



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

September 28, 2011

Elizabeth D. Baker
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor
Arlington, VA 22201

RE: Rezoning Application RZ 2010-PR-014A
(Concurrent with Final Development Plan Application FDP 2010-PR-014A and Rezoning Application RZ 2010-PR-014B)

Dear Ms. Baker:

Enclosed you will find a copy of an Ordinance adopted by the Board of Supervisors at a regular meeting held on September 27, 2011, granting Rezoning Application RZ 2010-PR-014A in the name of Georgelas Group, LLC. The Board's action rezones certain property in the Providence District from the I-5 and HC to the PTC and HC Districts and permits mixed use development with an overall Floor Area Ratio (FAR) of 6.33. The subject property is located on the east side of the Leesburg Pike and south of Spring Hill Road approximately 250 feet west of its intersection with Greensboro Drive on approximately 1.56 acres of land [Tax Map 29-1 ((1)) 48D], and is subject to the proffers dated September 20, 2011.

Please note that the Planning Commission previously approved Final Development Plan Application FDP 2010-PR-014A on September 21, 2011 subject to final development plan conditions dated September 20, 2011.

The Board also:

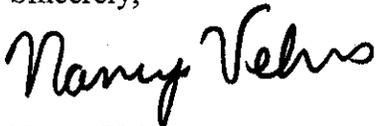
- Modified all trails and bike trails, in favor of the streetscape and on-road bike lane system shown on the plans.
- Waived Section 17-201, Paragraph 3, of the Zoning Ordinance, to provide any additional interparcel connections to adjacent parcels beyond that shown on the Plans, and as proffered.
- Waived Section 17-201, Paragraph 4, of the Zoning Ordinance, requiring any further dedication and construction for widening of existing roads to address Comprehensive Plan requirements beyond that which is indicated in the plans and proffers.

Office of the Clerk to the Board of Supervisors
12000 Government Center Parkway, Suite 533
Fairfax, Virginia 22035

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- Waived Section 6-506, Paragraph 1, of the Zoning Ordinance, requiring a minimum district size of ten acres in the Planned Tysons Corner (PTC) District.
- Waived Section 11-102, Paragraph 8, of the Zoning Ordinance, requiring a one-foot setback from the property line for underground parking garages.
- Modified Section 7-0802.2 of the Public Facilities Manual (PFM) to allow for the projection of structural columns into parking stalls to no more than four percent of the stall area.
- Modified Section 7-0800 of the PFM to allow the use of tandem parking spaces with valet service to be counted as required parking.
- Allowed a waiver for the use of underground stormwater management and best management practices in a residential development, subject to Waiver Number 8158-WPFM-001-2.
- Modified the ten year tree canopy requirements and the tree preservation target, in favor of that shown on the plans, and as proffered.
- Modified Section 12-0702 1B (2) of the PFM to permit the reduction of the minimum planter opening area for trees used to satisfy the tree cover requirement, in favor of that shown on the plans as proffered.

Sincerely,



Nancy Vehrs
Clerk to the Board of Supervisors
NV/ph
Enclosure

Cc: Chairman Sharon Bulova
Supervisor Linda Smyth, Providence District
Janet Coldsmith, Director, Real Estate Division, Dept. of Tax Administration
Barbara Berlin, Director, Zoning Evaluation Division, DPZ
Diane Johnson-Quinn, Deputy Zoning Administrator, Dept. of Planning and Zoning
Thomas Conry, Dept. Manager. - GIS - Mapping/Overlay
Angela K. Rodeheaver, Section Chief, Transportation. Planning Division
Department of Highways-VDOT
Sandy Stallman, Park Planning Branch Manager, FCPA
District Planning Commissioner
Denise James, Office of Capital Facilities/Fairfax County Public Schools
Karyn Moreland, Chief Capital Projects Sections, Dept. of Transportation



At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center at Fairfax, Virginia, on the 27th day of September 2011, the following ordinance was adopted:

**AN ORDINANCE AMENDING THE ZONING ORDINANCE
PROPOSAL NUMBER RZ 2010-PR-014-A
(Concurrent with RZ 2010-PR-014-B)**

WHEREAS, Georgelas Group, LLC, filed in the proper form an application requesting the zoning of a certain parcel of land herein after described, from the I-5 and HC Districts to the PTC and HC Districts, and

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

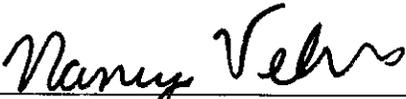
WHEREAS, this Board has today held a duly called public hearing and after due consideration of the reports, recommendation, testimony and facts pertinent to the proposed amendment, the Board is of the opinion that the Ordinance should be amended,

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

Be, and hereby is, zoned to the PTC and HC Districts, and said property is subject to the use regulations of said PTC and HC Districts, and further restricted by the conditions proffered and accepted pursuant to Va. Code Ann., 15.2-2303(a), which conditions are in addition to the Zoning Ordinance regulations applicable to said parcel, and

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

GIVEN under my hand this 27th day of September, 2011.



Nancy Vehrs
Clerk to the Board of Supervisors



PROFFERS
GEORGELAS GROUP LLC
RZ 2010-PR-014-A

September 20, 2011

Pursuant to Section 15.2-2303(A) of the Code of Virginia (1950, as amended) and Section 18-204 of the Zoning Ordinance of Fairfax County (1978, as amended), the property owner/applicant, for themselves and their successors and/or assigns (hereinafter collectively referred to as the "Applicant"), hereby proffer that the development of the parcel under consideration and shown on the Fairfax County 2011 Tax Maps as 29-3 ((1)) 48D (the "Subject Property") shall be in accordance with the following conditions if, and only if, rezoning application 2010-PR-014-A ("this Rezoning") is granted.

The Subject Property is part of a larger rezoning known as "Spring Hill Station" which includes three related components identified as A, B and C (collectively referred as "RZ 2010-PR-014"). The Subject Property is the subject of RZ 2010-PR-014-A. Property identified as 2011 Tax Map 29-3 ((1)) 60C is the subject of RZ 2010-PR-014-B. Property identified as 2011 Tax Map 29-1 ((1)) 18C and 29-3 ((1)) 53, 53A, 54A, 57, 57A, 57B, 57G, 57H, 57J, 63C and to-be-vacated/abandoned street right-of-way area is the subject of RZ 2010-PR-014-C. RZ 2010-PR-014 is divided into three Neighborhoods referred to as 1, 2 and 3 and seven areas identified as Areas A through G. The Subject Property is located in Neighborhood 2 and is referred to as Area F.

GENERAL

1. Conceptual Development Plan. The Subject Property shall be developed in substantial conformance with the Spring Hill Station Demonstration Project Part A Conceptual Development Plan/Final Development Plan ("CDP/FDP") dated August 24, 2010 and revised through August 22, 2011, prepared by VIKA, Incorporated, WDG Architecture, PLLC, and ParkerRodriguez, Inc.
2. Elements of CDP. Notwithstanding the fact that the Conceptual Development Plan ("CDP") and Final Development Plan ("FDP") are presented on the same plan, it shall be understood that the proffered elements of the CDP are limited to the grid of streets, general location of the points of access, general location of the building, uses, building height, and general quality and character of the streetscape. The Applicant has the option to request a Final Development Plan Amendment ("FDPA") for elements other than the CDP elements for all or a portion of the CDP/FDP in accordance with the provisions set forth in Section 16-402 of the Fairfax County Zoning Ordinance (the "Zoning Ordinance").
3. Minor Modifications. Minor modifications to the CDP/FDP may be permitted as determined by the Zoning Administrator pursuant to Section 16-403(4) of the Zoning Ordinance. The Applicant shall have the flexibility to modify the layout shown on the

CDP/FDP without requiring approval of an amended CDP/FDP provided such changes are in substantial conformance with the CDP/FDP as determined by the Zoning Administrator and do not affect the proffered elements identified in Proffer 2.

4. Umbrella Owners' Association or Equivalent. The Applicant shall cause the recordation of an umbrella owners association ("UOA") or the equivalent in the form of one or more reciprocal easement and/or joint maintenance and/or joint development agreements, and other governance documents as necessary (collectively referred to as "UOA or equivalent"), to provide for various proffer and maintenance obligations, including but not limited to, implementation of the TDM program, maintenance of the private streets and sidewalks, streetscapes, publicly accessible park areas and any private utility systems. Such governance documents shall be submitted to the Office of the County Attorney (in a timely manner) to ensure they provide for the various proffers and maintenance obligations not otherwise covered by separate agreement with the County and/or the Virginia Department of Transportation ("VDOT"). Said UOA or equivalent may be expanded to include other properties subject to RZ 2010-PR-014 as well as additional nearby properties.

PROPOSED DEVELOPMENT

5. Proposed Development. The maximum gross floor area ("GFA") (gross floor area as currently defined in the Zoning Ordinance), permitted on the Subject Property is 436,000 square feet (the "Proposed Development"). Development of the Subject Property may include all permitted uses in the Planned Tysons Corner Urban ("PTC") District, subject to limitations in the development tabulations on Sheet C-3 of the CDP/FDP and these Proffers. The primary use of the Subject Property shall be multi-family residential dwellings, which may include accessory uses as defined by the Zoning Ordinance. The Retail/Service category provided in the development tabulations may include any non-residential use permitted in the PTC District, subject to the Use Limitations in Sect. 6-505, or uses accessory to the primary use. Such Retail/Service uses may be provided as shown on an approved FDP.
6. Uses allowed by special exception or special permit in the PTC District may be authorized through a separate special exception or special permit process without the need for a Proffered Condition Amendment ("PCA") or Conceptual Development Plan Amendment ("CDPA"), provided the use is in substantial conformance with the approved CDP and FDP.
7. Final Development Plan.
 - A. The FDP approved for the Subject Property shall establish the maximum GFA. The specific GFA for the Subject Property shall be established at final site plan.
 - B. A tabulation indicating the development status of all property subject to RZ 2010-PR-014 shall be provided with each FDP and site plan submitted for the Subject Property. The tabulation shall include a listing of all existing and proposed buildings, along with the GFA and uses approved on the CDP/FDP and site plan

as may be applicable. The tabulation shall identify the reassignment of any excess GFA (as compared with what was originally shown on the applicable CDP) and shall be updated with each subsequent FDPA and site plan approved for the Subject Property.

- C. A tabulation indicating the tree canopy calculations of all property subject to RZ 2010-PR-014 shall be provided with each FDP and site plan submitted for the Subject Property and shall be updated with each subsequent FDPA and site plan approved for the Subject Property.
- D. If requested by the District Supervisor, any FDP or FDPA for the Subject Property which is not concurrent with this original rezoning or filed in conjunction with a PCA shall be subject to review by the Board of Supervisors to determine if the FDP is in accordance with the approved CDP and complies with applicable zoning district regulations. The Applicant shall provide written notice to the District Supervisor upon initial submission of each FDP or FDPA application filed after approval of this original rezoning that is not filed concurrently with a PCA application, requesting a determination by the District Supervisor as to whether review by the Board of Supervisors is warranted.

ARCHITECTURAL DESIGN

- 8. Building Design. The architectural treatment of the proposed building shall be in general conformance with the character depicted in the architectural elevations on Sheets A-0.6 and A-0.7 of the CDP/FDP. The building shall be designed with high quality architecture and building materials that are typically used on the exterior of Class A office buildings and residential and retail buildings of a similar quality and as specified on Sheet A-0.6, with modifications permitted with final architectural design. A minimum of 10 percent (10%) of the dwelling units shall be designed and constructed with some Universal Design features as determined by the Applicant to promote visitability.
- 9. Build-to-Lines. Build-to-lines ("BTL") have been established as depicted on Sheets C-6 and C-6A of the CDP/FDP to create an urban, pedestrian-oriented environment where buildings are located close to the street and pedestrian/streetscape areas are located between the buildings and the streets. In general, building facades are intended to be configured in such a way as to provide a continuous street wall along this line, but modifications to either side of the BTL shall be permitted provided such are in general conformance with the plans and proffers. Awnings and other architectural canopies attached to the building frontage that project out from the build-to line and into the building zone shall provide adequate clearance for pedestrian movement and shall not conflict with street tree locations.
- 10. Activated Streetscapes and Ground Floor Elements. The Applicant shall provide for an activated streetscape by designing and constructing the exterior facade of ground floor area adjacent to Condominium Avenue with one or more of the following treatments: 1) incorporation of entries in to individual dwelling units from the street level; 2)

incorporation of recreational and amenity spaces on the ground floor with a minimum 40% of the ground floor façade constructed with glazed windows and/or doors or other transparent materials; or 3) inclusion of ground level non-residential uses with a minimum 40% of the area of the ground floor facade constructed with glazed windows and doors or other transparent materials. Residential units that have direct access to the streetscape from an individual unit shall utilize design features to provide interior privacy (such as by having a ground floor elevation above the sidewalk grade).

Access to the parking garage and loading/trash/service areas for the proposed building shall be provided from West Street and/or East Street and not directly from Condominium Avenue. Loading/trash/service areas shall be screened from public view through the use of roll down doors or similar treatment.

11. Parking Structures. The above grade parking structure along Condominium Avenue shall incorporate street level treatments described in Proffer 10. Above the street level, screening composed of architectural systems designed to limit or block views into the garage spaces from street level shall be applied as shown on Sheets A-0.6-A-0.7 of the CDP/FDP.
12. Building Height. The maximum building height for the proposed building on the Subject Property shall be measured in accordance with the provisions of the Zoning Ordinance, and shall be no greater than 300 feet from average grade, inclusive of the penthouse; the maximum height of the podium shall be no greater than 60 feet from average grade. The final height for the building and specific steps in building height, which shall be determined at the time of site plan or building permit approval, may be less than the maximum height shown on the CDP/FDP provided that the building retains a similar urban form to that shown on the CDP/FDP. All building penthouses and rooftop structures shall be integrated into the architecture of the building.
13. Telecommunications Equipment. Telecommunications equipment may be placed on the proposed building's rooftop. Any such facilities must comply with the applicable requirements of the Zoning Ordinance and be screened and/or setback sufficiently from the perimeter of the roof and penthouse such that they are not visible from the surrounding streets. Other screening measures may be used such as including the facilities as part of the architecture of the buildings, utilizing compatible colors, or employing telecommunication screening material and flush mounted antennas. Telecommunications equipment may also be architecturally integrated onto the facades of the building where necessary to ensure on-street and/or open space coverage.

BUILDING PRACTICES

14. Residential Building Certifications.
 - A. The Applicant shall include, as part of the building plan submission for the residential building to be constructed on the Subject Property, a list of specific credits within the project's registered version of the U.S. Green Building Council's Leadership in Energy and Environmental Design New Construction

(LEED®-NC) rating system, or other LEED rating system determined to be applicable by the U.S. Green Building Council (USGBC), or its equivalent (as determined jointly by the Applicant and Fairfax County), that the Applicant anticipates attaining.

- B. In addition, the Applicant shall designate the Chief of the Environment and Development Review Branch of the Department of Planning and Zoning (DPZ) as a team member in the USGBC's LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.
- C. Except as otherwise provided below in Paragraph E as an alternative, a LEED or equivalent-accredited professional ("LEED-AP") who is also a professional engineer or licensed architect will provide certification statements at the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED-NC certification of the project. At the time of building plan review, the LEED-AP will also submit a statement detailing the expected building permit submission timelines to determine which building plan approval is expected to be the final building plan approval.
- D. Prior to final building plan approval, the Applicant shall execute a separate agreement and post a "green building escrow" in the form of cash or a letter(s) of credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual (PFM), in the amount of \$2.00/square foot of GFA, as shown on the approved site plan. This green building escrow will be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of LEED-NC certification, by the USGBC, under the project's registered version of the LEED-NC rating system or other LEED rating system determined, by the USGBC, to be applicable to the building. The provision to the Environment and Development Review Branch of DPZ of documentation from the USGBC that the building has attained LEED-NC certification will be sufficient to satisfy this commitment. At the time LEED-NC certification is demonstrated to the Environment and Development Review Branch of DPZ, the escrowed funds and/or letter(s) of credit shall be released to the Applicant.

If the Applicant provides to the Environment and Development Review Branch of DPZ, within three (3) years of issuance of the final Residential Use Permit ("RUP") for the building, documentation demonstrating that LEED-NC certification for the building has not been attained but that the building has been determined by the USGBC to fall within three (3) points of attainment of LEED-NC certification, 50% of the green building escrow will be released to the Applicant; the other 50% will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives.

If the Applicant fails to provide, within three (3) years of issuance of the final RUP for the building, documentation to the Environment and Development Review Branch of DPZ demonstrating attainment of LEED-NC certification or demonstrating that the building has fallen short of LEED-NC certification by more than three (3) points, the entirety of the escrow for that building will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives.

If the Applicant provides documentation from the USGBC demonstrating, to the satisfaction of the Environment and Development Review Branch of DPZ, that USGBC completion of the review of the LEED-NC certification application has been delayed through no fault of the Applicant, the Applicant's contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the Zoning Administrator, and no release of escrowed funds shall be made to the Applicant or to the County during the extension.

- E. As an alternative to the actions outlined in the Paragraphs C and D above, the Applicant may choose at its sole discretion to pursue a certification higher than LEED-NC, in which case a LEED or equivalent-accredited professional will provide certification statements at the time of building plan review confirming that the items on the list of specific credits will meet at least the minimum number of credits necessary to attain LEED-NC Silver certification.

Prior to final building plan approval for the building to be constructed, the Applicant shall submit documentation, to the Environment and Development Review Branch of DPZ, regarding the USGBC's preliminary review of design-oriented credits in the LEED program. This documentation will demonstrate that the building is anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, will be sufficient to attain LEED-NC Silver certification. Under this alternative, the Applicant is not required to provide a "green building escrow" unless the Applicant fails to provide the above referenced documentation that the building is anticipated to attain LEED-NC Silver certification.

15. Sustainability

- A. Electric Vehicle Charging Stations. Prior to building permit issuance, the Applicant shall provide an assessment of the feasibility and costs that would be associated with the provision of space and infrastructure required for the future provision of electric vehicle charging stations in the parking garage. Based on the results of this assessment, the Applicant shall consider the provision of space and infrastructure to provide areas for some "electric vehicle-ready" parking spaces in the garage. "Electric vehicle-ready" means the provision of space, conduit banks, conduits and access points allowing for the easy installation of vehicle charging stations in the future; it does not include the installation of transformers, switches, wiring or charging stations.

- B. Additional Conduit. The Applicant shall provide for an additional conduit in its utility plans to accommodate future fiber and/or telecommunication connections on the Subject Property.
- C. Alternate Energy Sources. The Applicant shall ensure that the utility sleeve through the foundation of the proposed building is sized to accommodate a pipe/facility, a maximum of 12 inches in diameter, allowing potential future energy sharing or alternate energy sources.
- D. Data Collection. To the extent there are master electric, gas and water meters for the entire building, upon request by the County, the Applicant shall provide to the County aggregated non-proprietary energy and water consumption data, as practicable, for the building.

SITE DESIGN

- 16. Landscaping. The CDP/FDP includes a conceptual landscape plan for the Subject Property consisting of an overall plan and details regarding streetscapes, courtyards and private amenity areas. As part of the site plan submission for the building, the Applicant shall submit to the Urban Forestry Management Division (“UFMD”) of the DPWES for review and approval a detailed landscape plan that is in substantial conformance with the quantity and quality of plantings and materials landscaping shown on the approved CDP/FDP. The detailed landscape plan shall include the design, quantity and quality of plantings, a labeled plan that includes all known utilities and sight distance requirements overlaid on the planting plan and, among other things, irrigation information, design details for tree wells and other planting areas on structures and along streets. The plan shall include the composition of planting materials, methods for providing structural cell technology or other construction methods, as approved by UFMD, to provide suspended pavement over tree root zones that prevent soil compaction, and design details for other planting areas on structures and along streets.
- 17. Streetscaping. Streetscaping shall be installed throughout the Subject Property as illustrated on Sheets L-1.01 and L-1.04 of the CDP/FDP. Streetscape elements shall include: a street tree planting/amenity panel located immediately behind the face of curb; a clear pedestrian walkway adjacent to the street tree planting/amenity panel; and a building zone between the pedestrian walkway and the face of the building that is designed to allow access to the building and/or additional landscaping adjacent to residential uses and also storefront browsing, outdoor display, outdoor dining, and similar uses adjacent to Retail/Service uses. Streetscaping elements may be adjusted at the time of site plan approval provided the quality of the streetscape is consistent with that shown on the CDP/FDP.
 - A. Street Trees. Tree planting sites are set forth on the CDP/FDP, subject to revision as may be approved at site plan review by the UFMD. The Applicant shall retain the services of a certified arborist or Registered Consulting Arborist to monitor the design and inspect the planting of the street trees and shall notify UFMD in writing or by electronic mail no later than three business days prior to tree pit

construction to allow for County inspection. Where minimum planting widths of 8 feet cannot be provided, structural cell technology, or other measures acceptable to UFMD, shall be used to satisfy the following specifications for all planting sites:

- (i) A minimum of 4 feet open surface width and 16 square feet open surface area for Category III and Category IV trees, with the tree located in the center of the open area;
- (ii) A minimum rooting area of 8 feet wide (may be achieved with techniques to provide un-compacted soil below pavement), with no barrier to root growth within four feet of the base of the tree;
- (iii) A minimum soil depth of four (4) feet as measured to the shallow most point of the tree pit as shown in the tree planting details found on Sheet L-1.04 of the CDP/FDP;
- (iv) Soil volume for Category III and Category IV trees (as defined in Table 12.19 of the Public Facilities Manual) shall be **700 cubic feet per tree** for single trees, but may be reduced to a minimum of 400 cubic feet where necessary, such as where paving above rooting zones is necessary to accommodate pedestrian traffic or where utility locations preclude greater soil volume. For two trees planted in a contiguous planting area, a total soil volume of at least 500 cubic feet per tree shall be provided. For three or more trees planted in a contiguous area, the soil volume shall equal to at least 400 cubic feet per tree. A contiguous area shall be any area that provides root access and soil conditions favorable for root growth throughout the entire area;
- (v) Soil specifications in planting sites shall be provided in the planting notes to be included in all site plan submissions;
- (vi) All shade trees shall be a minimum of 3 to 3.5 inches in caliper at the time of planting; all flowering trees shall be a minimum of 2 inch caliper at the time of planting; and all new evergreen trees shall be a minimum of eight (8) feet in height at the time of planting; and,
- (vii) Trees zones shall be installed with a fully automatic, drip irrigation system.
- (viii) It is expected that street trees may have to be planted within utility easements and that the Applicant shall replace any street trees that are removed to facilitate repairs of utilities in these easements

B. Non-Invasive Plant Materials. Invasive species, as defined by the Fairfax County Public Facilities Manual, shall not be used within the streetscape and landscaped open space areas.

- C. Utility Locations. Utilities, including, but not limited to water, sanitary sewer and storm sewer utility lines, shall be installed within the street network to the maximum extent feasible as determined by DPWES or shall be placed in locations that do not conflict with the landscaped open space areas and streetscape elements shown on the CDP/FDP. If there is no other option, utilities may be placed within open space or streetscape areas provided that the long-term health of trees and other plantings is ensured by the provision of sufficient soil volume as shown on the CDP/FDP, as determined by the UFMD. Adjustments to the type and location of plantings shall be permitted to avoid conflicts with utilities and other site engineering considerations. If at the time of site plan approval, street trees shown on the FDP are in conflict with existing or proposed utilities and alternative locations for the street trees satisfactory to UFMD cannot be accommodated, the Applicant shall modify the location of utilities to ensure that the trees shown on the FDP can be provided.

Maintenance access points to SWM Facilities (as defined in Proffer 36) and electric vaults beneath the streetscape should be located outside the clear pedestrian walkway zone of the streetscape when feasible. If the access points must be located in the walkway zone, they shall be designed as a lift out panel with the same paving materials as the walkway (subject to ADA requirements), be flush with the walkway, and meet ADA accessibility requirements.

- D. Sight Distance Considerations. If determined at site plan approval that street tree locations conflict with sight distance requirements, the Applicant shall make efforts to gain approval of said trees by making minor adjustments to their locations or by removing their lower branches. However, in the event VDOT does not approve such tree locations, the Applicant shall be permitted to delete the tree location(s) without the need for an administrative approval from DPZ.
- E. Streetscape Furnishings and Materials and Lighting. Unified and high quality streetscape materials shall be provided and may include, but not be limited to, unit pavers, seat walls, tree space edging, lighting, traffic signal poles, benches, trash receptacles and other hardscape elements. A Streetscape Furnishing and Materials Plan shall be provided as part of the site plan submission and may, at the County's option, be subject to review by the Office of Community Reinvestment and Revitalization ("OCCR") within the specified time frames for site plan review. These plans shall include general product information and approximate locations of furnishings and materials to be located in the streetscape between the building face and the curb, and in other public realm open spaces. Materials, furnishings, and lighting shall be compatible with those already proposed in the Tysons West North Subdistrict as described in the Fairfax County Comprehensive Plan, and shall be coordinated with any streetscape design efforts put forth by the Tysons Partnership, but shall not be subject to approval by Tysons Partnership. If this application is the first in the district to propose a palette of materials and furnishings, such shall be coordinated with the Tysons Partnership and/or other proposed projects within the district.

The Applicant shall utilize the street light fixture shown on Sheet L-1.10 of the CDP/FDP or an alternative street light fixture as may be approved by DPZ. All streetscape lighting shall be energy efficient. All on-site, outdoor and parking garage lighting shall not exceed that permitted under the Outdoor Lighting Standards of Section 14-900 of the Zoning Ordinance. All parking lot and building mounted security lighting shall utilize full cut-off fixtures. Recessed lighting shall be directionally shielded to mitigate the impact on the adjacent residences.

- F. Signage and Wayfinding. Signage for the Subject Property shall be provided in accordance with the requirements of Article 12 of the Zoning Ordinance. Alternatively, the Applicant may seek approval of a Comprehensive Sign Plan ("CSP"). The placement of traffic control signage on public streets shall be coordinated with the VDOT. Wayfinding signage and elements shall be coordinated with the Tysons Partnership to facilitate a consistent wayfinding and signage system throughout the district, but shall not be subject to approval by Tysons Partnership. Wayfinding shall provide direction to locations of prominent attractions, parks, cultural arts destinations, and other public amenities.
- G. Tysons Urban Design Guidelines. In the event that urban design guidelines for Tysons are published by Fairfax County, the Applicant reserves the right, at its sole discretion, to utilize and follow in part, or in whole, the guidelines in lieu of the design specifications of these Proffers related to the specifications covered by such guidelines.
- H. Maintenance. The Applicant shall maintain and replace in-kind all pedestrian realm elements within the Proposed Development. The pedestrian realm includes all areas between the back of curb and the back of the clear pedestrian sidewalk whether located within the public right-of-way or on private land with public access easements. The Applicant shall enter into the appropriate agreement, in a form approved by the Office of the County Attorney, with Fairfax County (or other public entity, as needed) to permit the Applicant to perform such maintenance. An alternative maintenance agreement, such as a Business Improvement District, may be entered into upon written agreement of both the County and the Applicant without the requirement for a PCA. Maintenance commitments include, but not be limited to:
- (i) All plantings including trees, shrubs, perennials, and annuals;
 - (ii) All associated irrigation elements;
 - (iii) All hard surfaces;
 - (iv) All streetscape furnishings including benches, bike racks, and non-standard structures;
 - (v) All lighting fixtures;

- (vi) All non-VDOT standard traffic sign posts, signal poles, pedestrian signal poles, mast arms, signal heads and control boxes;
- (vii) Snow removal;
- (viii) Leaf removal;
- (ix) Trash, recycling and litter removal;
- (x) Decorative retaining walls; and
- (xi) Special drainage features, such a Low Impact Design facilities.

