



APPLICATIONS ACCEPTED: October 20, 2011
PLANNING COMMISSION: September 20, 2012
BOARD OF SUPERVISORS: Not Scheduled

County of Fairfax, Virginia

September 6, 2012

STAFF REPORT

APPLICATIONS RZ/FDP 2011-MV-031

MOUNT VERNON DISTRICT

APPLICANT: MidAtlantic Realty Partners, LLC

EXISTING ZONING: General Industrial (I-5)

PROPOSED ZONING: Planned Residential Mixed Use (PRM)

PARCEL: 83-1 ((1)) 34C

ACREAGE: 6.04 Acres

FAR: 2.81 FAR

OPEN SPACE: 26.9%

PLAN MAP: Mixed Use

PROPOSAL: Remove the existing office building and develop a mixed use development. The proposed development would consist of a 370,000 square foot multi-family building for up to 390 dwelling units, 260,000 square foot office building (including 6,000 square feet of ground floor retail) and 110,000 square foot hotel with up to 200 rooms.

STAFF RECOMMENDATIONS:

Staff recommends approval of RZ 2011-MV-031 and the associated Conceptual Development Plan, subject to the execution of proffers consistent with those contained in Appendix 1 of the staff report.

William Mayland, AICP

Staff recommends approval of FDP 2011-MV-031, subject to the proposed Final Development Plan conditions contained in Appendix 2 of the staff report and the Board of Supervisors approval of RZ 2011-MV-031 and associated Conceptual Development Plan.

Staff recommends approval of a modification of Section 11-203 of the Zoning Ordinance for required loading spaces to permit the loading spaces depicted on the CDP/FDP.

Staff recommends approval of a waiver of Section 13-303 of the Zoning Ordinance for transitional screening and Section 13-304 for the barrier requirements between the residential and commercial uses within the property and along the southern and eastern property boundaries.

Staff recommends approval of a waiver of the requirement to construct a bicycle lane along Huntington Avenue.

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).

O:\Bmayla\RZPCA\RZ-FDP-2011-MV-031 Mid Atlantic



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).

Rezoning Application

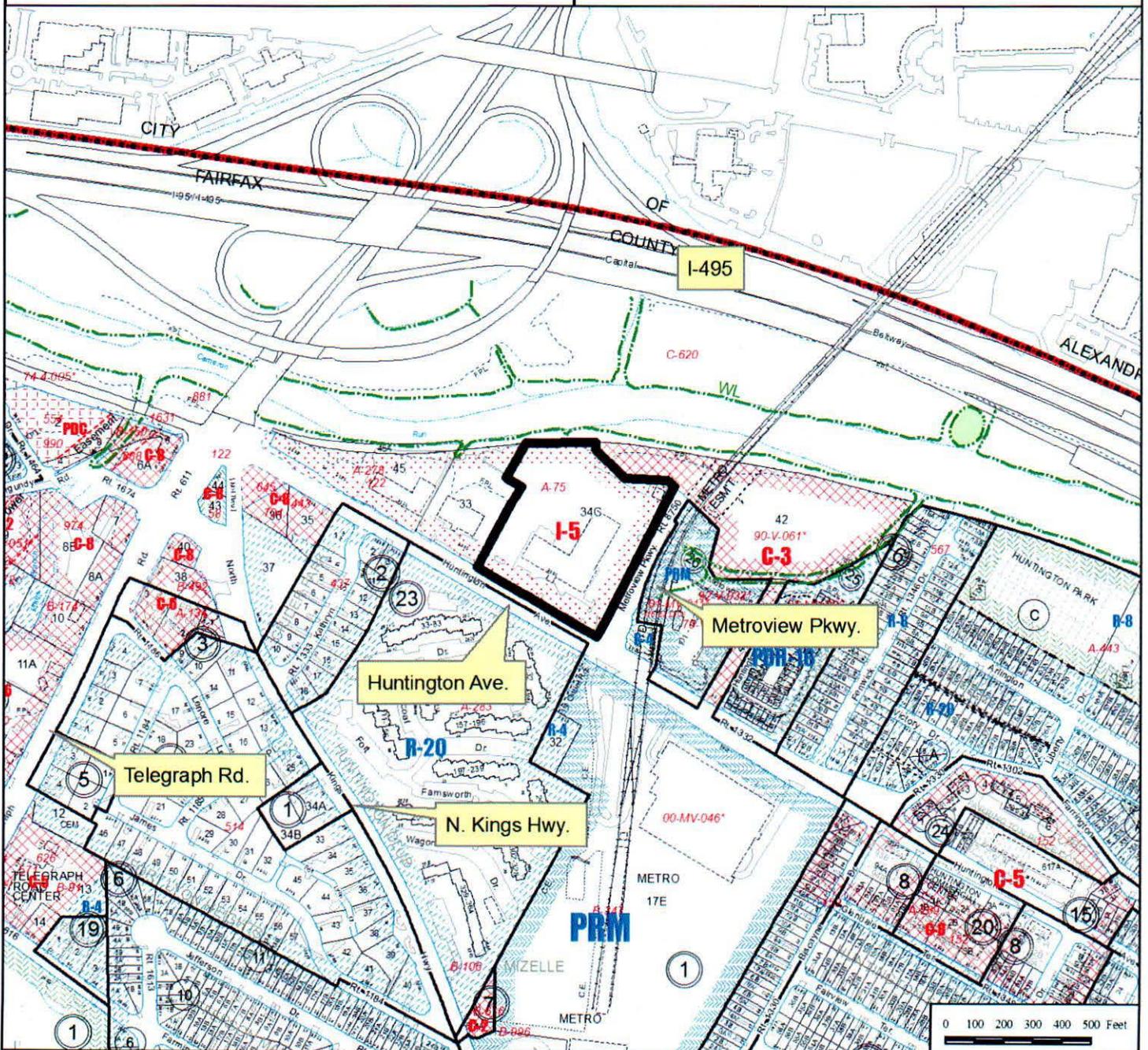
RZ 2011-MV-031

Applicant: MIDATLANTIC REALTY PARTNERS, LLC
Accepted: 10/20/2011
Proposed: MIXED USE
Area: 6.04 AC OF LAND;
DISTRICT - MOUNT VERNON
Located: NORTHWEST QUADRANT
OF THE INTERSECTION
OF HUNTINGTON AVENUE
AND METROVIEW PARKWAY
ZIP CODE: 22303
Zoning: FROM I-5 TO PRM
Map Ref Num: 083-1- /01/ /0034C

Final Development Plan

FDP 2011-MV-031

Applicant: MIDATLANTIC REALTY PARTNERS, LLC
Accepted: 10/20/2011
Proposed: MIXED USE
Area: 6.04 AC OF LAND;
DISTRICT - MOUNT VERNON
Located: NORTHWEST QUADRANT
OF THE INTERSECTION
OF HUNTINGTON AVENUE
AND METROVIEW PARKWAY
ZIP CODE: 22303
Zoning: PRM
Map Ref Num: 083-1- /01/ /0034C





VIEW FROM CAMERON RUN

SEE SHEET 07 FOR RESIDENTIAL
BUILDING ELEVATIONS AND
RESIDENTIAL BUILDING MATERIALS

- A** PRECAST
- B** SYNTHETIC STUCCO
- C** MASONRY
- D** GLASS

ARCHITECTURAL ELEVATIONS - CAMERON RUN 2550 HUNTINGTON AVE. CDP/FDP MOUNT VERNON DISTRICT FAIRFAX COUNTY, VIRGINIA CL# N/A		DATE: JUNE, 2011 SCALE: N/A
PROJECT: 2550 HUNTINGTON AVE. ARCHITECT: URBAN 1000 COMMONWEALTH BLVD, SUITE 200 FALLS CHURCH, VA 22034 TEL: 703-261-1000 WWW.URBANVA.COM		REVISING NO. DATE DESCRIPTION
PLAN DATE 07-14-11 11-09-11 03-29-12 07-26-12 08-08-12	SHEET OF 35	FILE No. RZ-12622



A
1.04

2550 HUNTINGTON AVE.
FAIRFAX, VA.



SEE SHEETS 11-12 FOR OFFICE/HOTEL
BUILDING ELEVATIONS AND SHEETS
04-06 BUILDING MATERIALS

facades
Residential Building
mrp realty

Project No.
MRP25
Job Name
HUNTINGTON
SCALE
1"=20'-0"
06.18.2012



2550 HUNTINGTON AVE. CDP/FDP
55
40
30
20
10
0

RESIDENTIAL SECTIONS	
2550 HUNTINGTON AVE. CDP/FDP	
MOUNT VERNON DISTRICT FAIRFAX COUNTY, VIRGINIA	
SCALE: N/A	DATE: JUNE, 2013



Shaw, Ltd.
4600 DICKERHOFF CT.
CHARLETTA, VA 22911
TEL: 703-640-0000
FAX: 703-640-3888
www.shaw-llc.com

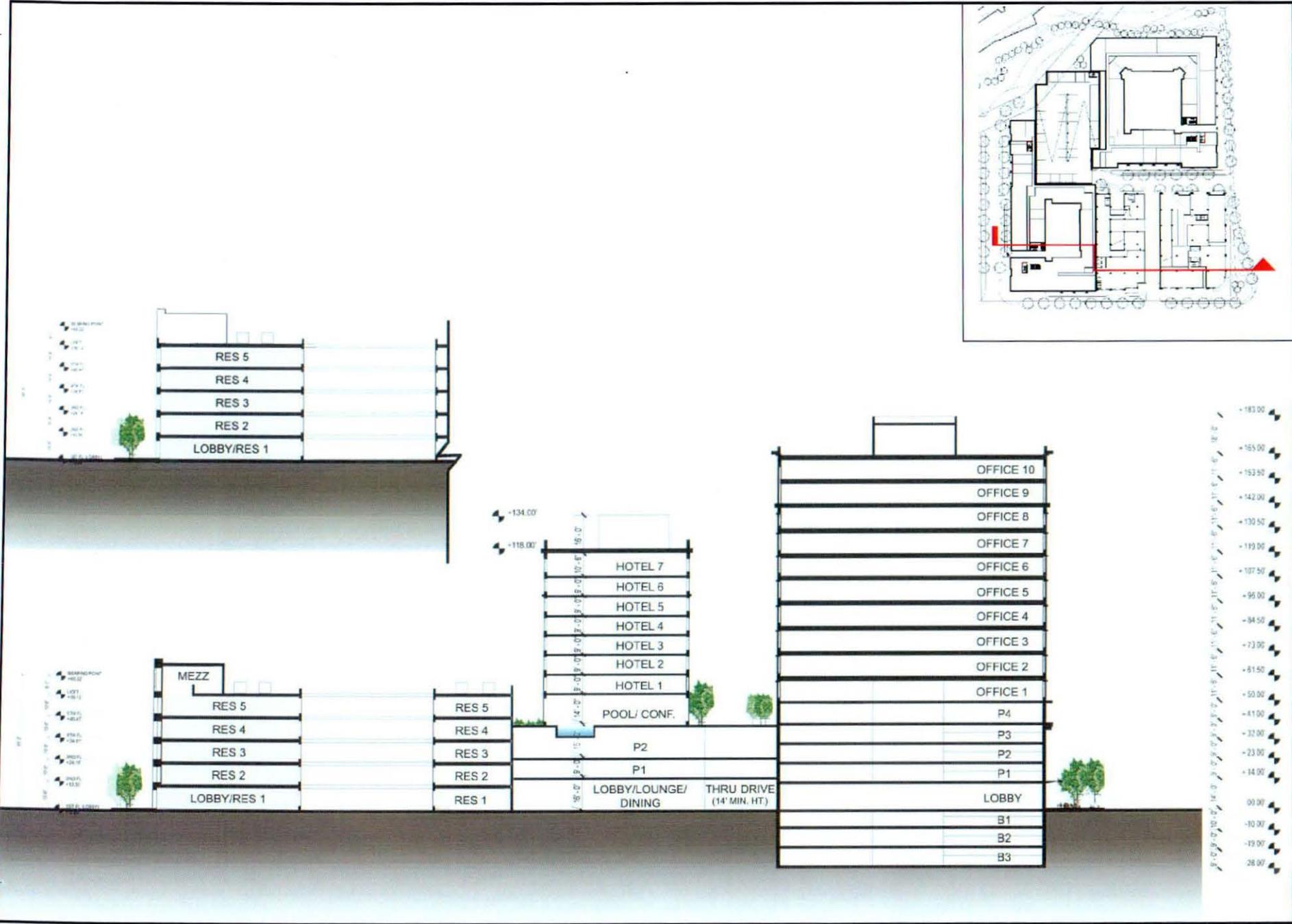
PLAN DATE
07-14-11
10-05-11
12-15-11
03-29-12
06-28-12
07-29-12
08-09-12
08-17-12

No.	DATE	DESCRIPTION



SHEET: 09 OF 35 PROJECT: 2550 HUNTINGTON AVE. CDP/FDP MOUNT VERNON DISTRICT FAIRFAX COUNTY, VIRGINIA DATE: JUNE, 2011			Urban, Inc. ONE D THE BRIDGEWAY CT. CHERRYFIELD, VA 22625 TEL: 703-443-2300 FAX: 703-443-7888 www.urban-inc.com	PLAN DATE: 07-14-11 10-09-11 12-09-11 02-24-12 05-25-12 07-25-12 08-08-12 08-17-12	NO. DATE DESCRIPTION REVISIONS
				SCALE: N/A CL: N/A	REVISIONS

Shaw, Inc. 12 LPT\12000 Huntington\CDP\12022-36-Residing B17 2.FRM.dwg [11/16] August 18, 2012 - 4:27pm Standale



SECTION A' 2550 HUNTINGTON AVE. CDP/FDP MOUNT VERNON DISTRICT FAIRFAX COUNTY, VIRGINIA		DATE: JUNE, 2011 SCALE: N.A.
SHEET 11 OF 35	REV. No. RZ-12622	PROFESSIONAL SEAL ARCHITECT STATE OF VIRGINIA No. 007978 EXPIRES 07/31/12
PLAN DATE 07-14-11 05-05-11 03-28-12 01-25-12 01-25-12 08-17-12	No. DATE 1 1 1 1 1 1	DESCRIPTION REVISIONS
2550 HUNTINGTON AVE. CDP/FDP MOUNT VERNON DISTRICT FAIRFAX COUNTY, VIRGINIA DATE: JUNE, 2011 SCALE: N.A.		
urban ARCHITECTS 1000 COMMONWEALTH AVENUE, SUITE 200 ARLINGTON, VA 22202 TEL: 703.261.1000 WWW.URBANARCHITECTS.COM		

Urban, LLC - 21111210250 Huntington (07/14/22) - 36-Reviewing (07/14/22) 2 FINAL.dwg (11/14/21) August 17, 2022 - 10:30am iblanche

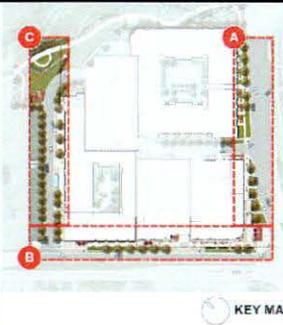
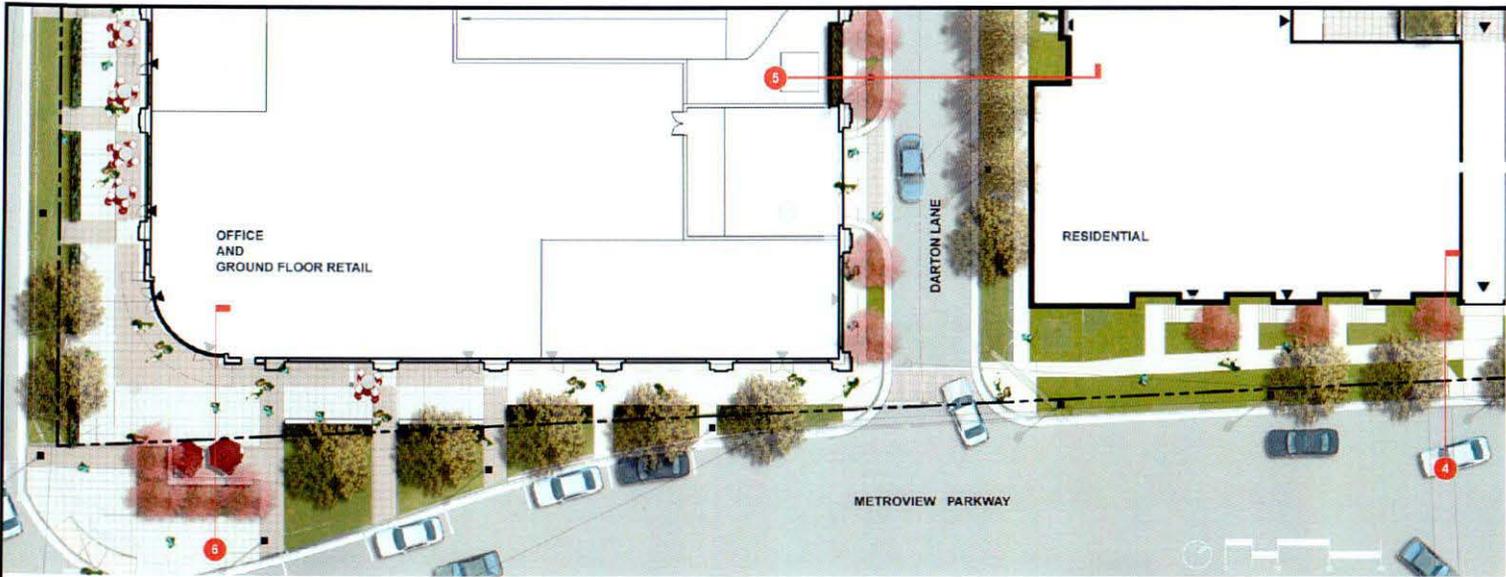


- KEY**
- 1 PROPOSED 10' WIDE TRAIL
 - 2 EXISTING RPA LINE
 - 3 PARALLEL STREET PARKING (5)
 - 4 EVERGREEN TREES
 - 5 GREAT LAWN WITH LANDSCAPE BERM
 - 6 LAWN WALK
 - 7 POWERLINE EASEMENT



SHEET 13A OF 35	FILE NO. RZ-12622	SCALE: N/A	DATE: JUNE, 2011	GROUND LEVEL PLAN-COMMERCIAL OPTION WITH LANDSCAPING PARK 2550 HUNTINGTON AVE. CDP/FDP MOUNTAIN VIEW DISTRICT FAIRFAX COUNTY, VIRGINIA
Date: 04-11-11 City: 02-08-11 State: 02-08-11 County: 02-08-11 District: 02-08-11 Sub-District: 02-08-11 Parcel: 02-08-11				
PLAN DATE:	02-08-11	02-08-11	02-08-11	DESCRIPTION REVISIONS

