



APPLICATIONS ACCEPTED: July 28, 2011
PLANNING COMMISSION: March 8, 2012
BOARD OF SUPERVISORS: Not Scheduled

County of Fairfax, Virginia

February 23, 2012

STAFF REPORT
APPLICATION RZ/FDP 2011-LE-022
(concurrent with PCA 2008-LE-015 and PCA 1998-LE-064-02)

LEE DISTRICT

APPLICANTS: Springfield Metro Center II, LLC and
Springfield 6601, LLC

EXISTING ZONING: C-4 (High Intensity Office) (1.03 acres)
I-4 (Medium Intensity Industrial) (5.25 acres)

PROPOSED ZONING: PDC (Planned Development Commercial)

PARCEL: 90-2 ((1)) 56C pt., 58D,
90-4 ((1)) 11B pt.

ACREAGE: 6.28 acres

FAR: 1.89 FAR (517,600 square feet)

OPEN SPACE: 37%

PLAN MAP: Office

PROPOSAL: The 1.03 acres deleted from the area zoned C-4 as part of RZ 2008-LE-015 and PCA 1998-LE-064 and 5.25 acres zoned I-4 is proposed to be rezoned to the PDC District. The applicants propose two office buildings and parking structure. This site and the adjacent site are proposed to be developed as a coordinated office park with connecting parking garages.

William Mayland, AICP

STAFF RECOMMENDATIONS:

Staff recommends approval of RZ 2011-LE-022, subject to the execution of proffers consistent with those contained in Appendix 2.

Staff recommends approval of FDP 2011-LE-022, subject to the proposed development conditions contained in Appendix 3 and the Board of Supervisors approval of RZ 2011-LE-015.

Staff recommends approval of a modification of the loading space requirement to allow four spaces instead of the required five spaces by Section 11.202 (15) of the Zoning Ordinance.

Staff recommends approval of an increase the maximum floor area ratio (FAR) from 1.5 to 1.89 in accordance with Section 6-208 of the Zoning Ordinance.

Staff recommends approval of a waiver of the barrier requirement and modification of the transitional screening to the east.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicants/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards; and that, should this application be approved, such approval does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

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

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290 TTY 711 (Virginia Relay Center).



Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice.
For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).



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STAFF REPORT

APPLICATIONS PCA 2008-LE-015 and PCA 1998-LE-064-02
(Concurrent with RZ/FDP 2011-LE-022)

LEE DISTRICT

APPLICANTS: Springfield Metro Center II, LLC
Springfield Parcel C, LLC

ZONING: C-4 (High Intensity Office)

PARCEL: 90-2 ((1)) 56C pt.
90-4 ((1)) 11B pt.

ACREAGE: 10.39 acres

FAR: 1.16 FAR (474,000 square feet
plus 66,900 square feet in cellar space)

OPEN SPACE: 25%

PLAN MAP: Office

PROPOSAL: The applicants propose to delete 1.03 acres from the land area zoned C-4 as part of RZ 2011-LE-015 and RZ 1996-LE-064 in order to rezone the land area to the PDC District pursuant to RZ 2011-LE-022. The application continues to propose two office buildings and a parking structure. This site and the adjacent site are proposed to be developed as a coordinated office park with connecting parking garages.

William Mayland, AICP

STAFF RECOMMENDATIONS:

Staff recommends approval of PCA 2008-LE-015 and PCA 1998-LE-064-02, subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends approval of a waiver of the minimum district size of 40,000 square feet for Tax Map 90-4 ((1)) 11B (approximately 24,000 square feet) in accordance with Section 9-610 of the Zoning Ordinance.

Staff recommends approval of a waiver of the rear yard requirement of 20° angle bulk plane (ABP), but not less than a minimum of 25 feet in accordance with Section 2-418 of the Zoning Ordinance.

Staff recommends approval of a reaffirmation of the waiver of the barrier requirement and modification of the transitional screening to the adjacent to the multi-family dwellings units to the west.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicants/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards; and that, should this application be approved, such approval does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

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

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290 TTY 711 (Virginia Relay Center).



Proffered Condition Amendment

PCA 1998-LE-064-02

Applicant: SPRINGFIELD PARCEL C LLC AND
SPRINGFIELD METRO CENTER II LLC
Accepted: 07/28/2011
Proposed: COMMERCIAL DEVELOPMENT
Area: 9.7 AC OF LAND; DISTRICT - LEE

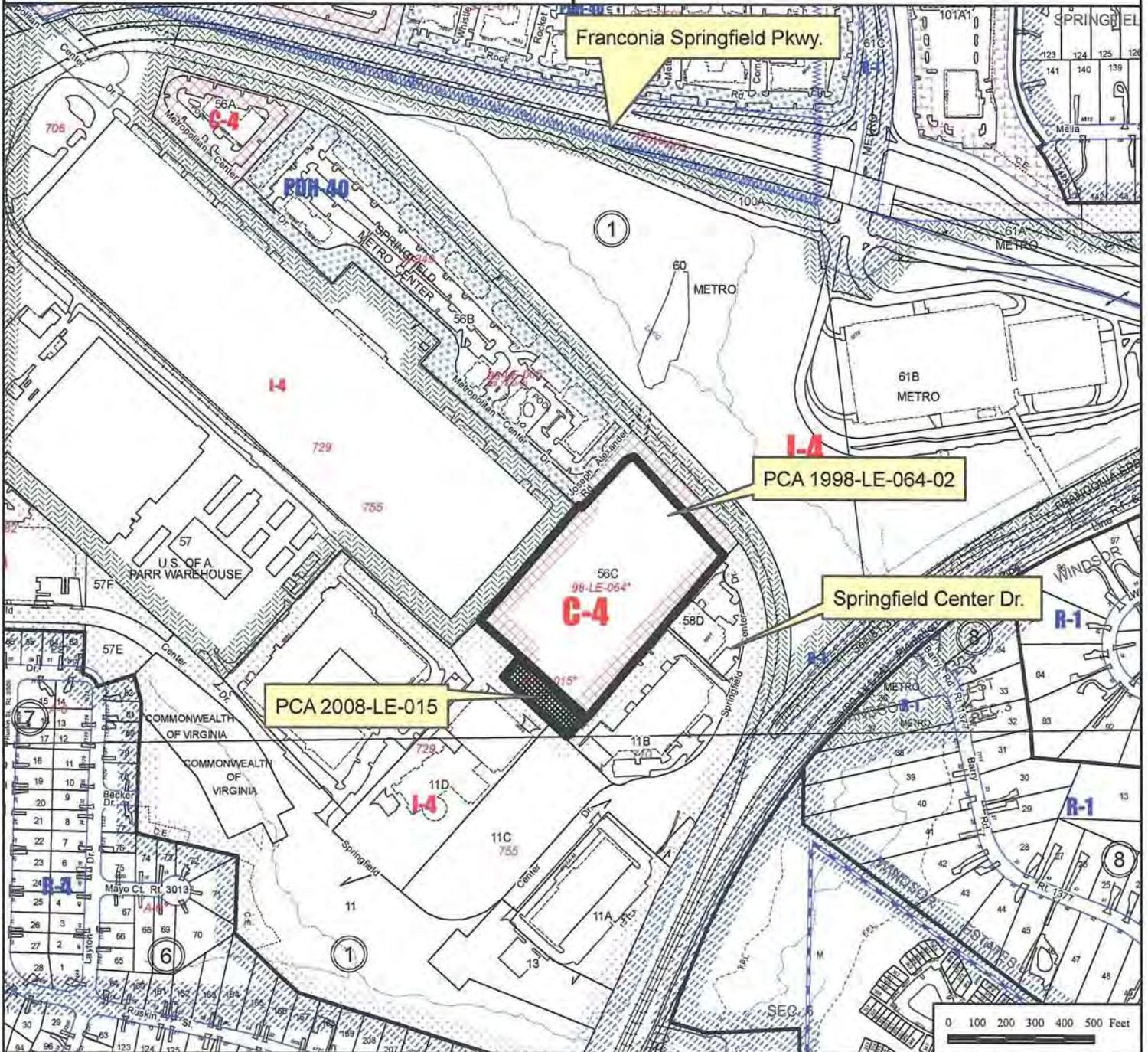
Located: LOCATED AT THE TERMINUS OF
METROPOLITAN CENTER DRIVE
TO THE SOUTHWEST OF THE
JOE ALEXANDER TRANSPORTATION CENTER
Zoning: C-4
Map Ref Num: 090-2- /01/ /0056C pt.

Proffered Condition Amendment

PCA 2008-LE-015

Applicant: SPRINGFIELD METRO CENTER II, LLC
Accepted: 07/28/2011
Proposed: OFFICE
Area: 0.69 AC OF LAND; DISTRICT - LEE

Located: WEST SIDE OF SPRINGFIELD CENTER DRIVE
SOUTHWEST OF THE JOE ALEXANDER
TRANSPORTATION CENTER
Zoning: C-4
Map Ref Num: 090-4- /01/ /0011B pt.



Rezoning Application

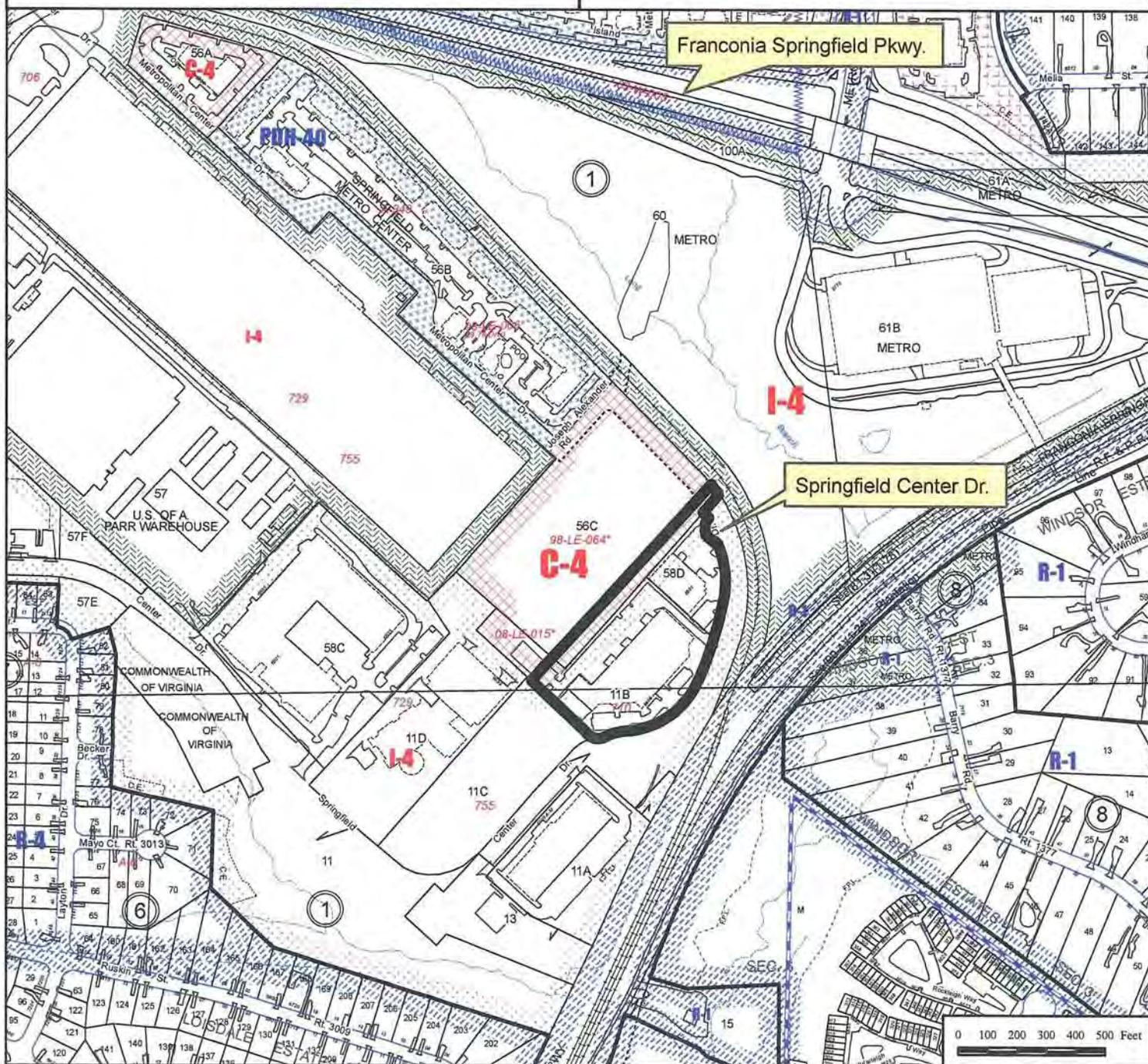
RZ 2011-LE-022

Applicant: SPRINGFIELD METRO CENTER II, LLC AND SPRINGFIELD 6601 LLC
Accepted: 07/28/2011
Proposed: MIXED USE
Area: 6.28 AC OF LAND; DISTRICT - LEE
Located: WEST SIDE OF SPRINGFIELD CENTER DRIVE TO THE SOUTHWEST OF THE JOE ALEXANDER TRANSPORTATION CENTER
Zoning: FROM C- 4 TO PDC, FROM I- 4 TO PDC
Overlay Dist:
Map Ref Num: 090-2- /01/ /0056C /01/ /0058D
090-4- /01/ /0011B

Final Development Plan

FDP 2011-LE-022

Applicant: SPRINGFIELD METRO CENTER II, LLC AND SPRINGFIELD 6601 LLC
Accepted: 07/28/2011
Proposed: MIXED USE
Area: 6.28 AC OF LAND; DISTRICT - LEE
Located: WEST SIDE OF SPRINGFIELD CENTER DRIVE TO THE SOUTHWEST OF THE JOE ALEXANDER TRANSPORTATION CENTER.
Zoning: PDC
Map Ref Num: 090-2- /01/ /0056C /01/ /0058D
090-4- /01/ /0011B



**SITE DATA PER RZ 2008-LE-015 AND
PCA 1996-1/B-064**

SITE AREA	AREA
0.78 ACRES (A PORTION OF PARCEL 36C)	0.78 ACRES (A PORTION OF PARCEL 110)
GROSS SITE AREA = 10.88 ACRES	

AREA OF NOW DEDICATION = 1.10 ACRES (SEE SHEET 1A FOR AREA OF DEDICATION)
NET SITE AREA = 19.27 ACRES
MAXIMUM PARK PERMITTED = 156

ZONING
EXISTING ZONING = C-4 (HIGH DENSITY OFFICE DISTRICT)

USE
OFFICE

BUILDING DATA
PROPOSED BUILDING GROSS SQUARE FOOT = 474,000 SF**
MAXIMUM BUILDING HEIGHT PERMITTED = 120'
PROPOSED BUILDING HEIGHT = 120'

YARD REQUIREMENTS

MIN. FRONT YARD SETBACK = CONTROLLED BY 20' BULK PLANE ANGLE, BUT NOT LESS THAN 40'
PROPOSED FRONT YARD SET BACK = 84.40' (84.20' BULK PLANE) [OFFICE BUILDING]
MIN. SIDE YARD REQUIREMENT = NO REQUIREMENT
MIN. REAR YARD REQUIREMENT = CONTROLLED BY 20' BULK PLANE ANGLE, BUT NOT LESS THAN 25 FEET
PROPOSED REAR YARD SETBACK = 84.84' (84.37' BULK PLANE) [PARKING STRUCTURE]

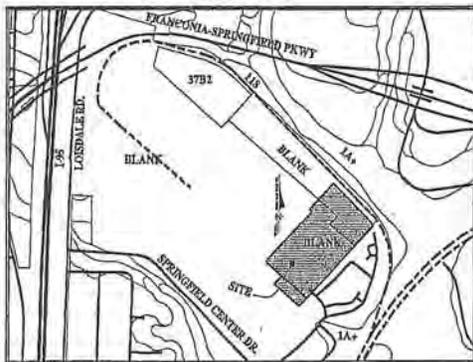
OPEN SPACE

* OPEN SPACE REQUIRED = 10% OF NET SITE AREA = 0.15 (8.28 AC.) = 1.08 AC.
OPEN SPACE PROVIDED = 3.42 AC. (38.78%)

* OPEN SPACE PROVIDED IS BASED ON THE NET SITE AREA, EXCLUDING THE AREA OF NOW DEDICATION OF SPRINGFIELD CENTER DRIVE AND JOSEPH ALEXANDER ROAD.

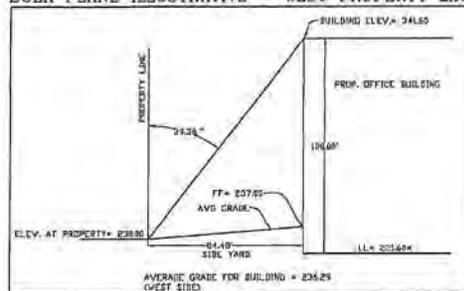
** THE APPLICANT RESERVES THE RIGHT TO PROVIDE CELLAR SPACE IN ACCORDANCE WITH THE ZONING ORDINANCE DEFINITION OF CELLAR SPACE AND WILL PARK ANY CELLAR SPACE AT THE RATE OF 2.5 SPACES PER 1000 SF OF OFFICE SPACE.

**SOIL MAP
SCALE: 1"=500'**



SOL. ID NUMBERS	SOL. SERIES NAME	FOUNDATION SUPPORT	SUBSURFACE DRAINAGE	SLOPE STABILITY	ERODIBILITY	PROBLEM CLASS
1A*	MIXED ALLUVIAL	POOR	POOR	POOR	LOW	A
1B	HEAVY CLAY	POOR	MARGINAL	POOR	HIGH	A
37B2	HELVILLE	FAIR	MARGINAL	POOR	MODERATE	B
BLANK	N/A	N/A	N/A	N/A	N/A	N/A

BULK PLANE ILLUSTRATIVE - WEST PROPERTY LINE



- EXISTING OVERHEAD WIRE
- G- EXISTING GAS LINE
- P- PROPOSED GAS LINE
- C- EXISTING GAS VALVE
- CV- PROPOSED GAS VALVE
- WM C EXISTING WATER MAIN
- WM D PROPOSED WATER MAIN
- M- EXISTING WATER MAIN
- MV- PROPOSED WATER MAIN
- T.B.R. TO BE REMOVED
- S, G, HS STAIRWAYS, CONDUIT AND HATCHCOOP PARKING SPACE DEMONSTRATION
- V LIGHTER PARKING SPACE
- FF PROPOSED FLOOR FINISHED
- EX EXISTING
- FF SQUARE FEET
- OSP GROSS SQUARE FEET
- NSP NET SQUARE FEET

- EXISTING STORM SEWER STRUCTURE
- PROPOSED STORM SEWER STRUCTURE
- EXISTING CONDUIT (F)
- PROPOSED CONDUIT (F)
- EXISTING CONDUIT (S)
- PROPOSED CONDUIT (S)
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING FIRE LINE
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY USE MARKS
- PROPOSED PROPERTY USE MARKS
- EX EX. FIRE HYDRANT
- EX EX. ELECTRIC
- PROPOSED LINES OF CLEARING & GRADING
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- PROPOSED SIGN DEMONSTRATION TO BE REMOVED
- PROPOSED SIGN DEMONSTRATION TO BE REMOVED

- EXISTING TRAFFIC POLE
- EXISTING SIGN
- EXISTING SIGN ELEVATION
- PARK SIGN ELEVATION
- EXISTING POLE
- EXISTING LIGHTING
- PROPOSED LIGHTING
- STREET LIGHTS (DETAIL MAY SPEC. BY ARCHITECT)
- NEW SIGN REQUIRED
- PROPOSED SIGN-1
- SIGN/SHADE
- EXISTING BELANDER
- EXISTING TREE
- EXISTING TREE
- PROPOSED TREE
- PROPOSED TRAFFIC LIGHT (BASED ON THE TO OF THE OVERLOOK SIGN)

PROPOSED SITE DATA

SITE AREA DATA (SEE SHEET 1A FOR PROPERTY FOOTING)

SITE AREA	AREA
0.78 ACRES (A PORTION OF PARCEL 36C)	0.89 ACRES (A PORTION OF PARCEL 110)
GROSS SITE AREA = 10.39 ACRES	

2.00 ACRES (A PORTION OF PARCEL 36C TO BE CELESTED FROM THIS APPLICATION)
0.13 ACRES (A PORTION OF PARCEL 110 TO BE CELESTED FROM THIS APPLICATION)

ADJUSTED GROSS SITE AREA = 9.38 ACRES

AREA OF NOW RESERVATION = 0.31 ACRES (SEE SHEET 1A FOR AREA OF RESERVATION)
MAXIMUM PARK PERMITTED = 148
MAXIMUM PARK PROPOSED = 474,000 GROSS FLOOR AREA = 174,000/3.60 (48,333) = 1318

ZONING
EXISTING ZONING = C-4 (HIGH DENSITY OFFICE DISTRICT)
PROPOSED ZONING = C-4 (HIGH DENSITY OFFICE DISTRICT)

PARKING USE
OFFICE
STRUCTURE OFF-STREET PARKING

BUILDING DATA
PROPOSED BUILDING GROSS SQUARE FOOT = 474,000 SF
CELLAR SPACE = 140,000 SF**
MAXIMUM BUILDING HEIGHT PERMITTED = 120'
PROPOSED BUILDING HEIGHT = 120'

YARD REQUIREMENTS
MIN. FRONT YARD SETBACK = CONTROLLED BY 20' BULK PLANE ANGLE, BUT NOT LESS THAN 40'
PROPOSED FRONT YARD SET BACK = 84.40' (84.20' BULK PLANE) [OFFICE BUILDING]
MIN. SIDE YARD REQUIREMENT = NO REQUIREMENT
MIN. REAR YARD REQUIREMENT = CONTROLLED BY 20' BULK PLANE ANGLE, BUT NOT LESS THAN 25 FEET
PROPOSED REAR YARD SETBACK = 84.84' (84.37' BULK PLANE) [PARKING STRUCTURE]**

PARKING REQUIREMENTS

PARKING REQUIRED BY PROPOSED OFFICE SPACE (174,000 GSF)
2.5 SPACES PER 1000 SQUARE FEET OF OFFICE
AREA TO PARK = 174,000 GSF / 1000 SF = 174 SPACES
TOTAL PARKING REQUIRED = 174 SPACES

PARKING PROVIDED BY CELLAR SPACE (CELLAR USE = OFFICE USE)
2.5 SPACES PER 1000 SQUARE FEET
AREA TO PARK = 140,000 SF / 1000 SF = 140 SPACES
TOTAL PARKING PROVIDED = 140 SPACES

NET PARKING SPACES PROVIDED

EXISTING PROVIDED TOTAL PARKING PROVIDED = 152 SPACES
TOTAL PARKING PROVIDED = 140 SPACES

LOADING SPACES REQUIRED

LOADING PER 1000 SQUARE FEET
1 SPACE PER 1000 SQUARE FEET
TOTAL LOADING SPACES REQUIRED = 3 SPACES
NO MORE THAN 3 TRAILER LOADING SPACES PER 1000 SQUARE FEET
TOTAL LOADING SPACES PROVIDED = 3 SPACES

OPEN SPACE

* OPEN SPACE REQUIRED = 10% OF SITE AREA = 0.15 (8.31 AC.) = 1.08 AC.
OPEN SPACE PROVIDED = 3.42 AC. (38.78%)

** THE 1.10 ACRES OF NOW DEDICATION PROPOSED WITH THE 2008-LE-015 AND PCA 1996-1/B-064 HAS BEEN RESERVED. NO ADJUSTMENT TO SITE AREA IS PROPOSED WITH THIS APPLICATION.

** THE APPLICANT RESERVES THE RIGHT TO PROVIDE CELLAR SPACE IN ACCORDANCE WITH THE ZONING ORDINANCE DEFINITION OF CELLAR SPACE AND WILL PARK ANY CELLAR SPACE AT THE RATE OF 2.5 SPACES PER 1000 SF OF OFFICE SPACE.

*** MODIFICATION IS NEARLY NECESSARY OF 4-40-20(C) OF THE ZONING ORDINANCE TO MODIFY THE REAR YARD REQUIREMENT.

LEGEND:

REVISIONS

NO.	DATE	DESCRIPTION
1	11-17-10	ISSUED FOR PERMITTING
2	11-17-10	ISSUED FOR PERMITTING
3	11-17-10	ISSUED FOR PERMITTING
4	11-17-10	ISSUED FOR PERMITTING
5	11-17-10	ISSUED FOR PERMITTING

urban
ARCHITECTS & ENGINEERS
1000 N. GLENN ROAD, SUITE 100
FAIRFAX, VA 22031
703-261-1111

PROFESSIONAL SEAL

SOILS MAP AND BULK PLANE ILLUSTRATIVE
METRO CENTER II
GENERAL DEVELOPMENT PLAN (GDP)
FAIRFAX COUNTY, VIRGINIA
CLN/A

SCALE AS NOTED
DATE: FEB. 2008

SHEET
15
MISC. 12493

BMP FACILITY DESIGN CALCULATIONS

Project: METRO CENTER II Date: 07/20/16

City: Florida Engineer: [Signature]

I. WATER QUALITY NARRATIVE
WATER QUALITY FOR THE SITE WILL BE PROVIDED IN THE FORM OF TREATMENT SYSTEMS

II. WATERSHED INFORMATION

Part 1: List all of the Subareas and "C" Areas used in the BMP Calculations:

Subarea Description	"C" Area (ft ²)	Area (ft ²)	Product (ft ³)
A1 OFFSITE UNCONTROLLED IMPERVIOUS	0.00	0.00	0.00
A2 OFFSITE UNCONTROLLED OPEN	0.00	0.00	0.00
A3 OFFSITE CONTROLLED BMP 1 IMPERVIOUS	0.00	0.00	0.00
A4 OFFSITE CONTROLLED BMP 2 IMPERVIOUS	0.00	0.00	0.00
A5 OFFSITE CONTROLLED BMP 3 IMPERVIOUS	0.00	0.00	0.00
A6 OFFSITE CONTROLLED BMP 4 IMPERVIOUS	0.00	0.00	0.00
A7 OFFSITE CONTROLLED BMP 5 IMPERVIOUS	0.00	0.00	0.00
A8 OFFSITE CONTROLLED BMP 6 IMPERVIOUS	0.00	0.00	0.00
Total		0.00	0.00

III. PHOSPHORUS REMOVAL - "C" OCCURANCE METHOD

Part 2: Compute the Weighted Average "C" Factor for the Site

(C) Area of the Site (ft²)

Subarea Description	"C" Area (ft ²)	Area (ft ²)	Product (ft ³)
A1 OFFSITE UNCONTROLLED IMPERVIOUS	0.00	0.00	0.00
A2 OFFSITE UNCONTROLLED OPEN	0.00	0.00	0.00
A3 OFFSITE CONTROLLED BMP 1 IMPERVIOUS	0.00	0.00	0.00
A4 OFFSITE CONTROLLED BMP 2 IMPERVIOUS	0.00	0.00	0.00
A5 OFFSITE CONTROLLED BMP 3 IMPERVIOUS	0.00	0.00	0.00
A6 OFFSITE CONTROLLED BMP 4 IMPERVIOUS	0.00	0.00	0.00
A7 OFFSITE CONTROLLED BMP 5 IMPERVIOUS	0.00	0.00	0.00
A8 OFFSITE CONTROLLED BMP 6 IMPERVIOUS	0.00	0.00	0.00
Total		0.00	0.00

(D) Total = 0.00

Part 3: Compute the Total Phosphorus Potential for the Site

Subarea Description	Removal Efficiency (C)	Area (ft ²)	"C" Area (ft ²)	Product (ft ³)
A1 OFFSITE UNCONTROLLED IMPERVIOUS	0	0.00	0.00	0.00
A2 OFFSITE UNCONTROLLED OPEN	0	0.00	0.00	0.00
A3 OFFSITE CONTROLLED BMP 1 IMPERVIOUS	40	0.00	0.00	0.00
A4 OFFSITE CONTROLLED BMP 2 IMPERVIOUS	40	0.00	0.00	0.00
A5 OFFSITE CONTROLLED BMP 3 IMPERVIOUS	40	0.00	0.00	0.00
A6 OFFSITE CONTROLLED BMP 4 IMPERVIOUS	40	0.00	0.00	0.00
A7 OFFSITE CONTROLLED BMP 5 IMPERVIOUS	40	0.00	0.00	0.00
A8 OFFSITE CONTROLLED BMP 6 IMPERVIOUS	40	0.00	0.00	0.00
Total			0.00	0.00

Part 4: Determine Compliance with Phosphorus Potential Regulations

(V) Site's Regulatory Requirements

West Supply Chain District (Deerwood Water Plant) = 30% (Deerwood Water Plant & Pines Water County)

Chickasaw Bay Transportation Area (New Development) = 40% (Pines Water County)

Chickasaw Bay Transportation Area (Existing Development) = 40% (Pines Water County)

Chickasaw Bay Transportation Area (Existing Development) = 40% (Pines Water County)

(1) 0.00 x (1% per 7' max) x 100 = 0.00%

(W) (Total NP) x (1% x 40) = 0.00% (The Phosphorus removal requirement is satisfied)

(X) (Total NP) = 0.00%

PHOSPHORUS REMOVAL REQUIREMENTS IS SATISFIED

IV. SITE COVERAGE

Part 5: Determine Compliance with Site Coverage Requirements

Sum of the uncontrolled areas and compute a weighted average "C" factor. Detail location and/or area notes:

Subarea Description	"C" Area (ft ²)	Area (ft ²)	Product (ft ³)
A1 OFFSITE UNCONTROLLED IMPERVIOUS	0.00	0.00	0.00
A2 OFFSITE UNCONTROLLED OPEN	0.00	0.00	0.00
Total		0.00	0.00

(A) Total = 0.00

(B) Total uncontrolled area = 0.00

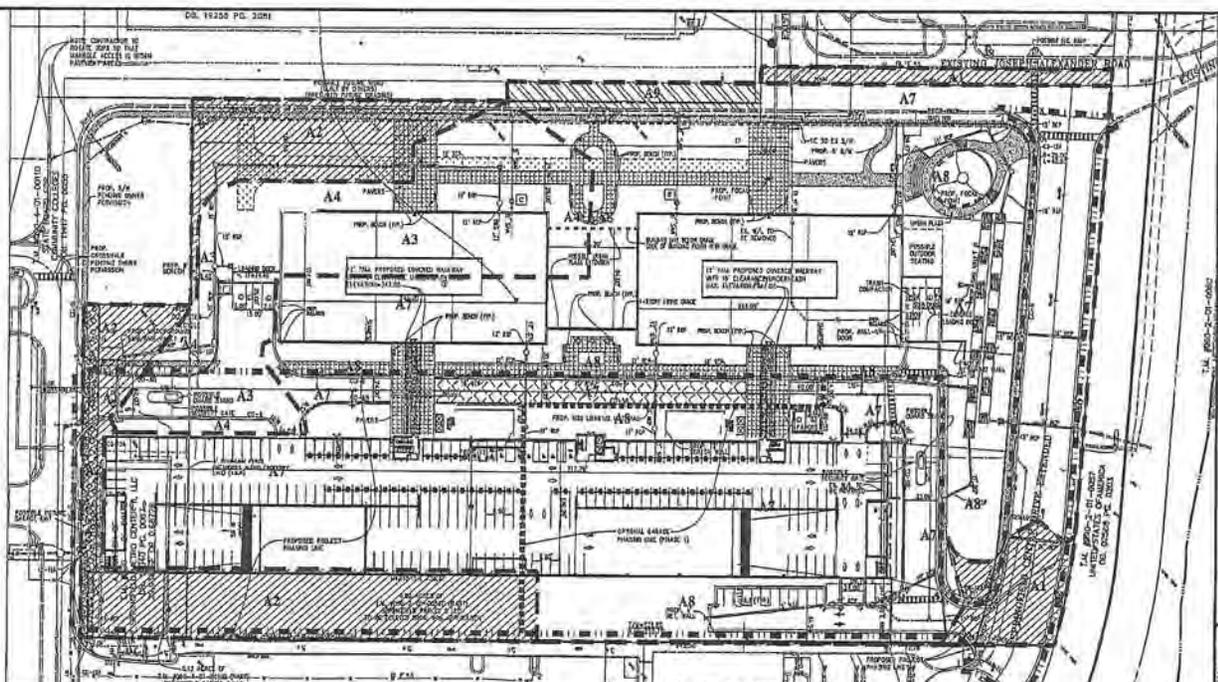
(C) Weighted average "C" factor = 0.00

(D) (Site NP) x (100 x (Area of Site)) = 0.00 (The site coverage requirement is satisfied)

(E) (Site NP) is the uncontrolled area in which coverage may be required = 0.00

(F) (Site NP) = 0.00

NOTE: COVERAGE REQUIREMENTS IS SATISFIED



Part 6: Determine the Storage Area for the Coverage Is Required

(A) For the storage area provided in Part 1 which does not exceed the BMP, compute the required area:

Subarea Description	"C" Area (ft ²)	Area (ft ²)	Product (ft ³)
A1 OFFSITE UNCONTROLLED IMPERVIOUS	0.00	0.00	0.00
Total		0.00	0.00

V. STORAGE

Part 7: Compute the Weighted Average "C" Factor for Each Proposed BMP Facility

(A) List the areas to be controlled by the proposed BMP:

BMP 1

Subarea Description	"C" Area (ft ²)	Area (ft ²)	Product (ft ³)
A1 OFFSITE UNCONTROLLED IMPERVIOUS	0.00	0.00	0.00
A2 OFFSITE UNCONTROLLED OPEN	0.00	0.00	0.00
Total		0.00	0.00

(B) Total = 0.00

(C) Weighted average "C" factor = 0.00

BMP 2

Subarea Description	"C" Area (ft ²)	Area (ft ²)	Product (ft ³)
A1 OFFSITE UNCONTROLLED IMPERVIOUS	0.00	0.00	0.00
A2 OFFSITE UNCONTROLLED OPEN	0.00	0.00	0.00
Total		0.00	0.00

(B) Total = 0.00

(C) Weighted average "C" factor = 0.00

BMP NARRATIVE

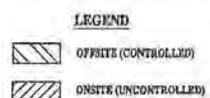
THE VARIOUS OFFSITE PRODUCT COMBINE OF THIS OFFICE BUILDING A BUREAU OFFICE BUILDING, OFFICE AND RESIDENTIAL INFRASTRUCTURE, FOR THE MANAGEMENT PRACTICES THAT THE BUREAU OFFICE BUILDING COMBINE OF APPROXIMATELY 100,000 SQ FT AND HAS A BUREAU OFFICE BUILDING PRODUCT COMBINE OF 100,000 SQ FT. THE BUREAU OFFICE BUILDING COMBINE OF APPROXIMATELY 100,000 SQ FT AND HAS A BUREAU OFFICE BUILDING PRODUCT COMBINE OF 100,000 SQ FT. THE BUREAU OFFICE BUILDING COMBINE OF APPROXIMATELY 100,000 SQ FT AND HAS A BUREAU OFFICE BUILDING PRODUCT COMBINE OF 100,000 SQ FT.

Part 8: Determine the Storage Provided by Each Proposed Facility

(C) Determine Storage

BMP 1 (0.00 inch particulates catch) = 0.00 x 0.00 x 1.00 = 0.00 ft³

BMP 2 (0.00 inch particulates catch) = 0.00 x 0.00 x 1.00 = 0.00 ft³



REVISIONS

NO.	DATE	DESCRIPTION
1	07/20/16	ISSUED FOR PERMIT

urban

GENERAL DEVELOPMENT PLAN (GDP)

FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=50'

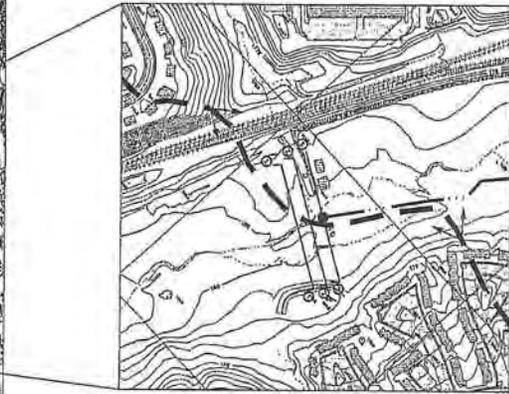
DATE: FEB. 2008

6 OF 15

MISC: 12493



OVERALL DRAINAGE MAP
1"=1000'



CROSS SECTION LOCATIONS
1"=200'

POST DEVELOPMENT CONDITIONS:

CROSS SECTION 1-1 (SEE THIS SHEET FOR CHANNEL SECTION LOCATION)

DA = 132' AD
 D FACTOR = 0.75
 D = 1.28' INP
 S = 1.33' INP
 TO = 87' MIN (SEE THIS SHEET FOR THE T COMPUTATION)
 Q = 147' CFS
 Q₁₀ = 1932' CFS
 CHANNEL SLOPE = 0.008'
 #4 SAND STRAIN CHANNEL

10' 4.10' FFS
 10' 3.81' FFS

POST DEVELOPMENT CONDITIONS:

CROSS SECTION 2-2 (SEE THIS SHEET FOR CHANNEL SECTION LOCATION)

DA = 132' AD
 D FACTOR = 0.75
 D = 1.12' INP
 S = 1.33' INP
 TO = 87' MIN (SEE THIS SHEET FOR THE T COMPUTATION)
 Q = 147' CFS
 Q₁₀ = 1932' CFS
 CHANNEL SLOPE = 0.008'
 #4 SAND STRAIN CHANNEL

10' 3.84' FFS
 10' 3.25' FFS

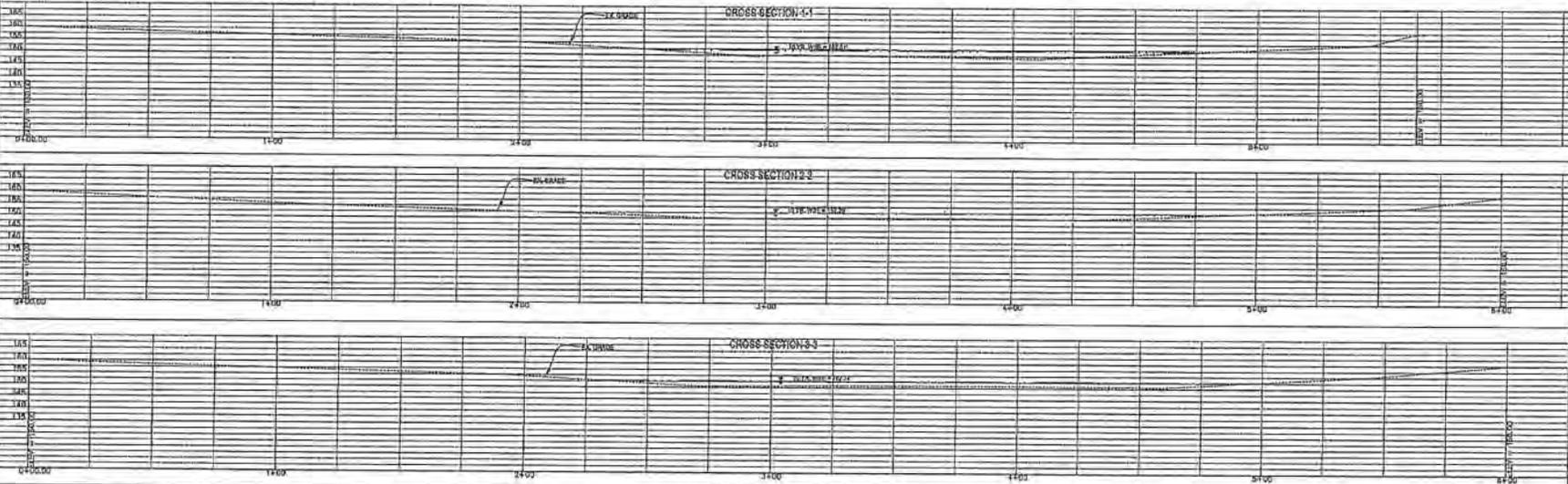
POST DEVELOPMENT CONDITIONS:

CROSS SECTION 3-3 (SEE THIS SHEET FOR CHANNEL SECTION LOCATION)

DA = 132' AD
 D FACTOR = 0.75
 D = 1.12' INP
 S = 1.33' INP
 TO = 87' MIN (SEE THIS SHEET FOR THE T COMPUTATION)
 Q = 147' CFS
 Q₁₀ = 1932' CFS
 CHANNEL SLOPE = 0.008'
 #4 SAND STRAIN CHANNEL

10' 3.88' FFS
 10' 3.14' FFS

Time of Concentration (T _c) or travel time (T _t)			
SUBAREA FOR EXTENT OF REVIEW			
CATCHMENT INFORMATION			
1. Subarea description	Segment ID	AS	
2. Manning's roughness coefficient, n	AS FACILITY	0.015	
3. Flow length, L (total L = 500 ft)	L	60	
4. Flow pipe diameter, D _p	D _p	2.2	
5. Land slope, s	SR	0.005	
6. T _c = 0.027 L ^{0.77} / s ^{0.485}	Compute T _c	0.81	0.81
7. T _t = L / V			
CATCHMENT TOTALS			
7. Subarea description (used to segment)	Segment ID	BC	
8. Flow length, L	L	200	
9. Watershed slope, s	SR	0.005	
10. Average velocity, V	V	1.38	
11. T _t = L / V	Compute T _t	0.85	0.66
CATCHMENT TOTALS			
12. Cross section for water, A	Segment ID	CG	
13. Wetted perimeter, P _w	P _w	23.87	
14. Hydraulic radius, R = A / P _w	Compute R	1.38	
15. Channel slope, s	SR	0.008	
16. Manning's roughness coefficient, n	n	0.015	
17. V = 4.49 R ^{0.485} / n	Compute V	4.81	
18. Flow length, L	L	180	
19. T _t = L / V	Compute T _t	0.37	0.81
20. Watershed or Subarea T _c or T _t (add T _c & slope R, L, and V)			0.81 (R = 0.81)



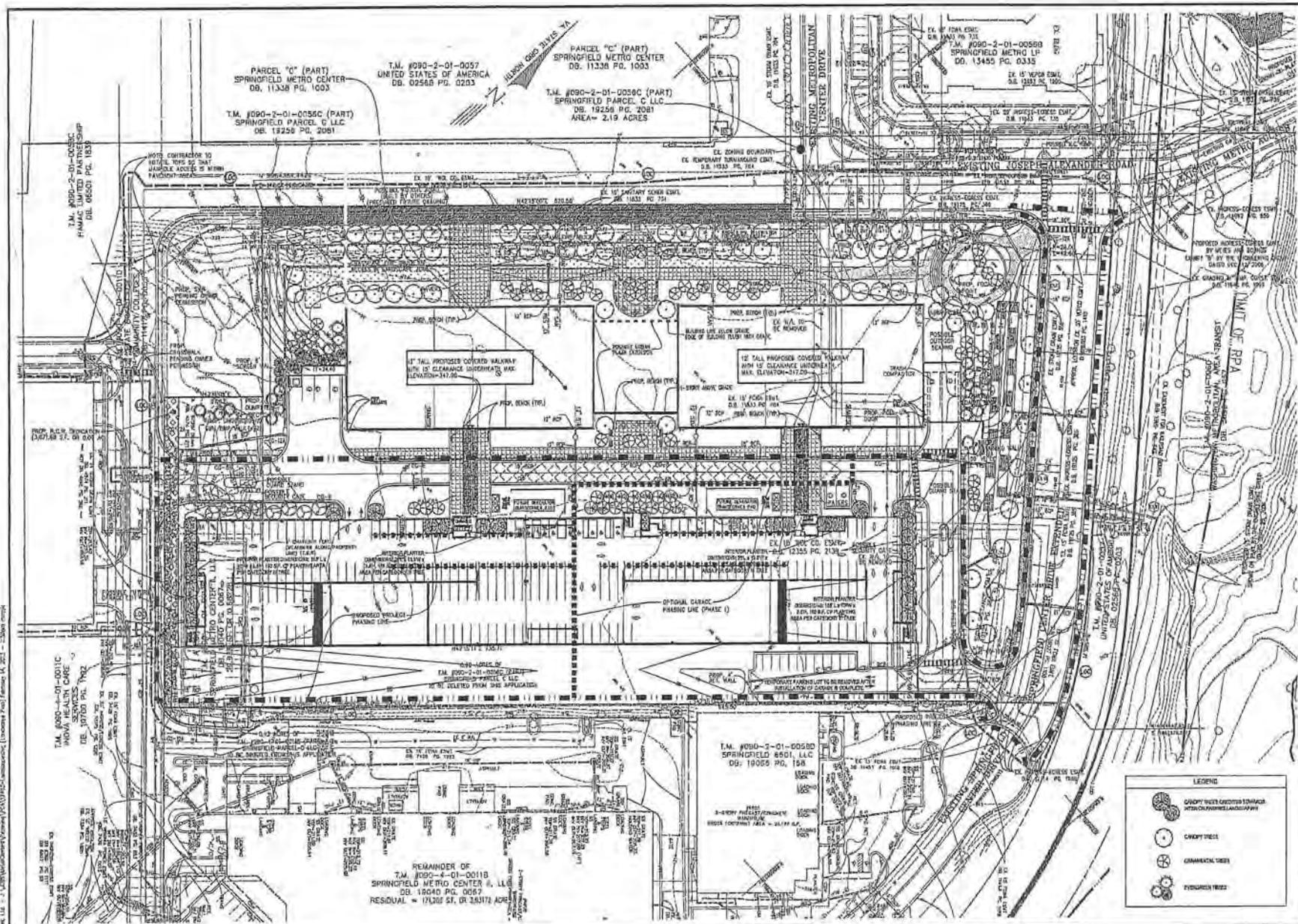
DATE: 11/11/11
 TIME: 11:11 AM
 DRAWN BY: J. J. JONES
 CHECKED BY: M. M. M. M.
 APPROVED BY: K. K. K. K.

urban
 Urban Engineering & Architecture
 1000 Peachtree Street, N.E., Suite 1000
 Atlanta, Georgia 30309

QUALITY CONTROL
 PROJECT NO. 11-11-11
 SHEET NO. 15 OF 15

GUTFALL ANALYSIS
 METRO CENTER II
 GENERAL DEVELOPMENT PLAN (GDP)
 LEE DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 CL-2-F
 SCALE: 1"=50'
 DATE: FEB. 2008

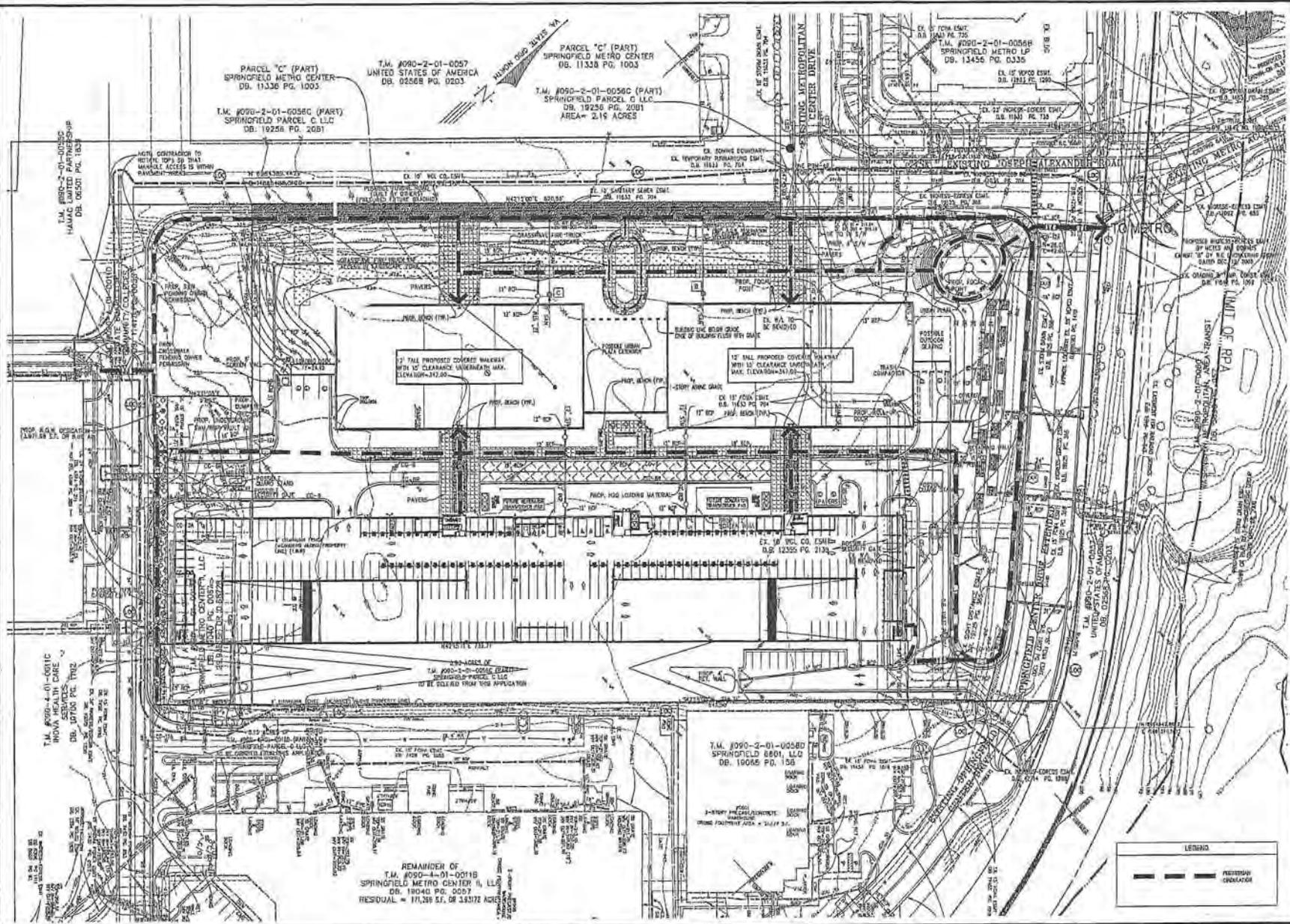
MISC. 12493



<p>LANDSCAPE PLAN METRO CENTER II GENERAL DEVELOPMENT PLAN (GDP) LES DISTRICT FAIRFAX COUNTY, VIRGINIA</p>													
<p>DATE: FEB. 2008</p>	<p>SCALE: 1"=40'</p>												
<p>SHEET 11 OF 15</p>	<p>MISC. 12493</p>												
<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>12/17/07</td> <td>ISSUED FOR PERMIT</td> </tr> <tr> <td>2</td> <td>01/07/08</td> <td>ISSUED FOR PERMIT</td> </tr> <tr> <td>3</td> <td>02/05/08</td> <td>ISSUED FOR PERMIT</td> </tr> </tbody> </table>		NO.	DATE	DESCRIPTION	1	12/17/07	ISSUED FOR PERMIT	2	01/07/08	ISSUED FOR PERMIT	3	02/05/08	ISSUED FOR PERMIT
NO.	DATE	DESCRIPTION											
1	12/17/07	ISSUED FOR PERMIT											
2	01/07/08	ISSUED FOR PERMIT											
3	02/05/08	ISSUED FOR PERMIT											
<p>DESIGNED BY: urban</p> <p>PROJECT MANAGER: urban</p> <p>PROJECT ARCHITECT: urban</p> <p>PROJECT ENGINEER: urban</p> <p>PROJECT SURVEYOR: urban</p> <p>PROJECT LANDSCAPE ARCHITECT: urban</p>													

DATE: FEB. 2008
 SCALE: 1"=40'
 SHEET 11 OF 15
 MISC. 12493

DATE: 11/11/10
 DRAWN BY: J. W. BROWN
 CHECKED BY: J. W. BROWN
 PROJECT: METRO CENTER II
 SHEET: 15
 TITLE: GENERAL DEVELOPMENT PLAN (GDP)
 LOCATION: LEE DISTRICT, FAIRFAX COUNTY, VIRGINIA
 SCALE: AS SHOWN
 REVISIONS:

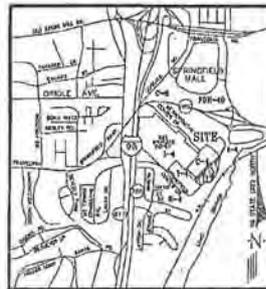


CONCEPTUAL DEVELOPMENT PLAN/FINAL DEVELOPMENT PLAN (CDP/FDP)

FOR METRO CENTER II PHASE II LEE DISTRICT FAIRFAX COUNTY, VIRGINIA

GENERAL NOTES

- THE PROPERTY IS SHOWN ON FAIRFAX COUNTY TAX ASSESSMENT MAPS 888-1-1-0181 (PART I, 000-2-0-1-00000 (PART I) & 000-2-0-1-00000).
- THE PARCEL 108 IS CURRENTLY PARTIALLY ZONED S-4 (HIGH DENSITY OFFICE) AND ZONED I-4 (INDUSTRIAL MEDIUM DENSITY). THE PARCEL 210 IS CURRENTLY ZONED I-4 (INDUSTRIAL MEDIUM DENSITY). THE PORTION OF PARCELS 202 THAT IS APPLICABLE TO THIS APPLICATION IS CURRENTLY ZONED C-4. THE PROPOSED ZONING FOR THE APPLICATION IS PUC (PLANNED DEVELOPMENT COMMERCIAL OFFICE).
- THE BOUNDARY AND TOPOGRAPHY INFORMATION SHOWN HEREIN WAS OBTAINED FROM "EXISTING FIELD MEASUREMENTS" OF THE PLAN 1993-99-0004 BY THE ENGINEERING GROUP AND FROM A FIELD SURVEY BY URBAN ENGINEERING & ASSOCIATES, INC., DATED 2007.
- NO PROPERTY SHOWN ON THIS CONCEPT PLAN IS LOCATED IN THE LEE DISTRICT.
- THIS PROPOSED DEVELOPMENT DEVELOPED ON FAIRFAX COUNTY TAX ASSESSMENT MAP 000-2-0-1-00000 (PART I) & 000-2-0-1-00000 (PART I) IS IN CONFORMANCE WITH THE CONCEPTUAL PLAN AND ALL APPLICABLE ORDINANCES AND REGULATIONS AND ADAPTED CONFORMS WITH THE FOLLOWING EXCEPTIONS:
 - A. WHERE IT IS NECESSARY TO MAINTAIN 15-FOOT-0 INCHES TO ALLOW A TOTAL OF 4 LANDING SPACES (2 PER PROPOSED OFFICE BUILDING).
- THIS SITE IS SERVED BY PUBLIC SEWER AND WATER.
- STORM WATER MANAGEMENT (SWM) WILL BE PROVIDED OFFSITE BY AN EXISTING FLOOD RELIEF UNDER SITE PLAN SP-1506. THE SUBJECT SITE WAS DEVELOPED WITH THE ORIGINAL DESIGN OF SAID FLOOD, DETAILS OF THE EXISTING FLOOD WILL BE PROVIDED DURING THE SITE PLAN. BEST MANAGEMENT PRACTICES ARE PROVIDED OFFSITE BY A STRUCTURAL SWP FILTER. SEE SHEET 17 FOR SWP DETAILS.
- UTILITY LOCATIONS SHOWN ARE APPROXIMATE. THERE ARE NO EXISTING UTILITY EASEMENTS OF 20' OR MORE IN WIDTH ON THE SITE.
- ADDITIONAL UTILITY PLANS AND PROFILES WILL BE SUBMITTED DURING THE SITE PLAN.
- THERE ARE NO KNOWN HAZARDOUS OR TOXIC SUBSTANCES ON THIS SITE. IF ANY SUBSTANCES ARE FOUND, THE METHOD FOR DISPOSAL SHALL ADVISE TO COUNTY, STATE, OR FEDERAL LAW.
- THERE ARE NO KNOWN BURIAL SITES ON THIS SITE. THE SITE CURRENTLY HAS EXISTING INDUSTRIAL BUILDINGS ON THE SITE. THE EXISTING STRUCTURES WERE BUILT IN 1975 AND 1984. THE EXISTING STRUCTURES WILL BE DEMOLISHED WITH THE PROPOSED DEVELOPMENT.
- ALL PUBLIC STREETS SHALL CONFORM TO FAIRFAX COUNTY AND VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) STANDARDS AND SPECIFICATIONS. PRIVATE STREETS SHALL CONFORM TO STANDARDS SET BY THE FAIRFAX COUNTY PUBLIC UTILITIES DEPARTMENT (PUD).
- THERE ARE NO DESIGNATED ENVIRONMENTAL QUALITY CONCEPTS (EQCs) OR SPACES ON THE SUBJECT SITE FOR FAIRFAX COUNTY MAPS. THERE ARE NO FLOODPLAINS ON THE SUBJECT SITE FOR FAIRFAX COUNTY MAPS.
- THERE ARE NO SOUND ASSESS OF NATURAL FEATURES ON THE SUBJECT SITE WHICH WOULD DESERVE PROTECTION OR PRESERVATION.
- THE DEVELOPMENT SCHEDULE AND PROPOSED SITE PLAN SUBMISSIONS SHALL BE DETERMINED BY THE APPLICANT BASED UPON MARKET CONDITIONS.
- IN ACCORDANCE WITH ARTICLE 18 OF THE ZONING ORDINANCE, ADMINISTERING THE IMPROVEMENTS AND TABULATIONS SHOWN ON THIS PLAN, THE APPLICANT RESERVES THE RIGHT TO REVISIONARY WORK. THE FINAL DESIGN CONCEPT, INCLUDING TOOLS AND LOCATIONS OF IMPROVEMENTS, TO CONFORM WITH ARCHITECTURAL AND ENGINEERING TOLERANCES AND TO COMPLY WITH NEAR DISTRICT AND REGULATIONS THAT MAY BE ADOPTED BY FAIRFAX COUNTY AND OTHER AGENCIES UNDER JURISDICTIONAL APPROVAL MAY BE REQUIRED. IN NO EVENT SHALL THE CEMENT OF A BE RECALLED) AND SUCH MODIFICATIONS SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE TOP AS DETERMINED BY DPZ. DIMENSIONS AND SIZES AS SHOWN ARE APPROXIMATE AND MAY VARY DEPENDING ON THE FINAL USE AND ARCHITECTURAL/ENGINEERING DESIGN DURING SITE PLANNING. THE FINAL DESIGN SHALL BE IN SUBSTANTIAL CONFORMANCE WITH VDOT.
- FOR MAX PLANE OVERLAY, SEE SHEET 2.
- THE APPLICANT RESERVES THE RIGHT TO ADD SECURITY WALLS, BARRIER WALLS AND SECURITY ROOMS.
- THE APPLICANT RESERVES THE RIGHT TO SHUT BUILDING SIDES DURING FOOTCURE BETWEEN THE BUILDINGS (MAX 66' OF A SHUT), AND THE TOPS OF THE BUILDINGS HOWEVER, THE TOTAL DRIVEWAY WIDTH (TOTAL OF 27' AND 20' SHALL NOT BE EXCEEDED) AND THE SPACING SHOWN ON SHEET 17 SHALL NOT BE EXCEEDED. FURTHER, BUILDING HEIGHTS MAY VARY AS LONG AS THE MAXIMUM BUILDING HEIGHTS, AS DENOTED ON THIS COP, ARE NOT EXCEEDED, AND THE GROSS FLOOR AREA IS NOT EXCEEDED.
- THE APPLICANT RESERVES THE RIGHT TO SHUT BUILDINGS FROM LOCATIONS AS DENOTED BY F.C.M.A. A-1/01 SPACES DURING SEVERE OF THE SITE PLAN HOWEVER, THE QUANTITY OF SITES WILL NOT BE REDUCED.
- THE APPLICANT RESERVES DENSITY CREDIT FOR ANY AND ALL PUBLIC RECREATION MADE BY THE APPLICANT FOR PUBLIC STREET/TRANSPORTATION PROJECTS. THE APPLICANT, ITS SUCCESSORS AND ASSIGNS, HERBY RESERVE ANY AND ALL DENSITY CREDIT FOR THIS DEVELOPMENT AS PERMITTED UNDER SECTION 2-208 OF THE FAIRFAX COUNTY ZONING ORDINANCE.
- SPECIAL AGREEMENTS PROPOSED WITH THIS APPLICATION INCLUDE:
 - PESTICIDE COURTNEY
 - TOTAL NETWORK
 - OFFICE TRAINING AREAS
- IN ACCORDANCE WITH SECTION 18-200 OF THE FAIRFAX COUNTY ORDINANCE, NO ENVIRONMENTAL IMPACT STATEMENT IS REQUIRED.