TRANSPORTATION IMPROVEMENTS

18. Grid of Streets. The Applicant shall construct a grid of streets, as described more fully below, on the Subject Property as generally located and depicted on Sheets C-6 and C-7 of the CDP/FDP. The functional classification of the roadways comprising the grid of streets on the Subject Property is summarized below:

Street	Classification
Condominium Avenue	Collector (public)
West Street	Local (private— see Proffer 18B)
East Street	Service Street/Alley (private)

A. Condominium Avenue.

- (i) Interim Section. Prior to the issuance of the first RUP for the Subject Property, the Applicant shall design and construct Condominium Avenue from Spring Hill Road to the eastern boundary of the Subject Property in an interim condition as generally depicted on Sheet C-6 of the CDP/FDP. Condominium Avenue shall be constructed in general accordance with the typical section depicted on Sheet C-7 to accommodate two travel lanes (one in each direction) and a parking lane on the south side of Condominium Avenue, with variable pavement/widening provided at select locations to accommodate certain turning movements and/or pavement transitions as depicted on Sheet C-6 of the CDP/FDP. This street shall be privately maintained until such time as the ultimate section is constructed as described below or Condominium Avenue is extended by others to serve properties beyond the eastern property line. The Applicant shall install signage at the terminus of the interim Condominium Avenue indicating that the street will be extended in the future.

Applicant's site plan for the construction of Condominium Avenue shall provide for the closure and removal of the existing entrance to Fairfax County 2011 Tax Map reference 29-1 ((1)) 63C ("Parcel 63C") from

Spring Hill Road and installation of a new entrance to Parcel 63C from Condominium Avenue, as shown on Sheet C-6 of the CDP/FDP.

- (ii) Ultimate Section. The ultimate section for Condominium Avenue is depicted on Sheets C-6A and C-7 of the CDP/FDP. This section will include four travel lanes (two in each direction) with bicycle lanes on both sides of the street and on-street parking on the south side of the street between Spring Hill Road and West Street. It is anticipated that the ultimate section of Condominium Avenue east of Spring Hill Road will be constructed by others when or before the ultimate section of Condominium Avenue is constructed west of Spring Hill Road. The Applicant shall provide any necessary ancillary and reasonable easements on the Subject Property to facilitate the construction of the ultimate section of Condominium Avenue by others.
- (iii) Public Street Design. Condominium Avenue in its interim section shall be designed and constructed as a local street in general conformance with the standards included in Attachment C (*Transportation Design Standards for Tysons Corner Urban Center*) of the Memorandum of Agreement approved by the Board of Supervisors on September 13, 2011, as may be amended (the "MOA"), subject to modifications as may be granted. In its ultimate section, Condominium Avenue shall be designed as public collector street as shown on Sheet C-6A.
- (iv) Right-of-Way Dedication. The Applicant shall reserve right-of-way on the Subject Property for Condominium Avenue at the time of site plan approval including reservation of all land west of West Street as shown on Sheet C-6 of the CDP/FDP and right-of-way to a point inclusive of the landscape amenity panel and the sidewalk for the portion of Condominium Avenue east of West Street and shall convey the reserved area in fee simple to the Board of Supervisors following construction and final street acceptance inspection by Fairfax County and/or VDOT of the ultimate street section and streetscape improvements. The deed of dedication shall include a stipulation that the area of the landscape amenity panel/sidewalk shall be used for pedestrian/streetscape purposes only. A temporary public access easement in a form acceptable to the County Attorney shall be recorded over the reserved street areas, landscape amenity panel and sidewalk until such time as the right-of-way is dedicated. All right-of-way dedications shall be subject to advanced density credit as specified in Proffer 41.

Once the ultimate street section is completed, the Applicant shall work diligently with VDOT and Fairfax County to ensure that Condominium Avenue can be accepted as a public street. Parking garages, stormwater management facilities, public and private utilities and other similar facilities are proposed to be located beneath the landscape amenity panel/sidewalk along the entire length of Condominium Avenue and in the

area between the landscape amenity panel/sidewalk and the southern property line between Spring Hill Road and West Street. A retaining wall to be maintained by the Applicant will also be located in the right-of-way. In the event that VDOT and/or Fairfax County choose not to accept such facilities and retaining walls within the right-of-way, the Applicant shall provide dedication measuring 18 inches from the back of the proposed curb line and shall grant a public access easement, in a form acceptable to the Office of the County Attorney, over the area of the amenity panel/sidewalk. This easement shall allow for the installation of signage necessary for safety and operation of the street as well as parking regulation equipment by VDOT and/or the County.

- B. West Street. Prior to the issuance of the first RUP for the Subject Property, the Applicant shall construct West Street located west of Building F1 as generally depicted on Sheets C-6 and C-7 of the CDP/FDP. West Street shall be built and maintained as a private local street since a parking garage is intended to be constructed beneath the travel lanes. A public access easement in a form acceptable to the Office of the County Attorney shall be granted for the vehicle travelway and associated sidewalk.

It is anticipated that with the future redevelopment of adjacent property identified as Fairfax County 2011 Tax Map reference 29-3 ((1)) 50, West Street will be extended and expanded along its western edge to provide two lanes of traffic (one in each direction) with parking lanes on both sides of the street. With this improvement, the streetscape area between the face of Building F1 and the eastern curb line of West Street shall be widened to 16 feet. On or before issuance of the first RUP for Building F1, the Applicant shall escrow with DPWES the cost of improving and expanding the streetscape area to 16 feet and grant necessary easements to permit the reconstruction by others. However, the Applicant reserves the right to improve and expand the sidewalk itself and be entitled to a return of the escrowed funds.

With the completion of the street by others, the Applicant, if requested by the County, shall cooperate in the establishment of West Street as a local public street, including reasonable improvements to the street for acceptance into the state system. In the event VDOT and/or Fairfax County choose to accept West Street as a public street as designed with parking garage, stormwater management facilities and public and private utilities beneath it, the Applicant shall dedicate in fee simple to the Board of Supervisors right-of-way for West Street to a point inclusive of the landscape amenity panel and sidewalk subject to a reservation of subsurface rights and easement rights for convenient access to, and the right to maintain, repair and replace, any underground parking facilities, storm water management facilities and any public or private utilities in, on or under the right-of-way.

- C. East Street. Prior to the issuance of the first RUP for the Subject Property, the Applicant shall construct East Street, as generally depicted on Sheets C-6 and C-7

of the CDP/FDP. East Street shall be built and maintained as a private service street/alley. A public access easement in a form acceptable to the Office of the County Attorney shall be granted for the vehicle travelway.

- D. Future Interparcel Connections. Prior to issuance of the first RUP for Building F1, the Applicant shall record public interparcel access easements that do not require joinder by any other party, other than parties having an interest in the Subject Property, in a form approved by the County Attorney to permit future connections to West Street and East Street from adjacent properties. Said connections are to be provided by others.
- E. Definition of Construct. For purposes of this Proffer "construct" shall mean that the committed road improvement is open to use by the public for travel whether or not the improvement has been accepted for maintenance by the state.
- F. Naming. The Applicant reserves the right to provide different names for the streets than those shown on the CDP/FDP.

- 19. Traffic Signal. Prior to bond release for Building F1, a warrant study for a signal at the intersection of Spring Hill Road and Condominium Avenue shall be completed and submitted to VDOT. If deemed warranted by VDOT, a traffic signal shall be designed, equipped and installed at the subject intersection along with installation of a pedestrian crosswalk and audible pedestrian countdown signals across Condominium Avenue and Spring Hill Road as may be permitted and approved by VDOT, utilizing any escrowed contributions for the signal received by the County. If not deemed warranted, the Applicant shall escrow with DPWES its pro rata share of the future signal (based on the Subject Property's projected proportional share of the traffic utilizing the Spring Hill Road and Condominium Avenue intersection when the signal is warranted) to be provided by others.
- 20. Pedestrian Amenities. Prior to the issuance of the 200th RUP for the Subject Property and subject to VDOT approval, the Applicant shall paint a crosswalk on the north side of Spring Hill Road at its intersection with Leesburg Pike. The Applicant shall also install pedestrian signals on each side of the crosswalk if not previously installed by VDOT or others, utilizing any escrowed contributions for the pedestrian signals received by the County.
- 21. Construction Traffic Management. The Applicant shall prepare and implement a construction traffic management plan during construction of the Building F1, as appropriate, through its development/construction manager, so as to provide safe and efficient pedestrian and vehicle circulation at all times on the Subject Property and on the public roadways adjoining the Subject Property. The management plan shall identify anticipated construction entrances, construction staging areas, construction vehicle routes and procedures for coordination with FCDOT and/or VDOT concerning construction material deliveries, lane or street closures, and/or other construction related activities to minimize disturbance on the surrounding road network.

Such plans shall be prepared by a qualified professional and submitted for review and comment to the VDOT, FCDOT and DPWES upon submission of the initial site plan for each phase.

22. Tysons Transportation Fund. The Applicant shall provide a contribution of \$1,000 for each market rate residential unit constructed on the Subject Property to Fairfax County for the Tysons Transportation Fund. The contribution shall be made on or before the issuance of the initial RUP for the building. The amount due shall be adjusted for all creditable expenditures described herein.

The Applicant shall receive credits against the contributions that would otherwise be due to the Tysons Transportation Fund for: 1) costs incurred in the acquisition of off-site right-of-way and associated easements for the construction of off-site streets and intersection improvements, including costs borne by the Applicant associated with any Fairfax County condemnation actions; and 2) costs incurred for the construction of off-site streets (costs for off-site streets shall not include costs of frontage improvements to existing streets adjacent to the Subject Property). For the purposes of this Proffer, "off-site" shall not include any land area included in any portion of RZ 2010-PR-014.

BICYCLE FACILITIES

23. Bicycle Parking. The Applicant shall provide bicycle racks, bike lockers, and/or bike storage areas on the Subject Property, the specific locations of which shall be determined at the time of site plan approval, subject to FCDOT approval. The bicycle racks shall be inverted U-style racks or other design approved by FCDOT. The total number of bike parking/storage spaces shall be consistent with the Fairfax County Policy and Guidelines for Bicycle Parking.

PARKING

24. Zoning Ordinance Requirements.
- A. Parking on the Subject Property shall be provided in accordance with the parking requirements for the PTC District set forth in Section 6-509 and Article 11 of the Zoning Ordinance, and as shown on the CDP/FDP. The exact number of spaces to be provided shall be refined with approval of the FDP and determined at the time of site plan approval based on the specific uses, number of residential units and bedroom mix. If changes in the mix of uses or bedroom mix result in parking greater than that anticipated on the CDP/FDP, the additional parking spaces shall be accommodated within the proposed parking structures, without increasing the height or mass of the parking structures.
- B. The Applicant reserves the right to provide parking at revised rates (rates referring to the number of parking spaces provided per dwelling unit for residential uses or per square foot of GFA for Retail/Service uses) as may be permitted by a future amendment to the Zoning Ordinance. Optional use of revised rates shall not

require a CDPA or PCA, provided there is no increase in the size or height of above-grade parking structures.

25. Parking Stipulations.

- A. The Applicant shall provide controlled access to the parking garage and shall ensure that the control equipment is capable of counting vehicles entering and exiting the garage.
- B. The sale or lease rates of parking spaces shall be "unbundled" from the purchase price or lease rate of the individual dwelling units; meaning a unit's purchase price or lease rate shall be exclusive of parking costs.
- C. The Applicant reserves the right to restrict the use of on-street spaces along any private street and along Condominium Avenue prior to dedication, for use as temporary or short term parking, zip car parking and/or similar uses through appropriate signage or such other means as the Applicant determines appropriate.

TRANSPORTATION DEMAND MANAGEMENT

26. Tysons Transportation Management Association. The Applicant shall join and participate in a future transportation management association to be established for the Tysons area.

27. Transportation Demand Management. The Applicant shall fund, implement and administer a transportation demand management program for the Subject Property as described in this Proffer (the "TDM Program"). If subsequent to the approval of this Rezoning, a Tysons West District or Tysons Corner Urban Center-wide TDM entity is established for the purpose of administering TDM programs in such District or Urban Center, and is approved by FCDOT, then the Applicant with approval from FCDOT and without requiring a PCA may join or otherwise become associated with such entity and transfer some or all functions of this TDM Program to the new entity whereupon this Proffer in whole or in part shall be void and of no further force or effect. This TDM Program for the Subject Property will be part of a more comprehensive TDM program to be developed for Spring Hill Station. It is intended that the first of the Spring Hill Station Neighborhoods to develop will initiate implementation of that which will become a Spring Hill Station-wide TDM program, and which the later developing Neighborhoods will join. Further, if solely determined by FCDOT that a proactive, private TDM program is no longer necessary, the TDM structure in this proffer may be rendered null and void in whole or in part without the need for a PCA.

A. Implementation Plan. The proffered elements of the TDM Program as set forth below are more fully described in the *Tysons Spring Hill Station Transportation Demand Management and Implementation Plan* prepared by UrbanTrans Consultants, Inc. dated August 22, 2011 (the "Implementation Plan"). A copy of the cover sheet and table of contents of the Implementation Plan is attached hereto

as Exhibit A. It is the intent of this Proffer that the Implementation Plan adapt over time to respond to the changing transportation related circumstances of the Subject Property, the other neighborhoods in Spring Hill Station, the surrounding community and the region, as well as to technological and/or other improvements, all with the objective of meeting the trip reduction goals as set forth herein. Accordingly, modifications, revisions, and supplements to the Implementation Plan as may be approved by the FCDOT can be made without the need for a PCA provided that the Implementation Plan continues to reflect the proffered elements of the TDM Program as set forth below.

- B. Responsible Party. Georgelas Group LLC, or any successor other than the UOA or its equivalent, shall remain obligated under this Proffer until such time as two consecutive post Stabilization trip counts reveal that the applicable vehicle trip reduction goals are being met (the "Applicant Control Period"). At the end of the Applicant Control Period, the UOA or equivalent shall become obligated under this Proffer and Georgelas Group LLC, or any successor other than the UOA or equivalent, shall have no further obligation with respect to this Proffer. For purposes of this Proffer, "Stabilization" shall be deemed to occur one-year following issuance of the last initial RUP for the final dwelling unit or the last initial Non-RUP for the final office building to be constructed in Neighborhood 2, whichever occurs last. "Pre-stabilization" shall be deemed to occur upon the issuance of the last initial RUP for the residential building to be constructed on the Subject Property.

- C. Trip Reduction Objective. The objective of this TDM Program shall be to reduce the vehicle trips generated by residents of the Subject Property, during weekday peak hours, by meeting the percentage vehicle trip reductions set forth below. These trip reduction percentages shall be multiplied by the total number of residential vehicle trips that would be expected to be generated by the uses developed on the Subject Property as determined by the application of the Institute of Traffic Engineers, 8th Edition, Trip Generation rates and/or equations (the "ITE Trip Generation"), and the number of trips determined by the product of such equation shall be referred to herein as the "Maximum Trips After Reduction". For purposes of this calculation, the maximum number of dwelling units proposed to be constructed on the Subject Property as determined at the time of site plan approval(s) shall be applied to the calculation described in the preceding sentence. The target reductions shall be as follows:

<u>Year</u>	<u>Percentage Vehicle Trip Reduction</u>
Through 2022	35%
2023	37.5%
2025	40%
2028	42.5%
2030	45%
2035	47.5%
2040	50%

2045	52.5%
2050	55%

If through an amendment to the Comprehensive Plan, the Board of Supervisors should subsequently adopt a goal for trip reductions that is lower than that committed to in this Proffer, then the provisions of this Proffer shall be adjusted accordingly without requiring a PCA.

D. TDM Program Components – Spring Hill Station-Wide. The TDM Program shall include, but not necessarily be limited to, the following Spring Hill Station-wide components, each of which are more fully described in the Implementation Plan, and each of which may be provided in association with, and may be phased accordingly to, the TDM Program proffered for Neighborhoods 1, 2 and 3:

- (i) Spring Hill Station-wide TDM Program Management.
- (ii) TDM Program Branding.
- (iii) Transportation Program Web Site.
- (iv) Promotion of Real-time Transit Information.
- (v) Site-based Transportation Access Guides.
- (vi) Customized Commute Profiles.
- (vii) Bicycle Accommodations.
- (viii) Carsharing Management.
- (ix) Vehicle Parking Management.

E. TDM Program Components – Residential. The TDM Program shall include, but not be limited to, the following residential components, each of which are more fully described in the Implementation Plan, and each of which may be provided in association with, and may be phased accordingly to, the TDM Program proffered for Neighborhoods 1, 2 and 3.

- (i) Residential Transportation Coordinators.
- (ii) Business Center.
- (iii) Metrorail SmartTrip cards and Try Transit campaign for new residents.
- (iv) Live/work/play marketing to new tenants.

F. Process of Implementation. The TDM Program shall be implemented as follows, provided that modifications, revisions, and supplements to the implementation

process as set forth herein as may be approved by the FCDOT can be made without the need for a PCA.

- (i) TDM Program Manager. If not previously appointed, the Applicant shall appoint and continuously employ, or cause to be employed, a qualified transportation management professional with a transportation marketing and/or planning background to be the TDM Program Manager (TPM) for Spring Hill Station. If not previously appointed, the TPM shall be appointed by the Applicant no later than sixty (60) days after the issuance of the first building permit for the first new building to be constructed on the Subject Property. During the initial stages of development, the TPM duties may be part of other duties associated with the appointee. The Applicant shall notify FCDOT and the District Supervisor in writing within 10 days of the appointment of the TPM and further shall provide the TPM's qualifications. Thereafter the Applicant shall do the same within ten (10) days of any change in such appointment. Following the termination of the Applicant Control Period, the UOA shall be responsible for employment of the TPM.

- (ii) TDM Work Plan and Annual Budget. If not already effectuated for the then-current calendar year, the TPM shall prepare and submit to FCDOT a TDM Work Plan ("TDMWP") and Annual Budget no later than 180 days after issuance of the first building permit for the first new building on the Subject Property. If a TDMWP is already in place for the then-current calendar year, the TDM shall revise the TDMWP with the following year's submission to incorporate the new construction on the Subject Property. The TDMWP shall include, at a minimum:
 - a. Details as to the start-up components of the TDMWP that will be put into action effective with the first new building on the Subject Property;
 - b. The budget needed to implement the TDMWP (the "TDM Budget");
 - c. A determination of the applicable Maximum Trips After Reduction for the Subject Property in accordance with Paragraph C above; and
 - d. Provision of the specific details associated with the monitoring and reporting requirements.

The TDMWP shall be reviewed by FCDOT. If FCDOT has not responded with any comments within sixty (60) days after submission then the TDMWP shall be deemed approved and the TDMWP shall be implemented. If FCDOT responds with comments on the TDMWP, then the TPM will meet with FCDOT staff within fifteen (15) days of receipt of

the County's comments. Thereafter but in any event, no later than thirty (30) days after the meeting, the TPM shall submit such revisions to the TDMWP as discussed and agreed to with FCDOT and begin implementation of the approved program and establish the approved TDM Budget. Thereafter the TPM, in conjunction with each annual report summarizing the results of the TDM Program to be submitted no later than February 1st (the "Annual Report"), shall update the TDMWP and TDM Budget for each succeeding calendar year to modify or enhance program elements and establish a budget to cover the costs of implementation of the TDMWP for such year. The expected annual amounts of the TDM Budget are further described in Section 3.0 of the Implementation Plan.

- (iii) TDM Account. If not previously established, the Applicant, through the TPM, shall establish a separate interest bearing account with a bank or other financial institution qualified to do business in Virginia as approved by Fairfax County (the "TDM Account") within 30 days after approval of the TDMWP and TDM Budget. All interest earned on the principal shall remain in the TDM Account and shall be used by the TPM for TDM purposes. The TDM Account shall be funded solely by the Applicant, through the TPM, until the end of the Applicant Control Period. At the end of the Applicant Control Period, a line item for the TDM Account shall be included in the UOA, or its equivalent, budget. The governing documents that establish and control the development shall provide that the TDM Account shall not be eliminated as a line item in the governing budget and that funds in the TDM Account shall not be utilized for purposes other than to fund TDM strategies/programs and/or specific infrastructure needs as may be approved in consultation with FCDOT.

Funding of the TDM Account shall be in accordance with the budget for the TDM Program elements to be implemented in a year's TDMWP plus a contingency (the "TDM Contingency") amount equal to 10 percent of the yearly estimated TDM Budget. In no event shall the TDM Budget and the TDM Contingency for Spring Hill Station overall be required to exceed \$215,000 and in no event shall an individual building's obligation to fund the TDM Budget exceed the proportion set forth in the Implementation Plan (these amounts shall escalate on a yearly basis from the base month of January 2013 (the "Base Month") and change effective each January 1 thereafter based on changes in the Consumer Price Index for all urban consumers [1982-84=100] not seasonally adjusted (the "CPI-U") from the Base Month as permitted by VA. Code Ann. Section 15.2-2303.3). The TPM shall provide written documentation to FCDOT demonstrating the establishment of the TDM Account within ten (10) days of its establishment. The TDM Account shall be replenished annually thereafter following the establishment of each year's TDM Budget and any transfer of funds to the TDM Remedy Fund. The TDM Account shall be managed by the TPM.

- (iv) TDM Remedy Fund. At the same time the TPM creates and funds the TDM Account, the TPM shall establish a separate interest bearing account with a bank or other financial institution qualified to do business in Virginia as approved by Fairfax County referred to as the "TDM Remedy Fund." Any funds remaining in the TDM Account at the end of any given year shall be transferred to the TDM Remedy Fund, as discussed below, until such time as the TDM Remedy Fund has achieved a balance of \$50,000 for Spring Hill Station overall (this amount shall be adjusted annually in accordance with subparagraph (iii) above based on changes in the CPI-U from the Base Month defined in said subparagraph (iii)).

At such time as the TDM Remedy Fund achieves such a balance, any funds remaining in the TDM Account at the end of any given year shall ~~remain in the TDM Account for use~~ by the TPM. Funds from the TDM Remedy Fund shall be drawn upon only for purposes of immediate need for TDM funding and may be drawn on prior to any TDM Budget adjustments as may be required. In the event the TDM Remedy Fund is drawn upon, then the TDM Remedy Fund shall be replenished during the next TDM Budget cycle (repeated for multiple budget cycles if necessary), as indicated above, until the TDM Remedy Fund achieves a target balance of \$50,000 (as such amount is or has been adjusted in accordance with the method described above). In the event there are no surplus funds in the TDM Account at the end of any year, then the Applicant shall replenish the Remedy Fund by depositing 2% of the Remedy Fund target balance until the fund achieves the target balance as outlined above.

- (v) TDM Penalty Fund. The "TDM Penalty Fund" is an account in to which the Applicant shall, through the TPM, deposit penalty payments as may be required to be paid pursuant to the this Proffer for non-attainment of trip reduction goals. The County may withdraw funds from the TDM Penalty Fund for the implementation of additional TDM program elements/incentives and/or congestion management in Tysons Corner. To secure the Applicant's obligations to make payments into the TDM Penalty Fund, the Applicant shall provide the County with a letter of credit or a cash escrow as further described below.

Prior to the issuance of the first RUP for the Subject Property, the Applicant (or its successor owner or developer, but not the UOA) shall:

- a. Establish the TDM Penalty Fund, if not previously established by the TPM, and
- b. Deliver to the County a clean, irrevocable letter of credit issued by a banking institution approved by the County or escrow cash in an interest-bearing account with an escrow agent acceptable to DPWES to secure the Applicant's obligations to make payments into the TDM Penalty Fund (the "Letter of Credit or Cash

Escrow”). The Letter of Credit or Cash Escrow shall be issued in an amount equal to \$0.45 for each square foot of GFA shown on the approved site plan for the new building on the Subject Property. Until the Letter of Credit or Cash Escrow for such new building shall have been posted, the \$0.45 figure in the preceding sentence shall escalate based on changes to the CPI-U as set forth in Paragraph F(iii) above. Once the Letter of Credit or Cash Escrow shall have been posted, there shall be no further adjustments or increases in the amount thereof. The Letter of Credit or Cash Escrow shall name the County as the beneficiary and shall permit partial draws or a full draw. The foregoing stated amount of the Letter of Credit or Cash Escrow shall be reduced by the sum of any and all previous draws under the Letter of Credit or Cash Escrow and payments by the Applicant (or the TPM) into the TDM Penalty Fund as provided below.

- (vi) Monitoring. The Applicant shall verify that the proffered trip reduction goals are being met through the provision of person surveys, trip counts and/or other such methods as may be reviewed and approved by FCDOT. Surveys shall be conducted and traffic counts collected for the Subject Property at: (a) Pre-stabilization; and (b) Stabilization.

Following Pre-stabilization but prior to Stabilization, surveys shall be conducted every three years and traffic counts shall be collected annually until the results of one annual traffic count show that the applicable Maximum Trips After Reduction for the Subject Property are not exceeded. At such time, surveys and traffic counts shall be conducted every three years until Stabilization occurs; Annual Reports shall continue to be provided as outlined in this Proffer.

Following Stabilization, surveys shall be conducted every three years and traffic counts shall be collected annually until the results of two consecutive traffic counts show that the applicable Maximum Trips After Reduction for the Subject Property have not been exceeded. At such time as two consecutive traffic counts show that the applicable Maximum Trips After Reduction for the Subject Property have not been exceeded, the Applicant Control Period associated with the Subject Property shall terminate.

G. Remedies and Penalties

- (i) Prior to Pre-Stabilization. If the TDM program monitoring reveals that the Maximum Trips After Reduction for the Subject Property is exceeded, then the Applicant shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the Implementation Plan and annual TDMWP. However, there shall be no

penalties associated with trip counts and/or surveys conducted prior to Pre-Stabilization.

(ii) Following Pre-stabilization but prior to Stabilization

- a. *Remedies.* If it is determined at Pre-stabilization that the TDM program monitoring reveals that the Maximum Trips After Reduction for the Subject Property is exceeded, then the Applicant shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the Implementation Plan and annual TDMWP and funded by the Remedy Fund as may be necessary.
- b. *Penalties.* If despite the implementation of remedial efforts, the applicable Maximum Trips After Reduction (based on the year Pre-Stabilization occurred) are still exceeded after three consecutive years, then, in addition to addressing further remedial measures as set forth in this Proffer, the Applicant shall be assessed a penalty according to the following:
 - 1) If the vehicle trip reduction achieved is no more than 5.0 percentage points less than the applicable percentage goal, then no penalty is owed and triennial surveys or counts shall continue as set forth above until Stabilization occurs.
 - 2) If the vehicle trip reduction achieved is between 5.0 and 10.0 percentage points less than the applicable percentage goal, then \$350 per trip for each trip that exceeds the applicable Maximum Trips After Reduction within such range, shall be paid to the TDM Penalty Fund.
 - 3) If the vehicle trip reduction achieved is more than 10.0 percentage points less than the applicable goal, then 25% of the remaining penalty funds contributed by the Subject Property shall be paid to the TDM Penalty Fund, subject to the limitations in the paragraph below.
 - 4) Penalties may be incurred in subsequent Pre-Stabilization years based on the ranges set forth in subparagraphs b(1) through b(3) above. The total aggregate amount of penalties that may be incurred by the Applicant during Pre-Stabilization shall be limited to forty percent (40%) of the total penalty funds contributed by the Subject Property. Once the applicable Maximum Trips After Reduction are not exceeded (the applicable vehicle trip reduction goal is met), those funds remaining in the penalty fund shall be

used toward applicable penalties incurred after Stabilization.

