit. When developed, Metro Place will provide a focal point for the Dunn Loring Metro Station area and will serve to stimulate additional development and redevelopment of high quality residential and commercial projects.



INFORMATION RELATED TO THE CONCEPTUAL DEVELOPMENT PLAN  
(Section 16-501)

1. Vicinity Map (Section 16-501, Paragraph 1)

The Conceptual Development Plan (CDP) graphics, submitted separately, contain a vicinity map drawn at scale of 1" = 2,000'.

2. Certificate of Title (Section 16-501, Paragraph 2)

The Certificate of Title will be submitted separately.

3. Topographic Map and Contour Interval  
(Section 16-501, Paragraph 3)

The CDP has been prepared on topographic base at 1" = 100' with a contour interval of two (2) feet.

4. Elements of the Conceptual Development Plan  
(Section 16-501, Paragraph 4)

The CDP has been prepared showing the proposed major vehicular circulation system, major open space system, office site and residential areas.

5. Scenic Assets or Natural Features and Methods of Preservation (Section 16-501, Paragraph 5)

The subject property contains no scenic assets worthy of preservation. The assemblage of parcels that comprises Metro Place includes parcels that are vacant, underdeveloped, with dilapidated structures and 18 properties presently developed with detached single family houses. All of the existing structures will be removed. However, a band of 60-70' tall hardwood trees along the northern boundary with I-66 will be preserved wherever possible. The band of trees will serve as a peripheral visual buffer between properties north of I-66 and the subject property.



6. Relationship of the Development to the Adopted Comprehensive Plan of the County (Section 16-501, Paragraph 6)

The subject property is located in the Dunn Loring Complex Area, as delineated in the Comprehensive Plan and is discussed in the Route 50/I-495 Area section of the Plan. Currently, the Plan recommends Metro oriented mixed use.

The Dunn Loring Metrorail section of the Comprehensive Plan recommends an effective FAR of 1.4 with a total development of 518,000 SF of residential development (518 units), 518,000 GSF of office and 80,000 GSF of retail. The site plan accommodates a possible future extension to Hartland Road.

In view of the subject property's proximity to the Dunn Loring Metro Station, I-66 and the recently widened Gallows Road, the proposed Conceptual Development Plan is in harmony with the Comprehensive Plan.

7. Proposed Measures to Protect Neighboring Properties from Any Potential Adverse Effects (Section 16-501, Paragraph 7)

The arrangements of the proposed land uses and open space on the site will protect neighboring properties from any adverse impacts. Along the northern boundary, the previously noted band of 60-70' hardwood trees will serve as a visual buffer from I-66 and between the subject property and the lower density development north of I-66.

To the northeast, decreasing building heights and a 25' transitional screen yard on-site, in combination with an existing 80-100' treed buffer off-site, will protect the high density residential development along the boundary.

Multi-family residential and retail uses are proposed for the southeastern and southern portions of the site and will have no adverse impact on the



adjacent multi-family development in this area. The subject property is bounded on the west by Gallows Road and, across Gallows Road, by the Dunn Loring Metro Station parking lots and adjacent land planned and/or zoned for industrial use. Due to the character of these uses, the proposed development will have no adverse effects on these properties.

It is the applicant's intent to provide a coordinated and attractive streetscape along the eastern side of Gallows Road which will insure that there is no adverse impact on properties to the west.

8. Maximum Height of Buildings and General Location of Those Exceeding 40 Feet (Section 16-501, Paragraph 8)

The proposed Conceptual Development Plan envisions a variety of building heights. The office buildings in the northern portion of the site, most proximate to the I-495/I-66 interchange will not exceed 144 feet in height. The proposed residential and retail development along the southwestern and southern boundary of the site will not exceed 84 feet in height.

9. Maximum Floor Area Ratio (Section 16-501, Paragraph 9)

The Conceptual Development Plan proposes 518,000 square feet of commercial office uses, 80,000 square feet of service retail, 2,000 square feet of community center and 518,000 square feet of residential development for a total of 1,116,000 square feet on the 18.3 acre site. The total Floor Area Ratio (FAR) is 1.4.

10. Maximum Number of Dwelling Units (Section 16-501, Paragraph 10)

In the PDH-40 zone, 400 dwelling units are planned. In the PDC zone, 115,000 GSF is planned for residential uses. For the purposes of the CDP, the applicant assumes approximately 1,000 SF/du or 112 units in the PDC zone. The applicant reserves the



right to establish the number of dwelling units based on a subsequent revision in the amount of square feet per unit, with the understanding that adequate parking will be provided for the total number of units and the amount of square footage devoted to residential uses will not exceed 115,000 square feet in the PDC zone.

In the Metro Place at Dunn Loring project, residential uses will not exceed 518,000 GSF, which includes the 2,000 SF community center.

11. Open Space (Section 16-501, Paragraph 11)

County regulations require at least 15% of the PDC gross site to be open space. The CDP proposes 30% minimum open space, which is double the amount of open space required for the PDC district. The PDH-40 zone requires 35% open space and 40% is provided.

The major portion of the open space will be useable open space focused in and along the main street and office entry landscapes. Additional open space will provide peripheral buffering of the subject property and landscaping around the individual structures on-site. A portion of the open space will be developed as a residential recreational area and as the Metro Plaza.

12. Conformance to Applicable Ordinances, Regulations and Adopted Standards (Section 16-501, Paragraph 12)

The proposed development will meet all general criteria and site specific criteria contained in the Dunn Loring Station Area amendment to the Comprehensive Area.

The proposed development will conform to all applicable legal ordinances, regulations and adopted standards, with these exceptions:

A modification of the barrier requirements is requested for portion of the residential complex along the northern and western legs. In substitution for "a barrier located between screening and the use in connection which they are required," it



is proposed that the same be located immediately adjacent to the screen wall of the parking extending from beneath Building E. The landscape screening will be placed between the wall and the property line. This treatment will provide equally effective visual mitigation.

A reduction in the required parking is also requested on the basis of proximity to the Dunn Loring Metro Station pursuant to Article 11-102, Paragraph 5 of the Zoning Ordinance. A reduction of 20% in required parking is requested for the office uses (to 3.0 spaces per 1,000 GSF) based on proximity to the Metro Station. Parking for the service retail and restaurant is proposed at 4 spaces per 1,000 GSF based on the limited off-site market for these services. The residential uses will be parked at 1.25 spaces per D.U. (dwelling unit).

Twenty Percent (20%) of parking provided may be for compact cars consistent with Fairfax County regulations.

If these request for reduced parking and compact spaces is not approved, parking will be provided as per Article 11.

No extra parking spaces are proposed for the community center due to its after-hour and weekend use and the availability of shared parking.

13. Special Amenities Planned as an Integral Part of the Development (Section 16-501, Paragraph 13)

Metro Place at Dunn Loring incorporates several special features. The placement of the varied land uses along the main street will concentrate a wide range of complementary and compatible activities in broad, landscaped pedestrian plazas and walkways. This heterogeneous mix of activities will create a lively development with extended periods of public use and interaction during the evening and on weekends.



The retail/residential building is the heart of the mixed-use project. The Metro plaza at the northeast corner facing the Metro is a symbolic beacon of the projects careful combination of pedestrian spaces -- the plaza, the retail arcade and landscaped walkways throughout the site that tie directly to the Metro -- and efficient vehicular circulation. The two entry drives on Gallows Road and the Hartland Connection provide an internal road system that serves office, retail and residential uses as well as neighboring parcels.

There is a careful emphasis on human scale and site amenities throughout the development.

In addition to these features, Metro Place will incorporate a small community center for the use of the Merrifield and Dunn Loring community. The community center will be approximately 2,000 square feet of space in the center residential building, which will be implemented in the first stage of the project. The space will be flexible to accommodate a wide variety of uses, for the local community as well as the tenants of Metro Place. Community meetings, exercise classes and limited social functions can be scheduled on a first-come, first-served basis. The community center is convenient to after-hours parking, increasing its usefulness for the overall community.

14. Proposed Development Scheduling (Section 16-501, Paragraph 14)

At the present time, the applicant anticipates the initiation of the first phase of development (an office building and associated parking and a portion of the retail and residential units) shortly after the approval of a Final Development Plan for Metro Place. The timing and/or phasing of subsequent phases is not known at this time and is subject to ongoing market analysis and prevailing market conditions.



15. Extent, Timing and Estimated Cost of Off-Site Improvements and Public Facilities Necessary to Serve the Development (Section 16-501, Paragraph 15)

The required public utilities with adequate capacity to serve the project currently exist and/or may be readily provided to the site. Since the provision of public facilities generally is a function and responsibility of state and/or local governments, the extent, timing, and estimated cost thereof will be determined by appropriate authorities.

**Note:** The statements, data and/or descriptive material contained herein are for informational purposes only and may be subject to change or modification resulting from revisions to the Conceptual Development Plan map and/or the Conditions or Proffers. Therefore, the information contained herein shall not be considered binding upon the applicant.



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**FINAL DEVELOPMENT PLAN REPORT**

**FOR**

**METRO PLACE AT DUNN LORING**

**RZ 84-P-129**

**APPLICANT:** Fairfax-Dunn Loring Limited  
Partnership and Stephen M.  
Cumbie, Trustee

**ARCHITECTURE & PLANNING:** Hellmuth, Obata & Kassabaum, P.C.  
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**TRAFFIC ENGINEERING:** Barton-Aschman Associates, Inc.  
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October 1986  
(Revised June 15, 1987)

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## BRIEF DESCRIPTION OF THE PROJECT

Metro Place at Dunn Loring is an integrated mixed-use development proposed for a key 18.3 acre site immediately east of the Dunn Loring Metro Station. The site fronts on Gallows Road, and is adjacent to I-66. Metro Place is situated in an area that currently has a variety of land uses, including commercial, industrial and residential. However, Metro Place will be the first, wholly integrated, mixed-use project and the only development in the area that is Metro-related.