ZONING MAP
SCALE: 1" = 200'



VICINITY MAP
SCALE: 1" = 2000'

CIVIL ENGINEER
URBAN LTD.
4200 D TECHNOLOGY DR.
CHANTILLY, VA. 20151
CONTACT: CLAYTON TOCK
PHONE: 703-643-2306

ATTORNEY
WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, PC
2200 CLARENDON BOULEVARD
13TH FLOOR
ARLINGTON, VA. 22201-3349
CONTACT: LYNNE STROBEL
PHONE: 703-528-4700

APPLICANT'S/OWNERS
SPRINGFIELD METRO CENTER II, LLC & SPRINGFIELD 6601, LLC
2200 PENNSYLVANIA AVE, N.W.
SUITE 2000
WASHINGTON, D.C. 20037
CONTACT: JACK BURKART
PHONE: 202-585-0841

ARCHITECT
GENSLER ARCHITECTURE DESIGN & PLANNING
2020 K STREET N.W.
WASHINGTON, DC 20006
CONTACT: DAVID EPSTEIN
PHONE: 202-726-5128

Sheet Number	Sheet Title
1	COVER SHEET
2	GENERAL NOTES AND SITE DATA
3	PROPERTY & ZONING EXHIBIT - EXISTING CONDITIONS
4	PROPERTY & ZONING EXHIBIT - PROPOSED ZONING
5	PROPERTY & ZONING EXHIBIT - ULTIMATE CONDITIONS
6	EXISTING CONDITIONS
7	SITE LAYOUT
8	OPEN SPACE EXHIBIT
9	SIGHT DISTANCE PROFILE
10	SIGHT DISTANCE PROFILE
11	IMPERVIOUS AREA EXHIBIT
12	SWP PLAN
13	DRAINAGE STUDIES
14	SURFALL ANALYSIS
15	OUTFALL CROSS SECTIONS
16	OUTFALL CROSS SECTIONS
17	EXISTING VEGETATION MAP
18	OFF-SITE PIEDESTRIAN CIRCULATION PLAN
19	OVERALL PIEDESTRIAN CIRCULATION PLAN
20	LANDSCAPING PLAN
21	LANDSCAPING CONCEPTS
22	ARCHITECTURAL RENDERINGS
23	ARCHITECTURAL RENDERINGS
24	RIGHT OF WAY RECONSTRUCTION
25	ULTIMATE ROAD CONDITIONS EXHIBIT

DATE: FEB. 2011
SCALE: AS SHOWN
STUDY: 1 OF 25
R107-12201

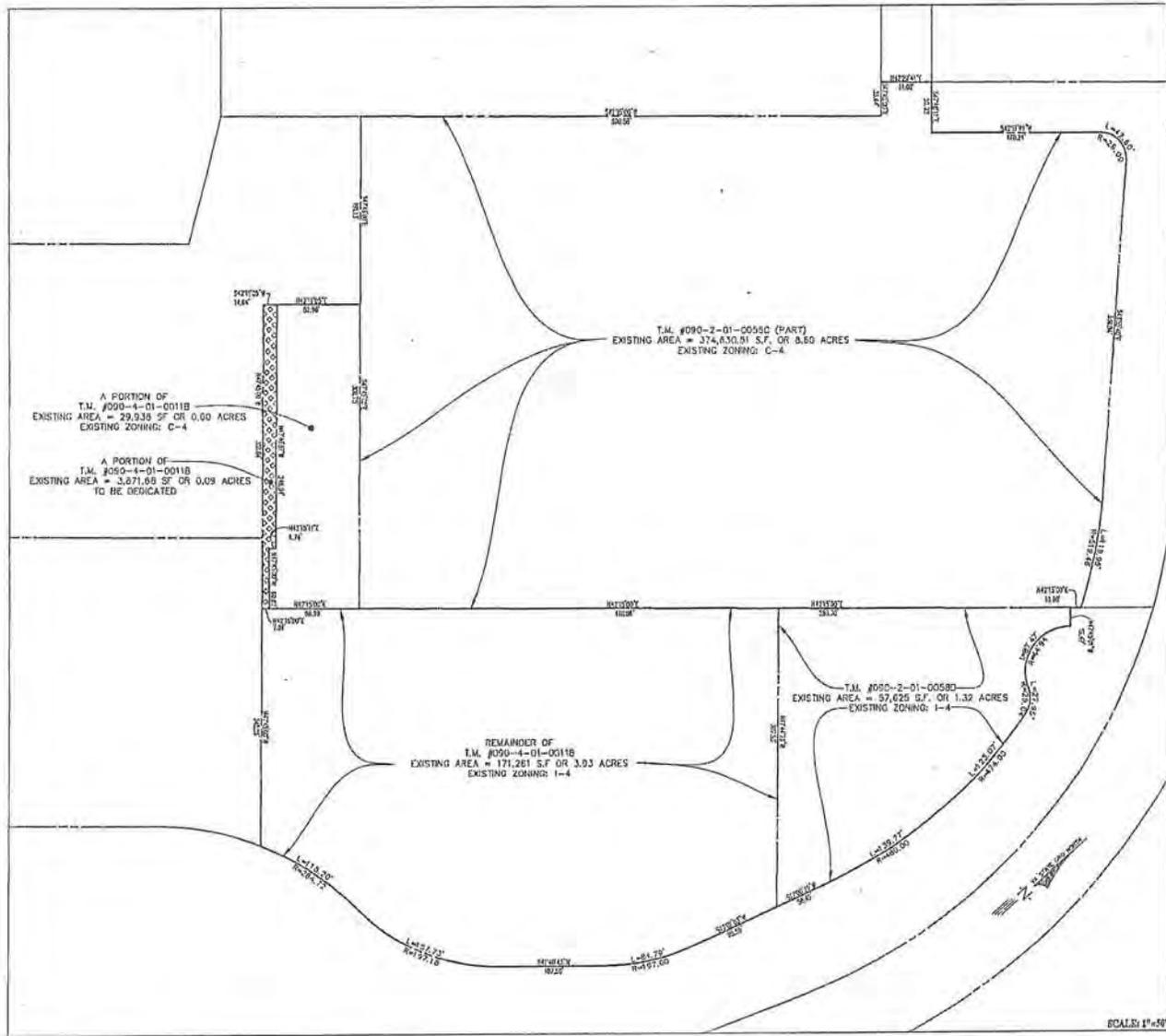
COVER SHEET
METRO CENTER II
PHASE II CDP/FDP
LEE DISTRICT
FAIRFAX COUNTY, VA
CL-NA

DATE: FEB. 2011

urban
Urban Architecture & Planning, Inc.
1000 North 17th Street, Suite 200
Arlington, VA 22209
703-261-1111

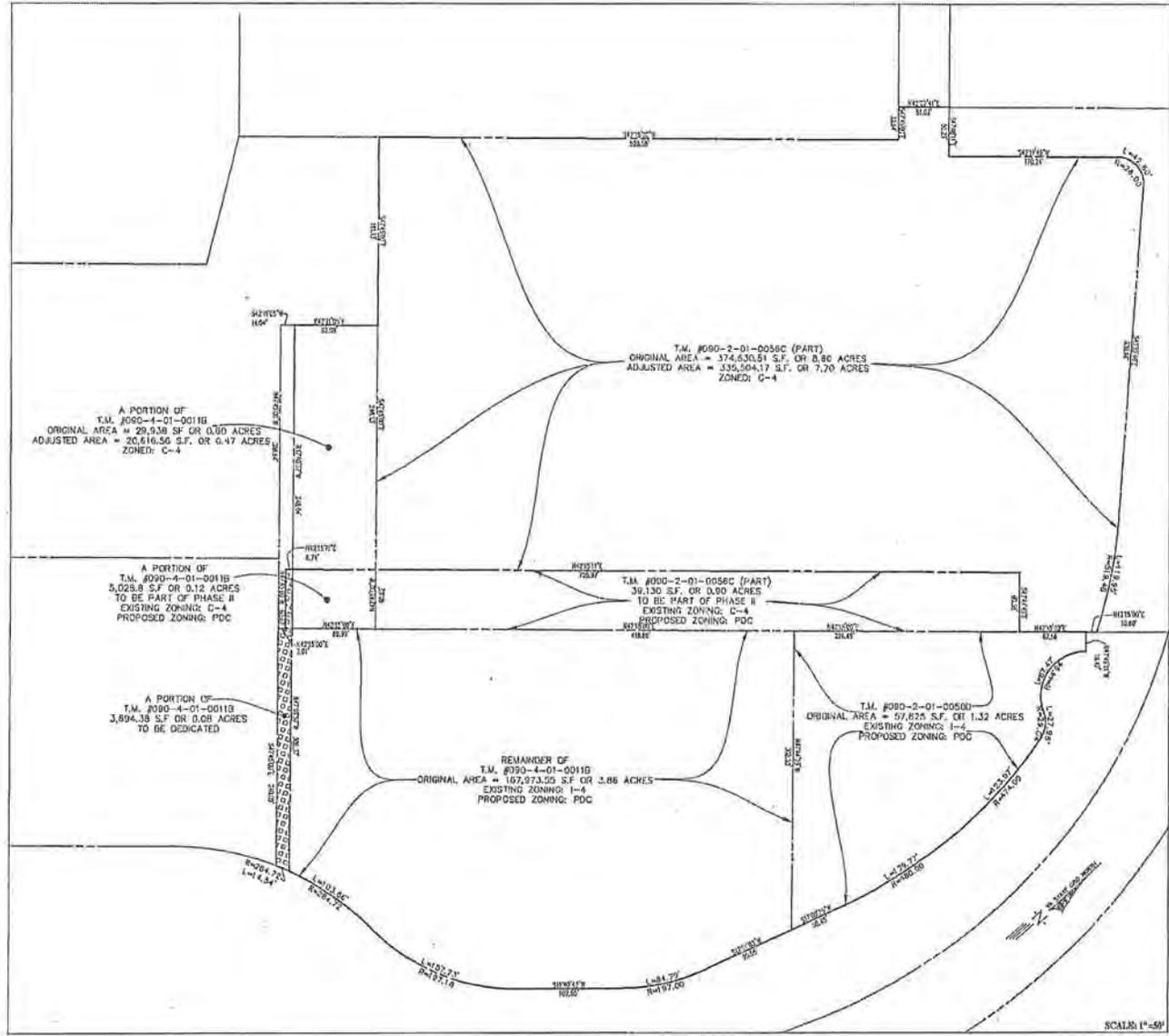
PLANNING
DATE: FEB. 2011
SCALE: AS SHOWN
STUDY: 1 OF 25
R107-12201

DATE: 01-11-2011 10:58 AM
 PROJECT: METRO CENTER II PHASE II CDP/FDP
 SHEET: 3 OF 25
 SCALE: 1"=50'



urban <small>Urban Planning & Architecture</small>	
PROPERTY & ZONING EXHIBIT - EXISTING CONDITIONS METRO CENTER II PHASE II CDP/FDP <small>LEE DISTRICT FAIRFAX COUNTY, VA</small>	
SHEET 3 OF 25	DATE: FEB. 2011 SCALE: AS NOTED
REZ-11588	

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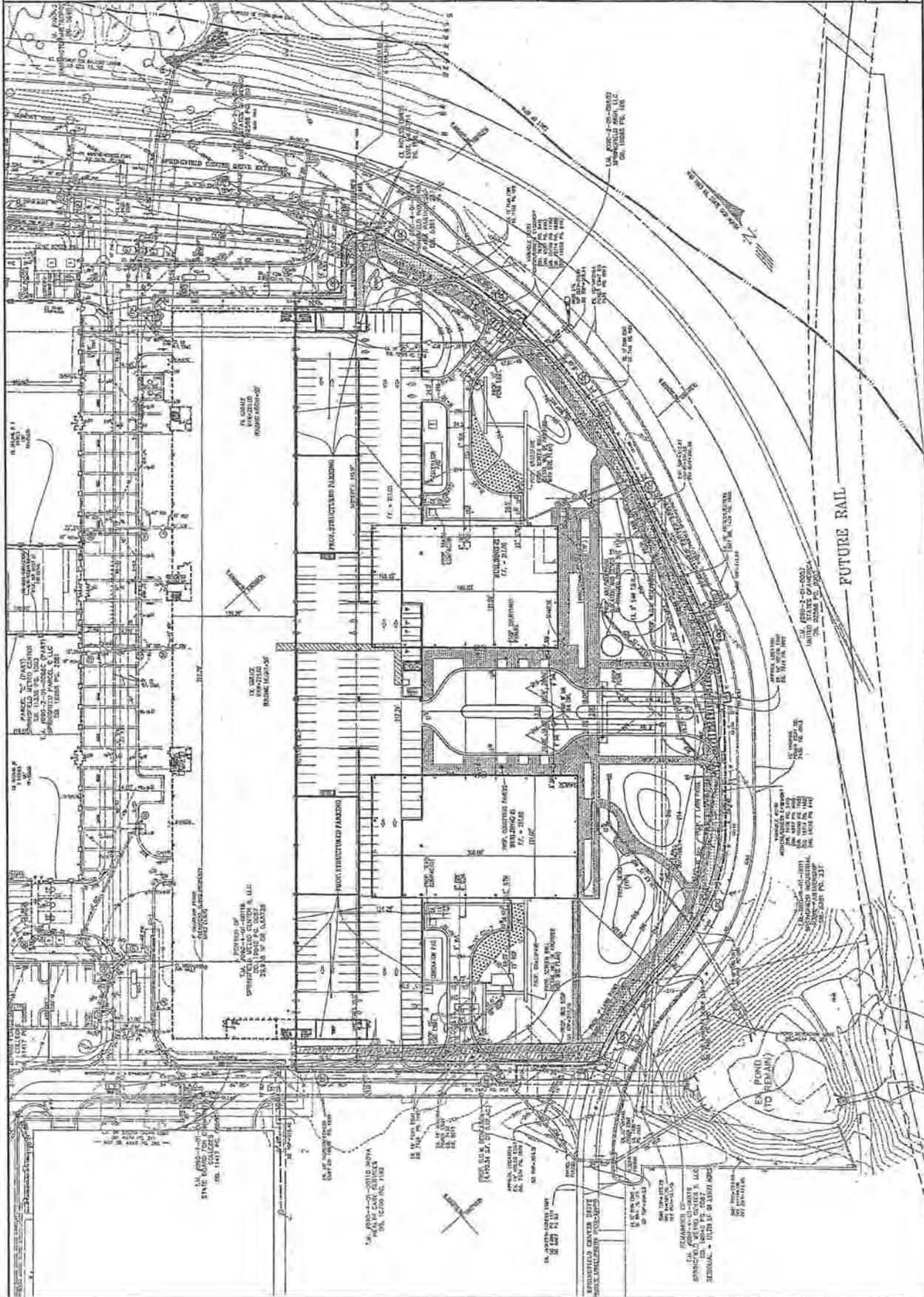
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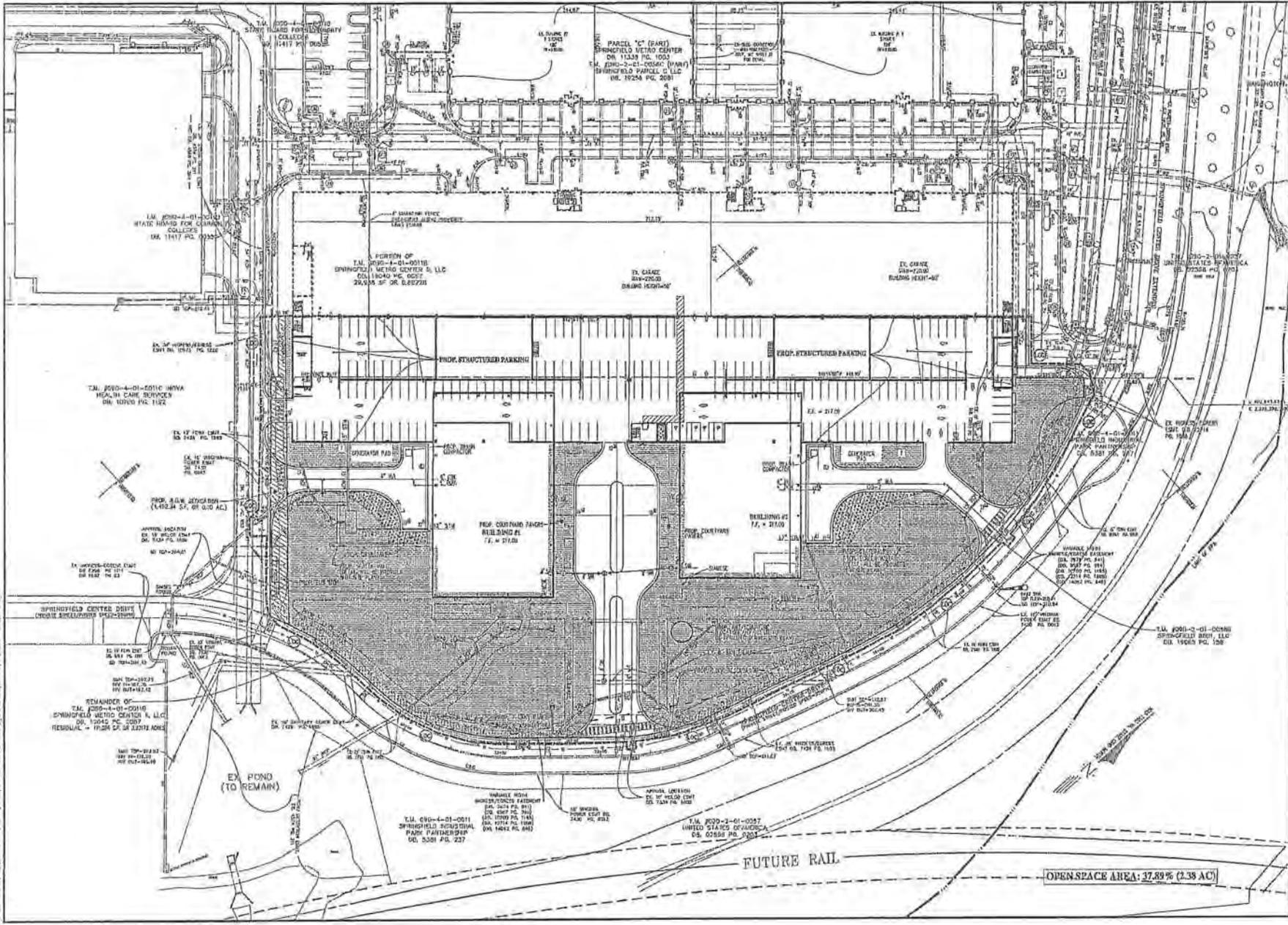
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Prepared by: **urban**
 Urban Planning & Design
 1000 North 10th Street, Suite 200
 Arlington, VA 22209
 Phone: 703.243.8800
 Fax: 703.243.8801
 www.urbanplanning.com



PROPERTY & ZONING EXHIBIT - PROPOSED REZONING
METRO CENTER II
PHASE II CDFDP
 CITY DISTRICT
 FARMAN GARDENS, VA
 CL-51A
 DATE: FEB. 2011
 SCALE: AS NOTED





OPEN SPACE AREA: 37.89% (2.38 AC)

REVISION	DATE	BY	DESCRIPTION
1	01/11/11	...	...
2	01/11/11	...	...
3	01/11/11	...	...
4	01/11/11	...	...
5	01/11/11	...	...
6	01/11/11	...	...
7	01/11/11	...	...
8	01/11/11	...	...
9	01/11/11	...	...
10	01/11/11	...	...

urban

PLANNING ARCHITECTURE ENGINEERING

1000 N. GLENN ST. SUITE 1000
 FAYETTEVILLE, NC 28404
 PHONE: 704.333.8800
 FAX: 704.333.8801
 WWW.URBAN-PAE.COM



DATE: FEB. 2011

CL: P

SCALE: 1"=40'

OPEN SPACE EXHIBIT

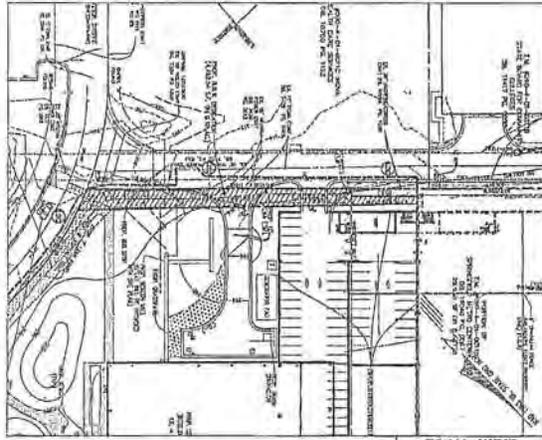
METRO CENTER II

PHASE II CDP/FDP

LEE DISTRICT

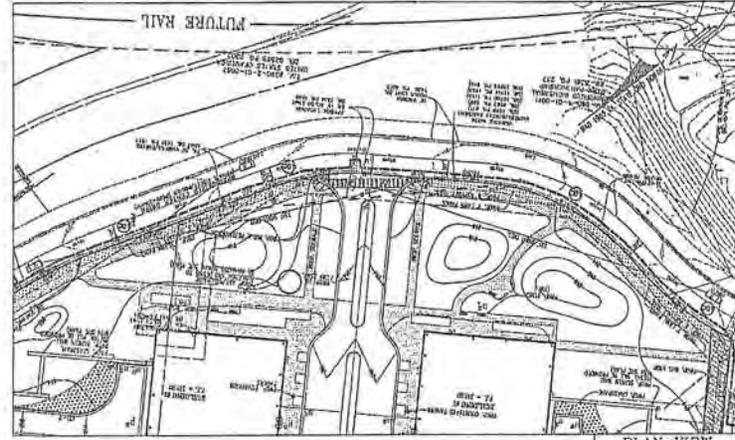
FAIRFAX COUNTY, VA

SHEET	25
OF	25
DATE	02/11/11



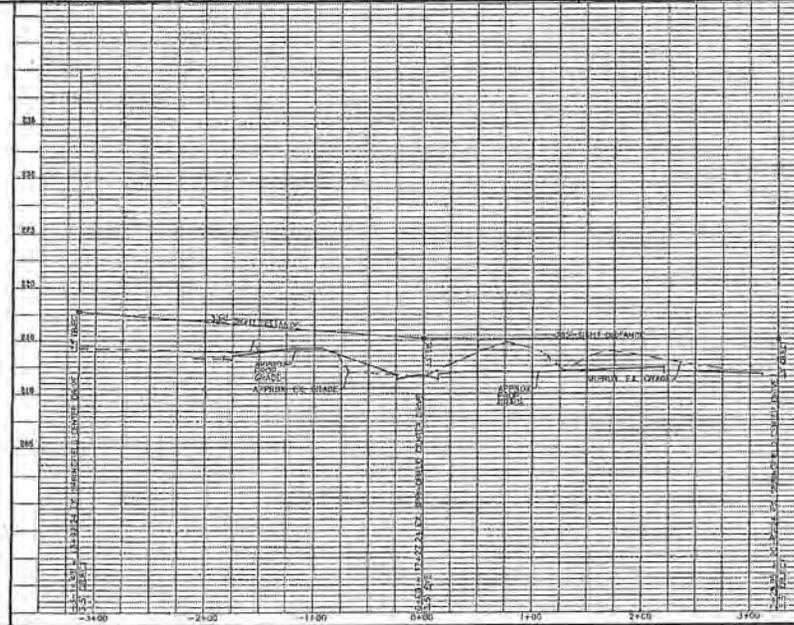
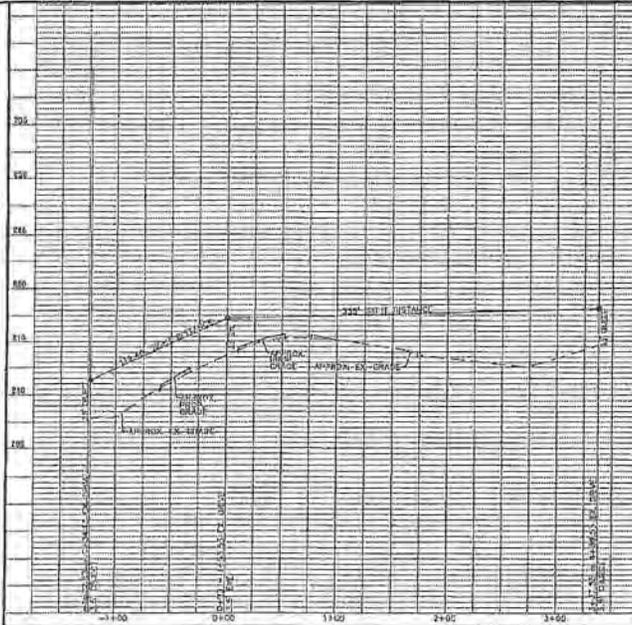
PLAN VIEW
SCALE 1"=50'

EX DRIVE
PRIVATE ROADWAY
DESIGN SPEED=20 MPH (SPEED LIMIT NOT POSTED)
PROP./EX. WIDTH VARIES
CATEGORY: LOCAL COLLECTOR



PLAN VIEW
SCALE 1"=50'

EX SPRINGFIELD CENTER DRIVE
PRIVATE ROADWAY
POSTED SPEED=25 MPH
PROP./EX. WIDTH VARIES
CATEGORY: LOCAL COLLECTOR



NO.	DATE	DESCRIPTION	REVISIONS

PROJECT NO. 12558
SHEET NO. 12558-1
DATE: 12/15/11



SIGHT DISTANCE PROFILE
METRO CENTER II
PHASE II CDP/FDP
LEE DISTRICT
FAIRFAX COUNTY, VA
SCALE: (H) 1"=50' ; (V) 1"=5' CL 2"
DATE: FEB. 2011
SHEET NO. 12558-1
SHEET TOTAL 12558-15

Drawn: JZ - J:\GIS\Projects\12558\12558-15.dwg (12558-15.dwg) 12/15/11 11:24 AM

BMP FACILITY DESIGN CALCULATIONS

Project: Metro Center II
 Date: 10/2011
 Plan Number: _____ Engineer: CMC

I. WATER QUALITY NARRATIVE

II. WATERSHED INFORMATION

Part 1: (A) 1.44 Acres and (C) Storm and (E) BMP Calculations

Storm Description	(C)	(E)	Area
(1) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(2) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(3) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(4) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
Total			1.44

III. PHOSPHORUS REMOVAL - OGCCOQUI METHOD

Part 2: Compute the Weighted Average (C) Factor for the Site

(A) 1.44 Acres (C) 0.82 Storm

Storm Description	(C)	Area	Weight
(1) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(2) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(3) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(4) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
Total			1.44

(B) 1.44 Acres (C) 0.82 Storm

(C) 1.44 Acres (C) 0.82 Storm

Storm Description	(C)	Area	Weight
(1) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(2) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(3) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(4) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
Total			1.44

(D) 1.44 Acres (C) 0.82 Storm

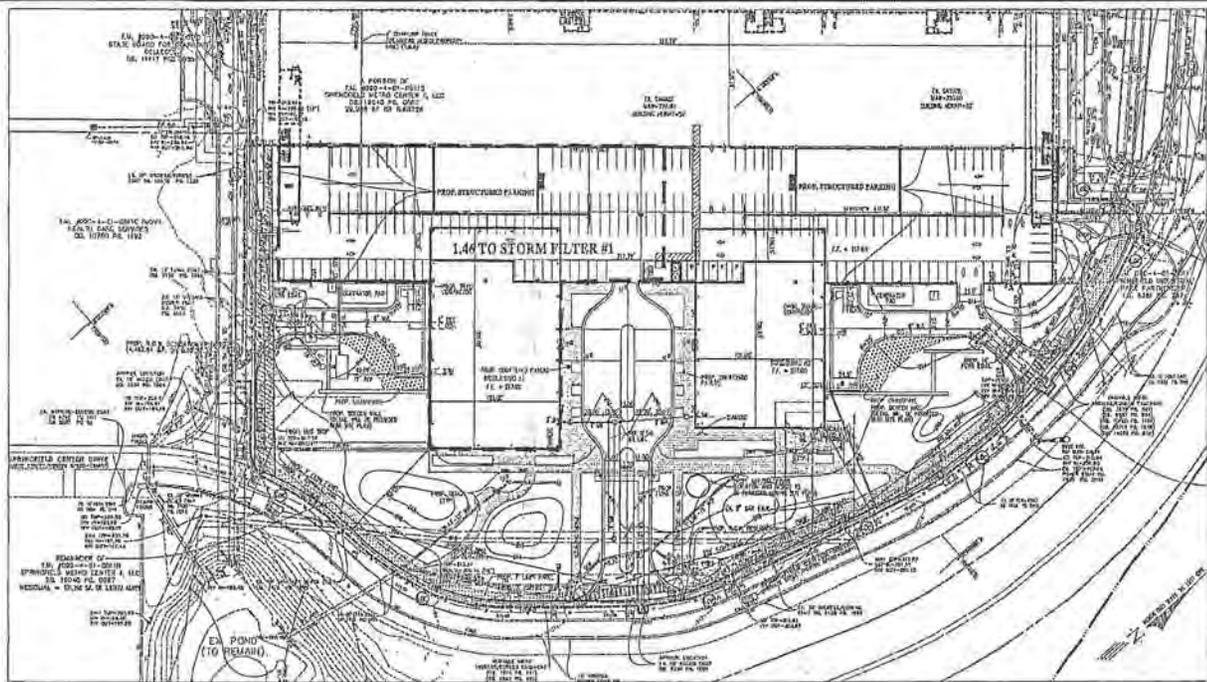
(E) 1.44 Acres (C) 0.82 Storm

Storm Description	(C)	Area	Weight
(1) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(2) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(3) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(4) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
Total			1.44

(F) 1.44 Acres (C) 0.82 Storm

(G) 1.44 Acres (C) 0.82 Storm

Storm Description	(C)	Area	Weight
(1) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(2) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(3) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
(4) TOTAL DRAINAGE WATERSHED BY POND: STORM FILTER	0.82	1.44	1.44
Total			1.44



BMP NARRATIVE:
 THE METRO CENTER II, PHASE II PROJECT CONSISTS OF TWO OFFICE BUILDINGS, A PARKING GARAGE, ACCESS WAYS, UTILITIES AND ASSOCIATED INFRASTRUCTURE. FOR BEST MANAGEMENT PRACTICES (BMP) THE TOTAL DRAINAGE WATERSHED CONSISTS OF APPROXIMATELY 4.82 ACRES. THE SITE HAS A WEIGHTED AVERAGE RUNOFF COEFFICIENT OF 0.89. THE PROPOSED IMPROVEMENTS WILL UTILIZE A SINGLE STORM FILTER SYSTEM TO COMPLY WITH THE FAIRFAX COUNTY BMP REQUIREMENTS OF A 92% POLLUTANT REMOVAL EFFICIENCY UNDER THE DEVELOPMENT REQUIREMENTS OF FAIRFAX COUNTY. THE APPLICANT RESERVES THE RIGHT TO MODIFY THE EFFICIENCY REMOVAL SHOWN ON THESE CALCULATIONS DURING THE FINAL SITE PLAN PHASE AS LONG AS THE EFFICIENCY IS MORE THAN 82%.

THE BMP IS LOCATED AT THE NORTHWEST CORNER OF THE SITE. THE TOTAL DRAINAGE AREA TO THE FACILITY IS 1.44 ACRES. THE DRAINAGE AREA FOR THE FACILITY HAS AN ASSOCIATED WEIGHTED AVERAGE RUNOFF COEFFICIENT OF 0.89.

THE REMAINING AREA OF APPROXIMATELY 4.82 ACRES LEAVES THE SITE AS UNCONTROLLED RUNOFF.

STORM NARRATIVE:
 STORM WATER MANAGEMENT FOR THE SITE IS CONTROLLED BY AN EXISTING OFFICE POND THAT WAS PROPOSED UNDER B-1-RS AND MODIFIED WITH FAIRFAX COUNTY PLAN PHAS-SP-01. THE EXISTING POND WILL REMAIN IN SERVICE WITH NO NECESSARY IMPROVEMENTS. THE EXISTING POND IS SHOWN ON THE OUTFALL MAP PROVIDED ON SHEET 14 AND ALSO ON SHEET 15. THE SUBJECT SITE WAS INCLUDED IN THE ORIGINAL DESIGN OF THE EXISTING POND AS SHOWN IN THE DRAINAGE DEVICES PROVIDED ON SHEET 13. CALCULATIONS FOR THE EXISTING POND HAVE BEEN PROVIDED ON SHEET 16. THE PROPOSED IMPROVEMENTS OF THE SUBJECT SITE LOWER THE INFLOW VOLUMES OF THE SITE AS DEPICTED ON SHEET 11. THEREFORE, THE PROPOSED IMPROVEMENTS OF THIS SITE DO NOT HAVE A NEGATIVE IMPACT ON THE EXISTING POND.

REVISIONS

NO.	DATE	DESCRIPTION

PROJECT: Metro Center II, Phase II, GDD/PPP

SCALE: 1" = 30'

DATE: FEB. 2011

CL-3

FAIRFAX COUNTY, VA

urban

PREPARED BY: [Logo]

DESIGNED BY: [Logo]

CHECKED BY: [Logo]

APPROVED BY: [Logo]

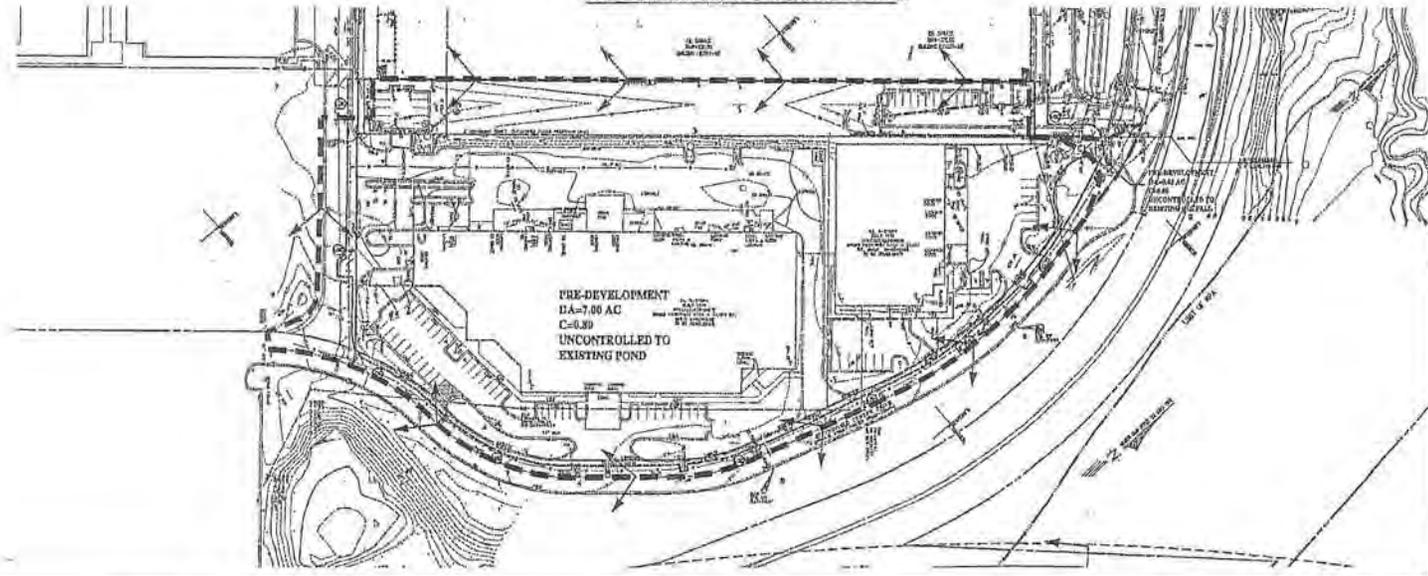
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PROJECT NO.: 102-11584

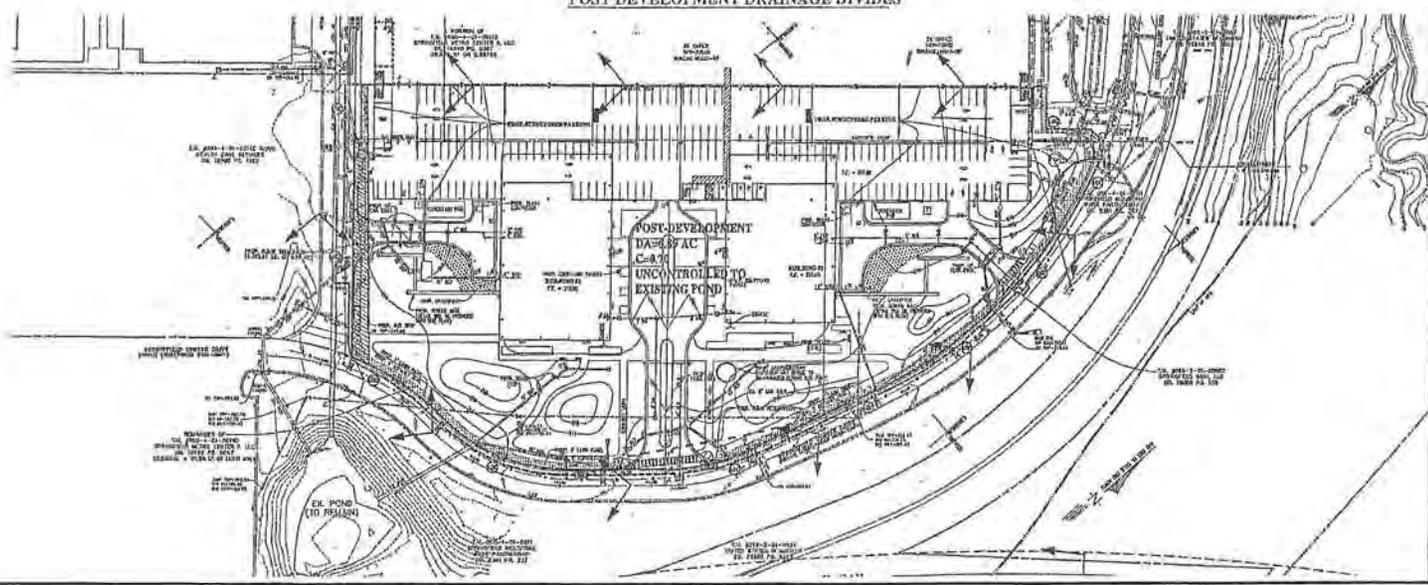
SHEET NO.: 25

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PRE-DEVELOPMENT DRAINAGE DIVIDES

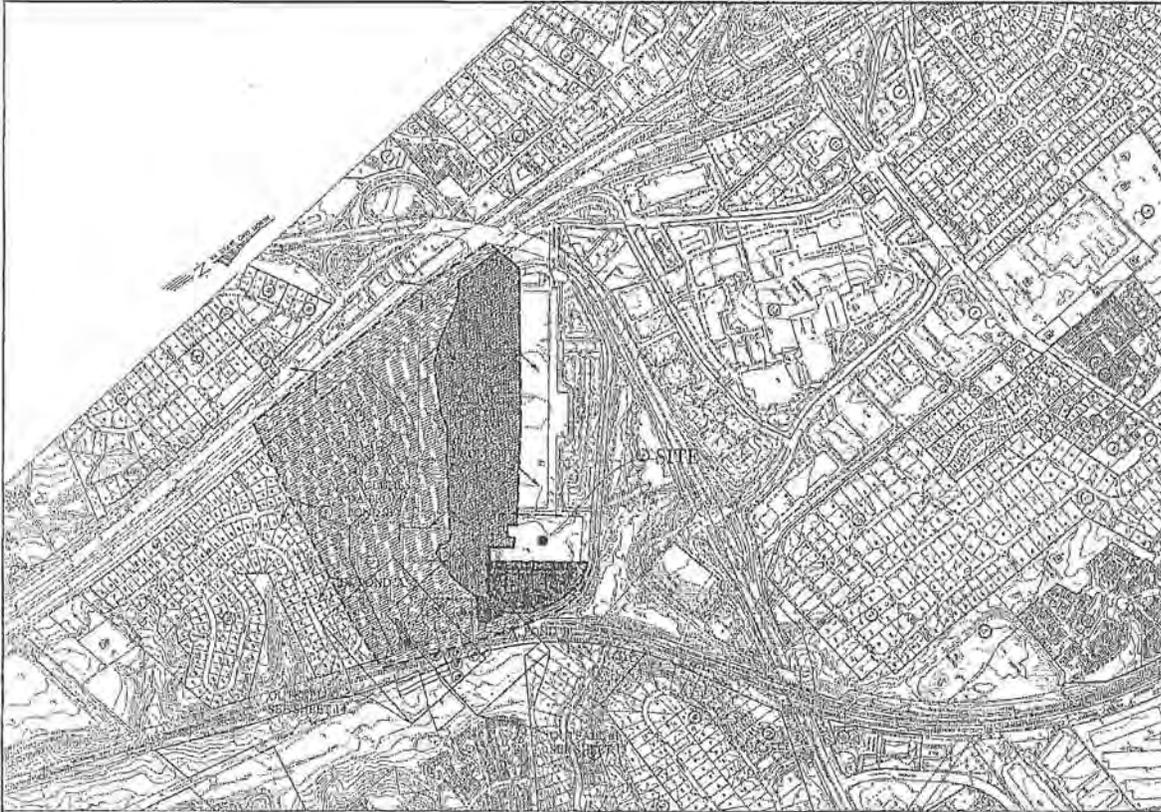


POST DEVELOPMENT DRAINAGE DIVIDES



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| DRAINAGE DIVIDES
METRO CENTER II
PHASE II CDP/FDP
LEE DISTRICT
FAIRFAX COUNTY, VA | |
| SCALE: 1"=60'
SHEET
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OF
25
REZ-44508 | DATE: FEB. 2011
CL: 3 |
| REVISIONS
NO. DATE DESCRIPTION | 1
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OVERALL DRAINAGE MAP
1"=50'

OUTFALL NARRATIVE

THE METRO CENTER II - PHASE 2 PROJECT CONSISTS OF TWO OFFICE BUILDINGS A PARKING GARAGE, BRIDGE, WALKWAYS AND ASSOCIATED INFRASTRUCTURE. THE PROPOSED IMPROVEMENTS ARE LOCATED ON A SITE THAT IS APPROXIMATELY 4.38 ACRES. THE SUBJECT SITE IS LOCATED WITHIN THE ACCOONING CREEK WATERSHED. THE SITE DRAINS NORTH TO SOUTH THROUGH EXISTING COLLECTOR SYSTEMS AND EXISTING POND#8 BEFORE ENTERING LONG BRANCH CREEK. WITH THE PROPOSED DEVELOPMENT, STORMWATER FROM THE SITE WILL BE CAPTURED VIA ADEQUATELY ENGINEERED DROP INLETS LOCATED THROUGHOUT THE SITE.

THIS SITE PLANS VIA ADEQUATELY SIZED IMPROVED AND EXISTING CLOSED CONDUIT SYSTEM TO EXISTING POND #8 AS SHOWN AND LABELED AS 'OUTFALL #1' ON THIS SHEET. POND #8 WAS PROPOSED UNDER SP-1508 SPRINGFIELD CENTER INDUSTRIAL PARK. IT WAS MOST RECENTLY MODIFIED WITH FAIRFAX COUNTY PLAN #7662-SP-01. COLLECT SHEETS HAVE BEEN PROVIDED FROM THIS SITE PLAN FOR REFERENCE PURPOSES ON SHEETS #8-18, SHEET #8-19 SHOWS THE APPROVED AS-BUILT INFORMATION FOR THE POND. SHEET #8-20 SHOWS THE DRAINAGE AREA FOR THE POND, INCLUDING AREA FROM THE SUBJECT SITE FOR THE PROPOSED PLAN. SHEET #8-21 SHOWS THE STORM ROUTINGS FOR POND #8. POND #8 OUTFALLS INTO AN EXISTING STREAM AND THEN INTO EXISTING POND #9. THREE FIELD VERIFIED CROSS SECTIONS HAVE BEEN PROVIDED ON SHEET #8. THE POND ROUTING INFORMATION PROVIDED ON SHEET #8 WAS USED TO VERIFY THAT THE 2 YEAR STORM EVENT DOES NOT CREATE EROSION VELOCITIES AND THE 10 YEAR STORM EVENT IS ADEQUATELY MAINTAINED WITHIN THE STREAM. A PICTURE OF THE STREAM SHOWS THAT THE TYPICAL GROUND COVER IS COARSE GRAVEL AND THAT THE 2 YEAR STORM EVENT DOES NOT CREATE EROSION VELOCITIES.

POND #9 WAS ORIGINALLY PROPOSED WITH SP-1508. THE POND CONTROLS 148.18 ACRES. THE POND OUTFALLS THROUGH A 24" PIPE THAT RUNS UNDERNEATH EXISTING METROLINK TRACKS AND THEN FLOWS INTO AN EXISTING STREAM THAT FLIPS INTO LONG BRANCH CREEK. POND #9 IS DETERMINED TO BE THE POINT OF CONFLUENCE WHERE THE FLOW FROM POND #8 IS JOINED BY A DRAINAGE AREA THAT IS GREATER THAN FOR THE DRAINAGE AREA FROM POND #8. THE END OF ANALYSIS WAS TAKEN AT 100 FEET DOWNSTREAM OF THE POND WHERE THE 24" OUTFALL PIPE DAYLIGHTS AND DRAINS INTO THE EXISTING STREAM AS SHOWN AND LABELED AS 'OUTFALL #2' ON THIS SHEET. THREE FIELD VERIFIED CROSS SECTIONS HAVE BEEN PROVIDED WITHIN THE 100' BREAK IN THE END OF ANALYSIS AND THE DAYLIGHT PIPE AS SHOWN ON SHEET #8. THERE IS NO DESIGN INFORMATION AVAILABLE FOR POND #9, SO COUNTY STAFF AGREED THAT IT WAS APPROPRIATE TO ANALYZE THIS OUTFALL BY FINDING THE DRAINAGE AREA FOR THE POND AND USE A 'C' VALUE OF 0.8 AND A 30 MINUTE TIME OF CONCENTRATION TO VERIFY THAT THE 2 YEAR STORM EVENT DOES NOT CREATE EROSION VELOCITIES AND THE 10 YEAR STORM EVENT IS ADEQUATELY MAINTAINED WITHIN THE STREAM. A PICTURE OF THE STREAM SHOWS THAT THE TYPICAL GROUND COVER IS COARSE GRAVEL AND THAT THE 2 YEAR STORM EVENT DOES NOT CREATE EROSION VELOCITIES.