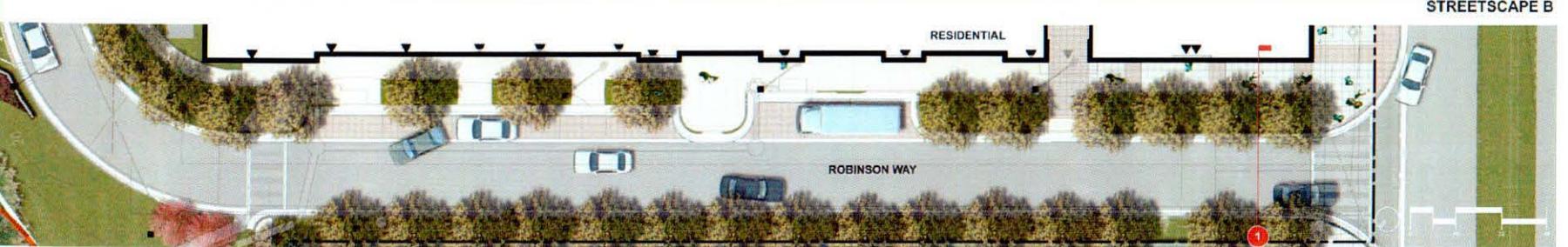
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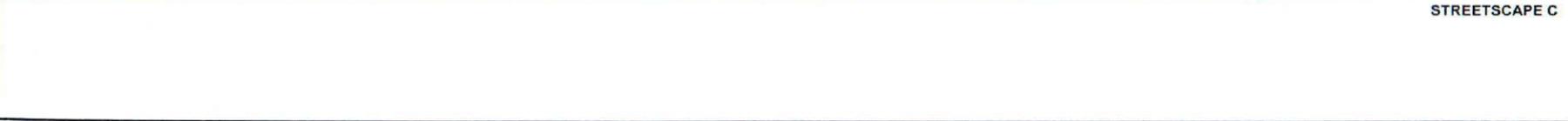
KEY MAP



STREETSCAPE A



STREETSCAPE B



STREETSCAPE C

NO.	DATE	DESCRIPTION
1	07-14-11	PLAN DATE
2	07-29-11	
3	08-24-11	
4	09-28-12	
5	09-29-12	
6	08-17-17	

2550 L.A. 2550 HUNTINGTON AVE. MARTIN LUTHER KING DISTRICT FAIRFAX COUNTY, VIRGINIA 22031-1208
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STREETSCAPES
 2550 HUNTINGTON AVE.
 CDP/FDP
 MARTIN LUTHER KING DISTRICT
 FAIRFAX COUNTY, VIRGINIA

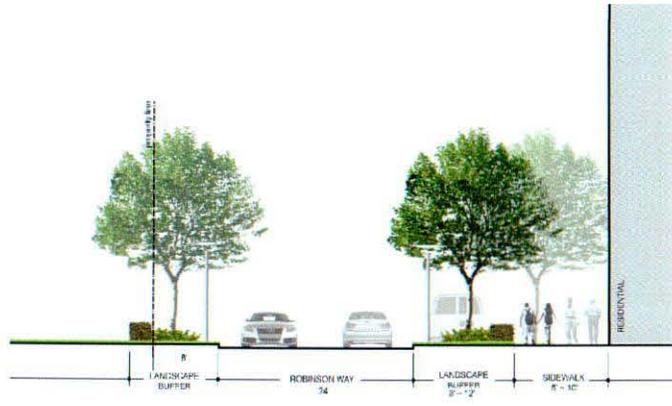
SCALE: 3/8" = 1'-0"

DATE: JUNE 2011

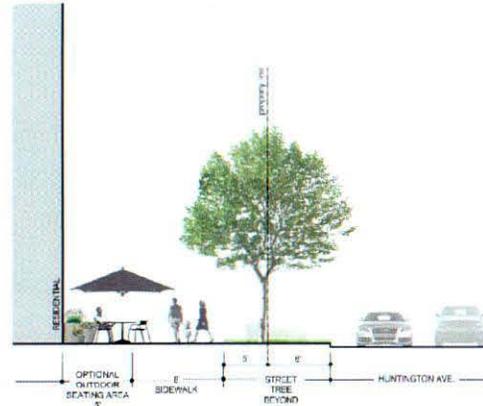
SHEET
 14
 OF
 35

PLAN NO.
 RZ-12622

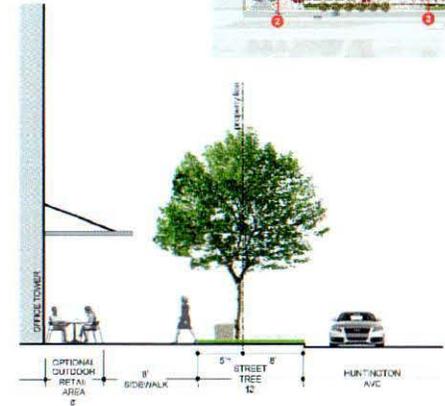
Urban, Inc. - 23000 22nd Boulevard, Suite 100, Fairfax, VA 22031 - 703.461.1111 [Development Services] August 17, 2017 - R.2000 - 2000



SECTION 1



SECTION 2



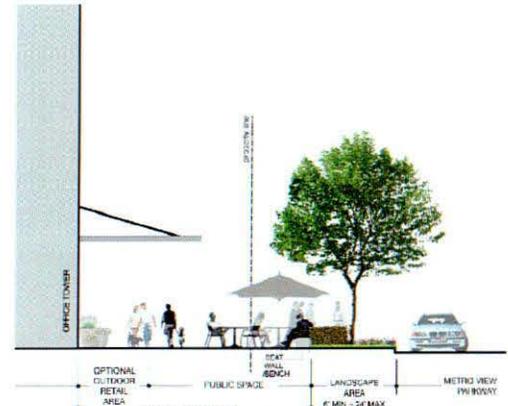
SECTION 3



SECTION 4



SECTION 5



SECTION 6



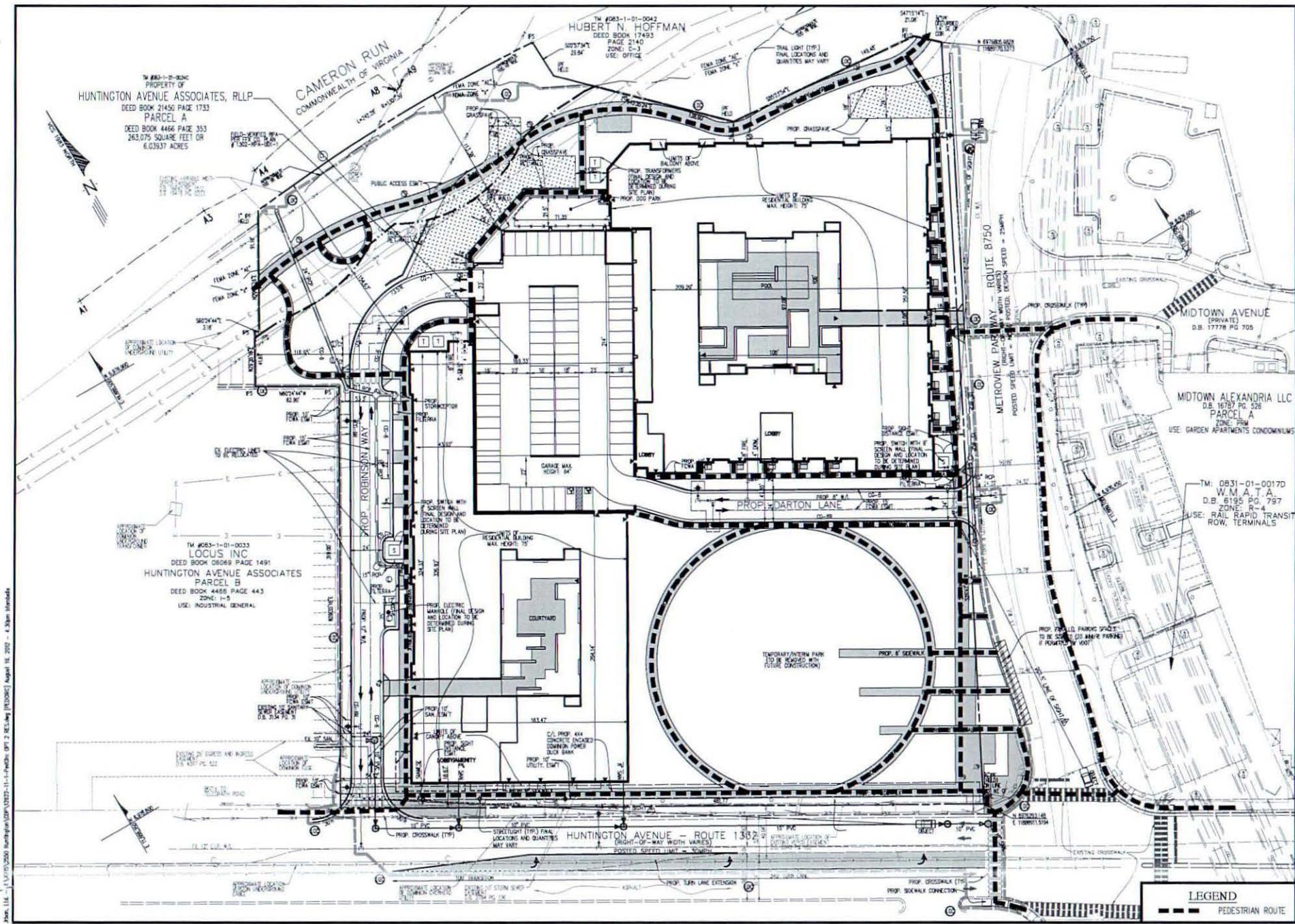
NO.	DATE	DESCRIPTION	BY/ISSUED
01	07-14-17	ISSUED FOR PERMITTING	URBAN
02	07-14-17	ISSUED FOR PERMITTING	URBAN
03	07-20-17	ISSUED FOR PERMITTING	URBAN
04	07-20-17	ISSUED FOR PERMITTING	URBAN
05	07-20-17	ISSUED FOR PERMITTING	URBAN
06	07-27-17	ISSUED FOR PERMITTING	URBAN

URBAN
 PLANNING & ARCHITECTURE
 1000 MARKET STREET, SUITE 200
 FAIRFAX COUNTY, VIRGINIA 22031
 TEL: 703.461.1111
 WWW.URBANVA.COM



STREETSCAPE SECTIONS
2550 HUNTINGTON AVE.
CDP/FDP
 MOUNT VERNON DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 SCALE: N/A
 DATE: JUNE 2011

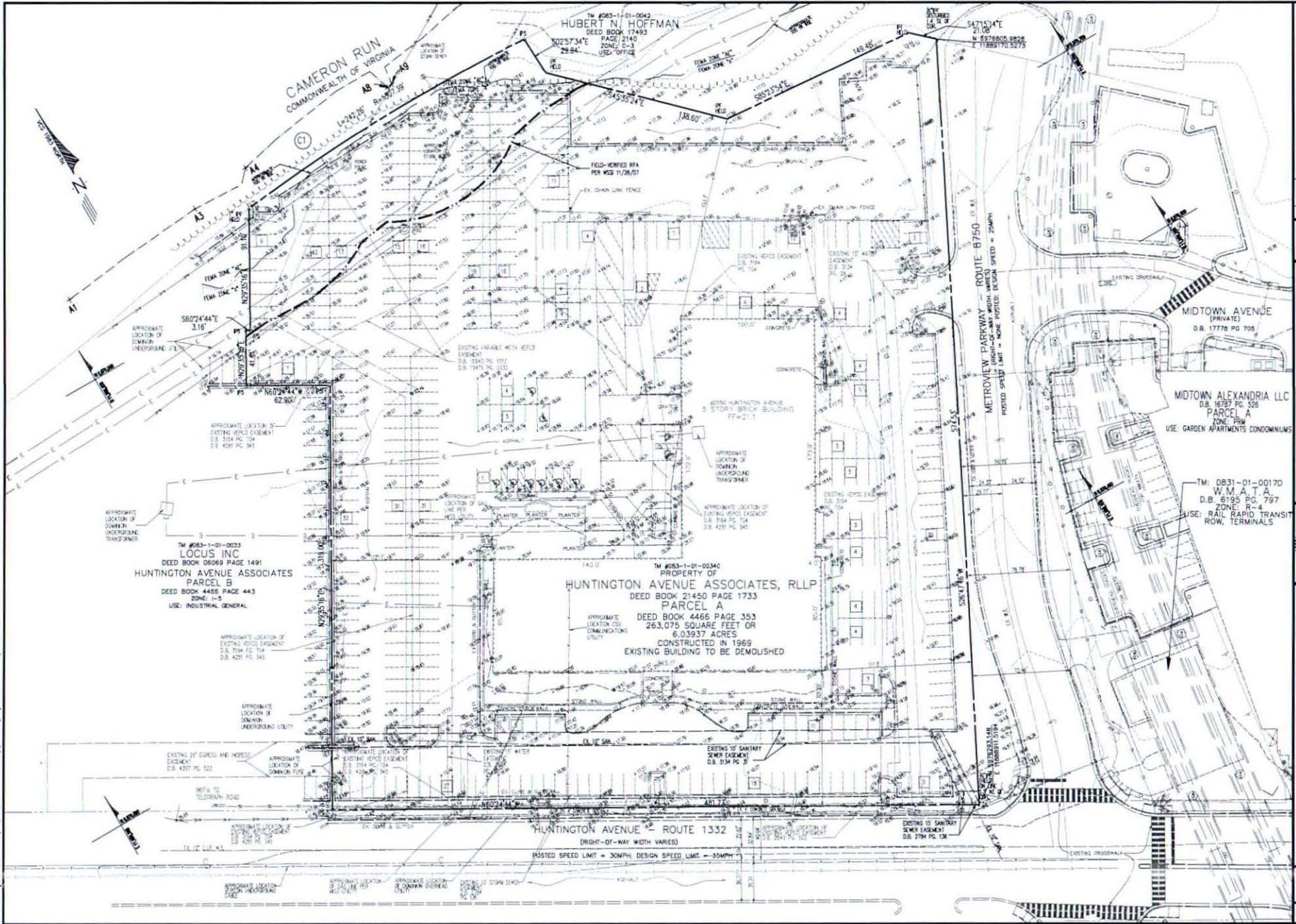
SHEET
 15
 OF
 35
 PROJ. NO.
 RZ-12622



DATE	11/11/11
SCALE	1" = 30'
PROJECT	RESIDENTIAL PHASE-PEDESTRIAN CIRCULATION
CLIENT	2550 HUNTINGTON AVE, CDP/FDP
LOCATION	MIDTOWN VILLAGE TRACT, FAIRFAX COUNTY, VIRGINIA
DATE	JUNE, 2011
SCALE	1" = 30'
FILE NO.	RZ-12622

Date: 11/11/11 (11/11/2010) Huntington (DP) (12/27/11) - 11/11/2011 (11/11/2011) August 18, 2010 - 4 Sheet (Sheet 1)

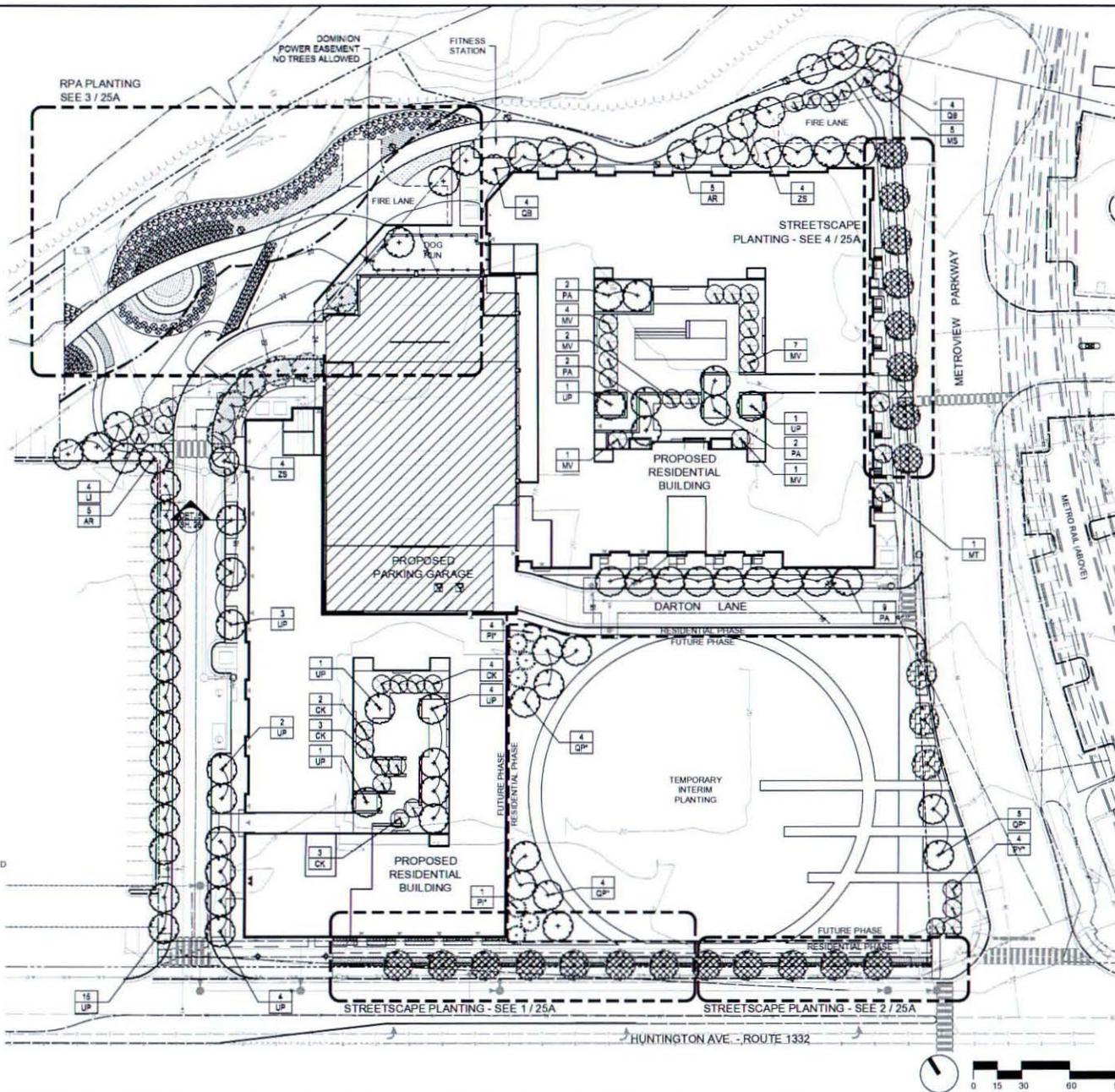
June, 2011 1:00 PM 2550 Huntington Ave (170927 - 03 - 1) cadent.dwg [EX - 0000] August 16, 2012 - 4:31pm cadent



DATE	DESCRIPTION
08-16-11	
08-16-11	
03-29-12	
07-25-12	
08-16-12	
08-16-12	

Drawn by Checked by Date Title Scale Project No.	urban Planning, Architecture, Landscape Architecture 1000 North 10th Street Alexandria, VA 22304 Phone: 703.836.8800 Fax: 703.836.8801 www.urbanva.com
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EXISTING CONDITIONS PLAN
 2550 HUNTINGTON AVE.
 CDP/FDP
 MOUNT VERNON DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 CL# 7
 SCALE: 1"=30'
 DATE: JUNE, 2011



LEGEND

 HATCHED AREA INDICATES AREAS TO BE COUNTED FOR INTERIOR PARKING LOT LANDSCAPING REQUIREMENT.