(iii) Following Stabilization and during the Applicant Control Period

- a. *Remedies.* If the TDM program monitoring reveals that the Maximum Trips After Reduction for the Subject Property is exceeded, then the Applicant shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the Implementation Plan and annual TDMWP and funded by the Remedy Fund as may be necessary, commensurate with the extent of deviation from the Maximum Trips After Reduction goal.
- b. *Penalties.* If despite the implementation of remedial efforts, the applicable Maximum Trips After Reduction (based on the year Stabilization occurred) are still exceeded after three consecutive years, then, in addition to addressing further remedial measures as set forth in this Proffer, the Applicant shall be assessed a penalty according to the following:
 - 1) If the vehicle trip reduction achieved is up to 2.0 percentage points less than the applicable percentage goal, then \$500 per trip for each trip that exceeds the applicable Maximum Trips After Reduction shall be paid to the TDM Penalty Fund.
 - 2) If the vehicle trip reduction achieved is up to 6.0 percentage points less than the applicable percentage goal then \$500 per trip for each trip that exceeds the applicable Maximum Trips After Reduction by up to 2.0 percentage points and \$750 per trip for each trip that exceeds the applicable Maximum Trips After Reduction by more than 2.0 percentage points shall be paid to the TDM Penalty Fund.
 - 3) If the vehicle trip reduction achieved is up to 10.0 percentage points less than the applicable percentage goal then \$500 per trip for each trip that exceeds the applicable Maximum Trips After Reduction by up to 2.0 percentage points, \$750 per trip for each trip that exceeds the applicable Maximum Trips After Reduction by more than 2.0 and up to 6.0 percentage points, and \$1,000 per trip for each trip that exceeds the applicable Maximum Trips After Reduction by more than 6.0 percentage points shall be paid to the TDM Penalty Fund.

- 4) If the trip reduction achieved is more than 10 percentage points less than the applicable percentage goal, then 25% of the total remaining penalty funds contributed by the Subject Property shall be paid to the TDM Penalty Fund.
 - 5) Penalties may be incurred in subsequent Stabilization years during the Applicant Control Period when the applicable Maximum Trips After Reduction for the Subject Property continue to be exceeded and provided there are funds still available in the Penalty Fund.
- (iv) The Applicant shall make the payments required by this Proffer into the TDM Penalty Fund upon written demand by the County, and the County shall be authorized to withdraw the amounts on deposit in the TDM Penalty Fund. If the Applicant fails to make the required penalty payment to TDM Penalty Fund within thirty (30) days after written demand, the County shall have the ability to withdraw the penalty amount directly from the Letter of Credit or Cash Escrow.
- (v) The maximum amount of penalties associated with the Subject Property, and the maximum amount the Applicant shall ever be required to pay pursuant to the penalty provisions of this Proffer, prior to and after Stabilization, shall not in the aggregate exceed the amount of the Letter of Credit or Cash Escrow determined and computed pursuant to the provisions of Paragraph F(v)(b) above. There is no requirement to replenish the TDM Penalty Fund at any time. Upon the end of the Applicant Control Period, the Letter of Credit and/or any cash left in the Cash Escrow shall be released to the Applicant.
- H. Additional Trip Counts. If an Annual Report indicates that a change has occurred that is significant enough to reasonably call into question whether the applicable vehicle trip reduction goals are continuing to be met, then FCDOT may require the Applicant (or UOA after termination of the Applicant Control Period) to conduct additional Trip Counts (pursuant to the methodology set forth in the Implementation Plan) within 90 days to determine whether in fact such objectives are being met. If any such Trip Counts demonstrate that the applicable vehicle trip reduction goals are not being met, then the Applicant or UOA shall meet with FCDOT to review the TDM strategies in place and to develop modifications to the TDM Plan to address the surplus of trips.
- I. Review of Trip Reduction Goals. Upon Pre-Stabilization and/or Stabilization and concurrent with remedial actions and/or the payment of penalties as outlined in Paragraph G(iii) , the Applicant may request that FCDOT review the vehicle trip reduction goals established for the Subject Property and set a revised lower goal for the Subject Property consistent with the results of such surveys and traffic counts provided for by this Proffer. In the event a revised lower goal is

established for the Subject Property, the Maximum Trips After Reduction shall be revised accordingly for the subsequent review period.

- J. Continuing Implementation. At the termination of the Applicant Control Period, the UOA shall bear sole responsibility for continuing implementation of the TDM Program and compliance with this Proffer. The UOA shall continue to administer the TDM Program in the ordinary course in accordance with this Proffer including submission of Annual Reports.
- K. Notice to Owners. All owners of the Subject Property shall be advised of the TDM Program set forth in this Proffer. UOA members shall be informed of their funding obligations pursuant to the requirements of this Proffer prior to the purchase of units and the requirements of the TDM Program, including the annual contribution to the TDM Program (as provided herein), shall be included in all initial purchase documents and within the UOA documents.

28. Intelligent Transportation Systems. To optimize safe and efficient travel in Tysons, the Applicant shall incorporate and maintain a system that provides pertinent traffic and transit information that allows users to make informed travel decisions. This information shall be provided at initial occupancy of each building. The delivery of this information shall be made convenient for building occupants and visitors, such as via computer, cell phone, monitors, or similar technology. Such devices shall provide, but not be limited to, information on the following:

- A. Traffic conditions, road hazards, construction work zones, and road detours.
- B. Arrival times and delays on Metrorail, Tysons Circulator, and area bus routes.
- C. Real time parking conditions and guidance to current on-site parking vacancies.
- D. Bus stops pre-wired for real-time arrival/departures information.

The Applicant shall work with FCDOT and/or the Tysons Partnership to identify sources and facilitate electronic transmittal of data. Furthermore, the Applicant shall participate in efforts to implement any future dynamic traffic management program for the Tysons area.

AFFORDABLE/WORKFORCE HOUSING

29. Affordable Dwelling Units. If required by the provisions of Part 8 of Article 2 of the Zoning Ordinance, Affordable Dwelling Units ("ADUs") shall be provided pursuant to said regulations unless modified by the ADU Advisory Board.

30. Workforce Dwelling Units. In addition to any ADUs that may be required pursuant to this proffer, the Applicant shall also provide for-sale and/or rental housing units on the Subject Property in accordance with the Board of Supervisors' Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010. Workforce Dwelling Units ("WDUs") shall be provided such that the total number of

ADUs, if any, plus the total number of WDUs results in not less than twenty percent (20%) of the total residential units constructed as part of the Proposed Development. The 20% applies to the total number of dwelling units to be constructed on the Subject Property. If ADUs are provided in the development, both the ADUs and the ADU bonus units shall be deducted from the total number of dwelling units on which the WDU calculation is based.

The WDUs shall have a mix of bedroom counts similar to that provided in the market rate units. Additionally, in the event that parking spaces are guaranteed to be made available for lease to individual market rate dwelling units, at least one (1) parking space shall be made available for lease by each ADU and/or WDU in the development.

Notwithstanding the foregoing, should the Board of Supervisors' policies related Workforce Dwelling Units in Tysons Corner be amended, the Applicant reserves the right, at its sole discretion, to opt in to the new policies, in part or in whole, without the need for a PCA and, if the Applicant so opts into any such new policies, the provisions of this Proffer which relate to the new policies of the Board of Supervisors which Applicant has elected to opt into shall no longer be effective. Furthermore, the Applicant reserves the right to enter into a separate binding written agreement with the appropriate Fairfax County agency as to the terms and conditions of the administration of the WDUs following approval of this Application. Such an agreement shall be on terms mutually acceptable to both the Applicant and Fairfax County and may occur after the approval of this Application. Neither the Board of Supervisors nor Fairfax County shall be obligated to execute such an agreement. If such an agreement is executed by all applicable parties, then the WDUs shall be administered solely in accordance with such an agreement and the provisions of this proffer as it applies to WDUs shall become null and void. Such an agreement and any modifications thereto shall be recorded in the land records of Fairfax County.

RECREATIONAL FACILITIES

31. Private Amenities and Recreation Facilities for Residents. The Applicant shall provide on-site recreational facilities for the future residents of the Subject Property. Pursuant to Paragraph 2 of Section 6-110 of the Zoning Ordinance regarding developed recreational facilities, the Applicant shall expend a minimum of \$1600 per market-rate and workforce residential unit on such recreation facilities. Prior to final bond release for the Subject Property, the balance of any funds not expended on-site, as determined by DPWES shall be contributed to the Fairfax County Park Authority ("FCPA") for the provision of recreation facilities serving Tysons Corner.

The specific facilities and amenities for the use and enjoyment of the building's residents shall be provided as shown on the approved FDP. Amenities to be provided shall include:

- A. Private exterior recreational courtyard on the upper level of the parking podium with seating areas, specialty landscaping, lawn and/or shaded areas and hardscape

areas, and may also include a volleyball court, putting green, bocci court, boules court, board game tables, or similar recreational facility;

- B. Private exterior recreational area to be provided on the roof or podium level with a swimming pool, lounge deck, and outdoor fireplace/fire pit;
- C. Interior fitness center, a minimum of 1,000 square feet in size, furnished with exercise equipment such as stationary bikes, treadmills, weight machines, free weights, etc, but not necessarily staffing; and
- D. Clubroom for resident gatherings and/or media/entertainment center.

32. Off-Site Open Space Enhancement. Prior to the issuance of the 200th RUP for the Subject Property, the Applicant shall provide improvements to portions of an approximate 19,500 square foot open space area located off-site of the Subject Property in the northeast quadrant of the intersection of Spring Hill Road and Condominium Avenue (located on property identified as 2011 Tax Map 29-3 ((1)) 63C ("Parcel 63C"). This area shall be designed to create a park-like setting with enhanced landscaping, hardscape, and benches in a design as generally shown on Sheet L-0.02 of the CDP/FDP. Such improvements shall be made provided they do not necessitate the requirement for a PCA for Parcel 63C. It is anticipated that these improvements will be interim only and that the future redevelopment of Parcel 63C will result in the removal of these interim improvements to permit the construction of a building and associated streetscape amenities.

33. Park Land Acquisition/Athletic Field Contribution. On or before the issuance of the initial RUP on the Subject Property, the Applicant shall escrow the sum of \$500,000 with Fairfax County for the acquisition of parkland by the applicant in RZ 2010-PR-014-B. The escrow shall be released to the applicant of RZ 2010-PR-014-B at the time park land is acquired by said applicant under RZ 2010-PR-014-B or its designee pursuant to proffers associated with RZ 2010-PR-014-B. If, at the time the initial RUP for the Subject Property is issued, the applicant under RZ 2010-PR-014-B or its designee has already acquired the aforesaid park land or said park land has been acquired by Fairfax County by means of its condemnation powers, the Applicant either shall (i) furnish written proof to Fairfax County that Applicant has reimbursed the applicant under RZ 2010-PR-014-B or its designee the sum of \$500,000 toward the costs incurred to acquire the park land or to reimburse Fairfax County for its condemnation payments, or (ii) deposit with Fairfax County the sum of \$500,000 and Fairfax County, in turn, shall pay such \$500,000 to the applicant under RZ 2010-PR-014-B or its designee. In the event, the applicant in RZ 2010-PR-014-B is not able to acquire the identified park land, with or without the assistance of County condemnation, the escrowed funds shall be utilized by FCPA to support the provision of active recreation facilities either through land acquisition or facility development in Tysons and the escrowed amount shall be credited to the optional monetary contribution for the acquisition of park land proffer associated with RZ 2010-PR-014-B.

PUBLIC FACILITIES

34. Fire Station Contribution. The Applicant shall contribute \$1.50 per square foot of GFA constructed on the Subject Property to Fairfax County toward the cost of the construction of a new fire station. Said per square foot contributions shall be made on or before issuance of the initial RUP for construction on the Subject Property. The contribution shall be released to the applicant of RZ 2010-PR-014-B during the progress of construction of a new fire station by said applicant under RZ 2010-PR-014-B or its designee pursuant to proffers associated with RZ 2010-PR-014-B. In the event, the applicant in RZ 2010-PR-014-B does not provide a fire station, the contributed funds shall be utilized by the County to construct a fire station or for other public facilities needs in Tysons.
35. Public School Contribution. Per the Residential Development Criteria Implementation Motion adopted by the Board of Supervisors on September 9, 2002, and revised July, 2006, the Applicant shall contribute \$9,378 per expected student (based on a ratio of 0.087 students per residential unit) to the Fairfax County School Board to be utilized for capital improvements to schools that serve the Tysons Corner area. Such contribution shall be made on or before issuance of the initial RUP for the residential building on the Subject Property and shall be based on the actual number of dwelling units built in such building.

STORMWATER MANAGEMENT

36. Stormwater Management. Stormwater management measures for the Subject Property shall be designed with the goal of protecting the downstream receiving waters in the Tysons Corner area from further degradation while providing sufficient controls to proportionately improve the condition of said receiving waters. The Applicant shall provide for stormwater detention (SWM) and Best Management Practices (BMPs) in a system of underground detention vaults and low impact development ("LID") facilities (collectively, the "SWM Facilities"). SWM Facilities and the location of access points to underground vaults shall be provided as generally shown on the CDP/FDP, as may be adjusted with subsequent site plan approval, and as may be approved by the DPWES.

The SWM Facilities shall be designed to mimic not just the pre-developed (existing) peak release rates but also strive to preserve and/or improve the pre-developed (existing) runoff volumes as contemplated within current LEED requirements, depending on the existing impervious condition. Stormwater management plans for the Subject Property shall at a minimum achieve stormwater management design credit for LEED (provided such LEED stormwater credit does not include a mandatory drawdown requirement that conflicts with other aspects of this Proffer) and retain on-site and/or seek to reuse the first inch of rainfall to the extent practicable during final design of the building. Seasonal variations in reuse water demand will create fluctuations in the draw down period, but will not exceed 10 days subject to Virginia Uniform Statewide Building Code (USBC) provisions and necessary modifications thereto. To mitigate concerns with this extended reuse time, additional volume will be provided in the SWM vault to assure the PFM

required 10-year detention volumes are available after 48 hours for an impending storm event.

Plans shall make use of certain LID techniques that will aid in runoff volume reduction and promote reuse throughout the site. As a part of the LID techniques proposed, the Applicant shall provide green roof (intensive and/or extensive) on approximately 50 percent of all roof top areas. Green roofs shall be installed in keeping with PFM specifications. The areas of rooftop covered by green roof will contribute a 45%-60% runoff volume reduction for storms equal or less than one inch of rainfall; as currently proposed by the Virginia Department of Conservation and Recreation. Other LID techniques may include, but not be limited to, tree box filters, pervious hardscapes/streetscapes, and stormwater reuse for landscape irrigation and air conditioning unit cooling.

At a minimum, the Applicant shall provide volume reductions as set forth on Sheets C-10 and C-11 of the CDP/FDP, subject to DPWES and VDOT approval. However, prior to site plan approval for the Subject Property, the Applicant shall demonstrate to DPWES and DPZ that efforts have been made to the extent practicable to retain the first inch of rainfall for the full 1.56 acres of the Subject Property.

SPECIAL TRANSPORTATION ASSESSMENT DISTRICT

37. Special Transportation Assessment District. The Applicant shall take all necessary and reasonable steps to cause the Subject Property to be included in a special district, including but not limited to a transportation improvement district, service district, or sanitary district or similar fund-raising vehicle (collectively a "Special Transportation Assessment District" or "STAD"), established by governmental action and designed to provide a continuous source of funds to Fairfax County for future transportation improvements that will serve the Tysons Corner Urban Center, as defined in the County's Comprehensive Plan (other than a district to fund an extension of Metrorail service to the Dulles Airport area such as the existing Phase I Dulles Rail Transportation Improvement District (the "Phase I District")), including supporting creation of a STAD and petitioning for creation of a STAD in conjunction with other landowners if a petition to that effect is required by applicable law in order to create the STAD. Inclusion of the Subject Property in a STAD is conditioned on the following stipulation:

For any particular tax year, the rate for an ad valorem real property tax assessment levied by or on behalf of the STAD shall be set at no more than the difference between \$0.29 per \$100 of assessed value and the rate for the Phase I District, e.g., if in a particular tax year the rate for the Phase I District tax is \$0.22 per \$100 of assessed value, then for that tax year the rate for the STAD tax may not exceed \$0.07 per \$100 of assessed value, while if in another tax year the Phase I District rate is \$0.00, then for that other year the STAD tax rate shall be set at \$0.29 per \$100 of assessed value.

MISCELLANEOUS

38. Metrorail Tax District Buyout for Certain Residential Uses. At least sixty days prior to recording any residential condominium documents for the Subject Property which is located within the now existing Phase I Dulles Rail Transportation Improvement District (the "Phase I District"), the Applicant shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to record condominium documents for the Subject Property. Prior to recording the condominium documents, the Applicant shall pay to Fairfax County a sum equal to the then-present value of Phase I District taxes based on the use of the Subject Property prior to this Rezoning that will be lost as a result of recording the condominium documents, in accordance with a formula approved by the Fairfax County Board of Supervisors.
39. Zoning Administrator Consideration. Upon demonstration by the Applicant that, despite diligent efforts or due to factors beyond the Applicant's control, the required transportation improvements have been delayed (due to, but not limited to an inability to secure necessary permission for utility relocations and/or VDOT approval for traffic signals, necessary easements, site plan approval, etc.) beyond the timeframes specified, the Zoning Administrator may agree to a later date for completion of these improvement(s).
40. Escalation in Contribution Amounts. All monetary contributions specified in these proffers, except the STAD Assessment described in Proffer 37, shall escalate on a yearly basis from the base month of January 2013 and change effective each January 1 thereafter, based on changes in the Consumer Price Index for all urban consumers [1982-84=100] (not seasonally adjusted) ("CPI-U"), both as permitted by VA. Code Ann. Section 15.2-2303.3.
41. Advanced Density Credit. Advanced density credit is reserved consistent with the provisions of the Zoning Ordinance for all eligible dedications described herein or as may be required by Fairfax County or VDOT.
42. Tysons Partnership. The Applicant and successors shall become a member of the Tysons Partnership, or its residential equivalent.
43. Severability. Pursuant to Section 18-204 of the Zoning Ordinance, any portion of the Subject Property may be the subject of a proffered condition amendment ("PCA"), Special Exception ("SE"), Special Permit ("SP"), or FDPA without joinder and/or consent of the owners of the other portions of the Subject Property, provided that such PCA, SE, SP or FDPA does not materially adversely affect the other portions of the Subject Property. Previously approved zoning applications applicable to the balance of the Subject Property that is not the subject of such a PCA, SE, SP or FDPA shall otherwise remain in full force and effect.
44. Successors and Assigns. These Proffers will bind and inure to the benefit of the Applicant and their successors and assigns. Each reference to "Applicant" in this proffer

statement shall include within its meaning and shall be binding upon Applicant's successor(s) in interest and/or the owners from time to time of any portion of the Subject Property during the period of their ownership. Once portions of the Subject Property are sold or otherwise transferred, the associated proffers become the obligation of the purchaser or other transferee and shall no longer be binding on the seller or other transferor.

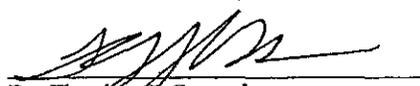
45. Counterparts. These Proffers may be executed in one or more counterparts, each of which when so executed and delivered shall be deemed an original, and all of which taken together shall constitute but one and the same instrument.

EXHIBIT A: Transportation Demand Management Plan Cover Sheet and Table of Contents

[SIGNATURES BEGIN ON NEXT PAGE]

APPLICANT/AGENT FOR OWNERS OF
TAX MAP 29-3 ((1)) 48D

GEORGELAS GROUP LLC

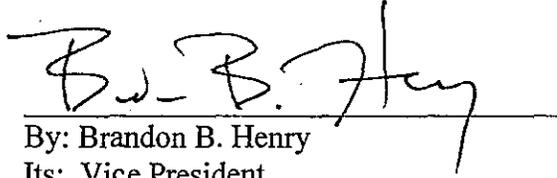
A handwritten signature in black ink, appearing to read 'TJ Georgelas', is written over a horizontal line.

By: Theodore J. Georgelas
Its: Manager

[SIGNATURES CONTINUE ON NEXT PAGE]

CONTRACT PURCHASER OF
TAX MAP 29-3 ((1)) 48D

GREYSTAR GP, L.L.C.

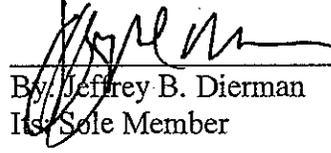
A handwritten signature in black ink, appearing to read "B. B. Henry", is written over a horizontal line. The signature is fluid and cursive.

By: Brandon B. Henry
Its: Vice President

[SIGNATURES CONTINUE ON NEXT PAGE]

CO-OWNER OF TAX MAP 29-3 ((1)) 48D

JBD SPRINGHILL, LLC

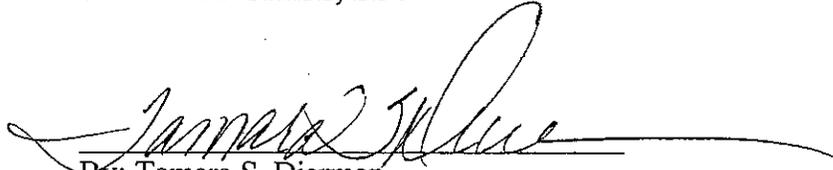


By Jeffrey B. Dierman
Its Sole Member

[SIGNATURES CONTINUE ON NEXT PAGE]

CO-OWNER OF TAX MAP 29-3 ((1)) 48D

TSD SPRINGHILL, LLC

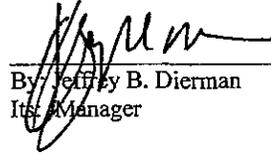
A handwritten signature in black ink, appearing to read "Tamara S. Dierman", written over a horizontal line. The signature is fluid and cursive.

By: Tamara S. Dierman
Its: Sole Member

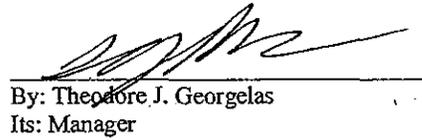
[SIGNATURES CONTINUE ON NEXT PAGE]

CO-OWNER OF TAX MAP 29-3 ((1)) 48D

TYSONS TELECOM CENTER, L.C.



By: Jeffrey B. Dierman
Its: Manager



By: Theodore J. Georgelas
Its: Manager

[SIGNATURES END]



Tyson's Springhill Station

Transportation Demand Management Plan

Prepared for:

The Georgelas Group

Prepared by:



UrbanTrans Consultants, Inc.
318 Aspen Street, NW
Washington, DC 20012

Project Director: Justin Schor
Project Manager: Matthew Kaufman

August 22, 2011



TABLE OF CONTENTS

1.0 Background Summary	3
1.1 Plan Process and Fairfax County Comprehensive Plan Consistency	6
2.0 TDM Program Recommendations – Springhill Station	8
2.1 Tysons Springhill Station Area TDM Strategies	9
2.2 Residential TDM Strategies	17
2.3 Office TDM Strategies	18
3.0 Action Plan Implementation and Funding – Springhill Station	21
3.1 TDM Program Manager (TPM)	23
3.2 TDM Work Plan (TDMWP)	23
3.3 TDM Budget	23
3.4 TDM Account	24
3.5 TDM Remedy Fund	26
3.6 TDM Penalty Fund	26
4.0 Vehicle Trip Reduction Analysis	27
4.1 Step One: Baseline Trip Reduction Due to a Dense Mixed-use TOD	27
4.2 Step Two: Total Trip Reduction for Tysons Springhill Station	29
5.0 Program Monitoring	31
5.1 Annual Report	31
5.2 Neighborhood Person Survey	31
5.3 Traffic Counts	32
5.4 Trip Thresholds	33
6.0 TOD District-Wide TDM Program Recommendations (Tysons West)	34
References	36

**FINAL DEVELOPMENT PLAN CONDITIONS
as approved by the Planning Commission**

FDP 2010-PR-014A

September 20, 2011

If it is the intent of the Planning Commission to approve Final Development Plan FDP 2010-PR-014A, on property located at Tax Map 29-3 ((1)) 48D, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions.

1. Any plan submitted pursuant to this final development plan shall be in substantial conformance with the approved CDP/FDP entitled "Spring Hill Station Demonstration Project – Part A," prepared by Vika, Inc.; WDG Architecture, PLLC; and, ParkerRodriguez, Inc., and dated June 22, 2010 as revised through August 22, 2011, and these conditions. Minor modifications may be permitted pursuant to Sect. 16-402 of the Zoning Ordinance.
2. Irrespective of the notes in the CDP/FDP, architecture of Building F1 shall be in substantial conformance with that shown on Sheets A-0.6 through A-0.10 of the CDP/FDP.
3. The uses permitted in Building F1 shall be restricted to residential and uses accessory to residential; a final development plan amendment shall be required to utilize the "retail/service" uses permitted by the CDP and proffers.