The development plan for Metro Place proposes a mix of retail, office and residential uses, focused along a central, landscaped main street. The main street will be lined on both sides with restaurants and retail uses and will incorporate broad plazas and walkways, to encourage pedestrian activity and interaction at the street level. Entrance drives lead from the main street to the residential buildings and the structured parking beneath. Landscaped entry plazas are planned in front of each building. Retail uses are located on the first floor of the flanking buildings. Balconies overlook the landscaped main street and retail center beyond. The office and residential uses are convenient to the support services provided.

Pedestrian activity is encouraged by linking the retail uses with the residential and office buildings through a system of landscaped walkways. The landscaped Metro plaza directly opposite the Metro station identifies the project to Metro riders and opens through to a pedestrian arcade along the main street side of the retail and residential building. The building massing is tallest at the northwest corner of the retail and residential building and emphasizes the focal point of this mixed-use project. At the northern end of the main street, office buildings are clustered around an area of landscaped greenspace, creating a passive recreational opportunity for site residents and tenants.

The main street continues to the north and can be linked with the possible future extension of Hartland Road. This link provides an opportunity for an additional segment of an improved local traffic network.

The mix of development at Metro Place will consist of 518,000 square feet of office space in three buildings of differing size and height, approximately 80,000 square feet of retail and restaurant uses and 518,000 square feet (approximately 518 dwelling units) of residential development.



The office buildings will be located in the northern portion of the site. Building heights will vary but will not exceed 12 stories. The residential uses will be located in a three-building complex in the southern end of the site and above the retail first floor of a building in the central block of the site. The first story in the flanking buildings of the residential complex will be allocated for retail use. The central block of the project is devoted to a combination of retail, restaurant and residential uses.

The retail uses provide the activity center for Metro Place, and will attract people from both office and residential sectors.

Retail will also serve Metro riders and local residents.

The massing at northwest corner of the retail and residential building plaza is designed to create a strong visual connection to the Metro station. The northern entry to the site is less than 350 feet from the end of the station entry bridge. Metro Place will become an activity node that is readily accessible to the Metrorail system. The proximity of the Metrorail to this mixed-use development will result in off-peak use of the Metrorail and reverse commuting opportunities for on-site tenants.

A small community center of 2000 GSF, located in the center building of the residential complex, will serve the surrounding community. As currently envisioned, the community center will be a flexible space, suitable for a variety of community activities, such as meetings and exercise classes. The community center is for the use of the local area as well as the tenants of Metro Place. It will be available on a first come first served basis. Appropriate signage and adequate shared parking will be provided to insure its accessibility.

Altogether, Metro Place at Dunn Loring incorporates the key development features that insure an attractive and successful project. These features include: a prominent location near the Metro Station, well planned and integrated mixed use, human scale, appealing and attractive pedestrian activity areas, adequate vehicular circulation and very convenient access to mass transit. When developed, Metro Place will provide a focal point for the Dunn Loring Metro Station area and will serve to stimulate additional development and redevelopment of high quality residential and commercial projects.



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

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

The Final Development Plan (FDP) graphics, submitted separately, contain a vicinity map drawn at scale of 1" = 2,000'.

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

The FDP graphics, submitted separately, include the following boundary survey data:

- A. Metes and bounds of all property lines.
- B. Total area of property presented in square feet or acres.
- C. Scale and north arrow.
- D. Names and route numbers of boundary streets and the width of existing right(s)-of-way.
- E. Existing topography with a maximum contour interval of two (2) feet.

3. Final Development Plan (Section 16-502, Paragraph 3)

The Metro place parcel will be developed under two P zones. PDC will be applied to the northern portion and PDH-40 to the southern portion of the site.

The following proposed uses are planned for this development in each zone:

PDC Zone

Principal uses:

- 1. Business service and supply service establishments.
- 2. Eating establishments.
- 3. Financial institutions.
- 4. Offices.



5. Personal service establishments.
6. Public uses.
7. Retail sales establishments.
8. Repair service establishments.
9. Theatres.
10. Fast Food, Limited by Article 4, Section 505, Paragraph 1.
11. Quick Service Food Store, Limited by Article 4, Section 505, Paragraph 1.

Secondary uses:

1. Dwellings.
2. Accessory service uses and home occupations as permitted by Article 10.
3. Bank teller machines, unmanned.
4. Community uses (Group 4).
5. Commercial parking. (As an interim use in the southern portion of the site.)
6. Health Clubs.

PDH-40 Zone

Principal uses:

1. Dwellings, multiple family.
2. Public uses.

Secondary uses:

1. Business service and supply service establishments.
2. Eating establishments.
3. Financial institutions.
4. Offices.
5. Personal service establishments.
6. Retail sales establishments.
7. Repair service establishments.
8. Fast food, limited by Article 4, Section 505, Paragraph 1.
9. Quick service food store, limited by Article 4, Section 505, Paragraph 1.
10. Theater.
11. Accessory uses service and home occupations as permitted by Article 10.
12. Bank teller machines, unmanned.
13. Community uses (Group 4).



14. Health clubs.
15. Parking, commercial, off street (as an interim use in the southern portion of the site).

The FDP graphics, submitted separately, illustrate the following:

- A. The location and arrangement of all proposed uses.
  - B. The height and number of floors of all buildings.
  - C. The yard dimensions from the development boundaries and adjacent streets.
  - D. The traffic circulation system and the pedestrian circulation system, including the location and width of all streets, driveways, entrances to parking areas and parking structures and walkways.
  - E. The off-street parking and loading areas and structures.
  - F. The open space areas, specifying the proposed treatment of all such areas and delineating those areas proposed for specific types of developed recreational facilities are illustrated on the landscape plan, sections and detailed site plans.
4. Architectural Sketches (Section 16-502, Paragraph 4)  
An illustrative site plan, and detailed site plans, typical urban design elements, and site sections are submitted separately.
  5. Screening Measures (Section 16-502, Paragraph 5)

Landscape treatment is an important element contributing to the high quality, pedestrian scale urban design setting of Metro Place and creating compatible edges to neighboring developments.



The subject property and adjacent properties will be improved and enhanced by the landscape and transitional screening herein described and shown on the FDP plan. The screening measures vary for each edge of the property.

Along the northern boundary against I-66, a minimum 25' landscaped strip will be maintained between the right of way and parking structures for Buildings A and B. The existing vegetation includes mature deciduous trees 60-70' in height. These trees will be maintained wherever possible and supplemented with additional understory trees and shrubs. This landscaping treatment will exceed the required parking lot planting of the zoning ordinance. The parking structures for Building A is 21' in height and for Building B is 41' in height along the I-66 elevation and will be well screened by this landscape treatment.

The space between the parking structure for Building B and the east property line, will meet or exceed the requirements for Transitional Screening 1. The 25' landscape screen and a barrier will supplement an existing 70'-100' wide buffer of mature hardwood trees, adequately screening the Merrifield Village Apartments from the parking structure for Building B. The combined buffer area is 95'-125' in width.

The proposed screening for the area between the parking structure for Building C and the property line is a 25' landscape strip. The planting in this area will meet or exceed the landscape selection and spacing requirements for 25' wide Transitional Screening 1. An existing 100' wide strip of vegetation separates the property line from the existing multi-family garden apartments to the east. This will create a combined landscape buffer 125' wide.

Building E, retail and multi-family residential is similar in use to the adjacent multifamily residential garden apartment. A modification of the barrier requirements is requested for the portion of the residential complex along the northern and western legs as per Article 13-111 paragraphs 2, 3,



5, 6, and 12. In substitution for a barrier located between required screening and the use in connection with which they are required, it is proposed that a 42" architectural wall be located immediately adjacent to the curb of the parking extending behind Building E. The transitional screening will be placed between the wall and the property line. A landscape buffer between 15' and 175' in width will be provided. This treatment will provide equally effective visual mitigation and meet or exceed the planting requirements.

A coordinated and attractive streetscape will be provided along Gallows Road. Supplementary landscaping will be added in the 65' wide area between the right-of-way and the end of Building E, its surface parking and the 35' wide area between the right-of-way and Building D. A sidewalk will be constructed along Gallows Road. The retail facade of Building D will be planned to provide a lively and colorful edge to the retail development.

The Metro Plaza will be finished with a fountain, benches, special paving, and planting areas to provide attractive landscape and seating areas. An arcade leads through Building D to the retail pedestrian walkways. Seasonal planting, bright signage and special paving accent this area. At the entry to Building D, benches are located at the crossing of the internal street and opposite Building E.

The area between the parking structure for Building A and Gallows Road edge (30' minimum) will be landscaped to provide a transition from the street and buffer views to the parking structure. The topography slopes downhill, approximately 8', to the parking structure, which will be approximately 21' in height above Gallows Road. The intervening strip, between Gallows Road and Office Building A, will be approximately 90' wide. It will be landscaped with a mix of evergreen and deciduous plant materials to minimize the visual dominance of this parking structure.



6. Provision of Utilities (Section 16-502, Paragraph 6)

The required public utilities with adequate capacity to serve the project currently exist and/or may be readily provided to the site. Since the provision of public utilities generally is a function and responsibility of state and/or local governments, the extent, timing and estimated cost thereof will be determined by appropriate authorities.

The FDP graphics, submitted separately, contain information on the location of proposed sanitary sewer to serve the development.

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

Storm water management for the subject property will be provided in compliance with the guidelines of the Comprehensive Plan and Fairfax County Regulations.