AS A PROFESSIONAL ENGINEER, IT IS THE OPINION OF URBAN ENGINEERING & ASSOCIATES, INC THAT AN ADEQUATE OUTFALL EXISTS AND THERE WILL BE NO ADVERSE IMPACT TO THE DOWNSTREAM PROPERTIES. WATERSHEDS OR FACILITIES INTO WHICH SUCH OUTFALLS ARE DISCHARGED.

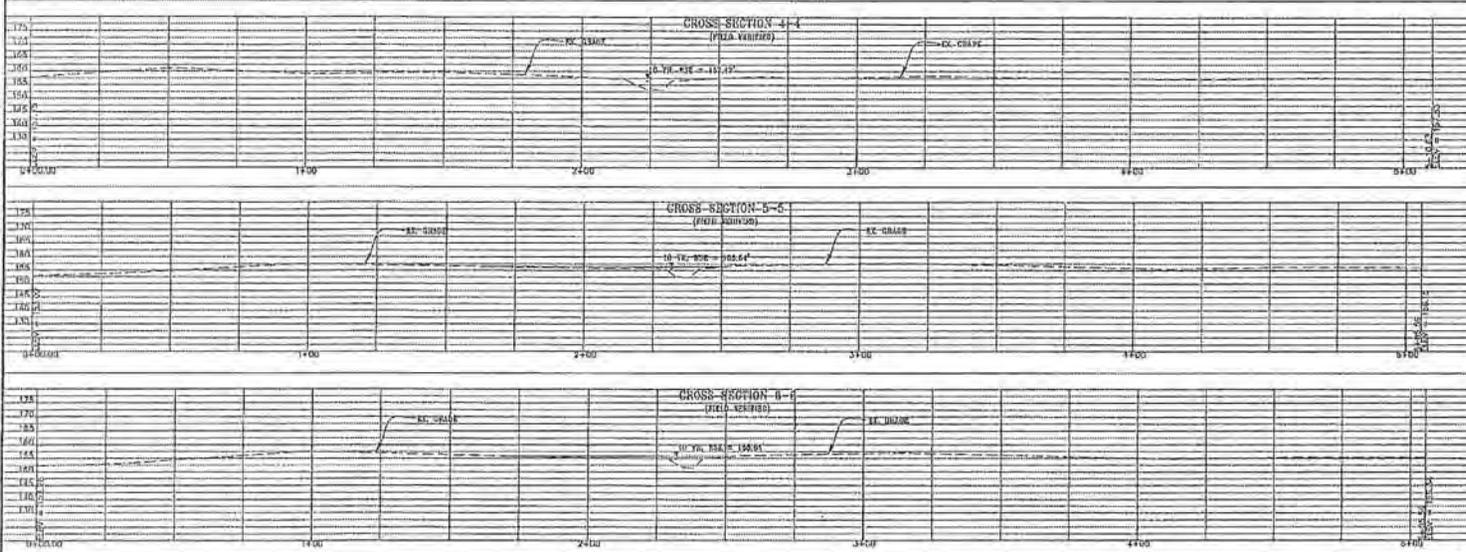
Clayton E. Fisher 2/14/10
 URBAN ENGINEERING & ASSOCIATES, INC. DATE
 CLAYTON E. FISHER, P.E., ASSOCIATE

| | |
|---|---|
| REVISIONS
NO. DATE REVISIONS
1 1/10/10 |
Urban
Professional Engineering Services and Design
10000 W. BRIDGEWAY
SUITE 100
FALLS CHURCH, VA 22044
(703) 441-1111
www.urban-engineering.com |
| SCALE: 1"=500'
DATE: FEB. 2010 | |
| OUTFALL ANALYSIS
METRO CENTER II
PHASE II CDP/FDP
1.5K BRACKET
FAIRFAX COUNTY, VA
C.U.F.'S | |
| SHEET
14
OF
25 | REV-1.2008 |

I:\Projects\2010\0210-0000\Drawings\0210-00-00-00.dwg [Clayton E. Fisher] February 10, 2010 4:25:00 PM



SCALE: 1"=100'



POST DEVELOPMENT CONDITIONS:

CROSS SECTION 4-4
 DA = 145.18 AC
 C² FACTOR = 0.52
 IS = 0.70 IN/HR
 I10 = 3.71 IN/HR
 TC = 20 MIN
 Q1 = 264 CFS
 Q10 = 274 CFS
 CHANNEL SLOPE = 0.0184
 n = 0.008 STONY STREAM CHANNEL
 V10 = 6.94 FPM
 B10 = 4.24 FT

POST DEVELOPMENT CONDITIONS:

CROSS SECTION 5-5
 DA = 145.18 AC
 C² FACTOR = 0.52
 IS = 0.70 IN/HR
 I10 = 3.71 IN/HR
 TC = 20 MIN
 Q1 = 264 CFS
 Q10 = 274 CFS
 CHANNEL SLOPE = 0.0184
 n = 0.008 STONY STREAM CHANNEL
 V10 = 6.94 FPM
 B10 = 4.24 FT

POST DEVELOPMENT CONDITIONS:

CROSS SECTION 6-6
 DA = 145.18 AC
 C² FACTOR = 0.52
 IS = 0.70 IN/HR
 I10 = 3.71 IN/HR
 TC = 20 MIN
 Q1 = 264 CFS
 Q10 = 274 CFS
 CHANNEL SLOPE = 0.0184
 n = 0.008 STONY STREAM CHANNEL
 V10 = 6.94 FPM
 B10 = 4.24 FT

*PERMISSIBLE VELOCITY IS 8.0 FPS FOR TABLE 5-21 OF VDOT, THIS OPTION FOR COARSE GRAVEL. SEE PICTURE THIS SHEET.

REVISIONS

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PLAN SHEET

Project No. 2017-0000000000
 Date: 1/24/2018
 Drawn: J. [Name]
 Checked: [Name]
 Approved: [Name]
 2/14/20

urban.
 Urban Engineering & Construction, LLC
 10000 Old Dominion Road, Suite 1000, Fairfax, VA 22030
 703.261.1100
 www.urbaneng.com

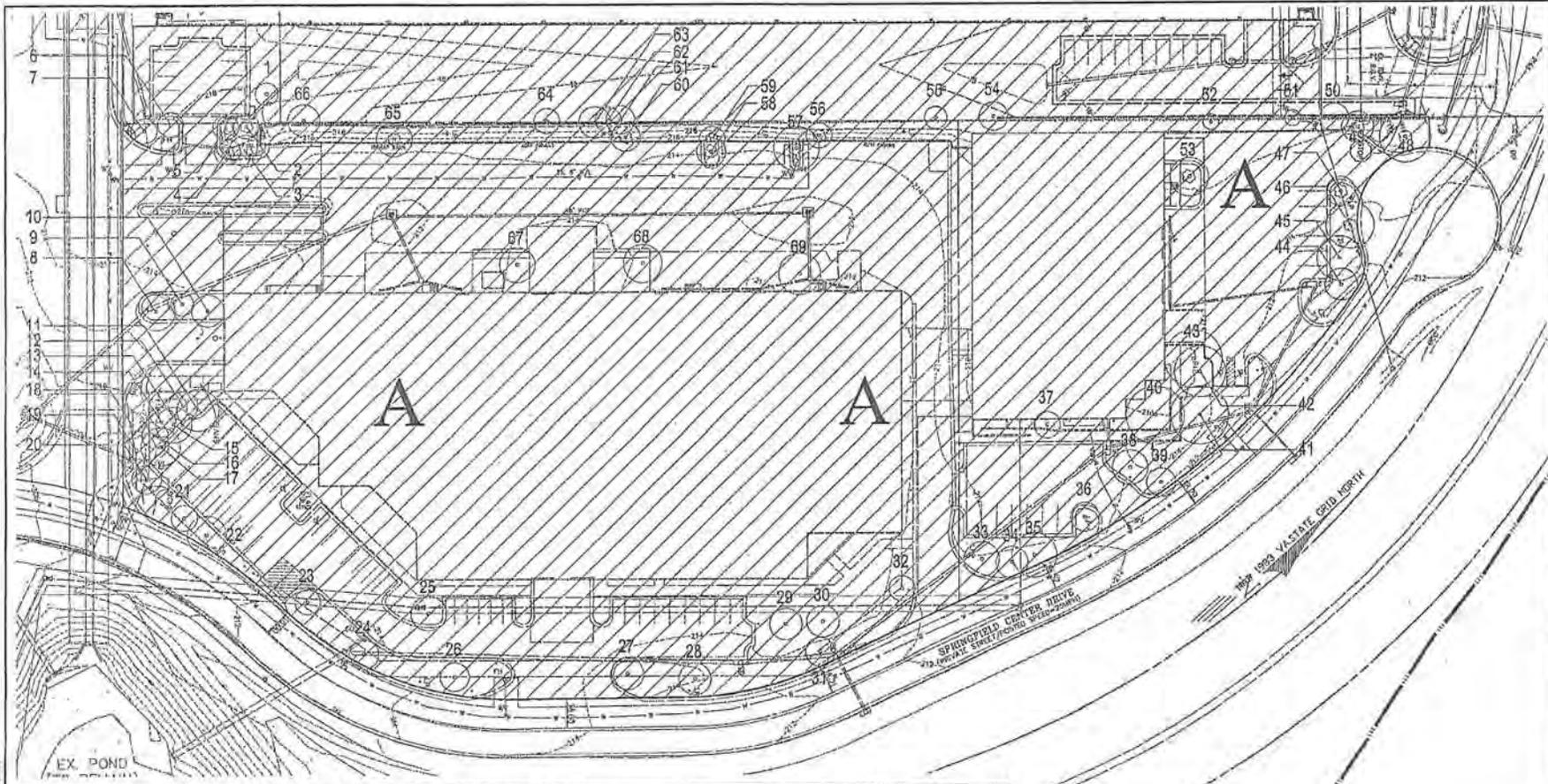
OUTLINE CROSS SECTIONS
METRO CENTER II
 PHASE II CDP/PDP
 REF DISTRICT
 FAIRFAX COUNTY, VA
 CIP#

SCALE AS SHOWN

DATE FEB. 2018

Sheet No. 16 of 25

REV-17593



| EXISTING VEGETATION - TREE INVENTORY | | | | | | | | | | | |
|--------------------------------------|---------|----------|-------------|--------|-------|---------|---------|----------|-------------|--------|-------|
| Tree ID | Species | DBH (in) | Height (ft) | Health | Notes | Tree ID | Species | DBH (in) | Height (ft) | Health | Notes |
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| EXISTING VEGETATION | | | | | | | | | | | |
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| Tree ID | Species | DBH (in) | Height (ft) | Health | Notes | Tree ID | Species | DBH (in) | Height (ft) | Health | Notes |
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| EXISTING VEGETATION | | | | | | | | | | | |
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| Tree ID | Species | DBH (in) | Height (ft) | Health | Notes | Tree ID | Species | DBH (in) | Height (ft) | Health | Notes |
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| 146 | ... | ... | ... | ... | ... | 147 | ... | ... | ... | ... | ... |
| 148 | ... | ... | ... | ... | ... | 149 | ... | ... | ... | ... | ... |
| 150 | ... | ... | ... | ... | ... | 151 | ... | ... | ... | ... | ... |

| Tree Type | Primary Species | Secondary Species | Quantity | Area (sq ft) | Comments |
|-----------|-----------------|-------------------|----------|--------------|----------|
| A | ... | ... | ... | ... | ... |

PLANNING

DATE: 02/01/2011

REVISIONS

urban

SPRINGFIELD CENTER DRIVE

1995 VACATE GRID NORTH

EX. POND

EXISTING VEGETATION MAP
METRO CENTER II
PHASE II CDPTDP
LEE DISTRICT
FAIRFAX COUNTY, VA

DATE: FEB. 2011

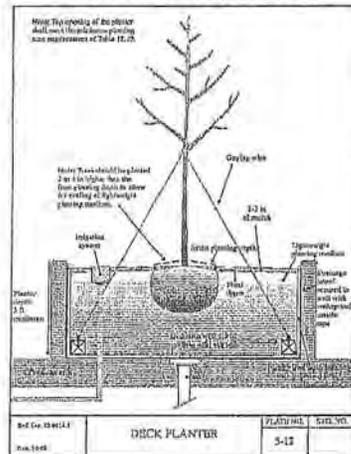
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11/7-12538

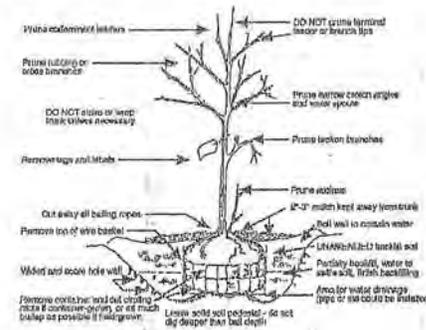
| Key | Qty | Botanical Name | Common Name | Size | Spacing | Type | 10 Year Canopy SF | Tree Canopy Sub-Total SF | Remarks |
|--------------------------|-----|--|-------------------------|---------|----------|-------|-------------------|--------------------------|-----------------------|
| TREES | | | | | | | | | |
| AB | 12 | Acer rubrum 'October Glory' | October Glory Red Maple | 3" cal. | As Shown | B & B | 261 | 2055 | Full & Dense |
| QT | 24 | Quercus macrocarpa var. laevis 'Scyline' | Scyline Liveoak | 3" cal. | As Shown | B & B | 175 | 4200 | Full & Dense |
| TD | 11 | Quercus phellos 'Magn Tower' | Magn Tower White Oak | 3" cal. | As Shown | B & B | 240 | 2730 | Full & Dense |
| TC | 5 | Lilja cordata | Lilja Leaf Linden | 3" cal. | As Shown | B & B | 175 | 875 | Full & Dense |
| UP | 19 | Ulmus parviflora 'Bonous II' | Bonous Elm | 3" cal. | As Shown | B & B | 328 | 4750 | Full & Dense |
| ZS | 11 | Zelkova serrata | Zelkova | 3" cal. | As Shown | B & B | 245 | 4720 | Full & Dense |
| ORNAAMENTAL TREES | | | | | | | | | |
| AA | 8 | Amelanchier arborea | Servicelany | 3" cal. | As Shown | B & B | 122 | 1050 | Multi-stem, Full |
| CC | 4 | Cercis canadensis | Eastern Redbud | 3" cal. | As Shown | B & B | 150 | 600 | Multi-stem |
| MS | 20 | Malus x douglasii | Spaced Malus | 3" cal. | As Shown | B & B | 122 | 2800 | Specimen, Matching |
| PO | 8 | Prunus x incana 'Okema' | Okema Cherry | 3" cal. | As Shown | B & B | 123 | 1125 | Specimen, Matching |
| PY | 16 | Prunus x yedoensis | Yoshino Cherry | 3" cal. | As Shown | B & B | 175 | 2800 | Single Stem, Matching |
| EVERGREEN TREES | | | | | | | | | |
| IA | 4 | Ilex x altissima 'Fossil' | Fossil Holly | 3" cal. | As Shown | B & B | 76 | 300 | Full & Dense |
| HT | 16 | Taxus virginiana 'Stewart' | Norfolk Spruce Holly | 3" cal. | As Shown | B & B | 75 | 1200 | Full & Dense |
| PI | 17 | Pinus strobus | Monterey Spruce | 3" cal. | As Shown | B & B | 175 | 2975 | Full & Dense |
| PM | 10 | Podocarpus neriifolia | Douglas Fir | 3" cal. | As Shown | B & B | 152 | 1250 | Full & Dense |
| TOTAL | | | | | | | 3175 | 3175 | |

4 PLANT SCHEDULE
NTB

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL



5 TYPICAL TREE PLANTING - ON STRUCTURE
NTB



3 TYPICAL TREE PLANTING
NTB

| Key | Qty | Botanical Name | Common Name | Size | Spacing | Type | 10 Year Canopy SF | Tree Canopy Sub-Total SF | Remarks |
|--------------------------|-----|--|-------------------------|---------|----------|-------|-------------------|--------------------------|-----------------------|
| TREES | | | | | | | | | |
| AB | 12 | Acer rubrum 'October Glory' | October Glory Red Maple | 3" cal. | As Shown | B & B | 261 | 2055 | Full & Dense |
| QT | 24 | Quercus macrocarpa var. laevis 'Scyline' | Scyline Liveoak | 3" cal. | As Shown | B & B | 175 | 4200 | Full & Dense |
| TD | 11 | Quercus phellos 'Magn Tower' | Magn Tower White Oak | 3" cal. | As Shown | B & B | 240 | 2730 | Full & Dense |
| TC | 5 | Lilja cordata | Lilja Leaf Linden | 3" cal. | As Shown | B & B | 175 | 875 | Full & Dense |
| UP | 19 | Ulmus parviflora 'Bonous II' | Bonous Elm | 3" cal. | As Shown | B & B | 328 | 4750 | Full & Dense |
| ZS | 11 | Zelkova serrata | Zelkova | 3" cal. | As Shown | B & B | 245 | 4720 | Full & Dense |
| ORNAAMENTAL TREES | | | | | | | | | |
| AA | 8 | Amelanchier arborea | Servicelany | 3" cal. | As Shown | B & B | 122 | 1050 | Multi-stem, Full |
| CC | 4 | Cercis canadensis | Eastern Redbud | 3" cal. | As Shown | B & B | 150 | 600 | Multi-stem |
| MS | 20 | Malus x douglasii | Spaced Malus | 3" cal. | As Shown | B & B | 122 | 2800 | Specimen, Matching |
| PO | 8 | Prunus x incana 'Okema' | Okema Cherry | 3" cal. | As Shown | B & B | 123 | 1125 | Specimen, Matching |
| PY | 16 | Prunus x yedoensis | Yoshino Cherry | 3" cal. | As Shown | B & B | 175 | 2800 | Single Stem, Matching |
| EVERGREEN TREES | | | | | | | | | |
| IA | 4 | Ilex x altissima 'Fossil' | Fossil Holly | 3" cal. | As Shown | B & B | 76 | 300 | Full & Dense |
| HT | 16 | Taxus virginiana 'Stewart' | Norfolk Spruce Holly | 3" cal. | As Shown | B & B | 75 | 1200 | Full & Dense |
| PI | 17 | Pinus strobus | Monterey Spruce | 3" cal. | As Shown | B & B | 175 | 2975 | Full & Dense |
| PM | 10 | Podocarpus neriifolia | Douglas Fir | 3" cal. | As Shown | B & B | 152 | 1250 | Full & Dense |
| TOTAL | | | | | | | 3175 | 3175 | |

1 10-YR CANOPY CALCULATION
NTB

| Key | Qty | Botanical Name | Common Name | Size | Spacing | Type | 10 Year Canopy SF | Tree Canopy Sub-Total SF | Remarks |
|--------------------------|-----|--|-------------------------|---------|----------|-------|-------------------|--------------------------|-----------------------|
| TREES | | | | | | | | | |
| AB | 12 | Acer rubrum 'October Glory' | October Glory Red Maple | 3" cal. | As Shown | B & B | 261 | 2055 | Full & Dense |
| QT | 24 | Quercus macrocarpa var. laevis 'Scyline' | Scyline Liveoak | 3" cal. | As Shown | B & B | 175 | 4200 | Full & Dense |
| TD | 11 | Quercus phellos 'Magn Tower' | Magn Tower White Oak | 3" cal. | As Shown | B & B | 240 | 2730 | Full & Dense |
| TC | 5 | Lilja cordata | Lilja Leaf Linden | 3" cal. | As Shown | B & B | 175 | 875 | Full & Dense |
| UP | 19 | Ulmus parviflora 'Bonous II' | Bonous Elm | 3" cal. | As Shown | B & B | 328 | 4750 | Full & Dense |
| ZS | 11 | Zelkova serrata | Zelkova | 3" cal. | As Shown | B & B | 245 | 4720 | Full & Dense |
| ORNAAMENTAL TREES | | | | | | | | | |
| AA | 8 | Amelanchier arborea | Servicelany | 3" cal. | As Shown | B & B | 122 | 1050 | Multi-stem, Full |
| CC | 4 | Cercis canadensis | Eastern Redbud | 3" cal. | As Shown | B & B | 150 | 600 | Multi-stem |
| MS | 20 | Malus x douglasii | Spaced Malus | 3" cal. | As Shown | B & B | 122 | 2800 | Specimen, Matching |
| PO | 8 | Prunus x incana 'Okema' | Okema Cherry | 3" cal. | As Shown | B & B | 123 | 1125 | Specimen, Matching |
| PY | 16 | Prunus x yedoensis | Yoshino Cherry | 3" cal. | As Shown | B & B | 175 | 2800 | Single Stem, Matching |
| EVERGREEN TREES | | | | | | | | | |
| IA | 4 | Ilex x altissima 'Fossil' | Fossil Holly | 3" cal. | As Shown | B & B | 76 | 300 | Full & Dense |
| HT | 16 | Taxus virginiana 'Stewart' | Norfolk Spruce Holly | 3" cal. | As Shown | B & B | 75 | 1200 | Full & Dense |
| PI | 17 | Pinus strobus | Monterey Spruce | 3" cal. | As Shown | B & B | 175 | 2975 | Full & Dense |
| PM | 10 | Podocarpus neriifolia | Douglas Fir | 3" cal. | As Shown | B & B | 152 | 1250 | Full & Dense |
| TOTAL | | | | | | | 3175 | 3175 | |

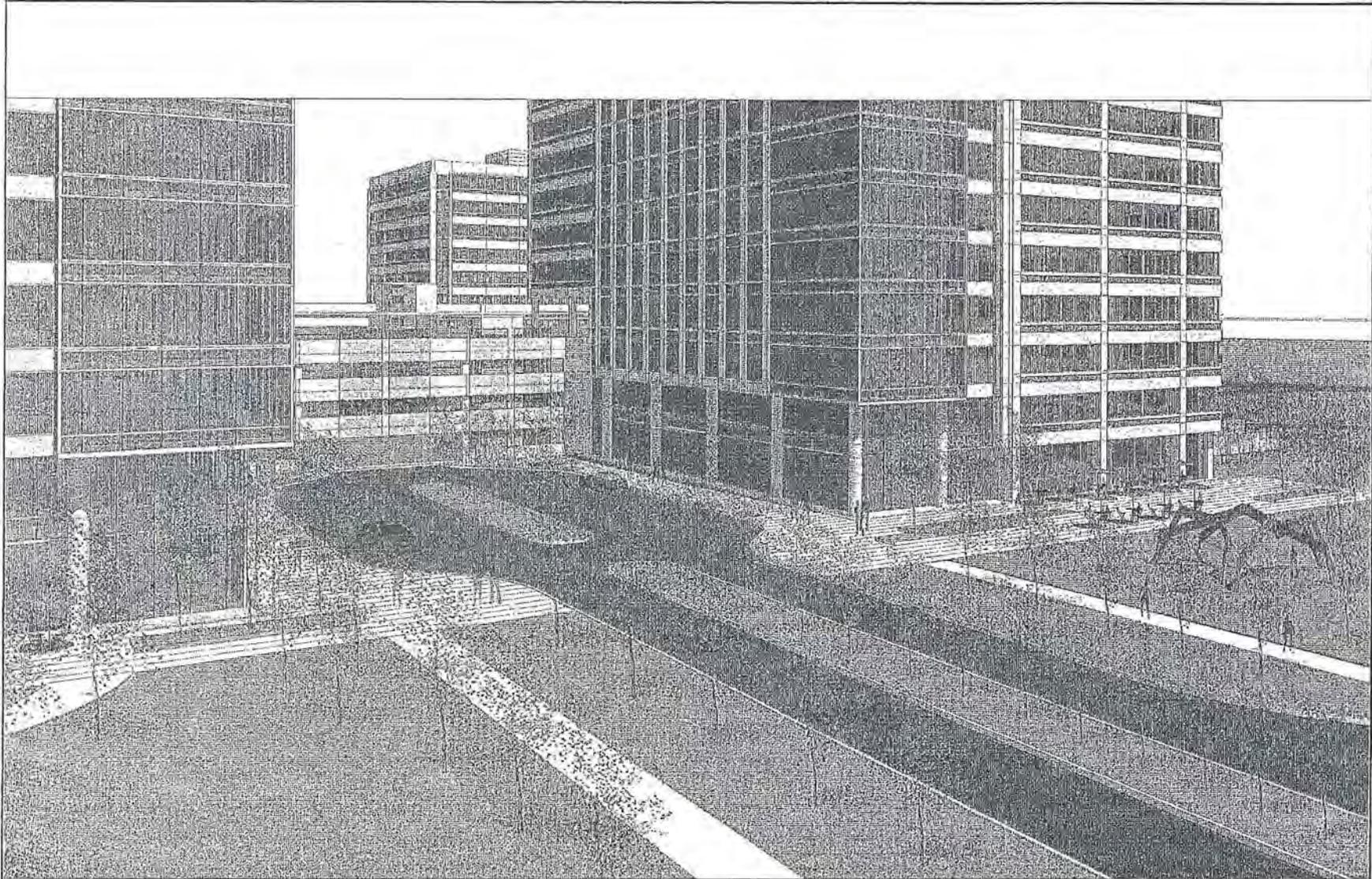
2 INTERIOR PARKING CALCULATION
NTB

INTERIOR PARKING LOT LANDSCAPING
TOTAL PARKING AREA TO BE COVERED: 73,000 SF
BUILDING GARAGE FOOT PRINT AREA: 60,500 SF
INTERIOR LANDSCAPING REQUIRED: (60,500 SF)
TOTAL SHADE TREE COVER PROVIDED: 4,200 SF
24 TREES AT 175 SQ. FT. EACH
TOTAL AREA OF COVERAGE REQUIRED: 3,907 SF
TOTAL AREA OF COVERAGE PROVIDED: 4,200 SF

REV. 01/10
DATE
DESCRIPTION
REVISIONS

LANDSCAPING CONSULTANTS
METRO CENTER II
PHASE II CD/FP/DP
FAIRFAX COUNTY, VA
CLINA
SCALE AS NOTED
DATE: FEB. 2011

SHEET
21
OF
25
REV-12598



02/20/2011 10:00 AM C:\Users\j\Documents\Projects\112558\112558.dwg (112558) (1) 112558.dwg

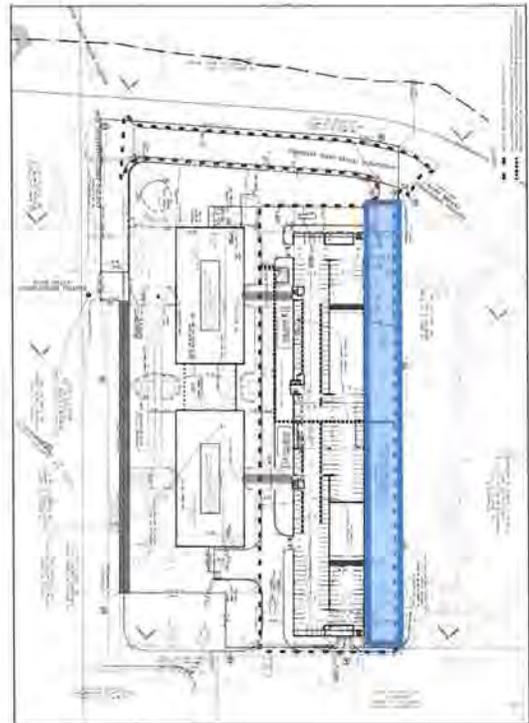
| | |
|--|-----------------|
| PROJECT NO. 112558
SHEET NO. 02
DATE 02/20/2011 | |
| DRAWN BY: J. JONES
CHECKED BY: J. JONES
APPROVED BY: J. JONES | |
| 
urban
<small>Urban Planning & Design</small> | |
|  | |
| ARCHITECTURAL RENDERING
METRO CENTER II
PHASE II CDP/FDP
LEE DISTRICT
FAIRFAX COUNTY, VA | |
| SCALE: 1/8" = 1'-0" (1/8" = 1'-0") | DATE: FEB. 2011 |
| THIS SHEET FOR INFORMATION PURPOSES ONLY
AND IS SUBJECT TO FINAL ENGINEERING DESIGN | |
| SHEET NO. 02 OF 12
112558 | |

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

DESCRIPTION OF THE APPLICATIONS

PCA 2008-LE-015 and PCA 1998-LE-064-02

The applicants, Springfield Metro Center II, LLC and Springfield Parcel C, LLC, request to amend the proffers and Generalized Development Plan (GDP) for the 10.39 acre site zoned C-4 (High Intensity Office). The applicants request to delete the shaded 1.03 acres below from the proffers and plan to rezone the area to the Planned Development Commercial (PDC) District with RZ 2011-LE-022. The reduction of the land area will cause the floor area ratio (FAR) on the property that remains subject to PCA 2008-LE-015 and PCA 1998-LE-064-2 to increase from 1.05 to 1.16 and open space to decrease from 36.7% to 25% (a reduction of 0.9 acres). The area proposed to be deleted was shown as open space and a small surface parking lot on the approved plan. This area would be developed with a parking garage that connects to the proposed garage on the site. The site continues to propose two office buildings with a maximum height of 120 feet for a total of 474,000 gross square feet and an additional 66,900 square feet of cellar space, which may contain offices. The proposed office buildings and parking garage are identical to the approved Generalized Development Plan. The applicants had proposed an interim use of a commercial off-street parking garage as a principal use; however, that request has been removed. While the land use and transportation appendices still discuss the off-street parking it is no longer a part of the application.



A reduced copy of the proposed Generalized Development Plan is included in the front of this report. The applicants' draft proffers are included as Appendix 1. The applicants' affidavit and statement of justification are included in Appendices 4 and 5, respectively.

Waivers and Modifications

The applicants requests a waiver of the minimum lot size of 40,000 square feet for Tax Map 90-4 ((1)) 11B (approximately 24,000 square feet) in accordance with Section 9-610 of the Zoning Ordinance.

The applicants requests a waiver of the rear yard requirement of 20° angle bulk plane (ABP), but not less than a minimum of 25 feet in accordance with Section 2-418 of the Zoning Ordinance. No rear yard is proposed because the site will have connecting parking garages with the adjacent development.

The applicants request reaffirmation of the waiver of the barrier requirement and modification of the transitional screening to the adjacent multi-family dwelling units to the west.

RZ/FDP 2011-LE-015

The applicants, Springfield Metro Center II, LLC and Springfield 6601, LLC, request to rezone 1.03 acres from the C-4 District and 5.25 acres from the I-4 (Medium Intensity Industrial) District to the Planned Development Commercial (PDC) District. Two 150 foot tall office buildings for a total of 517,600 square feet (1.89 FAR) are proposed on 6.28 acres with 37.8% open space. The site will be coordinated with the adjacent development described above with a shared parking structure. The two sites have separate zoning districts and proffers but would function as a coordinated office park. The two sites combined total 14.54 acres after right-of-way dedication with 991,600 square feet of office uses (plus an additional 66,900 square feet of cellar space that may be used for office).

A reduced copy of the proposed Conceptual/Final Development Plan (CDP/FDP) is included in the front of this report. The applicants' draft proffers and staff's proposed Final Development Plan (FDP) conditions are included as Appendix 2 and 3, respectively. The applicants' affidavit and statement of justification are included in Appendices 4 and 5, respectively.

Waivers and Modifications

The applicants request a modification of the loading space requirement to allow four spaces instead of the required five spaces by Section 11.202 (15) of the Zoning Ordinance.

The applicants request the Board of Supervisors to increase the maximum floor area ratio from 1.5 to 1.89 in accordance with Section 6-208 of the Zoning Ordinance.

The applicants request a waiver of the barrier requirement and modification of the transitional screening requirement for the eastern portion of the site in accordance with Section 13-305 (11) of the Zoning Ordinance.

LOCATION AND CHARACTER



The sites are located southeast of the interchange between Franconia-Springfield Parkway and Interstate 95 and are a part of the Springfield Industrial Park. The sites are located on the west side Springfield Center Drive, east of Metropolitan Center Drive and the south of the Joseph Alexander Transportation Center and Franconia - Springfield Metrorail facility.

The western portion of the site subject to the PCA applications is vacant. The eastern portion of the site subject to the rezoning

application is developed with two 2-story warehouse buildings and child care center for approximately 85,000 square feet total and associated parking.



North: Joseph Alexander Transportation Center (Springfield/ Franconia Metrorail Facility) Zoned: I-4; Plan: Transportation Center

South: Northern Virginia Community College. INOVA (Vacant). Zoned: I-4; Plan: Industrial/Mixed Use

West: Parr Warehouse (GSA) Zoned: I-4; Plan: Industrial/Mixed Use
Multi-Family (Springfield Crossing Apartments) Zoned: PDH-40. Plan: Residential

East: Single Family Detached (Across Metro line). Zoned: R-1; Plan: Residential

BACKGROUND

On April 28, 2003, the Board of Supervisors approved RZ 1998-LE-064 and SE 01-L-020 to rezone 9.72 acres from the I-4 District to the C-4 District to develop 457,000 square feet of offices in three buildings or an option for two office buildings and a hotel on Tax Map 90-2 ((1)) 56C.

On May 18, 2009, the Board of Supervisors approved RZ 2008-LE-015 to rezone 0.69 acres (Tax Map 90-4 ((1)) 11B pt.) from the I-4 District to the C-4 District and PCA 1998-LE-064 to permit modifications of the Generalized Development Plan (GDP) to incorporate the additional land and permit two 120 foot tall office buildings for a total of 474,000 square feet (plus an additional 66,900 square feet of cellar space) with a 50 foot tall parking structure and eliminate the approved hotel/third office building. Copies of the proffers and approved GDP are contained in Appendix 6.

COMPREHENSIVE PLAN PROVISIONS

The Comprehensive Plan provides the following guidance on the land use and the intensity for the property. Land Unit O is the western portion and Land Unit P is the eastern portion of the site. On pages 52-55 of the Area IV, 2011 edition of the Franconia-Springfield Transit Station Area Plan, the Plan states:

Land Unit O

Land Unit O is located south of the Franconia-Springfield Parkway, south and west of the Long Branch Stream Valley, and west of the CSX Railroad right-of-way. The land unit is about 93 acres in size, and contains residential and hotel uses as well as the federally owned GSA-Parr Warehouse. A railroad spur and the Long Branch of Accotink Creek separate this land unit from the Joe Alexander Transportation Center (Land Unit N). Land Unit O is planned for industrial use up to .50 FAR to recognize existing uses and to minimize traffic generation in an area with limited transportation capacity. If in the future, the GSA-Parr Warehouse site is declared surplus or otherwise proposed for private redevelopment, redevelopment plans should be supported only if they are consistent with the County's goals and the Comprehensive Plan.

Land Unit O has traffic/transportation constraints. To accommodate development under the current Plan, Loisdale Road should be improved to a 4-lane section between Springfield Center Drive and Metropolitan Center Drive. Any redevelopment of Land Unit O will be constrained by the need to mitigate/minimize both daily and peak hour trips.

The following options address Land Unit O as separate development areas. However, any development or redevelopment in these areas should be planned and designed with reference to a coordinated and integrated plan for all of Land Unit O.

Options for Northern Portion of Land Unit O

The following land uses and intensities are recommended for the northern portion of Land Unit O at the optional level:

- Parcels 90-2 ((1)) 58A pt., 58B and 59A pt. constitute an area of approximately 10 acres located southwest of the Metro property. This area is planned for up to 475,000 square feet of office use. As an alternative, a combination of up to 360,000 square feet of office use and up to 160,000 square feet of hotel use may be appropriate. The office/hotel uses may include support retail use to serve residents and workers at the site.

In addition to addressing the recommendations provided in the transportation section, development of Land Unit O should provide a pedestrian and vehicular connection to the Joe Alexander Transportation Center. The vehicular connection should, at a minimum, accommodate shuttle bus service to the Transportation Center.

Land Unit P

Land Unit P is located south of the GSA-Parr Warehouse and north of the Loisdale Estates subdivision. It is about 57 acres in size and contains the site of the Northern Virginia Community College and Springfield Center Industrial Park.

Land Unit P is planned for light industrial use up to .35 FAR. As an option, biotech/research and development uses up to .50 FAR may be appropriate to complement the VNCC/INOVA medical center. For parcels 90-2 ((1)) 57E, 57F, 57G, and 57H, office use up to .50 FAR may also be considered. Any development under this option must demonstrate that it will generate less peak hour traffic than the planned baseline use to minimize traffic generation in an area with limited transportation capacity. Development should provide a landscaped buffer of at least 75 feet in width along the Loisdale Estates subdivision boundary.

As an option, parcels 90-2 ((1)) 58D and 90-4 ((1)) 11B are planned for office use up to 2.0 FAR, with support retail use. Redevelopment should include, at a minimum, the following elements:

- Accommodation of the extension of Frontier Drive to Springfield Center Drive and contributions to offsite improvements to Loisdale Road;

- Provision of a grid street system that accommodates walking within the site and to the Joe Alexander Transportation Center;
- Implementation of an effective transportation demand management (TDM) program to reduce auto travel to the area;
- Provision of shuttle service to the Joe Alexander Transportation Center and/or other destinations in the nearby area until such time that a circulator, described in the Area-wide guidance, is operational. At such time, redevelopment should participate in the circulator's management and operation. Options for development are feasible only if the private sector contributes a proportional share of transportation improvements (road fund) and/or funding to meet the transportation needs of the area;
- Provision of structured parking;
- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms, a maximum building height of 150 feet, and mitigation of visual impacts of structured parking;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- Provision of on-site recreational amenities for employees;
- Mitigation of the impacts on parks and recreation per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan; and
- Adherence to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan.

Transportation

In order to mitigate transportation issues the following conditions should be addressed for any development proposed for Land Units O and P:

- Improve Loisdale Road to a 4 lane section between Metropolitan Center Drive and Springfield Center Drive;
- Provide two points of access to Loisdale Road and an interconnected 4 lane divided section to serve the site;
- Phase buildout of the site conditioned on the provision of additional access via a road connection to/from the Joe Alexander Transportation Center or Franconia-Springfield Parkway. Incorporate pedestrian access into the roadway connection;
- Coordinate and/ or integrate site access to the extent possible with the facilities provided at the Joe Alexander Transportation Center;
- Mitigate through an aggressive transportation demand management system emphasizing transit alternatives to vehicular use that achieves at a minimum, 15% usage of public transportation for commuting trips to and from the site; and
- Establish a Transportation Management Association (TMA) to implement such measures.

Description of the Generalized Development Plan (copy included at the front of the report)

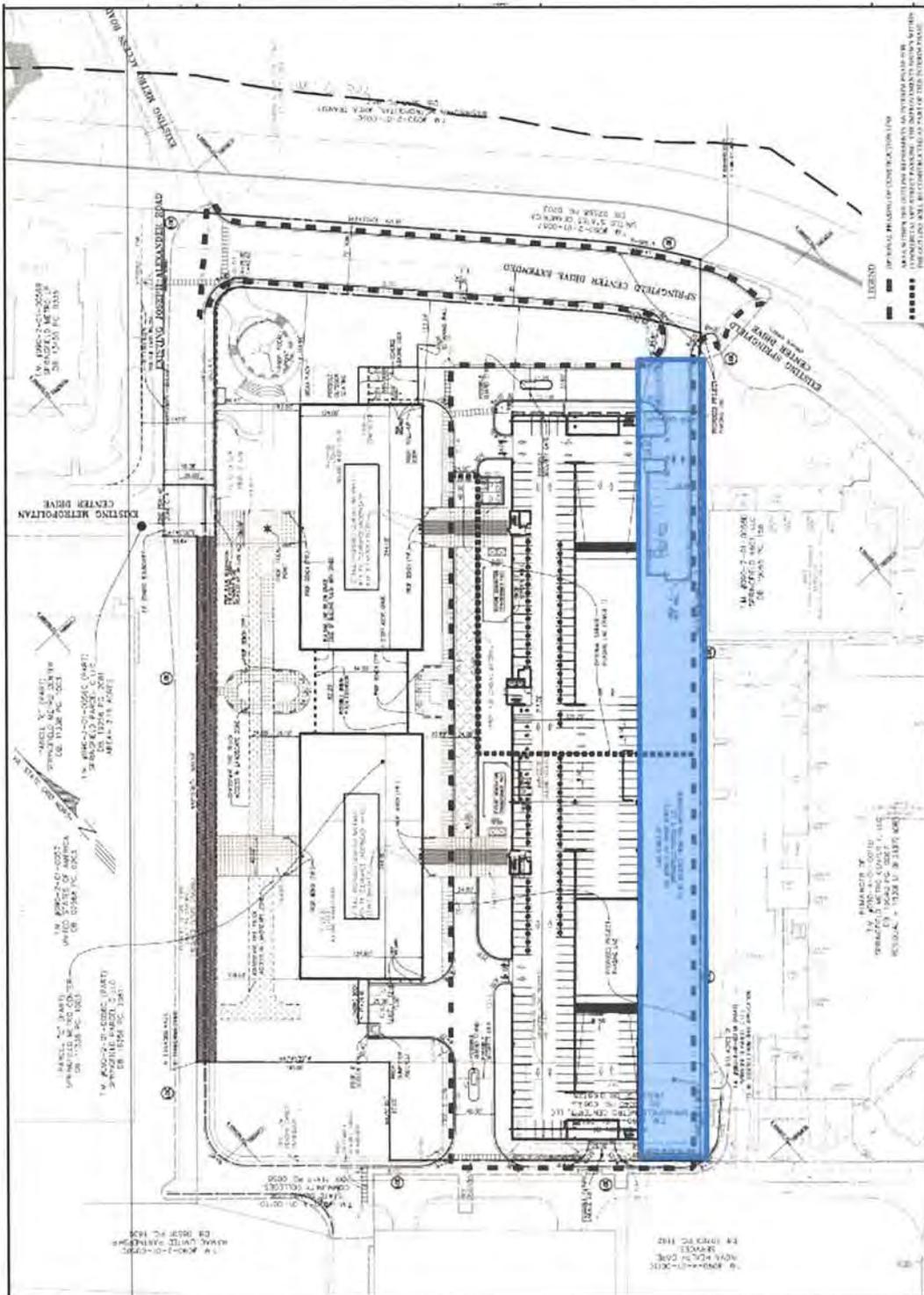
PCA 2008-LE-015 and PCA 1998-LE-064-02

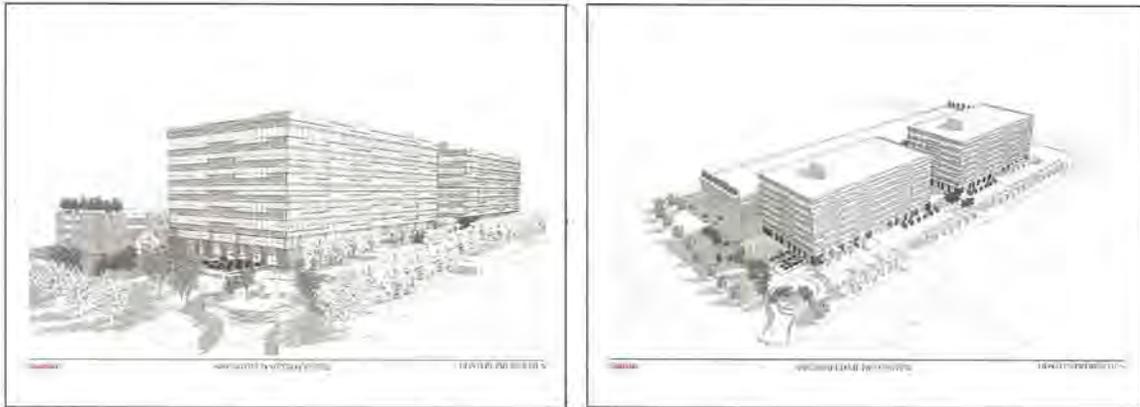
The Generalized Development Plan (GDP) titled: "Metro Center II" was submitted by Urban LTD, consisting of 22 sheets dated February 2008 as revised thru February 14, 2012, is reviewed below.

The proffered condition amendment site is vacant and approved for two 120 foot tall office buildings and a 50 foot tall parking structure. The maximum square footage of the combined office buildings would be 474,000 SF, with an additional 66,900 square feet in the cellar. The highlighted 1.03 acre area on the excerpt below to the east of the parking garage is proposed to be deleted and developed with a parking structure with RZ 2011-LE-022. This area is currently depicted as open space and small surface parking lot. The parking garage will sit 84 feet behind the proposed office buildings.

The office buildings are oriented towards the potential extension of Joseph Alexander Road to the west facing the General Services Administration (GSA) warehouses to the west. The rectangular buildings will have one side along with a loading dock facing Springfield Center Drive Extended. The office buildings will be located 82 feet from the existing portion of Joseph Alexander Road and 103 feet from Springfield Center Drive. Below is an excerpt from the GDP depicting the site layout. This is the same

layout as the previously approved GDP, with revisions reflecting the area to be deleted.





The illustrations above depict the proposed office buildings. Much of this site is flat; however, the elevation does rise fourteen feet on the adjacent land to the southwest. The site will potentially be secured with gates and fences.

RZ/FDP 2011-LE-022

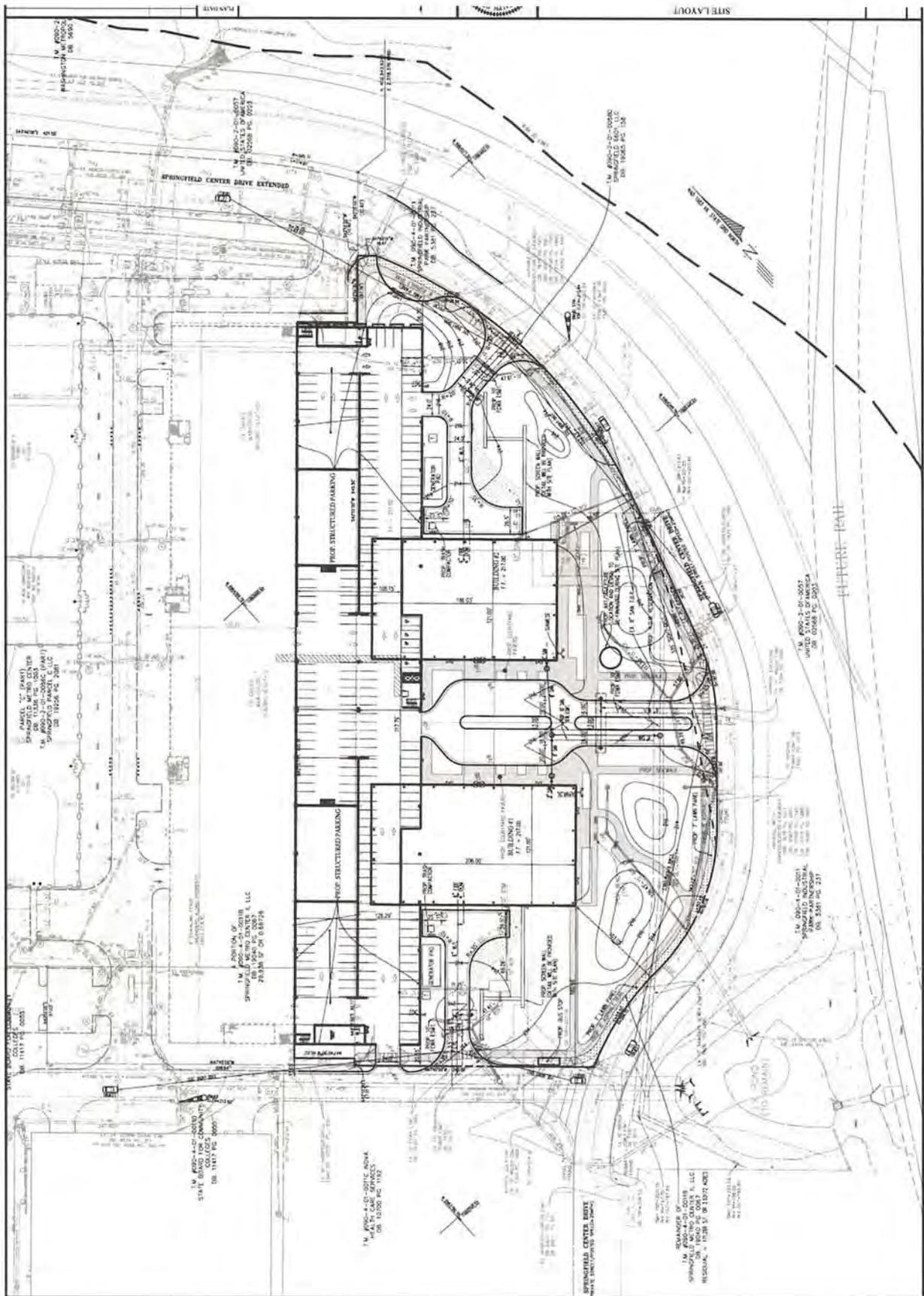
Description of the Conceptual/Final Development Plan (CDP/FDP) (copy included at the front of the report.

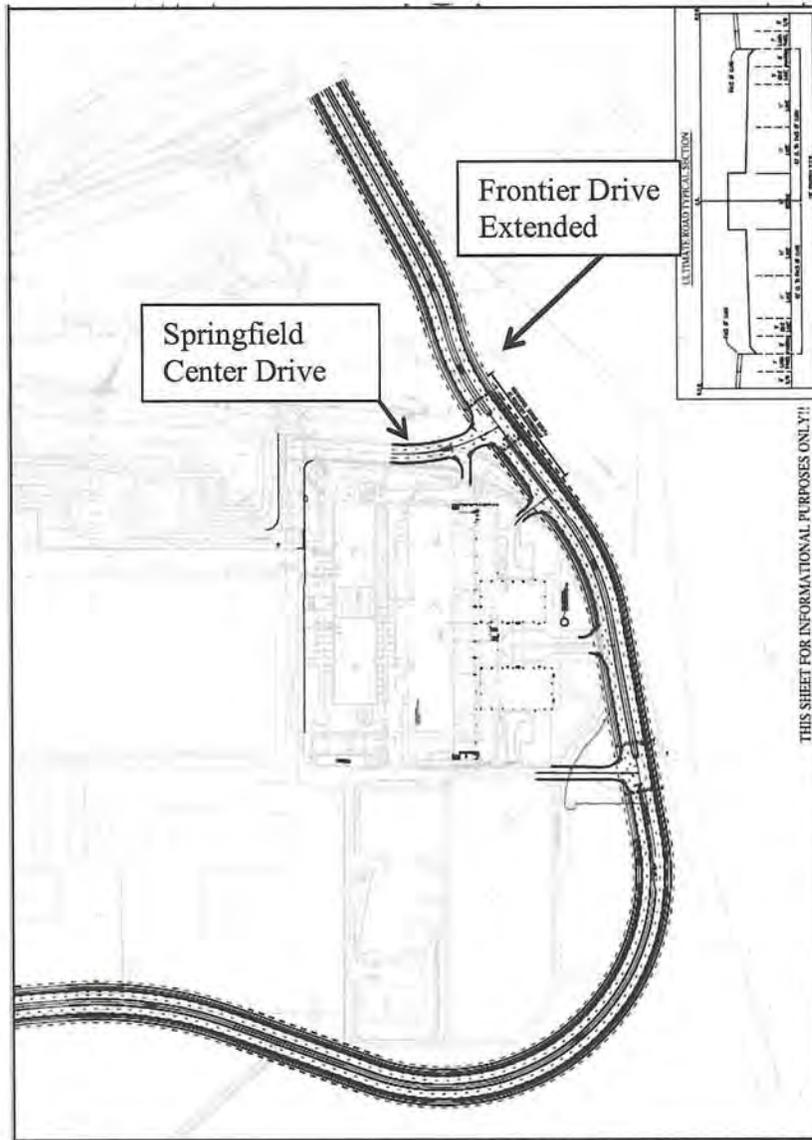
The CDP/FDP) titled: "Metro Center II Phase II" was submitted by Urban LTD. consisting of 25 sheets dated February 2011 as revised through February 14, 2012, is reviewed below.

The 6.28 acre rezoning site is developed with a warehouse facility that will be removed. The site proposes to include two 150 foot tall office buildings totaling 517,600 square feet (1.89 FAR) and 37% open space. The 50 foot tall parking garage is proposed to be located along the western edge of the site and be attached to the proposed garage for the adjacent development.

The front of the proposed office buildings will be located between 86 feet and 103 feet from Springfield Center Drive. The office buildings are integrated into the parking garage. The parking garage has an access point from the northern and central portions from Springfield Center Drive and the southern portion from the access street that also serves the community college. The parking garage provides 1,374 spaces (1,346 required). There are loading spaces located on the northern and southern portions of the buildings that are screened.

The applicants have provided for a network of sidewalks on the site and a potential area for public art. The public art is proposed to be located on the far eastern edge of the development. A public access easement is proposed in front of the buildings. Below is an excerpt from the CDP/FDP depicting the proposed layout of the buildings.





The depiction to the left is the possible extension of Frontier Drive from the Metro Station to Springfield Center Drive. This alignment would move the road farther from the proposed buildings. This agreed upon alignment assumes a 116 foot cross section per the Comprehensive Plan. This cross section would accommodate four lanes of traffic with a median, bike lanes, parking on both sides of the street and an eight foot wide sidewalk on both sides. The existing two lane Springfield Center Drive would remain until Frontier Drive is extended by others.

The alignment would cause the removal of the off-site stormwater management pond; however, there appears to be adequate room to re-establish the pond in the

general area when Springfield Center Drive is removed.