**SPRING HILL STATION
 DEMONSTRATION PROJECT - PART A
 REZONING / CONCEPTUAL DEVELOPMENT PLAN
 RZ/CDP 2010-PR-014-A**

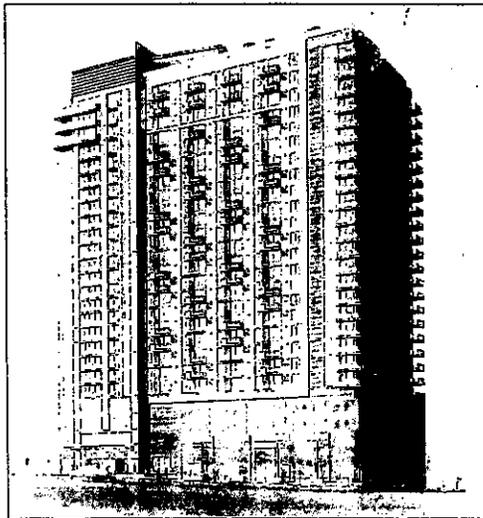
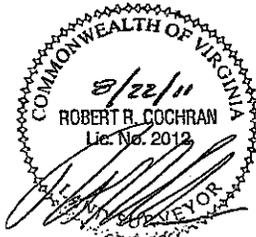
**FINAL DEVELOPMENT PLAN
 FDP 2010-PR-014-A**

**PROVIDENCE DISTRICT
 FAIRFAX COUNTY, VIRGINIA**

JUNE 22, 2010
 AUGUST 24 2010
 OCTOBER 20, 2010
 JANUARY 7, 2011
 APRIL 25, 2011
 APRIL 29, 2011
 MAY 6, 2011
 MAY 27, 2011
 JULY 6, 2011
 AUGUST 5, 2011
 AUGUST 22, 2011

OVERALL SHEET INDEX

- CIVIL SHEETS:**
 C-1 COVER SHEET
 C-2 REZONING KEY MAP
 C-3 NOTES, WAIVERS, AND TABULATIONS
 C-4 EXISTING CONDITIONS PLAN
 C-5 CONTEXT PLAN
 C-6 CDP/FDP (INTERIM)
 C-6A CDP/FDP (ULTIMATE)
 C-7 ROAD SECTION EXHIBITS AND CIRCULATION PLAN
 C-8 EVM PLAN - NOTES AND TABULATIONS
 C-9 CDP PART A, N-2 - SWM PLAN
 C-10 CDP PART A, N-2 - SWM PLAN
 C-11 CDP PART A, N-2 - SWM PLAN
 C-12 CDP PART A, N-2 - SWM PLAN



ILLUSTRATIVE PLAN

ARCHITECTURAL SHEETS

- A-01 PLANS (ROOF PLAN, GROUND FLOOR PLAN, BELOW GRADE PARKING)
 A-02 SECTIONS A-A, SECTION B-B AND SECTION C-C
 A-03 PROPOSED DEVELOPMENT WITH PROPOSED NEIGHBORHOOD BUILDINGS
 A-04 PROPOSED DEVELOPMENT WITH EXISTING CONTEXT
 A-05 SHADOW STUDY
 A-06 ILLUSTRATIVE ELEVATIONS
 A-07 ILLUSTRATIVE ENLARGED ELEVATIONS
 A-08 ILLUSTRATIVE NORTH ELEVATION VIEWS
 A-09 ILLUSTRATIVE SOUTH ELEVATION VIEWS
 A-10 ILLUSTRATIVE ROOF VIEWS

LANDSCAPE SHEETS

- L001 OVERALL PARKS PLAN
 L002 OVERALL LANDSCAPE PLAN - INTERIM CONDITION
 L003 OVERALL LANDSCAPE PLAN - ULTIMATE CONDITION
 L101 LANDSCAPE PLAN GROUND LEVEL
 L102 LANDSCAPE PLAN GROUND LEVEL - ULTIMATE CONDITION
 L103 LANDSCAPE PLAN SKY GARDEN ROOFTOP POOL
 L104 PLANTING DETAILS AND PLANT SCHEDULE
 L105 OVERALL LANDSCAPE PLAN - NEIGHBORHOODS 1, 2 & 3
 L106 STREET SECTIONS
 L107 SITE SECTIONS AND ILLUSTRATIVE VIEW
 L108 LANDSCAPE CALCULATIONS
 L109 SITE SECTIONS
 L110 SITE FURNISHINGS
 L111 PEDESTRIAN AND BICYCLE CIRCULATION PLAN
 L112 PEDESTRIAN CIRCULATION HIERARCHY PLAN

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 20038
 Tel: 202 687 6300
 Fax: 202 463 2198
 Email: info@wdcarch.com

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 Ucclees, VA 22102

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 or 703.821.0165
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Landscape Architect
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 www.parkersburgarchitect.com

Soils Consultant
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 Suite 500
 Ucclees, Virginia 22102
 or 703.917.8700
 or 503.617.0735
 www.billandassociates.com

Lead/Zeiss Surveyor
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 Contact: Elizabeth Biner
 2200 Clearwater Blvd.
 1310 Floor
 Arlington, VA 22201
 or 703.828.4700
 or 703.828.1817
 www.elizabethbiner.com

**Spring Hill
 Station**
 REZONING / CONCEPTUAL DEVELOPMENT PLAN
 PROVIDENCE DISTRICT
 FAIRFAX COUNTY, VIRGINIA

CS

The George Papp
 8405 Greenbush Dr. #130
 Ucclees, VA 22102

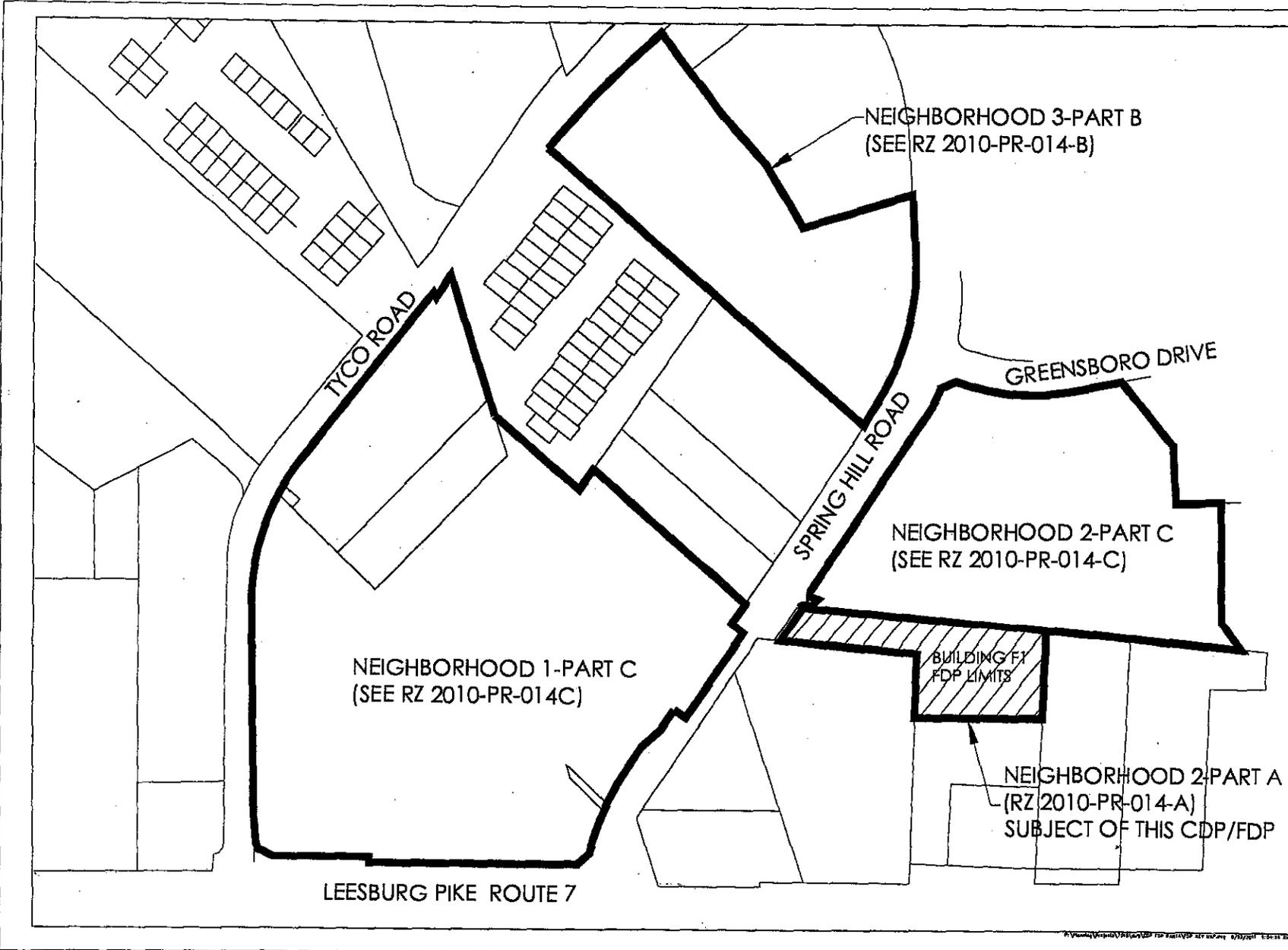
Submittal 9/24/10
Rev 10/26/10
Rev 1/27/11
Rev 4/25/11
Rev 4/25/11
Rev 5/29/11
Rev 5/27/11
Rev 7/26/11
Rev 7/26/11
Rev 8/22/11

Copyright Project Participants

**CDP/FDP
 COVER SHEET
 PART A**

Scale:

C-1



NEIGHBORHOOD 3-PART B
(SEE RZ 2010-PR-014-B)

NEIGHBORHOOD 2-PART C
(SEE RZ 2010-PR-014-C)

NEIGHBORHOOD 1-PART C
(SEE RZ 2010-PR-014-C)

NEIGHBORHOOD 2-PART A
(RZ 2010-PR-014-A)
SUBJECT OF THIS CDP/FDP

BUILDING/FY
FDP LIMITS

LEESBURG PIKE ROUTE 7

GREENSBORO DRIVE

SPRING HILL ROAD

TYCO ROAD



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Tel: 202 857 7800
Fax: 202 453 2188
www.wdcarch.com

Project:
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Arlington, VA 22202
Tel: 703 817 5100
Fax: 703 817 5100
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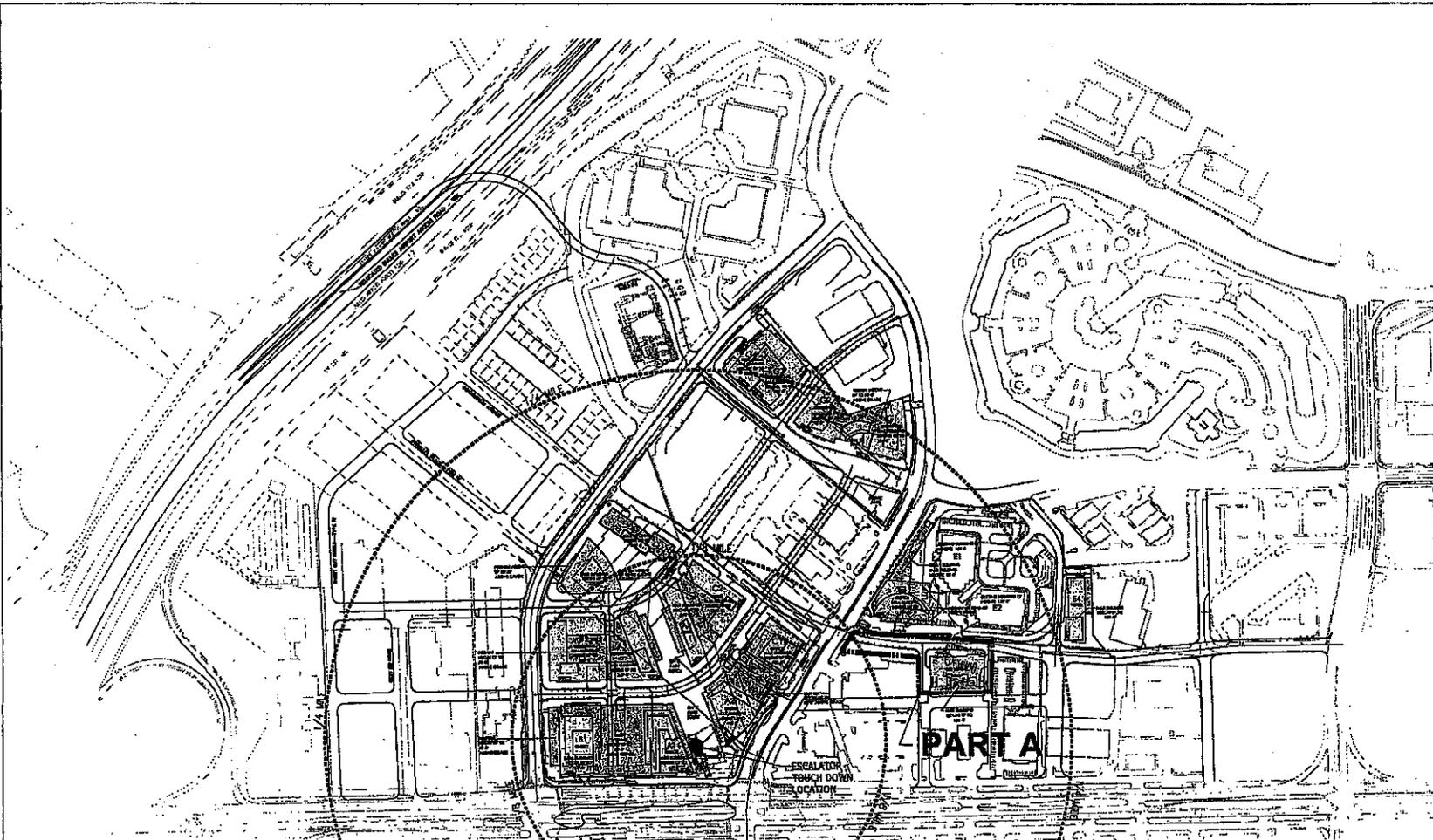
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Submittal 8/2/10
Rev 10/2/10
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Rev 2/25/11
Rev 3/23/11
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Rev 7/26/11
Rev 8/2/11
Rev 8/17/11



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REZONING
KEY MAP

SCALE: 1"=100'
C-2



TOO DENSITY RING TABULATION:	AREA		
	SQ. FT.	ACRES	GFA
PART A	3,527	0.080969	0
APPLICATION AREA WITHIN 1/8 MILE RADIUS	65,358	1.500413	436,000
APPLICATION AREA WITHIN 1/8 AND 1/4 MILE RADIUS	0	0	0
APPLICATION AREA WITHIN 1/4 AND 1/3 MILE RADIUS	0	0	0
APPLICATION AREA WITHIN 1/3 AND 1/2 MILE RADIUS	68,885	1.581382	436,008
TOTAL AREAS WITH DENSITY CREDIT			

TOTAL OVERALL SITE AREA FOR DENSITY PURPOSES
 ALL OF RZ 2D10-PR-D14: 1,394,342 SQ. FT. (OR 32.0097 ACRES)
 SITE AREA WITHIN 1/4 MILE OF METRO: 1,236,408 SQ. FT. OR (28.38402 ACRES)
 SITE AREA BEYOND 1/4 MILE OF METRO: 157,934 SQ. FT. OR (3.62567 ACRES)

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CDP	06.22.09
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CDP (Revised)	07.14.11
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CDP (Revised)	05.27.11
CDP (Revised)	07.06.11
CDP (Revised)	08.24.11
CDP (Revised)	02.14.12

OVERALL
 CONTEXT
 PLAN
 SECRET-T-1167
 C-5



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Rev: 2/26/12
Rev: 5/17/12
Rev: 7/26/12
Rev: 8/22/12



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CDP/FDP
PART A
INTERIM

SCALE: 1"=30'

C-6

NOTE 1:
SEE SHEETS A-01 AND A-02 FOR BUILDING HEIGHT DETAILS.

NOTE 2:
PROPOSED SEWER AND WATER TO SERVE BLOCK 11 MAY BE PROVIDED BY CONNECTION TO EXISTING SEWER AND WATER LATERALS UNDER SPRING HILL ROAD OR AS DETERMINED AT SITE PLAN SUBMISSION.

NOTE 3:
THE APPLICANT RESERVES THE RIGHT TO EXTEND AND CONSTRUCT UTILITIES, BRADWAYS AND OTHER INFRASTRUCTURE NEEDS FOR BLOCK 11, WHICH MAY BE OUTSIDE THE LIMITS OF THE TOP AS SHOWN HEREON, THROUGH PRIVATE PARTY AGREEMENTS WITH THE OWNER(S) OF THE PROPERTIES WHICH SAID IMPROVEMENTS OR EXTENSIONS MAY BE CONSTRUCTED.

NOTE 4:
SEE SHEET 3 - NOTES AND TABULATIONS FOR GENERAL NOTES, ADDITIONS AND WHICH APPLY TO THE SUBJECT PROPERTY.

NOTE 5:
UTILITY AND LID LOCATIONS SHOWN HEREON ARE APPROXIMATE. FINAL LOCATION TO BE DETERMINED BY FINAL SITE PLAN.

NOTE 6:
ON-STREET PARKING SUBJECT TO VDOT APPROVAL.

NOTE 7:
STREET TREES IN SIGHT DISTANCE LINES SUBJECT TO VDOT APPROVAL.

LEGEND

UNDERGROUND GARAGE WALL LIMITS ————

LIMITS OF CDP/FDP ————

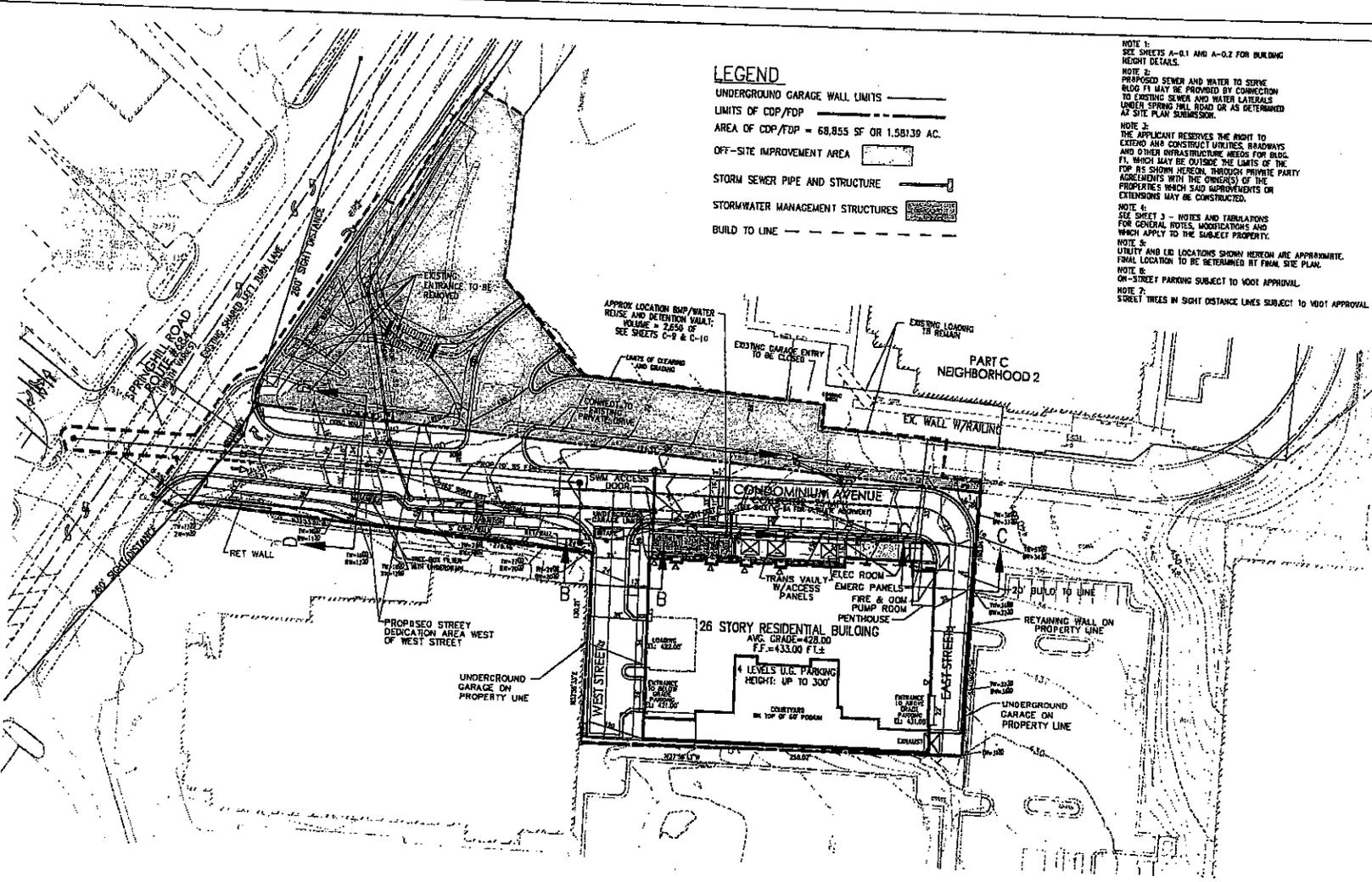
AREA OF CDP/FDP = 68,855 SF OR 1.58139 AC.

OFF-SITE IMPROVEMENT AREA [Hatched Box]

STORM SEWER PIPE AND STRUCTURE [Line with T-bar]

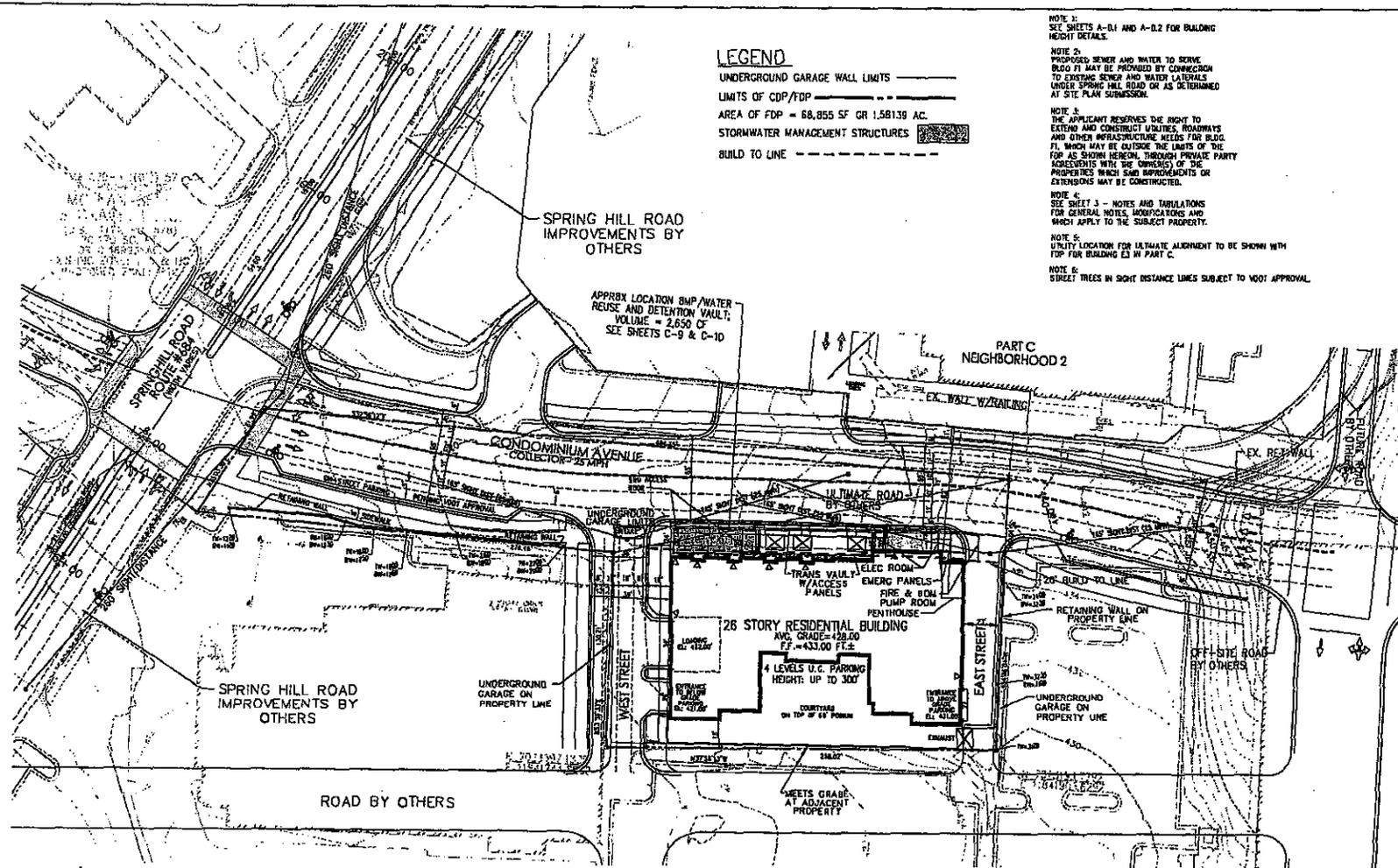
STORMWATER MANAGEMENT STRUCTURES [Hatched Box]

BUILD TO LINE - - - - -



INTERIM CONDITION

Project No: M02033



LEGEND

- UNDERGROUND GARAGE WALL LIMITS ————
- LIMITS OF CDP/FDP ————
- AREA OF FDP = 68,855 SF GR 1,58139 AC.
- STORMWATER MANAGEMENT STRUCTURES [Pattern]
- BUILD TO LINE - - - - -

- NOTE 1:**
SEE SHEETS A-01 AND A-02 FOR BUILDING HEIGHT DETAILS.
- NOTE 2:**
PROPOSED SEWER AND WATER TO SERVE BLDG #1 MAY BE PROVIDED BY CONNECTION TO EXISTING SEWER AND WATER LATERALS UNDER SPRING HILL ROAD OR AS DETERMINED AT SITE PLAN SUBMISSION.
- NOTE 3:**
THE APPLICANT RESERVES THE RIGHT TO EXTEND AND CONSTRUCT UTILITIES, ROADWAYS AND OTHER INFRASTRUCTURE NEEDS FOR BLDG #1, WHICH MAY BE OUTSIDE THE LIMITS OF THE FDP AS SHOWN HEREON, THROUGH PRIVATE PARTY AGREEMENTS WITH THE OWNERS OF THE PROPERTIES WHICH SAID IMPROVEMENTS OR EXTENSIONS MAY BE CONSTRUCTED.
- NOTE 4:**
SEE SHEET 3 - NOTES AND TABULATIONS FOR GENERAL NOTES, MODIFICATIONS AND WHICH APPLY TO THE SUBJECT PROPERTY.
- NOTE 5:**
UTILITY LOCATION FOR ULTIMATE ALIGNMENT TO BE SHOWN WITH TOP FOR BUILDING #3 IN PART C.
- NOTE 6:**
STREET TREES IN SHORT DISTANCE LINES SUBJECT TO VDOT APPROVAL.

SPRING HILL ROAD IMPROVEMENTS BY OTHERS

APPROX LOCATION BMP/WATER REUSE AND DETENTION VAULT:
VOLUME = 2,650 CF
SEE SHEETS C-9 & C-10

PART C NEIGHBORHOOD 2

CONDOMINIUM AVENUE
COLLECTOR = 25 MPH

26 STORY RESIDENTIAL BUILDING
AVG. GRADE = 128.00
F.F. = 433.00 FT ±

4 LEVELS U.C. PARKING
HEIGHT UP TO 300'

SPRING HILL ROAD IMPROVEMENTS BY OTHERS

UNDERGROUND GARAGE ON PROPERTY LINE

ROAD BY OTHERS



ULTIMATE CONDITION



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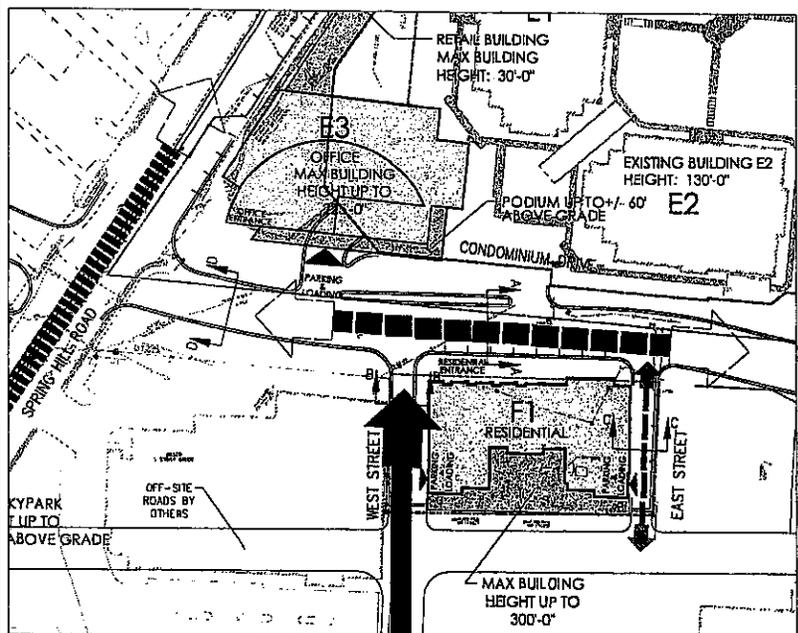
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Submittal 8/2/12/0
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Rev 4/25/15
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Rev 5/27/16
Rev 1/25/17
Rev 4/25/17

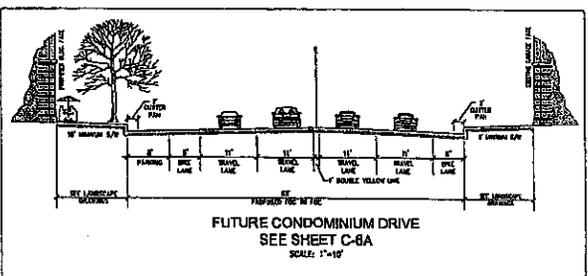
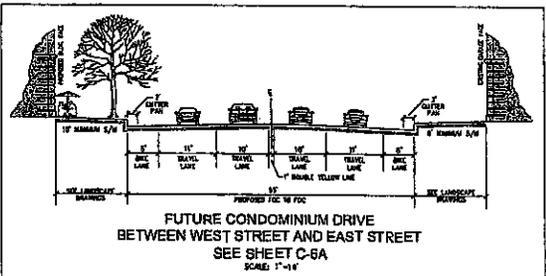
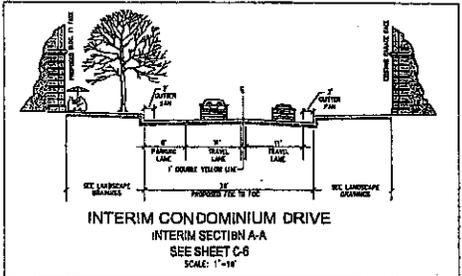
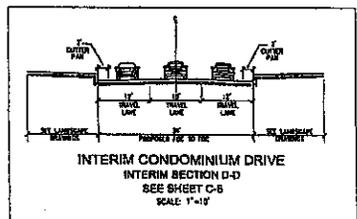
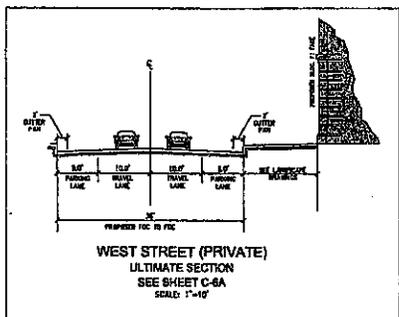
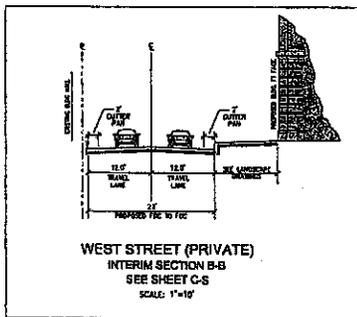
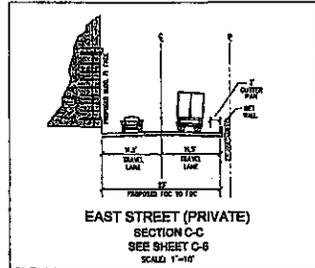
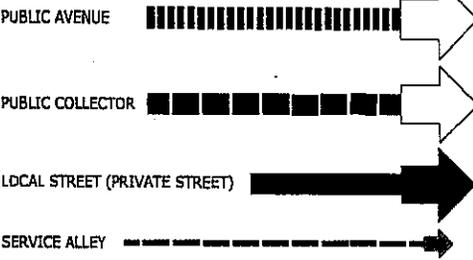


CDP/FDP
PART A
ULTIMATE

SCALE: 1"=30'
C-6A



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Submittal #2/2/19
Rev 1/25/19
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Rev 2/25/19
Rev 3/28/19
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Rev 8/23/19
Rev 8/23/19

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FDP STREET SECTION / CIRCULATION PLAN BLDG F1
SCALE: 1"=30'

STORMWATER MANAGEMENT NARRATIVE

THE STORMWATER MANAGEMENT CONTROLS FOR THE PROPOSED DEVELOPMENT WILL BE ACHIEVED THROUGH A COMBINATION OF TECHNIQUES, INCLUDING THE INSTALLATION OF A GREEN ROOF, TREE BOX FILTER, AS WELL AS THE STORING OF WATER IN VAULTS FOR REUSE (E.G. AIRBORNING, AIR CONDITONING, ETC) AND DETAINING WATER IN VAULTS TO SHAPE THE PEAK RELEASE RATE FOR THE GIVEN POST DEVELOPED STORM EVENT. THIS STORMWATER PROGRAM WILL (AS CALLED FOR IN THE TYSONS FORMER URBAN CENTER COMPREHENSIVE PLAN) BE EVALUATED FOR THREE DISTINCT CRITERIA. THESE CRITERIA INCLUDE AN EVALUATION FOR COMPLIANCE WITH LEED, CAPTURING/CONTROLLING THE FIRST ONE INCH OF RAINFALL, AS WELL AS THE DETENTION REQUIREMENTS OF THE PFM. IN ORDER TO DESCRIBE THE DETAILS OF THE PROPOSED SW/UD ELEMENTS, WE HAVE BROKEN OUR COMPUTATIONS DOWN INTO THREE PARTS.