The FDP graphics, submitted separately, contain information on the location of storm water management areas.

Storm water areas will be designed to minimize adverse visual impact and to serve as an attractive site amenity.

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

At the present time, the applicant anticipates the initiation of the first phase of development (an office building and associated parking and a portion of the retail and residential units) shortly after the approval of a Final Development Plan for Metro Place. The timing and/or phasing of subsequent phases is not known at this time and is subject to ongoing market analysis and prevailing market conditions.

9. Development Plan Data (Section 16-502, Paragraph 8)

The FDP graphics, submitted separately, contain a table which sets forth the following data:



- A. Total number of dwelling units in PDH-40 zone and total gross square footage of residential use in PDC-zone.
- B. Residential density in PDH-40 zone.
- C. Total floor area and floor area ratio.
- D. Total area in open space.
- E. Total area in developed recreational open space.
- F. Total number of off-street parking and loading spaces.

10. Conformance to Applicable Ordinances, Regulations and Adopted Standards (Section 16-502, Paragraph 10)

The subject property is located in the Dunn Loring Complex Area, as delineated in the Comprehensive Plan and is discussed in the Route 50/I-495 Area section of the Plan.

The subject property is also within the limits of the Dunn Loring Metrorail Study Area, a study which re-evaluated the Comprehensive Plan recommendations for the areas proximate to the Dunn Loring Metro Station. The Board of Supervisors approved the Dunn Loring Area Amendment to the Comprehensive Plan on May 18, 1987.

There are 15 general criteria for development in the Dunn Loring Station Area. The response to each criteria is listed below:

- 1. This Final Development Plan Report, in compliance with criteria No. 1, describes the proposal's conformance with the Dunn Loring Comprehensive Plan Study.
- 2. The development is in accordance with the Urban Design Concept Plan illustrated in Figures 3, 4, 5, 6, and 7 (attached to the back of this application) of the study for Changes to the Comprehensive Plan for the Dunn Loring Metro Station Area.



The proposed development is planned for Mixed Use (Fig. 16, Recommended Land Use Plan).

The commercial uses are located to the north and residential uses to the south as per the Conceptual Land Use (Fig. 17).

The proposed heights fall within the recommendation of 12 stories maximum for commercial development and 7 stories for residential and meet the massing placements described in (Fig. 18 Height Limits).

The pedestrian circulation follows the recommended pattern (Fig. 19 Pedestrian Circulation) and augments it to serve all points of the development.

Pedestrian Circulation Buffers and Transitions comply with the pattern set in Open Space and Landscape Buffers (Fig. 20).

3. The proposed architectural design, streetscape urban design and amenities of Metro Place at Dunn Loring will be exceptional in planning, design and quality.

By its basic nature, an integrated mixed-use development provides amenities to users through its variety of activities. The retail provides services to both residential and office users. Office and residential uses complement each other, and will extend activity on the site throughout the day and provide off-peak traffic flows and reverse ridership to the Metro.

The urban design concept for the development is the creation of village center with an internal street that functions as the main street for the development. The main street character is reinforced with a strong landscape concept. Landscaped areas function as nodes along a street lined with shade trees. The retail areas increase pedestrian activity throughout the project. The landscape zones adjacent to the retail areas include colorful planting, seating



areas, and potential for sculpture placement or sidewalk cafes. The main street is planned as a linear urban activity spine for the entire project.

The quality and selection of lighting, paving and landscape materials, signage and street furniture will be chosen to complement the architectural facades and develop an integrated pedestrian streetscape for the total project.

Vehicular circulation is planned to make destinations easily identifiable and accessible. Pedestrian and vehicular circulation are well-defined to allow both activities easy movement throughout the project with minimal conflict.

An integrated streetscape is planned for Gallows Road and the main street and entry drives of the project. The lighting, signage and paving will be uniform throughout. Special attention will be given to the arrival areas of office, residential, retail uses and the Metro Plaza of Building D. The Metro Plaza will be a high-quality outdoor gathering space with provisions for seating, outdoor eating space and landscaping. The plaza will be developed as a focal point for the project and will be organized around the fountain.

The main street activities and streetscape development create an attractive, dynamic place for casual interactions and gatherings.

The developer plans a community center as part of the project to provide a place for meetings, theatrical performances, aerobics classes, parties, etc. The community center, (2000 GSF), located in the center residential building, would be available to users of the project and the general community on a first come-first serve basis.

Recreational facilities will be provided for residential users. A swimming pool, sundeck and landscaped rearyard will be developed behind the



central residential building for use by all residents. The pool is located directly outside the resident's common area.

Eighty-seven (87%) percent of parking is provided in parking structures, underground for Buildings D and E and in separate structures for Buildings A, B and C. Surface parking is provided for the retail activities of Buildings D and E and for visitor parking at Office Buildings A, B and C.

Visual impact of the structured parking is minimized. Only one structure is visible from Gallows Road. Parking Structure A is a minimum of 100' from the pavement edge. The parking structure first floor grade is 8' below Gallows Road, due to the sloping topography. The area between is landscaped with a mix of deciduous and evergreen materials. Parking Structures A and B adjacent to I-66, will be well screened by existing and supplemental vegetation.

No surface parking is visible from Gallows Road and all surface parking is screened from the main street by an evergreen hedge. The planned streetscape plantings will also minimize the visual impact. Planting islands within the parking area provide required green space.

The landscape buffers along the perimeter of the project form an attractive edge limiting adverse impact to adjacent development.

4. Substantial land consolidation was necessary to create this project. Twenty-five (25) parcels were assembled by the developer over several years. The placement of uses and buildings was designed to coordinate with adjacent development.
5. TSM strategies adequate to accommodate traffic impacts of each phase of the development will assure that the roadway system is no worse than it would be if development did not occur. This mitigation standard is consistent with ulti-



mately achieving acceptable level of service for the Dunn Loring area, based on the future transportation and development levels assumed in the Comprehensive Plan, while not exacerbating overall existing conditions. Parking, roadway and pedestrian safety will be monitored on an annual basis. Further information on transportation improvements may be found in the Traffic Report, submitted separately.

6. A public facilities phasing program will be implemented to ensure that the identified utility improvements are in place in accordance with development phasing.
7. Design, siting, style, scale and materials chosen will be compatible with adjacent development and surrounding community. The mixed-use development is composed of uses already occurring in the Merrifield community.

The location, height and massing of residential and office buildings follows the proposed Comprehensive Plan guidelines for height and location of land uses.

The landscape and barrier treatments described provide adequate screening and separation to ensure no adverse impact.

Pedestrian connections to the Merrifield Village Apartments will be provided in two locations creating new, more direct pedestrian access to the Metro Station.

The retail activities in this development will provide new services to the existing residential and commercial development in the surrounding neighborhoods and to users of the Metro Station.

Provision for future vehicular connection to the east is in accordance with Comprehensive Plan guidelines (possible future extension and connection to Hartland Road).



Planned office and residential uses add new activities at the Metro Station, strengthening its value to the community as a standard of new development in the Merrifield area.

8. The developer will contribute to an environmental monitoring program for noise and air quality.
9. The planned Metro Place development is strongly oriented toward the Dunn Loring Metro Station. The Metro Plaza is designed to provide a strong visual and functional connection. The retail component of the mixed use will provide services for Metro riders and local neighbors. Residential and office uses will provide additional Metro ridership. The office use promotes reverse ridership during peak hours.
10. The pedestrian environment has been designed to serve Metro Place, the adjacent Merrifield Village apartments and as a link to the Metro Station. Pedestrian connection to the station will be provided at both of the Gallows Road's intersections with site roadways. Crosswalks will be located at each intersection and extend to center islands in the roadway. This will provide a safe zone mid-way for pedestrians crossing Gallows Rd. Pedestrian walkways within the project connect every building and extend into the adjacent multi-family development in two locations.
11. Energy conservation features to benefit future residents will be included in accordance with Section I (Environment) Guidelines of the Comprehensive Plan.

Construction practices will include management of erosion and sediment run-off.

Storm water management will control quantity and quality of run-off for the project.



12. Affordable housing will be included that will serve the needs of the community. The Applicant will work with the Department of Housing and Community Development to provide for low and moderate dwelling units by one of the following methods:
  - a. Rental units will be made available for low and moderate income families within the site or within a five mile radius of the site.
  - b. A contribution will be made to the Housing Trust Fund.
  - c. Appropriately zoned land in Fairfax County will be made available to the Department of Housing and Community Development, for their use, at 80% of the appraised value of the land.
13. Structural parking is provided for eighty-seven (87%) percent of the parking. Surface parking is provided for retail shoppers and as visitor parking for the office use. Generous landscaping will be provided to screen this parking from the main street and buildings within the project. Internal landscape screening of surface parking areas will mitigate visual impact and reduce glare.
14. The two vehicular access points are directly opposite existing access points on Gallows Road; the entry to Kiss and Ride and Prosperity Avenue. The traffic report recommends that these intersections should be signalized. A third access point will be available with the proposed future extension of the Hartland Road.
15. Stormwater detention facilities will be designed and constructed in accordance with Fairfax County's Best Management Practices System.



Five Specific Criteria Have Been Established for  
Tract B in the Proposed Comprehensive Plan

The response to each criteria is listed below:

1. As recommended, commercial components are located closest to the Metro Station.
2. The lowest buildings (7 stories) have been placed closest to Merrifield Village Apartments and the tallest buildings (12 stories), farthest from the adjacent garden apartments. Additional landscaping will be provided to supplement the existing 100' vegetation buffer on the adjacent Tract C.
3. The main street concept for the project provides retail uses, abundant landscaping, plazas at the residential complex, and pedestrian amenities at street level activity zones.