-  TREES MAY POSSIBLY BE RELOCATED OR REMOVED BASE ON FIRE MARSHALL & VDOT REQUIREMENTS
-  TREES PLANTED IN EXTENDED SOIL PANELS (SEE DETAIL 6 ON SHEET 26 FOR SECTION)
-  TREES TO BE COUNTED FOR INTERIOR PARKING LOT CALCULATION.

- NOTES:**
1. GROSS SITE AREA FOR CANOPY CALCULATIONS ADJUSTED TO EXCLUDE AREA OF TEMPORARY INTERIM LANDSCAPING.
 2. REFER TO PAGE 26 FOR INTERIOR PARKING LOT LANDSCAPING CALCULATIONS AND 10 YR. TREE CANOPY COVER CALCULATIONS.
 3. TREES OUTSIDE OF PROPERTY NOT COUNTED TOWARDS 10 Y. TREE COVER CREDIT.

DATE	DESCRIPTION

REVISION	DATE
02-14-11	
10-02-11	
03-28-12	
08-13-12	

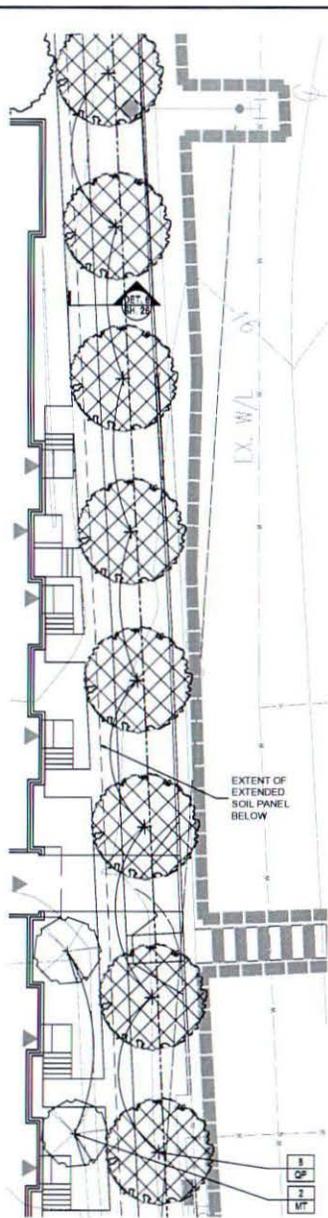
LAS LANDSCAPE ARCHITECTURE
 1000 COMMONWEALTH DRIVE, SUITE 100
 FALLS CHURCH, VIRGINIA 22044
 TEL: 703.441.1111
 FAX: 703.441.1112



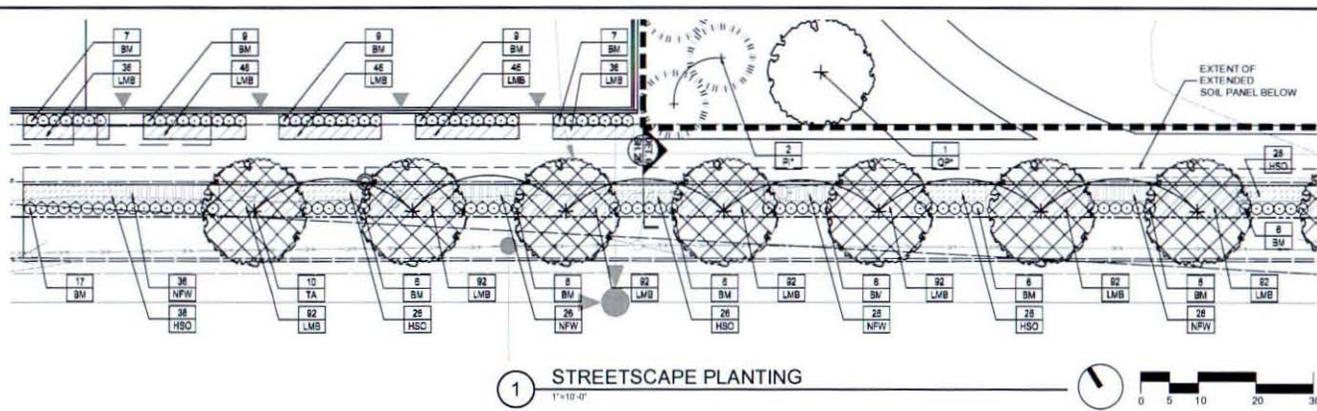
RESIDENTIAL PHASE - LANDSCAPING PLAN
 2550 HUNTINGTON AVE.
 CDP/FDP
 MOUNT VERMION DISTRICT
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=30'
 DATE: JUNE 2011

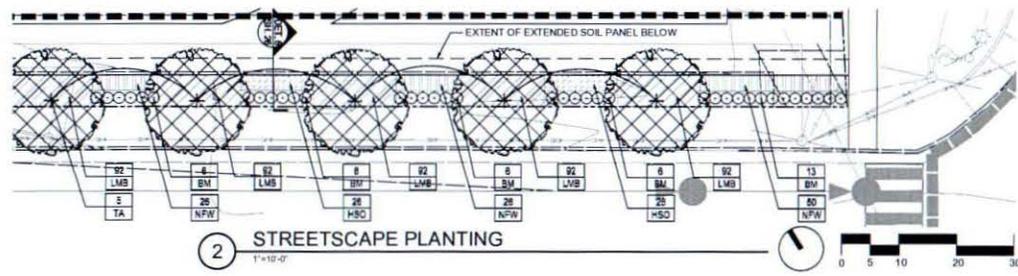
SHEET 25 OF 35
 TLT No. RZ-12622



4 STREETScape PLANTING
1"=10'-0"

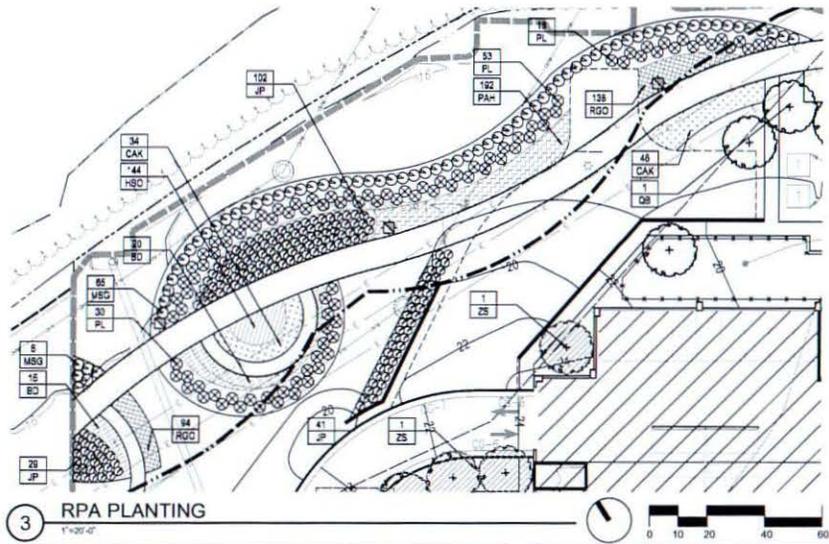


1 STREETScape PLANTING
1"=10'-0"



2 STREETScape PLANTING
1"=10'-0"

- LEGEND**
- HATCHED AREA INDICATES "AREAS TO BE COUNTED" FOR INTERIOR PARKING LOT LANDSCAPING REQUIREMENT.
 - TREES PLANTED IN EXTENDED SOIL PANELS (SEE DETAIL, 6 ON SHEET 26 FOR SECTION).
 - TREES TO BE COUNTED FOR INTERIOR PARKING LOT CALCULATION.
- NOTES:**
1. GROSS SITE AREA FOR CANOPY CALCULATIONS ADJUSTED TO EXCLUDE AREA OF TEMPORARY INTERM LANDSCAPING.
 2. REFER TO PAGE 26 FOR INTERIOR PARKING LOT LANDSCAPING CALCULATIONS AND 10 YR. TREE CANOPY COVER CALCULATIONS.
 3. TREES OUTSIDE OF PROPERTY NOT COUNTED TOWARDS 10 Y. TREE COVER CREDIT.



3 RPA PLANTING
1"=20'-0"

NO.	DATE	DESCRIPTION	DIVISION

NO.	DATE	DESCRIPTION

L&S LANDSCAPE ARCHITECTURE
 1000 COMMONWEALTH BLVD, SUITE 100
 FARMINGTON, VT 05475
 TEL: 802.253.1111
 FAX: 802.253.1112
 WWW.LSARCH.COM

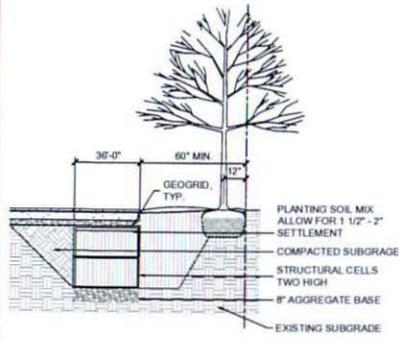


RESIDENTIAL PHASE - LANDSCAPING PLAN - ENLARGEMENTS
 2550 HUNTINGTON AVE.
 CDP/FDP
 MOUNT VERNON DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 DATE: 11.01.2011
 SCALE: 1/8"=1'-0"

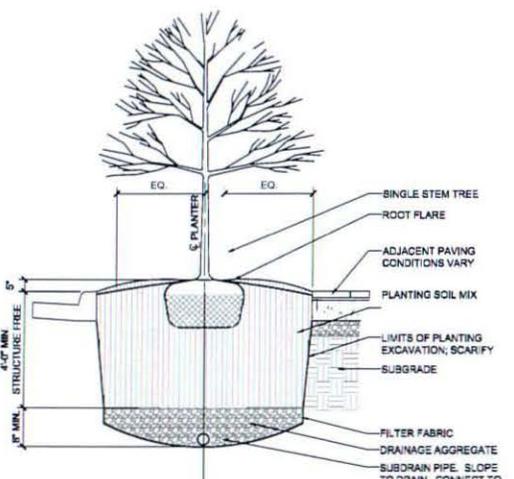
SHEET
 25A
 OF
 35
 FILE NO.
 RZ-12622

Key	Qty	Botanical Name	Common Name	Size	Spacing	Type	10 Year Canopy SF	Tree Canopy Sub-Total SF	Remarks
TREES									
AR	13	Acer rubrum 'October Glory'	October Glory Red Maple	3" cal	As Shown	B & B	396	2653	Full & Dense
PA	15	Platanus acerifolia 'Blood Good'	Blood Good London Plane Tree	3" cal	As Shown	B & B	250	3750	Full & Dense
QB	9	Quercus bicolor	Swamp White Oak	3" cal	As Shown	B & B	250	2250	Full & Dense
QP	8	Quercus phellos 'High Tower'	High Tower Willow Oak	3" cal	As Shown	B & B	250	2000	Full & Dense
QH*	14	Quercus phellos 'High Tower'	High Tower Willow Oak	3" cal	As Shown	U & B	0	0	*Canopy Not Counted
TA	15	Tilia americana	American Linden	3" cal	As Shown	B & B	350	3750	Full & Dense
UP	32	Ulmus parvifolia 'Bosque TM'	Bosque Elm	3" cal	As Shown	B & B	250	8000	Full & Dense
ZS	19	Zelkova serrata	Zelkova	3" cal	As Shown	B & B	200	2500	Full & Dense
ORNAMENTAL TREES									
CK	12	Cornus kousa	Kousa Dogwood	3" cal	As Shown	B & B	128	1500	Matching
LI	4	Lagerstroemia indica 'Natchez'	Crape Myrtle	3" cal	As Shown	B & B	125	500	Specimen Matching
MS	5	Magnolia x soulangeana	Saucer Magnolia	3" cal	As Shown	B & B	125	625	Specimen Matching
MT	3	Magnolia stellata	Star Magnolia	3" cal	As Shown	B & B	125	375	Specimen Matching
MV	15	Magnolia virginiana	Sweetbay Magnolia	3" cal	As Shown	B & B	125	1875	Specimen Matching
YY*	4	Prunus x yedoensis	Yoshino Cherry	3" cal	As Shown	B & B	0	0	*Canopy Not Counted
EVERGREEN TREES									
PI*	7	Picea abies	Norway Spruce	12" ht	As Shown	B & B	0	0	Full & Dense
SHRUBS									
BD	35	Buddleia davidii	Butterfly Bush	3 gal.	36" o.c.	Cont.	0	0	
BM	137	Buxus microphylla 'Green Gem'	Green Gem Boxwood	24" ht.	24" o.c.	Cont.	0	0	
JP	172	Juniperus chinensis 'Pfitzeriana'	Pfitzer Juniper	20" ht.	36" o.c.	Cont.	0	0	
PL	101	Prunella laevis	Cherry Laurel	20" ht.	36" o.c.	Cont.	0	0	
GRASSES, PERENNIALS, GROUNDCOVERS									
HBO	338	Hemerocallis 'Stella d'Oro'	Daylily	1 gal.	15" o.c.	Cont.	0	0	
CAK	80	Calamagrostis x acutiflora 'Karl Foerster'	Father's Head Grass	3 gal.	36" o.c.	Cont.	0	0	
IMR	1214	Lolium macran 'Ray Blue'	Ray Blue Lilyturf	1 qt.	12" o.c.	Cont.	0	0	
MSG	71	Miscanthus sinensis	Maiden Grass	5 gal.	48" o.c.	Cont.	0	0	
NFW	210	Nepeta faassenii 'Walkers Low'	Catmint	1 gal.	15" o.c.	Cont.	0	0	
HWH	162	Hieracium asperrimum 'Hamerli'	Dwarf 'Hamerli' Grass	3 gal.	24" o.c.	Cont.	0	0	
RSD	232	Rubricola kuyana 'Blackstone'	Black Eyed Susan	1 gal.	18" o.c.	Cont.	0	0	
TOTAL							29825		

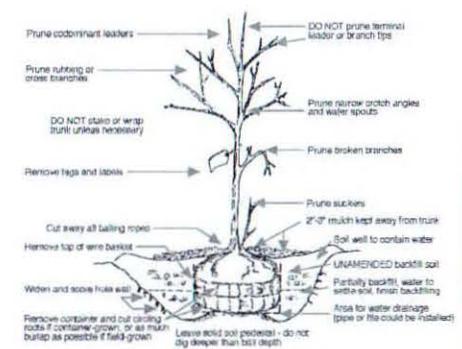
4 PLANT SCHEDULE
NTS



6 EXTENDED SOIL PANEL
3/8"=1'-0"



5 TYPICAL TREE PIT
1"=1'-0"



3 TYPICAL TREE PLANTING
NTS

Item	Description	Units	Reference
A. Tree Observation, Layout and Materials			
A.1	Check for Tree Observation, Layout, Materials and Materials	NO TREE'S PRESENT	SEE 10-YR CANOPY CALCULATION
B. Tree Canopy Calculation			
B.1	10-Yr Tree Canopy	26,537 SF	SEE 10-YR CANOPY CALCULATION
B.2	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	50,400 SF	SEE 10-YR CANOPY CALCULATION
B.3	Adjusted 10-Yr Tree Canopy	717,810 SF	SEE 10-YR CANOPY CALCULATION
B.4	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	10%	SEE 10-YR CANOPY CALCULATION
B.5	Adjusted 10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	21,262 SF	SEE 10-YR CANOPY CALCULATION
B.6	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	No	SEE 10-YR CANOPY CALCULATION
B.7	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	No	SEE 10-YR CANOPY CALCULATION
C. Tree Observation			
C.1	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.2	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.3	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.4	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.5	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.6	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.7	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.8	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.9	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.10	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.11	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.12	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.13	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.14	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.15	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.16	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.17	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.18	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.19	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.20	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.21	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.22	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.23	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.24	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.25	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.26	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.27	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.28	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.29	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.30	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.31	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.32	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.33	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.34	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.35	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.36	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.37	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.38	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.39	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.40	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.41	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.42	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.43	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.44	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.45	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.46	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
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C.64	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
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C.71	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.72	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.73	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.74	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.75	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.76	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.77	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.78	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.79	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.80	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.81	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.82	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.83	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.84	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.85	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.86	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.87	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
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C.89	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.90	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.91	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.92	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.93	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.94	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.95	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.96	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.97	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.98	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.99	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
C.100	10-Yr Tree Canopy (Excluding 10-Yr Tree Canopy)	0 SF	SEE 10-YR CANOPY CALCULATION
D. Total of 10-Year Tree Canopy Available			
D.1	Total of 10-Year Tree Canopy Available	0 SF	SEE 10-YR CANOPY CALCULATION
D.2	Total of 10-Year Tree Canopy Available	29,825 SF	SEE 10-YR CANOPY CALCULATION
D.3	Total of 10-Year Tree Canopy Available	0 SF	SEE 10-YR CANOPY CALCULATION
D.4	Total of 10-Year Tree Canopy Available	29,825 SF	SEE 10-YR CANOPY CALCULATION

1 10-YR CANOPY CALCULATION
NTS

INTERIOR PARKING LOT LANDSCAPING	
TOTAL PARKING AREA TO BE COUNTED:	23,436 SF
BUILDING GARAGE FOOT PRINT AREA:	26,456 SF
INTERIOR LANDSCAPING REQUIRED (5%):	1,172 SF
TOTAL SHADE TREE COVER PROVIDED:	1,250 SF (5.3%)
5 TREES AT 250 SQ. FT. EACH	
TOTAL AREA OF COVERAGE REQUIRED:	1,172 SF
TOTAL AREA OF COVERAGE PROVIDED:	1,250 SF

2 INTERIOR PARKING CALCULATION
NTS

NOTE:
THE APPLICANT HEREBY REQUESTS A MODIFICATION OF INTERIOR PARKING LOT LANDSCAPING ON THE TOP OF THE PARKING DECKS IN FAVOR OF MORE SUSTAINABLE LANDSCAPING AS SHOWN ON THE INCLUDED LANDSCAPE PLAN.