The illustration to the left depicts the rezoning site and its relationship with the adjacent land being modified as part of the concurrent proffered condition amendment applications. In total this will be 14.54 acres developed with

991,600 square feet for four office buildings and an additional 66,900 square feet of cellar space. The parking structure will be approximately 250 feet wide x 718 feet. The parking structure will be partially screened by a planted wall and is located 20 feet from Springfield Center Drive until the road is realigned to the north when it would be accepted as a public street.

ANALYSIS

The following analysis focuses on the rezoning application.

Comprehensive Plan/Land Use Analysis: (Appendix 7)

Use and Intensity

The proffered condition amendment (PCA) application is for the reduction of land area to be rezoned to the PDC District. The applicants are not proposing changes to the site design for the two approved 474,000 square foot office buildings (and 66,900 square feet of cellar space).

The rezoning application requests two office buildings for a combined 517,600 square feet (with no cellar space) on 6.28 acres (1.89 FAR). This is in accordance with a Comprehensive Plan development option that allows office use up to 2.0 FAR with support retail. The proposed rezoning provides a similar layout to the previous approved plan for the PCA site. The PDC development connects the parking garages and both sites are designed to function as an integrated office campus.

The proposed development would help generate a larger employment base within proximity to the Joseph Alexander Transportation Center. The applicants were encouraged to provide support retail services to limit the need for building tenants to take additional trips throughout the day by providing banking services, fitness centers, cafeteria and other services on-site. The applicants have proffered to provide a minimum of 5,000 square feet of accessory uses that may include personal service establishment, sundry shops, a banking center, eating establishments and retail space within the four buildings if there is a market demand. While staff would prefer a stronger commitment to the provision of support retail, staff recognizes that there may be a limited demand outside of the four buildings and that support retail space that sits empty due to lack of market demand is not productive for the applicants or the community.

Transit Oriented Development (TOD) Criteria

Development within the Franconia-Springfield Transit Station Area is subject to the TOD Criteria and is a specific condition of the development option under which this

application is proposed. The TOD design guidelines encourage creating a vibrant mixed-use center serving the areas in proximity to the transit station, creating a pedestrian focused sense of place, minimizing impact of parking structures, providing a grid of safe and attractive streets, and high quality open space.

The layout of the western portion of the site was previously approved by the Planning Commission and Board of Supervisors. During the previous review, staff's position was the Comprehensive Plan encouraged a site layout that would bring the buildings closer to the road and orient them more to the street. Given the approval of the PCA 1998-LE-064/RZ 2008-LE-015 for two office buildings with 80-100 foot setbacks, during this review staff has reconsidered how it would review the application for conformance against the TOD criteria. Staff recognizes that the buildings may need to have setbacks in excess of the recommendation for Transit Oriented Development since most buildings will likely contain government entities, Department of Defense (DOD) contractors and other users that are required to meet certain security requirements. Staff recognizes the importance of redevelopment of this area and the need for potential offices to provide for secure sites. Staff also recognizes that the Franconia/Springfield Metro Station location has topographic and other locational challenges that hinder the same type of pedestrian movement that are anticipated at proposed stations in Reston and Tysons Corner or at existing stations at Dunn Loring/Merrifield. The Comprehensive Plan does recognize that each metro station is unique and the land use and intensity that may work at one station may not be appropriate for another. This station is characterized by its separation from adjacent development by the Franconia Springfield Parkway to the north, the metro lines to the east and an environmental quality corridor (EQC) to the south and west. While the station is within a quarter mile radius of the site it is a half mile walk on the metro access road due to the limited access across the EQC.

The urban design and streetscape guidelines for the Franconia-Springfield Transit Station Area (TSA) are intended to provide high quality design and an attractive and pedestrian-oriented streetscape. Springfield Center Drive is categorized as a collector street in the TSA plan, which should be designed with a 116 foot wide right of way that includes bicycle lanes and on-street parking on both sides of the street, as well as a center median and two travel lanes in each direction. The application provides for this cross section for the portion of Springfield Center Drive that will be the extension of Frontier Drive. The applicants have not proposed an expansion of the previously approved cross section of Springfield Center Drive west of the future intersection of Frontier Drive connecting to Joseph Alexander Road. This section could provide for two lanes of traffic in each direction but would not accommodate the on-street bicycle lanes or parking. Staff is working with the applicant and VDOT to determine if this cross section is adequate or will need to be widened if it is to be a public street.

The proposed office buildings for the rezoning of the eastern portion have a similar layout as the approved office buildings on the western portion of the site. Staff feels that improvements to the design could have been made by the applicants to re-orient the eastern buildings to face the road and still respect the proposed setbacks. The proposed buildings front the internal access and each other instead of Springfield Center Drive. In lieu of re-orientating the building the applicants have proffered to provide storefront features on the eastern façade to include awnings and other decorative features to address the street.

While the proposed development does not provide the internal street connection as envisioned by the Comprehensive Plan, the applicants are providing for the connection of Springfield Center Drive to Metropolitan Drive, right-of-way for the potential extension of Joseph Alexander Road to the west and the roadway to the south as well as pedestrian connections along the edges of the development. These improvements facilitate improved vehicular and pedestrian movements in the area, specifically from the metro to the community college. The proposal will allow for a grid of streets, to be constructed by others, which will consist of a large block.

The applicants have provided for a significant amount of open space that would be accessible to the public on the eastern portion of the site. This area includes places for public art as a focal point. However, as stated below in the Park Authority analysis this open space does not provide for all the amenities characteristic of a place-making central green.

Comprehensive signage is recommended by the Plan for the Franconia-Springfield Area, which should provide a consistent theme and appearance throughout the area. While the applicants have not provided details on signage they have proffered to work with the Lee District Supervisor and Planning Commissioner to help develop a coordinated sign plan for the area.

Parking Garages

No detailed elevations of the parking garage were provided and in staff's opinion, the parking garage should provide materials and design that reflect the higher quality of architecture and design expected in the transit station area. High quality materials such as brick should be used on the ground levels, especially at the corners of the structure. Architectural features and façade interruptions should also be incorporated, and vegetated features are suggested to soften the appearance of the garage. The applicants have committed to the green wall on the northern façade and to provide a complimentary design to the office buildings. While staff would prefer the applicants provide detailed architectural design of the structure for review, the applicants have proffered to provide these to the Lee District Supervisor and Planning Commissioner prior to site plan approval.

Environmental Analysis: (Appendix 7)

The western portion of the site is vacant and devoid of any significant environmental important area. The site does not contain a significant stand of trees, floodplain or resource protection area. The eastern portion of the site is developed with a warehouse facility and also does not contain an environmental important feature.

Green Buildings

The Comprehensive Plan provides specific energy efficiency guideline for this site and proposed development option. The Plan states: "Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification." The applicants have provided proffers for achieving LEED-Silver certification through the core and shell rating system. Staff notes that the applicants are providing for a recharging station within the parking garage for electric vehicles.

Stormwater

The proposed development will include a large amount of open space, and the impervious areas will reduce slightly from the current conditions. The applicants intend to use an existing detention pond located across Springfield Center Drive. The pond will manage 1.46 acres of runoff, while the other 4.82 acres will be uncontrolled runoff. The applicants were encouraged to utilize the property's large open areas for low impact development (LID) features to manage some of the stormwater onsite. Vegetated green roofs were also encouraged to reduce impervious surface area as part of the applicants' credit towards achieving a LEED-Silver rating. The applicants have proffered to provide for at least one cistern on site for landscape irrigation and will investigate the feasibility of additional low impact design methods after the existing buildings are removed and they have the ability to further test the soils.

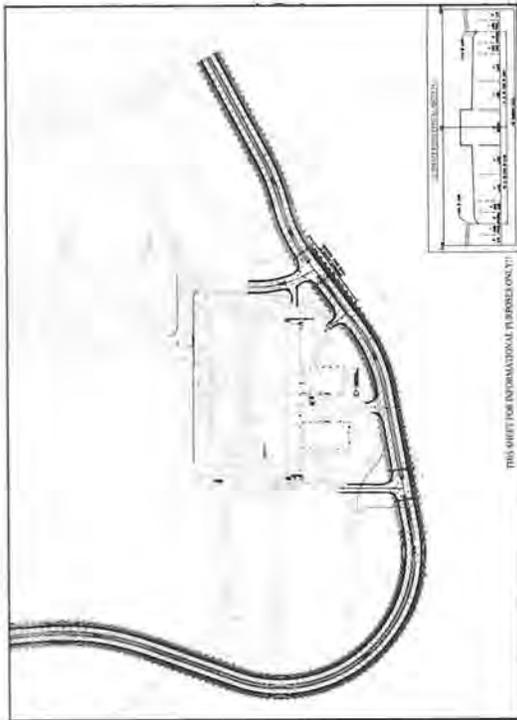
Transportation Analysis: (Appendix 8)

Phase II Office

The applicants are proposing up to 517,600 square feet of office space for the new Phase II development. This proposal would create an impact on transportation network in the Lee Magisterial District vicinity by adding over 3,300 net new trips. Along with Phase 1 the entire site adds over 6,700 net new trips. These additional trips impact the already congested road network. As stated below staff has requested modifications to the applicants' proffers to address the transportation impacts.

Accommodation of the Extension of Frontier Drive

The County and applicants have reached consensus on the alignment and cross-section for Frontier Drive Extension and plans have been revised accordingly. The agreed upon alignment is sensitive to the crossing of the Chesapeake Bay

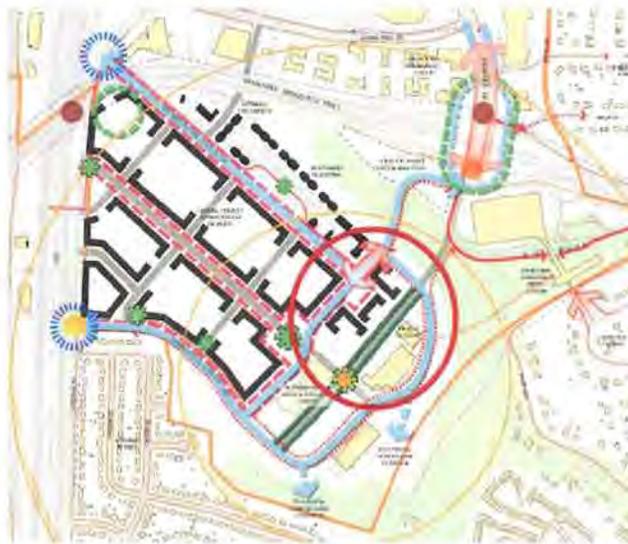


Preservation Area with a focus on minimizing intrusion. Minimizing environmental impacts and costs for fill and structure, the final alignment will generally follow the shortest path, while balancing the natural topographic slopes, distance and connection point on the north end of the alignment. The agreed upon cross-section accommodates 116 feet, as called for in the Comprehensive Plan and, therefore, the applicants have accommodated the extension of Frontier Drive.

The Virginia Department of Transportation (VDOT) has expressed concerns that the section of Springfield Center Drive to the west of the Frontier Drive intersection is not designed to be a public street. The street is currently private and is intended to be a private street until Metropolitan Drive is improved as a public road from Loisdale Road and Frontier Drive is extended as a public road. At that time the

small segment of Springfield Center Drive in front of the applicants' site will be the connector between Metropolitan Drive and Frontier Drive and should also be a public street. VDOT has expressed their concern that the proposed 70 foot cross section is not adequate for a public street and have indicated that additional right-of-way may be needed. Staff notes that this is the approved cross section from the approved applications, however, that previous approval depicted it as a private street. Staff and the applicants are working with VDOT to determine the best way to resolve this issue. The resolution could require a wider cross-section, acceptance of the 70 foot cross section as a public road by VDOT or determination that the road could remain private with a public access easement. VDOT also noted that sight distances and entrance spacing would need to meet the Road Design Manual requirements if the roads are public. Prior to Frontier Drive being extended and Springfield Center Drive becoming public, the entrances will be closely reviewed for verification that they meet VDOT guidelines. If there is an issue the applicants may have to modify the entrances, request a waiver from VDOT or the roads may need to remain private. Staff will provide an update on this issue at the public hearing.

Provision of a Grid of Streets



The previously approved applications, PCA 1998-LE-064 and RZ 2008-LE-015 were approved by the Board of Supervisors on May 18, 2009. That plan did not provide for a street grid along the eastern edge of the site. Since that time, the Comprehensive Plan was amended to include recommendations from the Springfield Connectivity Study (Plan amended January 2010). The Comprehensive Plan now depicts a street to be provided between the western and eastern portions of the applicants' site. The applicants' proposed plans do not facilitate the internal street shown in the

Comprehensive Plan. The applicants have, however, preserved the elements of the grid, by reserving a half-section for a roadway between their property and the Northern Virginia Community College and INOVA parcels to the south, and accommodating a roadway between their property and the GSA site to the west as well as for providing the connection of Springfield Center Drive to the north and pedestrian improvements along the site.

Implementation of a Transportation Demand Management (TDM) Program

The applicants have proffered to a TDM goal of 30% for both sites, an improvement of the previously proffered 20% for Phase I. Staff supports the proposed TDM goal and in general the TDM program. However, staff does support a higher penalty should the applicants not achieve their goals. The applicants have proffered to a \$2,500 remedy for the Phase 1 portion and a \$5,000 penalty/remedy for the Phase II portion. While staff would like to see a higher penalty for Phase I considering that the applicants have increased the TDM for the Phase I proffered condition amendment site from 20% to 30%, staff is comfortable leaving the TDM remedy as previously approved. Staff would still like to see the Phase II rezoning portion increased to the requested amount to create a financial incentive to the applicants to reduce vehicular trips.

Complete Streets

The Franconia Springfield Area Wide Recommendation in the Comprehensive Plan calls for the provision of "complete streets". Complete streets envision an animated and active streetscape and structured parking should not be visible from major pedestrian, bicycle, or vehicular thoroughfares. Complete streets should

accommodate on-street parking, pedestrian walkways, landscaping along the street and buildings located in close proximity to the street.

The cross section of Frontier Drive extended provides for the cross section of the Comprehensive Plan with on-street parking and pedestrians pathways. The interim conditions will provide for the sidewalk connections but not the on-street parking. The applicants will be providing for landscaping along the streets. As previously discussed the buildings will not be located in close proximity to the streets due to security setbacks.

Contribution to the Off-Site Improvement

The Comprehensive Plan directs staff and applicants to achieve a minimum of Level of Service E for the roadways that they impact. Applicants are directed to mitigate the impact of their traffic by adding to the road capacity, decrease the traffic from the site by reducing the intensity or providing stronger TDMs and/or contribute to an area-wide transportation fund.

With the exception of providing two traffic signals the applicants are not proposing off-site road improvements to address capacity issues. Staff notes that the applicants have constructed Joseph Alexander Road and the Metro Access Road, they have proffered to the construction of the extension of Springfield Center Drive and are providing right-of-way for Frontier Drive extended. In addition to the two traffic signals the applicants have proffered a total monetary contribution of \$613,388 towards off-site improvements, including their pro-rata impact for a second westbound lane on Loisdale Road onto southbound Fairfax County Parkway (\$35,700) and exclusive northbound right turn lane from Fairfax County Parkway onto eastbound Loisdale Road (\$60,088).

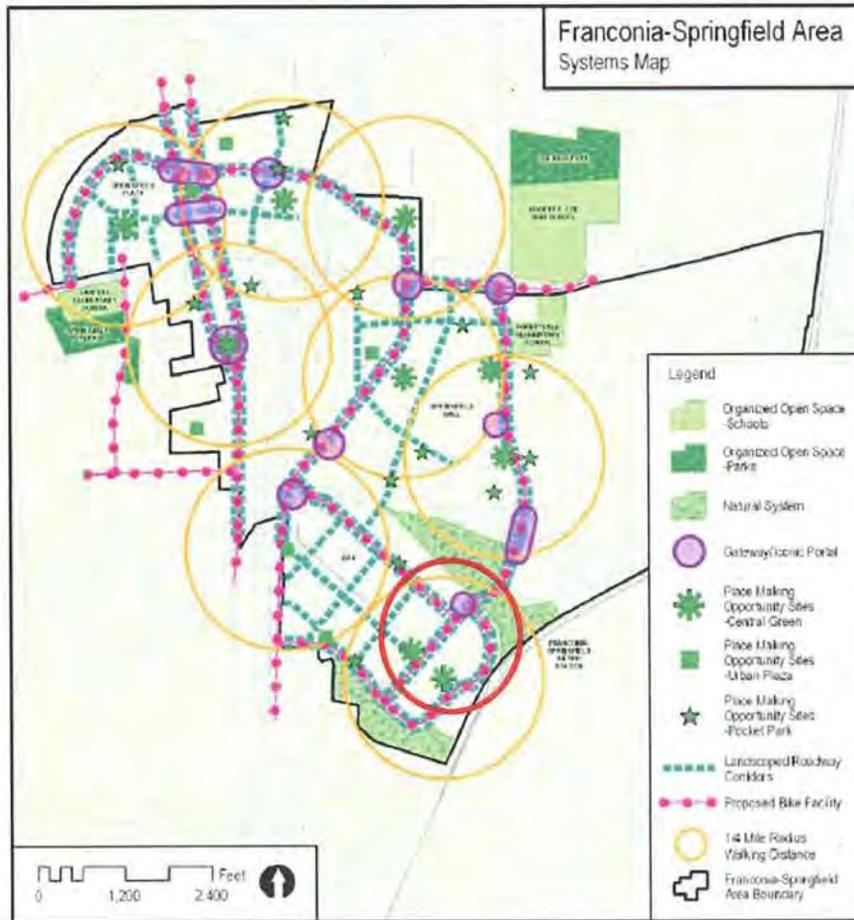
Staff has requested the applicants also contribute their pro-rata share for an additional west bound left turn lane (\$168,000) and north bound right turn lane (\$180,000) at the intersection of Loisdale Road and Springfield Center Drive. Based on the applicants Transportation Impact Analysis (TIA) their impact on this intersection is between 37% and 45%. Staff notes that the applicants may be able to provide data to indicate that the TDM at 30% as opposed to 15% in the TIA may not require the need for the exclusive northbound lane. The applicant may also be able to demonstrate that the second west bound lane can be accommodated within the existing paved section. If the applicant is able to provide this documentation this additional requested amount could be decreased or even removed.

In addition, to the Loisdale Road contribution the applicants have proposed a contribution of \$517,600 for general transportation improvements within two miles of the subject property. This contribution is based on a \$1 per square foot of development in Phase II and is not a pro-rata contribution for improvements specified

in their TIA. Staff had requested a road contribution consistent with the Springfield Town Center at \$4.31 per square feet (\$2,230,856). Springfield Town Center is located in the Transit Station Area (TSA) and more similar to the applicants' site than cases that have proffered a \$1 per square foot that are located outside of the TSA. Staff recognizes that the applicants' total contribution for transportation improvements including the traffic signals, general road contribution and Loisdale Road contribution is approximately one million dollars. This amount does not take into account the previously proffered improvements for the shuttle bus, Springfield Center Drive extension and the construction of Joseph Alexander Road and the metro access road. In addition, staff believes the applicant should be given credit for the 30% TDM reduction. Staff still wants the applicant to proffer to the provision of additional money/mitigation of the Loisdale Road/Springfield Center Drive intersection or provide additional information to demonstrate that the intersection improvements are not warranted by this application. The traffic signals proposed for the intersections of Loisdale Road/Springfield Center Drive, and Loisdale Road/Metropolitan Center Drive were specifically requested as part of the Phase II development. When the interim use of commercial off-street parking was proposed the applicants moved the timing of warrants for the traffic lights to coincide with the interim parking use. With that use being removed the applicants have moved the traffic signals warrants back to Phase II. While staff recognizes the approved proffers for Phase I do not require traffic signal warrants, staff suggests providing a warrant analysis for the two traffic signals with Phase 1 office. This would potentially provide the traffic signals at an earlier time frame and only requires the developer to provide them if they are warranted. Staff recognizes that this improves the transportation commitments by the applicants and should be considered when reviewing their total contribution and not just their monetary contribution. With those changes and increased TDM penalty staff could support the proposed transportation amount.

Park Authority Analysis: (Appendix 9)

The site proposes two recreation areas within the four office buildings of at least 1,000 square feet each; however, employees will need access to additional active recreation areas. The applicants were requested to contribute \$139,560 (\$0.27 per square foot for the Phase II 517,600 square foot office buildings) for the development of recreational facilities at one or more park sites in the area. The applicants have proffered to provide \$35,000 with the first building permit application for either Phase I or Phase II. While staff would prefer a higher contribution to park development the provision of the contribution with Phase 1 or Phase II buildings could significantly move up the contribution time frame and provide some value in lieu of a higher contribution.



The Comprehensive Plan identifies this site for a Place Making Central Green, which should have features such as plazas, gathering places, amphitheater, performance spaces, special landscaping, fountains, sculptures and street furniture. The Park Authority requested that a portion of the site be developed with the urban park that includes active recreation and public plaza space. The applicants have provided for a place for public art and walking paths on the site with a public access easement.

Public Facilities:

Stormwater Analysis: (Appendix 10)

There is no resource protection area (RPA) or floodplain on this site. There are no downstream drainage complaints on file. The site proposes to use an existing off-site stormwater management pond. This off-site pond may be disturbed with the extension of Frontier Drive. The applicants have demonstrated a potential relocation area for the pond if it is disturbed.

Sanitary Sewer Analysis: (Appendix 11)

The property is located in the Long Branch (M-6) watershed and would be sewered into the Noman Cole Pollution Control Plant. The existing 10-inch line located in the street is adequate for the proposed use at this time. The system has adequate capacity for the proposed development.

Fire and Rescue Department Analysis: (Appendix 12)

This property is serviced by the Springfield Station #422. This service currently does not meet fire protection guidelines since it is 0.5 miles outside the fire protection guidelines and no new facilities are currently proposed for this area.

Water Service Analysis: (Appendix 13)

The property is located in the service area of the Fairfax County Water Authority. Adequate domestic water service is available from an existing 12-inch main located at the property. Depending on the configuration of the onsite water mains, additional water main extensions may be necessary.

ZONING ORDINANCE PROVISIONS (Appendix 14)

Standards for all Planned Developments (Sect. 16-100)

Section 16-101 contains six general standards that must be met by a planned development. Section 16-102 contains three design standards to which all Conceptual and Final Development Plans are subject. The standards are summarized below and included in Appendix 14.

Sect. 16-101, General Standards

The general standards require that the planned development conform with the Comprehensive Plan, achieve the purpose and intent of the planned development, address the efficient use of available land and protect environmental features, prevent injury to the use and value of adjacent properties, have adequate public facilities and provide linkages between internal and external facilities.

As discussed under the Land Use Analysis section above, staff has determined that this standard has been satisfied. The PDC District was established to encourage the innovative and creative design of commercial development. The site is developed with a warehouse facility and parking. There are no significant natural features on-site. The adjacent site to the west is part of the coordinated office development. The proposed development would facilitate redevelopment of the area and does nothing to injure the value of adjacent properties. The public facilities are adequate for the proposed development. The development will provide for road and pedestrian connections for the improvement of the area.

Sect. 16-102, Design Standards

The design standards specify that the peripheral yards should generally conform with the setbacks for the most similar conventional district, provide for adequate parking, and street system.

The C-4 (High Intensity Office) District would be most similar to the PDC District. The C-4 District requires 40 foot front yard and 25 foot rear yard setbacks. The office building is 86 feet from the right-of-way. The parking garage is 20 feet from the right-of-way and there is no setback for the rear yard. The adjacent C-4 site is requesting a waiver to allow the parking garage to be located on the lot line with the PDC parking garage. The parking spaces are provided in accordance with the Zoning Ordinance. The applicants have requested a modification of the loading space requirement and staff has no objection. The applicants have previously provided for a pedestrian and shuttle bus connection to the metro by constructing Joseph Alexander Road. In addition, the applicants will be providing for the extension of Springfield Centre Drive and pedestrian improvements.

Modifications/Waivers – PCA 1998-LE-064-02 and PCA 2008-LE-015

Minimum Lot Size Requirement

The applicants request a modification of Section 9-610 for the minimum lot size of 40,000 square feet for Tax Map 90-4 ((1)) 11B to provide approximately 24,000 square feet. This parcel is part of a larger coordinated development and the modification of the lot size has no adverse impacts on the proposed development or adjacent properties. Staff supports the proposed modification.

Rear Yard Requirement

The applicants requests a waiver of the rear yard requirement of 20° angle bulk plane (ABP), but not less than a minimum of 25 feet in accordance with Section 2-418 of the Zoning Ordinance. No rear yard is proposed and the site will have connecting parking garages with the adjacent development. This area is part of a larger coordinated development within a Transit Oriented Development that will have two adjoining parking structures. Staff supports the proposed waiver.

Transitional Screening and Barrier Requirement

The applicants request a reaffirmation of the waiver of the barrier requirement and modification of the transitional screening to the west adjacent to the multi-family dwellings to provide the landscaping as depicted on the Generalized Development

Plan. There is no change from the previously approved landscaping and office buildings. Staff supports the proposed modification and waiver.

Modifications/Waivers – RZ/FDP 2011-LE-022

Loading Space Requirement

The applicants request a modification of the loading space requirement to allow four spaces instead of the required five spaces by Section 11-202 (15) of the Zoning Ordinance. In staff's opinion, the reduction of one loading space would have no adverse impact on the site. Staff supports the proposed modification.

Floor Area Ratio

The applicants request the Board of Supervisors to increase the maximum floor area ratio (FAR) from 1.5 to 1.89 in accordance with Section 6-208 of the Zoning Ordinance. The Comprehensive Plan does support a 2.0 FAR for the site. The Zoning Ordinance allows the Board to approve a 2% increase in FAR for every additional 1% increase in open space. The proposed development is a 27% increase of the FAR (107,527 square feet); however, the applicants have provided for a 160% increase in open space (1.44 acres). The proposed intensity is in accordance with the guidance of the Comprehensive Plan and staff supports the proposed increase.

Transitional Screening and Barrier Requirement

A transitional screening Type 2 (35 foot wide landscape area) and Barrier D (chain link fence), E (six foot tall wall) or F (six foot tall fence) is required to the single family detached dwelling to the east across the metro lines and railroad tracks. The applicants will not be providing a barrier and the transitional screening is proposed to be accommodated by the proposed landscaping. Section 13-305 (11) of the Zoning Ordinance allows for the waiver/modifications of the requirement when the site abuts a railroad. In staff's opinion, the proposed modification/waiver would have no adverse impact on the adjacent residents to the east and staff supports the request.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The applications provide for the anticipated office development at an intensity proposed by the Comprehensive Plan. While the applications do not meet all of the criteria for Transportation Oriented Development design, the development is consistent with previous approvals and proposes a design that meets the intent of a TOD design while taking into consideration the uniqueness of the site's location with the metro station. The applicants

could have provided a better layout by orienting the building towards the road instead of each other; however, with the proposed condition related to the entrances on Springfield Center Drive the buildings will address the street as anticipated by the Comprehensive Plan. The aspects of the street grid are being provided by the applicant even though they are not providing for the internal street. The applicants could still improve their transportation proffers by moving up the commitment for the traffic signals and providing more money to the Springfield Road Fund to address deficiencies in the road network that they are contributing towards. The development does help revitalize the area with the new office buildings and road connections. Staff supports the applications but is still working with the applicants to improve the outstanding transportation elements.

Recommendations

Staff recommends approval of PCA 2008-LE-015 and PCA 1998-LE-064-02, subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends approval of RZ 2011-LE-022, subject to the execution of proffers consistent with those contained in Appendix 2.

Staff recommends approval of FDP 2011-LE-022, subject to the proposed development conditions contained in Appendix 3 and the Board of Supervisors approval of RZ 2011-LE-015.

Staff recommends approval of a waiver of the minimum District size of 40,000 square feet for Tax Map 90-4 ((1)) 11B (approximately 24,000 square feet) in accordance with Section 9-610 of the Zoning Ordinance.

Staff recommends approval of a waiver of the rear yard requirement of 20° angle bulk plane (ABP), but not less than a minimum of 25 feet in accordance with Section 2-418 of the Zoning Ordinance for PCA 2008-LE-015 and PCA 1998-LE-064-02.

Staff recommends approval of a reaffirmation of the waiver of the barrier requirement and modification of the transitional screening to the adjacent to the multi-family dwellings units to the west.

Staff recommends approval of a modification of the loading space requirement to allow four spaces instead of the required five spaces by Section 11.202 (15) of the Zoning Ordinance for RZ/FDP 2011-LE-022.

Staff recommends approval of an increase the maximum floor area ratio (FAR) from 1.5 to 1.89 in accordance with Section 6-208 of the Zoning Ordinance for RZ/FDP 2011-LE-022.

Staff recommends approval of a waiver of the barrier requirement and modification of the transitional screening to the east.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicants/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards; and that, should this application be approved, such approval does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

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

APPENDICES

1. Proffers PCA 1998-LE-064-02 and PCA 2008-LE-015
2. Proffers RZ 2011-LE-022
3. Development Conditions FDP 2011-LE-022
4. Affidavits
5. Statements of Justification
6. RZ 2009-LE-015/PCA 1998-LE-064 Proffers and GDP
7. Comprehensive Plan/Land Use and Environmental Analysis
8. Transportation Analysis
9. Park Authority Analysis
10. Stormwater Review
11. Sanitary Sewer Review
12. Fire and Rescue Review
13. Water Service Review
14. Applicable Zoning Ordinance Provisions
15. Glossary of Terms

DRAFT PROFFERS**Springfield Parcel C LLC and Springfield Metro Center II, LLC****PCA 1998-LE-064-2****PCA 2008-LE-015****February 17, 2012**

Pursuant to Section 15.2-2303(a) Code of Virginia, 1950, as amended, Springfield Parcel C LLC and Springfield Metro Center II, LLC, (hereinafter referred to as the "Applicants"), for themselves, successors and assigns in PCA 1998-LE-064-2 and PCA 2008-LE-015, filed for property identified as Tax Map 90-2 ((1)) 56C (part) and 90-4 ((1)) 11B part (hereinafter referred to as the "Application Property") hereby proffer that the development of the Application Property shall be in accordance with the following proffers, provided that the Board of Supervisors approves PCA 1998-LE-064-2 and PCA 2008-LE-015. These proffers shall supersede and replace all previously approved proffers applicable to the Application Property.

1. GENERALIZED DEVELOPMENT PLAN

- a. Subject to the provisions of 18-204 of the Fairfax County Zoning Ordinance (hereinafter referred to as the "Zoning Ordinance"), development of the Application Property shall be in substantial conformance with the generalized development plan ("GDP") consisting of twenty-one (21) sheets, prepared by Urban, Ltd., dated April 13, 2011 and revised through February 14, 2012.
- b. Subject to the provisions of Section 18-204 of the Zoning Ordinance, minor modifications to the GDP may be permitted as determined by the Zoning Administrator. The Applicants reserve the right to modify the layout shown on the GDP at time of site plan based on final engineering and design provided that there is no decrease in the amount or location of open space or landscaping as shown on the GDP. Should tenant requirements not include a minimum setback, or should Department of Defense setback requirements be reduced, the Applicants shall consider a reduction in those setbacks as shown on the GDP. The distances to peripheral lot lines may be decreased, but to no less than minimum Zoning Ordinance requirements, without necessitating approval of a proffered condition amendment.

2. USES

- a. As shown on the GDP, the Application Property shall be permitted to be developed with office, and accessory uses. Irrespective of what is shown on the GDP, there shall be no off-street interim parking permitted on the Application Property. Development on the Application Property shall include a maximum of 474,000 square feet of gross floor area ("GFA"). Accessory uses may include, but not be limited to, a personal service establishment, sundry shop, banking

center, and eating establishments to support the tenants in each building. Accessory uses shall be designed for tenant use with the intent to minimize midday vehicle trips to and from the Application Property. Among the two (2) buildings proposed for these applications and the two (2) buildings proposed in conjunction with RZ 2011-LE-022, the Applicants shall provide a minimum of 5,000 square feet of accessory uses. If at time of final site plan submission for the last of the four (4) buildings, the Applicants can demonstrate to the satisfaction of the Zoning Administrator that they have made diligent efforts to lease a minimum of 5,000 square feet for accessory uses and those efforts have been unsuccessful in meeting the minimum square footage required under this proffer, this proffer shall be deemed satisfied and the Applicants shall have no further obligation under this proffer.

- b. Cellar space in each building, if provided, shall include a mix of uses such as the following:
 - i. Unoccupied areas used by the building tenants or owners (such as restrooms, mechanical rooms, electrical rooms, janitor and building maintenance rooms, bulk storage for documents, paper and office supplies, goods and products of the building tenant or janitorial supplies);
 - ii. Specialty areas used by the building tenants or owners (such as computer rooms, battery rooms, "clean rooms," security tanks, SCIF rooms, libraries, etc.);
 - iii. Simultaneous or accessory uses used by the building tenants or owners (such as conference rooms, conference centers, fitness center, employee cafeterias or canteens, employee lounges or classrooms, banking center, sundry shop); and
 - iv. Offices.
- c. Telecommunications facilities (building-mounted only) may be added to the building without necessitating approval of a PCA.

3. TRANSPORTATION

- a. Prior to the issuance of the first Non-Residential Use Permit ("Non-RUP") for the Application Property, Joseph Alexander Road, from Metropolitan Center Drive to the Metro Access Road shall be constructed as shown on the GDP.
- b. Prior to the issuance of the first Non-RUP for the Application Property, the Metro Access Road which has been constructed between Springfield Center Drive and the Joseph Alexander Transportation Center, shall be open for use to provide private and/or public shuttle bus, transit, and pedestrian access between the Application Property and the Joe Alexander Transportation Center.

- c. The Applicants shall be responsible for the maintenance (repairs/snow plowing/ice removal) of the Metro Access Road. The Applicants may transfer these maintenance responsibilities to an owner/tenants association established for the maintenance of the land area identified as Land Units O and P, within the Franconia Springfield Area of the Fairfax County Comprehensive Plan (“Land Units O and P”). Prior to the issuance of the first tenant Non-RUP for the Application Property, the Applicants shall provide security to the County for the timely performance of maintenance of the Metro Access Road in accordance with a maintenance agreement (the “Agreement”) executed by the Applicants and the County. In the event that the Applicants fail to timely perform maintenance on the road in accordance with the terms of the Agreement, the County shall have the right to accomplish the needed maintenance and the Applicants shall reimburse the County for the costs incurred by the County, and this duty to reimburse shall be secured by a performance bond, all in accordance with the terms of the Agreement. The Applicants' obligation for maintenance under this paragraph may be assigned or transferred to an entity comprised of owners/tenants within Land Units O and P.
- d. Prior to the issuance of the first Non-RUP for the Application Property, the Applicants shall provide a road extension connecting the current Springfield Center Drive terminus directly to Joseph Alexander Road. Said road extension shall be constructed as shown on the GDP. The Applicants shall dedicate a public access easement over that portion of Springfield Center Drive that is located on the Application Property.
- e. The Joseph Alexander Road construction on the Subject Property and the Springfield Center Drive Extension shall be designed and constructed to meet the requirements of the Fairfax County Public Facilities Manual and VDOT street standards to allow for future acceptance into the VDOT system for maintenance and operations, as determined by the Department of Public Works and Environmental Services (DPWES) and VDOT. Joseph Alexander Road shall be constructed within a seventy-four (74) foot right-of-way and Springfield Center Drive shall be constructed within a seventy (70) foot right-of-way. The Applicants shall provide right-of-way dedication of these street segment areas upon demand by Fairfax County or VDOT, with coordination with the property owner identified as Fairfax County tax map 90-2 ((1)) 56B, so that the street segment areas can become a part of the public roadway network, in which case, dedication shall be made in fee simple to the Board of Supervisors.
- f. A shuttle bus system in the vicinity of the Application Property has been established and will continue to operate as follows:
 - (i) At the time of issuance of the first Non-RUP for the Application Property, and for the benefit of all occupants, visitors, and invitees on the Application Property, and on the property which is known as Springfield

Metro Center I (the property which was the subject of RZ 1998-LE-006), the Applicants shall either (a) pay to participate on an equitable basis in an area Transportation Management Association ("TMA"), i.e., TAGS or a bus circulator system, if the TMA provides shuttle bus service between the Application Property and the Joe Alexander Transportation Center or (b) if such TMA participation is not available, the Applicants shall provide, operate, and maintain shuttle bus services (including, but not limited to, mid-day service to Springfield Mall), individually or cooperatively, with the Applicant/successor-in-title of the property known as Springfield Metro Center I. Said shuttle bus service shall be coordinated with the shuttle bus obligations in the proffers governing Springfield Metro Center I, so as to allow occupants, visitors, and invitees of that property to utilize the Applicants' shuttle bus system in coordination with the shuttle bus system established pursuant to the proffers for RZ 1998-LE-006.

- (ii) The shuttle buses utilized pursuant to this proffer shall have a "body-on-chassis" or equivalent design. They shall be sized to accommodate peak hour ridership under the schedule proffered herein, as determined by Fairfax County Department of Transportation (FCDOT). If these buses are part of TAGS, they shall have signage indicating that they part of the TAGS systems, through coordination with TAGS.
- (iii) At a minimum, the shuttle bus service shall be available at ten (10) minute intervals during the morning peak hour period (6:30 a.m. to 9:00 a.m.) and the evening peak hour period (4:00 p.m. to 7:00 p.m.) (excluding Saturdays, Sundays, and national holidays) unless lesser hours are approved by FCDOT, based upon justification provided by the Applicants. The shuttle bus shall also operate at other off-peak intervals appropriate to occupant, visitor and invitee needs, subject to FCDOT approval. A shuttle bus stop shall be located on Joseph Alexander Road adjacent to the plaza.
- (iv) If shuttle bus service is provided by the Applicants as described in i(b) above, it shall continue to be provided by the Applicants for a period of two (2) years from the date on which the first Non-RUP for the Application Property is issued unless a shuttle bus service is provided in lieu of the Applicants' shuttle bus service by an area TMA, before the expiration of two (2) years. If the shuttle bus service is provided by the TMA, the Applicants shall be a member of the TMA, until the management entity is responsible for the service. At the conclusion of this two (2) year period, the Applicants shall establish and transfer all administrative tasks of operating the shuttle service or participating in the TMA, as applicable, to a management entity authorized to coordinate transportation management for the uses on the Application Property. The management entity shall be a joint venture between the land owners of Springfield Metro Center I and II. Written notification of the creation of the management entity and the name and address of the representative of

the entity, shall be provided to FCDOT and to the Department of Planning and Zoning. The transfer to the management entity shall be subject to the proviso that the level of existing service is not diminished, as determined by FCDOT. The management entity will thereafter be financially responsible for shuttle service operations and for implementing equitable assessment procedures for the users of the service. In the event that an area TMA is established to provide equivalent service as determined by FCDOT, the management entity for the uses on the Subject Property may, in lieu of providing its own shuttle service, participate on an equitable basis in the TMA for the benefit of the occupants, visitors, and invitees of the Application Property. If necessary, the Applicants shall grant bus access easements on Springfield Center Drive, Joseph Alexander Road, and/or the Metro Access Road, subject the permission of WMATA, to facilitate bus service, and enter into a bus access agreement prior to the issuance of the first tenant Non-RUP on the Application Property.

- (v) For so long as the Applicants or the management entity operates the shuttle service, other properties within Land Units O and P shall be permitted to participate in the shuttle service provided by the Applicants/management entity, provided, the owners or tenants of these properties shall make equitable arrangements with the Applicants/management entity with regard to the costs of providing the service. If an interim off-street commercial parking use is established, either the Applicants or the entity that the parking serves shall provide service from the Application Property to the property that the interim parking is serving.
 - (vi) In the event that public transportation via a connector bus service or some other mode of public transportation is developed which renders provision of shuttle service unnecessary, as determined by FCDOT in consultation with the Lee District Supervisor and the Applicants, then the shuttle bus shall be discontinued. In lieu of the shuttle, the Applicants shall contribute funds on an equitable basis that would otherwise be paid for the shuttle toward operation of a bus circulator system.
- g. The Applicants shall reserve an easement for future dedication to Fairfax County along the western border of the Application Property extended from the intersection of Joseph Alexander Road with Metropolitan Center Drive to the southern boundary line of the property, as shown on the GDP. Said easement shall be dedicated to the Board of Supervisors at no cost, upon demand by Fairfax County. The actual construction of the extension of Joseph Alexander Road southward from Metropolitan Center Drive shall be by others.
 - h. At time of site plan approval, or upon demand by Fairfax County and/or VDOT, whichever occurs first, the Applicants shall dedicate thirty-five (35) feet from the centerline of the existing private access road between the Application Property

and property identified as Fairfax County Tax Map Reference 90-4 ((1)) 11C and 11D to the Fairfax County Board of Supervisors. The Applicant shall construct frontage improvements along the same with the face of curb set thirty (30) feet from the opposing face of curb located along Parcels 11C and 11D.

4. TRANSPORTATION DEMAND MANAGEMENT

- a. Within 180 days after the issuance of the first building permit for the first office building on the Application Property, the Applicants shall appoint a Transportation Demand Management Coordinator (the "TC"). The TC duties may be assigned to an office property manager who will implement the Transportation Demand Management ("TDM") strategies described herein. Within 120 days of such appointment, the Applicants, through the TC, shall develop and submit to FCDOT for review, a TDM Plan for the Application Property. The TDM Plan shall be implemented upon issuance of the first office tenant Non-RUP for the first office building. The goal of the TDM Plan shall be to produce a thirty percent (30%) peak hour trip reduction for the entire Application Property based upon the Institute of Transportation Engineers (ITE), 8th edition, Trip Generation rates for the applicable uses.
- b. The TDM Plan shall consist of, but not limited to, the following elements, unless FCDOT determines that one or more of these elements are unnecessary (other substitute elements may be included upon mutual agreement between the Applicants and FCDOT):
 - (i) The TC shall work cooperatively with FCDOT staff to promote opportunities to enhance participation in TDM programs.
 - (ii) Participation in the shuttle bus program as set forth herein.
 - (iii) Metro maps, schedules, forms and ride sharing and other relevant transit option information shall be available to tenants and employees through a common web site, common location, or newsletter to be published at least twice a year.
 - (iv) The Applicants shall provide at least twenty (20) reserved parking spaces for each office building for carpools/vanpools.
 - (v) Secure, weather protected bicycle storage shall be provided in a location convenient to tenants, employees, and visitors.
 - (vi) Actively promote the use of carpooling/vanpooling, the Guaranteed Ride Home Program, Metro-Check, telework and other components of the TDM Plan. The TC will work with staff from the Fairfax County

RideSources Program to exchange information. The RideSources Program will maintain a database of registered carpoolers and vanpoolers along with origin, designation, and work hours of the registered carpools/vanpools.

- (vii) Employers within Springfield Metro Center II will be encouraged to allow flexible work hours for personnel. The exact policy of the implementation of flexible work hours will vary by employer and implementation shall be at their sole discretion.
- (viii) The Applicants shall provide 200 SmarTrip cards, per building each with a one-time value of \$25.00 to the TC at the time of the issuance of the first tenant Non-RUP for each building. The TC shall distribute the SmarTrip cards to employers to promote the use of mass transit by employees.
- (ix) The TC shall administer the on-site sale of fare media with the permission of the relevant transit service providers. Fare media to be sold shall include, but is not limited to VRE, Metrorail, Metrobus, and Fairfax Connector.
- (x) The TC shall become a member of TAGS.
- (xi) The Applicants shall construct a bus stop shelter proximate to the Application Property's entrance along Joseph Alexander Road.
- (xii) Beginning twelve (12) months after the issuance of the first office tenant Non-RUP for the first building on the Application Property, and annually thereafter, the TC shall prepare and submit to FCDOT a report quantifying the use of public transportation, carpooling, vanpooling and other rideshare programs, created under the TDM Plan. Upon completion of each annual report, a copy of said report shall be transmitted to FCDOT.

Beginning with the first year following full occupancy of the second office building on the Application Property and concurrent with that year's annual report, the effectiveness of TDM strategies shall be evaluated using surveys and/or traffic counts, prepared by the TC in cooperation with FCDOT. The TC shall submit to FCDOT the results of these surveys and/or traffic counts in order to determine travel characteristics and whether the required reduction in trips has been achieved. If the peak hour trip reduction goal of thirty percent (30%) has not been achieved, as evidenced by the surveys and/or traffic counts, the TC shall meet with FCDOT to review the TDM program for the purpose of identifying additional strategies and programs that may be implemented to assist in achieving the trip reduction goal. The Applicants shall have the benefit of two (2) surveys and/or counts to evaluate the effectiveness of the implemented TDM Strategies. Each of these years shall be considered a "Remedial Cycle." Based on the two (2) Remedial Cycles, the Applicants, in consultation with FCDOT, shall determine

additional strategies and programs that could be implemented. These additional strategies shall be implemented by the TC for the remainder of the calendar year. If after two (2) Remedial Cycles, the trip reduction goal has not been met, then the Applicant shall pay penalties as outlined below. The surveys and/or traffic counts shall be conducted annually and submitted to FCDOT from the year following full occupancy of the second office building until achievement of the trip reduction goal for two (2) successive years.

- c. In the event that the goal of a thirty percent (30%) peak hour reduction in trips is not met after two (2) Remedial Cycles, the Applicants shall provide a contribution in the amount of two thousand five hundred dollars and 00/100 (\$2,500.00) toward additional transportation incentives and/or other measures which will directly reduce vehicle trips associated with the Application Property. Such incentives shall include, but not be limited to, the provision of additional SmarTrip cards to employees and additional coordination with employees to promote ridesharing and increased transit use. Said contribution shall be made each year that the goal of a thirty percent (30%) peak hour reduction in trips is not reached, or for a period of five (5) years following two (2) remedial cycles, or until the Applicants and FCDOT agree to readjust the reduction percentage, whichever shall first occur. This TDM Goal may be readjusted as described herein without necessitating approval of a proffered condition amendment.

5. PARKING

- a. The Applicants reserve the right to provide surface parking in addition to the garage parking that shown on the GDP, as long as open space is not decreased. Surface parking shall not be provided between the front of the proposed office buildings and Joseph Alexander Road. Surface parking shall not be used for the interim parking use.
- b. The height of the parking garage along the eastern border of the site shall not exceed an average height of forty-two (42) feet. Prior to the issuance of a building permit for the parking garage, the Applicants shall conduct a noise analysis, subject to DPWES and the Environment and Development Review Branch of DPZ review and approval, to determine whether the garage wall facing the RF&P railroad line will reflect noise into the Windsor Park subdivision in excess of Zoning Ordinance standards. If it does, the Applicants shall include recognized noise attenuating materials and/or design in the design and construction of this wall of the garage.
- c. The Applicants shall provide parking to meet minimum Zoning Ordinance requirements, including parking as may be required for those areas defined as cellar space.

6. RECREATION

- a. A minimum of 1,000 square feet of floor space shall be allocated in one or more of the office buildings to provide indoor recreational exercise facilities. If all the space is allocated to one building, this facility shall be available to occupants of both buildings.
- b. At time of application for a building permit for the first structure on either the Application Property or the property subject to RZ 2011-LE-022, the Applicants shall contribute thirty-five thousand dollars (\$35,000.00) to the Fairfax County Park Authority (FCPA) for construction or enhancements at the Lee District Park.

7. STORMWATER MANAGEMENT/BEST MANAGEMENT PRACTICES

- a. The Applicants shall provide Stormwater Management (SWM) and Best Management Practices (BMP) in the locations as generally shown on the GDP. Said facilities shall be designed in accordance with the Public Facilities Manual and the Chesapeake Bay Preservation Ordinance, unless modified by DPWES. All or a portion of the SWM/BMPs may be provided underground, on-site in a location and manner acceptable to DPWES.
- b. Subject to receipt of any necessary agreements, letters of permission or easements from the property owner at no cost to the Applicants, the Applicants shall upgrade the existing pipe outfall located on adjacent property identified among the Fairfax County tax map records as 90-2 ((1)) 60. The existing outfall pipe is adequate in accordance with DPWES standards, however, the Applicants will take the following measures as permitted by DPWES and the property owner to improve the outfall:
 - (i) Removal of two existing trees at the end section;
 - (ii) Removal of trash and fallen trees from the existing channel for approximately fifty (50) feet downstream of the end section;
 - (iii) Installation of Class 1 rip rap around end section and fifty (50) feet downstream of end section;
 - (iv) Lining the existing channel with Class 1 rip rap; and
 - (v) Installation of an eight (8) inch tall check dam ten (10) feet from the end section to create a stilling basin at the outfall.

The rejection by DPWES and/or the property owner of one or more of the above measures shall not preclude installation of the remaining measures, if approved.

8. PEDESTRIAN CONNECTIVITY

- a. Prior to site plan submission, the Applicants shall coordinate pedestrian connections with NVCC to facilitate pedestrian travel from its campus to the Metro Access Road. The Applicant shall extend the sidewalk to the common property line with NVCC based upon coordination of the location of the tie-in with NVCC. The Applicants shall diligently pursue coordination of pedestrian connections with NVCC and provide documentation in support of such efforts to DPWES, including, if applicable, documentation that the coordination was not successful. Pedestrian connections to NVCC may be modified from those shown on the GDP to facilitate pedestrian travel so long as said modifications do not degrade the pedestrian network shown on the GDP, as determined by the Department of Planning & Zoning.
- b. Within sixty (60) days from commencement of construction activity on the Application Property, the Applicant shall provide a minimum five (5) foot path between the Application Property and Fairfax County Tax Map Reference 90-4 ((1)) 11D ("Parcel 11D"). A path shall be provided between the Application Property and Parcel 11D throughout the construction process. The path may be constructed of asphalt or concrete and may be relocated based on construction phasing so long as a connection between the Application Property and NVCC is maintained at all times during the construction process.

9. DESIGN

- a. The principal façade building materials for the office buildings shall consist of brick, natural stone, pre-cast concrete, or other masonry finish and glass. In addition, one or two additional accent materials (e.g., stone) may be included. Features, such as canopies and/or awnings, shall be used to identify building entrances.
- b. The building materials used for the parking garage shall be complementary to those used for the office buildings, of comparable quality, and subdued colors. The Applicants shall install a screen on the side of the parking garage adjacent to Springfield Center Drive Extension that will be seasonally covered in vines to enhance the appearance of the garage. Prior to site plan approval, final architectural drawings shall be submitted to the Lee District Supervisor and Planning Commissioner for review for compliance with these proffers.
- c. Development and landscaping of the urban plaza area and at the corner of Joseph Alexander Road and Springfield Center Drive shall be in substantial conformance with the details shown on Sheet 11 of the GDP. Prior to the issuance of the first Non-RUP, the Applicants shall construct the urban plaza and shall record a public access easement over the urban plaza area.
- d. The light standards shall feature semi-cutoff shielding for street lights. Lighting standards in the plaza area and in the parking lots shall feature full cut-off shielding.

- e. In the event that low level security walls, including other possible security features such as bollards, planters and/or boulders, are required by tenants as vehicle barriers, the walls and/or other security features shall be constructed of materials that are complementary to the building materials, such as brick, masonry and/or concrete that is similar to pre-cast as may be utilized on the office buildings, and designed to complement the buildings(s). The walls and other possible security features, if necessary, shall be located on the perimeter of the Application Property and shall not exceed three (3) feet in height. The security features shall be integrated as part of an overall landscape design that will feature a mix of plantings to enhance their appearance. The design of the security plan shall not rely on the repetitive use of a single element such as continuous rows of bollards or planters. Portions of the barriers may function as hardened street furniture, including benches, lampposts, signposts, planters, etc. Fencing should be avoided and, if fencing is provided, it shall have some degree of transparency in order to mitigate the lack of integration caused by solid fencing. Prior to approval, the final site plan shall be submitted to the Lee District Supervisor and Planning Commissioner for review for compliance with these proffers.
- f. Low-level lighting, designed to provide for a safe pedestrian pathway to the Metro Access Road, shall be installed along all perimeter sidewalks adjacent to the Application Property and phased with individual building construction.
- g. A crosswalk shall be provided across Joseph Alexander Road from the Application Property to the adjacent multi-family residential development as shown on the GDP and as may be approved by VDOT. Subject to any necessary letters of permission or easements at no cost to the Applicants, the Applicants shall install an accessible ramp from the street to the sidewalk.
- h. The pavement elevation of the loading dock adjacent to Springfield Center Drive as shown on the GDP shall be lowered four (4) feet to minimize its appearance.
- i. The design of the buildings shall not preclude future first floor retail.
- j. The grade adjacent to Springfield Center Drive shall be adjusted to screen the loading area as generally shown on the GDP. Prior to the issuance of the first Non-RUP, the Applicants shall provide a plaza/seating area adjacent to Springfield Center Drive as generally shown on the GDP. Mechanical equipment, including HVAC units, shall not be installed on the top of the loading area.

10. GREEN BUILDING PRACTICES

- a. The Applicants shall include a U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design ("LEED") accredited professional as a member of the design team. The LEED accredited professional shall work with the team to incorporate the current version, at the time of Applicant's registration,

of LEED design elements into the project. At time of site plan submission, the Applicants shall provide documentation to the Environmental and Development Review Branch of DPZ demonstrating compliance with the commitment to engage such a professional.