The proposed streetscape includes treelined roads, landscaped seating areas and building entries and the potential for outdoor cafes. In addition, the Metro Plaza offers an outdoor gathering place in a location that is highly visible to Metro riders and the surrounding communities.

4. Pedestrian connections between the station and residential communities south and east are proposed. Two additional connections are planned to the east into Merrifield Village Apartments. The sidewalk along Gallows Road will be extended to the south and to the north over the I-66 bridge.

Two pedestrian crossing points of Gallows Road are planned. Well marked pedestrian crossings will extend to the center islands and beyond to the opposite curb.

5. The southern project entry road is designed to connect with possible future extension of Hartland Road. The differential in existing grades can be accommodated in the design of the



main street profile. The proposed roadway elevations will be set to allow this connection to occur with minimal regrading. This possible future extension of Hartland Road is an opportunity to improve the local traffic network. The development facing Gallows Road provides for additional right-of-way.

6. The proposed development will conform to all applicable legal ordinances, regulations and adopted standards with these exceptions:

A reduction in the required parking is requested on the basis of proximity to the Dunn Loring Metro Station and shared parking between the office and retail uses pursuant to paragraph 5 of Section 11-102 of the Zoning Ordinance. A reduction of 20% in required parking is requested for the office uses (to 3.0 spaces per 1,000 GSF or 3.75 spaces per 1,000 NSF) based on proximity to the Metro Station. Parking for the service retail is proposed at 4 spaces per 1,000 GSF (or 5 spaces per 1,000 NSF) based on the limited off-site market for these services. The residential use will be parked at 1.25 spaces per D.U. (dwelling unit) based on proximity to the Metro. No extra parking spaces are proposed for the community center due to its after-hour and weekend use and the availability of shared parking.

Twenty percent (20%) of parking provided may be for compact cars consistent with Fairfax County Regulations.

If reduction in parking and compact car spaces are not approved, parking will be provided to code as per Article 11.

The specific barrier and transitional screens are described in item 5, Screening Measures. A modification of the barrier standard is requested for the area behind the two flanking residential buildings as per Article 13-111 paragraph 2, 3, 5, 6 and 12. In substitution



for a barrier located between required transitional screening and the use in connection which they are required, it is proposed that a 42" architectural wall be located 20' behind Building E. The landscape screening will be placed between the wall and the property line. A landscape buffer between 15' and 175' will be provided. This treatment will provide equally effective visual mitigation and meet or exceed the planting requirements. A waiver of the maximum length of a private street is requested pursuant to Article 11-302, paragraph 2.

Note: The statements, data and/or descriptive material contained herein are for informational purposes only and may be subject to change or modification resulting from revisions to the Conceptual Development Plan map and/or the Conditions or Proffers. Therefore, the information contained herein shall not be considered binding upon the applicant.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

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

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

FILE NO: 699 (zoning)

SUBJECT: Comprehensive Plan Citations: RZ 84-P-129

CONFORMANCE WITH THE COMPREHENSIVE PLAN:

The 18.3-acre property is located in Tract B of the Dunn Loring Metro Station Area of the Vienna Planning District in Planning Area II. Conformance with the Comprehensive Plan has been evaluated by reviewing the application in light of the following citations from the Comprehensive Plan:

In the Dunn Loring Metro Station Area section, under Land Use Plan for the Transit Development Area, the text reads:

"The Plan for Transit Development Area calls for a mix of office, retail and residential uses. Figure 3 illustrates the land use plan for the Transit Development Area. Figure 4 illustrates the conceptual organization of land uses.

The land use plan ensures a balanced mixed use development which is both Metro-oriented and compatible with the surrounding community. The Board of Supervisors general goals for the station are the promotion of Metrorail ridership, equitable distribution of development, maintenance of Level of Service D or better, and the reduction of automobile dependency while maintaining commuter accessibility. It is necessary that new development be responsive to general criteria and site-specific conditions, which focus on mitigating potential impacts. The following 15 development criteria apply to all sites in the Transit Development Area:

1. Development applications within the Transit Development Area should be accompanied by a development study report which describes the impacts of the proposed development and demonstrates the proposal's conformance with the Comprehensive Plan and adopted Board of Supervisors policies.

2. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 3, 4, 5, 6, and 7.
3. Proffer of a development plan that provides exceptional quality site and architectural design, streetscaping, urban design and development amenities. The applicant will submit an urban design plan which achieves superior design quality.
4. Substantial land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
5. Provision of a phasing program which includes on-and off-site roadway, intersection, signalization and parking improvements as related to the development program. Any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate traffic problems in the station vicinity. Accordingly, further development shall be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D in the long-term and not exacerbating overall existing conditions in the short-term. If Transportation System Management techniques are utilized to affect the development density, intensities related to TSM success shall be subject to phasing as described in the section entitled Transportation System Management Strategies of this Plan. Further, when in the opinion of the County, intensities warrant, the developer may be required to phase development and to limit the timing of phases to a demonstration that roadway system capacity exists or will exist in the short-term. Monitoring to the satisfaction of Office of Transportation may be required of the developer toward demonstrating that system capacity is in balance with the development program.
6. Provision of on-and off-site public facility improvements, or funding of such improvements, to accommodate impacts associated with new development. A public facilities phasing program should be implemented to ensure that the

identified improvements are in place in accordance with development phasing. Improvements are the responsibility of both the public and private sectors. If the provision of adequate public facilities is not completed, then the developer should reduce development density to a level deemed satisfactory by the County.

7. Provision of design, siting, style, scale and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
8. Contributions toward the provision of an environmental monitoring program for noise and air quality.
9. Orientation of development toward the Metro station.
10. Creation of a pedestrian oriented environment recognizing the need for interparcel connection, access to the Metro Station, and pedestrian circulation.
11. Inclusion of energy conservation features.
12. Inclusion of affordable housing in residential projects or projects with residential components that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if dwelling units are provided for low-and moderate-income households and in accordance with County policy. Development proposals must be reviewed by the Department of Housing and Community Development.
13. Provision of structured parking (above or below grade). If surface parking is permitted, it should provide the highest level of screening at the street level. Parking lot(s) should also provide the highest level of interior screening and landscaping. Screening should be adequate to reduce glare into residential neighborhoods.
14. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.

15. Provision and construction of environmental facilities using the Fairfax County's Best Management Practices standards.

In addition to these 15 general criteria, site-specific conditions are identified with the following recommendations for each of the tracts in the Transit Development Area.

TRACT B

Tract B includes the Belleforest neighborhood and adjacent underdeveloped parcels to the south along Gallows Road. The tract is surrounded by I-495, I-66, Gallows Road and the Merrifield Village Apartments, and lies directly across Gallows Road from the Metro station complex. This tract is recommended for mixed use with a maximum FAR (for all uses, including residential) of 1.4. The level of commercial development should not exceed one-half of the total gross floor area for the entire mixed-use development. Appropriate retail and service uses designed to serve the development on this tract should be encouraged, and retail floor area should be treated as 50% commercial for purposes of determining the allowable commercial square footage. To be considered for the maximum level of development, the following site specific conditions must be met along with the 15 general development criteria:

- o The commercial component of the development must be oriented closest to the Metro station.
- o A transition downward of development heights adjacent to the Merrifield Village Apartments should occur as a means to reduce the physical impact of Tract B development on the existing apartment complex. This transition should be in addition to the maintenance of the existing 100 foot buffer located in Tract C.
- o Street level activity zones should be provided and include retail activities, abundant landscaping and pedestrian amenities.
- o Adequate pedestrian connections between the station and residential communities east and south of Tract B should be provided through the new development. This should include adequate pedestrian access across Gallows Road which is well designed for safety and aesthetics.

- o If at the time of development of Tract B it is determined that the extension of Hartland Road is in the best interest of County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road.
- o Development on parcels facing Gallows Road should provide for rights-of-way.

#### Building Heights

To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Dunn Loring Metro Station Area, the development building heights should not exceed those as shown in Figure 5. A maximum height of 144 feet applies to the portions of Tracts F and G near the station eligible for a 1.25 FAR; and to the commercial component of Tract B located in the northern portion of the tract and to the parcels within that tract fronting Gallows Road. Eighty-four feet is the height limit elsewhere in Tract B. Tract C has a height limit of four stories. The portion of Tract E north of the new east-west connector road is limited to 84 feet while the height limit south of the new road is 96 feet. Ninety-six feet is the height limit for the remaining portions of Tracts F and G. To be considered for the maximum height limits, all general criteria must be satisfied with particular emphasis placed on site plan and architectural design excellence. These heights reinforce the Metro station as the focal point for activity by providing a strong identity for the community yet cluster away from nearby existing residential areas. New development adjacent to existing neighborhoods should be stepped back from the residential areas as appropriate.

#### Pedestrian Circulation

Improvements in the pedestrian circulation system shown in Figure 6 are needed throughout the Transit Development Area to facilitate access to the Metro station and to new development. In addition to the functional benefits, such improvements can also upgrade the appearance of the area and create a sense of identity and strong pedestrian organization throughout the community.

For the entire area, a pedestrian circulation and streetscape system will provide an interconnected system

routes, improves existing pedestrian facilities, interparcel access, and provides streetscape, that is, special physical treatments (landscaping, lighting and street furniture) to enhance the pedestrian experience. Bicycle trails should be provided where appropriate. The decision regarding specific bicycle routes should be made in association with each community. Throughout the Station Area, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and existing neighborhoods. In addition, these improvements around the immediate station area should be linked to existing pedestrian systems outside the area.

#### Open Space and Landscaped Buffers

Figure 7 shows where open space and landscaped buffer areas should be located in order to mitigate the impact of new development and improve the appearance of the area. Landscaped buffer areas -- strips of land that are intensely planted with trees and shrubs and which may include berms -- are generally recommended on parcels which abut existing residential development."