PART I: LEED

THE FIRST TARGET FOR STORMWATER MANAGEMENT DESIGN WILL BE TO MEET CURRENT LEED REQUIREMENTS. ALTHOUGH THE PROPERTY THAT IS SUBJECT TO THIS REDEVELOPMENT PLAN IS LESS THAN 50% IMPERVIOUS IN THE EXISTING CONDITION, BECAUSE THE TYSONS WIDE HERAGE IMPERVIOUSNESS IS GREATER THAN 50%, WE HAVE UTILIZED THE LEED REQUIREMENT (THE TARGET FOR THIS PLAN) TO REDUCE THE POST DEVELOPED 1-YR AND 2-YR 24 HOUR DESIGN STORMS TOTAL VOLUME RUNOFF SO AS TO NOT EXCEED 75% OF THE EXISTING CONDITION. FOR THIS CALCULATION, A LEED BOUNDARY HAS BEEN ESTABLISHED CONSISTING OF THE BUILDING AND GARAGE FOOTPRINTS (0.83 AC). SEE SHEET C-12 FOR AREA.

PART II: CAPTURE/CONTROL 1" RAINFALL

THE SECOND GOAL OF THE COMPREHENSIVE PLAN IS TO CONTROL/CAPTURE THE FIRST INCH OF RAINFALL TO THE MAXIMUM EXTENT PRACTICABLE. COMPUTATIONS HAVE BEEN PROVIDED USING THE RUNOFF REDUCTION METHOD THAT DEMONSTRATES THAT THE PROPOSED RUNOFF VOLUME FOR A 1" RAINFALL FROM THE ENTIRE SITE (INCLUDING FUTURE PUBLIC R.O.V.) REPRESENTS A 15% REDUCTION FROM THE EXISTING CONDITION RUNOFF VOLUME. BMP REDUCTIONS FOR THE GREEN ROOF, TREE BOX FILTER, AND C&S SYSTEM HAVE BEEN FACTORED INTO THIS CALCULATION. FOR THE LEED BOUNDARY (0.83 AC), THE ENTIRE FIRST INCH OF RAINFALL IS CAPTURED BY THE GREEN ROOF AND C&S SYSTEM.

PART III: PDM COMPLIANCE

ADDITIONALLY PER THE FAIRFAX COUNTY STANDARD REQUIREMENT, THE PEAK RELEASE RATE FOR THE POST DEVELOPED 2-YR AND 10-YR DESIGN STORMS WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN THE EXISTING CONDITION 10-YR STORM PEAK RELEASE RATE FOR THE ENTIRE SITE AREA. THIS POST DEVELOPED PEAK RELEASE RATE CONTROL WILL BE ACCOMPLISHED PARTIALLY THROUGH THE DETENTION OF THE AFFORDATIONED REUSE VOLUME (SIMPLY STORING ALL OF THIS RUNOFF WILL REDUCE THE POST DEVELOPED PEAK RATE), AND THROUGH ADDITIONAL DETENTION IN THE VAULT "DOWNSTREAM" OF THE REUSE STORAGE WITH AN ENGINEERED OUTFLOW CONTROL DEVICE AS NEEDED. THE PEAK RELEASE RATE FOR THE 10-YR POST DEVELOPED STORM WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN THE PEAK RELEASE RATE FOR THE EXISTING CONDITION 10-YR STORM. THE PEAK RELEASE RATE CONTROL FOR THE 10-YR STORM WILL BE ACCOMPLISHED IN THE SAME MANNER AS THE 2-YR PEAK RELEASE RATE CONTROL, WITH ADDITIONAL STAGES ON THE OUTFLOW CONTROL STRUCTURE AS APPLICABLE.

DESIGN/RAINWATER HARVESTING FACILITY

THE SUBJECT APPLICATION PROPOSES A SINGLE VAULT ON TOP OF AND ADJACENT TO THE PROPOSED GARAGE. THE VAULT WILL BE LOCATED ON THE NORTH FACE OF THE BUILDING ABOVE THE CEILING OF THE B2 LEVEL AND OUTSIDE OF THE B1 LEVEL. THIS VAULT HAS BEEN SIZED TO PROVIDE STORAGE FOR THE SITE RUNOFF VOLUME REDUCTION INCURRED AS EXPLAINED ABOVE. A 4"x4" CONTROL STRUCTURE ACTING AS AN "IN" BUMP, PROVIDES RELIEF TO THE 2-YR AND 10-YR STORM EVENTS WHICH HAVE A RELEASE RATE WELL BELOW THE PEAK ALLOWABLE RELEASE RATE (SIMPLY STORING ALL OF THIS RUNOFF WILL REDUCE THE POST DEVELOPED PEAK RATE). SITE BMP'S ARE ALSO PROVIDED IN THIS VAULT WITH THE USE OF VORTICES FOR TOTAL SUSPENDED SOLIDS REMOVAL (TSS) TO ACT AS A PRE-TREATMENT FOR THE REUSE WATER. THE REUSE OF THE WATER CAPTURED IN THE VAULT PROVIDES 100% EFFICIENCY FOR PHOSPHORUS REMOVAL OF WATER LEAVING THE SITE. THE REUSE VAULT IN ITSELF PROVIDES GREATER THAN A 40% REDUCTION OF PHOSPHORUS FOR THE STORM WATER LEAVING THE SITE. ADDITIONAL TO THE REUSE VAULT A TREE BOX FILTER IS PROVIDED FOR ADDITIONAL PHOSPHORUS AND TSS REMOVAL ON SITE. THE TOTAL PHOSPHORUS AND TSS REDUCTION ON SITE IS GREATER THAN 50% FOR EACH WITH THE COMBINED EFFORTS FOR THE REUSE VAULT AND THE TREE BOX FILTER. THIS SATISFIES THE MINIMUM REQUIRED 40% REDUCTION FOR PHOSPHORUS REMOVAL AND THE MINIMUM 50% REDUCTION FOR TOTAL SUSPENDED SOLIDS REMOVAL.

THE APPLICANT RESERVES THE RIGHT TO VARY THE NUMBER, SIZE, SHAPE, AND LOCATION OF THE DESIGNED STORMWATER MANAGEMENT FACILITIES WITH FINAL ENGINEERING, AS APPROVED BY DPWS AND IN SUBSTANTIAL CONFORMANCE WITH THE CDP/UDP.

ALL STORMWATER MANAGEMENT FACILITIES INCLUDING THE REUSE AND DETENTION CHAMBER, THE VORTICE SODD PRE-TREATMENT, AND THE TREE BOX FILTER ARE TO BE PRIVATELY MAINTAINED. A MAINTENANCE AGREEMENT WITH FAIRFAX COUNTY WILL BE REQUIRED PRIOR TO PLAN APPROVAL.

RAINWATER HARVESTING:

THE RAINWATER TO BE CAPTURED IS RUNOFF FROM THE BUILDING ROOFTOP AND THE IMPERVIOUS DRIVE ASLES SURROUNDING THE BUILDING. BEFORE THE RAINWATER ENTERS THE VAULT THERE IS A PRE-TREATMENT FACILITY WHICH REMOVES 50% OF THE TSS PRIOR TO USE BY THE COOLING TOWERS.

COOLING TOWER DEMAND:

COOLING TOWER TONNAGE: 800 TONS
COOLING TOWER PEAK DEMAND (SUMMER): 13.33 GALLONS PER MINUTE (GPM)
COOLING TOWER MINIMUM DEMAND (WINTER): 1.45 GPM

ANALYSIS:

ASSUMPTIONS: RE-USE VAULT IS FILLED EQUIPMENT.7 WHEN DRAIN DOWN BEGINS; DRAIN DOWN RATE IS AN AVERAGE AND REMAINS CONSTANT.

MAXIMUM RE-USE VAULT DRAIN DOWN TIME (HOURS) =
FOR LEED REQUIREMENT: (24.00 GALLONS)/(60 MIN * 2 COOLING TOWER DEMAND GPM)
FOR 1" REQUIREMENT: (6,674 GALLONS)/(60 MIN * 6 COOLING TOWER DEMAND GPM)

SUMMER:

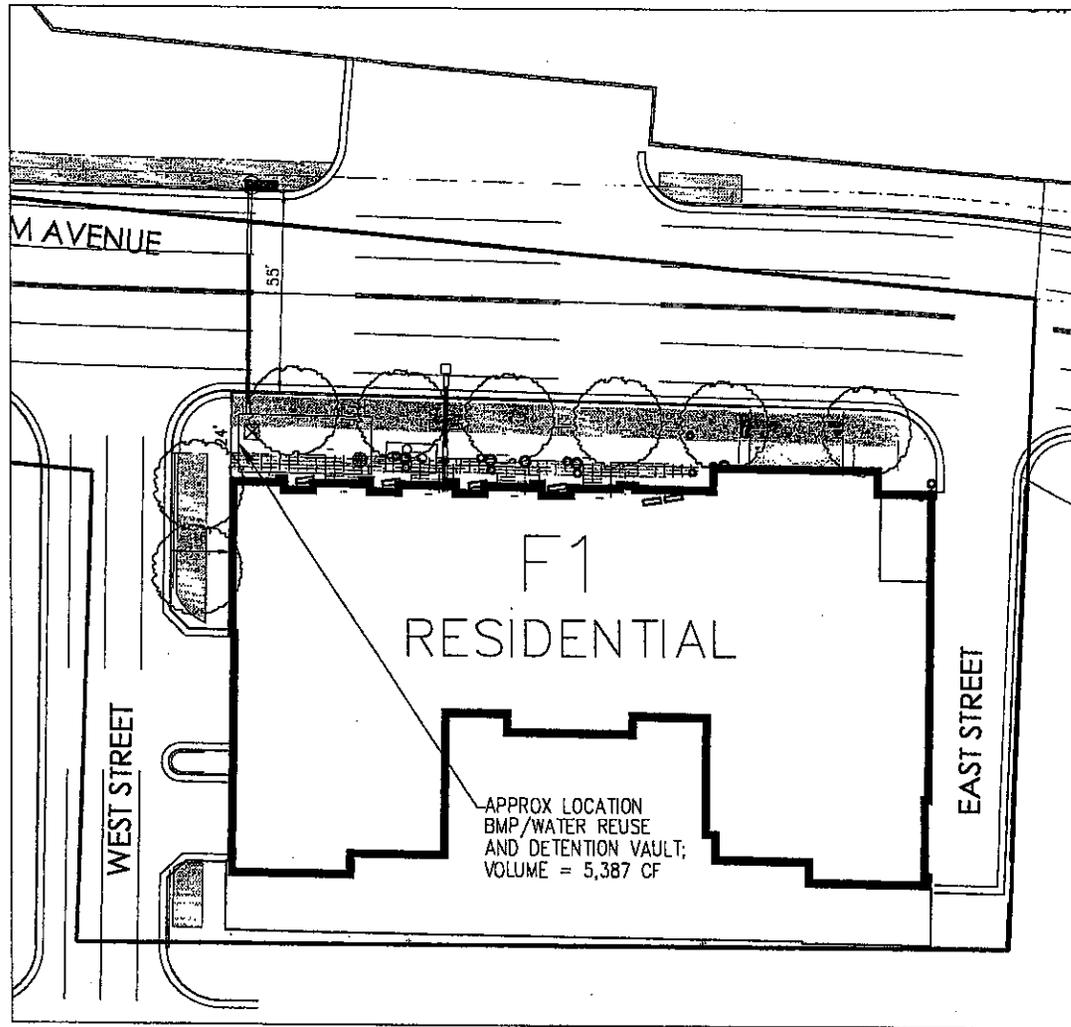
MAX. RE-USE VAULT DRAIN DOWN TIME (HOURS) =
FOR LEED REQUIREMENT= 34 HOURS
FOR 1" REQUIREMENT= 23 HOURS

WINTER:

MAX. RE-USE VAULT DRAIN DOWN TIME (HOURS) =
FOR LEED REQUIREMENT= 303 HOURS (13 DAYS)
FOR 1" REQUIREMENT= 212 HOURS (9 DAYS)

AMOUNT THAT CAN BE DRAINED IN 48 HOURS = 558 CF - SEE SHEET 11 FOR STORAGE VOLUME CALCULATIONS

IN A TYPICAL YEAR THE DISTRIBUTION OF RAINFALL EVENTS IS MORE HEAVILY POPULATED IN THE SPRING AND SUMMER TIME WHICH IS WHEN THE COOLING TOWERS HAVE A HIGHER DEMAND. WHILE HISTORICALLY NOAA DAILY RAINFALL IN FORMATION INDICATES THAT IN THE WINTER THE RE-USE VAULT WILL FILL UP LESS FREQUENTLY (THAN THAT OF THE SPRING OR SUMMER), TO BE CONSERVATIVE THE RE-USE VAULT WAS CONSIDERED TO BE FILLED COMPLETELY FOR EACH DRAIN DOWN CALCULATION. THESE COOLING LOADS ARE PRELIMINARY AND NOT BASED ON A FINAL ENERGY MODEL. ALL STORMWATER FACILITIES ARE SUBJECT TO CHANGE BY TIME OF FINAL ENGINEERING.



GRAPHIC SCALE



1" = 10' (1/4" = 10')

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CDP (Resubmission)	08-24-10
CDP (Accepted)	01-14-11
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CDP (Revised)	04-21-11
CDP (Accepted)	05-28-11
CDP (Revised)	05-28-11
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CDP (Revised)	07-04-11
CDP (Revised)	08-23-11
CDP (Revised)	08-23-11

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CDP
PART A-N2
SWM PLAN

Scale: 1"=15'

C-9

PART I: LEED COMPUTATIONS

PRE-DEVELOPED CONDITION

TAX MAP # 20-3(01)480

Category	1	2	3
Storm Water	1	2	3
Impervious	1.5	2.1	3.0
Permeable	0.00	0.00	0.00
Forest	0.00	0.00	0.00
Grass	0.00	0.00	0.00
Soil	0.00	0.00	0.00
Water	0.00	0.00	0.00
Other	0.00	0.00	0.00
Total	1.50	2.10	3.00

RUNOFF VOLUME EXISTING CONDITIONS

1 YR STORM: 0.85 AC @ 1.79 (IN) @ 1.77/1218 X 43,340 = 5,323 CU FT.
 2 YR STORM: 0.85 AC @ 2.26 (IN) @ 1.77/1218 X 43,340 = 8,272 CU FT.

POST-DEVELOPED CONDITION

TAX MAP # 20-3(01)480

Category	1	2	3
Storm Water	1	2	3
Impervious	1.5	2.1	3.0
Permeable	0.00	0.00	0.00
Forest	0.00	0.00	0.00
Grass	0.00	0.00	0.00
Soil	0.00	0.00	0.00
Water	0.00	0.00	0.00
Other	0.00	0.00	0.00
Total	1.50	2.10	3.00

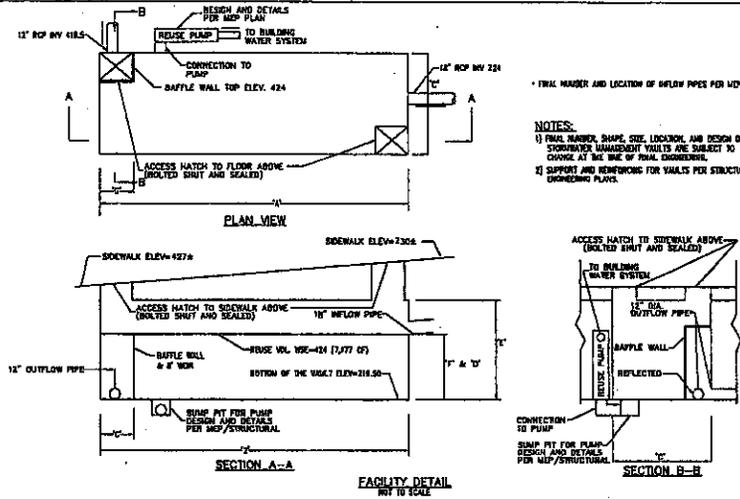
RUNOFF VOLUME PROPOSED CONDITIONS

1 YR STORM: 0.85 AC @ 2.38 (IN) @ 1.77/1218 X 43,340 = 7,282 CU FT.
 2 YR STORM: 0.85 AC @ 2.66 (IN) @ 1.77/1218 X 43,340 = 8,828 CU FT.

TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE):

FOR LEED POST-DEVELOPMENT VOLUME FOR THE 1 YR AND 2 YR STORMS MUST NOT EXCEED 87.5% OF THE EXISTING CONVEYING VOLUME. THEREFORE, ANY ADDITIONAL STORAGE REQUIRED SHALL BE SET WITH A REDUCE VALVE.

1-YEAR STORM: 3,882 CU FT - (0.75) = 8,923 CU FT = 3,140 CU FT
 2-YEAR STORM: 8,828 CU FT - (0.75) = 8,973 CU FT = 3,140 CU FT



PART II: FIRST INCH OF RAINFALL

1" RAINFALL DEPTH RUNOFF CHECK USING THE RUNOFF REDUCTION METHOD (ENTIRE SITE):

Existing Conditions	Ac	%	Rv
Impervious	0.81	53.3	0.00
Distributed Soils	0.21	13.8	0.23
Forested	0.64	41.0	0.00
Total	1.58		
		Tv (Ac-In)	Tv (c)
		0.0511	2480

Proposed Conditions	Ac	%	Rv
Impervious	1.51	95.7	0.00
Distributed Soils	0.02	1.2	0.23
Forested	0	0	0.00
Total	1.58		
		Tv (Ac-In)	Tv (c)
		0.1234	5245

Reduction from BMPs	BMP	Ac	Rv	Tv (Ac-In)	Tv (c)	% Reduction	Reduction Volume (c)
BMP	Green Roof	0.27	0.90	0.0214	892	50	468
	Cistern/Rainwater Harvesting	0.85	0.8	0.0587	2470	100	2470
	Tree Box Filter	0.17	0.88	0.0122	521	50	266
Adjusted Proposed Tv				2043			

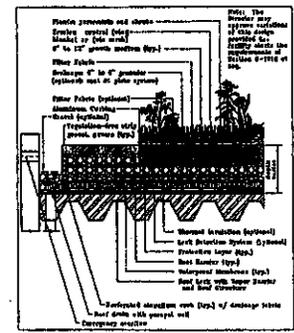
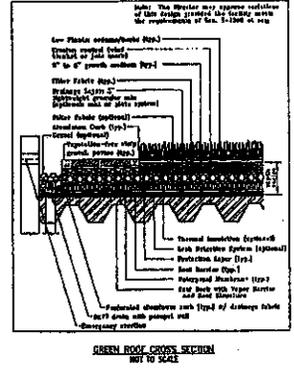
Difference in Volume = Adjusted Proposed Tv - Existing Tv: -397* *The proposed runoff volume represents a 15% decrease from existing runoff volume.

1" RAINFALL DEPTH RUNOFF CHECK USING THE RUNOFF REDUCTION METHOD (LEED BOUNDARY):

Proposed Conditions	Ac	%	Rv
Impervious	0.85	53.0	0.00
Distributed Soils	0	0	0.23
Forested	0	0	0.00
Total	0.85		
		Tv (Ac-In)	Tv (c)
		0.0873	2932

Reduction from BMPs	BMP	Ac	Rv	Tv (Ac-In)	Tv (c)	% Reduction	Reduction Volume (c)
BMP	Green Roof	0.27	0.90	0.0214	892	50	466
	Cistern/Rainwater Harvesting	0.85	0.8	0.0587	2470	100	2470
	Adjusted Proposed Tv				2932		

*The entire first inch of rainfall is captured for the LEED boundary.



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Spring Hill Station
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CDP	Ac	Rv
CDP (Residential) 06.2419		
CDP (Residential) 06.2419		
CDP (Residential) 10.1418		
CDP (Residential) 12.1614		
CDP (Residential) 03.1611		
CDP (Residential) 01.2511		
CDP (Residential) 01.2711		
CDP (Residential) 03.0811		
CDP (Residential) 03.2711		
CDP (Residential) 02.0411		
CDP (Residential) 05.0511		
CDP (Residential) 05.2311		

CDP PART A-N2
 SWM PLAN
 Scale: N/G
 C-10

PART III: PFM COMPLIANCE

Amount of Site Area (Ac) For Hydrologic Soil Group

Total Site Area (Ac)	1.56			
Type A	Type B	Type C	Type D	
0	0.16	1.40	0	

Note: For Storm Intensity (I) Use an 80% of 2-year storm T

DESIGN CONDITIONS

Use of a 2-year storm T for the 2-year return period

Site Area (Ac) for Soil Type Per Land Use

Site Area (Ac)	1.56
Type A	0
Type B	0.16
Type C	1.40
Type D	0

Weighted C for site: 0.72

Design Storm 24-hr Intensity Depth (in)

2-yr	10-yr	1-yr
1.2	1.3	1.7

Equation C

2-yr	10-yr	1-yr
0.21	0.21	0.21

Design Storm Intensity (I) (in/hr)

2-yr	10-yr	1-yr
0.21	0.22	0.27

Design Storm Intensity (I) (in/hr)

2-yr	10-yr	1-yr
0.21	0.22	0.27

Design Storm Intensity (I) (in/hr)

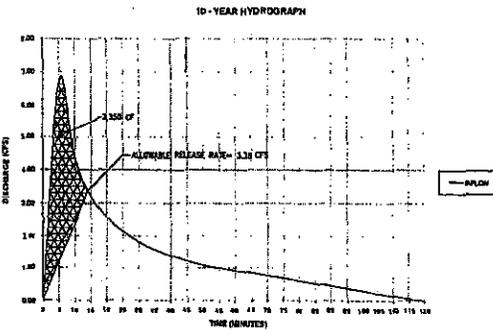
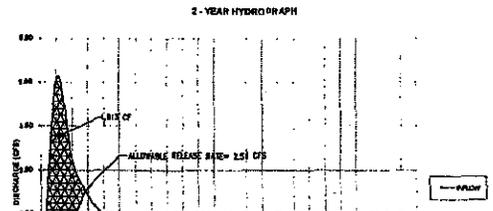
2-yr	10-yr	1-yr
0.21	0.22	0.27

ALLOWABLE RELEASE COMPUTATION

- 1) REDEVELOPMENT RUNOFF**
TOTAL SITE AREA = 1.56 AC
C = 0.54
I_Z = 5.45, I₁₀ = 7.27
Q_Z = 4.59 cfs
Q₁₀ = 6.12 cfs
- 2) POST DEVELOPMENT DETENTION FACILITY INFLOW**
AREA = 1.09 AC
C = 0.80
I_Z = 5.45, I₁₀ = 7.27
Q_Z = 5.05 cfs
Q₁₀ = 6.74 cfs
- 3) POST DEVELOPMENT ONSITE UNDEVELOPED**
AREA = 1.56 - 1.09 = 0.53 AC
C = 0.71
I_Z = 5.45, I₁₀ = 7.27
Q_Z = 2.85 cfs
Q₁₀ = 2.74 cfs
- 4) ALLOWABLE RELEASE RATE COMPUTATION**
Q_Z Allowable = (P₁ developed runoff) - (Onsite Undeveloped)
Q_Z Allowable = 4.59 cfs - 2.85 cfs = 1.74 cfs
Q₁₀ Allowable = 6.12 cfs - 2.74 cfs = 3.38 cfs
- 5) SWM VAULT RELEASE RATE**
Q_Z Peak Out = 0.24 cfs
Q₁₀ Peak Out = 1.05 cfs

THE RELEASE RATE FROM THE SWM/VAULT IS LOWER THAN THE ALLOWABLE RELEASE RATE FOR THE SITE AS SUCH THE ALLOWABLE RELEASE RATE HAS BEEN MET. ADDITIONALLY IMPROVEMENTS OF SITE PRODUCE A DECREASE IN IMPERVIOUSNESS WHICH WILL DECREASE THE TOTAL ANNO PEAK RUNOFF FOR THE CATCHMENT. NO CROPPING HAS BEEN TAKEN OFFSITE FOR THIS REDUCTION IN IMPERVIOUSNESS AREA OFF SITE.

ALLOWABLE RELEASE RATE
FOR LEAD POST - (EXISTING RELEASE RATE FOR THE 1 YEAR AND 2 YEAR STORM MUST NOT EXCEED THE EXISTING CONDITIONS RELEASE RATE. IN ADDITION THE POST DEVELOPED 10 YEAR PEAK RATE MUST NOT EXCEED THE EXISTING CONDITIONS PEAK RATE.



BEST MANAGEMENT PRACTICES AND TOTAL SUSPENDED SOLIDS COMPUTATIONS

PART 1 - LIST ALL OF THE SURFACE AND "C" FACTORS USED IN THE SMP COMPUTATIONS

SURFACE DESCRIPTION & DESCRIPTION	"C" FACTOR	ACRES
1. ONSITE CONTROLLED	.80	1.02
2. PRIVATE UNCONTROLLED	.70	0.54

NOTE: RATIONAL FORMULA "C" FACTORS ARE TAKEN FROM THE GENERAL ENGINEERING HANDBOOK (1975) TABLE 10.1.