- b. The Applicants will include, as part of the site plan submission and building plan submission for any building to be constructed, a list of specific credits within the most current version, at the time of Applicants' registration, of the USGBC's Core and Shell LEED rating system or other LEED rating system determined by the USGBC that the Applicants anticipate attaining. The LEED-accredited professional will provide certification statements at both the time of site plan review and 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 Silver Core and Shell certification of the project. In addition, prior to site plan approval, the Applicant will 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. Prior to building plan approval, the Applicants will execute a separate agreement and post, for each building, a "Green Building Escrow," in the form of cash, bond, or a Letter of Credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual, in the amount of \$2.00 per gross square foot for that building. This Green Building Escrow shall be in addition to and separate from other bond or escrow requirements and shall be released upon demonstration of attainment of Silver certification by the USGBC under the most current version at the time of Applicants' registration of LEED Core and Shell rating system or other LEED rating system determined by the USGBC, to be applicable to each building. The provision to the Environment and Development Review Branch of DPZ of documentation from the USGBC that each building has attained LEED Silver Core and Shell certification will be sufficient to satisfy this commitment. If the Applicants fail to provide documentation to the Environmental and Development Review Branch of DPZ demonstrating attainment of LEED Silver Core and Shell certification within one (1) year of issuance of the first Non-RUP for office use for each building, the escrow will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives.
- d. If the Applicants provide documentation to the Environment and Development Review Branch of DPZ, within one (1) year of issuance of the first Non-RUP for office use for each building, that demonstrates that LEED Silver certification has not been obtained but the building has been determined by the USGBC to fall within three (3) points of attainment of LEED Silver certification, fifty percent

(50%) of the escrow will be released to the Applicants, the other fifty percent (50%) will be released to Fairfax County and will be posted to a fund within the County budget that supports implementation of County environmental initiatives.

- e. If the Applicants provide evidence that LEED Silver Core and Shell certification has been delayed through no fault of the Applicants, this proffered time frame shall be extended by the Zoning Administrator, and no release of escrowed funds shall be made to the Applicants or to the County during this extended time frame.
- f. All references to the U.S. Green Building Council shall apply to similar certifying agencies that are created subsequent to approval of this application, provided that the alternative certifying agency is acceptable to Fairfax County and the Applicants.

11. GEOTECHNICAL

Prior to site plan approval, and in accordance with the provisions of the Public Facilities Manual, the Applicants shall submit a geotechnical study of the Application Property to the Geotechnical Review Board through DPWES and shall incorporate appropriate engineering practices as recommended by the Geotechnical Review Board and DPWES to alleviate potential structural problems, to the satisfaction of DPWES. The recommendations of the Geotechnical Review Board shall be implemented during construction.

12. ADVANCED DENSITY CREDIT

Advanced density credit is reserved consistent with the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance for all eligible dedications described herein or as may be required by Fairfax County or VDOT.

13. TIMING OF IMPROVEMENTS

Upon demonstration by the Applicants that, despite diligent efforts or due to factors beyond the Applicants' control, the required improvements have been or will be delayed beyond the time set forth in these proffers, the Zoning Administrator may agree to a later date for completion of such improvements.

14. SUCCESSOR AND ASSIGNS

These proffers shall bind and inure to the benefit of the Applicants and their successors or assigns.

[SIGNATURES BEGIN ON FOLLOWING PAGE]

APPLICANT/TITLE OWNER OF TAX MAP
90-4 ((1)) 11B PT.

SPRINGFIELD METRO CENTER II, LLC, a Delaware limited liability company

By: Boston Properties Limited Partnership, a Delaware Limited partnership, its Managing Member

By: Boston Properties Inc., a Delaware Corporation, its General Partner

By: Kenneth F. Simmons
Its: Senior Vice President, Development

[SIGNATURES CONTINUE ON THE NEXT PAGE]

APPLICANT/TITLE OWNER OF TAX MAP 90-2 ((1)) 56C PT.

SPRINGFIELD PARCEL C LLC, a Delaware limited liability company

By: Boston Properties Limited Partnership, a Delaware Limited partnership, its Managing Member

By: Boston Properties Inc., a Delaware Corporation, its General Partner

By: Kenneth F. Simmons
Its: Senior Vice President, Development

[SIGNATURES END]

DRAFT PROFFERS**Springfield Metro Center II, LLC and Springfield 6601 LLC****RZ 2011-LE-022****February 16, 2012**

Pursuant to Section 15.2-2303(a) Code of Virginia, 1950, as amended, Springfield Metro Center II, LLC and Springfield 6601 LLC, (hereinafter referred to as the "Applicants"), for themselves, successors and assigns in RZ 2011-LE-022, filed for property identified as Tax Map 90-2 ((1)) 56C (part) and 90-4 ((1)) 11B (part) (hereinafter referred to as the "Application Property") hereby proffer that the development of the Application Property shall be in accordance with the following proffers, provided that the Board of Supervisors approves RZ 2011-LE-022 to rezone the Application Property to the PDC District.

1. CONCEPTUAL/FINAL DEVELOPMENT PLAN

- a. Subject to the provisions of 16-204 of the Fairfax County Zoning Ordinance (hereinafter referred to as the "Zoning Ordinance"), development of the Application Property shall be in substantial conformance with the Conceptual Development Plan/Final Development Plan (CDP/FDP), consisting of twenty-five (25) sheets prepared by Urban, Ltd., dated February 10, 2011 and revised through February 14, 2012.
- b. Pursuant to Paragraph 4 of Section 16-403 of the Zoning Ordinance, minor modifications from the CDP/FDP may be permitted as determined by the Zoning Administrator. The Applicants reserve the right to make minor modifications to the building footprints shown on the CDP/FDP and make other modifications provided that such modifications are in substantial conformance with the CDP/FDP as determined by the Zoning Administrator, and do not increase building height nor decrease the amount and location of open space, limits of clearing and grading, landscaping, or distances to peripheral lot lines as dimensioned on the CDP/FDP.
- c. Notwithstanding that the CDP/FDP is presented on twenty-five (25) sheets and said CDP/FDP is the subject of Proffer 1.a. above, it shall be understood that the CDP shall be limited to the building footprint, location and amount of open space, limits of clearing and grading, location and number of entrances, and the maximum square footage of development. The Applicants have the option to request Final Development Plan Amendments ("FDPAs") for elements other than CDP elements from the Planning Commission for all of, or a portion of, the CDP/FDP in accordance with the provisions set forth in Section 16-402 of the Zoning Ordinance.

- d. Either of the buildings shown on the CDP/FDP may be the subject of a partial and separate Proffered Condition Amendment (PCA) and/or FDPA without joinder and/or consent of the other building owners as determined by the Zoning Administrator pursuant to Paragraph 6 of Section 18-204 of the Zoning Ordinance. Previously approved proffered conditions applicable to buildings that are not the subject of such a PCA or FDPA shall otherwise remain in full force and effect.

2. USES

- a. As shown on the CDP/FDP, the Application Property shall be developed with, office and accessory uses. Development on the Application Property shall include a maximum of 517,600 square feet of gross floor area ("GFA") in total. Accessory uses internal to the buildings may include, but not be limited to, a personal service establishment, sundry shop, banking center, and eating establishments, and fast food restaurants, to support the tenants in each building. Accessory uses shall be designed for tenant use with the intent to minimize midday vehicle trips to and from the Application Property. Among the two (2) buildings proposed with this application and the two (2) buildings proposed in conjunction with PCA 1998-LE-064-2/PCA 2008-LE-015, the Applicants shall provide a minimum of 5,000 square feet of accessory uses. If at time of final site plan submission for the last of the four (4) buildings the Applicants can demonstrate to the satisfaction of the Zoning Administrator that they have made diligent efforts to lease a minimum of 5,000 square feet for accessory uses, and those efforts have been unsuccessful in meeting the minimum square footage required under this proffer, this proffer shall be deemed satisfied and the Applicants shall have no further obligations under this proffer.
- b. Telecommunications facilities (building-mounted only) may be added to the building without necessitating approval of a PCA or FDPA.
- c. Cellar space in each building, if provided, shall include a mix of uses such as the following:
 - i. Unoccupied areas used by the building tenants or owners (such as restrooms, mechanical rooms, electrical rooms, janitor and building maintenance rooms, bulk storage for documents, paper and office supplies, goods and products of the building tenant or janitorial supplies);
 - ii. Specialty areas used by the building tenants or owners (such as computer rooms, battery rooms, "clean rooms," security tanks, SCIF rooms, libraries, etc.) but not to include office space;
 - iii. Simultaneous or accessory uses used by the building tenants or owners (such as conference rooms, conference centers, fitness center, employee

cafeterias or canteens, employee lounges or classrooms, banking center, sundry shop); and

3. TRANSPORTATION

a. Springfield Center Drive/Frontier Drive Extended

i. Interim Condition. Prior to the issuance of the first Non-Residential Use Permit (Non-RUP) for the Application Property, the Applicants shall construct those improvements along Springfield Center Drive as generally depicted on Sheet 7 of the CDP/FDP in order to provide a continuous connection between Joseph Alexander Drive and the Application Property. This street shall be privately maintained by the Applicants until such time as the ultimate section is constructed as described below.

ii. Ultimate Condition. The ultimate section for Springfield Center Drive/Frontier Drive Extended is depicted on Sheet 25 of the CDP/FDP. This section, as recommended by the Comprehensive Plan, will include four (4) travel lanes, each eleven (11) feet in width, two (2) in each direction, with bicycle lanes five (5) feet in width on both sides of the street, parking lanes eight (8) feet in width on both sides of the street, and eight (8) foot sidewalks on both sides of the street. The section shall transition to be one hundred sixteen (116) feet in width with the alignment as generally shown on Sheet 25 of the CDP/FDP. The ultimate section of Springfield Center Drive/Frontier Drive Extended will be constructed by others. The Applicants shall provide the reservation of right-of-way along the Application Property's frontage as shown on Sheet 24 of the CDP/FDP and described more fully below.

iii. Right-of-Way. The Applicants shall reserve right-of-way on the Application Property for the ultimate section of Springfield Center Drive/Frontier Drive Extended at the time of site plan approval as shown on Sheet 24 of the CDP/FDP. The Applicants shall convey the reserved area in fee simple to the Board of Supervisors, without encumbrances, following construction and final street acceptance inspection by Fairfax County and/or Virginia Department of Transportation (VDOT) of the ultimate street section and streetscape improvements or upon demand, whichever occurs first. All right-of-way dedications shall be subject to advanced density credit.

b. Springfield Road Fund Contribution. Prior to the issuance of the first Non-RUP, the Applicants shall contribute \$517,600.00 to the Springfield Area Road Fund to be used to construct transportation improvements within two (2) miles of the Application Property

c. Future Grid Connection. At time of site plan approval, or upon demand by Fairfax County and/or VDOT, the Applicants shall dedicate thirty-five (35) feet from the centerline of the existing private access road between the Application

Property and property identified as Fairfax County Tax Map Reference 90-4 ((1)) 11C ("Parcel 11C"). The Applicants shall construct frontage improvements along the Application Property with the face of curb set thirty (30) feet from the opposing face of curb located along Parcel 11C.

d. Contributions toward Off-Site Road Improvements

- i. Loisdale Road. Prior to the issuance of the first Non-RUP for the Application Property, the Applicants shall contribute to the Board of Supervisors a total of thirty-five thousand seven hundred dollars (\$35,700.00) toward the provision of a second westbound left turn lane from Loisdale Road onto southbound Fairfax County Parkway.
- ii. Fairfax County Parkway. Prior to the issuance of the first Non-RUP for the Application Property, the Applicants shall contribute a total of sixty-thousand eighty-eight dollars (\$60,088.00) toward the provision of an exclusive northbound right turn lane from the Fairfax County Parkway onto eastbound Loisdale Road.

e. Reallocation of Monetary Contributions

The Board of Supervisors may elect to reallocate/combine the Applicant's transportation contributions, provided such contributions are used by FCDOT or VDOT for transportation improvement(s) within two (2) miles of the Application Property.

- f. Traffic Signals. Within twelve (12) months after issuance of the first Non-RUP for the Application Property, the Applicants shall submit for VDOT's review and approval, traffic signal warrant studies for the installation of a new signal at the following intersections:

- (i) Loisdale Road and Springfield Center Drive, and
- (ii) Loisdale Road and Metropolitan Center Drive

In the event that VDOT determines that a signal is necessary at either or both of these locations, then the Applicants shall design, equip, and install said signals. The Applicants shall be permitted to utilize such funds as may have been previously proffered to the County at either location by others. In the event that either signal is not deemed warranted within twelve (12) months after the issuance of the first Non-RUP, then the Applicants' shall conduct a second warrant study within six (6) months after full build-out of the Application Property to determine whether a signal or signals are warranted at that time. In the event that either signal is not warranted within six (6) months of full build-out, the Applicants' obligations for the signal(s) that is/are not warranted is null and void.

- g. Shuttle Bus. A shuttle bus system in the vicinity of the Application Property will operate as outlined in the proffers associated with PCA 1998-LE-064-2/PCA 2008-LE-015. Prior to the issuance of the first Non-RUP for the Application Property, the Applicants shall pay to participate in the existing shuttle bus system on a pro-rata basis.

In the event that public transportation via a connector bus service or some other mode of public transportation is developed which renders provision of shuttle service unnecessary, as determined by Fairfax County Department of Transportation (FCDOT) in consultation with the Lee District Supervisor and the Applicants, then the shuttle bus shall be discontinued. In lieu of the shuttle, the Applicants shall contribute funds on an equitable basis that would otherwise be paid for the shuttle toward operation of a bus circulator system.

- h. Bus Shelter. Prior to issuance of the first Non-RUP for the Application Property, the Applicants shall install a bus shelter along the Application Property's southern frontage as shown on the CDP/FDP, subject to review and approval by VDOT, the Fairfax Connector, FCDOT, and/or WMATA.

4. TRANSPORTATION DEMAND MANAGEMENT

- a. Within 180 days after the issuance of the first building permit for the first office building on the Application Property, the Applicants shall appoint a Transportation Demand Management ("TDM") Coordinator (the "TC"). The TC duties may be assigned to an office property manager, who will implement the TDM strategies described herein. Within 120 days of such appointment, the Applicants, through the TC, shall develop and submit to FCDOT for review, a Transportation Demand Management ("TDM") Plan for the Application Property. The TDM Plan shall be implemented upon issuance of the first Non-RUP for the first building. The goal of the TDM Plan shall be to produce a thirty percent (30%) peak hour reduction in vehicle trips on the entire Application Property based upon the Institute of Transportation Engineers (ITE), 8th Edition, Trip Generation, rates/equations for the applicable uses.
- b. The TDM Plan shall consist of, but not limited to, the following elements, unless FCDOT determines that one or more of these elements are unnecessary (other substitute elements may be included upon mutual agreement between the Applicants and FCDOT):
- (i) The TC shall work cooperatively with FCDOT staff to promote opportunities to enhance participation in TDM programs.
 - (ii) Participation in the shuttle bus program as set forth herein.
 - (iii) Metro maps, schedules, forms and ride sharing and other relevant transit option information shall be available to tenants and employees through a

common web site, common location, or newsletter to be published at least twice a year.

- (iv) The Applicants shall provide at least twenty (20) reserved parking spaces for each office building for carpools/vanpools.
 - (v) Secure, weather protected bicycle storage shall be provided in a location convenient to tenants, employees, and visitors.
 - (vi) Actively promote the use of carpooling/vanpooling, the Guaranteed Ride Home Program, Metro-Check, telework and other components of the TDM Plan. The TC will work with staff from the Fairfax County RideSources Program to exchange information. The RideSources Program will maintain a database of registered carpools and vanpools along with origin, designation, and work hours of the registered carpools/vanpools.
 - (vii) Employers will be encouraged to allow flexible work hours for personnel. The exact policy of the implementation of flexible work hours will vary by employer and implementation shall be at their sole discretion.
 - (viii) The Applicants shall provide 300 SmarTrip cards, per building each with a one-time value of \$50.00 to the TDM Coordinator at the time of the issuance of the first tenant Non-RUP for each building. The TC shall distribute the SmarTrip cards to employers to promote the use of mass transit by their employees.
 - (ix) The TC shall administer the on-site sale of fare media with the permission of the relevant transit service providers. Fare media to be sold shall include, but is not limited to VRE, Metrorail, Metrobus, and Fairfax Connector.
 - (x) The TC shall become a member of TAGS.
 - (xi) Beginning twelve (12) months after the issuance of the first tenant Non-RUP for the first building on the Application Property, and annually thereafter, the TC shall prepare and submit to FCDOT a report quantifying the use of public transportation, carpooling, vanpooling and other rideshare programs, created under the TDM Plan. Upon completion of each annual report, a copy of said report shall be transmitted to FCDOT.
- c. Beginning with the first year following full occupancy of the second office building on the Application Property and concurrent with that year's annual report, the effectiveness of TDM strategies shall be evaluated using surveys and/or traffic counts, prepared by the TC in cooperation with FCDOT. The TC shall submit to FCDOT the results of these surveys and/or traffic counts in order

to determine travel characteristics and whether the required reduction in trips has been achieved. If the peak hour trip reduction goal of thirty percent (30%) has not been achieved as evidenced by the surveys and/or traffic counts, the TC shall meet with FCDOT to review the TDM program for the purpose of identifying additional strategies and programs that may be implemented to assist in achieving the trip reduction goal. The Applicants shall have the benefit of two (2) surveys/counts to evaluate the effectiveness of the implemented TDM strategies. Each of these years shall be considered a "Remedial Cycle." Based on two (2) Remedial Cycles, the Applicants, in consultation with FCDOT, shall determine additional strategies and programs that could be implemented. These additional strategies shall be implemented by the TC for the remainder of the calendar year. If after two (2) Remedial Cycles, the trip reduction goal has not been met, the Applicants shall pay penalties as outlined below. The surveys and/or counts shall be conducted annually and submitted to FCDOT from the year following occupancy of the second office building until achievement of the trip reduction goal for two (2) successive years following.

- d. In the event that the goal of a thirty percent (30%) peak hour reduction in vehicle trips is not met after two (2) Remedial Cycles, the Applicants shall provide a contribution in the amount of two thousand five hundred dollars and 00/100 (\$2,500.00) toward transportation incentives and/or other such measures which will directly reduce vehicle trips associated with the Application Property. An additional two thousand five hundred dollars and 00/100 (\$2,500.00) shall be paid to Fairfax County for congestion management or other transportation improvements/enhancements in the area surrounding the Application Property. Such incentives may include, but not be limited to, the provision of additional SmarTrip cards to employees and additional coordination with employees to promote ridesharing and increased transit use. Said contributions shall be made each year that the goal of a thirty percent (30%) peak hour reduction in vehicle trips is not reached, or for a period of five (5) years following two (2) Remedial Cycles, or until the Applicants and FCDOT agree to readjust the reduction percentage, whichever shall first occur. This TDM goal may be readjusted as described herein without necessitating approval of a proffered condition amendment.

5. PARKING

- a. The Applicants shall provide parking to meet minimum Zoning Ordinance requirements, including parking as may be required for those areas defined as cellar space.
- b. Prior to the issuance of a building permits for the parking garage, the Applicants shall conduct a noise analysis, subject to DPWES and the Environment and Development Review Branch of DPZ review and approval, to determine whether the garage wall facing the RF&P railroad line will reflect noise into the Windsor Park subdivision in excess of Zoning Ordinance standards. If it does, the

Applicants shall include recognized noise attenuating materials and/or design in the design and construction of this wall of the garage.

- c. The Applicant shall provide a minimum of one (1) recharging station that serves two (2) parking spaces for electric cars.

6. RECREATION

- a. A minimum of 1,000 square feet of floor space shall be allocated in one or more of the office buildings to provide indoor recreational exercise facilities. If all the space is allocated to one building, this facility shall be available to occupants of both buildings. Such facilities shall include locker room facilities.
- b. At time of building permit application for the first structure on either the Application Property or the property subject to PCA 1998-LE-064-2/PCA 2008-LE-015, the Applicants shall contribute thirty-five thousand dollars (\$35,000.00) to the Fairfax County Park Authority (FCPA) for construction or enhancements at the Lee District Park.
- c. Prior to the issuance of the first Non-RUP, the Applicants shall record a public access easement over the common areas in front of the two (2) office buildings.

7. STORMWATER MANAGEMENT/BEST MANAGEMENT PRACTICES

- a. Stormwater management shall be served by an existing off-site pond located on property identified as Fairfax County Tax Map Reference 90-4 ((1)) 11, or as may be approved by DPWES.
- b. Prior to the issuance of the first Non-RUP, the Applicants shall install at least one (1) cistern on the Application Property that will be used for landscaping irrigation.
- c. The Applicants shall implement low impact development techniques on the Application Property to the extent feasible, based on site constraints and infiltration rates. Such techniques, if implemented, may include, but not be limited to, bio-retention, vegetated swales, filter strips, and tree box filters. Should the Applicants implement any of these features in the northeastern portion of the Application Property, the Applicants shall have the ability to adjust the proposed screen walls in this area by ten (10) feet in any direction without necessitating a PCA/FDPA.

8. PEDESTRIAN CONNECTIVITY

The Applicants shall provide pedestrian connections to facilitate pedestrian travel from the Application Property to the Metro Access Road and to the adjacent office buildings that are subject to PCA 1998-LE-064-2/PCA 2008-LE-015, as shown on Sheets 18 and 19 of the CDP/FDP. Pedestrian connections as may be modified from those shown on

the CDP/FDP to facilitate pedestrian travel so long as said modifications do not degrade the pedestrian network shown on the CDP/FDP, as determined by the Department of Planning & Zoning.

9. DESIGN

- a. The principal façade building materials for the office buildings shall consist of brick, natural stone, pre-cast concrete, or other masonry finish and glass. In addition, one or two additional accent materials (e.g., stone) may be included. Features, such as canopies and/or awnings, shall be used to identify building entrances. The two (2) buildings shall be designed to include "storefront" type features which may include, but not be limited to, canopies, awnings, and/or other decorative features on the eastern building facades to activate the eastern streetscape. The features shall be installed regardless of whether the eastern facades are used as entrances to the buildings.
- b. The building materials used for the parking garage shall be complementary to those used for the office buildings, of comparable quality, and subdued colors. The Applicants shall install a screen on the northern side of the parking garage adjacent to Springfield Center Drive that will be seasonally covered in vines to enhance the appearance of the garage. Prior to site plan approval, final architectural drawings shall be submitted to the Lee District Supervisor and Planning Commissioner for review for compliance with these proffers.
- c. Development and landscaping of the urban plaza areas in front of the buildings shall be in substantial conformance with the details shown on Sheets 20, 22 and 23 of the CDP/FDP.
- d. The light standards shall feature semi-cutoff shielding for street lights. Lighting standards in the plaza area and in the parking lots shall feature full cut-off shielding.
- e. Low-level lighting, designed to provide for a safe pedestrian pathway to the Metro Access Road, shall be installed along all perimeter sidewalks adjacent to the Application Property and phased with individual building construction.
- f. The design of the buildings shall not preclude future first floor retail.
- g. Prior to site plan approval for the first office building on the Application Property, the Applicants shall submit a coordinated plan for benches, bike racks, and other furniture on the Application Property to the Lee District Supervisor and Planning Commissioner for their review and approval.
- h. Public art may be provided within selected common areas of the Application Property as shown on the CDP/FDP. The selection of public art shall be coordinated with the Lee District Supervisor and Planning Commissioner.

10. SIGNAGE

The Applicants shall provide coordinated and complementary signs to serve the Application Property in accordance with the Zoning Ordinance. Prior to issuance of the first Non-RUP, the Applicants shall submit proposed sign drawings to the Lee District Supervisor and Planning Commissioner for compliance with these proffers. Alternatively, the Applicants may seek approval of a Comprehensive Sign Plan on the Application Property.

11. GREEN BUILDING PRACTICES

- a. The Applicants shall include a U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design ("LEED") accredited professional as a member of the design team. The LEED accredited professional shall work with the team to incorporate the current version, at the time of Applicants' registration, of LEED design elements into the project. At time of site plan submission, the Applicants shall provide documentation to the Environmental and Development Review Branch of DPZ demonstrating compliance with the commitment to engage such a professional.
- b. The Applicants will include, as part of the site plan submission and building plan submission for any building to be constructed, a list of specific credits within the most current version, at the time of Applicants' registration, of the USGBC's Core and Shell LEED rating system or other LEED rating system determined by the USGBC that the Applicants anticipate attaining. The LEED-accredited professional will provide certification statements at both the time of site plan review and 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 Silver Core and Shell certification of the project. In addition, prior to site plan approval, the Applicants will 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. Prior to the building plan approval, the Applicants will execute a separate agreement and post, for each building, a "Green Building Escrow," in the form of cash, bond, or a Letter of Credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual, in the amount of \$2.00 per gross square foot for that building. This Green Building Escrow shall be in addition to and separate from other bond or escrow requirements and shall be released upon demonstration of attainment of Silver certification by the USGBC under the most current version at the time of Applicants' registration of LEED Core and Shell rating system or other LEED rating system determined by the USGBC, to be

applicable to each building. The provision to the Environment and Development Review Branch of DPZ of documentation from the USGBC that each building has attained LEED Silver Core and Shell certification will be sufficient to satisfy this commitment. If the Applicants fail to provide documentation to the Environmental and Development Review Branch of DPZ demonstrating attainment of LEED Silver Core and Shell certification within one (1) year of issuance of the first Non-RUP for each building, the Green Building Escrow will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives.

- d. If the Applicants provide documentation to the Environment and Development Review Branch of DPZ, within one (1) year of issuance of the first Non-RUP for each building, that demonstrates that LEED Silver certification for the particular building in question has not been obtained but the building has been determined by USGBC to fall within three (3) points of attainment of LEED Silver certification, fifty percent (50%) of the Green Building Escrow will be released to the Applicants. The other fifty percent (50%) of the Green Building Escrow will be posted to a fund within the County budget to support implementation of County environmental initiatives.
- e. If the Applicants provide evidence that LEED Silver Core and Shell certification has been delayed through no fault of the Applicants, this proffered time frame shall be extended by the Zoning Administrator, and no release of escrowed funds shall be made to the Applicants or to the County during this extended time frame.
- f. All references to the U.S. Green Building Council shall apply to similar certifying agencies that are created subsequent to approval of this application, provided that the alternative certifying agency is acceptable to Fairfax County and the Applicants.

12. GEOTECHNICAL

Prior to site plan approval, and in accordance with the provisions of the Public Facilities Manual, the Applicants shall submit a geotechnical study of the Application Property to the Geotechnical Review Board through DPWES and shall incorporate appropriate engineering practices as recommended by the Geotechnical Review Board and DPWES to alleviate potential structural problems, to the satisfaction of DPWES. The recommendations of the Geotechnical Review Board shall be implemented during construction.

13. ADVANCED DENSITY CREDIT

Advanced density credit is reserved consistent with the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance for all eligible dedications described herein or as may be required by Fairfax County or VDOT.

14. TIMING OF IMPROVEMENTS

Upon demonstration by the Applicants that despite diligent efforts, or due to factors beyond the Applicants' control, the required improvements have been or will be delayed beyond the time set forth in these proffers, the Zoning Administrator may agree to a later date for completion of such improvements.

15. SUCCESSORS AND ASSIGNS

These proffers shall bind and inure to the benefit of the Applicants and their successors or assigns.

16. 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 one and the same instrument.

[SIGNATURES BEGIN ON NEXT PAGE]

APPLICANT/TITLE OWNER OF TAX MAP
90-2 ((1)) 58D

SPRINGFIELD 6601 LLC, a Delaware limited liability company

By: Boston Properties Limited Partnership, a Delaware Limited
partnership, its Managing Member

By: Boston Properties Inc., a Delaware Corporation, its General
Partner

By: Kenneth F. Simmons
Its: Senior Vice President, Development

[SIGNATURES CONTINUE ON THE NEXT PAGE]

APPLICANT/TITLE OWNER OF TAX MAP
90-4 ((1)) 11B PT.

SPRINGFIELD METRO CENTER II, LLC, a Delaware limited
liability company

By: Boston Properties Limited Partnership, a Delaware Limited
partnership, its Managing Member

By: Boston Properties Inc., a Delaware Corporation, its General
Partner

By: Kenneth F. Simmons
Its: Senior Vice President, Development

[SIGNATURES CONTINUE ON THE NEXT PAGE]

TITLE OWNER OF TAX MAP 90-2 ((1)) 56C PT.

SPRINGFIELD PARCEL C LLC, a Delaware limited liability company

By: Boston Properties Limited Partnership, a Delaware Limited partnership, its Managing Member

By: Boston Properties Inc., a Delaware Corporation, its General Partner

By: Kenneth F. Simmons
Its: Senior Vice President, Development

[SIGNATURES END]

PROPOSED FINAL DEVELOPMENT PLAN AMENDMENT CONDITIONS

FDP 2011-LE-022

February 23, 2012

If it is the intent of the Planning Commission to approve FDP 2011-LE-022 for office development at Tax Maps 90-2 ((1)) 15C pt. and 58D, and 90-4 ((1)) 11B pt., staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions.

1. Development of the property shall be in substantial conformance with the CDP/FDP entitled "Metro Center II Phase II", prepared by Urban Engineering consisting of twenty-five pages dated February 2011 as revised thru February 14, 2012.

The proposed conditions are staff recommendations and do not reflect the position of the Planning Commission unless and until adopted by that Commission.

REZONING AFFIDAVIT

DATE: February 7, 2012
 (enter date affidavit is notarized)

I, Sara V. Mariska, attorney/agent, do hereby state that I am an
 (enter name of applicant or authorized agent)

(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below

112952a

in Application No.(s): PCA 1998-LE-064-02
 (enter County-assigned application number(s), e.g. RZ 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS, and LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE**,** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(NOTE: All relationships to the application listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

| NAME
(enter first name, middle initial, and last name) | ADDRESS
(enter number, street, city, state, and zip code) | RELATIONSHIP(S)
(enter applicable relationships listed in BOLD above) |
|--|---|--|
| Springfield Parcel C LLC

Agents:
Kenneth F. Simmons
Jack W. Burkart | 505 9th Street, NW, #800
Washington, DC 20004 | Applicant/Title Owner of Tax Map 90-2 ((1)) 56C pt. |
| LSG Landscape Architecture Inc.

Agent:
Mark R. Lewis | 1919 Gallows Road, #110
Vienna, Virginia 22182 | Landscape Architect/Agent |

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued on a "Rezoning Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

Rezoning Attachment to Par. 1(a)

DATE: February 7, 2012
 (enter date affidavit is notarized)

112952a

for Application No. (s): PCA 1998-LE-064-02
 (enter County-assigned application number (s))

(NOTE): All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

| NAME
(enter first name, middle initial, and last name) | ADDRESS
(enter number, street, city, state, and zip code) | RELATIONSHIP(S)
(enter applicable relationships listed in BOLD above) |
|--|---|--|
| Urban Engineering & Associates, Inc. t/a Urban Ltd.

Agents:
Eric E. Siegel
Clayton C. Tock | 7712 Little River Turnpike
Annandale, Virginia 22003 | Engineer/Agent |
| M.J. Wells & Associates, Inc.

Agents:
Robin L. Antonucci
John F. Cavan
Kevin R. Fellin | 1420 Spring Hill Road, Suite 600
McLean, Virginia 22102 | Transportation Consultant/Agent |
| Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.

Agents:
Martin D. Walsh
Lynne J. Strobel
Timothy S. Sampson
M. Catharine Puskar
Sara V. Mariska
G. Evan Pritchard
Jonathan D. Puvak
Elizabeth D. Baker
Inda E. Stagg
Kara M. Bowyer
Elizabeth A. McKeeby | 2200 Clarendon Boulevard
13th Floor
Arlington, Virginia 22201 | Attorneys/Planners/Agent |
| Gensler Architecture, Design & Planning, P.C.

Agent:
Kevin C. Wolcott | 2020 K Street, NW, Suite 200
Washington, DC 20006 | Architect/Agent |

(check if applicable)

There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112952a

for Application No. (s): PCA 1998-LE-064-02
(enter County-assigned application number(s))

1(b). The following constitutes a listing*** of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders, **and if the corporation is an owner of the subject land, all of the OFFICERS and DIRECTORS of such corporation:**

(NOTE: Include SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES, and REAL ESTATE INVESTMENT TRUSTS herein.)

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Springfield Parcel C LLC
505 9th Street, NW, #800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF SHAREHOLDERS: (enter first name, middle initial, and last name)
Boston Properties Limited Partnership, Managing Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name & title, e.g. President, Vice President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued on a "Rezoning Attachment 1(b)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

Rezoning Attachment to Par. 1(b)

112952a

DATE: February 7, 2012
(enter date affidavit is notarized)

for Application No. (s): PCA 1998-LE-064-02
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Gensler Architecture, Design & Planning, P.C.
2020 K Street, NW, Suite 200
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Employee owned with no one shareholder owning 10% or more.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
M.J. Wells & Associates, Inc. Employee Stock Ownership Trust. All employees are eligible plan participants; however, no one employee owns 10% or more of any class of stock.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 7, 2012
(enter date affidavit is notarized)

112952a

for Application No. (s): PCA 1998-LE-064-02
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Boston Properties, Inc.
505 9th Street, NW, #800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Publicly Traded on the NYSE.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

Kenneth F. Simmons, Senior Vice President, Development
Frank D. Burt, Senior Vice President, General Counsel & Secretary

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Urban Engineering & Associates, Inc. t/a Urban Ltd.
7712 Little River Turnpike
Annandale, Virginia 22003

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Barry B. Smith (former)
J. Edgar Sears, Jr.
Brian A. Sears

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

112952a

DATE: February 7, 2012
(enter date affidavit is notarized)

for Application No. (s): PCA 1998-LE-064-02
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

David J. Bomgardner, E. Andrew Burcher, Thomas J. Colucci, Peter M. Dolan, Jr., Jay du Von, Jerry K. Emrich (former), William A. Fogarty, John H. Foote, H. Mark Goetzman, Bryan H. Guidash, Michael D. Lubeley, J. Randall Minchew, M. Catharine Puskar, John E. Rinaldi, Lynne J. Strobel, Garth M. Wainman, Nan E. Walsh, Martin D. Walsh

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

LSG Landscape Architecture Inc.
1919 Gallows Road, #110
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Robert K. Esselburn
Mark C. Gionet
Mark R. Lewis
Yunhui Connie Fan

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112952a

for Application No. (s): PCA 1998-LE-064-02
(enter County-assigned application number(s))

1(c). The following constitutes a listing*** of all of the PARTNERS, both GENERAL and LIMITED, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

PARTNERSHIP NAME & ADDRESS: (enter complete name, number, street, city, state and zip code)

Boston Properties Limited Partnership
800 Boylston Street
at The Prudential Center
Boston, Massachusetts 02199-8103

(check if applicable) [] The above-listed partnership has no limited partners.

NAMES AND TITLE OF THE PARTNERS (enter first name, middle initial, last name, and title, e.g. General Partner, Limited Partner, or General and Limited Partner)

- Boston Properties, Inc., General Partner & Limited Partner
- Limited Partners (no limited partner owns 10% or more of Springfield Parcel C LLC):
- 1301 New York Avenue Limited Liability Company
- Reservoir Place Limited Partnership
- Ralaks Equity Partners
- Rockmark Corporation
- Louis R. Benzak
- John R. H. Blum
- James R. Bronkema Trust
- Vincent deP, Farrell, Jr.
- Leslie H. Larsen
- Bruce M. Montgomerie
- Bill F. Osborne
- William F. Pounds
- David Rockefeller
- Salomon 1968 Trust
- Richard E. Salomon
- Salomon 1969 Trust

(check if applicable) [] There is more partnership information and Par. 1(c) is continued on a "Rezoning Attachment to Par. 1(c)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112952a

for Application No. (s): PCA 1998-LE-064-02
(enter County-assigned application number(s))

1(d). One of the following boxes **must** be checked:

In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land:

Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on the line below.)

None

(check if applicable) There are more interests to be listed and Par. 2 is continued on a "Rezoning Attachment to Par. 2" form.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

11952 a

for Application No. (s): PCA 1998-LE-064-02
(enter County-assigned application number(s))

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than \$100, singularly or in the aggregate, with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on line below.)

None

(NOTE: Business or financial relationships of the type described in this paragraph that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings. See Par. 4 below.)

(check if applicable) There are more disclosures to be listed and Par. 3 is continued on a "Rezoning Attachment to Par. 3" form.

4. That the information contained in this affidavit is complete, that all partnerships, corporations, and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land have been listed and broken down, and that prior to each and every public hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including business or financial relationships of the type described in Paragraph 3 above, that arise on or after the date of this application.

WITNESS the following signature:

(check one)

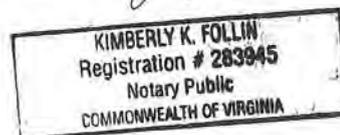
Sara V. Mariska
 Applicant Applicant's Authorized Agent

Sara V. Mariska, attorney/agent
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 7 day of February, 2012, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2015



REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

I, Sara V. Mariska, attorney/agent, do hereby state that I am an
(enter name of applicant or authorized agent)

(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below

112951a

in Application No.(s): PCA 2008-LE-015
(enter County-assigned application number(s), e.g. RZ 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS, and LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(NOTE: All relationships to the application listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

| NAME
(enter first name, middle initial, and last name) | ADDRESS
(enter number, street, city, state, and zip code) | RELATIONSHIP(S)
(enter applicable relationships listed in BOLD above) |
|--|---|--|
| Springfield Metro Center II, LLC

Agents:
Kenneth F. Simmons
Jack W. Burkart | 505 9th Street, NW, #800
Washington, DC 20004 | Applicant/Title Owner of Tax Map 90-4 ((1)) 11B pt. |
| LSG Landscape Architecture Inc.

Agent:
Mark R. Lewis | 1919 Gallows Road, #110
Vienna, Virginia 22182 | Landscape Architect/Agent |

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued on a "Rezoning Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.
** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

Rezoning Attachment to Par. 1(a)

DATE: February 7, 2012
(enter date affidavit is notarized)

112951a

for Application No. (s): PCA 2008-LE-015
(enter County-assigned application number (s))

(NOTE): All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

| NAME
(enter first name, middle initial, and last name) | ADDRESS
(enter number, street, city, state, and zip code) | RELATIONSHIP(S)
(enter applicable relationships listed in BOLD above) |
|--|---|--|
| Urban Engineering & Associates, Inc. t/a Urban Ltd.

Agents:
Eric E. Siegel
Clayton C. Tock | 7712 Little River Turnpike
Annandale, Virginia 22003 | Engineer/Agent |
| M.J. Wells & Associates, Inc.

Agents:
Robin L. Antonucci
John F. Cavan
Kevin R. Fellin | 1420 Spring Hill Road, Suite 600
McLean, Virginia 22102 | Transportation Consultant/Agent |
| Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.

Agents:
Martin D. Walsh
Lynne J. Strobel
Timothy S. Sampson
M. Catharine Puskar
Sara V. Mariska
G. Evan Pritchard
Jonathan D. Puvak
Elizabeth D. Baker
Inda E. Stagg
Kara M. Bowyer
Elizabeth A. McKeeby | 2200 Clarendon Boulevard
13th Floor
Arlington, Virginia 22201 | Attorneys/Planners/Agent |
| Gensler Architecture, Design & Planning, P.C.

Agent:
Kevin C. Wolcott | 2020 K Street, NW, Suite 200
Washington, DC 20006 | Architect/Agent |

(check if applicable)

[]

There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112951a

for Application No. (s): PCA 2008-LE-015
(enter County-assigned application number(s))

1(b). The following constitutes a listing*** of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders, **and if the corporation is an owner of the subject land, all of the OFFICERS and DIRECTORS of such corporation:**

(NOTE: Include **SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES, and REAL ESTATE INVESTMENT TRUSTS** herein.)

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Springfield Metro Center II LLC
505 9th Street, NW, #800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)
 There are 10 or less shareholders, and all of the shareholders are listed below.
 There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
 There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF SHAREHOLDERS: (enter first name, middle initial, and last name)
Boston Properties Limited Partnership, Managing Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name & title, e.g. **President, Vice President, Secretary, Treasurer, etc.**)

(check if applicable) There is more corporation information and Par. 1(b) is continued on a "Rezoning Attachment 1(b)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. *In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.*

Rezoning Attachment to Par. 1(b)

DATE: February 7, 2012
(enter date affidavit is notarized)

112951a

for Application No. (s): PCA 2008-LE-015
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Gensler Architecture, Design & Planning, P.C.
2020 K Street, NW, Suite 200
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Employee owned with no one shareholder owning 10% or more.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
M.J. Wells & Associates, Inc. Employee Stock Ownership Trust. All employees are eligible plan participants; however, no one employee owns 10% or more of any class of stock.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 7, 2012
(enter date affidavit is notarized)

112951a

for Application No. (s): PCA 2008-LE-015
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Boston Properties, Inc.
505 9th Street, NW, #800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Publicly Traded on the NYSE.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

Kenneth F. Simmons, Senior Vice President, Development
Frank D. Burt, Senior Vice President, General Counsel & Secretary

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Urban Engineering & Associates, Inc. t/a Urban Ltd.
7712 Little River Turnpike
Annandale, Virginia 22003

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Barry B. Smith (former)
J. Edgar Sears, Jr.
Brian A. Sears

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 7, 2012
(enter date affidavit is notarized)

112951 a

for Application No. (s): PCA 2008-LE-015
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201

DESCRIPTION OF CORPORATION: (check one statement)
 There are 10 or less shareholders, and all of the shareholders are listed below.
 There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
 There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
David J. Bomgardner, E. Andrew Burcher, Thomas J. Colucci, Peter M. Dolan, Jr., Jay du Von, Jerry K. Emrich (former), William A. Fogarty, John H. Foote, H. Mark Goetzman, Bryan H. Guidash, Michael D. Lubeley, J. Randall Minchew, M. Catharine Puskar, John E. Rinaldi, Lynne J. Strobel, Garth M. Wainman, Nan E. Walsh, Martin D. Walsh

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
LSG Landscape Architecture Inc.
1919 Gallows Road, #110
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)
 There are 10 or less shareholders, and all of the shareholders are listed below.
 There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
 There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Robert K. Esselburn
Mark C. Gionet
Mark R. Lewis
Yunhui Connie Fan

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112951a

for Application No. (s): PCA 2008-LE-015
(enter County-assigned application number(s))

1(c). The following constitutes a listing*** of all of the PARTNERS, both GENERAL and LIMITED, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

PARTNERSHIP NAME & ADDRESS: (enter complete name, number, street, city, state and zip code)

Boston Properties Limited Partnership
800 Boylston Street
at The Prudential Center
Boston, Massachusetts 02199-8103

(check if applicable) [] The above-listed partnership has no limited partners.

NAMES AND TITLE OF THE PARTNERS (enter first name, middle initial, last name, and title, e.g. General Partner, Limited Partner, or General and Limited Partner)

Boston Properties, Inc., General Partner & Limited Partner
Limited Partners (no limited partner owns 10% or more of Springfield Metro Center II, LLC):
1301 New York Avenue Limited Liability Company
Reservoir Place Limited Partnership
Ralaks Equity Partners
Rockmark Corporation
Louis R. Benzak
John R. H. Blum
James R. Bronkema Trust
Vincent deP. Farrell, Jr.
Leslie H. Larsen
Bruce M. Montgomerie
Bill F. Osborne
William F. Pounds
David Rockefeller
Salomon 1968 Trust
Richard E. Salomon
Salomon 1969 Trust

(check if applicable) [] There is more partnership information and Par. 1(c) is continued on a "Rezoning Attachment to Par. 1(c)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112951a

for Application No. (s): PCA 2008-LE-015
(enter County-assigned application number(s))

1(d). One of the following boxes **must** be checked:

In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land:

Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on the line below.)

None

(check if applicable) There are more interests to be listed and Par. 2 is continued on a "Rezoning Attachment to Par. 2" form.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112951a

for Application No. (s): PCA 2008-LE-015
(enter County-assigned application number(s))

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than \$100, singularly or in the aggregate, with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on line below.)
None

(NOTE: Business or financial relationships of the type described in this paragraph that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings. See Par. 4 below.)

(check if applicable) [] There are more disclosures to be listed and Par. 3 is continued on a "Rezoning Attachment to Par. 3" form.

4. That the information contained in this affidavit is complete, that all partnerships, corporations, and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land have been listed and broken down, and that prior to each and every public hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including business or financial relationships of the type described in Paragraph 3 above, that arise on or after the date of this application.

WITNESS the following signature:

(check one)

[] Applicant

[x] Applicant's Authorized Agent

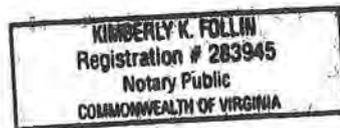
Sara V. Mariska
Sara V. Mariska, attorney/agent

(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 7 day of February 2012, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2015



REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

I, Sara V. Mariska, attorney/agent, do hereby state that I am an
(enter name of applicant or authorized agent)

(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below

112950a

in Application No.(s): RZ/FDP 2011-LE-022
(enter County-assigned application number(s), e.g. RZ 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS, and LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE**,** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(NOTE: All relationships to the application listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

| NAME
(enter first name, middle initial, and last name) | ADDRESS
(enter number, street, city, state, and zip code) | RELATIONSHIP(S)
(enter applicable relationships listed in BOLD above) |
|--|---|--|
| Springfield 6601 LLC
Agents:
Kenneth F. Simmons
Jack W. Burkart | 505 9th Street, NW, #800
Washington, DC 20004 | Applicant/Title Owner of Tax Map
90-2 ((1)) 58D |
| Springfield Metro Center II, LLC
Agents:
Kenneth F. Simmons
Jack W. Burkart | 505 9th Street, NW, #800
Washington, DC 20004 | Applicant/Title Owner of Tax Map
90-4 ((1)) 11B pt. |
| Springfield Parcel C LLC
Agents:
Kenneth F. Simmons
Jack W. Burkart | 505 9th Street, NW, #800
Washington, DC 20004 | Title Owner of Tax Map
90-2 ((1)) 56C pt. |

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued on a "Rezoning Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

Rezoning Attachment to Par. 1(a)DATE: February 7, 2012
(enter date affidavit is notarized)

112950a

for Application No. (s): RZ/FDP 2011-LE-022
(enter County-assigned application number (s))

(NOTE): All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

| NAME
(enter first name, middle initial, and last name) | ADDRESS
(enter number, street, city, state, and zip code) | RELATIONSHIP(S)
(enter applicable relationships listed in BOLD above) |
|--|---|--|
| Urban Engineering & Associates, Inc. t/a Urban Ltd.
Agents:
Eric E. Siegel
Clayton C. Tock | 7712 Little River Turnpike
Annandale, Virginia 22003 | Engineer/Agent |
| M.J. Wells & Associates, Inc.
Agents:
Robin L. Antonucci
John F. Cavan
Kevin R. Fellin | 1420 Spring Hill Road, Suite 600
McLean, Virginia 22102 | Transportation Consultant/
Agent |
| Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
Agents:
Martin D. Walsh
Lynne J. Strobel
Timothy S. Sampson
M. Catharine Puskar
Sara V. Mariska
G. Evan Pritchard
Jonathan D. Puvak
Elizabeth D. Baker
Inda E. Stagg
Kara M. Bowyer
Elizabeth A. McKeeby | 2200 Clarendon Boulevard
13th Floor
Arlington, Virginia 22201 | Attorneys/Planners/Agent |
| LSG Landscape Architecture Inc.
Agent:
Mark R. Lewis | 1919 Gallows Road, #110
Vienna, Virginia 22182 | Landscape Architect/Agent |
| Gensler Architecture, Design & Planning, P.C.
Agent:
Kevin C. Wolcott | 2020 K Street, NW, Suite 200
Washington, DC 20006 | Architect/Agent |

(check if applicable)

There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112950a

for Application No. (s): RZ/FDP 2011-LE-022
(enter County-assigned application number(s))

1(b). The following constitutes a listing*** of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders, and if the corporation is an owner of the subject land, all of the OFFICERS and DIRECTORS of such corporation:

(NOTE: Include SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES, and REAL ESTATE INVESTMENT TRUSTS herein.)

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Springfield 6601 LLC
505 9th Street, NW, #800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF SHAREHOLDERS: (enter first name, middle initial, and last name)
Boston Properties Limited Partnership, Managing Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name & title, e.g. President, Vice President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued on a "Rezoning Attachment 1(b)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

Rezoning Attachment to Par. 1(b)

DATE: February 7, 2012
(enter date affidavit is notarized)

112950a

for Application No. (s): RZ/FDP 2011-LE-022
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Springfield Metro Center II LLC
505 9th Street, NW, #800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

Boston Properties Limited Partnership, Managing Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

M.J. Wells & Associates, Inc. Employee Stock Ownership Trust. All employees are eligible plan participants; however, no one employee owns 10% or more of any class of stock.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 7, 2012
(enter date affidavit is notarized)

112 950 a

for Application No. (s): RZ/FDP 2011-LE-022
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Boston Properties, Inc.
505 9th Street, NW, #800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Publicly Traded on the NYSE,

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g.

President, Vice-President, Secretary, Treasurer, etc.)
Kenneth F. Simmons, Senior Vice President, Development
Frank D. Burt, Senior Vice President, General Counsel & Secretary

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Urban Engineering & Associates, Inc. t/a Urban Ltd.
7712 Little River Turnpike
Annandale, Virginia 22003

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Barry B. Smith (former)
J. Edgar Sears, Jr.
Brian A. Sears

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g.

President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 7, 2012
(enter date affidavit is notarized)

112950a

for Application No. (s): RZ/FDP 2011-LE-022
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

David J. Bomgardner, E. Andrew Burcher, Thomas J. Colucci, Peter M. Dolan, Jr., Jay du Von, Jerry K. Emrich (former), William A. Fogarty, John H. Foote, H. Mark Goetzman, Bryan H. Guidash, Michael D. Lubeley, J. Randall Minchew, M. Catharine Puskar, John E. Rinaldi, Lynne J. Strobel, Garth M. Wainman, Nan E. Walsh, Martin D. Walsh

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Springfield Parcel C LLC
505 9th Street, NW, #800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Boston Properties Limited Partnership, Managing Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 7, 2012
(enter date affidavit is notarized)

112950a

for Application No. (s): RZ/FDP 2011-LE-022
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

LSG Landscape Architecture Inc.
1919 Gallows Road, #110
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

Robert K. Esselburn
Mark C. Gionet
Mark R. Lewis
Yunhui Connie Fan

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Gensler Architecture, Design & Planning, P.C.
2020 K Street, NW, Suite 200
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Employee owned with no one shareholder owning 10% or more.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112950 a

for Application No. (s): RZ/FDP 2011-LE-022
(enter County-assigned application number(s))

1(c). The following constitutes a listing*** of all of the PARTNERS, both GENERAL and LIMITED, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

PARTNERSHIP NAME & ADDRESS: (enter complete name, number, street, city, state and zip code)

Boston Properties Limited Partnership
800 Boylston Street
at The Prudential Center
Boston, Massachusetts 02199-8103

(check if applicable) [] The above-listed partnership has no limited partners.

NAMES AND TITLE OF THE PARTNERS (enter first name, middle initial, last name, and title, e.g. General Partner, Limited Partner, or General and Limited Partner)

Boston Properties, Inc., General Partner & Limited Partner
Limited Partners (no limited partner owns 10% or more of Springfield 6601 LLC, Springfield Metro Center II, LLC or Springfield Parcel C LLC):
1301 New York Avenue Limited Liability Company
Reservoir Place Limited Partnership
Ralaks Equity Partners
Rockmark Corporation
Louis R. Benzak
John R. H. Blum
James R. Bronkema Trust
Vincent deP. Farrell, Jr.
Leslie H. Larsen
Bruce M. Montgomerie
Bill F. Osborne
William F. Pounds
David Rockefeller
Salomon 1968 Trust
Richard E. Salomon, Salomon 1969 Trust

(check if applicable) [] There is more partnership information and Par. 1(c) is continued on a "Rezoning Attachment to Par. 1(c)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112950a

for Application No. (s): RZ/FDP 2011-LE-022
(enter County-assigned application number(s))

1(d). One of the following boxes **must** be checked:

In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land:

Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on the line below.)

None

(check if applicable) There are more interests to be listed and Par. 2 is continued on a "Rezoning Attachment to Par. 2" form.

REZONING AFFIDAVIT

DATE: February 7, 2012
(enter date affidavit is notarized)

112950a

for Application No. (s): RZ/FDP 2011-LE-022
(enter County-assigned application number(s))

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than \$100, singularly or in the aggregate, with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on line below.)

None

(NOTE: Business or financial relationships of the type described in this paragraph that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings. See Par. 4 below.)

(check if applicable) There are more disclosures to be listed and Par. 3 is continued on a "Rezoning Attachment to Par. 3" form.

4. That the information contained in this affidavit is complete, that all partnerships, corporations, and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land have been listed and broken down, and that prior to each and every public hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including business or financial relationships of the type described in Paragraph 3 above, that arise on or after the date of this application.

WITNESS the following signature:

(check one)

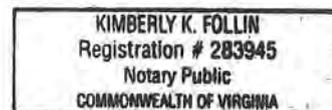
Sara V. Mariska
 Applicant Applicant's Authorized Agent

Sara V. Mariska, attorney/agent
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 7 day of February, 2012, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2015





WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

Lynne J. Strobel
(703) 528-4700 Ext. 5418
lstrobel@arl.thelandlawyers.com

Amended
February 17, 2012

Via Hand Delivery

Barbara C. Berlin, Director
Fairfax County Department of Planning & Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035

Re: Proposed Proffered Condition Amendment Applications
Springfield Metro Center – Phase I
Fairfax County Tax Map Reference: 90-2 ((1)) 56C part and 90-4 ((1)) 11B part
Applicants: Springfield Parcel C LLC and Springfield Metro Center II, LLC

Dear Ms. Berlin:

Please accept the following as a statement of justification for two proffered condition amendment applications. One application is on property identified among the Fairfax County tax map records as 90-2 ((1)) 56C part and a second application is on property identified the Fairfax County tax map records as 90-4 ((1)) 11B part (collectively referred to as the "Subject Property").