The Area II Plan map shows that the property is planned for mixed residential/office use. Maps in the text indicate that the property is planned for development with a height limit of 144 feet in the area nearest the Metro Station and a limit of 84 feet in the area adjacent to the Merrifield Village Apartments, and that a buffer should be provided between this project and those apartments.

An evaluation of this application relying on the cited Comprehensive Plan guidance is attached as Appendix \_\_\_\_\_.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

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

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

FILE NO: 699 (zoning)

SUBJECT: Planning Division Assessment: RZ 84-P-129

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

Land Use:

The 1.4 floor area ratio proposed, the building heights, the residential/non-residential mix, and the orientation toward the Metro Station are all in accord with the Comprehensive Plan. However, from a land use standpoint, the relationship between the proposed development and the Merrifield Village Apartments needs to be improved. If structures are to be placed so near the eastern and southern boundaries, a landscaping plan for these areas is essential. The parking garages along the boundary should have architectural facades facing the apartment development. Furthermore, the swimming pool proposed just off the property line should have noise attenuation features including some type of noise fencing to keep excessive noise from spilling onto the apartment property.

Environment:

The environmental issues relating to this proposal include; provision of a pro rata contribution for a noise and air quality monitoring program; mitigation of highway noise impacts; provision of tree preservation; provision of a pedestrian circulation plan; provision of stormwater management BMPs; and provision of energy conservation measures. Of these issues all have been satisfactorily addressed by the revised development plan or through the proffers, with the exception of the participation in a noise and air quality monitoring program. The current proffer for this effort is too weak and vague.

To adequately implement the noise and air quality monitoring program as recommended by the Dunn Loring Metro Area Study,

each developer of each land bay within the study area should agree to provide to the County a pro rata share contribution of funds for the establishment and implementation of a monitoring station. The share should be determined on a basis of total site acreage and maximum allowed FAR (or effective FAR for residential areas) and should be a cash contribution provided to the County prior to site plan approval. Therefore, the current proffer addressing this issue should be revised to clearly recognize the need to provide a pro rata share contribution as determined by the County for each land bay within the Metro Study Area. If this revision is satisfactorily accomplished, this development proposal could be considered in conformance with the environmental goals and objectives of the Comprehensive Plan and the Dunn Loring Metro Study Area Plan.

Design:

The applicant has provided new information to address staff's concerns on visual impact on adjacent sites and building height reduction to conform to Plan recommendation. However, the following additional information or improvements are still being requested by the staff.

1. The architectural design of the office buildings located in the north is plain and incompatible with that of residential and retail buildings located in the south. The facade and rooftop of these buildings are more interesting and are preferred and encouraged. It is recommended that the office buildings adopt similar facade and rooftop design to reinforce a unique and consistent development character for this Metro site.
2. The proposed parking structures are 3 to 4 levels high and are generally located along the peripheries of the site. Since they will be highly visible from the surrounding highways such as I-66 and Gallows Road, the wall finishing materials and architectural design of the parking structures should be compatible with the adjacent office buildings. Plain concrete slab structures should be avoided.
3. The pedestrian crossings across Gallows Road to the Dunn Loring Metro Station site are a very important link and introduction to this Metro Place development. They should be well designed and constructed to provide a safe and well defined pedestrian environment. The applicant should prepare its design for review.

Barbara A. Byron  
RZ 84-P-129 - Part II  
Page Three

Trails/Nonmotorized Circulation:

The proposed trails plan and trails proffer adequately address the pedestrian circulation needs for this development.

RGL:JLL:WFS:SJL:mcm

## MEMORANDUM

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

Date: June 30, 1987

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

FILE: 3-4

SUBJECT: Transportation Impact

REFERENCE: RZ 84-P-129; Metro Place at Dunn Loring  
Traffic Zone 1072  
Land Identification Map 49-2((1))42-46D, 49-2((4))1-10

Transmitted herewith are the comments of the Office of Transportation with respect to the subject application. These comments are based on plans/proffers made available to this Office dated June 23, 1987.

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

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

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

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

SUMMARY OF ISSUES

There are still some transportation issues that have not been fully addressed by the applicant. These concerns include:

- o The potential need for right-of-way for the Route I-66 HOV lanes proposed by VDOT.
- o Demonstration of the consistency of the site development phases with the provision of off-site road improvements.
- o Provision of entrances consistent with VDOT standards.

## Ia. Existing Roadway System - Description

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

<u>Street</u>	<u>Route</u>	<u>Funct. Class<sup>1</sup></u>	<u>From</u>	<u>To</u>	<u>24-Hour Volume</u>
Gallows Road	650	MA	Lee Hwy.	Belleforest Dr.	22,652 <sup>2</sup>
			Belleforest Dr.	Cottage St.	21,693 <sup>2</sup>

## 1 Functional Classification

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

2 Fairfax County Secondary Traffic Tabulation, VDH&T, 1985.

## Ib. Existing Roadway System — Operation

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

<u>Street</u>	<u>Route</u>	<u>From</u>	<u>To</u>	<u>LOS<sup>1</sup></u> <u>Int.</u>	<u>Geo.<sup>2</sup></u> <u>Ade.</u>
Gallows Rd	650	Lee Hwy	Leesburg Pike		S
Gallows Rd/Lee Hwy intersection				F(1984)	
Gallows Rd/Cottage St intersection				N/A	
Gallows Rd/Idylwood Rd intersection				E/F(1985)	
Gallows Rd/Oak St./Cedar Lane intersection				E(1985)	

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

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

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

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

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

## Ic. Traffic Generation

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

	Trips Per <sup>1</sup> (Day/Peak Hour)
Existing Zoning: R-3 <sup>1a</sup>	540 vpd/ 54 vph
Comprehensive Plan: Mixed office/res <sup>1b</sup>	9,380 vpd/1,520 vph
Application: PDC & PDH-40 <sup>1c</sup>	
Office: 518,000 GSF	5,370 vpd/1,000 vph
Service Retail: 70,000 GSF	2,280 vpd/ 280 vph
Restaurant: 10,000 GSF	710 vpd/ 60 vph
Apartments: 518 du	<u>1,860 vpd/ 190 vph</u>
TOTAL	10,220 vpd/1,530 vph

1 All trip generation estimates are based on Trip Generation, Institute of Transportation Engineers, 1983, unless otherwise noted.

- a. Volumes based on the rates for single family dwellings.
- b. Volumes based on:
  - o FAR=1.4
  - o GSF mix of 50% office and 50% residential
  - o The rates for offices with more than 200,000 GSF.
  - o The rates for apartments
- c. Volumes based on:
  - o 518,000 GSF office and the rates for offices over 200,000 GSF
  - o 70,000 GSF service retail and on the rates for specialty retail uses
  - o 10,000 GSF quality restaurant
  - o 518 apartment units
  - o Reductions of 5% for the offices and restaurant, 10% for the apartments, and 20% for the retail based on the internalization of traffic for mixed use development and on proximity to a Metro station.

2 Although the total daily traffic generation for the proposed use is more than that estimated for the Plan recommended use, note that the critical peak hour volumes are virtually identical. Also, the estimate for the Plan use does not include any secondary uses allowed in P districts. However, because the trip generation rates used to calculate these volumes were reduced below those in the ITE manual, commitment to TSM strategies would be appropriate.

## Id Traffic Impact

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

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

## IIa Traffic Generation

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

The traffic generation of the application is unsatisfactory due to:

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

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

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

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

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

## IIB Provision for Future Transportation Improvements

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

- \_\_\_\_\_ failure to dedicate sufficient right-of-way
- \_\_\_\_\_ failure to provide sufficient construction
- X   other (see below)  
Although the proffers address most of the transportation concerns, some additional clarification and/or commitments are needed.

TABLE II-1

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

<u>Street</u>	<u>Improvement Code</u>	<u>Min. R-O-W</u>	<u>Plan Status</u>	<u>Implementation Status</u>	<u>Agency</u>
Gallows Rd.	W(6) <sup>1</sup>	57(CL) <sup>1</sup>	A	F	N/A
Hartland Rd. Connector	NL(2) <sup>1</sup>	52 <sup>1</sup>	A	F	N/A
Route I-66 HOV lanes	O <sup>2</sup>	0	F	F	N/A
Gallows Rd./ Lee Hwy. interchange	O <sup>3</sup>	O <sup>3</sup>	A	F	N/A

- 1 Adequate provision for this road is accommodated on the development plan and in the proffers.
- 2 The VDOT feasibility study for the Route I-66 HOV lanes indicates that right-of-way may be needed from this site if the southern option is selected.
- 3 This intersection is operating at level of service F as calculated from 1984 traffic data. It is planned for improvement to a grade-separated interchange. However, although the improvement of Lee Highway west of the Beltway is included in the VDOT program for design, no work even of a preliminary nature has been completed and no funding source for construction has been identified. Also, this project does not include a grade-separated interchange at Gallows Road.

## KEY TO TABLE II-1

Improvement Codes

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

Minimum Right-of-way

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

Plan Status

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

Implementation Status

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

Implementation Agency

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

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

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

- X   additional traffic analyses should be undertaken to ensure that the nearby roadway system is adequate <sup>1,2</sup>
  
- X   additional commitments should be made to provide road improvements and/or traffic management strategies as determined to be necessary by the traffic analyses<sup>1</sup>

1 The applicant has not provided justification for the phasing of off-site road improvements. It should be demonstrated that each of these road improvements is adequate to support the level of traffic from the corresponding building construction.