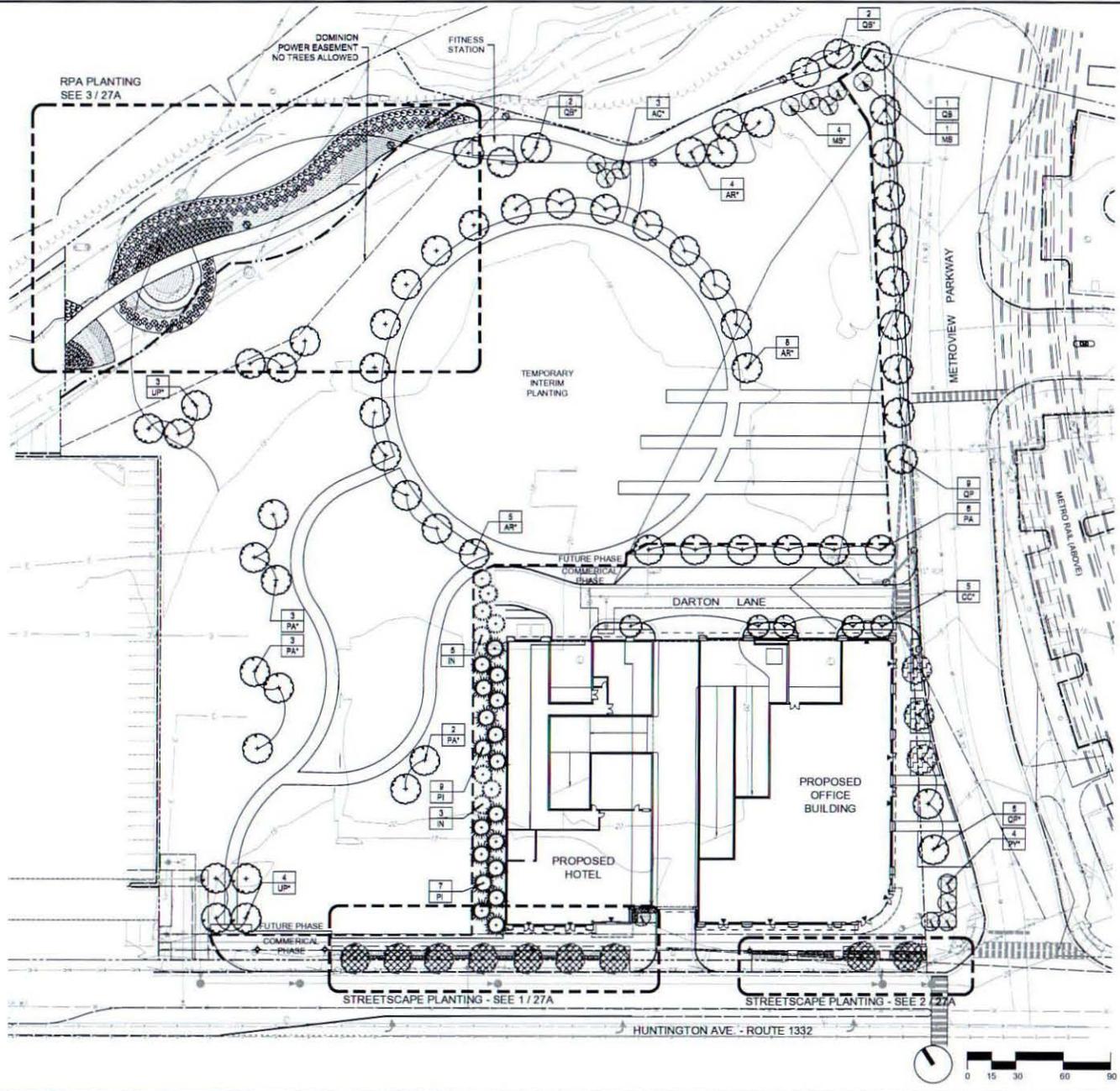
DATE: JUNE 2011
SCALE: 1"=30'

RESIDENTIAL PHASE - LANDSCAPE COMPUTATIONS
2550 HUNTINGTON AVE.
CDD/FPD
MOUNT VERNON DISTRICT
FAIRFAX COUNTY, VIRGINIA
CDD/FPD

SHEET
26
OF
35

FILE NO.
RZ-12622

10/14/11
10/20/11
10/25/11
11/01/11
11/08/11
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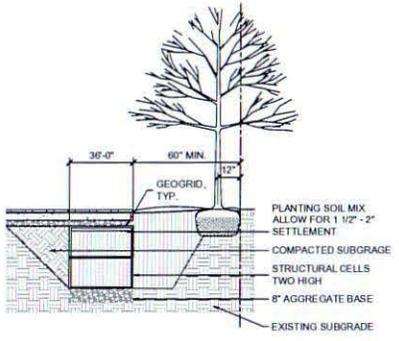


- LEGEND**
-  TREES MAY POSSIBLY BE RELOCATED OR REMOVED BASE ON FIRE MARSHALL & VDOT REQUIREMENTS
 -  TREES PLANTED IN EXTENDED SOIL PANELS (SEE DETAIL 5 ON SHEET 28 FOR SECTION)
- NOTES**
1. GROSS SITE AREA FOR CANOPY CALCULATIONS ADJUSTED TO EXCLUDE AREA OF TEMPORARY INTERIM LANDSCAPING.
 2. REFER TO PAGE 28 FOR INTERIOR PARKING LOT LANDSCAPING CALCULATIONS AND 10 YR. TREE CANOPY COVER CALCULATIONS.
 3. TREES OUTSIDE OF PROPERTY NOT COUNTED TOWARDS 10 Y. TREE COVER CREDIT.

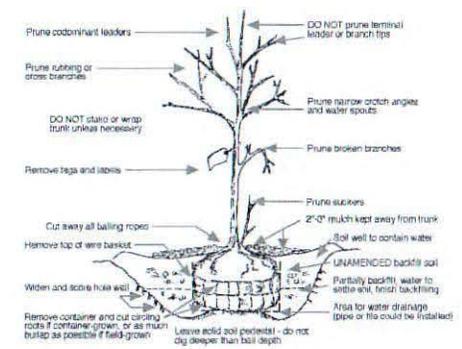
<p>PLANTING</p> <p>07-14-11 07-08-11 09-28-12</p>	<p>DESCRIPTION</p> <p>BY: JVS/KAN</p>
<p>LEG. LANDSCAPE ARCHITECTURE</p> <p>REGULATIONS COMPLIANT WITH</p> <p>MANUAL</p>	
	
<p>Member of the</p> <p>LANDSCAPE ARCHITECTS</p> <p>8/17/12</p> <p>LANDSCAPE ARCHITECTS</p>	
<p>COMMERCIAL PHASE - LANDSCAPING PLAN</p> <p>2550 HUNTINGTON AVE.</p> <p>CDP/FDP</p> <p>MOUNT VERNON DISTRICT</p> <p>FAIRFAX COUNTY, VIRGINIA</p> <p>SCALE: 1"=30'</p> <p>DATE: 11.05.2011</p>	
<p>SHEET</p> <p>27</p> <p>OF</p> <p>35</p> <p>FILE NO.</p> <p>RZ-12622</p>	

Key	Qty	Botanical Name	Common Name	Size	Spacing	Type	10 Year Canopy SF	Tree Canopy Sub-Total SF	Remarks
TREES									
AR*	22	Aster laevis 'October Glory'	October Glory Red Maple	3" cal.	As Shown	B & B	0	0	*Canopy Not Counted
CC*	5	Carpinus caroliniana	American Hornbeam	3" cal.	As Shown	B & B	0	0	*Canopy Not Counted
PA*	6	Platanus acerifolia 'Blood Good'	Blood Good London Plane Tree	3" cal.	As Shown	B & B	250	1500	Full & Dense
PA*	8	Platanus acerifolia 'Blood Good'	Blood Good London Plane Tree	3" cal.	As Shown	B & B	0	0	*Canopy Not Counted
QB	1	Quercus bicolor	Swamp White Oak	3" cal.	As Shown	B & B	250	250	Full & Dense
QB*	5	Quercus bicolor	Swamp White Oak	3" cal.	As Shown	B & B	0	0	*Canopy Not Counted
QI*	9	Quercus phellos 'High Tower'	High Tower Willow Oak	3" cal.	As Shown	B & B	250	2250	Full & Dense
QI*	5	Quercus phellos 'High Tower'	High Tower Willow Oak	3" cal.	As Shown	B & B	0	0	*Canopy Not Counted
TA	9	Tilia americana	American Linden	3" cal.	As Shown	B & B	250	2250	Full & Dense
UP*	19	Ulmus parviflorus 'Bosque TM'	Bosque Elm	3" cal.	As Shown	B & B	0	0	*Canopy Not Counted
ORNAMENTAL TREES									
AC*	3	Amelanchier canadensis	Sorbusberry	3" cal.	As Shown	B & B	0	0	*Canopy Not Counted
MS	1	Magnolia x soulangeana	Saucer Magnolia	3" cal.	As Shown	B & B	125	125	Specimen Matching
MS*	4	Magnolia x soulangeana	Saucer Magnolia	3" cal.	As Shown	B & B	0	0	*Canopy Not Counted
PY	1	Prunus x yedoensis	Yoshino Cherry	3" cal.	As Shown	B & B	125	125	Specimen Matching
PY*	4	Prunus x yedoensis	Yoshino Cherry	3" cal.	As Shown	B & B	0	0	*Canopy Not Counted
EVERGREEN TREES									
FI	16	Picea abies	Norway Spruce	12" ht.	As Shown	B & B	175	3150	Full & Dense
IN	6	Ilex 'Tidley R. Stevens'	Norfolk Stevens Holly	12" ht.	As Shown	B & B	75	600	Full & Dense
SHRUBS									
BD	60	Buddleia davidii	Butterfly Bush	3 gal.	36" o.c.	Cont.	0	0	
BM	96	Buxus microphylla 'Green Gem'	Green Gem Boxwood	24" ht.	24" o.c.	Cont.	0	0	
JP	131	Juniperus chinensis 'Pittzeriana'	Pfitzer Juniper	36" ht.	36" o.c.	Cont.	0	0	
PL	108	Prunus 'Succowiana'	Cherry Laurel	36" ht.	36" o.c.	Cont.	0	0	
GRASSES, PERENNIALS, GROUNDCOVERS									
HGD	314	Hemerocallis 'Stella d'Oro'	Daylily	1 gal.	18" o.c.	Cont.	0	0	
CAK	34	Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass	3 gal.	36" o.c.	Cont.	0	0	
LMB	762	Limonium muscari 'Big Blue'	Big Blue Lilyturf	1 qt.	12" o.c.	Cont.	0	0	
MSG	71	Maianthemum canadense	Maiden Grass	5 gal.	48" o.c.	Cont.	0	0	
NFW	170	Nepeta faassenii 'Walkers Low'	Catmint	1 gal.	18" o.c.	Cont.	0	0	
FAH	192	Festucium ssp. 'Pamellit'	Dwarf Fountain Grass	3 gal.	24" o.c.	Cont.	0	0	
RCO	232	Rudbeckia hirta 'Goldsturm'	Black Eyed Susan	1 gal.	18" o.c.	Cont.	0	0	
TOTAL							10250		

4 PLANT SCHEDULE
NTS

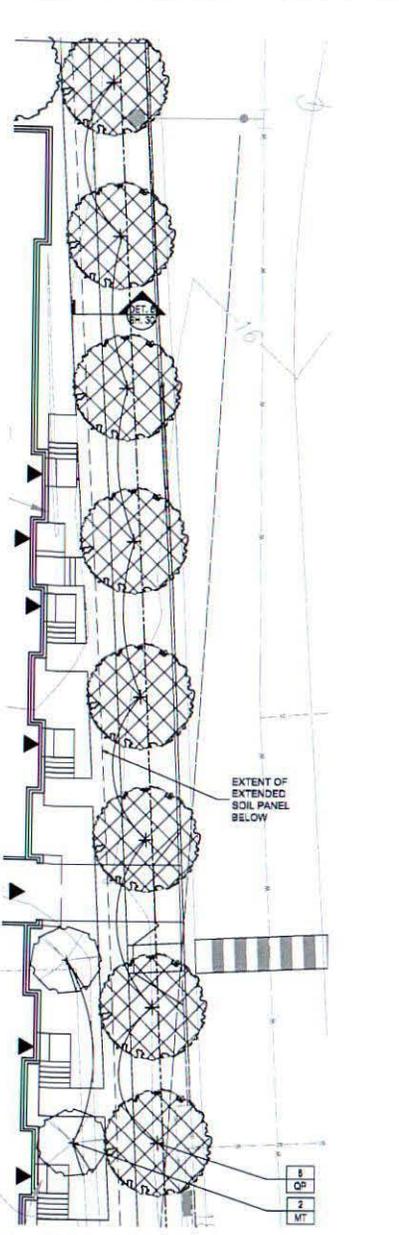


5 EXTENDED SOIL PANEL
3/8\"/>

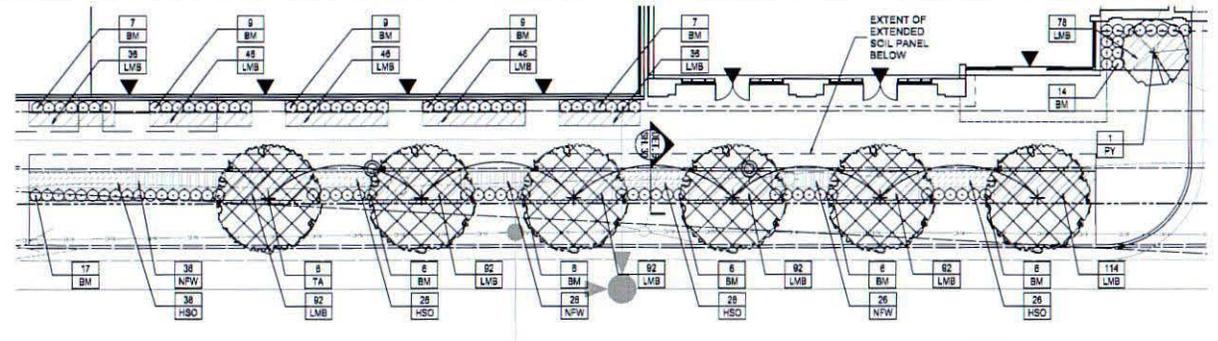


3 TYPICAL TREE PLANTING
NTS

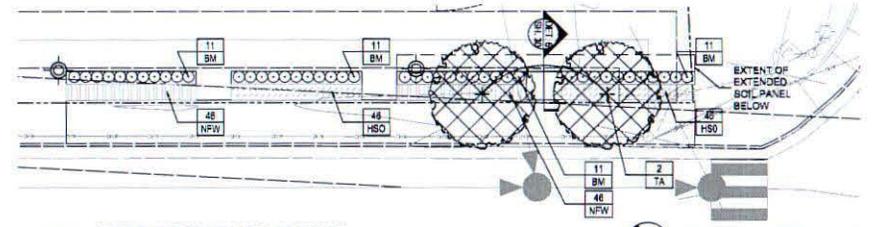
Area	Calc	Reference
A. Tree Preservation Label and Material		
A.1	Label for tree preservation label and material	NO TREE IS PRESERVED
B. Tree Canopy Calculation		
B.1	10-year canopy projection	265,076 sf
B.2	10-year canopy projection	185,834 sf
B.3	Adjusted canopy projection	77,452 sf
B.4	Percentage of canopy projection	10%
B.5	Area of canopy projection	7,745 sf
B.6	Modification of canopy projection	No
B.7	Total canopy projection	7,745 sf
C. Tree Preservation		
C.1	Tree preservation label area	0 sf
C.2	Tree preservation label area	0 sf
C.3	Tree preservation label area	0 sf
C.4	Tree preservation label area	0 sf
C.5	Tree preservation label area	0 sf
C.6	Tree preservation label area	0 sf
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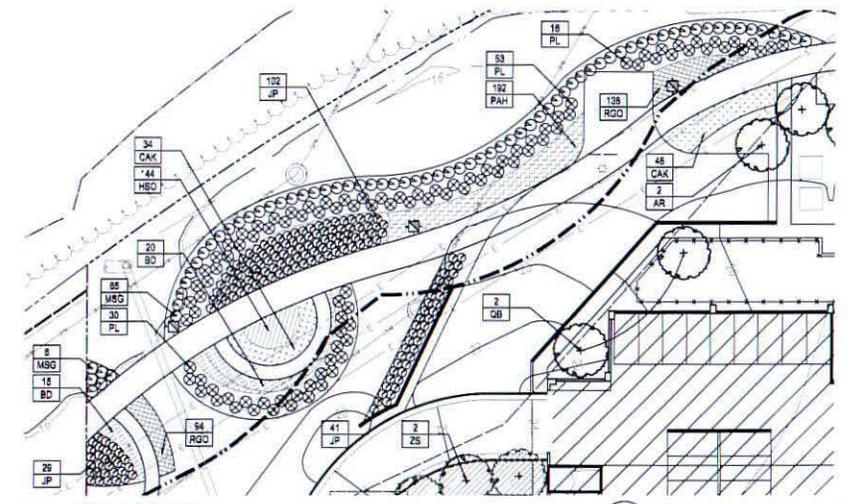
4 STREETScape PLANTING
1"=10'-0"