PART 2 - COMPUTE THE WEIGHTED AVERAGE "C" FACTOR FOR THE SITE

AREA OF SITE	1.56	ACRES
WEIGHTED AVERAGE "C" FACTOR	0.72	

PART 3 - COMPUTE THE TOTAL POUNDAGE REMOVAL FOR THE SITE

AREA OF SITE	SMP TYPE	REMOVAL EFF. %	AREA FACTOR	"C" FACTOR	PRODUCT
1. ONSITE CONTROLLED	TRAPEZOIDAL	80	1.02	0.80	0.81
2. PRIVATE UNCONTROLLED	TRAPEZOIDAL	70	0.54	0.70	0.26
TOTAL					1.07

PART 4 - COMPUTE THE TOTAL SUSPENDED SOLIDS REMOVAL FOR THE SITE

AREA OF SITE	SMP TYPE	REMOVAL EFF. %	AREA FACTOR	"C" FACTOR	PRODUCT
1. ONSITE CONTROLLED	TRAPEZOIDAL	80	1.02	0.80	0.81
2. PRIVATE UNCONTROLLED	TRAPEZOIDAL	70	0.54	0.70	0.26
TOTAL					1.07

OVERALL SWM SUMMARY

VAULT IDENT	LENGTH FT	WIDTH FT	DEPTH FT	PERCENT STORAGE CAPACITY	PERCENT SURFACE AREA	PERCENT VOLUME	PART 1 - LEAD REUSE VOLUME REQUIRED (CF)	PART 2 - LEAD REUSE VOLUME REQUIRED (CF)	PART 3 - LEAD REUSE VOLUME REQUIRED (CF)	PART 4 - LEAD REUSE VOLUME REQUIRED (CF)
H2-11	110	10	14.9	4.8	6.5	4.5	3.95*	2.47**	3.35**	5.30**

PART 1: 2.30 STORM EX RUNOFF: 0.81 AC @ 0.80 (H) = 1.71/1.56 = 4.8% CU FT
2 YR STORM PROP RUNOFF: 0.85 AC @ 2.88 (H) = 1.71/1.56 = 43.56% = 8.42% CU FT
ALLOWABLE RELEASE: 0.24 CU FT = (0.76) * 0.31 CU FT = 0.24 CU FT — CONTROLS REQUIRED REUSE VOLUME

PART 2: RUNOFF FROM FIRST INCH OF RAINFALL CATCHMENT REDUCTION/CAPTURE VOLUME = 2.47 CF

PART 3: 10 YR PEAK RELEASE RATE: 3.38 CU FT
10 YR ALLOWABLE RELEASE: 3.38 CU FT
PEAK RELEASE VOLUME = 2.30 CF

PART 4: TO DETERMINE WHAT STORAGE NECESSARY TO RETAIN THE 10-YEAR STORM (PER THE PFM) IS AVAILABLE WE HAVE SIZED THE CATCHMENT AS FOLLOWS:
MAX VOLUME FOR PEAK (P2) = 3.95 CF
AMOUNT THAT CAN BE STORED IN 30 HOURS DURING THE WINTER = 536 CF
VOLUME FOR 10-YEAR (P4) = 2.30
3.95 - 536/24 = 5.30 CF OF STORAGE REQUIRED

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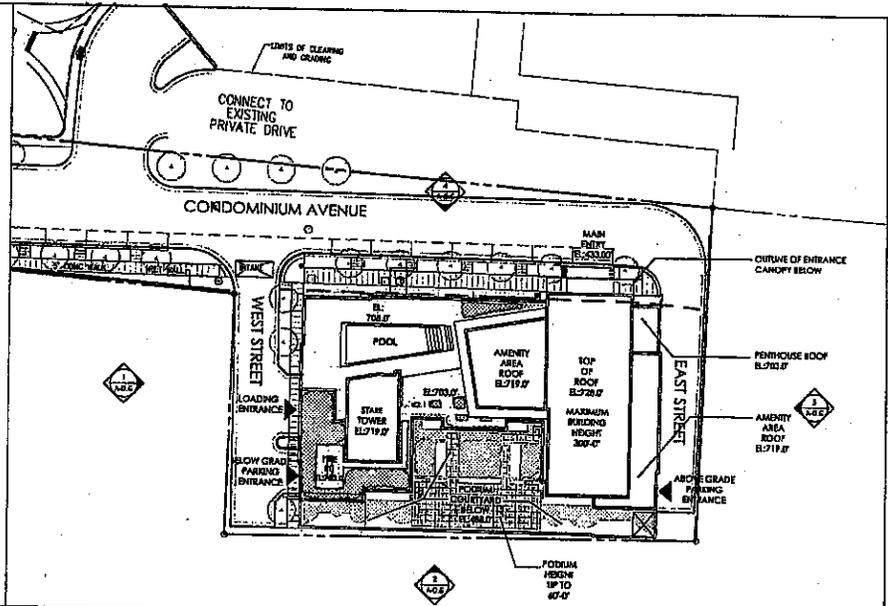
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CDP (Revised) 12.26.10
CDP (Revised) 03.16.11
CDP (Revised) 04.23.11
CDP (Revised) 04.25.11
CDP (Revised) 05.05.11
CDP (Revised) 05.22.11
CDP (Revised) 07.09.11
CDP (Revised) 08.25.11
CDP (Revised) 08.22.11

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CDP PART A-N2 SWM PLAN
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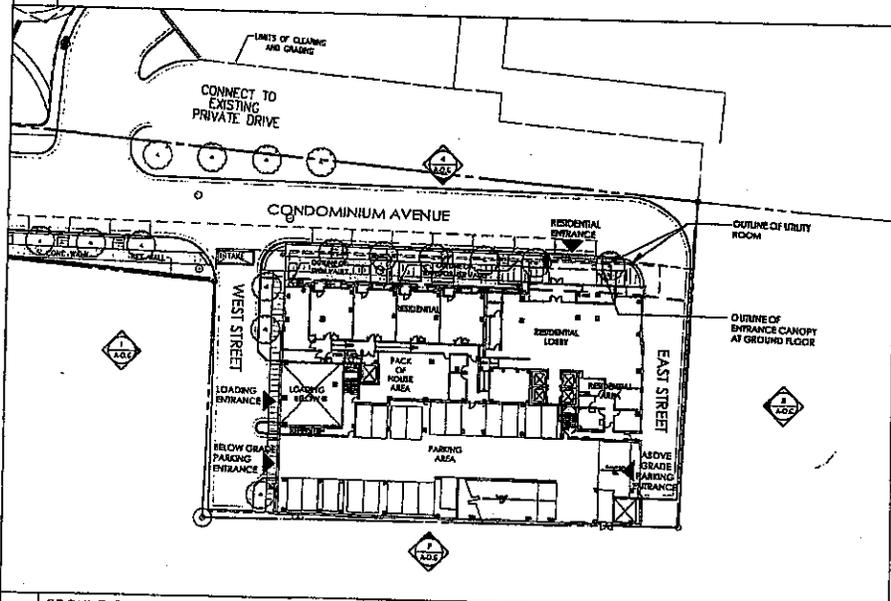
C-11

- NOTES:**
1. ALL DIMENSIONED HEIGHTS INCLUDE FINISHES AND ARCHITECTURAL HEADS.
 2. REFER TO LANDSCAPE DRAWINGS FOR THE EXTENT OF DESIGN FOR THE ROOF AREA AND TERRACES.
 3. REFER TO CIVIL DRAWINGS FOR THE SWH DESIGN, STREET DESIGN AND ELECTIONS.
 4. UNDERGROUND VAULT AND UTILITY DESIGN ARE SUBJECT TO APPROVAL AS THE PART OF THE PLAN APPROVAL.
 5. THE CONFIGURATION OF SPACES AS SHOWN ARE CONCEPTUAL AND SUBJECT TO FINAL ARCHITECTURAL AND ENGINEERING DESIGN.

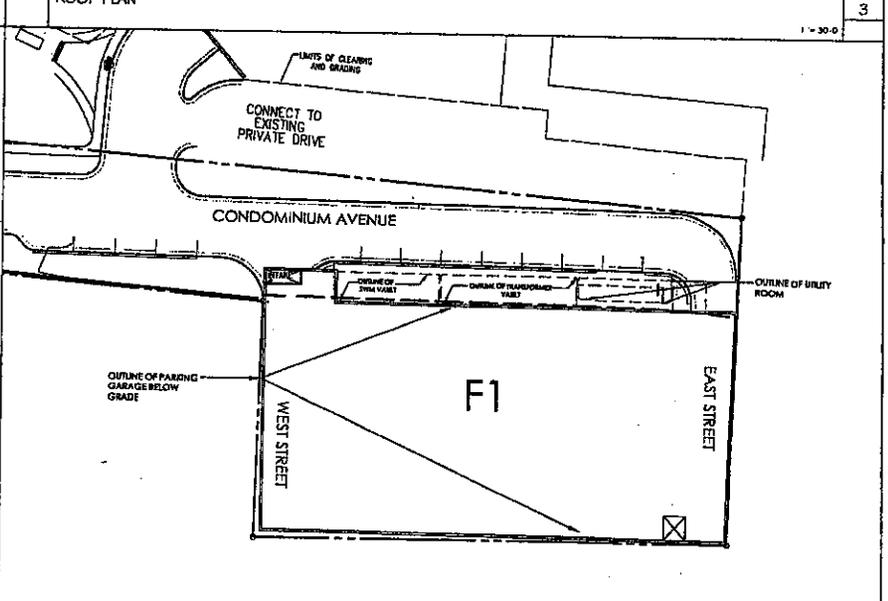


ROOF PLAN

ROOF PLAN



GROUND FLOOR



BELOW GRADE PARKING



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Project No. 18-031-048
 Rev. 17-104-013
 Date: 10/15/2018

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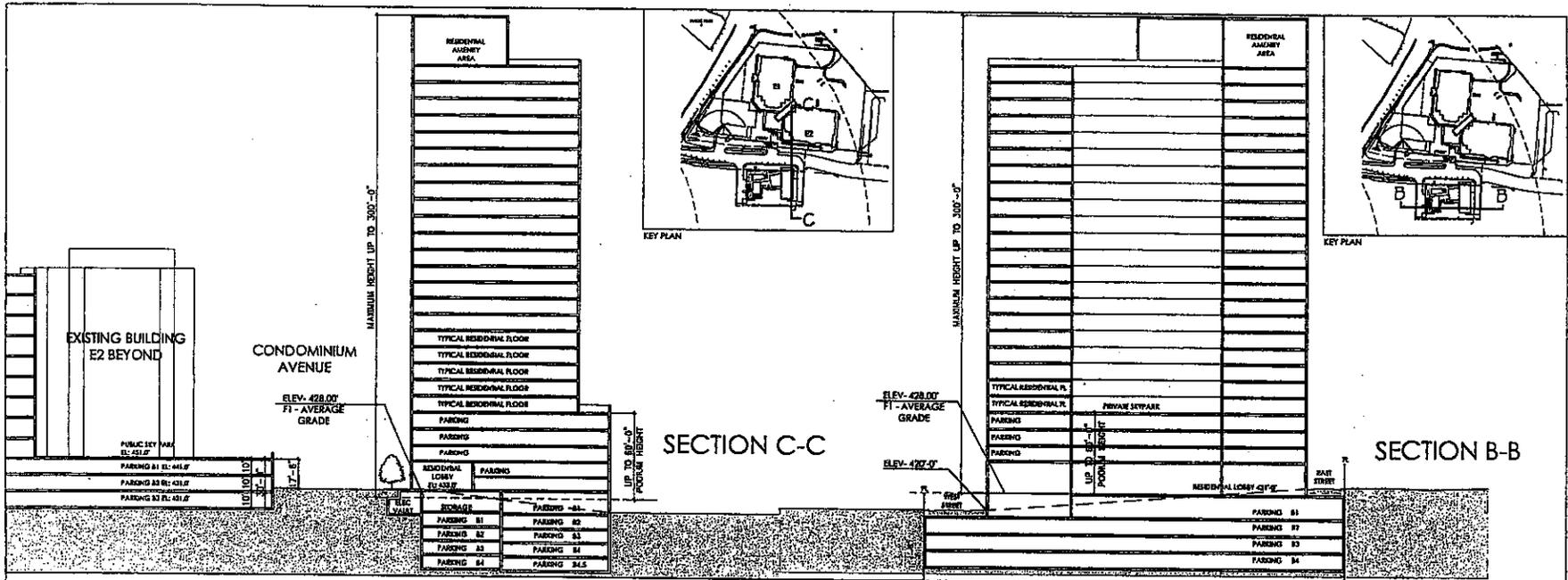
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CDP (Plan/Section)	04.26.18
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CDP (Plan/Section)	04.30.18



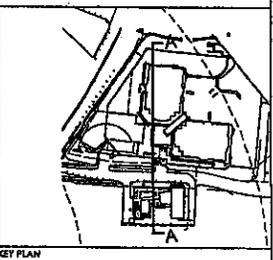
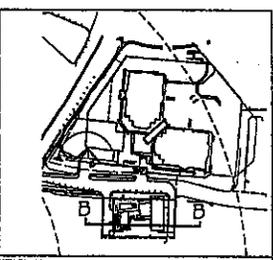
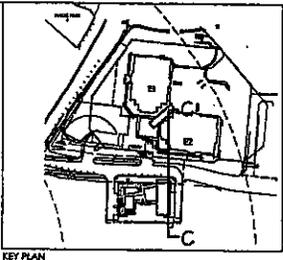
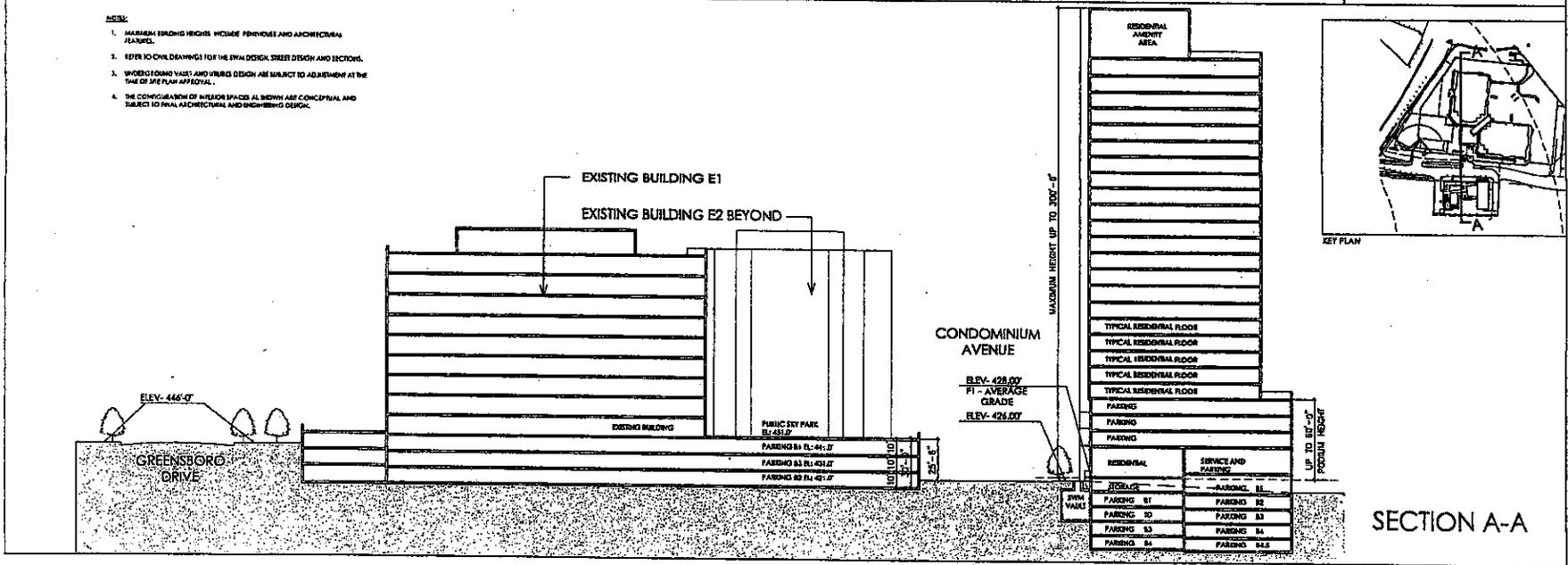
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 PART A - PLANS
 BUILDING F1
 NEIGHBORHOOD

Scale: 1" = 30'-0"

A-0.1



- NOTES:**
1. MAXIMUM FINISH HEIGHTS INCLUDE FINISHES AND ARCHITECTURAL DETAILS.
 2. REFER TO CIVIL DRAWINGS FOR THE CIVIL DESIGN, STREET DESIGN AND SECTIONS.
 3. WOODS-BLOOMING VARIOUS AND FINISH DESIGN ARE SUBJECT TO ADJUSTMENT AT THE TIME OF SITE PLAN APPROVAL.
 4. THE CONFIGURATION OF INLETS SPACES AT SEWER ARE CONCEPTUAL AND SUBJECT TO FINAL ARCHITECTURAL AND ENGINEERING DESIGN.



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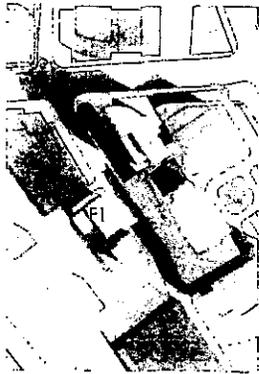
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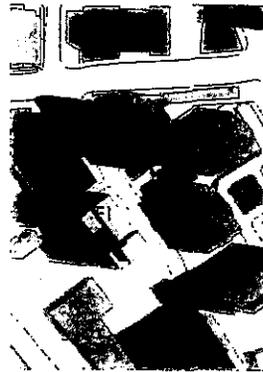
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CDP (Construction)	01.05.11
CDP (Construction)	03.08.11

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 PART A -
 SECTIONS A-A,
 SECTION B-B AND
 SECTION C-C

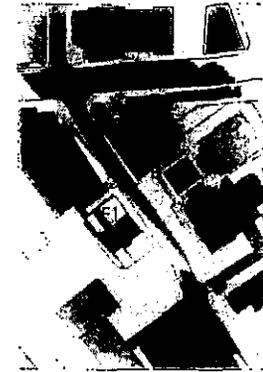
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MARCH 21 - 9:00 AM



JUNE 21 - 9:00 AM



DECEMBER 21 - 9:00 AM



MARCH 21 - 12:00 PM



JUNE 21 - 12:00 PM



DECEMBER 21 - 12:00 PM



MARCH 21 - 3:00 PM



JUNE 21 - 3:00 PM



DECEMBER 21 - 3:00 PM



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FAUFAUX COUNTY,
VIRGINIA



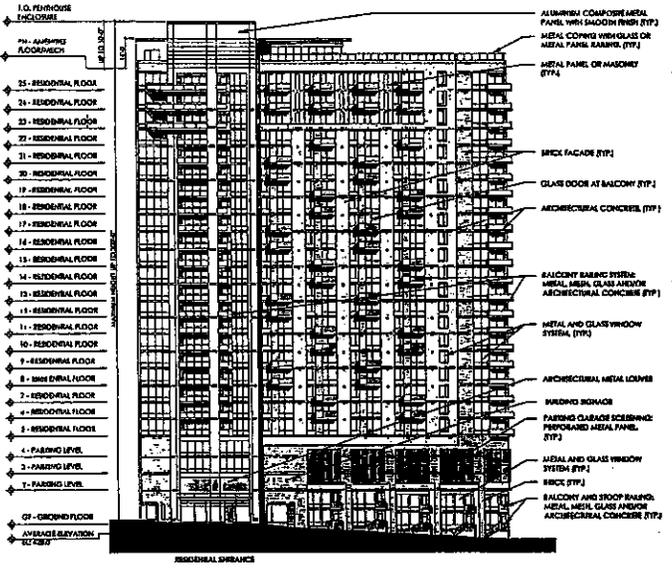
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CDP (Resubmission)	04.02.18
CDP (Resubmission)	05.02.18



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PART A
SHADOW STUDY

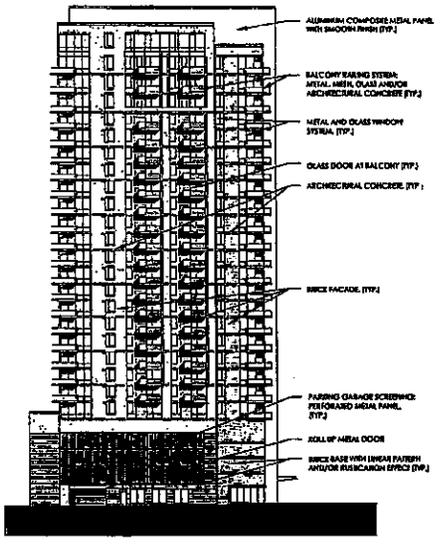
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NORTH ELEVATION

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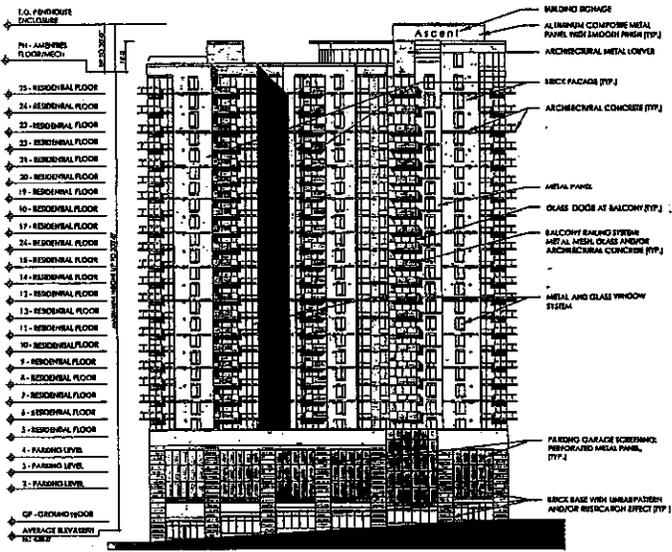
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EAST ELEVATION

1" = 30'-0"

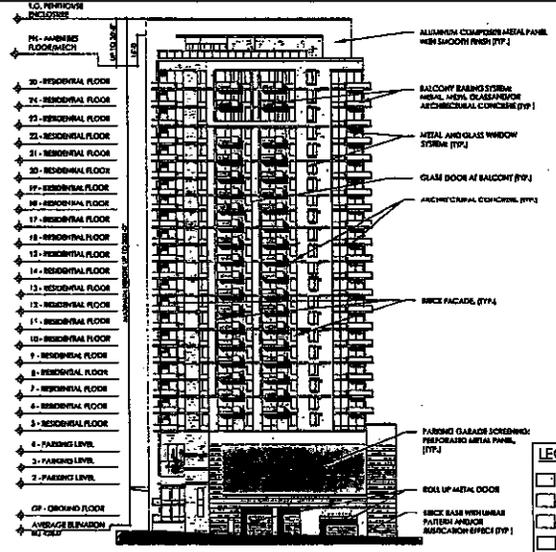
3



SOUTH ELEVATION

1" = 30'-0"

2



WEST ELEVATION

1" = 30'-0"

1

NOTE: ELEVATIONS ARE ILLUSTRATIVE AND ALL BUILDING MATERIALS ARE SUBJECT TO CHANGE PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED.

LEGEND

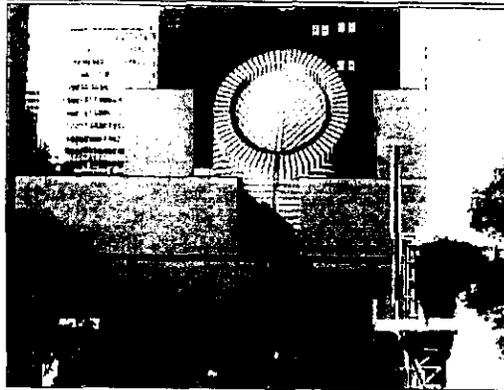
[Symbol]	BRICK
[Symbol]	GLASS
[Symbol]	ALUMINUM COMPOSITE METAL PANEL - SMOOTH FINISH
[Symbol]	ARCHITECTURAL METAL LOUVER
[Symbol]	PERFORATED METAL PANEL



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Caitlin Anne Greville
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Tel: 703.232.8100
Tel: 703.232.0995
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- 7 - RESIDENTIAL FLOOR
- 6 - RESIDENTIAL FLOOR
- 5 - RESIDENTIAL FLOOR
- 4 - PARKING LEVEL
- 3 - PARKING LEVEL
- 2 - PARKING LEVEL
- GF - GROUND FLOOR
- AVERAGE ELEVATION EL: 428.0'



PARKING GARAGE SCREENING PANEL PERFORATED METAL PANEL (ITP)

BRICK BASE WITH LINEAR PATTERN AND RUSTICATION EFFECT (ITP)

2 STORES RESIDENTIAL UNIT (ITP)

GLASS AND METAL WINDOW SYSTEM (ITP)

100% PRIVATE ENTRANCE TO RESIDENTIAL UNIT (ITP)

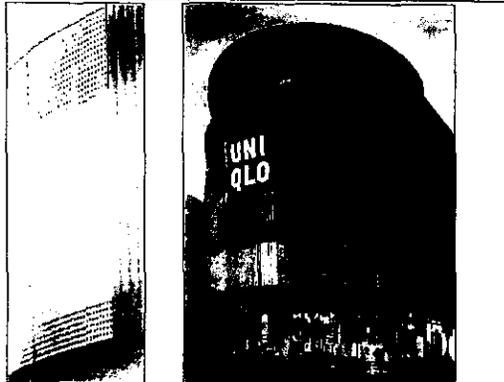
MDC ARCHITECTURE

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BRICK WITH LINEAR PATTERN AND RUSTICATION EFFECT

ENLARGED BASE - NDRTH ELEVATION



- 7 - RESIDENTIAL FLOOR
- 6 - RESIDENTIAL FLOOR
- 5 - RESIDENTIAL FLOOR
- 4 - PARKING LEVEL
- 3 - PARKING LEVEL
- 2 - PARKING LEVEL
- GF - GROUND FLOOR
- AVERAGE ELEVATION EL: 428.0'



PARKING GARAGE SCREENING PANEL PERFORATED METAL PANEL (ITP)

BRICK BASE WITH LINEAR PATTERN AND RUSTICATION EFFECT (ITP)

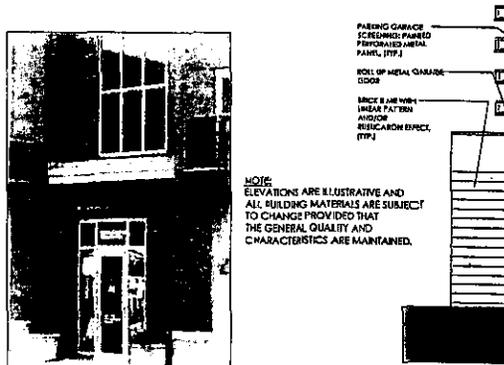
OPaque GLASS AND METAL WINDOW SYSTEM (ITP)

HORIZONTAL METAL RAILING (ITP)

OPaque GLASS AND METAL DOOR (ITP)

PERFORATED METAL PANEL FOR GARAGE SCREENING APPLICATION

ENLARGED BASE - SDUTH ELEVATION

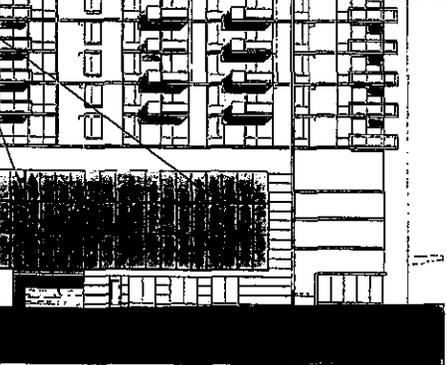


NOTE: ELEVATIONS ARE ILLUSTRATIVE AND ALL BUILDING MATERIALS ARE SUBJECT TO CHANGE PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED.