2 It should be noted that the traffic study makes certain assumptions in terms of trip generation rates. Although the proffers include TSM strategies that would be acceptable for reductions in the office generation rates of about 5% rates reflecting reductions of 8 to 12% have been used. The applicant's reductions are based at least in part upon an assumption that 40% of the work trips to the south and east would use Metro. This proportion may be high.

In addition, the minimization of traffic levels at the Lee Highway/Gallows Road intersection is achieved by diverting traffic via Prosperity Avenue extended to the Lee Highway/Prosperity Avenue in the 4<sup>th</sup> section. While this diversion reflects typical use of less congested facilities, it should be realized that the diverted traffic will impact the quality of access to the Metro Station.

## IIId Site Access

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

- entrance(s) would interfere with smooth traffic flow on an arterial road and create potential safety hazards due to:
  - speed changes and conflicting travel paths resulting from vehicular turning movements directly to and from the arterial
  - U-turns and weaving maneuvers resulting from absence of direct left turn access at a median break
- entrance(s) too close to another driveway or street and would result in vehicular turning movement conflicts
- entrance(s) improperly located with respect to opposite streets/entrances and either existing or future median breaks
- entrance(s) violate principles of functional classification
- improvements needed on adjacent street to minimize impact of development
  - right-turn/deceleration lane
  - left-turn/deceleration lane
  - other off-site improvements (see below)
- potential sight distance problems
- access is not provided as prescribed by the Highway Corridor District; i.e. via a functional service drive, a street not intended to carry through traffic, or internally within a shopping center
- absence of public streets, travel lanes, or service drive connections to adjacent properties would add unnecessary traffic and turning movements to the arterial street network<sup>1</sup>
- other (see below)<sup>2,3</sup>

- 1 If the interparcel access is to be private as shown on the development plan, public access easements must be provided.
- 2 Signalization of both entrances should be provided with this development, subject to VDOT approval. These signals should provide for pedestrians and be integrated into a signal system as proffered. It should be noted that pedestrians would be subject to conflicts with turning vehicles with the partially protected pedestrian accommodation typically approved by VDOT.
- 3 The northernmost entrance is not in conformance with VDOT policy to permit access only where full access movements can be accommodated at median breaks. However, since full access is available at the southern entrance, and the width of the existing Gallows Road bridge over Route I-66 does not permit construction of a left turn lane, approval of the proposed configur-



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
10777 MAIN STREET  
FAIRFAX, 22030

RAY D. PETHTEL  
COMMISSIONER

June 16, 1987

C. B. PERRY, II  
DISTRICT ENGINEER

Ms. Barbara A. Byron, Director  
Zoning Evaluation Division  
Office of Comprehensive Planning  
County of Fairfax  
10640 Page Avenue  
Fairfax, VA 22030

RE: RZ 84-P-129  
Metro Place at Dunn Loring

Dear Ms. Byron:

This office has reviewed the third submission of the above-referenced rezoning application and have no additional comments to our previous letters of October 21, 1986, April 17, 1987 and May 13, 1987 (copies attached).

If you should require any additional information, please do not hesitate to contact this office.

Sincerely,

A handwritten signature in cursive script that reads "Robert L. Trachy Jr.".

Robert L. Trachy Jr.  
Planning Engineer

LT:clg

Enclosures

cc: Mr. S. K. Pant

RAY O. FETTEL, COMMISSIONER  
EDGAR BACON, JONESVILLE, BRISTOL DISTRICT  
STEPHEN A. MUEBLWHITE, ROANOKE, SALEM DISTRICT  
JAMES L. DAVIDSON, JR., LYNCHBURG, LYNCHBURG DISTRICT  
M. PHILMORE HOWLETTE, RICHMOND, RICHMOND DISTRICT  
C. ROGER MALDON, VIRGINIA BEACH, SUFFOLK DISTRICT  
H. R. HUMPHREYS, JR., WELLS, FREDERICKSBURG DISTRICT  
CONSTANCE R. KINCHLOE, CULPEPER, CULPEPER DISTRICT  
ROBERT W. SMALLY, BERRYVILLE, STAUNTON DISTRICT  
JOSEPH M. GUMPER, ALEXANDRIA, NORTHERN VIRGINIA DISTRICT  
HERBERT V. KELLY SR., NEWPORT NEWS, AT-LARGE URBAN  
ROBERT A. QUICK, BLACKSTONE, AT-LARGE RURAL



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET  
RICHMOND, 23219

*file*  
OSCAR E. MABRY  
DEPUTY COMMISSIONER  
J. M. WRAY, JR.  
CHIEF ENGINEER  
ALBERT W. COATES, JR.  
ASSISTANT COMMISSIONER  
JACK HODGE  
DIRECTOR OF ENGINEERING  
WILLY M. COOPER  
DIRECTOR OF RAIL AND PUBLIC TRANSPORTATION  
J. G. RIPLEY  
DIRECTOR OF PLANNING AND PROGRAMMING  
J. W. ATWELL  
DIRECTOR OF FINANCE  
DAVID R. GERR  
DIRECTOR OF OPERATIONS

October 21, 1986

Ms. Barbara A. Byron, Director  
Zoning Evaluation Division  
Office of Comprehensive Planning  
County of Fairfax  
10640 Page Avenue  
Fairfax, Virginia 22030

RE: RZ 84-P-129  
MetroPlace at Dunn Loring

Dear Ms. Byron:

This office has reviewed the Generalized Development Plan relative to rezoning case 84-P-129 and offer the following comments.

- The operation of the two access points to Gallows Road. Included should be PM peak analysis, trip generation utilizing I.T.E. rates and tested via the 1985 Highway Capacity Manual.
- Provision of pedestrian access across Gallows Road to the Dunn Loring Metro station.
- Proposed improvements to Gallows Road and intersection design.
- Construction phasing schedule.

The Interstate 66 HOV Feasibility Study prepared for VDH&T by Post, Buckley, Schuh and Jernigan, Jack E. Leisch and Associates in association with Barton-Aschman Associates, Inc., indicates three possible alternatives for I-66 near the subject property. The HOV Roadway South Alternative directly impacts this property and is a future possibility to be included within the development plan for this proposal.

If you should require any additional information, please do not hesitate to contact this office.

Sincerely,

Robert L. Trachy Jr.  
Planning Engineer

LT:clg

cc: Mr. S. K. Pant  
Mr. T. F. Farley  
Ms. Ysela Llort



*See*

# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
10777 MAIN STREET  
FAIRFAX, 22030

RAY D. PETHTEL  
COMMISSIONER

C. B. PERRY, II  
DISTRICT ENGINEER

April 17, 1987

Ms. Barbara A. Byron, Director  
Zoning Evaluation Division  
Office of Comprehensive Planning  
County of Fairfax  
10640 Page Avenue  
Fairfax, Virginia 22030

RE: RZ 84-P-129  
Metro Place at Dunn Loring

Dear Ms. Byron:

This office has reviewed the Final Development Plan relative to rezoning case 84-P-129 and offer the following comments.

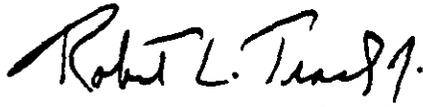
Our recommendation of October 21, 1986 to your office continues. The applicant proposes the construction of 1.0± million square feet of development with access to Gallows Road at two locations. No information is submitted concerning modifications to the intersections. No information is submitted concerning the geometrics of the intersection. No information is submitted concerning the construction of left and right turn lanes into the site.

The 1985 ADT for Gallows Road, in this section, was 21,693 vehicles. The construction of the two intersections will reduce the available green time for the Gallows Road movement to accommodate access for the Metro station facilities and the proposed development. This office believes it will be a monumental achievement to delegate additional green time to accommodate an at-grade pedestrian movement across Gallows Road and maintain a satisfactory operation of the intersections. The applicant's Final Development Plan Report states, "Pedestrian linkage to the station will be provided at both of the Gallows Road's intersections with site roadways. Crosswalks will be located at each intersection and extend to the center islands in the roadway." No information was submitted concerning the feasibility of providing pedestrian access across Gallows Road, nor is the utilization of the median within the Gallows Road right-of-way as a storage island a viable assumption.

The width of the median is already reduced to accommodate the left turn lanes at the two intersections, and is not designed to serve as a storage island for pedestrians. With the volume of traffic and future turning movements in this area, a safer design should be pursued.

If you should require any additional information, please do not hesitate to contact this office.

Sincerely,



Robert L. Trachy Jr.  
Planning Engineer

LT:clg

cc: Mr. S. K. Pant



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

10777 MAIN STREET  
FAIRFAX, 22030

May 13, 1987

RAY D. PETHTEL  
COMMISSIONER

C. B. PERRY, II  
DISTRICT ENGINEER

Mr. Shiva K. Pant, Director  
Office of Transportation  
County of Fairfax  
10640 Page Avenue  
Fairfax, Virginia 22030

Dear Mr. Pant:

In response to your letter of April 14, 1987 to Mr. Charles B. Perry requesting the Department's review of the traffic study submitted with rezoning application RZ 84-P-129, Metro Place at Dunn Loring, I offer the following information.

The Department has adopted the 1985 Highway Capacity Manual to conduct transportation analyses of proposed development projects. The submitted traffic study was tested by the Circular 212 method. The Department recommends the applicant revise the submitted traffic study using the 1985 HCM.

- The 1985 HCM provides an arterial analysis capability for Gallows Road. The intersections included in this study would be Lee Highway, Prosperity Avenue and the North Access Road.
- The operational and design analysis of the signalized intersection model provides a level of service worksheet and lane group delay determination.
- The close proximity of the site to the Dunn Loring Metro station results in an above normal quantity of bus trips to be included in the analysis.