1 STREETScape PLANTING
1"=10'-0"



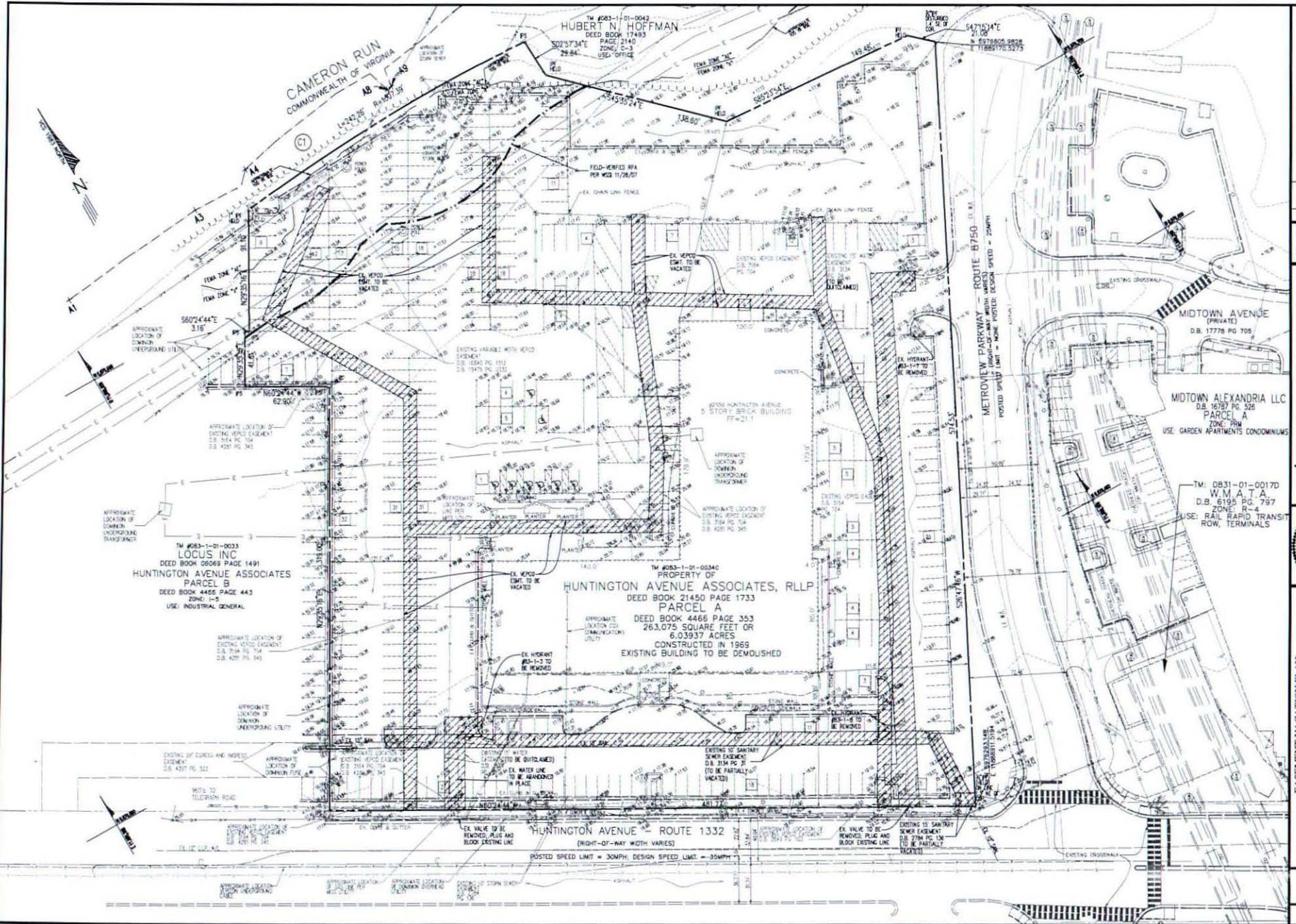
2 STREETScape PLANTING
1"=10'-0"



3 RPA PLANTING
1"=20'-0"

- LEGEND**
- HATCHED AREA INDICATES "AREAS TO BE COUNTED" FOR INTERIOR PARKING LOT LANDSCAPING REQUIREMENT.
 - TREES PLANTED IN EXTENDED SOIL PANELS (SEE DETAIL 6 ON SHEET 30 FOR SECTION).
 - TREES TO BE COUNTED FOR INTERIOR PARKING LOT CALCULATION.
- NOTES:**
1. REFER TO PAGE 30 FOR INTERIOR PARKING LOT LANDSCAPING CALCULATIONS AND 10 YR. TREE CANOPY COVER CALCULATIONS.
 2. TREES OUTSIDE OF PROPERTY NOT COUNTED TOWARDS 10 Y. TREE COVER CREDIT.

<p>DATE: 08-15-12 08-28-12 09-10-12 09-19-12</p> <p>PROJECT: 2550 HUNTINGTON AVE. CDP/FDP MOUNT VERNON DISTRICT FAIRFAX COUNTY, VIRGINIA</p> <p>SCALE: 1"=30'</p> <p>SHEET: 29A OF 35 FILE No.: RZ-12622</p>	<p>DATE: 08-15-12 08-28-12 09-10-12 09-19-12</p> <p>PROJECT: 2550 HUNTINGTON AVE. CDP/FDP MOUNT VERNON DISTRICT FAIRFAX COUNTY, VIRGINIA</p> <p>SCALE: 1"=30'</p> <p>SHEET: 29A OF 35 FILE No.: RZ-12622</p>
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PLAN DATE	NO.	DATE
08-18-11	31	
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06-28-11	1	

Drawn by: JONATHAN LEMIRE
 Checked by: JONATHAN LEMIRE
 Date: 08-18-11

urban
 Professional Services, Inc.
 1000 Northgate Blvd., Suite 200
 Fairfax, VA 22031
 Phone: 703-261-1100
 Fax: 703-261-1101
 www.urbanva.com

TM #083-01-0017D
 W.M.A.T.A.
 D.B. 6195 PG. 797
 ZONE: R-4
 USE: RAIL RAPID TRANSIT ROW, TERMINALS

TM #083-01-0017C
 W.M.A.T.A.
 D.B. 17778 PG. 705
 MIDTOWN AVENUE (PRIVATE)
 USE: GARDEN APARTMENTS CONDOMINIUMS

TM #083-1-01-0033
 LOCUS INC
 DEED BOOK 05069 PAGE 1491
 HUNTINGTON AVENUE ASSOCIATES
 PARCEL B
 DEED BOOK 4465 PAGE 443
 ZONE: I-5
 USE: INDUSTRIAL GENERAL

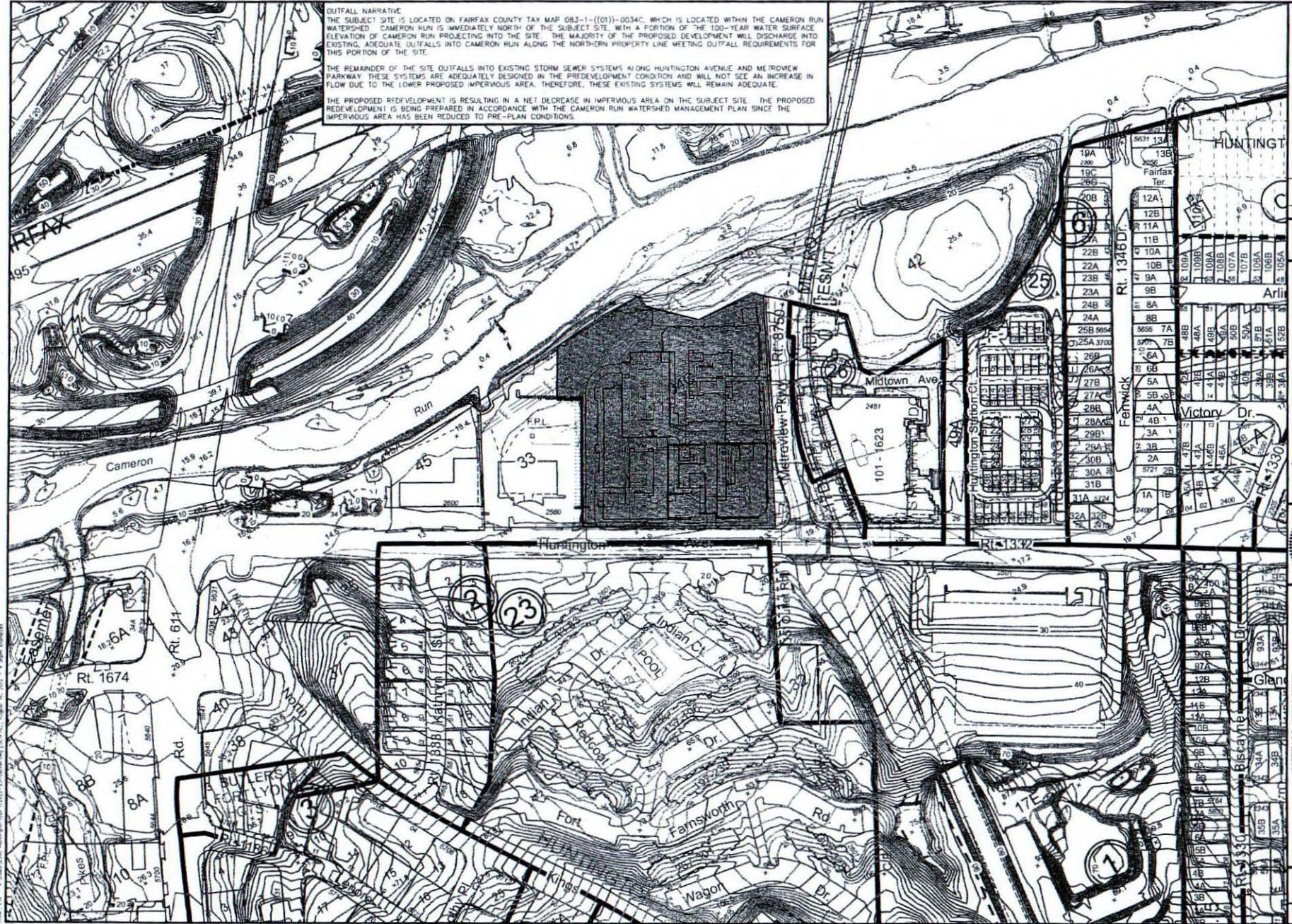
TM #083-1-01-0034C
 PROPERTY OF
 HUNTINGTON AVENUE ASSOCIATES, RLLP
 DEED BOOK 21450 PAGE 1733
 PARCEL A
 DEED BOOK 4466 PAGE 353
 263,075 SQUARE FEET OR
 6.03937 ACRES
 CONSTRUCTED IN 1969
 EXISTING BUILDING TO BE DEMOLISHED

TM #083-1-01-0043
 HUBERT N. HOFFMAN
 DEED BOOK 17443
 PAGE 2140
 ZONE: C-3
 USE: OFFICE

EASEMENT VACATION PLAN
 2550 HUNTINGTON AVE.
 CDP/FPD
 MOUNT VERNON DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 CL#-2

SCALE: 1"=30'
 DATE: JUNE, 2011

SHEET
 OF
 31
 35
 FILE NO.
 RZ-13622



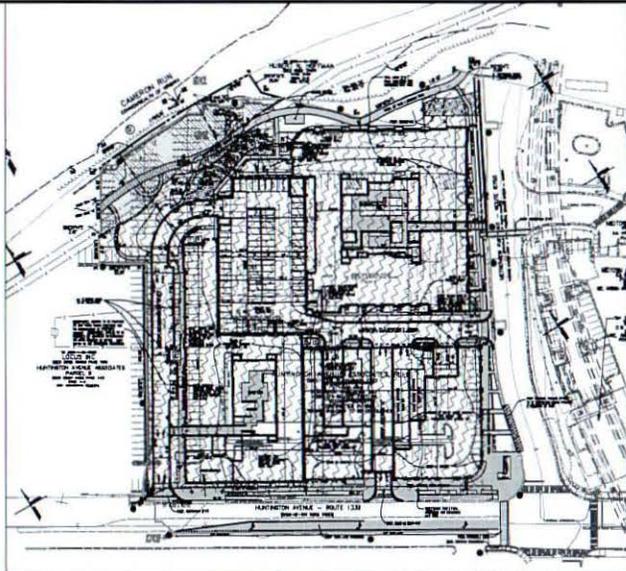
OUTFALL NARRATIVE
 THE SUBJECT SITE IS LOCATED ON FAIRFAX COUNTY TAX MAP 083-1-(01)-0034C, WHICH IS LOCATED WITHIN THE CAMERON RUN WATERSHED. CAMERON RUN IS IMMEDIATELY NORTH OF THE SUBJECT SITE, WITH A PORTION OF THE 100-YEAR WATER SURFACE ELEVATION OF CAMERON RUN PROJECTING INTO THE SITE. THE MAJORITY OF THE PROPOSED DEVELOPMENT WILL DISCHARGE INTO EXISTING, ADEQUATE OUTFALLS INTO CAMERON RUN ALONG THE NORTHERN PROPERTY LINE MEETING OUTFALL REQUIREMENTS FOR THIS PORTION OF THE SITE.

THE REMAINDER OF THE SITE OUTFALLS INTO EXISTING STORM SEWER SYSTEMS ALONG HUNTINGTON AVENUE AND METROVIEW PARKWAY. THESE SYSTEMS ARE ADEQUATELY DESIGNED IN THE PREDEVELOPMENT CONDITION AND WILL NOT SEE AN INCREASE IN FLOW DUE TO THE LOWER PROPOSED IMPERVIOUS AREA. THEREFORE, THESE EXISTING SYSTEMS WILL REMAIN ADEQUATE.

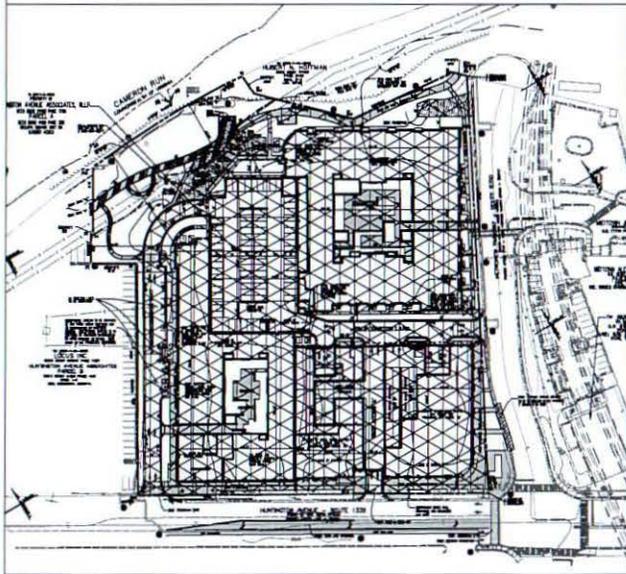
THE PROPOSED REDEVELOPMENT IS RESULTING IN A NET DECREASE IN IMPERVIOUS AREA ON THE SUBJECT SITE. THE PROPOSED REDEVELOPMENT IS BEING PREPARED IN ACCORDANCE WITH THE CAMERON RUN WATERSHED MANAGEMENT PLAN SINCE THE IMPERVIOUS AREA HAS BEEN REDUCED TO PRE-PLAN CONDITIONS.

<p>DATE: 01-14-11 02-10-11 03-10-11 04-10-11 05-10-11 06-10-11 07-10-11 08-10-11</p>	<p>REVISIONS</p>
<p>DATE: 01-14-11 02-10-11 03-10-11 04-10-11 05-10-11 06-10-11 07-10-11 08-10-11</p>	<p>DATE: 01-14-11 02-10-11 03-10-11 04-10-11 05-10-11 06-10-11 07-10-11 08-10-11</p>
<p>urban.</p>	
<p>2550 HUNTINGTON AVE. CDP/FDP MOUNTAIN DISTRICT FAIRFAX COUNTY, VIRGINIA</p>	
<p>SCALE: 1"=100'</p>	
<p>SHEET 32 OF 35</p>	
<p>FILE NO: RZ-12622</p>	

PRE-DEVELOPMENT
IMPERVIOUS AREA
SCALE: 1"=80'



POST-DEVELOPMENT
IMPERVIOUS AREA
SCALE: 1"=80'



LEGEND

- EXISTING IMPERVIOUS AREA WITHIN RPA = 16,060 SQ. FT. OR 0.37 ACRES
- EXISTING IMPERVIOUS AREA WITHIN RPA TO REMAIN = 3,819 SQ. FT. OR 0.088 ACRES (76.21% REDUCTION)
- EXISTING IMPERVIOUS AREA OUTSIDE OF RPA = 214,455 SQ. FT. OR 4.92 ACRES
- PROPOSED IMPERVIOUS AREA OUTSIDE OF RPA = 204,360 SQ. FT. OR 4.69 ACRES (4.67% REDUCTION)

2008 Huntington Avenue Water Quality Impact Assessment

We hereby submit a Water Quality Impact Assessment for the above referenced project, which is located in Fairfax County, Virginia (2008-002348). The assessment is related to improvements within the RPA. As defined in the ALTA survey prepared by YVEA, Inc. in 2011, consisting of updating the existing pavement and parking spaces with the proposed asphalt and emergency vehicle generators etc.

Section 1.2.6-4.5 Water Quality Impact Assessment Components

The Water Quality Impact Assessment shall:

(a) Display the boundaries of the RPA.
The RPA also shows the street layout for the RPA, as defined by the ALTA survey prepared by YVEA, Inc. The impervious area (existing and proposed) has been located by the limits of the RPA.

(b) Display and describe the location and extent of the proposed improvements into surface impervious to the RPA, including any stormwater grading, impervious surfaces, structures, utilities, and storage disposal systems.
RPA Determination: There is existing parking space within the RPA. The proposed RPA determination is based on the extent of the existing impervious areas, such as the parking spaces, roads, and asphalt; the construction of a lot that will replace and reworking for site, and the construction of an emergency vehicle generator etc. There will also be necessary changes in utility connections or reconnections for the benefits of the site. Modifications will also be made in Cameron Run to ensure sufficient flow and necessary measures made in the stated area of the limits of the assessment. The total impervious area within the RPA is 16,060 sq. ft., of which, is newly generated impervious areas. There will be existing impervious area of 16,060 sq. ft. within the RPA.

Change in Loading: The volume of the existing surface parking spaces within the RPA will be removed for the construction of proposed asphalt and emergency vehicle generator etc. The total impervious area within the RPA is 16,060 sq. ft.

Impervious Reduction: As shown on this sheet, the existing impervious area in the RPA is 16,060 sq. ft. The proposed modifications include the removal of portions of the impervious area within the RPA. The total impervious area after all modifications have been completed will be 3,819 sq. ft., resulting in a reduction of impervious area within the RPA of 76.21%.

Stormwater Management: There are no existing stormwater systems located within the RPA, one will be removed, and the other will remain. Further modifications to the Cameron Run Floodplain. The stormwater does not consist of runoff discharge and no discharge needed to be made for this assessment. There are no existing runoff prevention lines located within the RPA that will remain.

Stormwater Disposal System: There are no existing stormwater lines located within the RPA of this site, one will remain to serve the site.

(c) Provide justification for the proposed modifications into surface impervious to the RPA.
The proposed modifications within the limits of the RPA are an adjustment to the existing parking spaces to this site due to the requirements for the overall improvements with this site plan. The construction of the asphalt and emergency vehicle generator etc. will take place in the stated and graded area of the assessed surface parking. Therefore, there will be no additional impervious area within the RPA for these modifications. Furthermore, the proposed improvements calculated with this plan document for impervious area within the RPA shall be 16,060 sq. ft. with the proposed improvements.

(d) Describe the actual and extent of any proposed disturbance or disruption of wetlands.
There are no wetlands identified on this site, so none, there will be no disturbance to wetlands with the proposed assessment and construction contained in this plan.

(e) Display and discuss the type and location of proposed best management practices to mitigate the proposed RPA.
Best management practices will be implemented and located throughout the site for the site plan. Furthermore, any practices there will be as required to mitigate any proposed disturbance within the RPA limits.

(f) Document the extent to which the proposed activity will comply with all applicable performance criteria of this Chapter.
The proposed amount of the existing surface parking spaces will be offset by an underground parking structure on the site which will provide adequate parking for the proposed building as required by the Fairfax County Public Facilities Manual. The proposed utility improvements on the site will utilize the infrastructure needs of the pre-developed site to account for the changes to the existing utilities.