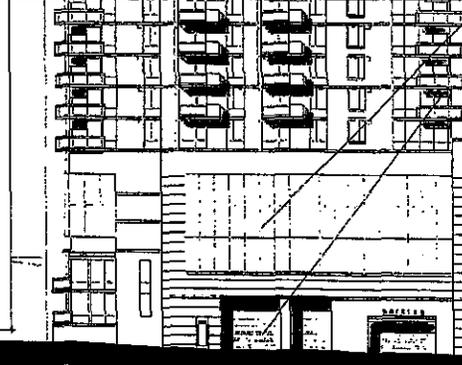
PARKING GARAGE SCREENING PANEL PERFORATED METAL PANEL (ITP)

EDGE OF METAL GARAGE DOOR

BRICK BASE WITH LINEAR PATTERN AND RUSTICATION EFFECT (ITP)



- 9 - RESIDENTIAL FLOOR
- 8 - RESIDENTIAL FLOOR
- 7 - RESIDENTIAL FLOOR
- 6 - RESIDENTIAL FLOOR
- 5 - RESIDENTIAL FLOOR
- 4 - PARKING LEVEL
- 3 - PARKING LEVEL
- 2 - PARKING LEVEL
- GF - GROUND FLOOR
- AVERAGE ELEVATION EL: 428.0'



PARKING GARAGE SCREENING PANEL PERFORATED METAL PANEL (ITP)

EDGE OF METAL GARAGE DOOR (ITP)

BRICK BASE WITH LINEAR PATTERN AND RUSTICATION EFFECT (ITP)

BRICK WITH LINEAR PATTERN AND RUSTICATION EFFECT

ENLARGED BASE - EAST ELEVATION

ENLARGED BASE - WEST ELEVATION

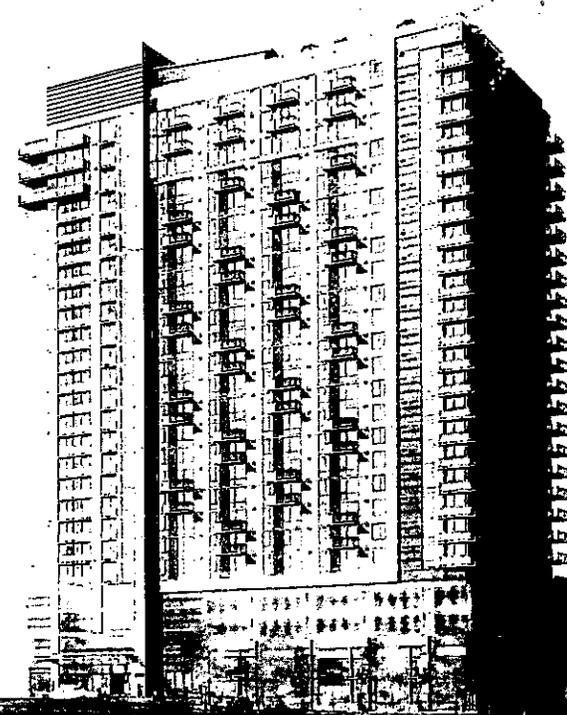
Spring Hill Station
 PROVIDENCE DISTRICT
 FARMEX COUNTY
 VIRGINIA

The Design Group
 8000 Greenway Dr., P.O. Box 1000
 McLean, VA 22101

CDP (Residential) 04.15.10
 CDP (Residential) 04.15.10

Scale: 1" = 30' - 0"

A-07



OVERALL VIEW LOOKING AT ENTRANCE | 2

NOTE:
- THESE VIEWS ARE ILLUSTRATIVE EXAMPLES AND ARE SUBJECT TO FINAL ENGINEERING & DESIGN.



ENLARGED VIEW AT BASE OF BUILDING | 1

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY,
VIRGINIA



The George P. Hunt
Foundation
1000 Ashburn, #1112
Vienna, VA 22182

CDP (Residential)	03.00.00
CDP (Residential)	03.00.10
CDP (Residential)	03.00.20
CDP (Residential)	03.00.30
CDP (Residential)	03.00.40
CDP (Residential)	03.00.50
CDP (Residential)	03.01.00
CDP (Residential)	03.01.10
CDP (Residential)	03.01.20
CDP (Residential)	03.01.30
CDP (Residential)	03.01.40
CDP (Residential)	03.01.50



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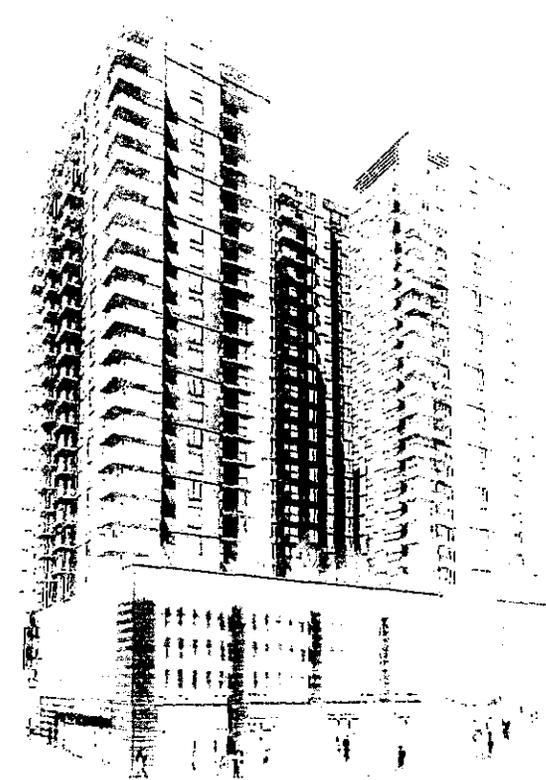
PART A
ILLUSTRATIVE NORTH
ELEVATION VIEWS

Scale: NIS

A-0.8

NOTE:

- THESE VIEWS ARE ILLUSTRATIVE EXAMPLES AND ARE SUBJECT TO FINAL ENGINEERING & DESIGN.



OVERALL SOUTH-WEST VIEW

ENLARGED VIEW AT SOUTH BASE OF BUILDING



CDP	05.29.20
CDP (Revised)	03.28.20
CDP (Revised)	11.18.19
CDP (Revised)	03.15.19
CDP (Revised)	04.15.19
CDP (Revised)	04.29.19
CDP (Revised)	05.08.19
CDP (Revised)	07.31.17
CDP (Revised)	07.24.17
CDP (Revised)	03.02.17
CDP (Revised)	03.29.16



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PART A

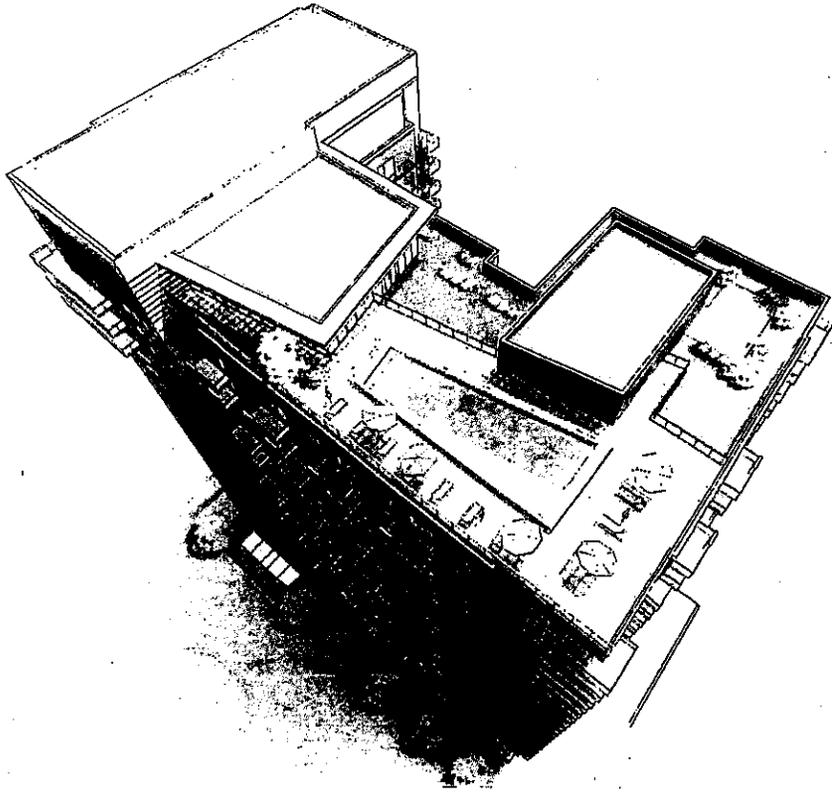
ILLUSTRATIVE SOUTH ELEVATION VIEWS

Scale: N/A

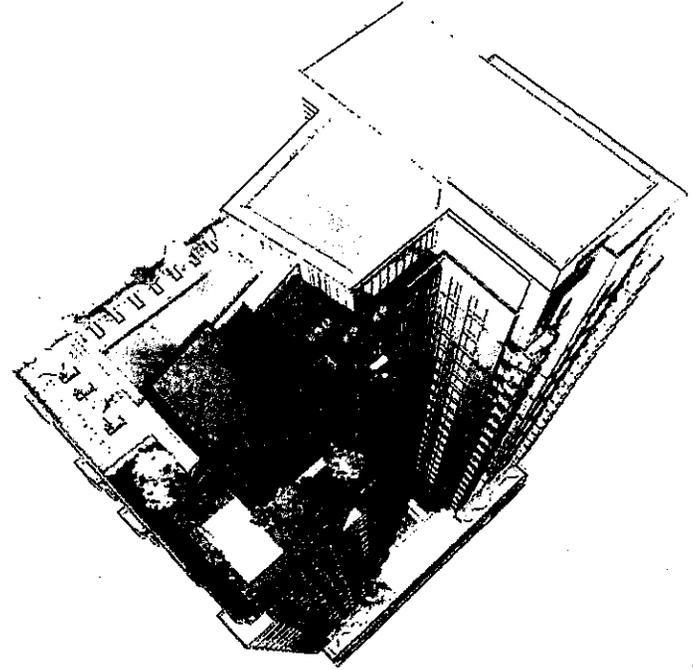
A-0.9

NOTE:

- THESE VIEWS ARE ILLUSTRATIVE EXAMPLES AND ARE SUBJECT TO FINAL ENGINEERING & DESIGN.



NORTH - WEST VIEW AT ROOFTOP 2



SOUTH - WEST VIEW AT ROOFTOP 1



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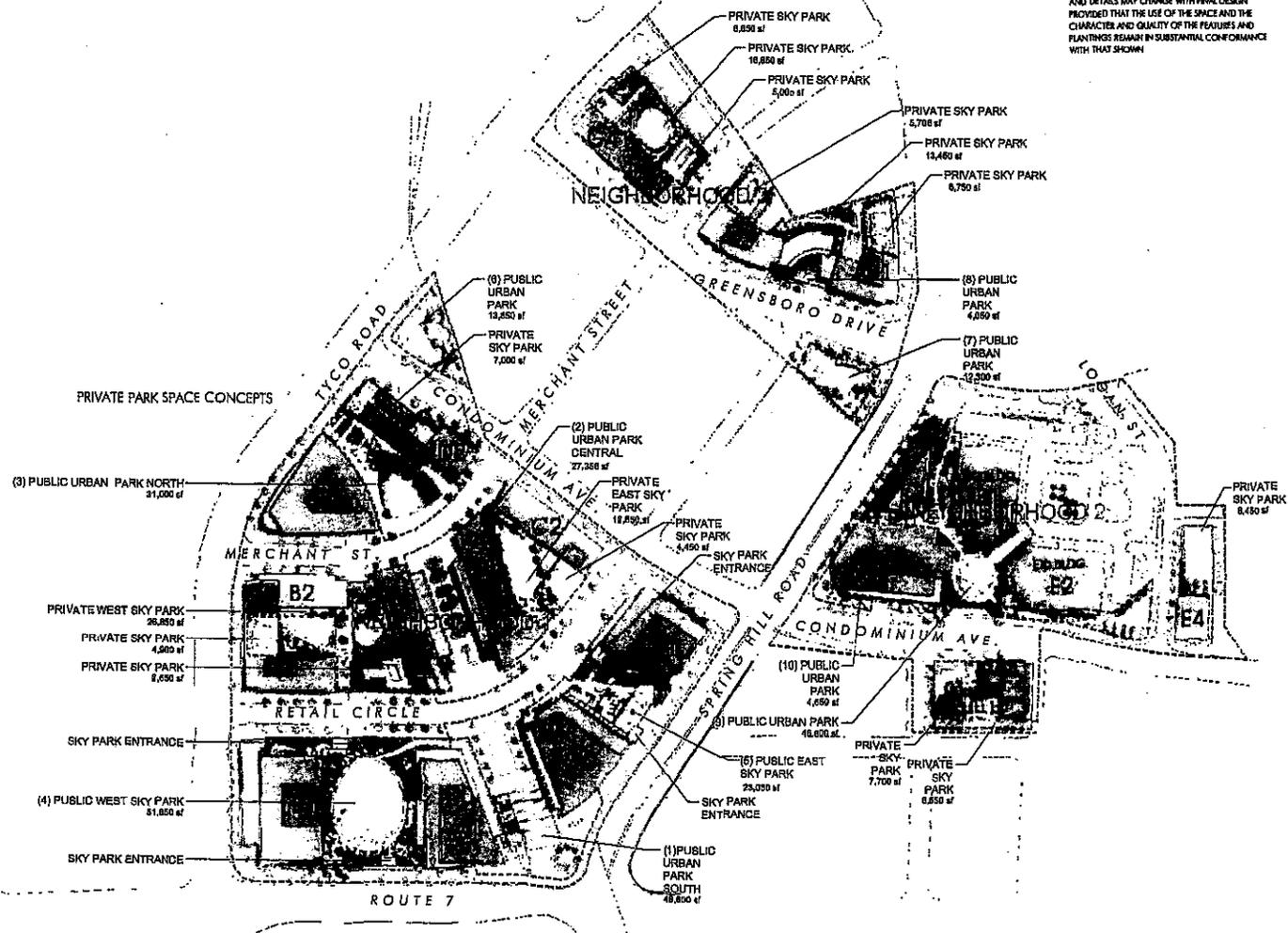
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Spring Hill Station - Total Park Space Provided

Neighborhood 1	
Public Urban Parks	117,998 sq. ft.
Public Sky Parks	75,250 sq. ft.
Total	193,248 sq. ft.
Neighborhood 2	
Public Urban Parks	90,950 sq. ft.
Total	137,400 sq. ft.
Neighborhood 3	
Public Urban Parks	26,800 sq. ft.
Total	6,06 Acres
OR-Sky	
Public Urban Park	Total 2,117,200 sq. ft.
in Addition, Spring Hill Station is providing Private Sky Parks:	
Neighborhood 1	132,000 sq. ft.
Neighborhood 2	833,000 sq. ft.
Neighborhood 3	1,119,000 sq. ft.
Total Private Sky Parks	2,084,000 sq. ft.

*Additional Private Park Space may be provided with future FDD-1502

Note:
Sky Parks denote parks above street level, built on structures. All other parks are at-grade.
75% of Public Parks provided at Street Level



LANDSCAPE NOTES:

1. THE PROPOSED LANDSCAPE WILL BE USED TO MEET THE MINIMUM TREE COVER REQUIREMENTS. LOCATIONS, SPECIES AND QUANTITIES MAY BE ADJUSTED WITH FINAL DESIGN.
2. THE LANDSCAPE TREATMENT, DESIGN FEATURES, AND DETAILS MAY CHANGE WITH FINAL DESIGN PROVIDED THAT THE USE OF THE SPACE AND THE CHARACTER AND QUALITY OF THE FEATURES AND PLANTINGS REMAIN IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.



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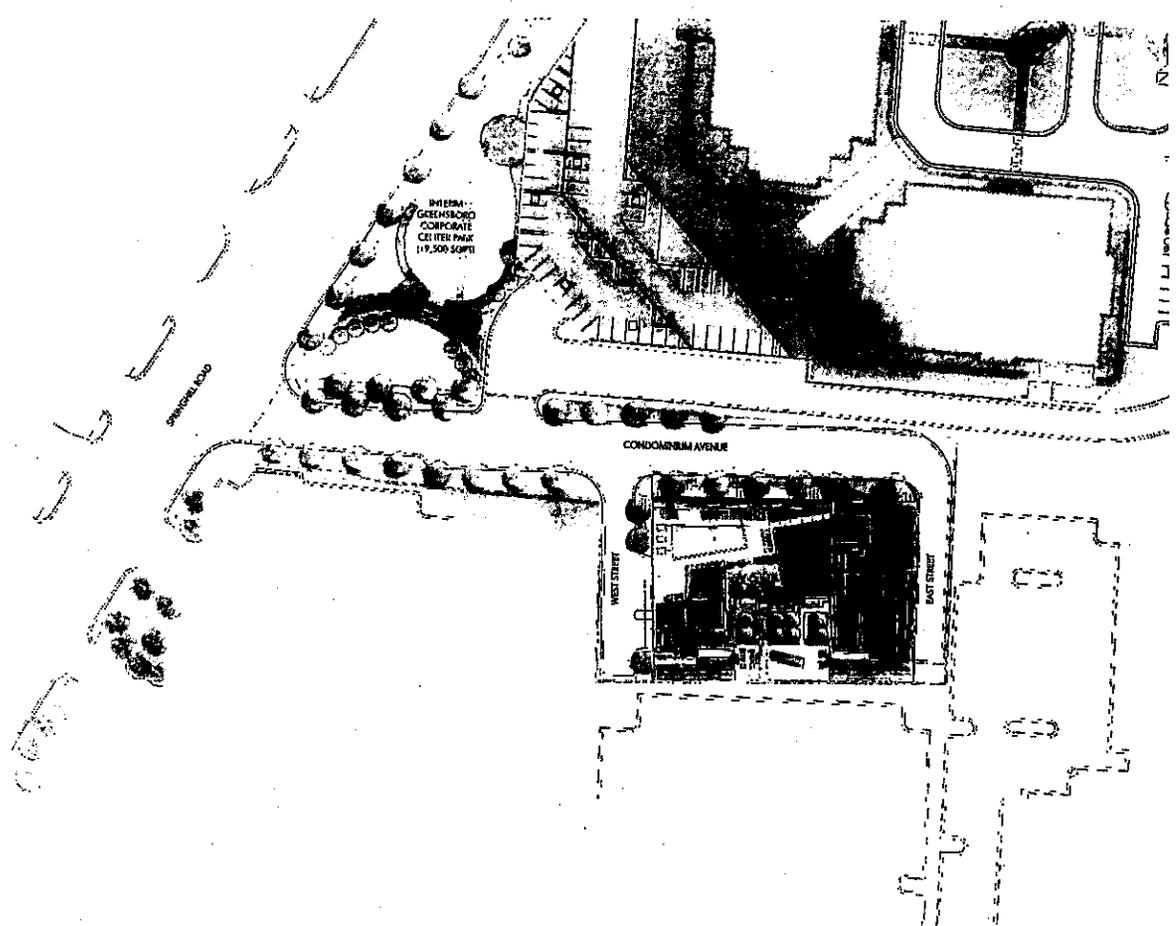
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THE PLAN AND IMAGERY SHOWN IS CONCEPTUAL AND MAY BE MODIFIED SUBJECT TO FINAL DEVELOPMENT PLAN APPROVAL

L-0.01



CONDOMINIUM AVENUE SHOWING INTERIM ALIGNMENT

LANDSCAPE NOTES:

1. THE PROPOSED LANDSCAPE WILL BE USED TO MEET THE MINIMUM TREE COVER REQUIREMENTS. LOCATIONS, SPECIES AND QUANTITIES MAY BE ADJUSTED WITH FINAL DESIGN.
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Spring Hill Station
 PROVIDENCE DISTRICT
 FAIRFAX COUNTY, VIRGINIA



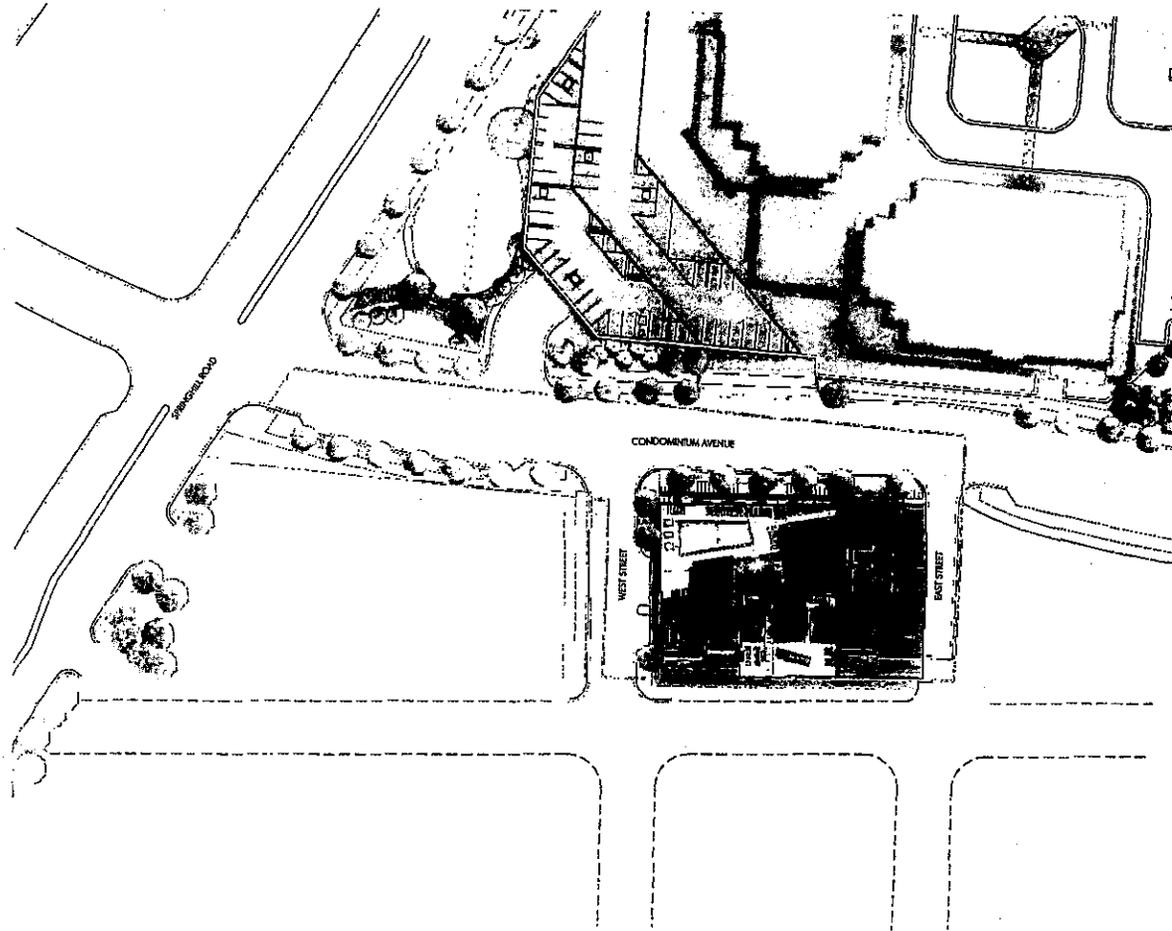
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01	PRELIMINARY	04.2011
02	CONCEPT	05.2011
03	SCHEMATIC	06.2011
04	DESIGN DEVELOPMENT	07.2011
05	FINAL DESIGN	08.2011
06	CONSTRUCTION	09.2011
07	AS-BUILT	10.2011



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 OVERALL LANDSCAPE
 PLAN - INTERIM
 CONDITION
 N2 - F1



L-0.02
 11/15/2011



CONDOMINIUM AVENUE SHOWING ULTIMATE ALIGNMENT

LANDSCAPE NOTES:

1. THE PROPOSED LANDSCAPE WILL BE USED TO MEET THE MINIMUM TREE COVER REQUIREMENTS. LOCATIONS, SPECIES AND QUANTITIES MAY BE ADJUSTED WITH FINAL DESIGN.
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 At 202 462 8390
 Fax 202 462 8390
 www.avdg.com

Approval:
 Conway Group, LLC
 Conover Assoc Group, Inc.
 9900 Commerce Dr, P.O. Box
 Manassas, VA 20108

Prepared by:
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 No. 101 211 2458
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 Civil Engineer
 No. 101 211 2458
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Planting Specialist:
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 E-mail: 101 211 2458@conover.com

Spring Hill Station
 PROVIDENCE DISTRICT
 FAYETTE COUNTY,
 VIRGINIA

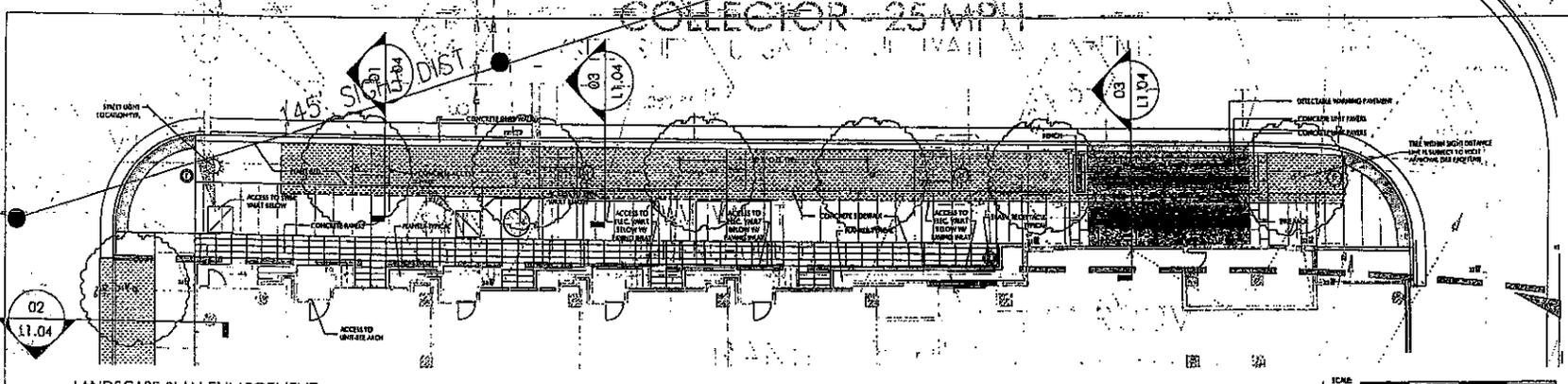
The Conway Group
 1017 Commerce Dr, P.O. Box
 Manassas, VA 20108

DATE	03.24.12
BY	03.24.12

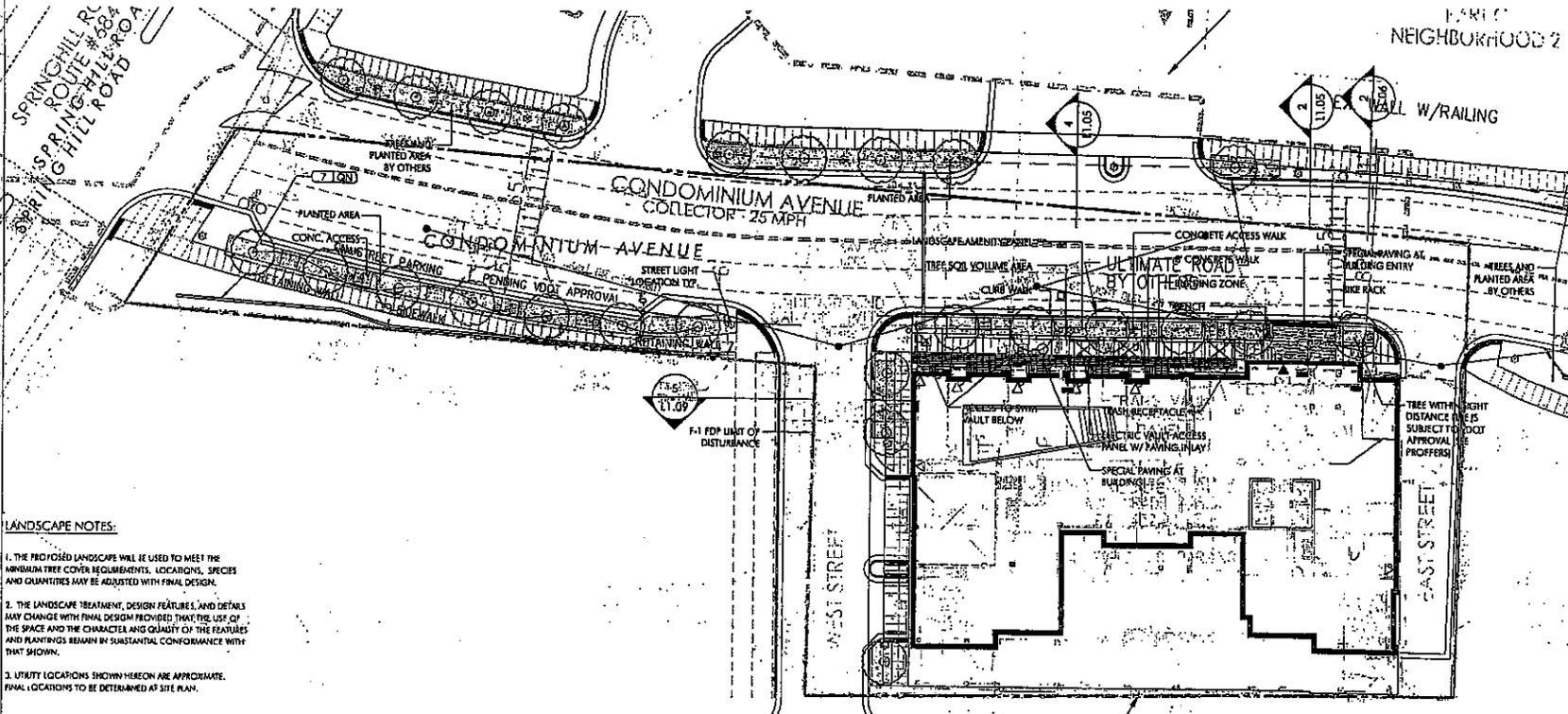


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 OVERALL LANDSCAPE
 PLAN - ULTIMATE
 CONDITION
 N2 - F1
 Scale: 1" = 40'

L-0.03



01 LANDSCAPE PLAN ENLARGEMENT
SCALE: 1/8" = 1'-0"



02 FUTURE LANDSCAPE PLAN
SCALE: 1" = 20'-0"

- LANDSCAPE NOTES:**
1. THE PROPOSED LANDSCAPE WILL BE USED TO MEET THE MINIMUM TREE COVER REQUIREMENTS. LOCATIONS, SPECIES AND QUANTITIES MAY BE ADJUSTED WITH FINAL DESIGN.
 2. THE LANDSCAPE TREATMENT, DESIGN FEATURES, AND DETAILS MAY CHANGE WITH FINAL DESIGN PROVIDED THAT THE USE OF THE SPACE AND THE CHARACTER AND QUALITY OF THE FEATURES AND PLANTINGS REMAIN IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.
 3. UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE. FINAL LOCATIONS TO BE DETERMINED AT SITE PLAN.