The Subject Property is located directly southwest of the Joe Alexander Transportation Center and east of the GSA Parr Warehouse. The Subject Property has been subject to several prior land use approvals granted by the Fairfax County Board of Supervisors (the "Board"). On April 23, 2003, the Board approved RZ 1998-LE-064 that rezoned a portion of the Subject Property from the I-4 to the C-4 District. On May 18, 2009, the Board approved PCA 1998-LE-064 and RZ 2008-LE-015. The applications rezoned approximately 0.69 acre from the I-4 to the C-4 District and modified the previously approved building layout to permit two (2) office buildings with a total of 474,000 gross square feet of office space. The Applicants now propose two proffered condition amendment applications to delete land area from PCA 1998-LE-064 and RZ 2008-LE-015 and modify the rear yard requirement pursuant to Section 2-418 of the Fairfax County Zoning Ordinance (the "Ordinance"). Pursuant to Section 9-610 of the Ordinance, the Applicants also request a waiver of the minimum lot size in the C-4 District for the land area subject to PCA 2008-LE-015.

The Applicants plan to construct four (4) office buildings on a total of approximately 17 acres that is known as Springfield Metro Center. Development is planned in two (2) phases. The office park has been designed to accommodate secure, government tenants and will revitalize an underutilized area adjacent to the Joe Alexander Transportation Center. The

PHONE 703 528 4700 | FAX 703 525 3197 | WWW.THELANDLAWYERS.COM
COURTHOUSE PLAZA | 2200 CLARENDON BLVD., THIRTEENTH FLOOR | ARLINGTON, VA 22201-3359

LOUDBON OFFICE 703 737 3633 | PRINCE WILLIAM OFFICE 703 680 4664

ATTORNEYS AT LAW

approval of RZ 2008-LE-015 and PCA 1998-LE-064 permits the development of Phase I of the office park. Phase I is comprised of up to 474,000 square feet of office and accessory uses in two (2) office buildings. The Applicants have submitted a concurrent rezoning application on property identified as Fairfax County tax map reference 90-2 ((1)) 56C part, 58D and 90-4 ((1)) 11B part to permit Phase II that will be comprised of two (2) additional office buildings.

The Applicants propose to connect the parking structures for Phases I and II of the Springfield Metro Center development. As currently approved, the Phase I parking garage requires a setback of approximately 64.91 feet from the property boundary. The Applicants propose to remove approximately 1.03 acres from the Subject Property that will be rezoned in conjunction with a concurrent rezoning application. The removal of land area will eliminate the rear setback on the Subject Property thereby allowing the two (2) parking structures for Phases I and II to connect. The Applicants propose no changes to the approved layout, size, use, or location of the approved office buildings and parking structure associated with Phase I. No new construction is proposed with this proffered condition amendment application. Even with the removal of approximately 1.03 acres, the proposal exceeds the required 15% open space by 11.92%. The Applicants propose only the deletion of land area and a modification of the rear setback requirement in accordance with Section 2-418 of the Ordinance.

The Applicants' proposed modification of the rear setback requirement is in accordance with Section 2-418 of the Ordinance. This section allows for the waiver of setback requirements by the Board in conjunction with a rezoning application when there are specific design guidelines for an area in the Comprehensive Plan and the property is near a transit facility. The Subject Property is subject to the Urban Design and Streetscape Guidelines that were adopted with a recent revision to the Franconia-Springfield Area of the Comprehensive Plan. These guidelines call for the use of structured parking in lieu of surface parking and state that parking should not be visible from major pedestrian, bicycle, or vehicular thoroughfares. Additionally, the guidelines recommend that buildings be oriented toward the street. The Applicants have designed the parking structures to be internal to the site and have located the office buildings on the street frontages in accordance with these guidelines. Additionally, the Subject Property is located within a ¼ to ½ mile to the Joe Alexander Transportation Center, the major transit facility in this part of the County. Accordingly, the Applicants' proposal meets the criteria outlined in the Ordinance to allow a waiver of the rear yard requirement.

As noted above, the Subject Property is located within the Franconia-Springfield Area in Area IV of the Fairfax County Comprehensive Plan (the "Plan"). More specifically, the majority of the Subject Property is located within Land Unit O of the Franconia-Springfield Area. Land Unit O is planned for industrial uses up to 0.5 FAR; however, as an option, Parcel 90-2 ((1)) 58A (now identified as Parcel 56C) is planned for up to 475,000 square feet of office use. Parcel 11B, which constitutes only 0.69 acre of the Subject Property, is within Land Unit P of the Plan. Land Unit P is planned for light industrial use up to .35 FAR. As an option, Land Unit P permits development of office use of up to 2.0 FAR with support retail. The proposed PCA application does not alter the previously approved 474,000 gross square feet of office development, and, therefore, is in harmony with the recommendations of the Plan.

The Applicants' proposal is limited to the removal of 1.03 acres from the land area that was depicted on the previously approved GDP that was approved in conjunction with PCA 1998-LE-064 and RZ 2008-LE-015. The removal of land area results in a concurrent request to modify the rear yard requirement to allow for unified parking structures to serve Phases I and II of the Springfield Metro Center development. The Applicants propose no modifications to the previously approved layout, size, use, or location of buildings and parking structure associated with Phase I. The Applicants look forward to providing a significant office presence in the Springfield area in proximity to the Springfield Metro Station that will serve and support the incoming employees to Ft. Belvoir and the Engineering Proving Ground (EPG).

Should you have any questions regarding this proposal, or require additional information, please do not hesitate to contact me. I would appreciate the acceptance of this application and the scheduling of a public hearing before the Fairfax County Planning Commission at your earliest convenience.

Very truly yours,

WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.

Lynne J. Strobel / SVM

Lynne J. Strobel

cc: Jack Burkart
Clayton Tock
Robin Antonucci
John Cavan
Martin D. Walsh



WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

Lynne J. Strobel
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June 1, 2011

Via Hand Delivery

Barbara C. Berlin, Director
Fairfax County Department of Planning & Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035

Re: Proposed Rezoning Application
Springfield Metro Center - Phase II
Fairfax County Tax Map Reference: 90-2 ((1)) 56C part, 58D and 90-4 ((1)) 11B
part
Applicants: Springfield Metro Center II, LLC and Springfield 6601 LLC

Dear Ms. Berlin:

Please accept the following as a statement of justification for a rezoning application on property identified as 90-2 ((1)) 56C part, 58D, and 90-4 ((1)) 11B part (the "Subject Property"). The Applicants propose to rezone the Subject Property from the I-4 and C-4 Districts to the PDC District to permit the development of two (2) office buildings on approximately 6.28 acres.

The Subject Property is located directly southwest of the Joe Alexander Transportation Center and east of the GSA Parr Warehouse. A portion of the Subject Property, identified as a part of Parcel 56C, has been subject to several prior land use approvals granted by the Fairfax County Board of Supervisors (the "Board"). On April 23, 2003, the Board approved RZ 1998-LE-064 that rezoned property identified as 90-2 ((1)) 56 C from the I-4 to the C-4 District. On May 18, 2009, the Board approved PCA 1998-LE-064 and RZ 2008-LE-015. Those applications rezoned approximately 0.69 acre from the I-4 to the C-4 District and modified the previously approved building layout to permit two (2) office buildings with a total of 474,000 gross square feet of office space on property identified as 90-2 ((1)) 56 C part and 90-4 ((1)) 11B part. The Applicants now propose to remove approximately 1.03 acres from the property subject to RZ 2008-LE-015 and PCA 1998-LE-064 and rezone a total of approximately 6.28 acres to the PDC District. Aside from the 1.03 acres that was the subject of the applications described herein, the balance of the Subject Property has not been the subject of any prior zoning approvals. Sheet 3 of the CDP/FDP provides clarification on the parcels that comprise the Subject Property.

The Applicants plan to construct four (4) office buildings on a total of approximately 17 acres that is known as Springfield Metro Center. Development is planned in two (2) phases. Phase I of the office park has been designed to accommodate secure, government tenants and

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ATTORNEYS AT LAW

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Department of Planning & Zoning
JUN 08 2011
Zoning Evaluation Division

will revitalize an underutilized area adjacent to the Joe Alexander Transportation Center. Phase 2 is designed for standard office buildings to support the Phase I government tenants or contractors. The approval of RZ 2008-LE-015 and PCA 1998-LE-064 permits development of Phase I of the office park. Phase I is comprised of up to 474,000 square feet of office and accessory uses in two (2) office buildings. The Applicants have submitted two concurrent proffered condition amendment applications on property identified as Fairfax County tax map reference 90-2 ((1)) 56C part and 90-4 ((1)) 11B part to remove approximately 1.03 acres of land from Phase I, and incorporate this acreage into this rezoning application, thereby modifying the previously approved rear yard setback for Phase I. Deletion of the land area and modification of the rear setback will allow two (2) connected parking structures that will serve Phases I and II of Springfield Metro Center.

This rezoning application proposes Phase II of the development and is comprised of two (2) additional office buildings. The site design for Springfield Metro Center locates the buildings along Metropolitan Center Drive and Springfield Center Drive with parking structures internal to the site. This design screens the parking structures and creates an urban, pedestrian-friendly environment. As shown on the Conceptual Development Plan/Final Development Plan (CDP/FDP), Phase II is comprised of 517,600 gross square feet of office use in two (2) buildings that will be 150 feet in height.

The Subject Property is within the Franconia Springfield Area within Area IV of the Fairfax County Comprehensive Plan (the "Plan"). More specifically, the Subject Property is within Land Unit P that is planned for light industrial use up to 0.35 FAR. As an option, the Subject Property is planned for office use up to 2.0 FAR with support retail use. The proposed development of 517,600 square feet of gross floor area results in an FAR of 1.89, which is in keeping with the recommendation of the Plan. Redevelopment must also address the following elements:

- Accommodation of the extension of Frontier Drive to Springfield Center Drive and contributions to offsite improvements to Loisdale Road;

The proposed development will allow for future accommodation of the extension of Frontier Drive to Springfield Center Drive and the Applicants anticipate making a contribution to offsite improvements to Loisdale Road in the proffers.

- Provision of a grid street system that accommodates walking within the site and to the Joe Alexander Transportation Center;

Sheet 19 of the CDP/FDP depicts a proposed pedestrian circulation path around the Subject Property to facilitate walking within the Springfield Metro Center area. Additionally, a proposed eight (8) foot wide asphalt trail adjacent to Springfield Center Drive will connect to a trail on Phase I that link the office park to a metro access road. The metro access road provides a direct connection from the development on Phase I to the Joe Alexander Transportation Center.

- Implementation of an effective transportation demand management (TDM) program to reduce auto travel to the area;

The Applicants will incorporate a TDM program into the proposed proffers similar to what was proffered in Phase I. As part of the TDM program, the Applicants will provide shuttle service to the Joe Alexander Transportation Center.

- Provision of shuttle service to the Joe Alexander Transportation Center and/or other destinations in the nearby area until such time that a circulator, described in the Area-wide guidance, is operational. At such time, redevelopment should participate in the circulator's management and operation. Options for development are feasible only if the private sector contributes a proportional share of transportation improvements (road fund) and/or funding to meet the transportation needs of the area;

The Applicants will provide shuttle service to the Joe Alexander Transportation Center. The shuttle service will serve both Phases I and II of the development and will be addressed in the proffers.

- Provision of structured parking;

The Applicants have proposed a single parking structure to serve the proposed office buildings in Phase II.

- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms, a maximum building height of 150 feet, and mitigation of visual impacts of structured parking;

The proposed office buildings will be a high quality of architectural design and will be compatible with the buildings approved in Phase I and constructed of similar building materials. The site design includes trails to provide pedestrian links throughout the office park and to the nearby Joe Alexander Transportation Center. The office buildings also create an opportunity for service uses that may be utilized by future tenants, thereby minimizing trips leaving the Subject Property during the day. The Applicants have located the buildings on Springfield Center Drive in order to screen the proposed parking structure and create an urban, pedestrian-friendly development. The buildings will have a maximum height of 150 feet.

- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;

No telecommunications antennas or equipment cabinets are proposed with this application, however, the buildings are designed to accommodate a future proposal for such uses.

- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;

The Applicants have proposed an eight (8) foot wide asphalt trail on the perimeter of the Subject Property that is linked to on-site sidewalks and a central plaza area. The Applicant proposes two focal points on the eastern and western sides of the Subject Property that will have attractive landscaping and benches to allow for passive recreation as an amenity for office tenants. The Applicant also proposes a significant amount of landscaping along Springfield Center Drive to further enhance the streetscape for pedestrians. Sheet 20 of the enclosed CDP/FDP illustrates the proposed landscaping, screening, and pedestrian amenities on the Subject Property. Secure, weather protected bicycled storage will be provided on-site.

- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;

The Applicants intend to design the buildings in order to meet the criteria for LEED Silver certification. This commitment will be reflected in the proffers.

- Provision of on-site recreational amenities for employees;

The Phase I approval includes a proffered commitment to construct 1,000 square feet of indoor recreational facilities as an amenity for future tenants. This space will also be made available to Phase II of the Springfield Metro Center development.

- Mitigation of the impacts on parks and recreation per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan; and

The Applicants' proposed passive recreation areas and indoor recreational facilities are intended to mitigate the impacts on parks and recreation facilities.

- Adherence to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan.

The proposal is in conformance with the TOD Guidelines by proposing high intensity development in proximity to a transit center, providing pedestrian connections to the transit facility, and locating buildings along the street edge to create a more pedestrian-friendly design while screening the proposed parking structure.

As described above, the Applicants' proposed development is in harmony with the recommendations of the Plan.

The Applicants' proposal will allow for the development of a high-intensity office park adjacent to the Joe Alexander Transportation Center. The development will revitalize an underutilized area in Fairfax County and will be convenient for the influx of employees that will be working at the Engineering Proving Ground (EPG) and Fort Belvoir as a result of the recent Base Realignment and Closure (BRAC) process.

Should you have any questions, or need any additional information, please do not hesitate to contact me. I would appreciate the acceptance of this application and the scheduling of a public hearing before the Fairfax County Planning Commission at your earliest convenience.

Very truly yours,

WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.



Lynne J. Strobel

cc: Jack Burkart
Clayton Tock
Robin Antonucci
John Cavan
Martin D. Walsh



County of Fairfax, Virginia

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

May 26, 2009

Lynne J. Strobel
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201

RE: Proffered Condition Amendment Application PCA 1998-LE-064
(Concurrent with Rezoning Application RZ 2008-LE-015)

Dear Ms. Strobel:

Enclosed you will find a copy of an Ordinance adopted by the Board of Supervisors at a regular meeting held on May 18, 2009, approving Proffered Condition Amendment Application PCA 1998-LE-064 in the name of Springfield Parcel C LLC. The Board's action amends the proffers for Rezoning Application RZ 1998-LE-064, previously approved for commercial development to permit site modifications and associated modifications to proffers and site design with an overall Floor Area Ratio (FAR) of 1.12. The subject property is located at the terminus of Metropolitan Drive and to the southwest of the Springfield Metro Center on approximately 9.7 acres of land zoned C-4 [Tax Map 90-2 ((1)) 56C pt.], in the Lee District and is subject to the proffers dated April 29, 2009.

The Board also:

- Modified the transitional screening along the property boundary abutting multifamily dwellings in favor of that shown on the Generalized Development Plan.
- Waived the barrier requirement along the property boundary abutting multifamily dwellings.

Sincerely,

Nancy Vehrs

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

PROFFERS

Springfield Parcel C LLC

PCA 1998-LE-064
RZ 2008-LE-015

April 29, 2009

Pursuant to Section 15.2-2303(a) Code of Virginia, 1950, as amended, Springfield Parcel C LLC, (hereinafter referred to as the "Applicant"), for itself, successors and assigns in PCA 1998-LE-064 and RZ 2008-LE-015, filed for property identified as Tax Map 90-2 ((1)) 56C (part) and 90-4 ((1)) 11B pt. (hereinafter referred to as the "Application Property") hereby proffers that the development of the Application Property shall be in accordance with the following proffers, provided that the Board of Supervisors approves PCA 1998-LE-064 and RZ 2008-LE-015. These proffers shall supersede and replace all previously approved proffers applicable to the Application Property.

1. GENERALIZED DEVELOPMENT PLAN

- a. Subject to the provisions of 18-204 of the Fairfax County Zoning Ordinance (hereinafter referred to as the "Zoning Ordinance"), development of the Application Property shall be in substantial conformance with the generalized development plan ("GDP") consisting of twenty-one (21) sheets, prepared by Urban, Ltd., dated June 26, 2008 and revised through April 23, 2009.
- b. Minor modifications to the GDP may be permitted as determined by the Zoning Administrator. The Applicant reserves the right to modify the layout shown on the GDP at time of site plan based on final engineering and design provided that there is no decrease in the amount or location of open space or landscaping as shown on the GDP. Should tenant requirements not include a minimum setback, or should Department of Defense setback requirements be reduced, the Applicant shall consider a reduction in those setbacks as shown on the GDP. The distances to peripheral lot lines may be decreased, but to no less than minimum Zoning Ordinance requirements, without necessitating approval of a proffered condition amendment.

2. USES

- a. As shown on the GDP, the Application Property shall be developed with office and accessory uses. Development on the Application Property shall include a maximum of 474,000 square feet of gross floor area ("GFA"). Accessory uses may include, but not be limited to, sundry shop, banking center and eating facilities to support the tenants in each building.

Accessory uses shall be designed for tenant use with the intent to minimize midday vehicle trips to and from the Application Property.

- b. Cellar space in each building, if provided, shall include a mix of uses such as the following:
 - i. Unoccupied areas used by the building tenants or owners (such as restrooms, mechanical rooms, electrical rooms, janitor and building maintenance rooms, bulk storage for documents, paper and office supplies, goods and products of the building tenant or janitorial supplies);
 - ii. Specialty areas used by the building tenants or owners (such as computer rooms, battery rooms, "clean rooms," security tanks, SCIF rooms, libraries, etc.);
 - iii. Simultaneous or accessory uses used by the building tenants or owners (such as conference rooms, conference centers, fitness center, employee cafeterias or canteens, employee lounges or classrooms, banking center, sundry shop); and
 - iv. Offices.

3. TRANSPORTATION

- a. Prior to the issuance of a tenant Non-Residential Use Permit ("Non-RUP") for the first office building on the Application Property, Joseph Alexander Road, from Metropolitan Center Drive to the Metro Access Road shall be constructed as shown on the GDP.
- b. Prior to the issuance of the first tenant Non-RUP for the Application Property, the Metro Access Road which has been constructed between Springfield Center Drive and the Joseph Alexander Transportation Center, shall be open for use to provide private and/or public shuttle bus, transit, and pedestrian access between the Application Property and the Joe Alexander Transportation Center.
- c. The Applicant shall be responsible for the maintenance (repairs/snow plowing/ice removal) of the Metro Access Road. The Applicant may transfer these maintenance responsibilities to an owner/tenants association established for the maintenance of the land area identified as Land Unit D, within the Franconia Springfield Transit Station Area of the Fairfax County Comprehensive Plan ("Land Unit D"). Prior to the issuance of the first tenant Non-RUP for the Application Property, the Applicant shall provide security to the County for the timely performance of maintenance

of the Metro Access Road in accordance with a maintenance agreement (the "Agreement") executed by the Applicant and the County. In the event that the Applicant fails to timely perform maintenance on the road in accordance with the terms of the Agreement, the County shall have the right to accomplish the needed maintenance and the Applicant shall reimburse the County for the costs incurred by the County, and this duty to reimburse shall be secured by a performance bond, all in accordance with the terms of the Agreement. The Applicant's obligation for maintenance under this paragraph may be assigned or transferred to an entity comprised of owners/tenants within Land Unit D.

- d. Prior to the issuance of the first tenant Non-RUP for the Application Property, the Applicant shall provide a road extension connecting the current Springfield Center Drive terminus directly to Joseph Alexander Road. Said road extension shall be constructed as shown on the GDP. The Applicant shall dedicate a public access easement over that portion of Springfield Center Drive that is located on the Application Property.
- e. The Joseph Alexander Road construction on the Subject Property and the Springfield Center Drive Extension shall be designed and constructed to meet the requirements of the Fairfax County Public Facilities Manual and VDOT street standards to allow for future acceptance into the VDOT system for maintenance and operations, as determined by the Department of Public Works and Environmental Services (DPWES) and VDOT. Joseph Alexander Road shall be constructed within a seventy-four (74) foot right-of-way and Springfield Center Drive shall be constructed within a seventy (70) foot right-of-way. The Applicant shall provide right-of-way dedication of these street segment areas upon demand by Fairfax County or VDOT, with coordination with the property owner identified as Fairfax County tax map 90-2 ((1)) 56B, so that the street segment areas can become a part of the public roadway network, in which case, dedication shall be made in fee simple to the Board of Supervisors.
- f. A shuttle bus system in the vicinity of the Application Property has been established and will continue to operate as follows:
 - (i) At the time of issuance of the first tenant Non-RUP for the Application Property, and for the benefit of all occupants, visitors, and invitees on the Application Property, and on the property which is known as Springfield Metro Center I (the property which was the subject of RZ 1998-LE-006), the Applicant shall either (a) pay to participate on an equitable basis in an area Transportation Management Association ("TMA"), i.e., TAGS or a bus circulator system, if the TMA provides shuttle bus service between the Application Property and the Joe Alexander Transportation Center

or (b) if such TMA participation is not available, the Applicant shall provide, operate, and maintain shuttle bus services (including, but not limited to, mid-day service to Springfield Mall), individually or cooperatively, with the Applicant/successor-in-title of the property known as Springfield Metro Center I. Said shuttle bus service shall be coordinated with the shuttle bus obligations in the proffers governing Springfield Metro Center I, so as to allow occupants, visitors, and invitees of that property to utilize the Applicant's shuttle bus system in coordination with the shuttle bus system established pursuant to the proffers for RZ 1998-LE-006.

- (ii) The shuttle buses utilized pursuant to this proffer shall have a "body-on-chassis" or equivalent design. They shall be sized to accommodate peak hour ridership under the schedule proffered herein, as determined by Fairfax County Department of Transportation (FCDOT). If these buses are part of TAGS, they shall have signage indicating that they part of the TAGS systems, through coordination with TAGS.
- (iii) At a minimum, the shuttle bus service shall be available at ten (10) minute intervals during the morning peak hour period (6:30 a.m. to 9:00 a.m.) and the evening peak hour period (4:00 p.m. to 7:00 p.m.) (excluding Saturdays, Sundays, and national holidays) unless lesser hours are approved by FCDOT, based upon justification provided by the Applicant. The shuttle bus shall also operate at other off-peak intervals appropriate to occupant, visitor and invitee needs, subject to FCDOT approval. A shuttle bus stop shall be located on Joseph Alexander Road adjacent to the plaza.
- (iv) If shuttle bus service is provided by the Applicant as described in i(b) above, it shall continue to be provided by the Applicant for a period of two (2) years from the date on which the first tenant Non-RUP for the Application Property is issued unless a shuttle bus service is provided in lieu of the Applicant's shuttle bus service by an area TMA, before the expiration of two (2) years. If the shuttle bus service is provided by the TMA, the Applicant shall be a member of the TMA, until the management entity is responsible for the service. At the conclusion of this two (2) year period, the Applicant shall establish and transfer all administrative tasks of operating the shuttle service or participating in the TMA, as applicable, to a management entity authorized to coordinate transportation management for the uses on the Application Property. The management entity shall be a joint venture between the land owners of Springfield Metro Center I and II. Written notification of the creation of the management entity and the name

and address of the representative of the entity, shall be provided to FCDOT and to the Department of Planning and Zoning. The transfer to the management entity shall be subject to the proviso that the level of existing service is not diminished, as determined by FCDOT. The management entity will thereafter be financially responsible for shuttle service operations and for implementing equitable assessment procedures for the users of the service. In the event that an area TMA is established to provide equivalent service as determined by FCDOT, the management entity for the uses on the Subject Property may, in lieu of providing its own shuttle service, participate on an equitable basis in the TMA for the benefit of the occupants, visitors, and invitees of the Application Property. If necessary, the Applicant shall grant bus access easements on Springfield Center Drive, Joseph Alexander Road, and/or the Metro Access Road, subject the permission of WMATA, to facilitate bus service, and enter into a bus access agreement prior to the issuance of the first tenant Non-RUP on the Application Property.

- (v) For so long as the Applicant or the management entity operates the shuttle service, other properties within Land Unit D shall be permitted to participate in the shuttle service provided by the Applicant/management entity, provided, the owners or tenants of these properties shall make equitable arrangements with the Applicant/management entity with regard to the costs of providing the service.
- (vi) In the event that public transportation via a connector bus service or some other mode of public transportation is developed which renders provision of shuttle service unnecessary, as determined by FCDOT in consultation with the Lee District Supervisor and the Applicant, then the shuttle bus shall be discontinued. In lieu of the shuttle, the Applicant shall contribute funds on an equitable basis that would otherwise be paid for the shuttle toward operation of a bus circulator system.

- g. The Applicant shall reserve an easement for future dedication to Fairfax County along the western border of the Application Property extended from the intersection of Joseph Alexander Road with Metropolitan Center Drive to the southern boundary line of the property, as shown on the GDP. Said easement shall be dedicated to the Board of Supervisors at no cost, upon demand by Fairfax County. The actual construction of the extension of Joseph Alexander Road southward from Metropolitan Center Drive shall be by others.

4. TRANSPORTATION DEMAND MANAGEMENT

- a. The Applicant shall develop and submit to FCDOT for review, a Transportation Demand Management ("TDM") Plan for the Application Property prior to the issuance of the first tenant Non-RUP for the Application Property. The TDM Plan shall be implemented upon issuance of the first tenant non-RUP for the first building. The TDM Plan shall produce a twenty percent (20%) peak hour reduction in single-occupancy vehicle trips on the entire Application Property based upon the Institute of Transportation Engineers published trip generation rates for the applicable uses.
- b. The TDM Plan shall consist of the following elements, unless FCDOT determines that one or more of these elements are unnecessary (other substitute elements may be included upon mutual agreement between the Applicant and FCDOT):
 - (i) Transportation coordination duties shall be assigned to an office property manager, who will implement the TDM strategies described herein ("TDM Coordinator"). The TDM Coordinator shall be available to FCDOT staff to work cooperatively to promote opportunities to enhance participation in TDM programs.
 - (ii) Participation in the shuttle bus program as set forth herein.
 - (iii) Metro maps, schedules, forms and ride sharing and other relevant transit option information shall be available to tenants and employees through a common web site, common location, or newsletter to be published at least twice a year.
 - (iv) The Applicant shall provide at least ten (10) reserved parking spaces for each office building for carpools/vanpools.
 - (v) Secure, weather protected bicycle storage shall be provided in a location convenient to tenants, employees, and visitors.
 - (vi) Actively promote the use of carpooling/vanpooling, the Guaranteed Ride Home Program, Metro-Check, telework and other components of the TDM Plan. The TDM Coordinator will work with staff from the Fairfax County Ridesources Program to exchange information. The Ridesources Program will maintain a database of registered carpools and vanpools along with origin, designation, and work hours of the registered carpools/vanpools.

- (vii) Employers within Springfield Metro Center II will be encouraged to allow flexible work hours for personnel. The exact policy of the implementation of flexible work hours will vary by employer.
 - (viii) The Applicant shall provide 200 SmarTrip cards, per building each with a value of \$25.00 to the TDM Coordinator at the time of the issuance of the first tenant Non-RUP for each building. The TDM Coordinator shall distribute the SmarTrip cards to employees to promote the use of mass transit.
 - (ix) The TDM Coordinator shall administer the on-site sale of fare media with the permission of the relevant transit service providers. Fare media to be sold shall include, but is not limited to VRE, Metrorail, Metrobus, and Fairfax Connector.
 - (x) Promote membership in TAGS by tenants.
 - (xi) The Applicant shall construct a bus stop shelter proximate to the Application Property's entrance along Joseph Alexander Road.
 - (xii) Twelve (12) months after the issuance of tenant Non-RUPs for the first building that constitutes eighty-five percent (85%) of the floor area for that building, and annually thereafter, the TDM Coordinator shall prepare a report quantifying the use of public transportation, carpooling, vanpooling and other rideshare programs, created under the TDM Plan. Upon completion of each annual report, a copy of said report shall be transmitted to FCDOT.
- c. Within one (1) year following full occupancy of the first office building, the effectiveness of TDM strategies shall be evaluated using surveys and/or traffic counts, if deemed necessary by the Applicant, prepared by the TDM Coordinator in cooperation with FCDOT. The Applicant shall submit to FCDOT the results of the surveys and/or traffic counts in order to determine travel characteristics and whether the required reduction in trips has been achieved. If the peak hour trip reduction goal of twenty percent (20%) has not been achieved, the Applicant shall meet with FCDOT to review the TDM program for the purpose of identifying additional strategies and programs that may be implemented to assist in achieving the trip reduction goal. The surveys shall be conducted annually and submitted to FCDOT until the full occupancy of the second office building. Upon achievement of the trip reduction goal for two (2) successive years following occupancy of the second office building, no additional surveys shall be required.

- d. In the event that the goal of a twenty percent (20%) peak hour reduction in single occupancy vehicle trips is not met within one (1) year from the issuance of one hundred percent (100%) of the tenant Non-RUPs for first office building, the Applicant shall provide a contribution in the amount of two thousand five hundred dollars and 00/100 (\$2,500.00) toward transportation incentives which will directly reduce vehicle trips associated with the Application Property. Such incentives shall include, but not be limited to, the provision of SmarTrip cards to employees and additional coordination with employees to promote ridesharing and increased transit use. Said contribution shall be made each year that the goal of a twenty percent (20%) peak hour reduction in single occupancy vehicle trips is not reached, or for a period of five (5) years following the full occupancy of the second office building, or until the Applicant and FCDOT agree to readjust the reduction percentage, whichever shall first occur.

5. PARKING

- a. The Applicant reserves the right to provide surface parking in addition to the garage parking that shown on the GDP, as long as open space is not decreased. Surface parking shall not be provided between the front of the proposed office buildings and Joseph Alexander Road.
- b. The height of the parking garage along the eastern border of the site shall not exceed an average height of forty-two (42) feet. Prior to the issuance of a building permit for the parking garage, the Applicant shall conduct a noise analysis, subject to DPWES and the Environment and Development Review Branch of DPZ review and approval, to determine whether the garage wall facing the RF&P railroad line will reflect noise into the Windsor Park subdivision in excess of Zoning Ordinance standards. If it does, the Applicant shall include recognized noise attenuating materials and/or design in the design and construction of this wall of the garage.
- c. The Applicant shall provide parking to meet minimum Zoning Ordinance requirements, including parking as may be required for those areas defined as cellar space.

6. RECREATION

A minimum of 1,000 square feet of floor space shall be allocated in one or more of the office buildings to provide indoor recreational exercise facilities. If all the space is allocated to one building, this facility will be available to occupants of both buildings, subject to approval by building tenants.

7. STORMWATER MANAGEMENT/BEST MANAGEMENT PRACTICES

- a. The Applicant shall provide Stormwater Management (SWM) and Best Management Practices (BMP) in the locations as generally shown on the GDP. Said facilities shall be designed in accordance with the Public Facilities Manual and the Chesapeake Bay Preservation Ordinance, unless modified by DPWES. All or a portion of the SWM/BMPs may be provided underground, on-site in a location and manner acceptable to DPWES.
- b. Subject to receipt of any necessary agreements, letters of permission or easements from the property owner at no cost to the Applicant, the Applicant shall upgrade the existing pipe outfall located on adjacent property identified among the Fairfax County tax map records as 90-2 ((1)) 60. The existing outfall pipe is adequate in accordance with DPWES standards, however, the Applicant will take the following measures as permitted by DPWES and the property owner to improve the outfall:
 - (i) Removal of two existing trees at the end section;
 - (ii) Removal of trash and fallen trees from the existing channel for approximately fifty (50) feet downstream of the end section;
 - (iii) Installation of Class 1 rip rap around end section and fifty (50) feet downstream of end section;
 - (iv) Lining the existing channel with Class 1 rip rap; and
 - (v) Installation of an eight (8) inch tall check dam ten (10) feet from the end section to create a stilling basin at the outfall.

The rejection by DPWES and/or the property owner of one or more of the above measures shall not preclude installation of the remaining measures, if approved.

8. PEDESTRIAN CONNECTIVITY

Prior to site plan submission, the Applicant shall coordinate pedestrian connections with NVCC to facilitate pedestrian travel from its campus to the Metro Access Road. The Applicant shall extend the sidewalk to the common property line with NVCC based upon coordination of the location of the tie-in with NVCC. The Applicant shall diligently pursue coordination of pedestrian connections with NVCC and provide documentation in support of such efforts to DPWES, including, if applicable, documentation that the coordination was not successful. Pedestrian connections to NVCC may be modified from those shown on the GDP to facilitate pedestrian travel so long as said modifications do not

degrade the pedestrian network shown on the GDP, as determined by the Department of Planning & Zoning.

9. DESIGN

- a. The principal façade building materials for the office buildings shall consist of brick, natural stone, pre-cast concrete, or other masonry finish and glass. In addition, one or two additional accent materials (e.g., stone) may be included. Features, such as canopies and/or awnings, shall be used to identify building entrances.
- b. The building materials used for the parking garage shall be complementary to those used for the office buildings, of comparable quality, and subdued colors. The Applicant shall install a screen on the side of the parking garage adjacent to Springfield Center Drive Extension that will be seasonally covered in vines to enhance the appearance of the garage. Prior to site plan approval, final architectural drawings shall be submitted to the Lee District Supervisor and Planning Commissioner for review for compliance with these proffers.
- c. Development and landscaping of the urban plaza area and at the corner of Joseph Alexander Road and Springfield Center Drive shall be in substantial conformance with the details shown on Sheet 11 of the GDP.
- d. The light standards shall feature semi-cutoff shielding for street lights. Lighting standards in the plaza area and in the parking lots shall feature full cut-off shielding.
- e. In the event that low level security walls, including other possible security features such as bollards, planters and/or boulders, are required by tenants as vehicle barriers, the walls and/or other security features shall be constructed of materials that are complementary to the building materials, such as brick, masonry and/or concrete that is similar to pre-cast as may be utilized on the office buildings, and designed to complement the buildings(s). The walls and other possible security features, if necessary, shall be located on the perimeter of the Application Property and shall not exceed three (3) feet in height. The security features shall be integrated as part of an overall landscape design that will feature a mix of plantings to enhance their appearance. The design of the security plan shall not rely on the repetitive use of a single element such as continuous rows of bollards or planters. Portions of the barriers may function as hardened street furniture, including benches, lampposts, signposts, planters, etc. Fencing should be avoided and, if fencing is provided, it shall have some degree of transparency in order to mitigate the lack of integration caused by solid fencing. Prior to approval, the final site plan shall be submitted to the Lee

District Supervisor and Planning Commissioner for review for compliance with these proffers.

- f. Low-level lighting, designed to provide for a safe pedestrian pathway to the Metro Access Road, shall be installed along all perimeter sidewalks adjacent to the Application Property and phased with individual building construction.
- g. A crosswalk shall be provided across Joseph Alexander Road from the Application Property to the adjacent multi-family residential development as shown on the GDP. Subject to any necessary letters of permission or easements at no cost to the Applicant, the Applicant shall install an accessible ramp from the street to the sidewalk.
- h. The pavement elevation of the loading dock adjacent to Springfield Center Drive as shown on the GDP shall be lowered four (4) feet to minimize its appearance.
- i. The design of the buildings shall not preclude future first floor retail.
- j. The grade adjacent to Springfield Center Drive shall be adjusted to screen the loading area as generally shown on the GDP. The Applicant shall provide a plaza/seating area adjacent to Springfield Center Drive as generally shown on the GDP. Mechanical equipment, including HVAC units, shall not be installed on the top of the loading area.

10. GREEN BUILDING PRACTICES

- a. The Applicant shall include a U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design ("LEED") accredited professional as a member of the design team. The LEED accredited professional shall work with the team to incorporate the current version, at the time of Applicant's registration, of LEED design elements into the project. At time of site plan submission, the Applicant shall provide documentation to the Environmental and Development Review Branch of DPZ demonstrating compliance with the commitment to engage such a professional.
- b. The Applicant will include, as part of the site plan submission and building plan submission for any building to be constructed, a list of specific credits within the most current version, at the time of Applicant's registration, of the USGBC's Core and Shell LEED rating system that the Applicant anticipates attaining. The LEED-accredited professional will provide certification statements at both the time of site plan review and 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 Silver Core and Shell certification of the project. In addition, prior to site plan approval, the Applicant will 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. The Applicant shall provide documentation to the Environmental and Development Review Branch of DPZ of LEED Silver Core and Shell certification within one (1) year of the issuance of the first tenant non-RUP for each office building from the USGBC unless the Applicant provides documentation to the Environmental and Development Review Branch of DPZ that USGBC review of the LEED certification has been delayed through no fault of the Applicant.
- d. Prior to building plan approval for any building to be constructed, the Applicant will submit, to the Environmental and Development Branch of DPZ, documentation from the USGBC demonstrating that LEED Silver Core and Shell precertification has been attained for that building. Prior to release of the bond for the project, the Applicant shall provide documentation to the Environment and Development Review Branch of DPZ demonstrating the status of attainment of LEED Core and Shell certification from the USGBC for each building on the property. However, if the Applicant provides evidence that LEED Silver Core and Shell precertification and certification has been delayed through no fault of the Applicant, building plan approval shall not be delayed.
- e. As an alternative to the actions outlined in the above paragraphs, or if the Applicant fails to attain LEED Silver Core and Shell precertification prior to building plan approval, the Applicant will execute a separate agreement and post, for that building, a "Green Building Escrow," in the form of cash or a Letter of Credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual, in the amount of \$2.00 per gross square foot for that building. This Green Building Escrow shall be in addition to and separate from other bond or escrow requirements and shall be released upon demonstration of attainment of certification by the USGBC under the most current version at the time of Applicant's registration of LEED Core and Shell rating system or other LEED rating system determined by the USGBC, to be applicable to each building. The provision to the Environment and Development Review Branch of DPZ of documentation from the USGBC that each building has attained LEED Core and Shell certification will be sufficient to satisfy this commitment.

If the Applicant fails to provide documentation to the Environmental and Development Review Branch of DPZ demonstrating attainment of LEED Core and Shell certification within one (1) year of issuance of a tenant non-RUP for each building, the escrow will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives. However, if the Applicant provides evidence that LEED Core and Shell certification has been delayed through no fault of the Applicant, this proffered time frame shall be extended until such time as evidence is obtained, and no release of escrowed funds shall be made to the Applicant or to the County during this extended time frame.

- f. All references to the U.S. Green Building Council shall apply to similar certifying agencies that are created subsequent to approval of this application, provided that the alternative certifying agency is acceptable to Fairfax County and the Applicant.

11. GEOTECHNICAL

Prior to site plan approval, and in accordance with the provisions of the Public Facilities Manual, the Applicant shall submit a geotechnical study of the Application Property to the Geotechnical Review Board through DPWES and shall incorporate appropriate engineering practices as recommended by the Geotechnical Review Board and DPWES to alleviate potential structural problems, to the satisfaction of DPWES. The recommendations of the Geotechnical Review Board shall be implemented during construction.

12. SUCCESSOR AND ASSIGNS

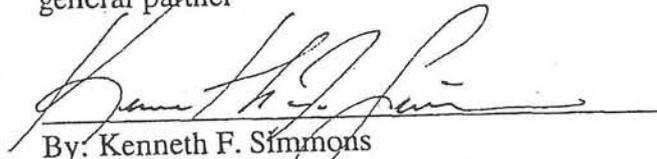
These proffers shall bind and inure to the benefit of the Applicant and its successors or assigns.

APPLICANT/TITLE OWNER OF
TAX MAP 90-2 ((1)) 56C PT.

SPRINGFIELD PARCEL C LLC, a Delaware limited liability
company

By: BOSTON PROPERTIES LIMITED PARTNERSHIP, a
Delaware limited partnership, its sole member and manager

By: Boston Properties, Inc., a Delaware corporation, its
general partner

A handwritten signature in black ink, appearing to read "Kenneth F. Simmons", is written over a horizontal line.

By: Kenneth F. Simmons
Its: Senior Vice President, Development

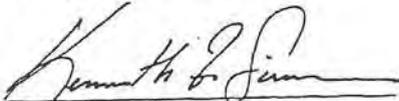
[SIGNATURES CONTINUES ON NEXT PAGE]

APPLICANT/TITLE OWNER OF
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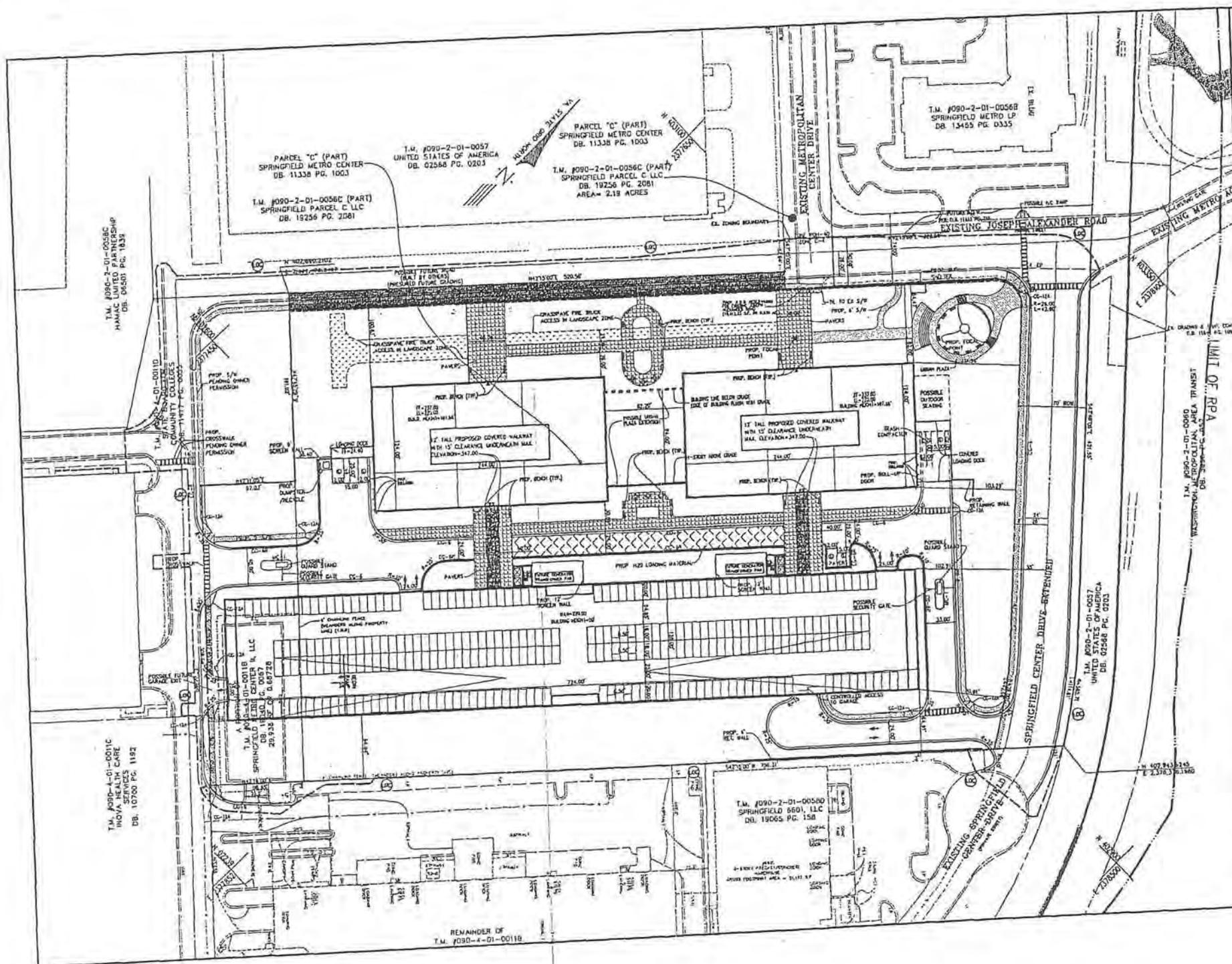
SPRINGFIELD METRO CENTER II, LLC, a Delaware
limited liability company

BY: BOSTON PROPERTIES LIMITED
PARTNERSHIP, a Delaware limited partnership,
its sole member and manager

BY: BOSTON PROPERTIES INC., a Delaware
Corporation, its general partner

BY: 
Name: Kenneth F. Simmons
Its: Senior Vice President, Development

[SIGNATURES END]



T.M. #090-2-01-0058C
HANKAC LIMITED PARTNERSHIP
DB. 06501 PG. 1835

T.M. #090-2-01-0056C (PART)
SPRINGFIELD PARCEL C LLC
DB. 19256 PG. 2081

T.M. #090-2-01-0057
UNITED STATES OF AMERICA
DB. 02588 PG. 0203

T.M. #090-2-01-0056C (PART)
SPRINGFIELD PARCEL C LLC
DB. 19256 PG. 2081
AREA = 2.19 ACRES

T.M. #090-2-01-0056B
SPRINGFIELD METRO LP
DB. 13495 PG. 0335

T.M. #090-2-01-0011C
HMO HEALTH CARE
SERVICES
DB. 10700 PG. 1182

T.M. #090-2-01-0011B
SPRINGFIELD METRO CENTER II, LLC
DB. 19338 PG. 00720

T.M. #090-2-01-0057
UNITED STATES OF AMERICA
DB. 02588 PG. 0203

T.M. #090-2-01-00500
SPRINGFIELD BECO, LLC
DB. 19005 PG. 150

REMAINDER OF
T.M. #090-2-01-0011B

urban

DESIGNED BY

ARCHITECT OF RECORD

DATE: 07/20/18

PROJECT: METRO CENTER II

LOCATION: SPRINGFIELD, VA

SCALE: 1" = 40'

GDF - SITE LAYOUT

METRO CENTER II

LEE TRANSPORTATION DISTRICT

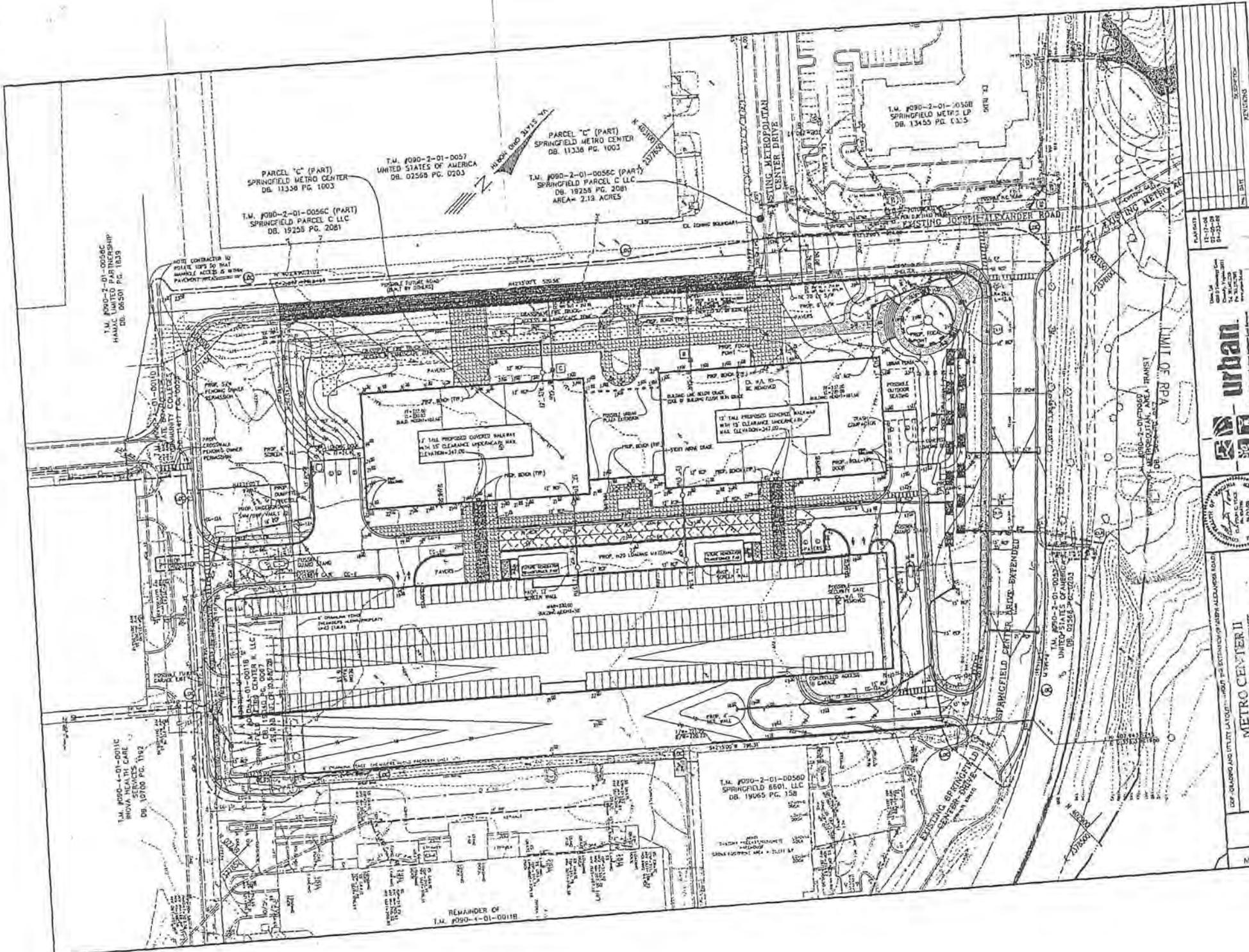
FAIRFAX COUNTY, VIRGINIA

DATE: 07/20/18

SCALE: 1" = 40'

SHEET 3 OF 15

FILE NO. MISC 12493



T.M. #090-2-01-0056C
HAWAY LIMITED PARTNERSHIP
DB. 06501 PG. 1033

PARCEL "C" (PART)
SPRINGFIELD METRO CENTER
DB. 11338 PG. 1003

T.M. #090-2-01-0057
UNITED STATES OF AMERICA
DB. 02568 PG. 0203

PARCEL "C" (PART)
SPRINGFIELD METRO CENTER
DB. 11338 PG. 1003

T.M. #090-2-01-0056C (PART)
SPRINGFIELD PARCEL C LLC
DB. 18258 PG. 2081
AREA= 2.13 ACRES

T.M. #090-2-01-0056B
SPRINGFIELD METRO LP
DB. 13455 PG. 0305

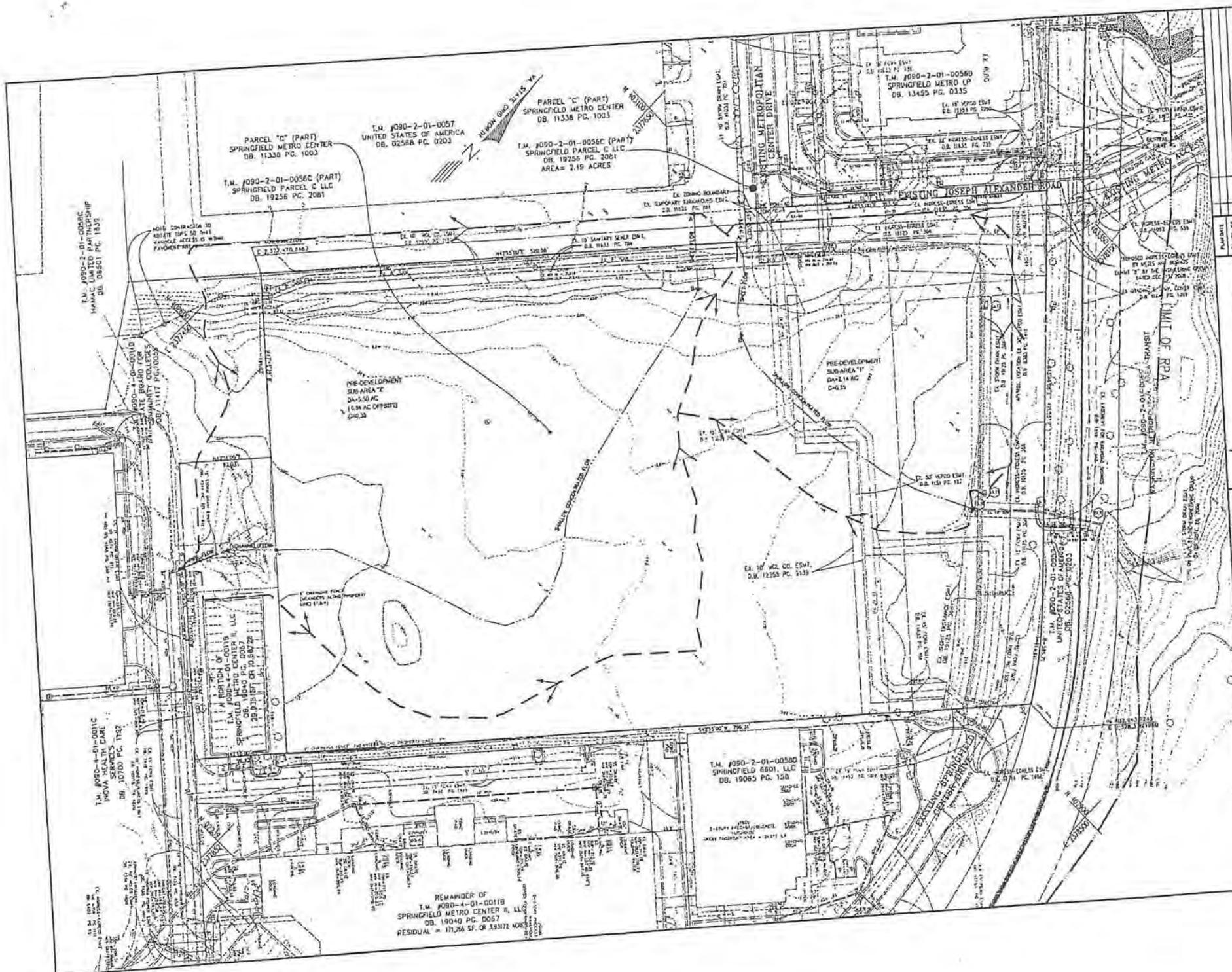
T.M. #090-4-01-0011C
PROVIDING HEALTH CARE
SERVICES
DB. 10700 PG. 1192