The site access description of the north access road explains that no left turns are planned into the site and provides a short summary justifying this decision. The applicant should provide a geometric profile of Gallows Road to graphically illustrate this proposal. Should this information result in an intersection operation as proposed, an alternative possible design for the north access road, such as a one-way exit, should be analyzed.

The submitted traffic study proposes, "The internal roadway which connects the south access road to any future Hartland Road connection will be constructed to Virginia Department of Transportation standards so it can be accepted into the State system once the connection is made." The design of the south access road should match the projected traffic volumes utilizing the facilities. Preliminary analysis of the proposed development utilizing I.T.E. Trip Generation Rates warrant the construction of a four-lane facility constructed to Virginia Department of Transportation (VDOT) standards for an urban collector facility and a 35 m.p.h. design speed. A median should be constructed at the intersection of the south access road with Gallows Road to define the left turn movement and separate the travel movements. The proposed loop near building C provides an operational conflict with the nearby intersection and should be removed. A cul-de-sac should be constructed at the terminus of the south access road to identify the end of public maintenance. Pleasantdale Road, located between the proposed terminus of the south access road and Hartland Road, is not publicly maintained.

WMATA is completing the design phase of the Prosperity Avenue extension and construction is estimated to begin during the fall of 1987. The design of the intersection of the south access road and Gallows Road should be in conformance.

Figure 10 of the submitted traffic study recommends a number of roadway improvements but is void of any commitment for construction or feasibility documentation.

The vehicle trip generation rate documented in the appendix of the study appears low even after assuming a reduction for Metro-related trips. The PM peak hour office rates for Metro Place should be reversed.

The Interstate 66 HOV Feasibility Study prepared for VDOT by Post, Buckley, Schuh and Jernigan indicates three possible alternatives of I-66 near the subject property. The HOV Roadway South Alternative directly impacts this property and is a future possibility to be included within the development plan for this proposal. No decision has been made concerning which of the three HOV alternative designs will be implemented.

If you should require any additional information, please do not hesitate to contact this office.

Sincerely,



Robert L. Trachy Jr.  
Planning Engineer

LT:clg

cc: Mr. C. B. Perry, II  
Mr. A. V. Bailey, II







Fairfax County Park Authority

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## MEMORANDUM

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To Barbara A. Byron, for Staff Coordinators Date June 19, 1987  
Director, Zoning Evaluation Division - OCP

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

Subject RZ 84-P-129

Loc: 49-2((1))42-46, 46B, 46C, 46D; 49-2((4))1-10

This proposal will not directly impact the Fairfax County Park Authority.

DS:ww

TO: Clare Poupard  
 Staff Coordinator (691-3387)  
 Zoning Evaluation Branch (OCP)  
 3rd Floor, City Square Bldg.

Date: 6/16/87 Appendix 10  
 Map: 49-2  
 Acreage: 18.27

FROM: Liz Gardner (Tel: 385-5219)  
 Facilities Planning Services Office

From: R3 To: PDC

SUBJECT: Schools Analysis, Rezoning Application RZ-84-P-129  
3RD Submission

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

A comparison of estimated student generation between the proposed development plan and that possible under existing zoning are as follows:

School Level	Unit Type	Proposed Zoning			Unit Type	Existing Zoning			Rezoning Increase Decrease	Total School Impact
		Units	Ratio	Students		Units	Ratio	Students		
Elem. (K-6)	CH	518	x .015	8	SF	23	x .450	10	-2	8
	---	---	x	---	---	---	x	---	---	---
	---	---	x	---	---	---	x	---	---	---
Inter. (7-8)	CH	518	x .006	3	SF	23	x .106	2	+1	3
	---	---	x	---	---	---	x	---	---	---
	---	---	x	---	---	---	x	---	---	---
High (9-12)	CH	518	x .017	9	SF	23	x .228	5	+4	9
	---	---	x	---	---	---	x	---	---	---
	---	---	x	---	---	---	x	---	---	---

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

School Name & Number	Grade Level	Capacity	Membership	Projected Membership				
				87-88	88-89	89-90	90-91	91-92
Stenwood 3065	K-6	497	363	386	405	438	466	487
Kilmer 3071	7-8	1200	907	873	845	822	850	879
Marshall 3070	9-12	1800	1379	1344	1280	1226	1177	1149

Source: Capital Improvement Program, FY 88-92 Facilities Planning Services Office

Comments:

- a. Five year projections are those currently available and are subject to periodic review. School attendance areas are subject to yearly review. The effect of the



FAIRFAX COUNTY, VIRGINIA  
MEMORANDUM

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

DATE: 5-22-87

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

SUBJECT: Rezoning Application Review

Name of Application: CUMBLE, STEPHEN M., TRUSTEE (METRO PLACE AT DUNN LAINE)  
Application Number: RZ 84-P-129  
Type of Application: REZONING APPLICATION

Information Provided

OCP Transmittal Memo w/Location Map: YES  
Development Plan: YES  
Other: CONCEPTUAL DEVELOPMENT PLAN REPORT; FINAL REPORT

Date Received in UP&DD: 4-28-87  
Date Due Back to OCP: 4-27-87

Site Information

o Location: 49-2 (1) 42, 43, 45, 46 ...  
o Area of Site: 18.27 AC  
o Rezoned from: R-3 to PDC UP  
o Watershed/Segment: ACOSTINK, CAMERON, LONGBRANCH (●), MEMORIAL

1. Drainage

o Master Drainage Plans: LBU-1 (FBP) Erosion ups of Lee Highway  
1 mile downstream of site  
  
  
  
  
  
  
  
o UP&DD Ongoing County Drainage Projects: None

o UP&DD Drainage Complaint Files: No downstream drainage complaints on file pertaining to the outfall for this site.

o Other Drainage Information: None

II. Trails: No trail projects pending funding approval on this site. No funded trail projects this site.

III. School Sidewalk Program: No sidewalk projects pending funding approval or on the priority list for the School Sidewalk Program for this site. No funded sidewalk projects this site.

IV. Sanitary Sewer Extension and Improvement (E&I): No E&I projects pending funding approval on this site. No current SAN. E&I PROJECT IN AREA.

V. Other UP&DD Projects or Programs: NO FCRHIP or H.I.N. PROJECTS THIS SITE

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

Name of Application: Cumbe, Stephen M., trustee

Application Number: RE 94-P-129

Date: \_\_\_\_\_

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

DRAINAGE RECOMMENDATIONS: Provide stormwater management facility for this site.

TRAILS RECOMMENATIONS: None

SCHOOL SIDEWALK RECOMMENDATIONS: None

SANITARY SEWER E&I RECOMMENDATIONS: NONE

OTHER UP&DD PROJECTS/PROGRAMS RECOMMENDATIONS: None

UP&DD Sign Off by:

- Planning Support Branch (A. R. Thompson)
- Public Improvements Branch (W. T. Wozniak)
- Storm Drainage Branch (A. L. Hasty)
- Division Director (John Koenig)

*[Handwritten signatures]*  
JWK

# REZONING APPLICATION

RZ 84-P-129

FILED 12/11/84

CUMBLE, STEPHEN M., TRUSTEE

TO REZONE: 18.27 ACRES OF LAND; DISTRICT - PROVIDENCE

PROPOSED: MIXED USE OFFICE, RETAIL, RESIDENTIAL

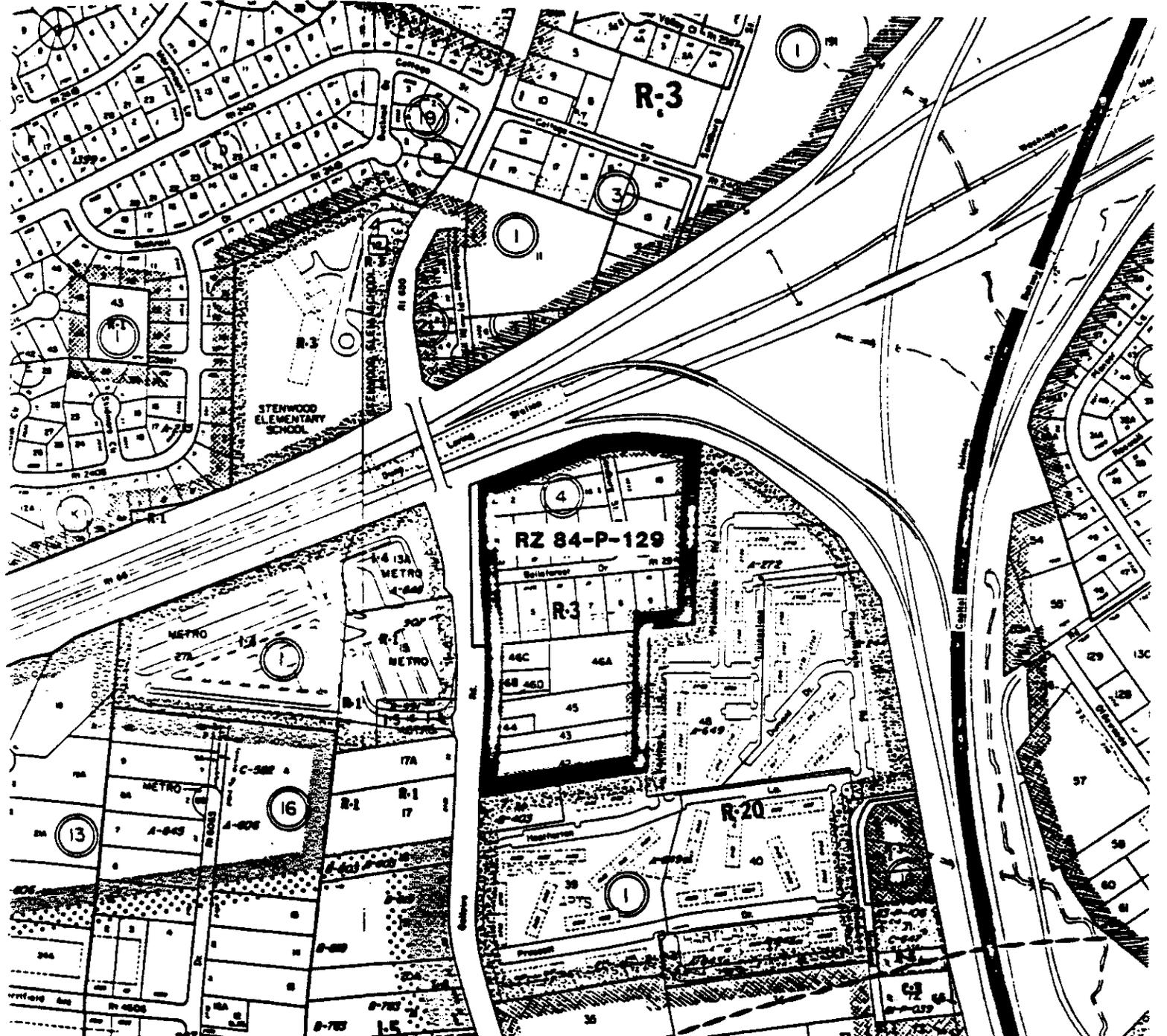
LOCATED: SE. QUADRANT OF GALLOWS RD. AND I-66