(g) Provide any other information deemed by the Director to be necessary to evaluate potential water quality impacts of the proposed activity.
The additional information is available for submission; however, should the Director need any further data or exhibits, Urban Engineering will be happy to provide the documents.

Signature:

Clayton, Ltd.

Clayton C. Took, P.E.

Clayton C. Took, P.E.

Associate

S.W.M., B.M.P. AND OUTFALL NARRATIVE

THE SUBJECT SITE IS LOCATED ON TAX MAP 83-1-1(1)-0234C. THE ENTIRE SITE IS LOCATED WITHIN THE CAMERON RUN WATERSHED. THE SUBJECT SITE IS ZONED U-5 PER THE FAIRFAX COUNTY ZONING ORDINANCE. WORK PROPOSED WITH THIS DEVELOPMENT PLAN PERTAINS TO THE REDEVELOPMENT OF THE ENTIRE SITE.

PER SECTION 5-401.20 OF THE PFM, SINCE THE ORIGINAL SITE WAS NOT SERVED BY ONE OR MORE B.M.P.'S, THE REQUIRED PHOSPHORUS REMOVAL IS BASED ON THE PRE AND POST DEVELOPMENT C FACTORS. BASED ON THE ANALYSIS OF THE PRE AND POST DEVELOPMENT C FACTORS, THE REQUIRED PHOSPHORUS REMOVAL IS 5.14%. PLEASE REFER TO THIS SHEET FOR THE REQUIRED PHOSPHORUS REMOVAL COMPUTATIONS. B.M.P. FOR THE SITE HAS BEEN PROVIDED FOR THROUGH PROPOSED FILTERBARS AND A STORMCEPTOR. B.M.P. COMPUTATIONS FOR THE SITE HAVE BEEN PROVIDED ON THIS SHEET ALONG WITH THE B.M.P. TRACKING FORM.

SIGNATURE: *Clayton Took* DATE: 08/17/12
CLAYTON TOOK, P.E.
ASSOCIATE

QUALIFICATION FOR REDEVELOPMENT

WITHIN THE RPA:

The Development Impervious Area = 0.37 ac.

Post-Development Impervious Area = 0.088 ac.

[TV post - TV pre] / TV pre + 100 = -76.21%

No net increase in impervious area therefore qualifies for "Redevelopment" status.

Remainder of Site (outside of RPA)

The Development Impervious Area = 4.92 ac.

Post-Development Impervious Area = 4.69 ac.

[TV post - TV pre] / TV pre + 100 = -4.67%

-4.67% < 20% therefore qualifies for "Redevelopment" status.

B.M.P. REMOVAL ADJUSTMENTS

PER P.F.M. SECTION 5-401.20

[1 - 0.94(7.99/7.705)] x 100

[1 - 0.94(5.79/4.75)] x 100 = 5.61%

B.M.P. FACILITY DESIGN CALCULATIONS

Map Name: 2500 Huntington Ave Date: 08/17/12

Plan Number: Designer: Brandon Turbide

1. WATER QUALITY NARRATIVE

SEE THIS SHEET

1. WATERSHED INFORMATION

Part 1: List all of the Substances and "C" factors used in the B.M.P. Computations

Substance Designation	"C" Factor	Area
(1)	(2)	(3)
(1) TOTAL UNITS UNCONTROLLED	0.85	4.87
(2) TOTAL UNITS CONTROLLED (R.P.A.)	0.85	0.53
(3) TOTAL UNITS CONTROLLED (STORMCEPTOR)	0.85	0.72
		Total
		6.12

2. a. PHOSPHORUS REMOVAL - "COCCULIAN METHOD"

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

(a) Area of the Site (4) 0.54 acres

Substance Designation	"C" Factor	Area	Product
(1)	(2)	(3)	(4)
(1) TOTAL UNITS UNCONTROLLED	0.85	4.87	4.09
(2) TOTAL UNITS CONTROLLED (R.P.A.)	0.85	0.53	0.45
(3) TOTAL UNITS CONTROLLED (STORMCEPTOR)	0.85	0.72	0.62
		(d) Total	5.13
		(b) (c) / (d)	0.85

(c) Weighted average "C" factor (b) (c) = (c) 0.85

Part 3: Compute the Total Phosphorus Removal for the Site

Substance Designation	Removal Efficiency (%)	Area (Ac)	"C" Factor	Product
(1)	(2)	(3)	(4)	(5)
(1) TOTAL UNITS UNCONTROLLED	0	0.86	1.00	0.00
(2) TOTAL UNITS CONTROLLED (R.P.A.)	50	0.86	1.00	4.77
(3) TOTAL UNITS CONTROLLED (STORMCEPTOR)	15	0.72	1.00	1.74
		(d) Total		6.51

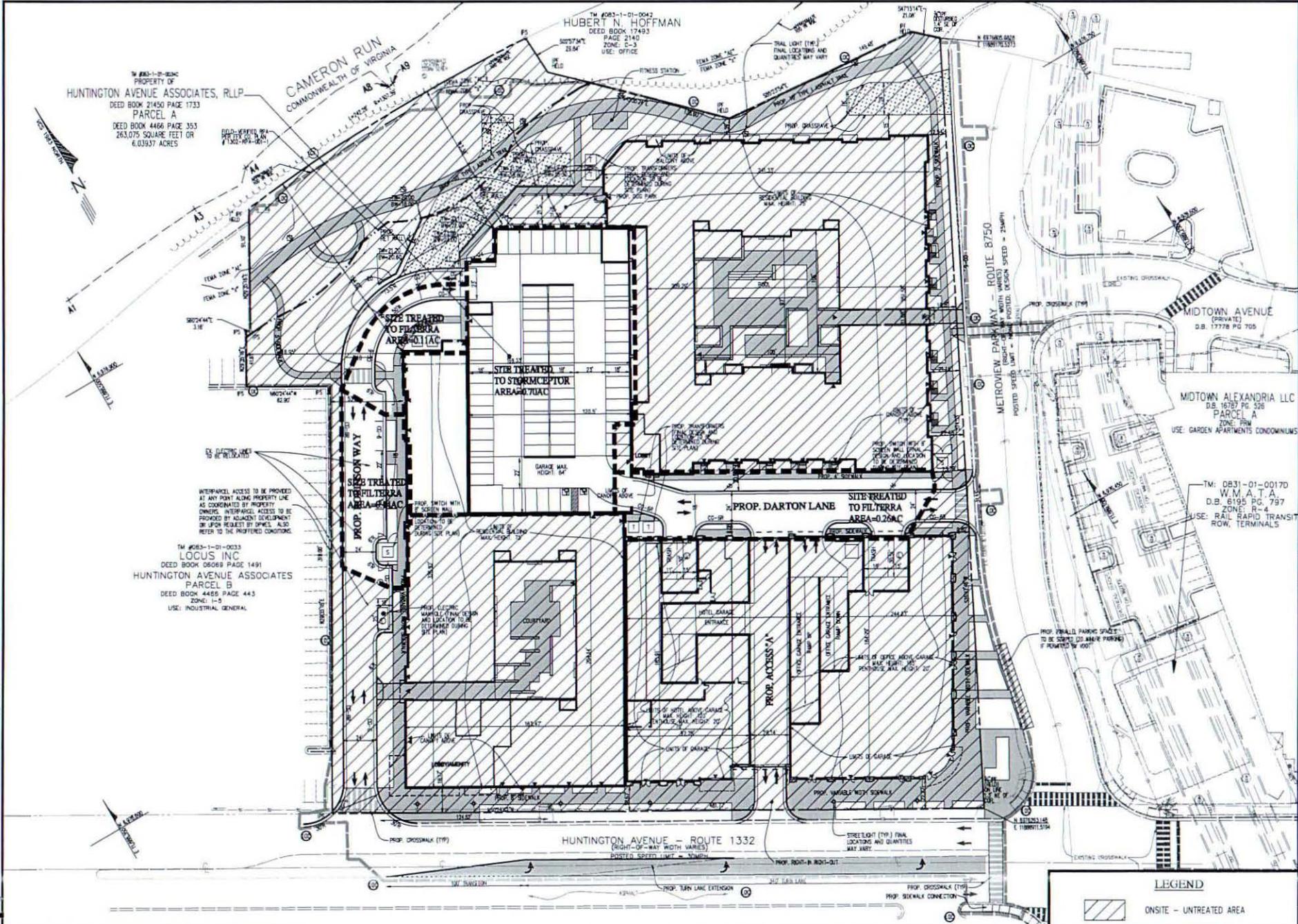
Part 4: Determine Compliance with Phosphorus Removal Requirement

(a) Select Requirement (4) 0.42

Water Quality Quality Detail (Nonpoint Reduction) =	SWR (Fairfax County and Prince William County)
Developed By Preservation Area (New Development) =	40% (Fairfax County) 50% (Prince William County)
Developed By Preservation Area (Redevelopment) =	50% (Fairfax County) 50% (Prince William County)
[1 - SWR + (TV pre/TV post) + 100] =	0.42 W
(b) If (b) (a) > (b) (c), the Phosphorus removal requirement is satisfied.	
(b) (c) 0.51 > 0.42	

PHOSPHORUS REMOVAL REQUIREMENT IS SATISFIED

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TM 0883-1-01-0042
PROPERTY OF
HUNTINGTON AVENUE ASSOCIATES, RLLP
DEED BOOK 21450 PAGE 1733
PARCEL A
DEED BOOK 4466 PAGE 353
263,075 SQUARE FEET OR
6.03937 ACRES

TM 0883-1-01-0042
HUBERT N. HOFFMAN
DEED BOOK 17493
PAGE 2140
ZONE: C-3
USE: OFFICE

CAMERON RUN
COMMONWEALTH OF VIRGINIA

TM 0883-1-01-00233
LOCUS INC
DEED BOOK 06069 PAGE 1491
HUNTINGTON AVENUE ASSOCIATES
PARCEL B
DEED BOOK 4465 PAGE 443
ZONE: R-5
USE: INDUSTRIAL GENERAL

MIDTOWN ALEXANDRIA LLC
D.B. 1678 PG. 326
PARCEL A
ZONE: R-4
USE: GARDEN APARTMENTS CONDOMINIUMS

TM: 0831-01-0017D
W.M.A.T.A.
D.B. 6195 PG. 737
ZONE: R-4
USE: RAIL RAPID TRANSIT
ROW, TERMINALS

LEGEND

ONSITE - UNTREATED AREA

SWM & BMP
2550 HUNTINGTON AVE.
CDP/FDP
MOUNT VERNON DISTRICT
FAIRFAX COUNTY, VIRGINIA
CL-27

DATE: JUNE, 2011
SCALE: 1"=30'

PLAT DATE	DESCRIPTION
07-14-11	CDP/FDP
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11-02-11	CDP/FDP
02-22-12	CDP/FDP
03-29-12	CDP/FDP
04-26-12	CDP/FDP
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11-03-31	CDP/FDP
12-01-31	CDP/FDP

DESCRIPTION OF THE APPLICATION

The applicant, MidAtlantic Realty Properties, LLC, is requesting to rezone 6.04 acres from the General Industrial (I-5) District to the Planned Residential Mixed-Use (PRM) District. The applicant proposes a mixed use development that consists of 370,000 square feet of residential uses for up to 390 units (including 15% workforce dwelling units), an 110,000 square foot hotel building (with up to 200 rooms) and a 260,000 square foot office building, including 6,000 square feet of ground floor retail. The total development will be 740,000 square feet (2.81 FAR) with 26.9% open space. The multi-family residential component would be developed in two buildings connected by a parking structure. The maximum height of the residential buildings is five stories with a loft for a portion of units (75 feet) and the parking garage is 64 feet tall. The maximum height of the office building is 15 stories (165 feet) and the hotel is 11 stories (120 feet). Below is a rendering of the proposed development along Huntington Avenue with the residential, hotel and office building from left to right. All the buildings would be connected; however, they would likely be constructed in phases.



A reduced copy of the proposed Conceptual/Final Development Plan (CDP/FDP) is included in the front of this report. The applicant's draft proffers and staff's proposed Final Development Plan conditions are included in Appendix 1 and 2, respectively. The applicant's statement of justification and affidavit and are included in Appendices 3 and 4, respectively.

Waivers and Modifications

The applicant requests a modification of Section 11-203 of the Zoning Ordinance to provide the loading spaces as depicted on the CDP/FDP.

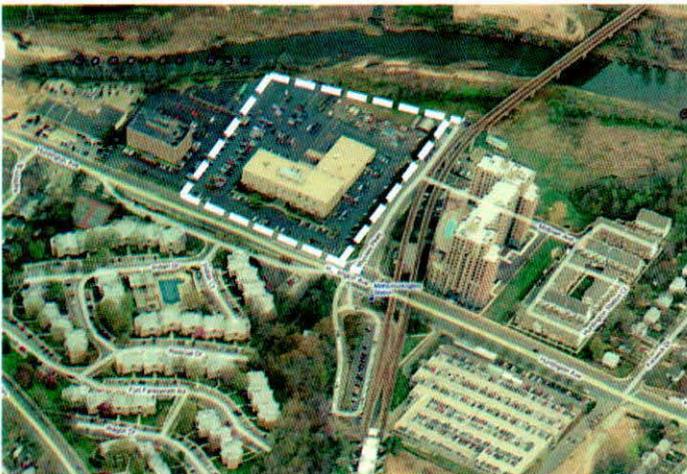
The applicant requests a waiver of the Sections 13-303 and 13-304 of the Zoning Ordinance for the transitional screening and barrier requirements between the residential and commercial uses within the property and along the southern and eastern property boundaries.

The applicant requests a waiver for the construction of a bicycle lane along Huntington Avenue.

The applicant is requesting a modification of the parking requirements. The Department of Public Works and Environmental Services (DPWES) will be processing that request separately for the Board of Supervisor's review.

LOCATION AND CHARACTER

The subject property is located at 2550 Huntington Avenue and is currently occupied by a 129,857 square foot five story office building and surrounding surface parking lot. The site is bounded by Huntington Avenue to the south, Metroview Parkway to the east, Cameron Run stream to the north, and the western property boundary runs through a shared parking lot with an adjacent office building. Elevated Metrorail tracks run along the east side of Metroview Parkway. The Huntington Metrorail station is located within 1/8 of a mile to the southeast of the property. The site is mostly paved and part of the existing parking lot is located within the Resource Protection Area (RPA).



North: Cameron Run stream, Capital Beltway (I-495) and City of Alexandria

South: Huntington Club - Multi-Family (R-20), Planned: Residential 16-20 du/ac

West: Office (I-5),
Planned: Office, 0.3 FAR

East: Midtown Alexandria Multi-Family (PRM), Vacant (C-3),
Planned: High Rise Residential and Office

BACKGROUND

On April 20, 1960, the Board of Supervisors approved RZ A-75 to rezone the site from the R-10 District to the I-L District (currently I-5). There were no proffers or development plan associated with the rezoning. The existing five story office building was constructed in 1969 with an addition in 1972 resulting in a 129,857 square foot building (0.49 FAR).

COMPREHENSIVE PLAN PROVISIONS (Appendices 5 and 6)

Fairfax County Comprehensive Plan, 2011 Edition, Area IV Plan, Mount Vernon Planning District, Amended through June 19, 2012, MV1- Huntington Community Planning Sector, Land Unit Recommendations, on Pages 110 and 111 states:

“Land Units G, H, I, J, and K (Telegraph Road/North Kings Highway/Huntington Avenue Area)

This area is comprised of land units that lie generally to the south and east of the intersection of Telegraph Road and North Kings Highway (Land Units G, H, I, J, and K). The major land uses in this area are highway-oriented retail uses and stable residential subdivisions.

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway. It is developed with office and industrial uses and, except as noted below, is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space.

Parcel 83-1 ((1)) 34C falls within the Transit Development Area. This parcel is planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR, and a maximum height of 165 feet. The residential component should be limited to approximately one-half of the total development. Redevelopment of the site should include, at a minimum, the following elements:

- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking;
- Provision of on-site affordable and workforce housing;
- Restoration and revegetation of the Resource Protection Area;

- Integration of an urban park as a wayside area along the planned Cameron Run Trail;
- 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;
- 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;
- The impact on parks and recreation should be mitigated 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, Area IV Plan, Mount Vernon Planning District, Amended through June 19, 2012, MV1- Huntington Community Planning Sector, on Pages 97-104 states:

"Transit Development Area Conditions and Recommendations

...Base and maximum levels of development have been identified for the Transit Development Area. The base level of development is that which represents what is permitted by current zoning as a matter of right. Development within the base level may not be subject to the conditions listed in this Plan, nor may additional development regulations or incentives be applicable.

Development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the development criteria listed below which apply to all sites in the Transit Development Area:

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 24, 25 and 26.
2. Proffer of a development plan that provides high quality site design, streetscaping, urban design and development amenities.

3. Provision of off-site public road improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit.
4. Compatibility in style, scale, and materials with the adjacent development and the surrounding community.
5. Provision of energy conservation features that will benefit future residents of the development.
6. In areas planned for residential development, provision of moderately-priced housing that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
7. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
8. The provision of structured parking (above or below grade). If surface parking is permitted it should be screened at the street level.
9. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.
10. Identification and preservation of significant heritage resources.

In addition to these ten general development criteria, development must also respond to site-specific conditions. These conditions are listed in the following sections for the individual sites composing the Transit Development Area. For the maximum level of development, the following must be met:

- All site-specific conditions;
- Criteria #1, #2 and #3 of the general development criteria listed above; and
- All of the remaining applicable general development criteria.