T.M. #090-01-0011B
METRO CENTER II, LLC
DB. 10700 PG. 1192

T.M. #090-2-01-0056D
SPRINGFIELD 8801, LLC
DB. 19065 PG. 158

REMAINDER OF
T.M. #090-4-01-0011B

| | | |
|--|------|-----------|
| DATE | BY | REVISIONS |
| 04-23-08 | ... | ... |
| 04-23-08 | ... | ... |
| 04-23-08 | ... | ... |
| | | |
| | | |
| CITY OF LEE
PLANNING DEPARTMENT
1000 W. MARKET STREET
LEE, VIRGINIA 22801 | | |
| METRO CENTER II
LEE TRANSPORTATION DISTRICT
PALMER PARK, VIRGINIA | | |
| SCALE | DATE | |
| 1" = 50' | ... | |
| SHEET | OF | |
| 50 | 15 | |
| FILE # | | |
| MISC 1249 | | |



T.M. #090-2-01-0003C
MAMAC LIMITED PARTNERSHIP
DB. 05501 PG. 1103

T.M. #090-2-01-0056C (PART)
SPRINGFIELD PARCEL C LLC
DB. 19256 PG. 2081

T.M. #090-2-01-0057
UNITED STATES OF AMERICA
DB. 02588 PG. 0203

PARCEL "C" (PART)
SPRINGFIELD METRO CENTER
DB. 11338 PG. 1003

T.M. #090-2-01-0056C (PART)
SPRINGFIELD PARCEL C LLC
DB. 19256 PG. 2081
AREA = 2.19 ACRES

T.M. #090-2-01-0056D
SPRINGFIELD METRO LP
DB. 13455 PG. 0335

PRE-DEVELOPMENT
SUBAREA Z
DA-5.50 AC
(0.34 AC DEFERTE)
04-03

PRE-DEVELOPMENT
SUBAREA Y
DA-1.14 AC
04-03

T.M. #090-1-01-0011C
NOVA HEALTH CARE
DB. 10700 PG. 1183

A PORTION OF
T.M. #090-1-01-0011B
SPRINGFIELD METRO CENTER R, LLC
DB. 10700 PG. 1183

T.M. #090-2-01-0058D
SPRINGFIELD 6601, LLC
DB. 19065 PG. 158

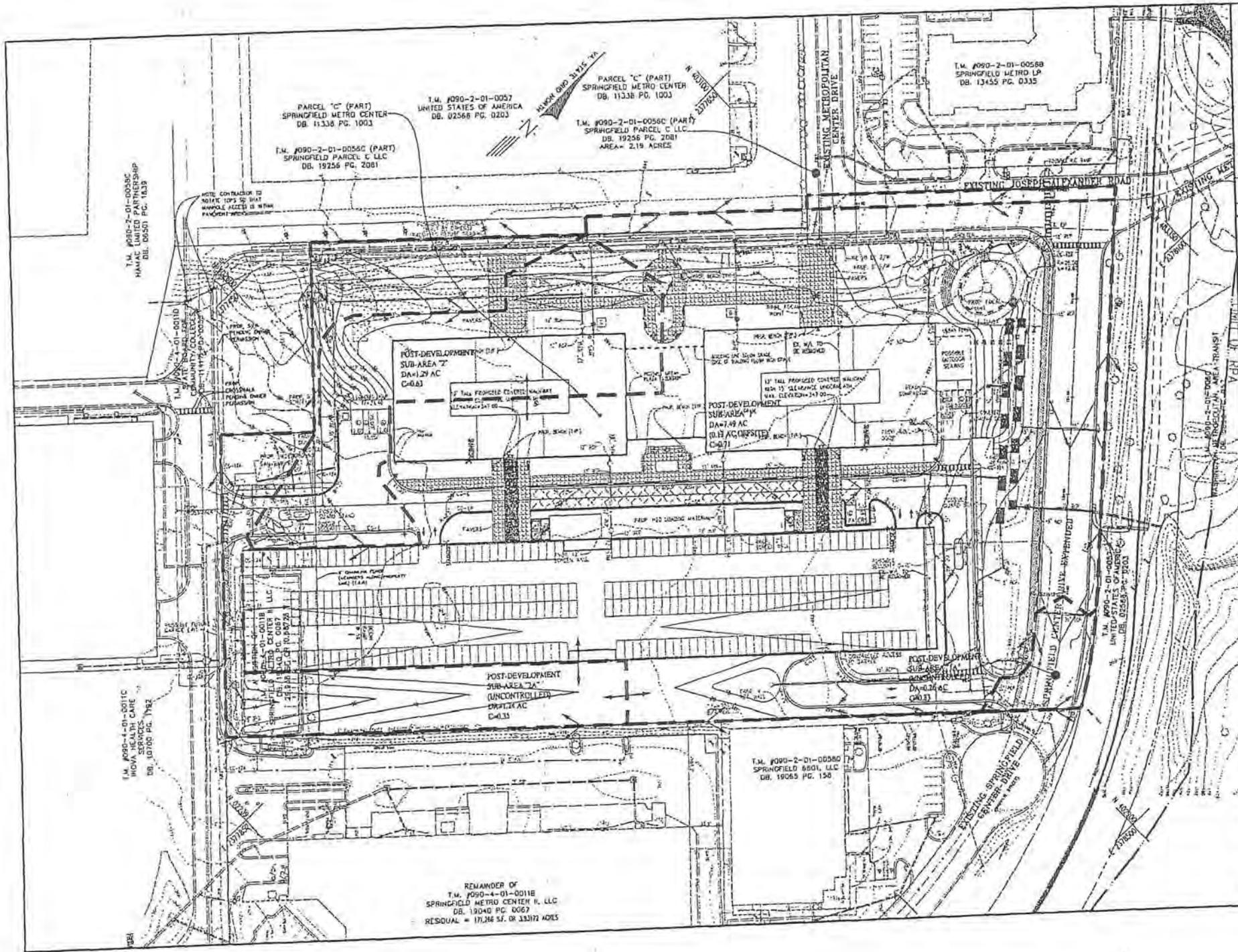
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SPRINGFIELD METRO CENTER R, LLC
DB. 19040 PG. 0057
RESIDUAL = 171,266 SF. OR 3.9372 AC



PRE-DEVELOPMENT DRAINAGE DIVIDES
METRO CENTER II
LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=40'
SHEET
7
OF
15
FILE NO.
MISC 12493

| NO. | DATE | REVISIONS |
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| 2 | 09-01-10 | REVISED TO REFLECT PERMITTING COMMENTS |
| 3 | 09-01-10 | REVISED TO REFLECT PERMITTING COMMENTS |
| 4 | 09-01-10 | REVISED TO REFLECT PERMITTING COMMENTS |
| 5 | 09-01-10 | REVISED TO REFLECT PERMITTING COMMENTS |
| 6 | 09-01-10 | REVISED TO REFLECT PERMITTING COMMENTS |
| 7 | 09-01-10 | REVISED TO REFLECT PERMITTING COMMENTS |
| 8 | 09-01-10 | REVISED TO REFLECT PERMITTING COMMENTS |
| 9 | 09-01-10 | REVISED TO REFLECT PERMITTING COMMENTS |
| 10 | 09-01-10 | REVISED TO REFLECT PERMITTING COMMENTS |



T.M. #090-2-01-0058C
HAMAC LIMITED PARTNERSHIP
DB. 05501 PG. 163

PARCEL "C" (PART)
SPRINGFIELD METRO CENTER
DB. 11338 PG. 1003

T.M. #090-2-01-0057
UNITED STATES OF AMERICA
DB. 02568 PG. 0203

T.M. #090-2-01-0056C (PART)
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AREA = 2.19 ACRES

T.M. #090-2-01-0058B
SPRINGFIELD METRO LP
DB. 13455 PG. 0335

T.M. #090-2-01-0058C
HAMAC LIMITED PARTNERSHIP
DB. 05501 PG. 163

REMAINDER OF
T.M. #090-2-01-0058C
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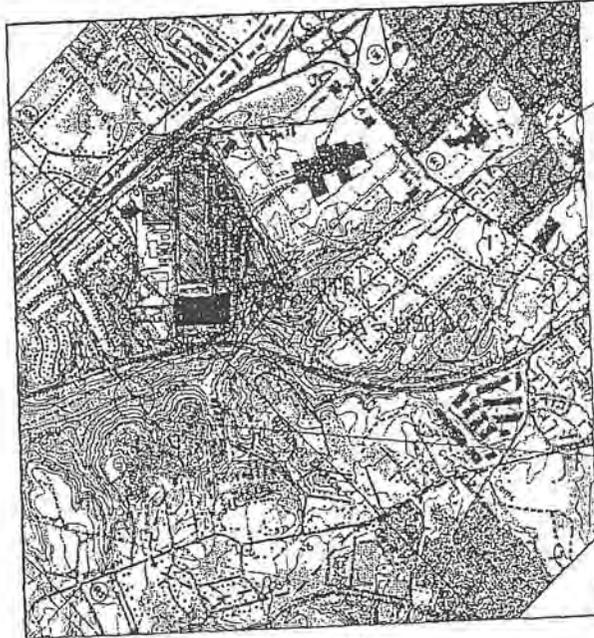
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SPRINGFIELD 5001, LLC
DB. 19065 PG. 150

T.M. #090-2-01-0058C
UNITED STATES OF AMERICA
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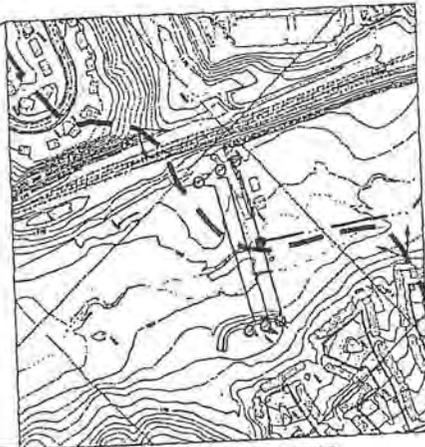
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|-------------------------------|---|
| | <p>POST-DEVELOPMENT DRAINAGE DIVIDES
METRO CENTER II
LEE DISTRICT
FABRICK COUNTY, VIRGINIA</p> |
| <p>SCALE: 1"=40'</p> | <p>SHEET
8
OF
15</p> |
| <p>FILE NO.
MDC 12493</p> | <p>DATE</p> |

View #1
Storage Function: 17066 04/15/14
File Date: (m) 114
Time Stamp: 11/23/14

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| 036:00 | 35 | 3.52 | 0.0000 | 0.0000 | 0 | 42.3 |
| 036:30 | 35.5 | 3.57 | 0.0000 | 0.0000 | 0 | 42.9 |
| 037:00 | 36 | 3.62 | 0.0000 | 0.0000 | 0 | 43.5 |
| 037:30 | 36.5 | 3.67 | 0.0000 | 0.0000 | 0 | 44.1 |
| 038:00 | 37 | 3.72 | 0.0000 | 0.0000 | 0 | 44.7 |
| 038:30 | 37.5 | 3.77 | 0.0000 | 0.0000 | 0 | 45.3 |
| 039:00 | 38 | 3.82 | 0.0000 | 0.0000 | 0 | 45.9 |
| 039:30 | 38.5 | 3.87 | 0.0000 | 0.0000 | 0 | 46.5 |
| 040:00 | 39 | 3.92 | 0.0000 | 0.0000 | 0 | 47.1 |
| 040:30 | 39.5 | 3.97 | 0.0000 | 0.0000 | 0 | 47.7 |
| 041:00 | 40 | 4.02 | 0.0000 | 0.0000 | 0 | 48.3 |
| 041:30 | 40.5 | 4.07 | 0.0000 | 0.0000 | 0 | 48.9 |
| 042:00 | 41 | 4.12 | 0.0000 | 0.0000 | 0 | 49.5 |
| 042:30 | 41.5 | 4.17 | 0.0000 | 0.0000 | 0 | 50.1 |
| 043:00 | 42 | 4.22 | 0.0000 | 0.0000 | 0 | 50.7 |
| 043:30 | 42.5 | 4.27 | 0.0000 | 0.0000 | 0 | 51.3 |
| 044:00 | 43 | 4.32 | 0.0000 | 0.0000 | 0 | 51.9 |
| 044:30 | 43.5 | 4.37 | 0.0000 | 0.0000 | 0 | 52.5 |
| 045:00 | 44 | 4.42 | 0.0000 | 0.0000 | 0 | 53.1 |
| 045:30 | 44.5 | 4.47 | 0.0000 | 0.0000 | 0 | 53.7 |
| 046:00 | 45 | 4.52 | 0.0000 | 0.0000 | 0 | 54.3 |
| 046:30 | 45.5 | 4.57 | 0.0000 | 0.0000 | 0 | 54.9 |
| 047:00 | 46 | 4.62 | 0.0000 | 0.0000 | 0 | 55.5 |
| 047:30 | 46.5 | 4.67 | 0.0000 | 0.0000 | 0 | 56.1 |
| 048:00 | 47 | 4.72 | 0.0000 | 0.0000 | 0 | 56.7 |
| 048:30 | 47.5 | 4.77 | 0.0000 | 0.0000 | 0 | 57.3 |
| 049:00 | 48 | 4.82 | 0.0000 | 0.0000 | 0 | 57.9 |
| 049:30 | 48.5 | 4.87 | 0.0000 | 0.0000 | 0 | 58.5 |
| 050:00 | 49 | 4.92 | 0.0000 | 0.0000 | 0 | 59.1 |
| 050:30 | 49.5 | 4.97 | 0.0000 | 0.0000 | 0 | 59.7 |
| 051:00 | 50 | 5.02 | 0.0000 | 0.0000 | 0 | 60.3 |
| 051:30 | 50.5 | 5.07 | 0.0000 | 0.0000 | 0 | 60.9 |
| 052:00 | 51 | 5.12 | 0.0000 | 0.0000 | 0 | 61.5 |
| 052:30 | 51.5 | 5.17 | 0.0000 | 0.0000 | 0 | 62.1 |
| 053:00 | 52 | 5.22 | 0.0000 | 0.0000 | 0 | 62.7 |
| 053:30 | 52.5 | 5.27 | 0.0000 | 0.0000 | 0 | 63.3 |
| 054:00 | 53 | 5.32 | 0.0000 | 0.0000 | 0 | 63.9 |
| 054:30 | 53.5 | 5.37 | 0.0000 | 0.0000 | 0 | 64.5 |
| 055:00 | 54 | 5.42 | 0.0000 | 0.0000 | 0 | 65.1 |
| 055:30 | 54.5 | 5.47 | 0.0000 | 0.0000 | 0 | 65.7 |
| 056:00 | 55 | 5.52 | 0.0000 | 0.0000 | 0 | 66.3 |
| 056:30 | 55.5 | 5.57 | 0.0000 | 0.0000 | 0 | 66.9 |
| 057:00 | 56 | 5.62 | 0.0000 | 0.0000 | 0 | 67.5 |
| 057:30 | 56.5 | 5.67 | 0.0000 | 0.0000 | 0 | 68.1 |
| 058:00 | 57 | 5.72 | 0.0000 | 0.0000 | 0 | 68.7 |
| 058:30 | 57.5 | 5.77 | 0.0000 | 0.0000 | 0 | 69.3 |
| 059:00 | 58 | 5.82 | 0.0000 | 0.0000 | 0 | 69.9 |
| 059:30 | 58.5 | 5.87 | 0.0000 | 0.0000 | 0 | 70.5 |
| 060:00 | 59 | 5.92 | 0.0000 | 0.0000 | 0 | 71.1 |
| 060:30 | 59.5 | 5.97 | 0.0000 | 0.0000 | 0 | 71.7 |
| 061:00 | 60 | 6.02 | 0.0000 | 0.0000 | 0 | 72.3 |
| 061:30 | 60.5 | 6.07 | 0.0000 | 0.0000 | 0 | 72.9 |
| 062:00 | 61 | 6.12 | 0.0000 | 0.0000 | 0 | 73.5 |
| 062:30 | 61.5 | 6.17 | 0.0000 | 0.0000 | 0 | 74.1 |
| 063:00 | 62 | 6.22 | 0.0000 | 0.0000 | 0 | 74.7 |
| 063:30 | 62.5 | 6.27 | 0.0000 | 0.0000 | 0 | 75.3 |
| 064:00 | 63 | 6.32 | 0.0000 | 0.0000 | 0 | 75.9 |
| 064:30 | 63.5 | 6.37 | 0.0000 | 0.0000 | 0 | 76.5 |
| 065:00 | 64 | 6.42 | 0.0000 | 0.0000 | 0 | 77.1 |
| 065:30 | 64.5 | 6.47 | 0.0000 | 0.0000 | 0 | 77.7 |
| 066:00 | 65 | 6.52 | 0.0000 | 0.0000 | 0 | 78.3 |
| 066:30 | 65.5 | 6.57 | 0.0000 | 0.0000 | 0 | 78.9 |
| 067:00 | 66 | 6.62 | 0.0000 | 0.0000 | 0 | 79.5 |
| 067:30 | 66.5 | 6.67 | 0.0000 | 0.0000 | 0 | 80.1 |
| 068:00 | 67 | 6.72 | 0.0000 | 0.0000 | 0 | 80.7 |
| 068:30 | 67.5 | 6.77 | 0.0000 | 0.0000 | 0 | 81.3 |
| 069:00 | 68 | 6.82 | 0.0000 | 0.0000 | 0 | 81.9 |
| 069:30 | 68.5 | 6.87 | 0.0000 | 0.0000 | 0 | 82.5 |
| 070:00 | 69 | 6.92 | 0.0000 | 0.0000 | 0 | 83.1 |
| 070:30 | 69.5 | 6.97 | 0.0000 | 0.0000 | 0 | 83.7 |
| 071:00 | 70 | 7.02 | 0.0000 | 0.0000 | 0 | 84.3 |
| 071:30 | 70.5 | 7.07 | 0.0000 | 0.0000 | 0 | 84.9 |
| 072:00 | 71 | 7.12 | 0.0000 | 0.0000 | 0 | 85.5 |
| 072:30 | 71.5 | 7.17 | 0.0000 | 0.0000 | 0 | 86.1 |
| 073:00 | 72 | 7.22 | 0.0000 | 0.0000 | 0 | 86.7 |
| 073:30 | 72.5 | 7.27 | 0.0000 | 0.0000 | 0 | 87.3 |
| 074:00 | 73 | 7.32 | 0.0000 | 0.0000 | 0 | 87.9 |
| 074:30 | 73.5 | 7.37 | 0.0000 | 0.0000 | 0 | 88.5 |
| 075:00 | 74 | 7.42 | 0.0000 | 0.0000 | 0 | 89.1 |
| 075:30 | 74.5 | 7.47 | 0.0000 | 0.0000 | 0 | 89.7 |
| 076:00 | 75 | 7.52 | 0.0000 | 0.0000 | 0 | 90.3 |
| 076:30 | 75.5 | 7.57 | 0.0000 | 0.0000 | 0 | 90.9 |
| 077:00 | 76 | 7.62 | 0.0000 | 0.0000 | 0 | 91.5 |
| 077:30 | 76.5 | 7.67 | 0.0000 | 0.0000 | 0 | 92.1 |
| 078:00 | 77 | 7.72 | 0.0000 | 0.0000 | 0 | 92.7 |
| 078:30 | 77.5 | 7.77 | 0.0000 | 0.0000 | 0 | 93.3 |
| 079:00 | 78 | 7.82 | 0.0000 | 0.0000 | 0 | 93.9 |
| 079:30 | 78.5 | 7.87 | 0.0000 | 0.0000 | 0 | 94.5 |
| 080:00 | 79 | 7.92 | 0.0000 | 0.0000 | 0 | 95.1 |
| 080:30 | 79.5 | 7.97 | 0.0000 | 0.0000 | 0 | 95.7 |
| 081:00 | 80 | 8.02 | 0.0000 | 0.0000 | 0 | 96.3 |
| 081:30 | 80.5 | 8.07 | 0.0000 | 0.0000 | 0 | 96.9 |
| 082:00 | 81 | 8.12 | 0.0000 | 0.0000 | 0 | 97.5 |
| 082:30 | 81.5 | 8.17 | 0.0000 | 0.0000 | 0 | 98.1 |
| 083:00 | 82 | 8.22 | 0.0000 | 0.0000 | 0 | 98.7 |
| 083:30 | 82.5 | 8.27 | 0.0000 | 0.0000 | 0 | 99.3 |
| 084:00 | 83 | 8.32 | 0.0000 | 0.0000 | 0 | 99.9 |
| 084:30 | 83.5 | 8.37 | 0.0000 | 0.0000 | 0 | 100.5 |
| 085:00 | 84 | 8.42 | 0.0000 | 0.0000 | 0 | 101.1 |
| 085:30 | 84.5 | 8.47 | 0.0000 | 0.0000 | 0 | 101.7 |
| 086:00 | 85 | 8.52 | 0.0000 | 0.0000 | 0 | 102.3 |
| 086:30 | | | | | | |



OVERALL DRAINAGE MAP
1"=1000'



CROSS SECTION LOCATIONS
1"=200'

POST DEVELOPMENT CONDITIONS:
CROSS SECTION 1-1 (SEE THIS SHEET FOR CHANNEL SECTION LOCATION)

DA = 1.00 AC
CFACTOR = 0.75
S = 1.75 PER 100'
TD = 36 IN (SEE THIS SHEET FOR THE 1 COMPUTATION)

CS = 100 CFS
CH = 102 CFS
CHANNEL SLOPE = 0.008
S = 1.00 (SEE THIS SHEET FOR THE 1 COMPUTATION)

V₁₀ = 3.08 FPS
D₁₀ = 2.01 FT

POST DEVELOPMENT CONDITIONS:
CROSS SECTION 2-2 (SEE THIS SHEET FOR CHANNEL SECTION LOCATION)

DA = 1.00 AC
CFACTOR = 0.75
S = 1.75 PER 100'
TD = 36 IN (SEE THIS SHEET FOR THE 1 COMPUTATION)

CS = 100 CFS
CH = 102 CFS
CHANNEL SLOPE = 0.008
S = 1.00 (SEE THIS SHEET FOR THE 1 COMPUTATION)

V₁₀ = 3.08 FPS
D₁₀ = 2.01 FT

POST DEVELOPMENT CONDITIONS:
CROSS SECTION 3-3 (SEE THIS SHEET FOR CHANNEL SECTION LOCATION)

DA = 1.00 AC
CFACTOR = 0.75
S = 1.75 PER 100'
TD = 36 IN (SEE THIS SHEET FOR THE 1 COMPUTATION)

CS = 100 CFS
CH = 102 CFS
CHANNEL SLOPE = 0.008
S = 1.00 (SEE THIS SHEET FOR THE 1 COMPUTATION)

V₁₀ = 3.08 FPS
D₁₀ = 2.01 FT

Time of Concentration (T_c) or travel time (T_t)
SUBAREA FOR EXTENT OF REVIEW

| Segment ID: AS | | ASPHALT | |
|--|-------|---------|------|
| 1. Surface description | AS | ASPHALT | |
| 2. Manning's roughness coefficient, n | 0.015 | | |
| 3. Flow length, L (feet) = 200 ft | 200 | 2.3 | |
| 4. Hydraulic radius, R (feet) | 0.500 | | |
| 5. L ^{0.78} / R ^{0.48} | 14.0 | | |
| 6. L ^{0.78} / R ^{0.48} × n | 0.21 | | 0.21 |
| 7. Compute T _c | 14 | | |

| Segment ID: BC | | CONCRETE | |
|--|-------|----------|------|
| 1. Surface description (paved or unpaved) | BC | CONCRETE | |
| 2. Manning's roughness coefficient, n | 0.012 | | |
| 3. Flow length, L (feet) | 200 | 2.3 | |
| 4. Hydraulic radius, R (feet) | 0.500 | | |
| 5. L ^{0.78} / R ^{0.48} | 14.0 | | |
| 6. L ^{0.78} / R ^{0.48} × n | 0.14 | | 0.14 |
| 7. Compute T _c | 14 | | |

| Segment ID: CD | | GRASS | |
|--|-------|-------|------|
| 1. Surface description (paved or unpaved) | CD | GRASS | |
| 2. Manning's roughness coefficient, n | 0.040 | | |
| 3. Flow length, L (feet) | 200 | 2.3 | |
| 4. Hydraulic radius, R (feet) | 0.500 | | |
| 5. L ^{0.78} / R ^{0.48} | 14.0 | | |
| 6. L ^{0.78} / R ^{0.48} × n | 0.56 | | 0.56 |
| 7. Compute T _c | 14 | | |



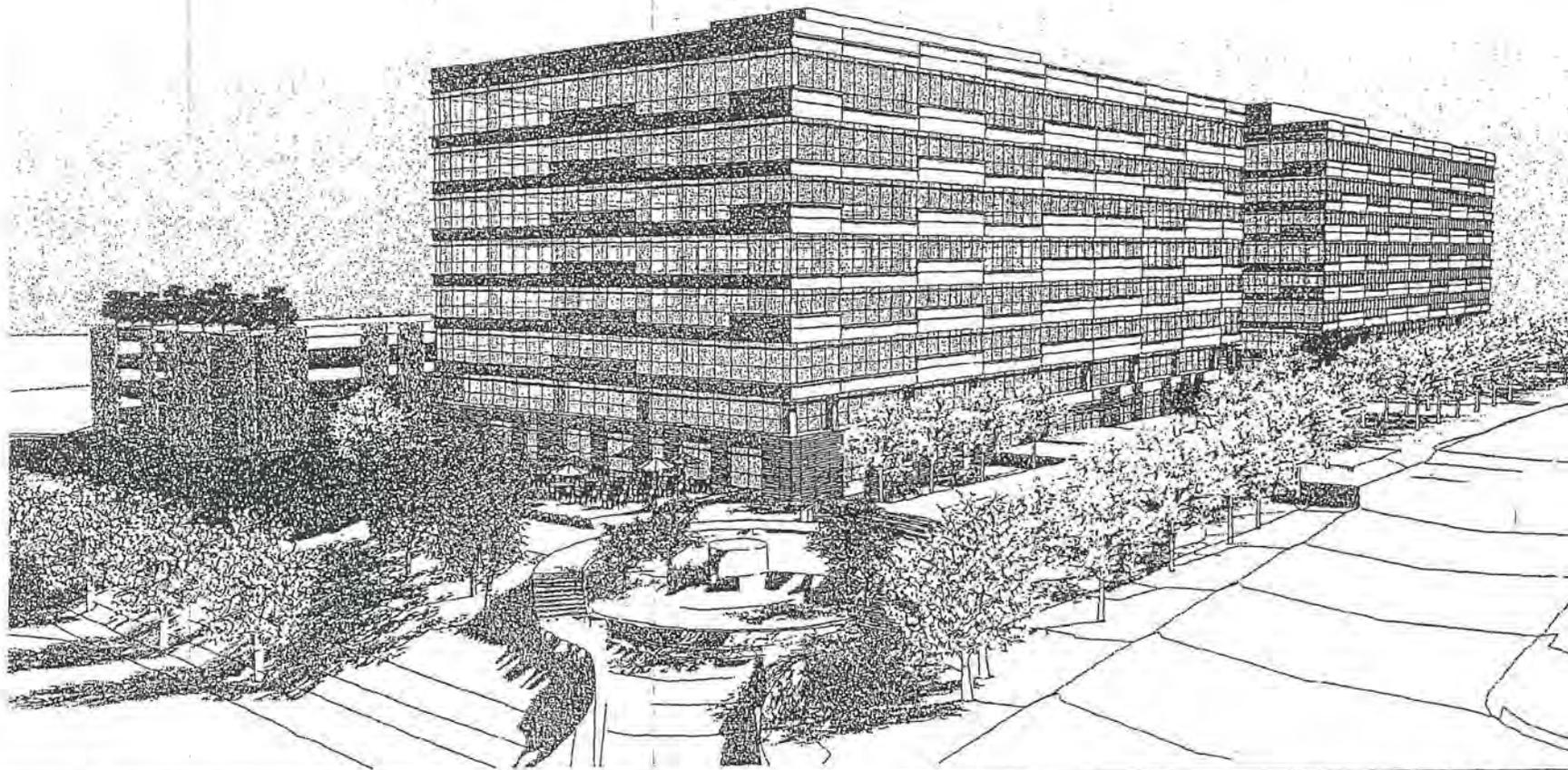
DATE: 08-11-08
DRAWN BY: J. W. B. JR.
CHECKED BY: J. W. B. JR.
SCALE: 1/4" = 1'-0"

urban
CONSULTANTS

MEMBER OF THE NATIONAL ASSOCIATION OF ENGINEERS

OUTFALL ANALYSIS
METRO CENTER II
LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SHEET 10 OF 15
FILE # NISC 17493



Gensler

SPRINGFIELD METRO CENTER

BOSTON PROPERTIES

| | | | |
|---|---|---|---|
| <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> | <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> | <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> | <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> |
| <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> | <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> | <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> | <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> |
| <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> | <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> | <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> | <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> <p>DATE: 08-21-07</p> <p>PROJECT: METRO CENTER</p> <p>SCALE: AS SHOWN</p> |

BUILDING PERSPECTIVE

METRO CENTER II

LEE TRANSPORTATION DISTRICT

FAIRFAX COUNTY, VIRGINIA

SCALE: METRO SCALE

EL: N/A

DATE: M.A. 07

SHEET 15B OF 15

FILE NO. MISC 12493



County of Fairfax, Virginia

MEMORANDUM

DATE: February 14, 2012

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief *PGN*
Environment and Development Review Branch, DPZ

SUBJECT: **Land Use Analysis & Environmental Assessment:**
RZ/FDP 2011-LE-022; concurrent w/ PCA 1998-LE-064-2 & PCA 1998-LE-015
(Springfield Metro Center Phase II & Springfield Metro Center Parcel C)

The memorandum, prepared by Scott Brown, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the development plan dated May 16, 2011 and revised through October 20, 2011. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

DESCRIPTION OF THE APPLICATION

The applicants, Springfield Metro Center II, LLC and Springfield 6601 LLC, are proposing a rezoning and final development plan for Springfield Metro Center II, as well as two concurrent proffered condition amendments.

The rezoning and final development plan proposes to rezone 6.28 acres from the I-4 (Medium Intensity Industrial District) and C-4 (High Intensity Office District) districts to Planned Development Commercial (PDC) District in order to permit the development of two office buildings with a total of 517,600 square feet of gross floor area at 1.89 floor area ratio (FAR).

The concurrent proffered condition amendments requests are to:

- (1) Subtract a 1.03-acre portion of the previously-approved but not yet built Phase I (PCA 1998-LE-04 & RZ 2008-LE-015) and
- (2) Request a waiver of the required rear yard area from Phase I to allow the approved parking structure from Phase I to abut the proposed parking structure for the subject development (Phase II).

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Integrity * Teamwork * Public Service

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/



The applicant is also requesting the option to provide an interim commercial parking garage on the PCA (Phase I site) for a period of 5 years prior to construction of the approved office development for Parcel C.

LOCATION AND CHARACTER OF THE AREA

The subject property is located southeast of the Franconia-Springfield Parkway and Interstate 95 interchange in the Springfield Center Industrial Park. Situated at the far east portion of the park, the property lies along the inside curve at the end of Springfield Center Drive, which extends southeast from Loisdale Drive and then curls back around in a half-circle towards the northwest. The site is currently occupied by low-rise two-story office/warehouse buildings and surface parking. To the immediate northwest is a cleared vacant site that will be Springfield Metro Center Phase I. To the north and northeast are wooded areas surrounding Long Branch Creek and its floodway. To the east and southeast is the rail corridor. Across Springfield Center Drive to the south is a one-story office building. Adjacent uses to the southwest and west include a vacant lot and North Virginia Community College's Medical Campus. Beyond these is the GSA Parr warehouse, a federal property.

Residential areas are located outside of the industrial park area. The Loisdale community is located to the south. There are several newer multi-family buildings located along Metropolitan Center Drive, located between the GSA warehouses and Franconia-Springfield Parkway.

COMPREHENSIVE PLAN CITATIONS:

Land Use

Fairfax County Comprehensive Plan, 2011 Edition, Franconia-Springfield Area and Fort Belvoir North Area amended through February 8, 2011, Franconia-Springfield Transit Station Area, Land Unit P, pages 54-55:

"Land Unit P is located south of the GSA-Parr Warehouse and north of the Loisdale Estates subdivision. It is about 57 acres in size and contains the site of the Northern Virginia Community College and Springfield Center Industrial Park.

Land Unit P is planned for light industrial use up to .35 FAR. As an option, biotech/research and development uses up to .50 FAR may be appropriate to complement the VNCC/INOVA medical center. For parcels 90-2((1))57E, 57F, 57G, and 57H, office use up to .50 FAR may also be considered. Any development under this option must demonstrate that it will generate less peak hour traffic than the planned baseline use to minimize traffic generation in an area with limited transportation capacity. Development should provide a landscaped buffer of at least 75 feet in width along the Loisdale Estates subdivision boundary.

As an option, parcels 90-2((1))58D and 90-4((1))11B are planned for office use up to 2.0 FAR, with support retail use. Redevelopment should include, at a minimum, the following elements:

- Accommodation of the extension of Frontier Drive to Springfield Center Drive and contributions to offsite improvements to Loisdale Road;
- Provision of a grid street system that accommodates walking within the site and to the Joe Alexander Transportation Center;
- Implementation of an effective transportation demand management (TDM) program to reduce auto travel to the area;
- Provision of shuttle service to the Joe Alexander Transportation Center and/or other destinations in the nearby area until such time that a circulator, described in the Area-wide guidance, is operational. At such time, redevelopment should participate in the circulator's management and operation. Options for development are feasible only if the private sector contributes a proportional share of transportation improvements (road fund) and/or funding to meet the transportation needs of the area;
- Provision of structured parking;
- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms, a maximum building height of 150 feet, and mitigation of visual impacts of structured parking;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- Provision of on-site recreational amenities for employees;
- Mitigation of the impacts on parks and recreation per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan; and
- Adherence to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan.

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Land Use as amended through September 22, 2008, Appendix 11, Guidelines for Transit-Oriented Development, pages 33-38 may be accessed at:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/landuse.pdf>

Environment

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Environment, as amended through July 27, 2010, pages 8 and 9:

“Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County. . . .

Policy k: For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County’s streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives: The concentration of growth in mixed-use, transit-oriented centers in a manner that will optimize the use of transit and non-motorized trips and minimize vehicular trips and traffic congestion.

- Minimize the amount of impervious surface created.
- Site buildings to minimize impervious cover associated with driveways and parking areas and to encourage tree preservation.
- Where feasible, convey drainage from impervious areas into pervious areas.
- Encourage cluster development when designed to maximize protection of ecologically valuable land.
- Encourage the preservation of wooded areas and steep slopes adjacent to stream valley EQC areas.
- Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.
- Where appropriate, use protective easements in areas outside of private residential lots as a mechanism to protect wooded areas and steep slopes.
- Encourage the use of open ditch road sections and minimize subdivision street lengths, widths, use of curb and gutter sections, and overall impervious cover within cul-de-sacs, consistent with County and State requirements.
- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.
- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements.
- Encourage shared parking between adjacent land uses where permitted.
- Where feasible and appropriate, encourage the use of pervious parking surfaces in low-use parking areas.
- Maximize the use of infiltration landscaping within streetscapes consistent with County and State requirements. . . .

Policy o: Ensure that development and redevelopment sites that have been subject to contamination by toxic substances or other hazardous materials are remediated to the extent that they will not present unacceptable health or environmental risks for the specific uses proposed for these sites and that unacceptable health or environmental risks will not occur as a result of contamination associated with nearby properties.”

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Environment, as amended through July 27, 2010, page 18:

“Objective 10: Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.

Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.

Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights of way.”

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Environment, as amended through July 27, 2010, pages 19-21:

“Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.

Policy a. Consistent with other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices can include, but are not limited to:

- Environmentally-sensitive siting and construction of development.
- Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the Policy Plan).
- Optimization of energy performance of structures/energy-efficient design.
- Use of renewable energy resources.
- Use of energy efficient appliances, heating/cooling systems, lighting and/or other products.
- Application of water conservation techniques such as water efficient landscaping and innovative wastewater technologies.
- Reuse of existing building materials for redevelopment projects.
- Recycling/salvage of non-hazardous construction, demolition, and land clearing debris.
- Use of recycled and rapidly renewable building materials.

- Use of building materials and products that originate from nearby sources.
- Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials.

Encourage commitments to implementation of green building practices through certification under established green building rating systems (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program or other comparable programs with third party certification).

Encourage commitments to the attainment of the ENERGY STAR® rating where applicable and to ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs. . . .

Policy d. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county's environmental initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.

Policy e. Encourage energy conservation through the provision of measures which support non-motorized transportation, such as the provision of showers and lockers for employees and the provision of bicycle parking facilities for employment, retail and multifamily residential uses."

SPRINGFIELD METRO CENTER PARCEL C (PCAs 1998-LE-064-2 & 1998-LE-015)

Background

This section of the land use analysis addresses the requested proffered condition amendments to the previously approved PCA/RZ for Springfield Metro Center Parcel C, which permitted two office buildings with a total 474,000 square feet of office, and a five-level parking structure on 10.39 acres of land.

As part of the PCA, the applicant proposes an option to construct the approved parking garage as an interim standalone commercial parking garage. The garage would serve an unspecified offsite government client as the sole user of the garage, with a shuttle to the offsite place of employment. The applicant proposes a period of up to 5 years for the commercial parking garage as the primary use of the property, with the flexibility to have the Zoning Administrator extend that time period if market conditions are not right for developing the office buildings. The size, design and location of the parking garage will remain the same as already approved. The proposed extension of Springfield Center drive to the southeast would also be constructed to provide vehicular access to the garage.

Land Use Analysis

There are no specific land use recommendations in the Franconia-Springfield Transit Station Area for or against a commercial parking garage as a primary use; however, the Areawide Recommendations specifically recommend a preference for underground and on-street parking rather than surface parking and above-ground structures. The Areawide Recommendations also specify that structured parking should not be visible from major pedestrian, bicycle or vehicular rights of way, and should be located so that they are screened from view by buildings, or that the parking garage façades blend in with the streetscape.

The location of the garage is along what was intended to be a future grid-connecting street with a pedestrian-oriented streetscape immediately adjacent to the southeast property boundary (indicated by the Springfield Connectivity Study and the framework plan for the Franconia Springfield Transit Station Area). This street connection would be located between the subject property and the Phase II property (subject of the concurrent RZ/FDP 2011-LE-022). The construction of the combined parking garages, as proposed in the Phase II RZ/FDP at this location removes the potential for this grid connection and would create a 'superblock' with limited vehicular and pedestrian connectivity.

Planning staff's previous land use analysis determined that the garage's location along the southeast property line would produce a detrimental pedestrian environment, and the overall design of the development (including the parking garage) did not conform to the Transit Oriented Development (TOD) guidelines for areas in close proximity to mass transit stations. The justification for the building, garage, and overall site, and the basis for not achieving much of the TOD criteria was the need to accommodate secure government tenants.

As a standalone garage, the proposed interim use does not alleviate those concerns, although it is not certain that the site will be home to the originally intended type of tenant. The construction of the parking garage up to 5 years or more prior to the rest of the development would limit the flexibility of future development on this property to redesign the site to meet market adjustments and provide better urban design. If the commercial real estate market changes over the interim period, and the site would no longer need to accommodate secure government tenants, the parking garage would already be in a permanently fixed location, and would limit the potential to redesign the site and create a design that conforms to the areawide and TOD visions.

The Transit Oriented Development criteria also includes recommendations for incorporating design that minimizes single occupant vehicle trips and maximizes transportation demand management (TDM) measures. Without the office uses, a standalone garage will generate a significant increase in single-occupancy vehicle trips without the opportunity to provide TDM strategies. The impact of the garage by itself will produce additional traffic in an area with poor transportation levels of service without the benefit of bringing additional jobs to the area.

Recommendations

Reduced Size

Planning staff recommends the applicant construct the garage with a smaller footprint - approximately half of the approved garage size - in the interim, with full build out of the garage timed with the construction of the office buildings. By providing a garage with a smaller footprint, this would allow more site flexibility to allow a redesign conforming to the TOD criteria, should the site no longer need to accommodate secure government tenants. It is recommended that the southwestern half of the proposed garage (closest to the existing NVCC parking garage) should be constructed first to allow more flexibility in the future to create better urban design along the Springfield Center Drive Extension.

Interim Conditions

A key objective of the land use recommendations for the Franconia-Springfield Transit Station Area and the County's TOD criteria is the creation of vibrant, mixed-use areas with a focus on the pedestrian environment. Despite the design concerns Planning staff expressed for the approved office development, it would contribute vibrancy and economic stimulus by adding to the employment base in the community. Additionally, it would produce improvements to the entire property, rather than improvements limited to the specific area of the parking structure. With the proposed construction of only the parking garage, neither the desired TOD design qualities nor the benefits of the additional employment concentration would be realized.

Planning staff recommends that if the standalone commercial parking use is approved, it should be accompanied by proffers to provide desirable interim conditions for the remainder of the property. This should include landscaping improvements and use of a portion of the property as a temporary public park or plaza. Pedestrian and bicycle facilities providing better linkages to the Metro Access road from to the medical college/INOVA area are also recommended to provide more direct and easier access.

Quality Design

The parking garage should provide materials and design that reflect the higher quality of architecture and design expected in the transit station area. High quality materials such as brick should be used on the ground levels, especially at the corners of the structure. Architectural features and façade interruptions should also be incorporated, and vegetated features are suggested to soften the appearance of the garage. The image below is an example of a parking garage in Herndon that blends in well with the surrounding residential uses by incorporating brick into the facades of the lower levels and uses some architectural features such as eaves, arches, and smaller openings that give a window appearance. Black metal mesh is used in some of the openings to help screen views into the garage. This is not a perfect example, but it represents a good attempt to create a better garage façade design where the structure directly fronts a street. Planning staff recommends the applicant provide a higher quality garage design that will be complimentary to the future development vision for the Franconia-Springfield Transit Station area.



SPRINGFIELD METRO CENTER II REZONING (RZ/FDP-2011-LE-022)

Use and Intensity

The proposed development includes two office buildings, each with a height of 150 feet. The total development area is a combined 517,600 square feet between the two buildings on 6.28 acres, which is an intensity of 1.89 FAR (floor area ratio). The baseline plan for Land Unit P is light industrial use up to 0.35 FAR. This application is proposed under a development option for the subject property that allows office use up to 2.0 FAR with supporting retail and subject to the conditions listed above in the land use recommendations text.

While the intensity of development (1.89 FAR) and the primary land use (office) are in line with the development option, the proposal does not meet some of the conditions listed under the option. The applicant does not provide a significant commitment for providing supporting retail, does not provide a grid of streets that accommodates walking, does not provide pedestrian-focused site design, and it does not adequately meet the Transit Oriented Development Criteria of the Policy Plan.

The applicant originally proposed that the cellar areas of each building would include a variety of uses including utility and mechanical rooms, accessory uses, and additional office space. Although the cellar space would not count towards additional FAR, planning staff recommended that the cellar space not be used for additional offices, as they would still generate intensity, parking, and traffic generation. The latest proffers now reflect that the cellar space will not be used as office space.

Support Retail Uses

The original applicant did not put forward a clear provision for support retail. Initial proffers included a list of potential uses that may be accommodated, but does not make clear that those services would be included. The applicant also proffered to provide a minimum of 1,000 square feet of floor space as indoor recreation facilities in one or more of the buildings. Some flexibility in the type and capacity of the supporting uses that will be provided in the development should be expected; however, the language of the proffers as proposed did not guarantee that any supporting services beyond the 1,000 square feet of indoor recreation will be provided. Planning staff recommended a clearer commitment to providing support retail through minimums or ranges of floor space dedications and a better indication of where these services would be located in the buildings. A commitment to 5% or greater of the total floor area as support retail was recommended.

Resolution: The applicant is providing a proffer that commits to a total of 5,000 square feet of supporting retail, to be spread out amongst the four office towers in Phase I and II. They are also proposing that at the time of final site plan submission of the last of the four buildings, the proffer will be satisfied if they can demonstrate diligent efforts to lease the 5,000 square feet and have been unsuccessful at meeting the minimum retail floor area. Planning staff encourages a greater commitment to retail and supporting uses, especially those that would provide an opportunity to reduce extra vehicular trips made offsite.

Grid Street System

The provision of a grid of streets is a condition of the development option pursued, as well as an objective in the TOD Criteria. The proposed development does not contribute toward a grid of streets, and is counter to the Areawide Vision goals of enhancing multi-modal linkages and encouraging even traffic flows, and enhancing the pedestrian realm. This issue is discussed further in the TOD Criteria section below.

High Quality Architecture and Pedestrian-Focused Site Design

"Provision of high-quality architecture and pedestrian-focused site design, which should include street oriented building forms, a maximum building height of 150 feet, and mitigation of visual impacts of structured parking."

The proposed development includes two rectangular office buildings with minimal architectural design and detail with entrances oriented towards an internal vehicular plaza between the two buildings, rather than being oriented towards Springfield Center Drive. This internal focus does not engage the street and fails to provide a pedestrian-focused environment. The buildings are located between the parking garage and the southeastern curve of Springfield

Center Drive, which provides some screening of the garage by the office towers; however, the long expanse of the garage extends well beyond either side of the proposed office buildings and the garage would be located closer to the street in most areas. This is most concerning along the north side of Springfield Center, where the Frontier Drive extension would enter the district – an area that is planned as a gateway into the Parr Warehouse area. The parking garage would become the prominent feature in view when approaching the district from Frontier Drive. Additionally, there are two proposed loading dock areas (one for each building) that are located between the buildings and street frontage along Springfield Center Drive. Screening walls are provided to help shield the loading areas, but providing the loading docks at this location does not contribute to high quality of design, and would be more appropriate behind the buildings.

Areawide Vision for Franconia-Springfield Transit Station Area

The vision for the Franconia Springfield Transit Station Area is a mixed-use, easily accessible and interconnected place. The following are the guiding principles:

- Provide opportunities for high density, mixed-use redevelopment, which would allow residents, employees, and visitors to work, shop, exercise, and live in relative proximity to each other;
- Enhance multi-modal linkages throughout the area and to the Joe Alexander Transportation Center and other transportation nodes;
- Maintain easy access to regional transportation systems;
- Develop a unique identity that reflects the character of the area through design consistency;
- Create a usable wayfinding system, which would efficiently move people through the area;
- Enhance the safety and security of the area through innovative, environmental design features, such as improved lighting, safe pathways, and additional windows facing the street;
- Identify and minimize pedestrian and vehicular conflicts by separating the pedestrians from vehicular traffic, improving traffic circulation, and developing the pedestrian realm;
- Encourage even traffic flows through enhancements to the public transit system, incentives for carpooling, and implementation of a coordinated program of transportation demand management strategies;
- Encourage revitalization through enhancing the economic competitiveness of local businesses;
- Preserve and protect stable, low density residential neighborhoods that surround the Franconia-Springfield Area through screening, buffering, and tapering of development at the transitional boundaries;
- Utilize innovative design and engineering techniques to preserve, enhance, and restore the existing natural resources in the area;
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement; and
- Complement revitalization efforts made by the local community.

While the proposed development furthers some of the guiding principles of the TSA vision, it fails to provide opportunities to create a vibrant mixed use area and a pedestrian-focused environment. These issues are exemplified in the Transit-Oriented Development Criteria and are discussed in more detail in the following section.

Transit Oriented Development (TOD) Criteria

Development within the Franconia-Springfield Transit Station Area (TSA) is subject to the TOD Criteria, and adherence to the TOD Criteria is a specific condition of the development option under which this application is proposed. This section provides guidelines for creating a vibrant mixed-use center serving the areas in proximity to transit stations. Most of the subject property is within ¼ mile of the Joe Alexander Transportation Center, which includes a Metrorail transit station as well as a Virginia Rail Expressway commuter rail station. This proximity to mass transit creates a heightened need to provide development that promotes the pedestrian environment that the TOD criteria seek to establish. The proposed development does not meet several of the TOD Criteria, and planning staff feels the proposed development will not be in conformance with the land use recommendations for this area without significant changes to the development plan.

Mix of Land Uses

"Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in all directions, and to encourage different types of activity throughout the day."

The proposed development would help generate a larger employment base within a quarter of a mile from the Joe Alexander Transportation Center. The development as proposed provides solely office uses with minimal commitment to retail services supportive of office tenants, but does not propose a true mix of uses. While the location near mass transit provides building tenants the opportunity to choose public transportation to work, a mix of land uses creates opportunities to reduce additional vehicular trips throughout the day for both building tenants and other nearby land uses.

The applicant was encouraged to provide both support retail services (to meet the development option) and district-serving retail services to meet the TOD criteria and promote a greater mix of uses in the Parr Warehouse District. Support retail limits the need for building tenants to take additional trips throughout the day by providing banking services, fitness centers, cafeteria's and other services – if provided. Accessible retail space serving a larger population beyond the buildings' tenants is desired and it would allow a reduction in vehicular trips by providing services and amenities to area residents, employees and students, and would also promote more street activity throughout the day.

Resolution: As mentioned above, the applicant has proffered to providing 5,000 square feet of retail space among all four buildings (Phase I and II).

Urban Design

“Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.”

The design of the proposed development is geared towards accommodating secure tenants, and places less emphasis on providing the type of walkable urban design that is sought for in this criteria. The office buildings would be set far back from the street front - from a minimum of 86 feet, up to 140 feet. Further, the two buildings are oriented towards each other face each other on an internally-focused plaza rather than addressing the street front.

Resolution: The revised and resubmitted plans continue the same arrangement of streets, buildings and spaces with minor modifications to landscaping features. The urban design conditions are not improved from the original application. The buildings remain oriented as they were in the original submission with entrances towards each other; however, the applicant has provided updated proffers to provide design features on the eastern façades of both buildings that will better activate the Springfield Center Drive streetscape. This includes storefront design, canopies or awnings, and other decorative features.

Parking

“Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.”

The proposed parking garage spans 718 feet and runs the length of the property from northeast to southwest. The structure is located behind the office towers relative to the southeast curve of Springfield Center Drive from certain perspectives, but is also the more prominent feature along the north end of the development where the future intersection of Springfield Center Drive and Frontier Drive extension is planned as a gateway into the district. The much narrower widths of the office towers (121' wide each) do not effectively screen the expanse of the parking garage from most points of view. The Areawide Recommendations for Franconia-Springfield Planning Area encourages a preference of underground and on-street parking, and recommends that parking structures not be visible from major pedestrian, bicycle, and vehicular rights-of-way. If site limitations are such that the parking structure must be visible from the roadway, the façade should be integrated into the streetscape in a visually appealing way.

Resolution: The applicant has enhanced the aesthetics of the parking garage by proposing a vegetated 'green wall' on the north face of the garage. While this lessens the visual impact to a degree during part of the year, this does not adequately resolve the location and prominence of the parking structure relative to the site as a whole.

Street Design

“Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.”

The development option for office uses up to 2.0 FAR is also conditional on the provision of a grid street system that accommodates walking within the site and to the Joe Alexander Transportation Center. A walkable gridded street system provides a system of small blocks with numerous block interruptions and intersections that provide both a pedestrian scale and numerous routes of travel.

The applicants are proposing to construct the Springfield Center Drive extension. Additional connections that would improve connectivity around the boundaries of the site are indicated in the development plans, but rely on others to construct those improvements.

Within the development, there are not any additional connecting streets or block interruptions to break up the 15-acre site into smaller, more navigable blocks. The location of the proposed parking garage prevents an additional street segment that is shown on the framework plan. The elimination of this potential connection inhibits walkability at the neighborhood scale. For example, where students from NVCC school might be able to use this and other potential connections as a shorter walk to the transit station, the development instead would add to walking distances because of the need to circumnavigate the entire combined site of Phase I and II.

Open Space

"Provide publicly accessible, high-quality, usable open space."

The open space amenities provided onsite reinforce the internal nature of the development and do not contribute towards a sense of place or public gathering. The applicant was encouraged to design open spaces that would function as public open space for the district.

The applicant has responded that the buildings may be secure, making it infeasible to provide publicly accessible open space in this development. As the applicant stated in the rezoning proposal, Phase I was to be a secure sight, while Phase II would be designed as standard office buildings. This should provide flexibility to provide publicly accessible open space within the development, and planning staff reiterates its recommendation to create a meaningful, public space that will contribute to the vibrancy of the Parr Warehouse area.