ZONING: R-3

TO: PDC

MAP REF

049-2- /01/ /0042-	,0043-	,0044-	,0045-	,0046
049-2- /01/ /0046-B	,0046-C	,0046-D		
049-2- /04/ /0001-	,0002-	,0003-	,0004-	,0005
049-2- /04/ /0006-	,0007-	,0008-	,0009-	,0010







**Hellmuth, Obata & Kassabaum, P.C.**  
Architecture, Interiors, Planning, Graphics, Engineering

1110 Vermont Avenue, NW, Suite 330, Washington, D.C. 20005  
Telephone: 202 457 9400

June 23, 1987

Ms. Claire Poupard, Project Coordinator  
Office of Comprehensive Planning  
10640 Page Avenue  
Fairfax City, VA 22030

Re: Justification for Bonus Density in PDH-40 Zone  
Metro Place at Dunn Loring  
RZ 84-P-129

Dear Claire:

The applicant is requesting 67 dwelling units in excess of 40 units per acre, or 48 dwelling units per acre on this 8.33 acre PDH-40 District. This bonus density is requested in accordance with Article 6-109, paragraph 2 of the Zoning Ordinance. The request is based on the following:

A. Open Space. The Zoning Ordinance requires 35 percent open space in a PDH-40 District. The proposed Conceptual and Final Development Plans show 40 percent open space, which includes open space for compact cars. 38.9 percent open space is provided, which results in 11% ( $4.9\% + 35\% = 11\%$ ). Therefore, 11 percent excess open space is provided on-site. Much of this open space is provided as part of the site's public Metro Plaza and recreation areas, including a swimming pool.

BONUS DENSITY CALCULATION: 333.2 permitted units x .4 x .11  
(11% excess open space) = 14.66 bonus units.

B. Unique Design Features & Amenities. The proposed development includes many unique design features and amenities. These features include:

- o Metro Plaza. The proposed Metro Plaza is a major public plaza across Gallows Road from the entrance to the Dunn Loring Metro Station. The Metro Plaza will include a pool incorporating water fountains, seat walls or

Claire Poupard  
June 23, 1987  
Page 2

benches, high quality, landscaping and a location for a sidewalk cafe. The plaza will contain special paving and architectural features in order to provide a pleasing pedestrian atmosphere.

- o Retail/Residential Mix. A mix of residential and retail uses is proposed for two buildings. Building F, located to the southeast of the Metro Plaza contains retail uses on the first floor, with the majority of the upper stories devoted to residential uses. The proposed retail uses may include small food stores, a drug store, restaurants, and other traditional retail shopping uses. In addition, Building E, in the southeast corner of the site, also includes retail uses on the first floor, with residential uses located on the upper five stories. The proposed retail uses in this building are anticipated to include retail stores providing services to residences, such as dry cleaners and shoe repair shops.
- o Architectural Massing. Building F illustrates an architectural massing which is designed to highlight the relationship to Dunn Loring Metro Station and the proposed Metro Plaza. This building includes an arcade at the Metro Plaza corner of the building which opens through to the remainder of the site. At its central point, the height of Building F is six stories, with the height decreasing to four and then two stories at the southern end. This "stepping-down" of heights provides architectural diversity and interest to the site.
- o Recreational Facilities. The proposed development will include exceptional recreational facilities. These facilities include a swimming pool and bathhouse and a health spa/exercise room.
- o Community Center. Building E includes a 2000 square foot community center which will be available for use by the neighboring community in addition to the proposed development. This community center has individual outside entrance and patio area available for outside seating, restrooms, an office and a storage room.

Claire Poupard  
June 23, 1987  
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C. Underground Parking. The proposed development includes 100 percent underground parking to meet the parking requirements for the residential uses. These underground parking areas are located beneath the buildings to provide exceptional convenience for the residents of the proposed development.

BONUS DENSITY CALCULATION:  $25\% \times 333.2 = 83.3$  bonus units.

D. Historic Preservation. Not Applicable.

E. Moderately-Priced Housing. The proposed development will provide moderately-priced housing units. The details of the provision of moderately-priced housing are being discussed with the County Housing and Redevelopment Authority.

BONUS DENSITY CALCULATION: As determined by the Board.

F. Lower Intensity. Not Applicable.

G. Solar Energy. Not Applicable.

TOTAL BONUS DENSITY CREDIT = 114.62 dwelling units plus additional units for moderately-priced housing.

MINIMUM TOTAL UNITS JUSTIFIED = 333.2 permitted units + 114.62 bonus units = 447.82 units, which exceeds number of units requested by the Applicant.

TOTAL UNITS REQUESTED = 400 dwelling units (48 du/acre).

Sincerely,

  
Mary Ann Lasch, ASLA  
Associate

MAL/pc

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

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

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

**CONVENANT** - 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 POC 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 POC 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 POC.

**DEDICATE** - Transfer of property from private to public ownership.

**DENSITY** - Number of dwelling units divided by the gross acreage being developed (DU/AC). Density Bonus is an increase in the density otherwise allowed, and granted under specific provisions of the Zoning Ordinance when developer provides excess open space, recreation facilities, moderately priced housing, etc.

**DESIGN REVIEW** - The Division of the Department of Environmental Management which reviews all subdivision plats and site plans for conformance with County policies and requirements contained in the Subdivision Control Ordinance, the Public Facilities Manual, the Building Code, etc, and for conformance with any proffered plans and/or conditions.

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

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

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

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

**DEVELOPED RECREATION** - That portion of open space, whether common or dedicated, which is improved for recreation purposes.

**PROFFER** - A Development plan and/or written condition, which, when offered by an owner and accepted by the Board of Supervisors, becomes a legally binding part of the regulations of the zoning district pertaining to the property in question. Proffers, or proffered conditions, must be considered by the Planning Commission 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

**PUBLIC FACILITIES MANUAL** - The manual, adopted by the Board of Supervisors, which defines guidelines which govern the design of those facilities which must be constructed to serve new development. The guidelines include streets, drainage, sanitary sewers, erosion and sediment control and tree preservation and planting.

**SERVICE LEVEL** - An estimate of the effectiveness with which a roadway carries traffic, usually determined under peak anticipated load conditions.

**SETBACK, REQUIRED** - The distance from a lot line or other reference point, within which no structure may be located.

**SITE PLAN** - A detailed plan, to scale, depicting development of a parcel of land and containing all information required by the Zoning Ordinance. Site plans are required, in general, for all townhouse and multi-family residential development and for all commercial and industrial development.

**SUBDIVISION ORDINANCE** - An ordinance regulating the division of land into smaller parcels and which, together with the Zoning Ordinance, defines required conditions laid down by the Board of Supervisors for the design, dedication and improvement of land.

**SUBDIVISION PLAT** - A detailed drawing, to scale, depicting division of a parcel of land into two or more lots and containing engineering considerations and other information required by the Subdivision Ordinance.

**USE** - The specific purpose for which a parcel of land or a building, is designed, arranged, intended, occupied or maintained.

**Permitted** - Uses specifically permitted by the Zoning Ordinance Regulations of the Zoning District within which the parcel is located. Also described as a Conforming Use.

**Non-Conforming** - A use which is not permitted in the Zoning District in which the use is located but is allowed to continue due to its existence prior to the effective date of the Zoning Regulations(s) now governing.

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

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

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

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

#### ENVIRONMENTAL TERMS

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

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

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

**COASTAL PLAIN GEOLOGIC PROVINCE** - In Fairfax County, it is the relatively flat southeastern 1/4 of the County, distinguished by low relief and a preponderance of sedimentary rocks and materials (sands, gravels, silts) and a tendency towards poorly drained soils.

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

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

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

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

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

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

**MONTMORILLONITIC CLAY** - A fine grained earth material whose properties cause the clay to swell when wet and shrink when dry. In 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 valleys, an underlying metamorphic rock matrix (schist, gneiss, greenstone) and generally good bearing soils.

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

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

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

**STREAM VALLEY** - Any stream and the land extending from either side of it to a line established by the high point of the concave/convex topography, as delineated on a map adopted by the Stream Valley Board. For purposes of stream valley acquisition, the five-criteria definition of stream valleys contained in 'A Restudy of the Pohick Watershed' (1963) will apply. The two primary criteria include all the land within the 100-year floodplain and the area along the floodplain in slopes of 15 percent or more.

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