The maximum level of development for the Transit Development Area is the following:

- 1,050,000 gross square feet of office space;
- 142,000 gross square feet of retail space;
- 1,214 dwelling units; and

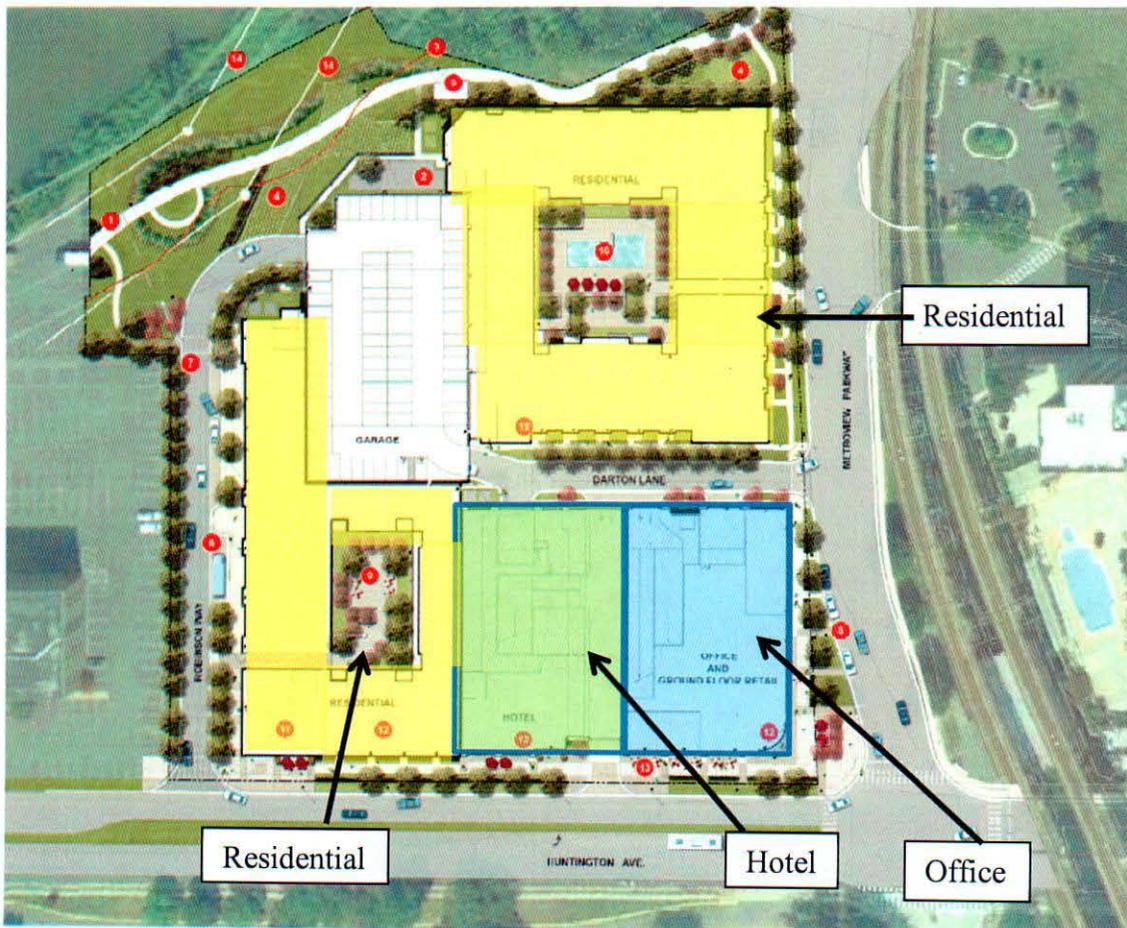
- 200-room hotel with conference facilities or an additional 250 dwelling units.

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Land Use as amended through September 22, 2008, Appendix 11, Guidelines for Transit-Oriented Development, on Pages 33-38 are provided in Appendix 6.

DESCRIPTION OF THE CONCEPTUAL/FINAL DEVELOPMENT PLAN (CDP/FDP) (copy included at the front of the report.

The CDP/FDP titled: "2250 Huntington Avenue" was submitted by Urban LTD. consisting of 39 sheets dated June 2011 as revised through August 17, 2012, is reviewed below.

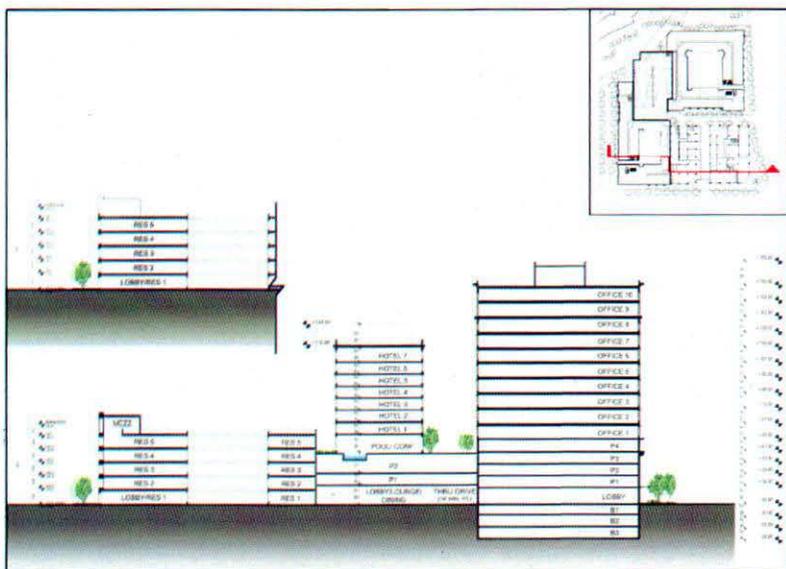
Below is a layout of the proposed buildings located at the intersection of Huntington Avenue and Metroview Parkway. The two residential buildings are connected by an above grade parking garage. The residential, hotel and office buildings are all connected along Huntington Avenue; however, they are designed for the development to be phased.



The site is framed by Huntington Avenue on the south and Metroview Parkway on the east. The applicant is proposing two new roads to improve access and circulation on the property. Darton Lane is a private street that provides access off Metroview Parkway and runs between the rear of the hotel and office buildings and the adjacent residential building. Darton Lane also provides access to the residential garage as well as access to the office garage and loading spaces for both the office and hotel buildings. Robinson Way is a private street that would run along the western boundary of the property and provides access to the rear entrance of the residential garage and potential interparcel access to the adjacent property to the west.

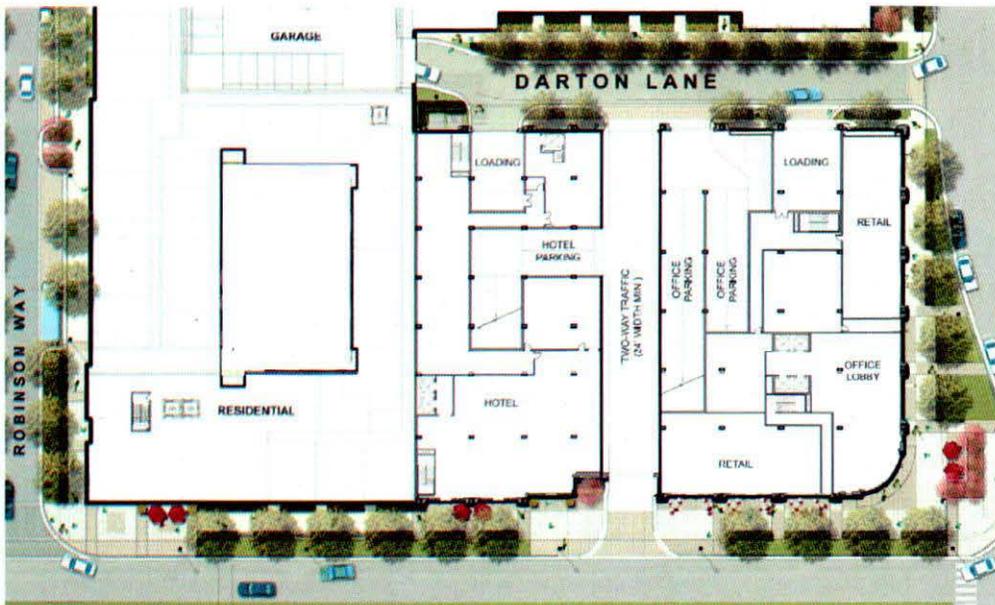


The above illustrations are the proposed buildings as they front Huntington Avenue on the left and the office building at the intersection of Huntington Avenue and Metroview Parkway on the right. The buildings step down from the 15 story (165 feet tall) office building to an 11 story hotel (120 feet tall) and finally to a 5 story building with lofts for portions of the multi-family building (75 feet tall). The office building will be a combination of pre-cast concrete, masonry and glass. The hotel will be a mixture of masonry, synthetic stucco and glass. The residential building will have cementitious boards and lap siding, masonry and vinyl window systems.



The depiction to the left is a cross section of the buildings along Huntington Avenue. The office building will have its lobby and retail at street level with three levels of parking below grade and four levels of parking above the lobby level. The parking garage is designed to mimic the office building façade on all sides of the building. There are 10 floors of office on top of the parking for a total of 15 stories above grade. The hotel lobby and restaurant are

at street level with two levels of parking above. The first level also has an entrance along Huntington Avenue to access the hotel garage. The fourth level is the pool and conference level. There are 7 levels of hotel rooms above the conference level for a total of 11 stories (120 feet). The hotel parking garage mimics the hotel building facade on all sides. The residential building height varies between five stories and the appearance of six stories (75 feet) where a loft is provided for some units with a 64 foot tall parking garage in the northwest portion of the site.



To the left is a depiction of the first floor uses or the office, hotel and residential building along Huntington Avenue. The office building will have its lobby at the corner and retail uses on either side. Retail spaces will have direct access to the street. Loading, trash and parking for the office will be accessed from

Darton Lane. The hotel garage would be access from the internal drive off of Huntington Avenue and loading and trash from Darton Lane. The residential building will have its lobby/amenity area at the intersection of Huntington Avenue and Robinson Way.



To the left is a depiction of the conference/pool level of the hotel. This will be the fourth level of the hotel and provides outdoor amenities for the conference attendees and a pool and plaza area for guests.

Below is an illustration of the rear of the office/hotel building and the proposed access road between the office/hotel and the residential building. There is 50-60 feet between the buildings and the street will have sidewalks and street trees on both sides.

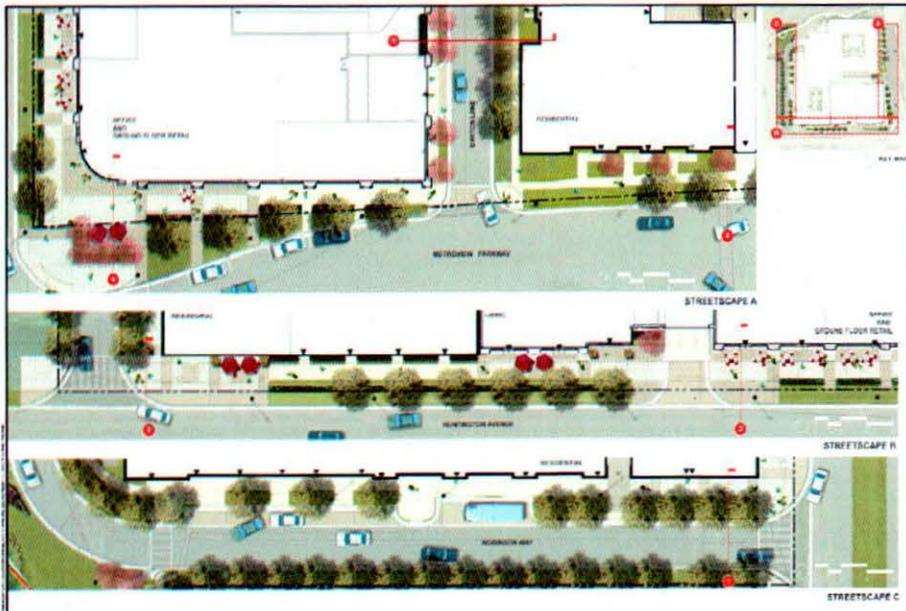


To the left is a depiction of the parking garage and building that would face the Cameron Run trail. The parking garage would be treated to blend into the design of the residential building façade.

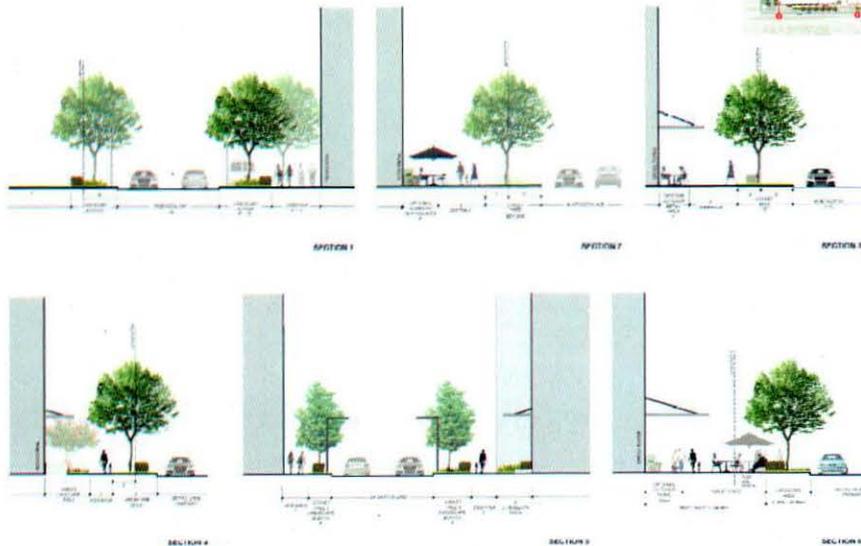


As previously stated the development will likely be phased and the applicant has provided for an interim open space area. The open space area depicted to the left could be reduced in half if the hotel were constructed prior to the office building. The eastern façade of the residential building facing the open space would not have windows since it is intended to be attached to the hotel building; however, the façade will be treated to match the building and decorative treatments are planned on the façade to soften the appearance of the building. In the event the commercial portion is constructed prior

to the residential building the residential portion of the site would also be used as an interim park.



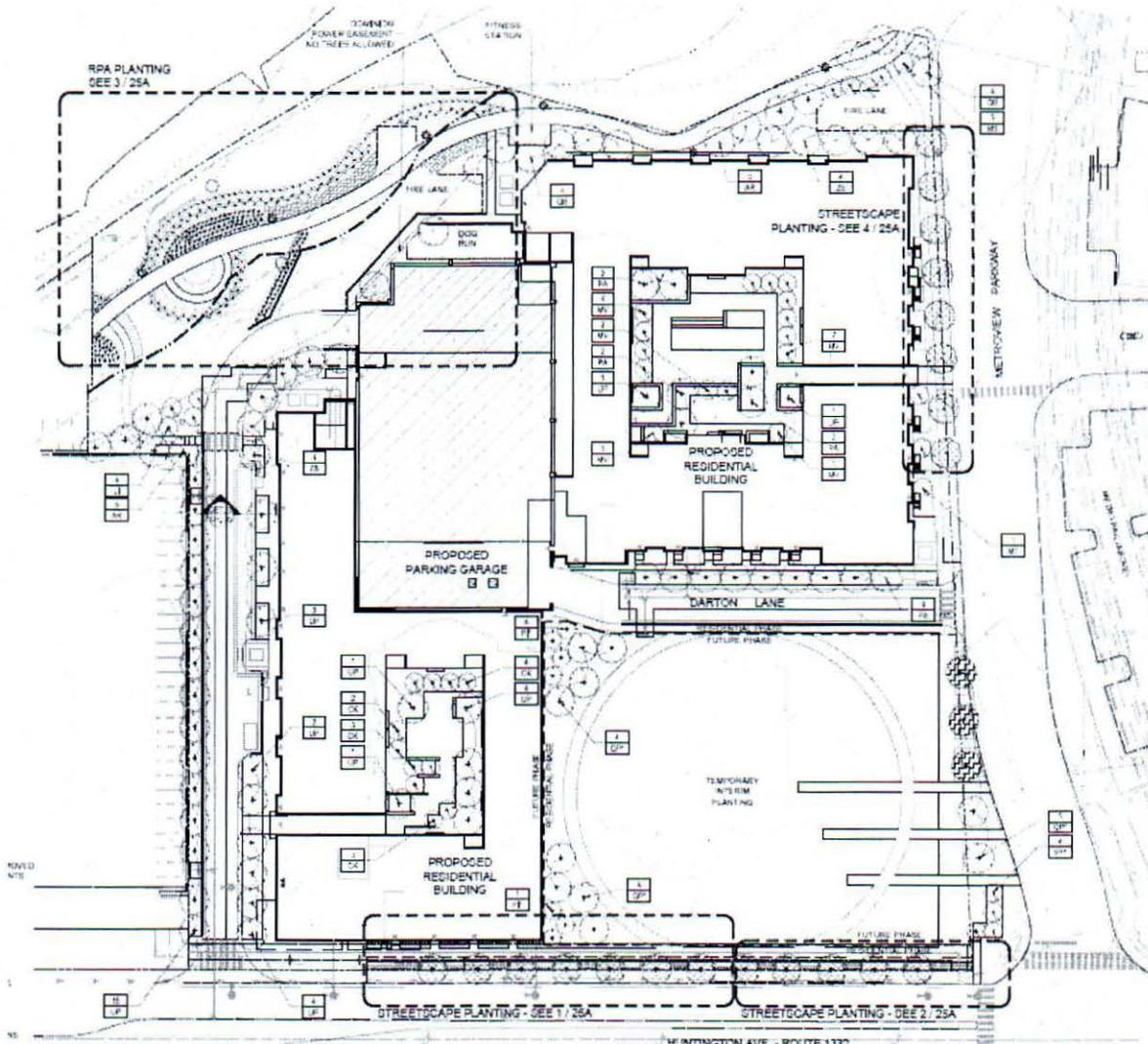
The proposed streetscape and landscaping for the site are detailed on the excerpts of the CDP/FDP to the left and below. Along Robinson Way (the access to the multi-family on the western portion of the site) the streetscape (Section 1 to the left) consists of a 5-10 foot wide sidewalk adjacent to the building, 8-12 foot wide landscape buffer adjacent to the road and an 8 foot wide landscape buffer adjacent to the western property line. The variation of the sidewalk is due to variations of the building façade and provision of tree boxes. The variation of the landscaping is due to providing parallel parking spaces. Along Huntington Avenue the applicant will be planting a row of trees adjacent to the right-of-way. With the development the applicant will be undergrounding the electrical lines along



Huntington Avenue. The Huntington Avenue streetscape (Sections 2 and 3 above) consists of a 5-6 foot wide landscaped and seating area adjacent to the building, an 8 foot wide sidewalk and 13 foot wide planting area (8 feet within existing right-of-way) adjacent to the road. Along Metroview Parkway (Sections 4 and 6 above) the applicant will have an entrance plaza (up to 24 feet wide) at the intersection with Huntington Avenue that includes seating areas and landscaping (6-24 feet wide) adjacent to the road. The building will have multiple individual entrances along Metroview Parkway with landscaping adjacent to the building that varies from 5 to 15 feet wide based on the location of the right-of-way. A 5 foot wide sidewalk and 9 foot wide landscape area (4 feet within right-of-way) are located adjacent to the road. The interior street (Darton Lane - Section 5 above) consists of a 24 foot

wide street with landscaping on either side of the street (4 feet on the south and 8 feet on the north side) with 5 foot wide sidewalks and an additional 8 foot wide landscape area adjacent to the residential building.

The landscape plan below provides an overview of the proposed landscaping for the site detailed above. Staff notes that the Resource Protection Area (RPA) plantings are severely limited due to the overhead power lines along the northwest portion of the site. Because of these limitations the applicant is proposing to plant mostly shrubs instead of trees within the RPA. Within the RPA the applicant is proposing the construction of the Cameron Run trail and linear park that includes a fitness station and seating areas. The applicant also provides for a grasspave access to the rear of the buildings for fire safety.