Resolution: The applicant has not provided a design that will make these areas an attraction, and without a significant mix of uses in the development, it is unlikely these areas will provide a central gathering space for the community. The applicant is providing a public access easement for the front yard areas of between the buildings and Springfield Metro Center Drive, which will not preclude the community from using these areas.

TOD Design Summary

Staff recognizes that there are particular site constraints that limit the ability to provide an ideal transit-oriented site design. In order to fully lease the proposed buildings, government tenants may need to be accommodated that require increased security design, which provides obstacles to creating transit-oriented urban design. These design concerns were also identified in the

analysis of the approved rezoning for the adjacent parcel (RZ-2008-LE-015). As an accompaniment to that phase of development, consideration should be given to the benefit of developing the second phase (subject application) with a similar character to provide a unified development.

In the interest of promoting needed development at this site and increasing the employment base in the community, it is recognized that the economic needs of the Franconia-Springfield area are a priority.

Although the need and flexibility to accommodate secure tenants should be provided, creativity should be used to meet those security needs while also providing a design that provides a high-quality urban environment. Planning staff still recommends a higher quality design of the parking garages to provide an outward appearance that reflects the façades of the adjacent buildings and does not create an eyesore to the community. The applicant should provide enhanced architectural treatments on the lower levels of the garages, and green walls and other uses of vegetation to soften the appearance of the garage should be used on all sides.

Pedestrian and bicycle mobility are vital in this area in order to encourage the use of mass transit via the nearby Metro and VRE stations. The subject property and adjacent related Phase I property should not preclude walkability. As depicted, the 15-acre site must be circumnavigated by pedestrians because connections through the site are not provided. The initial development of either property— whichever comes first – should trigger immediate streetscape improvements that would facilitate pedestrian traffic through the site and further the walkable connections to the Springfield Metro station. Planning staff also recommends that pedestrian amenities be provided through the sites to further develop a pedestrian grid even if the recommended vehicular grid is not implemented.

During all phases of the Springfield Metro Center development – Phase I, Phase II, interim commercial parking garage – the entirety of the site should reflect a permanently improved look. All proposed streetscapes should be provided, and areas should be landscaped to prevent a vacant look.

Streetscapes and Signage

The urban design and streetscape guidelines for the Franconia-Springfield TSA are intended to provide high quality design and an attractive and pedestrian-oriented streetscape. Springfield Center Drive is categorized as a Collector street in the TSA plan, which should be designed with a 116' right of way that includes bicycle lanes and on-street parking on both sides of the street, as well as a center median and two travel lanes in each direction. The applicant has provided a sheet in the plans showing an eventual connection of Frontier Drive extended into Springfield Center Drive.

Comprehensive signage is recommended by the Plan for the Franconia-Springfield Area, which should provide a consistent theme and appearance throughout the area. The applicant has not provided details on signage at this time, but has stated a signage program is forthcoming. A quality wayfinding and signage plan should be complementary to a pedestrian-

scale grid network of streets. In the absence of an adequate grid system, a wayfinding system will have increased importance in directing pedestrian and bicycle circulation.

Alignment of Springfield Center Drive and Frontier Drive Extension

Sheet 25 of the applicant's revised development plans shows the likely future alignment of Springfield Center Drive and the extension of Frontier Drive. This road alignment straightens the alignment of Springfield Center outward to eliminate much of the curve of the current alignment. In some areas this will add additional land area between the proposed buildings and Springfield Center Drive, creating even larger setbacks between the buildings and street. It will also likely affect the location of the stormwater detention pond, which is in the path of the potential road alignment. The additional open spaces may provide an opportunity to incorporate stormwater management onsite (including LID features, potentially).

ENVIRONMENTAL ANALYSIS

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed development. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions. Particular emphasis is given to opportunities provided by this application to conserve the county's remaining natural amenities.

Resource Protection Area/Environmental Quality Corridor

A Resource Protection Area/Environmental Quality Corridor (RPA/EQC) is located adjacent to the subject property along the north and east sides. The proposed area of disturbance would not fall within the RPA/EQC boundaries, and therefore no impact to this resource area is anticipated; however, potential impacts to this area should be considered when determining an alternative location for stormwater detention if the proposed pond is impacted by future road alignments.

Tree Protection

A majority of the site is either occupied by impervious surface or has been previously cleared. There is minimal vegetation on site, but there appears to be a scattering of mature trees throughout the site, mostly along the perimeter. The applicant is encouraged to meet their tree canopy goals in part by preserving existing trees on the site where possible.

Green Buildings

The development option elements for this area include an expected commitment to the environment through buildings designed to attain a LEED-Silver building certification. The applicant has provided proffers for achieving LEED-Silver certification through the Core & Shell rating system, including a proffer for an escrow posting.

The applicant was also encouraged to provide bicycle storage and shower facilities to encourage bicycling to work. The applicant has provided a draft proffer to include covered bicycle storage in the parking garage, and to provide shower facilities in the building(s).

Stormwater

The proposed development will include a large amount of open space, and the impervious areas will reduce slightly from the subject property's current conditions.

The applicants intend to use an existing detention pond located across Springfield Center Drive. The pond will manage 1.46 acres of stormwater runoff, while the other 4.82 acres will be uncontrolled runoff. The applicants are encouraged to utilize the property's large open areas for low impact development (LID) features to manage some of the stormwater onsite. Vegetated 'green' roofs are also encouraged to reduce impervious surface area as part of the applicant's credits towards achieving a LEED-Silver rating.

The future alignment of Springfield Center Drive with the Frontier Drive extension will likely impact the location of the stormwater detention area proposed. The applicant should indicate an alternative location for stormwater detention to accommodate this road alignment.

Countywide Trails Plan Map

The Countywide Trails Plan Map does not indicate any planned trails on or adjacent to the subject property; however, streetscape guidelines in the Franconia-Springfield Transit Station Area Plan provide standards for the inclusion of pedestrian and bicycle facilities.

PGN/STB



County of Fairfax, Virginia

MEMORANDUM

DATE: February 16, 2012

TO: Barbara Berlin, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Angela Kadar Rodeheaver, Chief
Site Analysis Section
Department of Transportation *TWB
for AKR*

FILE: 3-4 (RZ 2011-LE-022)

SUBJECT: Transportation Impact

REFERENCE: RZ 2011-LE-022; FDP 2011-LE-022; PCA 1998-LE-064; PCA 2008-LE-015
Springfield Metro Center II, LLC & Springfield 6601, LLC
Traffic Analysis Zone: 2025 (New 8.0 Land Use/Zonal Structure)
Land Identification Map: 90-2 ((01)) 56C; 90-2 ((01)) 58D; 90-4 ((01)) 11B

Transmitted, herewith, are comments from the Fairfax County Department of Transportation (DOT) with respect to the above-referenced application (a.k.a. Springfield Metro Center II, Phase 2). Included with the submission were an application for rezoning, an associated conceptual and final development plan (CDP/FDP), two (2) proffered condition amendments (PCA), and a Chapter 527 Traffic Impact Analysis (TIA). The comments, below, are based on the revised CDP/FDP, dated December 1, 2011, draft proffers, dated February 10, 2011, the initial TIA, dated June 15, 2011, and the applicant's response to comments, dated December 1, 2011. The applicant has also proposed an interim use of commercial off-street parking, to be located at Springfield Metro Center II, Phase 1. Comments are also based on a revised General Development Plan (GDP) and PCA proffers, provided in support of this interim use.

Phase 2 consists of 6.28 total acres. This includes 6.28 acres being rezoned from commercial (C-4) and Industrial (I-4) to Planned Development Commercial (PDC) (RZ 2011-LE-022). Also included are 1.03 acres being deleted from PCAs 1998-LE-064 and 2008-LE-015 and added to the PDC rezoning. The site currently contains two industrial buildings with approximately 85,237 square feet of gross floor area. A recent Base Relocation and Closure (BRAC) Area Plans Review (APR) nomination (08-IV-2FS), approved by the Fairfax County Board of Supervisors (BOS) on August 3, 2009, added an option for office and support services up to a 2.0 floor area ratio (FAR), with conditions addressing pedestrian amenities, an extension of Frontier Drive, transportation demand management (TDM) strategies, shuttle bus service, and road fund contributions. Based on this increased development potential, the applicant now proposes rezoning the site to Planned Development Commercial (PDC), with up to 517,600 square feet of general office space (1.89 FAR).

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Interim Use – Off-Street Commercial Parking

The applicant has proposed an interim use of commercial off-street parking, to be located in the parking structure (or a portion thereof) associated with Springfield Metro Center II, Phase 1, for a period of up to five (5) years. Time extension(s) may be provided at the discretion of the District Office.

Impacts of this interim commercial off-street parking use are difficult to ascertain, absent sufficient detail on intent, potential users, etc. It may be presumed that the commercial parking may be utilized to provide over-flow parking for the Franconia-Springfield Metrorail Station (although the current draft proffers state the interim parking will not be open to the general public) or for contract parking with a large employer in the area. Details on the anticipated uses would be useful in determining impacts.

In addition to a detailed description of the intended purpose(s) of the interim commercial off-street parking use, the applicant should provide an impact analysis evaluating potential impacts associated with the use. Until sufficient explanation and analysis are provided, recommendations will be difficult to pinpoint and will likely have to err on the conservative side.

Transportation Impacts - Trip Generation

Ultimately, the impacts from the proposed interim commercial off-street parking use must not exceed those estimated as part of the Phase 1 traffic impact analysis. The applicant should provide a trip generation estimate, including daily and a.m. and p.m. peak hour entering and exiting trips and an assessment of how these impacts may differ from those of the currently approved Phase 1 office use. Details on the anticipated clientele would be very useful as well, in determining the time of peak impact, the spreading of the impact over the a.m. and p.m. peak periods, etc.

A trip generation estimate for the approved Phase 1 office use is provided in Table 1, below (544,120 square feet office with a 30% TDM goal). Trip generation figures for daily and a.m. and p.m. peak hours are based on trip generation data from the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 8th Edition.

TABLE 1: Trip Generation for Phase 1 Office (544,120 SF)

| | AM Peak Hour | | | PM Peak Hour | | | Daily |
|-------------------------|--------------|-----------|------------|--------------|------------|------------|--------------|
| | Enter | Exit | Total | Enter | Exit | Total | |
| Gross Trips | 640 | 87 | 727 | 117 | 571 | 688 | 4,917 |
| Reductions ¹ | -192 | -26 | -218 | -35 | -171 | -206 | -1,475 |
| Net New Trips | 448 | 61 | 509 | 82 | 400 | 482 | 3,442 |

¹ Reflects a 30% Proffered TDM Goal – Transit, bicycle, pedestrian, carpool, vanpool, slugging, teleworking, etc.

Absent a trip generation analysis specific to the interim use by the applicant, the maximum number of parking spaces should be based on these forecasted impacts. Per Table 1, the ultimate office use for Phase 1 should have an impact of approximately 448 vehicles entering in the a.m. peak hour. Assuming the office loads about 37% during the peak hour, an additional 63% would load before and after (or about 752 additional entering trips). That totals approximately 1,200 parking spaces. The number of parking spaces for the interim off-street parking use should be capped at 1,200, consistent with the impacts to the roadway network identified for Phase 1 as part of its TIA.

Note that based on current draft proffers, it appears the applicant is willing to accept the 1,200 parking space limit.

The number of parking spaces allowed with the interim commercial parking use may be revisited at a later time should the applicant provide data and analysis showing impacts are less than or equal to those forecasted for the approved Phase 1 office use and should the County agree.

Transportation Impacts – Trip Distribution and Peak Period

In addition to trip generation, impacts may differ based on the trip distribution for the interim commercial off-street parking use. In all likelihood, the interim use will generate trips from different points of origin than the approved office land use for Phase 1. The peak period for the interim use may also differ. The applicant should provide an estimated trip distribution and peak period for the interim use for comparison to those assumed in the traffic analysis for Phase 1.

The methodologies and sources used to develop the trip distribution and peak period for the interim use should be reviewed and approved by DOT staff. Should the comparison determine that trips are coming from different locations or at different peak times, a reassessment of impacts may be required.

Phase 2 Mitigation

Based on the results and responses to the trip generation and distribution comments, an evaluation of transportation mitigation must be provided. Mitigation that, thus far, has been offered concurrent with Phase 2 may be required earlier to off-set impacts from the proposed interim commercial off-street parking. New or interim transportation mitigation may be determined as needed.

Traffic signal warrant studies, at the very least, for Loisdale Road at Springfield Center Drive and for Loisdale Road at Metropolitan Center Drive, should be included as mitigation for the interim commercial off-street parking use. Once the interim use is fully operational, the warrant studies should be completed. This would be an additional proffer, specifically for the interim use, and would not replace the proffer for warrant studies as part of Phase 2 rezoning (should they not meet warrants during the interim use).

Note that the current draft proffers now include traffic signal warrants for the interim commercial parking use.

In addition, Phase 2 mitigation was based upon a 2013 buildout date. This interim use would likely push the Phase 2 buildout to 2018 or later. This change in buildout, due to additional background growth that should be assumed, may bring about the need for Phase 2 mitigation at an earlier date.

Parking Limitations

Thus far, insufficient details have been provided to uncover the full intent of the applicant with this interim commercial off-street parking use. Proximity to the Franconia-Springfield Metrorail/Virginia Railway Express (VRE) Station may make it an attractive location to offer over-flow parking for Metro. In the event that the applicant may choose to utilize the interim use to provide parking for Metro riders, the following language should be inserted into the proffers:

“The applicant’s parking rate shall exceed the daily parking rate at the Franconia-Springfield Metrorail Station by at least \$0.25 per day, unless otherwise agreed to in writing by WMATA and the Fairfax County Office of Transportation. This rate shall be applicable only between 5:30am and 9:30am weekdays. After 9:30am, the rates shall be at least equal to the daily rate charged at the Franconia-Springfield Metrorail Station, unless otherwise agreed to in writing by WMATA and the Fairfax County Office of Transportation.”

Note that while current draft proffers indicate that the interim commercial parking use shall not be open to the general public, such language should still be included.

Ultimate Use – Office

The applicant is proposing an ultimate use of office, including up to 517,600 square feet of office space. This proposal would create a significant impact on what is already a congested area of the Lee Magisterial District. The applicant’s TIA indicates that the additional uses will generate approximately 3,312 new trips per day, 489 new trips in the a.m. peak hour, and 461 new trips in the p.m. peak hour, after a 30% mode-split reduction associated with non-single occupant vehicle (SOV) trips, such as transit, bicycle, pedestrian, carpool, vanpool, slugging, etc. This reduction, which is reflected by the currently proffered TDM Goal, may also reflect peak spreading, alternative work schedules, teleworking, etc.

Trip generation figures for daily, a.m. peak hour and p.m. peak hour, as summarized in Table 2, below, are based on trip generation data from the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 8th Edition.

TABLE 2: Trip Generation for Phase 2 Office (517,600 SF)

| | AM Peak Hour | | | PM Peak Hour | | | Daily |
|-------------------------|--------------|-----------|------------|--------------|------------|------------|--------------|
| | Enter | Exit | Total | Enter | Exit | Total | |
| Gross Trips | 615 | 84 | 699 | 112 | 547 | 659 | 4,731 |
| Reductions ¹ | -185 | -25 | -210 | -34 | -164 | -198 | -1,419 |
| Net New Trips | 430 | 59 | 489 | 78 | 383 | 461 | 3,312 |

¹ Reflects a 30% Proffered TDM Goal – Transit, bicycle, pedestrian, carpool, vanpool, slugging, teleworking, etc.

TRANSPORTATION RECOMMENDATIONS

Based on a review of the applicant's TIA, and their current plans and proffers, transportation staff highlights the following transportation issues that require additional attention:

REVIEW OF COMPREHENSIVE PLAN RECOMMENDATIONS

The site is located within the Franconia-Springfield Transit Station Area (TSA) within the Franconia-Springfield Area, as defined in the Fairfax County Comprehensive Plan. The concept for future development identifies the Franconia-Springfield Area for mixed-use centers which, depending on scale and offerings, serve as community and/or regional focal points. Located within approximately 2,500 feet (0.50 miles) from the Joseph Alexander Transportation Center, multimodal usage is encouraged at the site and within the TSA, which includes a Transit-Oriented Development (TOD) component. Appropriate design and mix of land uses that support public transportation and non-motorized travel should be incorporated.

The Franconia-Springfield Area Plan contains numerous transportation-related recommendations and conditions which reflect the growing need to integrate housing and employment in proximity to one another. The vision for redevelopment in the Franconia-Springfield Area is to transform the area into a mixed-use, easily accessible, and inter-connected place. Residents, employees and visitors will have essential needs and services proximate to one another and easily accessible by multiple means of transportation, particularly by walking and biking.

The proposal is located in Land Unit P of the Franconia-Springfield Area. As an option, office up to a 2.0 FAR, with support retail, is planned. Per the Comprehensive Plan, redevelopment should include, at a minimum, the following:

- Accommodation of the extension of Frontier Drive to Springfield Center Drive (and on to Loisdale Road).

In anticipation of construction of the Frontier Drive Extension, a four-lane arterial included in the County's Comprehensive Plan, connecting the Franconia-Springfield Parkway, on the north, with Loisdale Road, on the south, the applicant should:

- accommodate an alignment for the future extension that preserves the ability to expand the Metrorail Blue Line Service south towards Newington, Fort Belvoir and Woodbridge;
- accommodate a 116' cross-section, per the Streetscape Guidance in the Area Plan, which includes bicycle lanes, on-street parking, and wide sidewalks on each side of the roadway;
- proffer to reserve adequate right-of-way for future dedication at site plan, consistent with the cross-section and alignment ultimately determined;
- meet Virginia Department of Transportation (VDOT) Access Management Standards for driveways, cross streets, median openings, and traffic signals, as depicted in their plans;

- accommodate the likely need to relocate the storm water management pond, currently located on the east side of Springfield Center Drive, south of the site;
- provide a supplemental analysis to the TIA indicating transportation impacts assuming the future extension in place; and
- proffer a monetary contribution towards the future extension, proportional to their site's impact.

The County and applicant have reached consensus on the alignment and cross-section for Frontier Drive Extension and plans have been revised accordingly. As a result of this exercise, the applicant's right-of-way reservation has been set.

The agreed upon alignment is sensitive to the crossing of the Chesapeake Bay Preservation Area (CBPA) with a focus on minimizing intrusion. Minimizing environmental impacts and costs for fill and structure, the final alignment will generally follow the shortest path, while balancing the natural topographic slopes, distance and connection point on the north end of the alignment. The agreed upon cross-section accommodates 116', as called for in the Comprehensive Plan and, therefore, the applicant has accommodated the extension of Frontier Drive.

The applicant currently proposes four access points onto the future extension of Frontier Drive: (1) a full opening on the south side of the site; (2) a SB right-in, right-out at the site's main entrance; (3) a SB right-in, right-out for garage access and loading; and (4) a full access opening, potentially signalized, at the future connection to Metropolitan Center Drive.

Note that coordination with VDOT will be required to ensure that these access points meet standards or are approved for necessary waivers.

- Contribution to the off-site improvement to Loisdale Road.

The applicant has proffered a total monetary contribution of \$517,600 towards improvements on Loisdale Road and the Springfield Transportation Fund. It is unlikely, however, that the amount proffered will be sufficient to mitigate their impacts to Loisdale Road (widening from Fairfax County Parkway to Spring Mall Road), as stipulated in the Comprehensive Plan, as well as other off-site intersection improvements. This issue will be discussed later in regards to the Springfield Transportation Fund.

- Provision of a grid of streets system that accommodates walking within the site and to the Joseph Alexander transportation Center.

The original applications, RZ 1998-LE-064 and RZ 2008-LE-015 were approved by the Board of Supervisors on April 28, 2003 and May 18, 2009, respectively. Since that time, however, the Comprehensive Plan was amended to include recommendations from the Springfield Connectivity Study (Plan amended January 2010).

Further discussion will be needed in terms of which roadways around the site shall be public in the future. Springfield Center Drive, for example, will remain private until such time as Frontier Drive is extended to Loisdale Road, utilizing the Springfield Center Drive alignment. After Frontier Drive is extended, other roadways may enter the discussion, such as Springfield Center Drive Extension. Coordination with VDOT will be necessary on cross-sections and right-of-way widths.

- Implementation of an effective Transportation Demand Management (TDM) program to reduce auto travel to the area.
 - **Bus Shelter:** The applicant is proffering a bus shelter along the southern edge of their site (based on review of plans and proffer 3(e)). The location of this shelter should be optimized as to provide ideal shared coverage for Phases 1 & 2, NoVA Community College and the Inova site. Note that another bus shelter site was proffered on the north site of Phase 1.
 - **TDM Goal:** The applicant has proffered to a TDM goal of 30% (see proffer 4(a)). Transportation staff believes that this is an appropriate goal based on location, transit service and urban accessibility. Note that the applicant has also increased their TDM goal to 30% for Phase 2.
 - **TDM Program:**
 - The applicant lists newsletter as a potential TDM strategy for making information available to employees (see proffer 4(b)(iii)). Transportation staff would not recommend a newsletter as a substitute for website or common location for such information.
 - The applicant proffers to 20 carpool spaces per building in its parking facility (see proffer 4(b)(iv)). Transportation staff feels that this is a good starting point and recommends this be monitored and re-evaluated as the buildings occupy.
 - The applicant proffers to provide bicycle storage (see proffer 4(b)(v)). The applicant should indicate the number of bicycle lockers and indicate their location on revised plans. A shower facility should also be proffered within each office building.
 - The applicant has proffered to provide 300 SmarTrip cards per building with \$50 value on each. Transportation staff feels that this is sufficient (see proffer 4(b)(viii)).
 - The Office TDM Coordinator should be the person representing the entire development as part of TAGS. Tenants could each contribute to the membership fees and report back to the Coordinator with issues, but the development as a whole should be represented as one body/member (see proffer 4(b)(x)).
 - The TDM Coordinator should conduct an initial survey to determine commute patterns of tenants/employees (see proffer 4(b)(xi)).
 - Prior to issuance of first Non-RUP, an operational TDM program should be submitted to the County highlighting strategies and budgets (see proffer 4(c)).

- **Additional Surveys:** Upon achievement of the trip reduction goal for two (2) successive years following full occupancy of the second office building, no additional surveys shall be required (see proffer 4(c)).

Note that the applicant agrees.

- **TDM Penalty:** The applicant has proffered to a \$2,500 TDM remedy (not currently set up as a “penalty”), for up to five years, resulting in a total potential commitment of \$12,500 (see proffer 4(d)). Transportation staff recommends that this figure be increased to \$7,500, for up to five years, resulting in a total potential commitment of \$37,500. This may be split evenly between TDM remedy and penalty (for use by County for transportation enhancements).

Transportation staff is in the process of developing new standards for TDM penalties. These new standards will cover TOD and non-TOD areas, as well as Tysons Corner (separately). The \$7,500 per year penalty/remedy recommended above is actually likely to be well-below what will eventually be recommended for Countywide standards. In this case, however, we feel increasing the penalty/remedy to \$7,500 per year is fair and appropriate.

- **Parking:** A parking management program should be implemented by the applicant that provides motivation to employees for alternative modes of transportation, flexible work schedule, etc. (see proffer 5). Transportation staff recommends the applicant work with the County to allow for the provision of fewer parking spaces that code specifies (see proffer 5(a)). Providing limited parking spaces would result in a shortage of parking for employees and a motivation for alternative modes.

Note that the applicant is requesting parking equivalent to current zoning minimums.

- Provision of shuttle bus service to the Joseph Alexander Transportation Center and/or other destinations in the nearby area until such time that a circulator, described in the Area-wide guidance, is operational. At such time, redevelopment should participate in the circulator’s management and operation. Options for development are feasible only if the private sector contributes a proportional share of transportation improvements (road fund) and/or funding to meet the transportation needs of the area.

The applicant has proffered to provide shuttle bus service to and from the site (see proffer 3(d) and proffer 3(f) from PCA). This shuttle bus service could be provided directly by the applicant, or through a local Transportation Management Association (TMA) (i.e., TAGS). The applicant has committed to provision of this shuttle service until such a point that a TMA takes over, ensuring that the service will be available for the foreseeable future.

Transportation staff recommends that the applicant partner with TAGS, as opposed to providing service on their own. A central service, such as that which can be offered by TAGS, makes more sense as service will also be required for the Northern Virginia Community College and Inova sites, as well as the GSA site and other site(s) that may be part of the redevelopment of this area.

- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters and adequate lighting.

The pedestrian circulation plan should show connections to neighboring parcels (Northern Virginia Community College, Inova site, GSA site, multifamily on Metropolitan Center Drive, etc.), existing and planned regional trails (Loisdale Road, Franconia-Springfield Parkway) and the Metro Access Road for pedestrians, as well as bicyclists. It is critical that we maintain wide sidewalks and bicycle lanes in an effort to provide adequate bicycle/pedestrian access to the Franconia-Springfield Metrorail Station.

The applicant has done a good job of laying out a bicycle/pedestrian circulation plan. Street crossings (cross walks, pedestrian signals, etc.), however, should be better shown in the revised plans. How will pedestrians get to/through your site to/from the Metro Access Road or to/from neighboring parcels?

Plans should clearly show streetscaping elements, including street lighting, street furniture, bicycle facilities, street planting, median landscaping, etc.

The applicant should plan to provide a wayfinding program that includes signs (including gateway), banners, directional or trailblazing signs, pedestrian kiosks, etc. within its proximity.

REVIEW OF POLICY RECOMMENDATIONS (COMPREHENSIVE PLAN)

The following transportation policy recommendations have been developed to set the framework and guide future development in the Franconia-Springfield Area:

Complete Streets

- In creating animated and active streetscapes, structured parking should not be visible from major pedestrian, bicycle, or vehicular thoroughfares. The applicant should revise plans to make the structured parking “less visible.”
- On-street parking is mostly absent from current plans and should be integrated. Streetscape guidance calls for on-street parking along the Frontier Drive Extension and grid of streets.
- Front setbacks should be reduced and “complete streets” streetscaping concepts incorporated on roadways around, and within, the subject site.

Level of Service E

The applicant has identified the need for additional off-site mitigation within their TIA, but have not included in their recommendations/proffers. These improvements, needed to meet level of service (LOS) requirements, should be included (*note % site trips in AM and PM, in parentheses*):

- **Loisdale Road at Springfield Center Drive**
 - Add'l (exclusive) WBL turn lane ($AM - 12/29 = 41\%$; $PM - 77/185 = 42\%$)
 - Add'l (exclusive) NBR turn lane ($AM - 141/311 = 45\%$; $PM - 26/70 = 37\%$)

While the applicant includes both of these improvements within the recommendations of the TIA, they do not include in their mitigation. Given that the site is anticipated to generate a large percentage of trips on each movement, each approaching 40-50%, these improvements should be proffered by the applicant.

Accepting a pro-rata share, in lieu of construction, may be acceptable. Those pro-rata share estimates are provided below.

WBL turn lane – $42\% \times \$400,000 = \$168,000$

NBR turn lane – $45\% \times \$400,000 = \$180,000$

** Cost estimates based on 100' turn lanes with 100' tapers
* VDOT Statewide planning Level Cost Estimates (Jan 2009)*

There may be potential to provide a WB left turn lane on Springfield Center Drive by restriping within existing pavement. If the applicant provides a sketch, transportation staff will review.

In addition, the NB right turn lane may be deemed unnecessary with the higher TDM goal currently being proffered. If the applicant provides a quick-analysis showing this need is now moot, transportation staff will review.

- **Fairfax County Parkway at I-95 NB Off-Ramp/Loisdale Road**
 - Restripe EB approach add'l through lane ($AM - 157/684 = 23\%$; $PM - 29/168 = 17\%$)
 - Modify traffic signal timings

Note that the applicant has proffered to pay its pro-rata share of improvements to this intersection.

A review of the applicant's TIA has identified the following additional off-site impacts/deficiencies. Site impacts are not as great, and can be assumed covered by the applicant's monetary contribution (see later discussion):

- **Franconia Road EB Ramps at Loisdale Road/Commerce Street**
 - NB throughs fail with an average delay of 113.3 seconds (p.m. peak hour) ($AM - 18/752 = 2\%$; $PM - 116/1572 = 7\%$)
 - Additional measures should be considered to improve NB flow

- **Franconia-Springfield Parkway EB Ramps at Frontier Drive**
 - EB left turns fail with average delay of approximately 165 sec (p.m. peak hour)
 - 3rd EBL turn lane or other ($AM - 52/866 = 6\%$; $PM - 10/805 = 1\%$)
- **Franconia-Springfield Parkway WB Ramps at Frontier Drive**
 - SB right turns fail with average delay of approximately 130 sec (p.m. peak hour)
 - 3rd SBR turn lane or other ($AM - 7/511 = 1\%$; $PM - 47/1294 = 4\%$)
- **Frontier Drive at Spring Mall Road**
 - EB right turns fail with average delay of approximately 140 sec (p.m. peak hour)
 - 3rd EBR turn lane or other ($AM - 14/731 = 2\%$; $PM - 93/1508 = 6\%$)

In addition to intersection geometry improvements, traffic signals should be considered where warranted:

- **Loisdale Road Traffic Signals**

The applicant has proffered to submit traffic signal warrant analyses to VDOT for new traffic signals at Loisdale Road and Springfield Center Drive and at Loisdale Road and Metropolitan Center Drive within 12 months after issuance of the first non-residential use permit (Non-RUP) for the Application Property (see proffer 3(c)). They state that in the event that either traffic signal is not deemed warranted, then the applicant's obligation for the signal(s) that is/are not warranted is null and void.

The applicant should be required to provide additional traffic signal warrant analyses beyond the first attempt, if they do not result in approval and installation of the signals. At the very least, another traffic signal warrant analysis should be provided once the site is at full occupancy.

Note that the applicant has proffered to run the traffic signal warrants and provide new traffic signals when and if they meet warrants.

Under the Level-of-Service E Policy, the Comprehensive Plan also notes that:

“At locations where conditions are worse than LOS E and cannot be mitigated, remedies should be considered and provided to offset impacts, under the “non-degradation” and “offsetting impacts” policies described in the Policy Plan. Where LOS E cannot be attained, mitigation of problem intersections or locations should follow this sequence:

- First, determine whether additional capacity and/or increased operational efficiency is possible;
- Failing that, decrease future site-generated traffic by: reducing the intensity of development, phasing development to minimize adverse impacts, changing the mix of land uses (e.g., replacing office or retail with residential use), increasing transit use through provision of new

- or improved services, and/or optimizing the application of TDM measures that support the use of more transit, walking, bicycling, etc.;
- Failing that, provide appropriate contributions to an area-wide transportation fund established for eventual mitigation of problematic locations.”

These are, therefore, other alternatives to address the LOS E at intersections noted above, in lieu of physical improvements.

Funding of Transportation

The applicant is currently proffering a total monetary contribution of \$517,600 towards the Springfield Road Fund for impacts to, and mitigation of, Loisdale Road and other transportation needs within a two-mile radius. This contribution, stipulated in the Comprehensive Plan, equates to approximately \$1.00 per square foot of development.

With the site located in the Franconia-Springfield TSA, in the heart of Springfield, staff feels that a higher monetary contribution is warranted. The Springfield Town Center is another example of a site in the TSA, with an office component. They proffered \$4.31/square foot for their office space. While other developments in the area provided a \$1.00/square foot contribution, consistent with what is being offered with this case, they were not located within the TSA and also provided other off-site improvements to mitigate their impacts.

Understanding that this is a TOD area and that roadway improvements don't necessarily need to be the focus of the mitigation plan, transportation staff is prepared to accept a monetary contribution lower than the \$4.31/square foot, if paired with a strong TDM program (goal and penalty) and off-site mitigation at “key” intersections with significant site impact.

In terms of this application, we feel that the TDM goal is in a good place at 30%, but the TDM penalty/remedy needs to be increased to \$7,500 per year (for up to five years) in order to provide better assurances that the goal will eventually be met. We acknowledge that the applicant is also proffering an additional pro-rata share towards off-site improvements at the intersection of Fairfax County Parkway (VA 7100) and Loisdale/Newington Road. We feel that additional off-site mitigation is necessary at the intersection of Loisdale Road and Springfield Center Drive, as described above. Should these items be addressed sufficiently in revised proffers, transportation staff would be accepting of the \$1 per square foot monetary contribution.

CHAPTER 527 TRAFFIC IMPACT ANALYSIS (TIA)

While it may be unlikely that a revision to the TIA will be provided at this point, transportation staff provides the following comments:

Traffic Operations

- While overall intersection LOS falls within the acceptable LOS E standard for all intersections except the Franconia-Springfield Parkway WB at Frontier Drive, it is important to note that several intersections have failing approaches, some with significant delays and queues. These locations should be monitored and potentially mitigated, particularly if impacted by the site trips. See list of intersections, above, for potential additional mitigation.

Trip Generation

- The applicant has calculated trip generation based on the gross total square footage (517,600 square feet). The applicant, however, states that this total square footage will be allocated to two (2) separate office buildings. Unless these two office buildings will have similar tenants, trip generation should be calculated for each office building separately.
- Data collected by the County indicates that a more appropriate baseline modal-split/TDM reduction for the site would be 25%. This is the reduction that would be expected with no TDM program in place. This is partly due to ITE trip generation generally over-estimating trips in the region. The mitigated reduction, with TDM program, should be 35%.

Queues

- The TIA does not readily provide queue analysis results at each stage. With each step in the analysis, please provide a summary table of queues, including at the very end with all proposed mitigation. The applicant states the queue results are provided in Table 8-1, but this appears to be LOS and delay.

Recommendations

- The applicant has recommended improvements to a number of intersections in an effort to improve overall levels of service (LOS) to within the LOS E standard in buildout year 2013. This includes proffered improvements from other area developments, as well. While resulting LOS for the overall intersections may be within LOS E, there are a number of intersections with significant delays projected for key individual approaches.

AKR/twb

cc: Michele Brickner, Director, Design Review, DPW & ES



COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

January 24, 2012

To: Ms. Barbara Berlin
Director, Zoning Evaluation Division

From: Noreen H. Maloney
Virginia Department of Transportation – Land Development Section

Subject: PCA 98-LE-064 and RZ 2011-LE-022, Metro Center II

All submittals subsequent to the first submittal shall provide a response letter to the previous VDOT comments. Submittals without comment response letters are considered incomplete and will be returned without review.

This office has reviewed the subject application and offers the following comments.

- Metro Center Drive is a private street. The applicant has not addressed the future design of the street becoming public (both existing and extended proposed).
- The proposed 70' of right of way is assumed to be a two lane divided roadway with on street parking. The right of way does not accommodate the need for a sidewalk along Metro Center Drive. An additional 10.5' of right of way will be needed.
- The applicant should provide a cross section of the proposed, future roadway depicting the above as well as existing Metro Center Drive with a public tie in to where the cul-de-sac exists.
- The existing private street of Metro Center Drive needs to be widened to match the proposed future extension.
- Sight distance (if designed as public) needs to be verified at existing/proposed entrances.
- Entrances should be a minimum of 30' and spacing between entrances per the *Road Design Manual*.
- The plan, as submitted will not be approved by VDOT.
- The applicant should revise the plan accordingly.

We Keep Virginia Moving



FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

TO: Barbara Berlin, AICP, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Sandy Stallman, AICP, and Manager *SS*
Park Planning Branch, PDD

DATE: October 26, 2011

SUBJECT: RZ-FDP 2011-LE-022, Metro Center II, Phase II
Tax Map Number(s): 90-2((1)) 56C, 58D; 90-4((1)) 11B

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated April 13, 2011, for the above referenced application. The Development Plan shows Phase II of the Springfield Metro Center, comprised of two additional office buildings, with 517,600 gross square feet of office use with parking structures on parcels to be rezoned from the 1-4 and C-4 districts to PDC on 6.28 acres, located within the Franconia-Springfield Suburban Center, Franconia-Springfield Transit Station Area, and Franconia-Springfield Urban Growth Center.

COMPREHENSIVE PLAN GUIDANCE

The County Comprehensive Plan includes both general and specific guidance regarding parks and resources. The Policy Plan describes the need to mitigate adverse impacts to park and recreation facilities caused by growth and development; it also offers a variety of ways to offset those impacts, including contributions, land dedication, development of facilities, and others (Parks and Recreation, Objective 6, p.8). The Policy Plan also cites differing needs for more urban development and presents Urban Park Development guidance (Parks and Recreation, Park Classification System, p.10-11). The Park Authority's Urban Parks Framework provides an urban parkland standard and more detailed guidance. Resource protection is addressed in multiple objectives, focusing on protection, preservation, and sustainability of resources (Parks and Recreation Objectives 2 and 5, p.5-7).

The Franconia-Springfield Area Systems Map, in the Area IV Plan indicates that there are to be two Placemaking "Central Greens" located on the subject parcels (Area IV, Franconia-Springfield Area, Area-Wide Recommendations, Franconia-Springfield Area Systems Map, Figure 2, pp. 7).

The Franconia-Springfield Area recommendations in the Area IV Plan (page 30) describe the importance of urban parks amenities in this area as follows:

"Use of the urban parkland standard (1.5 acre per 1,000 residents plus 1 acre per 10,000 employees) and the Fairfax County Park Authority Urban Park Framework document that describes urban park design and park types should be used as guidance to integrating future urban parks within any development that occurs. The addition of urban parks would also

support connectivity and placemaking goals. Urban parks sites should be publicly accessible, within walkable distances of most residential and mixed-use areas, and reasonably distributed throughout the Franconia-Springfield Area.

In addition, recommendations for the sub-unit containing this application site specifically cite:

- "Provision of integrated pedestrian and bicycle systems"
- "Provision of environmental elements into design"
- "Provision of on-site recreational amenities for employees."
- "Mitigation of the impacts on parks and recreation per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan" (Area IV, Franconia-Springfield Area, Land Unit Recommendations, pp. 55).

ANALYSIS AND RECOMMENDATIONS

Park Needs:

Using adopted service level standards, staff has identified a need for all types of parkland and recreational facilities in this area. Existing nearby parks (Amberleigh, Island Creek, Loisdale, Hooes Road, Springvale, Leehigh, Springfield Forest, Beulah, and Kingstowne) meet only a portion of the demand for parkland generated by residential development in the Franconia Springfield area. In addition to parkland, the recreational facilities in greatest need in this area include basketball courts, playgrounds, athletic fields, picnic shelters w/amenities, a neighborhood skate park, and trails.

Recreational Impact of Commercial Development:

Recreation uses such as tennis courts, multi-use courts, volleyball, or bocce courts, skateboarding facilities may be incorporated into a mixed-use setting to provide residents and employees on-site recreation opportunities. While the applicant is providing 1000 feet of indoor fitness room space as required under their previously approved proffers for Phase I of the Springfield Metro Center, there will be additional impacts from the proposed commercial development on recreational services and facilities. Employees have a need to access recreational amenities at lunchtime or after work. Recent monetary contributions to offset the impacts of commercial development in Suburban Centers have averaged \$0.27 per square foot. Applying this rate to the proposed 517,600 square feet of new non-residential uses proposed, the Park Authority requests a contribution of \$139,560 for recreational facility development at one or more park sites located within the service area of the subject property.

Onsite Facilities:

The Park and Recreation element of the Policy Plan support the concept of integrating urban-scale public open spaces into proposed mixed-use developments. As specified on the Land Unit map in the Comprehensive Plan, this site is to be developed with a Placemaking Common Green, which should have features such as plazas, gathering places, amphitheater/performance spaces, special landscaping, fountains, sculpture and street furniture. The Park Authority recommends that the applicant develop an integrated urban park that includes active recreation and public plaza space onsite. The Park Authority recommends that this park be privately owned and maintained but should allow for public access during daylight hours. Park Authority staff is available to consult with the applicant regarding appropriate design for this common green park area.

SUMMARY OF RECOMMENDATIONS

This section summarizes the recommendations included in the preceding analysis section. Following is a table summarizing required and recommended recreation contribution amounts:

- Provide an onsite Common Green Park, incorporate urban park facilities.
- Provide \$139,560 to the Park Authority for offsite recreation facility development.

Please note the Park Authority would like to review and comment on proffers related to park and recreation issues. We request that draft and final proffers be submitted to the assigned reviewer noted below for review and comment prior to completion of the staff report and prior to final Board of Supervisors approval.

FCPA Reviewer: Andy Galusha
DPZ Coordinator: Bill Mayland

Copy: Andrea L. Dorlester, Planner IV, Park Planning Branch
Chron Binder
File Copy



County of Fairfax, Virginia

MEMORANDUM

DATE: October 24, 2011

TO: Bill Mayland, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Beth Forbes, Stormwater Engineer *BF*
Site Development and Inspection Division
Department of Public Works and Environmental Services

SUBJECT: Rezoning/Final Development Plan Application #RZ 2011-LE-022 concurrent with Proffered Condition Amendments #1998-LE-064-02 and #2008-LE-015, Metro Center II, Conceptual/Final and General Development Plans dated October 20, 2011, LDS Project #9990-ZONA-002-2, Tax Map #90-2-01-0056C & -0058D and #90-4-01-001B, Lee District

We have reviewed the subject application and offer the following stormwater management comments.

Chesapeake Bay Preservation Ordinance (CBPO)

There is no Resource Protection Area (RPA) on this site. Water quality controls are required as redevelopment (PFM 6-0401.2B).

A StormFilter to provide that site's required controls. The narrative states that a 0.3% removal rate is required. Based on the change in impervious surfaces shown on Sheet 11, a 7.3% rate is required. The proposed StormFilter should be able to provide the required controls.

Floodplain

There are no regulated floodplains on the property.

Downstream Drainage Complaints

There are no downstream drainage complaints on file.

Stormwater Detention

Stormwater detention is required, if not waived (PFM 6-0301.3). No on-site detention facilities are depicted on the submitted plan. Since there is a reduction in impervious surfaces proposed, as long as there is adequate outfall, the on-site detention requirement will likely be waived. An existing pond now provides quantity controls for this site. In a discussion last week, you told me that this existing pond will be removed by others. If this pond (shown as Pond B in this plan set) is removed, it will be difficult for this project to demonstrate adequate outfall.

Department of Public Works and Environmental Services
Land Development Services, Environmental and Site Review Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720 • TTY 711 • FAX 703-324-8359



Bill Mayland, Staff Coordinator
Rezoning/Final Development Plan Application #RZ 2011-LE-022, Metro Center II
October 24, 2011
Page 2 of 2

Site Outfall

An outfall narrative has been provided. At site plan, either photos with better resolution or soil samples will be necessary to ascertain the streams' bedding materials.

Please contact me at 703-324-1720 if you require additional information.

BF/

cc: Craig Carinci, Director, Stormwater Planning Division, DPWES
Jeremiah Stonefield, Chief, Stormwater & Geotechnical Section, SDID, DPWES
Zoning Application File



County of Fairfax, Virginia

MEMORANDUM

DATE: August 31, 2011

TO: Bill Mayland
Zoning Evaluation Division
Department of Planning & Zoning

FROM: Lana Tran (Tel: 703 324-5008)
Wastewater Planning & Monitoring Division
Department of Public Works & Environmental Services

SUBJECT: Sanitary Sewer Analysis Report

REFERENCE: Application No. RZ/FDP2011-LE-022
Tax Map No. 090-2- /01/0056C, 0058D, 090-4- /01/0011B

The following information is submitted in response to your request for a sanitary sewer analysis for above referenced application:

1. The application property is located in the Long Branch (M-6) watershed. It would be sewerred into the Noman Cole Pollution Control Plant (NCPCP).
2. Based upon current and committed flow, there is excess capacity in the (NCPCP). For purposes of this report, committed flow shall be deemed that for which fees have been paid, building permits have been issued, or priority reservations have been established by the Board of Supervisors. No commitment can be made, however, as to the availability of treatment capacity for the development of the subject property. Availability of treatment capacity will depend upon the current rate of construction and the timing for development of this site.
3. An existing 10" inch line located in the street is adequate for the proposed use at this time.
4. The following table indicates the condition of all related sewer facilities and the total effect of this application.

| Sewer Network | Existing Use
+Application | | Existing Use
+ Application
<u>Previous Rezonings</u> | | Existing Use
+ Application
<u>+ Comp Plan</u> | |
|---------------|------------------------------|----------------|--|----------------|---|----------------|
| | <u>Adeq.</u> | <u>Inadeq.</u> | <u>Adeq.</u> | <u>Inadeq.</u> | <u>Adeq.</u> | <u>Inadeq.</u> |
| Collector | <u>X</u> | <u>---</u> | <u>X</u> | <u>---</u> | <u>X</u> | <u>---</u> |
| Submain | <u>X</u> | <u>---</u> | <u>X</u> | <u>---</u> | <u>X</u> | <u>---</u> |
| Main/Trunk | <u>X</u> | <u>---</u> | <u>X</u> | <u>---</u> | <u>X</u> | <u>---</u> |
| Interceptor | <u>---</u> | <u>---</u> | <u>---</u> | <u>---</u> | <u>---</u> | <u>---</u> |
| Outfall | <u>---</u> | <u>---</u> | <u>---</u> | <u>---</u> | <u>---</u> | <u>---</u> |

5. Other pertinent information or comments:

Department of Public Works and Environmental Services
Wastewater Planning & Monitoring Division
12000 Government Center Parkway, Suite 358
Fairfax, VA 22035-0052
Phone: 703-324-5030, Fax: 703-324-3946





County of Fairfax, Virginia

MEMORANDUM

DATE: August 19, 2011

TO: Barbara C. Berlin, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Eric Fisher, GIS Analyst III
Information Technology Section
Fire and Rescue Department

SUBJECT: Fire and Rescue Department Preliminary Analysis of Rezoning/Final Development Plan Application RZ/FDP 2011-LE-022 concurrent with Proffered Condition Amendment Application PCA 1998-LE-064-02 and Proffered Condition Amendment Application PCA 2008-LE-015

The following information is submitted in response to your request for a preliminary Fire and Rescue Department analysis for the subject:

1. The application property is serviced by the Fairfax County Fire and Rescue Department Station #422, **Springfield**
2. After construction programmed _____ this property will be serviced by the fire station _____
3. In summary, the Fire and Rescue Department considers that the subject rezoning application property:
 - ___ a. currently meets fire protection guidelines.
 - ___ b. will meet fire protection guidelines when a proposed fire station becomes fully operational.
 - ___ c. does not meet current fire protection guidelines without an additional facility; however, a future station is projected for this area.
 - X d. does not meet current fire protection guidelines without an additional facility. The application property is 0.5 of a mile outside the fire protection guidelines. No new facility is currently planned for this area.

Proudly Protecting and
Serving Our Community

Fire and Rescue Department
4100 Chain Bridge Road
Fairfax, VA 22030
703-246-2126
www.fairfaxcounty.gov/fire





FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

**PLANNING & ENGINEERING
DIVISION**

Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

August 11, 2011

Ms. Barbara Berlin, Director
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

Re: RZ 2011-LE-022
FDP 2011-LE-022
PCA 1998-LE-064-02
PCA 2008-LE-015
Springfield Metro Center II
Tax Map: 90-2 & 90-4

Dear Ms. Berlin:

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

1. The property is currently served by Fairfax Water.
2. Adequate domestic water service is available at the site from an existing 12-inch water main. See the enclosed water system map and the Generalized Development Plan for comments.
3. Depending upon the configuration of the on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,

Traci K. Goldberg

Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosure

cc: Clayton Tock, Urban, Ltd.
Lynne Strobel, Walsh Colucci

PART 2 6-200 PDC PLANNED DEVELOPMENT COMMERCIAL DISTRICT**6-201 Purpose and Intent**

The PDC District is established to encourage the innovative and creative design of commercial development. The district regulations are designed to accommodate preferred high density land uses which could produce detrimental effects on neighboring properties if not strictly controlled as to location and design; to insure high standards in the lay-out, design and construction of commercial developments; and otherwise to implement the stated purpose and intent of this Ordinance.

To these ends, rezoning to and development under this district will be permitted only in accordance with a development plan prepared and approved in accordance with the provisions of Article 16.

PART 1 16-100 STANDARDS FOR ALL PLANNED DEVELOPMENTS**16-101 General Standards**

A rezoning application or development plan amendment application may only be approved for a planned development under the provisions of Article 6 if the planned development satisfies the following general standards:

1. The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character, intensity of use and public facilities. Planned developments shall not exceed the density or intensity permitted by the adopted comprehensive plan, except as expressly permitted under the applicable density or intensity bonus provisions.
2. The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.
3. The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.
4. The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.
5. The planned development shall be located in an area in which transportation, police and fire protection, other public facilities and public utilities, including sewerage, are or will be available and adequate for the uses proposed; provided, however, that the applicant may make provision for such facilities or utilities which are not presently available.

6. The planned development shall provide coordinated linkages among internal facilities and services as well as connections to major external facilities and services at a scale appropriate to the development.

16-102

Design Standards

Whereas it is the intent to allow flexibility in the design of all planned developments, it is deemed necessary to establish design standards by which to review rezoning applications, development plans, conceptual development plans, final development plans, PRC plans, site plans and subdivision plats. Therefore, the following design standards shall apply:

1. In order to complement development on adjacent properties, at all peripheral boundaries of the PDH, PRM, PDC, PRC Districts the bulk regulations and landscaping and screening provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration. In the PTC District, such provisions shall only have general applicability and only at the periphery of the Tysons Corner Urban Center, as designated in the adopted comprehensive plan.
2. Other than those regulations specifically set forth in Article 6 for a particular P district, the open space, off-street parking, loading, sign and all other similar regulations set forth in this Ordinance shall have general application in all planned developments.
3. Streets and driveways shall be designed to generally conform to the provisions set forth in this Ordinance and all other County ordinances and regulations controlling same, and where applicable, street systems shall be designed to afford convenient access to mass transportation facilities. In addition, a network of trails and sidewalks shall be coordinated to provide access to recreational amenities, open space, public facilities, vehicular access routes, and mass transportation facilities.

GLOSSARY

This Glossary is provided to assist the public in understanding the staff evaluation and analysis of development proposals. It should not be construed as representing legal definitions. Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan or Public Facilities Manual for additional information.

ABANDONMENT: Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of-way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

ACCESSORY DWELLING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT: Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

AGRICULTURAL AND FORESTAL DISTRICTS: A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

BARRIER: A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

BEST MANAGEMENT PRACTICES (BMPs): Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

BUFFER: Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

CHESAPEAKE BAY PRESERVATION ORDINANCE: Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

CLUSTER DEVELOPMENT: Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

COUNTY 2232 REVIEW PROCESS: A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

dBA: The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

DENSITY: Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

DENSITY BONUS: An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

DEVELOPMENT CONDITIONS: Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

EASEMENT: A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

ERODIBLE SOILS: Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

FLOOR AREA RATIO (FAR): An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

FUNCTIONAL CLASSIFICATION: A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

GEOTECHNICAL REVIEW: An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

HYDROCARBON RUNOFF: Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

IMPERVIOUS SURFACE: Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

INFILL: Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

INTENSITY: The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

Ldn: Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

LEVEL OF SERVICE (LOS): An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

MARINE CLAY SOILS: Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

OPEN SPACE: That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

OPEN SPACE EASEMENT: An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

P DISTRICT: A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

PROFFER: A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

PUBLIC FACILITIES MANUAL (PFM): A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

RESOURCE MANAGEMENT AREA (RMA): That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

RESOURCE PROTECTION AREA (RPA): That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

SITE PLAN: A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP): Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

STORMWATER MANAGEMENT: Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

SUBDIVISION PLAT: The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

VACATION: Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

VARIANCE: An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

WETLANDS: Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

TIDAL WETLANDS: Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code: includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

Abbreviations Commonly Used in Staff Reports

| | | | |
|---------|---|---------|--|
| A&F | Agricultural & Forestal District | PDH | Planned Development Housing |
| ADU | Affordable Dwelling Unit | PFM | Public Facilities Manual |
| ARB | Architectural Review Board | PRC | Planned Residential Community |
| BMP | Best Management Practices | RC | Residential-Conservation |
| BOS | Board of Supervisors | RE | Residential Estate |
| BZA | Board of Zoning Appeals | RMA | Resource Management Area |
| COG | Council of Governments | RPA | Resource Protection Area |
| CBC | Community Business Center | RUP | Residential Use Permit |
| CDP | Conceptual Development Plan | RZ | Rezoning |
| CRD | Commercial Revitalization District | SE | Special Exception |
| DOT | Department of Transportation | SEA | Special Exception Amendment |
| DP | Development Plan | SP | Special Permit |
| DPWES | Department of Public Works and Environmental Services | TDM | Transportation Demand Management |
| DPZ | Department of Planning and Zoning | TMA | Transportation Management Association |
| DU/AC | Dwelling Units Per Acre | TSA | Transit Station Area |
| EQC | Environmental Quality Corridor | TSM | Transportation System Management |
| FAR | Floor Area Ratio | UP & DD | Utilities Planning and Design Division, DPWES |
| FDP | Final Development Plan | VC | Variance |
| GDP | Generalized Development Plan | VDOT | Virginia Dept. of Transportation |
| GFA | Gross Floor Area | VPD | Vehicles Per Day |
| HC | Highway Corridor Overlay District | VPH | Vehicles per Hour |
| HCD | Housing and Community Development | WMATA | Washington Metropolitan Area Transit Authority |
| LOS | Level of Service | WS | Water Supply Protection Overlay District |
| Non-RUP | Non-Residential Use Permit | ZAD | Zoning Administration Division, DPZ |
| OSDS | Office of Site Development Services, DPWES | ZED | Zoning Evaluation Division, DPZ |
| PCA | Proffered Condition Amendment | ZPRB | Zoning Permit Review Branch |
| PD | Planning Division | | |
| PDC | Planned Development Commercial | | |