Spring Hill Station
PROVIDENCE DISTRICT
ARLINGTON, VIRGINIA

1000 COMMONWEALTH AVENUE
ARLINGTON, VA 22204

NO.	DESCRIPTION	DATE
01	PRELIMINARY	08.11.10
02	REVISED	08.11.10
03	REVISED	08.11.10
04	REVISED	08.11.10
05	REVISED	08.11.10
06	REVISED	08.11.10
07	REVISED	08.11.10
08	REVISED	08.11.10
09	REVISED	08.11.10
10	REVISED	08.11.10

DATE: 08/11/10
SCALE: 1/8" = 1'-0"
DRAWN BY: J. COOPER
CHECKED BY: R. COOPER

LANDSCAPE PLAN
GROUND LEVEL
N2 - F1

L-1.02



LANDSCAPE NOTES:

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Spring Hill Station
FARMAC COUNTY
VIRGINIA

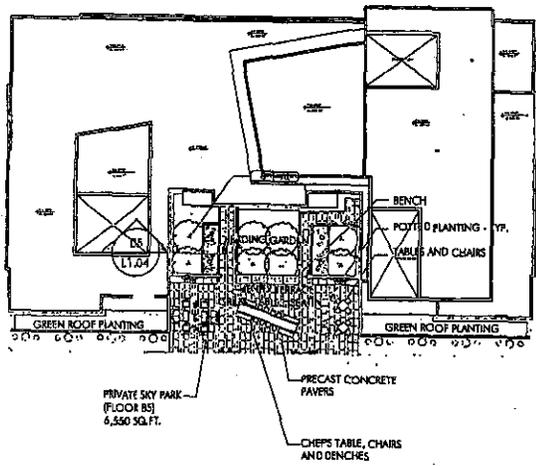


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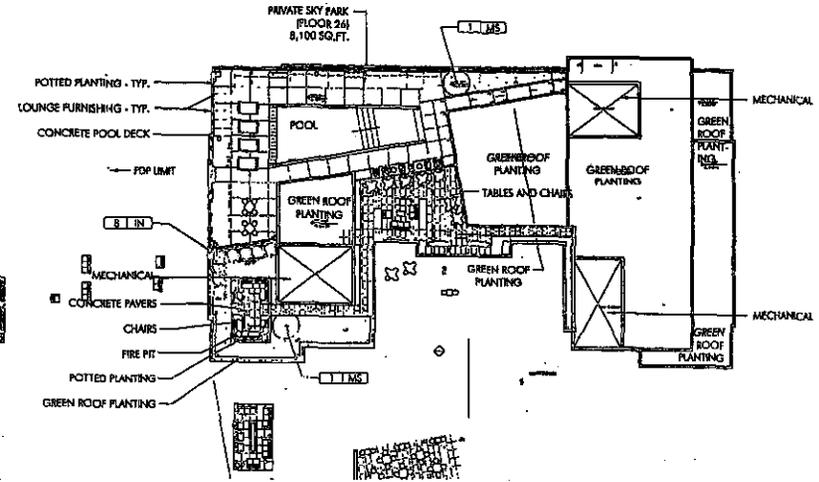
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Landscape Plan
Sky Garden
Roof Top Pool
N2 - F1
Date: 7-27-11

LANDSCAPE PLAN
SKY GARDEN
ROOF TOP POOL
N2 - F1
Date: 7-27-11

L-1.03



01 LANDSCAPE PLAN - FLOOR 5
SCALE: 1" = 30'-0"



02 LANDSCAPE PLAN - FLOOR 26
SCALE: 1" = 30'-0"



NEIGHBORHOOD 1, 2 & 3 LANDSCAPE PLAN



MDC ARCHITECTURE
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100

Project:
Client: MDC
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100

Site:
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100

Scale:
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100

Notes:
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100

Legend:
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100

Spring Hill Station
PROVIDENCE DISTRICT
PROVIDENCE COUNTY,
VIRGINIA

1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100

1800 Ashburn, P.O. Box 100
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1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100
1800 Ashburn, P.O. Box 100

TREE SYMBOL LEGEND

- CATEGORY IV
DECIDUOUS TREES
- CATEGORY III
DECIDUOUS TREES
- CATEGORY II
DECIDUOUS TREES
- CATEGORY I
EVERGREEN TREES

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 1

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 2

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 3

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 4

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 5

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 6

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 7

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 8

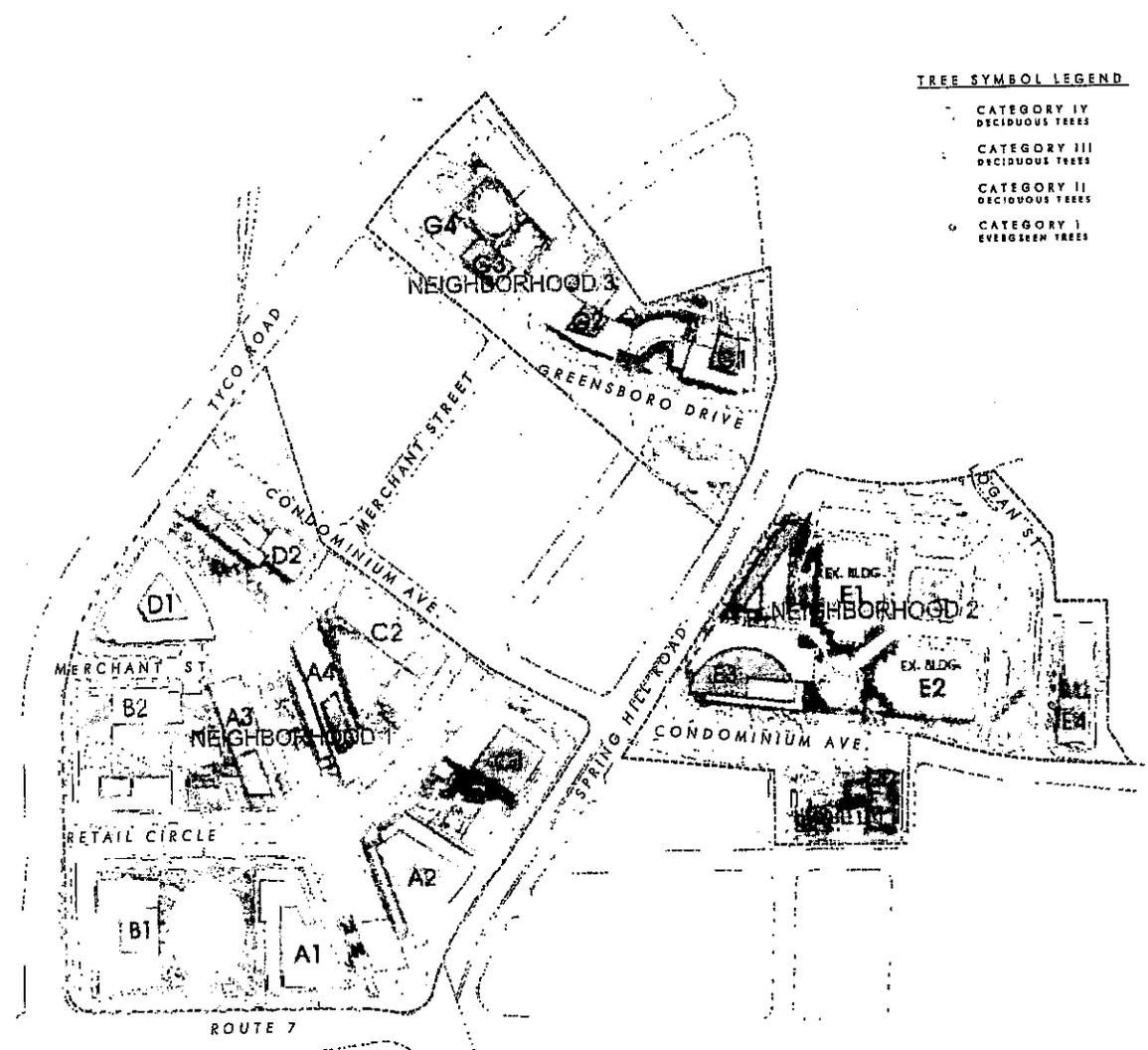
Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 9

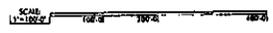
Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 10

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
1	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing
2	Plant Name	Quantity	Plant Size	Plant Spacing	Plant Spacing	Plant Spacing



THE PLAN SHOWN IS CONCEPTUAL AND
MAY BE MODIFIED SUBJECT TO FINAL
DEVELOPMENT PLAN APPROVAL



NOTE: THE PLANT SCHEDULES SHOWN HERE
ARE FOR INFORMATIONAL PURPOSES ONLY.

MEASUREMENTS TO BE TAKEN AT THE TIME OF CONSTRUCTION
AND LANDSCAPE COMPLETION

OVERALL LANDSCAPE
PLAN
N2 - F1
L-1.05

LANDSCAPE COMPUTATIONS #1

13-201: INTERIOR PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Interior Parking Lot Landscaping Not Required

13-202: PERIPHERAL PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Peripheral Parking Lot Landscaping Not Required

13-301: TRANSITIONAL SCREENING AND BARRIERS

Property Zoning District: PTOHC

Adjacent Zoning Districts: H, O7, PDC, PTOHC

Traditional Screening and Barriers are Not Required

13-402: TREE COVER CALCULATIONS

Table 13.12: 10 Year Tree Canopy Calculation Worksheet

Step	Notes	Yields
A. Tree Preservation Target and Statement		
A1	See Table 13.3 on Sheet C-6	
B. Tree Canopy Requirements		
B1	Gross Site Area	241,000
B2	Land dedicated to use, road frontage, and other non-landscapable areas	0
B3	Adjusted Gross Site Area	241,000
B4	Site Zoning PTC	10%
B5	Percentage of 10-year Tree Canopy Cover Required	24,100
B6	Area of 10-year tree canopy cover	24,100
B7	Modification of 10-year tree canopy cover requested	Yes
B8	Plan sheet where modification is requested	C-5
C. Tree Preservation		
C1	Tree Preservation Target	0
C2	Total Canopy Area existing Standards of 12-0200	0
C3	CS X 1.25	0
C4	Total canopy area provided by unique or valuable forest or woodland communities	0
C5	CA X 1.25	0
C6	Total of canopy area provided by "Hollings," "Metcalf," "Speckman," or "Street" Trees	0
C7	CS X 1.5	0
C8	Canopy area of areas within Resource Protection Areas and 100-year floodplains	0
C9	CS X 1.0	0
C10	Total of C3, C4, C5, C6, C7, and C8	0

D. Tree Planting		
D1	Area of Canopy met through tree planting (D1-C10)	24,100
D2	Area of canopy planted for air quality benefits	0
D3	CA X 1.5	0
D4	Area of canopy planted for energy conservation benefits	0
D5	CA X 1.5	0
D6	Area of canopy planted for water quality benefits	0
D7	CA X 1.5	0
D8	Area of canopy planted for wildlife benefits	0
D9	CA X 1.5	0
D10	Area of canopy planted by native trees	0
D11	CA X 1.5	0
D12	Area of canopy provided by improved culverts and waterways	0
D13	CA X 1.5	0
D14	Area of canopy provided by roadsides	0
D15	CA X 1.5	0
D16	Percent of D14 represented by B 15	0
D17	Total of canopy area provided through tree planting	24,100
D18	Is an afforestation or reforestation project?	No
D19	Tree bank or Trail Fund?	No
D20	Canopy area requested to be provided through utility banking or trail fund	0
D21	Amount to be deposited into the Tree Preservation and Planting Fund	0

E. Total of 10-year Tree Canopy Provided		
E1	Total of Canopy Provided through tree preservation (C10)	0
E2	Total of canopy area provided through tree planting (D17)	24,100
E3	Total of canopy area provided through utility banking (D20)	0
E4	Total of 10-year Tree Canopy Provided	24,100

* Note: Tree Cover Credit calculations for A1 are part of overall Neighborhoods 1, 2 & 3 Canopy Coverage calculations for the Tyson's Spring Hill Station Project. Any Excess Tree Cover provided on a parcel shall go towards Tree Cover Credit on other Parcels.

LANDSCAPE COMPUTATIONS #2

13-201: INTERIOR PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Interior Parking Lot Landscaping Not Required

13-202: PERIPHERAL PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Peripheral Parking Lot Landscaping Not Required

13-301: TRANSITIONAL SCREENING AND BARRIERS

Property Zoning District: PTOHC

Adjacent Zoning Districts: H, O7, PDC, PTOHC

Traditional Screening and Barriers are Not Required

13-402: TREE COVER CALCULATIONS

Table 13.12: 10 Year Tree Canopy Calculation Worksheet

Step	Notes	Yields
A. Tree Preservation Target and Statement		
A1	See Table 13.3 on Sheet C-6	
B. Tree Canopy Requirements		
B1	Gross Site Area	300,000
B2	Land dedicated to use, road frontage, and other non-landscapable areas	0
B3	Adjusted Gross Site Area	300,000
B4	Site Zoning PTC	10%
B5	Percentage of 10-year Tree Canopy Cover Required	30,000
B6	Area of 10-year tree canopy cover	30,000
B7	Modification of 10-year tree canopy cover requested	Yes
B8	Plan sheet where modification is requested	C-5
C. Tree Preservation		
C1	Tree Preservation Target	0
C2	Total Canopy Area existing Standards of 12-0200	0
C3	CS X 1.25	0
C4	Total canopy area provided by unique or valuable forest or woodland communities	0
C5	CA X 1.25	0
C6	Total of canopy area provided by "Hollings," "Metcalf," "Speckman," or "Street" Trees	0
C7	CS X 1.5	0
C8	Canopy area of areas within Resource Protection Areas and 100-year floodplains	0
C9	CS X 1.0	0
C10	Total of C3, C4, C5, C6, C7, and C8	0

D. Tree Planting		
D1	Area of Canopy met through tree planting (D1-C10)	30,000
D2	Area of canopy planted for air quality benefits	0
D3	CA X 1.5	0
D4	Area of canopy planted for energy conservation benefits	0
D5	CA X 1.5	0
D6	Area of canopy planted for water quality benefits	0
D7	CA X 1.5	0
D8	Area of canopy planted for wildlife benefits	0
D9	CA X 1.5	0
D10	Area of canopy planted by native trees	0
D11	CA X 1.5	0
D12	Area of canopy provided by improved culverts and waterways	0
D13	CA X 1.5	0
D14	Area of canopy provided by roadsides	0
D15	CA X 1.5	0
D16	Percent of D14 represented by B 15	0
D17	Total of canopy area provided through tree planting	30,000
D18	Is an afforestation or reforestation project?	No
D19	Tree bank or Trail Fund?	No
D20	Canopy area requested to be provided through utility banking or trail fund	0
D21	Amount to be deposited into the Tree Preservation and Planting Fund	0

E. Total of 10-year Tree Canopy Provided		
E1	Total of Canopy Provided through tree preservation (C10)	0
E2	Total of canopy area provided through tree planting (D17)	30,000
E3	Total of canopy area provided through utility banking (D20)	0
E4	Total of 10-year Tree Canopy Provided	30,000

* Note: Tree Cover Credit calculations for A1 are part of overall Neighborhoods 1, 2 & 3 Canopy Coverage calculations for the Tyson's Spring Hill Station Project. Any Excess Tree Cover provided on a parcel shall go towards Tree Cover Credit on other Parcels.

LANDSCAPE COMPUTATIONS #3

13-201: INTERIOR PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Interior Parking Lot Landscaping Not Required

13-202: PERIPHERAL PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Peripheral Parking Lot Landscaping Not Required

13-301: TRANSITIONAL SCREENING AND BARRIERS

Property Zoning District: PTOHC

Adjacent Zoning Districts: H, O7, PDC, PTOHC

Traditional Screening and Barriers are Not Required

13-402: TREE COVER CALCULATIONS

Table 13.12: 10 Year Tree Canopy Calculation Worksheet

Step	Notes	Yields
A. Tree Preservation Target and Statement		
A1	See Table 13.3 on Sheet C-6	
B. Tree Canopy Requirements		
B1	Gross Site Area	220,000
B2	Land dedicated to use, road frontage, and other non-landscapable areas	0
B3	Adjusted Gross Site Area	220,000
B4	Site Zoning PTC	10%
B5	Percentage of 10-year Tree Canopy Cover Required	22,000
B6	Area of 10-year tree canopy cover	22,000
B7	Modification of 10-year tree canopy cover requested	Yes
B8	Plan sheet where modification is requested	C-5
C. Tree Preservation		
C1	Tree Preservation Target	0
C2	Total Canopy Area existing Standards of 12-0200	0
C3	CS X 1.25	0
C4	Total canopy area provided by unique or valuable forest or woodland communities	0
C5	CA X 1.25	0
C6	Total of canopy area provided by "Hollings," "Metcalf," "Speckman," or "Street" Trees	0
C7	CS X 1.5	0
C8	Canopy area of areas within Resource Protection Areas and 100-year floodplains	0
C9	CS X 1.0	0
C10	Total of C3, C4, C5, C6, C7, and C8	0

D. Tree Planting		
D1	Area of Canopy met through tree planting (D1-C10)	22,000
D2	Area of canopy planted for air quality benefits	0
D3	CA X 1.5	0
D4	Area of canopy planted for energy conservation benefits	0
D5	CA X 1.5	0
D6	Area of canopy planted for water quality benefits	0
D7	CA X 1.5	0
D8	Area of canopy planted for wildlife benefits	0
D9	CA X 1.5	0
D10	Area of canopy planted by native trees	0
D11	CA X 1.5	0
D12	Area of canopy provided by improved culverts and waterways	0
D13	CA X 1.5	0
D14	Area of canopy provided by roadsides	0
D15	CA X 1.5	0
D16	Percent of D14 represented by B 15	0
D17	Total of canopy area provided through tree planting	22,000
D18	Is an afforestation or reforestation project?	No
D19	Tree bank or Trail Fund?	No
D20	Canopy area requested to be provided through utility banking or trail fund	0
D21	Amount to be deposited into the Tree Preservation and Planting Fund	0

E. Total of 10-year Tree Canopy Provided		
E1	Total of Canopy Provided through tree preservation (C10)	0
E2	Total of canopy area provided through tree planting (D17)	22,000
E3	Total of canopy area provided through utility banking (D20)	0
E4	Total of 10-year Tree Canopy Provided	22,000

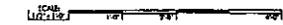
* Note: Tree Cover Credit calculations for A1 are part of overall Neighborhoods 1, 2 & 3 Canopy Coverage calculations for the Tyson's Spring Hill Station Project. Any Excess Tree Cover provided on a parcel shall go towards Tree Cover Credit on other Parcels.



WDC ARCHITECTURE
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1000...
1000...

Project:
Client:
Address:
City:
State:
Zip:

THE PLAN AND IMAGERY SHOWN IS CONCEPTUAL AND MAY BE MODIFIED SUBJECT TO FINAL DEVELOPMENT PLAN APPROVAL



Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY
VIRGINIA

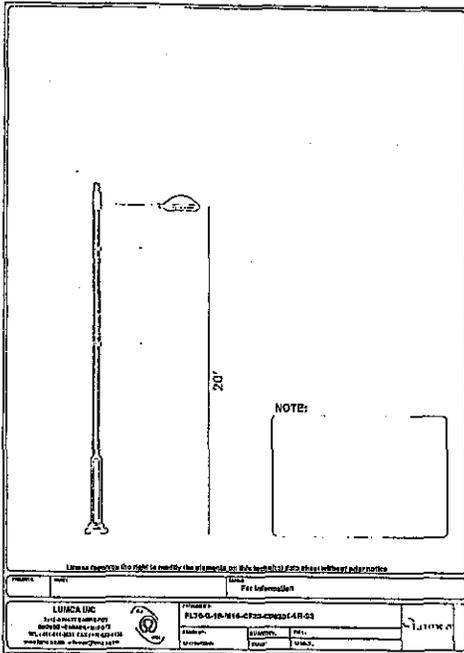
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99P 01-01-12
100P 01-01-12

01-01-12

LANDSCAPE CALCULATIONS

01-01-12

L-1.08



01 STREETLIGHT

STREETLIGHT NOTE:
 THE STREETLIGHT ABOVE SHALL BE THE FIXTURE AND POLE USED AT SPRING HILL STATION (SEE PROFFERS). ANY CHANGES TO THE POLE OR FIXTURE TYPE SHALL BE APPROVED BY THE DEPARTMENT OF PLANNING AND ZONING.



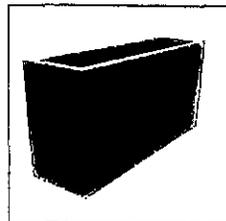
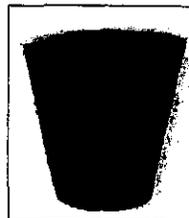
02 TRASH RECEPTACLE



03 BENCH



06 WALL / GUARDRAIL CONCEPT



04 PLANTERS



05 PAVING



NOTE:
 ALL IMAGES ARE PROVIDED TO ILLUSTRATE THE GENERAL QUALITY OF AMENITIES TO BE PROVIDED. FINAL SELECTIONS MAY VARY BASED ON FINAL DESIGN AND ENGINEERING.



MDC ARCHITECTS PLLC
 100 EXECUTIVE AVENUE 107
 SUITE 100
 WASHINGTON, DC 20002
 TEL: 202-462-1100
 FAX: 202-462-1101
 WWW.MDCARCHITECTS.COM

- Client: _____
- Location: _____
- Project: _____
- Phase: _____
- Scale: _____
- Author: _____
- Checker: _____
- Approver: _____
- Date: _____
- Sheet No.: _____
- Total Sheets: _____
- Project No.: _____
- Revision: _____
- Notes: _____

Spring Hill Station
 PROVIDENCE DISTRICT
 FAIRFAX COUNTY, VIRGINIA



NO.	DESCRIPTION	DATE
01	ISSUED FOR PERMIT	04.04.10
02	FOR REVIEW	04.04.10
03	FOR REVIEW	04.04.10
04	FOR REVIEW	04.04.10
05	FOR REVIEW	04.04.10
06	FOR REVIEW	04.04.10
07	FOR REVIEW	04.04.10
08	FOR REVIEW	04.04.10
09	FOR REVIEW	04.04.10
10	FOR REVIEW	04.04.10

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SITE FURNISHINGS AND MATERIALS
 N2-F1
 A.S. 100
 L-1.10



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 Fax: 202.462.1199
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 The Office of the Mayor
 1000 Commonwealth Ave
 Suite 200
 Arlington, VA 22202

Lead Designer
 Tel: 202.462.1188
 Fax: 202.462.1199
 Email: info@vdc-arch.com

KEY	
[Symbol]	PUBLIC DESIGNER
[Symbol]	PUBLIC SIDEWALK - 8' WIDE
[Symbol]	PUBLIC ALLEY SIDEWALK - 3' W. SIDE
[Symbol]	PUBLIC SIDEWALK - 10' W. SIDE
[Symbol]	PUBLIC SIDEWALK
[Symbol]	SOFTSIDE PATHWAYS
[Symbol]	5' W. DEDICATED BIKE LANE
[Symbol]	EXISTING SIDEWALK
[Symbol]	OFF-SITE SIDEWALK OR PROPOSED

MERCHANT ST.

RETAIL CIRCLE

LEESBURG PIKE

TICO ROAD

MERCHANT STREET

RETAIL CIRCLE

SPRING HILL ROAD

CONDOMINIUM AVE.



Spring Hill Station
 TRANSPORTATION DISTRICT
 FAIRFAX COUNTY,
 VIRGINIA



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PEDESTRIAN & BICYCLE
 CIRCULATION PLAN

N2 - F1

Scale: 1" = 40'

L-1.11

CIRCULATION HIERARCHY PLAN



VDC ARCHITECTURE, LLC
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 Washington, DC 20036
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 4700 Spring Hill Road
 Fairfax County, VA 22031

Client:
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 1000 Connecticut Avenue, NW
 Washington, DC 20036

Architect:
 VDC Architecture, LLC
 1000 Connecticut Avenue, NW
 Washington, DC 20036

Engineer:
 Parsons Brinckerhoff
 1000 Connecticut Avenue, NW
 Washington, DC 20036

Planner:
 The Metropolitan Washington Airports Authority
 1000 Connecticut Avenue, NW
 Washington, DC 20036

Consultant:
 The Metropolitan Washington Airports Authority
 1000 Connecticut Avenue, NW
 Washington, DC 20036

Spring Hill Station
 PROVIDENCE DISTRICT
 FAIRFAX COUNTY,
 VIRGINIA



DATE	DESCRIPTION
08/24/10	PRELIMINARY
09/15/10	REVISED
10/15/10	REVISED
11/15/10	REVISED
12/15/10	REVISED
01/15/11	REVISED
02/15/11	REVISED
03/15/11	REVISED
04/15/11	REVISED
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 PEDESTRIAN
 CIRCULATION
 HIERARCHY PLAN

N2 - F1

Scale: 1" = 100'



L-1.12