ANALYSIS

RESIDENTIAL DEVELOPMENT CRITERIA

Fairfax County expects new residential development to enhance the community by: fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on other public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing and, being responsive to the unique site specific considerations of the property. To that end, the Board of Supervisors adopted the Residential Development Criteria, to be used in evaluating zoning requests for new residential development and summarized below. The resolution of issues identified during the evaluation is critical if the proposal is to receive favorable consideration. Below is a summary of the criteria and they are detailed in Appendix 7.

Site Design (Appendix 5 and 8)

All rezoning applications for residential development are expected to be characterized by high quality site design. Developments are expected to address the consolidation goals in the Comprehensive Plan and integrate the proposed development with adjacent planned and existing development. This criterion further recommends that the proposed site layout provide for a logical design with appropriate relationships within the development with regard to unit orientation. Further, it states that open space should be usable, accessible and integrated with the proposed development and that appropriate landscaping and recreational amenities be provided.

Urban Design

The Comprehensive Plan provides site specific guidance that the development is expected to provide "high-quality architecture and pedestrian focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking." Provide a development plan that includes "high quality site design, streetscaping, urban design and development amenities." In addition, "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."

The applicant made significant efforts to revise their initial design to incorporate aspects of the Comprehensive Plan related to high quality design and streetscaping. The applicant removed an ingress/egress easement and agreed to underground the utilities along Huntington Avenue. They moved the building closer to the road and created a pedestrian friendly streetscape. The applicant also significantly improved the quality of architecture for the buildings and parking structures being proposed for the site. The earlier versions of the application had exposed levels of the parking garage and the hotel and office parking garages are now designed to have a façade to

exactly match the building. The rendering to the right depicts the office and hotel whose parking garage would be on the second and third levels of the hotel and the second through fourth levels of the office building. The earlier versions of the plans had an option to provide only office and residential and the applicant revised the plans and provided a transition from the 165 foot tall office to the 75 foot tall residential building along Huntington Avenue by committing to the 120 foot tall hotel.



Telecommunication, if provided, would be compatible with the building façade by flush mounting or screening. The applicant revised the plans removed illustrative references and provided additional detail of the façade treatment for the buildings. In addition, the applicant proffered to submit the decorative treatments to the Planning Commission that depicts the interim wall of the residential or hotel building to verify that it will provide a visual interest as it fronts onto the interim park.

Transit Oriented Development (TOD) Criteria

Development within the Huntington Transit Station Area is subject to the TOD Criteria (Appendix 6) 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 and building design.

The site lies directly across Huntington Avenue from the Huntington Metro Station. The applicant is providing for crosswalks and traffic signal pedestrian heads to encourage walking to the station. The applicant provided for trail improvements and will escrow for an on-street bike lane and provide bike storage to encourage bicycle use. The site is proposing 2.81 FAR mixed use development that is evenly divided between non-residential and residential uses (including workforce housing). The applicant provided for high quality streetscape and building design; internal streets to provide access to the office and residential garages and an interparcel access to the property to the west; a 30% TDM reduction and proposed a modification of the parking requirements for the residential structures. The residential garage that faces the trail will be treated to match the façade of the building and soften its appearance. The hotel and office garages will be treated and will not be visible to the adjacent properties or uses. The applicant will be re-vegetating the Resource Protection Area

(RPA) and providing for the Cameron Run trail and other open space improvements. The applicant provided for options on how the development maybe phased and will provide an interim park for those areas that are not a part of phase one.

Consolidation

The Comprehensive Plan encourages, "land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives." The applicant did not propose consolidation since the property to the west is subject to different Comprehensive Plan guidance and is not a part of the Transit Development Area; however, the applicant provided an interparcel access for the property to the west should it be needed.

In staff's opinion, the applicant has provided for a high quality site design that meets the intent of a Transit Oriented Development and these criteria has been adequately addressed.

Neighborhood Context (Appendix 5)

All applications for residential development, regardless of the proposed density, are expected to be designed to fit into the community within which the development is to be located as evidenced by an evaluation of: transitions to abutting and adjacent uses; lot sizes, particularly along the periphery; bulk and mass of the proposed dwelling units; setbacks; orientation of the proposed dwelling with regard to the adjacent streets and homes; architectural elevations; connections to non-motorized transportation facilities and the preservation of existing topography and vegetative cover. It is noted in this criterion that it is not expected that developments will be identical to their neighbors and that the individual circumstances of the property will be considered.

In addition to the residential development criteria, the Comprehensive Plan specifically recommends that the development provide for "compatibility in style, scale, and materials with the adjacent development and the surrounding community." As previously stated, the applicant provided for a transition of height from the high rise office to the mid-rise residential along Huntington Avenue. The site to the east is developed with a high-rise residential building across the metro-rail tracks. To the west is a five story office building and across Huntington Avenue are four story multi-family buildings. The applicant's transition of building height helps blend the development into the adjacent community in terms of height and uses. In staff's opinion, this criterion has been adequately addressed.

Environment (Appendices 5 and 9)

Developments are expected to conserve natural environmental features to the extent possible and account for soil and topographic conditions. Developments are expected to protect current and future residents from noise and lighting impacts. Developments are expected to minimize off-site impacts from stormwater runoff and adverse water quality

impacts. Finally, sites are expected to be designed to encourage walking and biking.

Water Resource Protection

The Chesapeake Bay Preservation Ordinance determines areas within the county where land uses are restricted or water quality measures must be provided. The most restrictive areas lie within Resource Protection Areas (RPAs). With few exceptions, development in these areas is restricted to water wells, recreation, infrastructure improvements, water-dependent activities and redevelopment of established permitted uses.

Most of the RPA within the subject property is paved as part of the existing surface parking lot. The applicant intends to remove all surface parking within the RPA boundaries and will provide a significant reduction of impervious surface area. Some impervious area will be added back to provide a planned 10 foot wide asphalt regional trail and a grasspave emergency access area. However, these uses are permitted exceptions to the RPA development restrictions and help meet other criteria of the Comprehensive Plan.

Stormwater Management

The subject property is located within the Cameron Run watershed, and Cameron Run stream forms the northern boundary of the site. Stormwater runoff currently drains directly into Cameron Run. The subject application is categorized as redevelopment, and if developed would result in a significant reduction in impervious surface; therefore, the applicant is not required to provide stormwater management or Best Management Practices (BMPs). Although the applicant is not required to provide BMP features, the Policy Plan encourages development to include these features to provide retention or detention onsite rather than direct outfall. The applicant incorporated Best Management Practices ("BMP") such as a Stormceptor system and Filterra devices in order to further improve water quality associated with stormwater runoff.

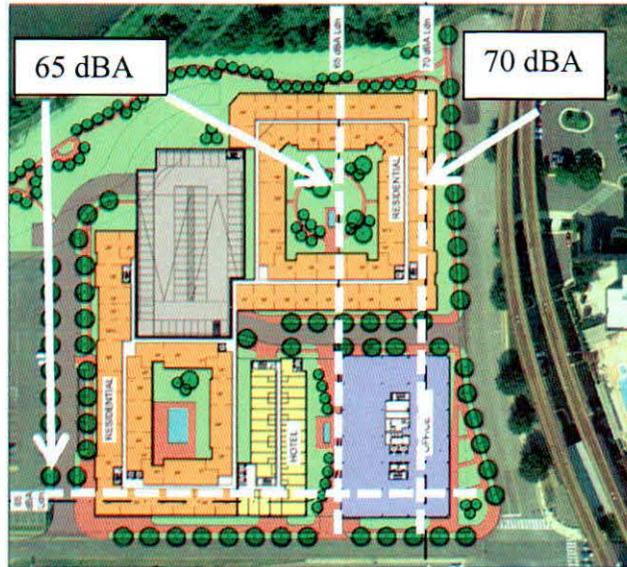
Green Buildings

The Comprehensive Plan states that applicants should provide, "environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification." The applicant proffered to attain LEED-Silver NC (New Construction) certification for the office and hotel. For the residential buildings the applicant is proffering to a LEED NC, Certification in accordance with the National Association of Home Builders (NAHB) using the Energy Star Qualified Home Path or Energy Star for Homes.

Traffic Generated Noise

The subject property is located close to both Huntington Avenue and the Metrorail. Buildings within this development should be constructed to provide the recommended

Noise Contour Map



noise attenuation for indoor and outdoor areas on the site. Maximum noise exposure should not exceed 65 dBA (decibels) for outdoor activity areas, 50 dBA for office environments, and 45 dBA for residences and hotels. No residential uses should be constructed in any areas exceeding 75 dBA.

The applicant provided a traffic noise analysis that concluded the traffic noise from the Capital Beltway was beyond 600 feet and would only produce up to 60 dBA at the northernmost area of the property and does not exceed the threshold for noise in outdoor

recreational areas. Noise along Huntington Avenue did not exceed 67 dBA, and would not exceed 68 dBA based on traffic projections for year 2023. Noise generated from the Metrorail on the east side of the property did not exceed 72 dBA and will not exceed 73 dBA for 2023 traffic projections. Interior residential courtyards would be shielded by the buildings and would remain below 65 dBA.

Based on the analysis provided, no residential areas are proposed in areas expected to exceed 75 dBA. The applicant proffered to design and construction measures for the multi-family buildings and hotel so that interior noise levels do not exceed 45 dBA and the office interior does not exceed 50 dBA. Above is a depiction of the contour lines from the Polysonic showing the 70 dBA contour line adjacent to Metroview Parkway and 65 dBA noise contour lines adjacent to Huntington Avenue and west of the 70 dBA line.

In staff's opinion, the applicant has proffered to protect the RPA, provide for additional stormwater quality controls, provide for green buildings and mitigate traffic noise. Therefore, staff concludes that this criterion has been adequately addressed.

Tree Preservation & Tree Cover Requirements (Appendix 10)

Regardless of the proposed density all residential developments are expected to be designed to take advantage of existing quality tree cover. Tree cover in excess of the ordinance requirement is highly desirable.

The existing development covers approximately 5.3 acres of the 6.04 acre site with the building and parking lot. The site does not have high quality tree areas for preservation. The applicant is proposing to remove the parking lot from the Resource Protection Area and restore it with new landscaping and develop the area with a linear

park and the Cameron Run trail. With previous iterations of the plans the staff was concerned about the lack of streetscaping and landscaping being proposed on-site. The applicant worked diligently with staff to revise the landscaping plans to provide the required tree canopy and adequate street trees and RPA restoration. In staff's opinion, this criterion has been adequately addressed.

Transportation (Appendix 11)

Regardless of the proposed density all residential developments are expected to implement measures to address planned transportation improvements and offset their impacts to the transportation network. The criterion contains principles that will be used in the evaluation of rezoning applications for residential development, while noting that not all principles will be applicable in all instances. The principals include transportation improvements, transportation management, interconnection of the street network, provision of public streets and non-motorized facilities.

The Comprehensive Plan states applicants should provide "off-site public road improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit." The applicant proffered to a 30% reduction as part of their Transportation Demand Management (TDM) program. The applicant proffered to contribute \$745,880 for off-site improvements targeted at the intersections of Telegraph Road and Huntington Avenue, Telegraph Road and North Kings Highway and the Route 1 interchange at Huntington Avenue. In addition, the applicant proffered to provide an extension of the Huntington Avenue eastbound left turn lane from 190 feet (with 130 foot taper) to 340 feet (with 100 foot taper) onto Metroview Parkway, provide crosswalks at Huntington Avenue and Metroview Parkway and a pedestrian signal head for Huntington Avenue. The applicant estimated that their proffered frontage improvements in addition to their off-site contribution would be in excess of one million dollars.

The Comprehensive Plan recommends developments to provide for "consolidation of vehicular access points to minimize interference with commuter access to the Metro station." The existing site includes one exclusive access point from Metroview Parkway and one shared access point from Huntington Avenue at the neighboring parcel (2560 Huntington Avenue). The applicant proposed to maintain the existing access point from Metroview Parkway and add two new right-in, right-out access points to/from Huntington Avenue. The applicant did not consolidate access points, but has expanded beyond what exists today; however, the applicant provided interparcel access to the development to the west. The two new access points will not likely interfere too much with Metro Station access. In staff's opinion, this criterion has been adequately addressed.

Public Facilities

Residential developments are expected to offset their public facility impact, including schools, parks, sanitary sewer, fire and rescue and water facilities.

Fairfax County Park Authority (Appendix 12)

The Park Authority staff identified the need for additional District and Countywide parks and recreational facilities in this area. The applicant is required to provide on-site recreation facilities at \$1,700 per non-affordable dwelling unit (ADU) to serve the on-site residents (\$663,000 based on 390 units). The applicant proposed a swimming pool, courtyard and indoor fitness center to meet this requirement. In addition, the applicant provided for an approximately 1,500 square foot fenced off-leash dog park for residents and guests. These recreation expenses typically only offset a portion of the impact of the new residents on the needed recreational facilities. The Park Authority requested a contribution of \$524,191 for off-site park improvements (based on 587 anticipated residents in 390 units) at one or more parks in the area. The applicant proffered to contribute \$525,084 (based on 588 residents) for the construction of the Cameron Run Trail off-site. However this amount maybe reduced by up to \$55,000 based on the projected costs of the fitness station, lighting and street furniture provided for their portion of the on-site trail that maybe utilized by the public and considered an enhancement to a County trail. The Park Authority requested that the applicant not specifically direct the off-site park contribution.

The Countywide Trails Plan map shows a major regional trail is planned along Cameron Run stream, and both a major and a minor paved trail along Huntington Avenue. The Comprehensive Plan also states that an applicant should intergrate "an urban park as a wayside area along the planned Cameron Run Trail." The applicant proposed to construct the 10 foot wide trail and will also provide enhanced landscaping that includes new tree plantings, re-vegetation areas for the RPA, a fitness station, multiple connections to the sidewalks and residential buildings and a semi-circle with benches and planters. The applicant stated the regional trail will cost approximately \$180,000 (including the fitness station, lighting and seating that they take up to \$55,000 credit against the additional contribution). The proposed open space is a significant improvement from the existing surface parking that occupies the north end of the site along Cameron Run, and the improvements will help provide amenities to site users and eventual users of the regional trail. In the immediate term, the regional trail will not have connectivity beyond the boundaries of the property; however, eventual connectivity will draw many users to the north side of the subject property. Staff notes the rear parking garage will be fully exposed to this area; however, the applicant has treated the garage to soften its appearance.

Fairfax County Public Schools (Appendix 13)

The proposed development would be served by Cameron Elementary, Twain Middle, and Edison High School. According to the Fairfax County Public Schools (FCPS)

Analysis, the rezoning and subsequent development 18 additional elementary, 5 additional middle school and 11 additional high school students for a total of 34 additional students. As such, the FCPS determined that \$318,852 (or \$9,378 per student) was appropriate to offset the potential impact of additional students in the area. The applicant proffered to provide the requested contribution, but notes that the final amount may change if the number of units is reduced from 390 and thus result in fewer students generated by the site. In addition, the applicant proffered to provide notification of impending construction to Fairfax County Public Schools so they may appropriately plan for the additional students.

Fairfax County Water Authority (Appendix 14)

The property can be served by the Fairfax Water Authority; there is adequate water service available at the site from an existing 12-inch water main in Huntington Avenue. The Water Authority notes that there is an identified need for a 24-inch transmission main along the Huntington Avenue corridor and may request its design and construction be incorporated into the site plan for this application.

Fire and Rescue Analysis (Appendix 15)

The subject property is serviced by the Fairfax County Fire and Rescue Department Penn Daw Station #411.

Sanitary Sewer Analysis (Appendix 16)

The subject property is located within the Cameron Run (J-1) watershed and would be sewered into the Alexandria Sanitation Authority (ASA). An existing ten inch line located on the property is adequate and based upon existing and expected flow there is excess capacity.

The applicant provided for the requested Park Authority contributions and on-site improvements. However, the Park Authority does not agree with the targeted additional contribution. The applicant provided for the requested school contribution. Finally, the application has adequate water, fire and sanitary sewer services available. In staff's opinion, the public facilities criterion has been adequately addressed.

Affordable Housing

Ensuring an adequate supply of housing for low and moderate income families, those with special accessibility requirements, and those with other special needs is a goal of the County. The applicant can elect to fulfill this criterion by providing affordable units that are not otherwise required by the ADU Ordinance. As an alternative, land, adequate and ready to be developed for an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity as may be approved by the Board. Satisfaction of this criterion may also be achieved by a

contribution to the Housing Trust Fund or, as may be approved by the Board, a monetary and/or in-kind contribution to another entity whose mission is to provide affordable housing in Fairfax County, equal to 0.5% of the value of all of the units approved on the property except those that result in the provision of ADUs.

The Comprehensive Plan states that residential development should only be approved if a minimum of 15% of the dwelling units are provided for low- and moderate-income households. Affordable dwelling units are not required based on the type of construction; however, in accordance with the Comprehensive Plan the applicant proffered to provide 15% of the units (59 units based on 390 total units) as workforce dwelling units (WDUs) in accordance with the Policy Guidelines adopted by the Board of Supervisors. The workforce housing would be evenly split for residents earning 80%, 100% and 120% of the Area Median Income (AMI) for the Washington Metropolitan Statistical Area. The current AMI for a family of four is \$107,100. In staff's opinion, this criterion has been adequately addressed. In the event the construction type changes the applicant maybe required to provide 5% ADUs and 10% WDUs in accordance with the Board Policy.

Heritage Resources

Heritage resources are those sites or structures, including their landscape settings that exemplify the cultural, architectural, economic, social, political, or historic heritage of the County or its communities. Such sites or structures have been listed on, or determined eligible for listing on, the National Register of Historic Places or the Virginia Landmarks Register; determined to be a contributing structure within a district so listed or eligible for listing; located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or listed on, or having a reasonable potential as determined by the County, for meeting the criteria for listing on, the Fairfax County Inventories of Historic or Archaeological Sites. These features are expected to be preserved through research, protection, preservation, or recordation.

There are no known historical or archaeological resources on the subject site and in staff's opinion, this criterion has been adequately addressed.

ZONING ORDINANCE PROVISIONS (Appendix 17)

Planned Residential Mixed Use

The PRM District was established to provide for high density, multiple family residential development, generally with a minimum density of 40 dwelling units per acre; for mixed use development consisting primarily of multiple family residential development, generally with a density of at least 20 dwelling units per acre, with secondary office and/or other commercial uses. PRM Districts are intended to be located in those limited areas where such high density residential or residential mixed

use development is in accordance with the adopted comprehensive plan such as within areas delineated as Transit Station Areas, and Urban and Suburban Centers. The PRM District regulations were designed to promote high standards in design and layout, to encourage compatibility among uses within the development and integration with adjacent developments, and otherwise implement the stated purpose and intent of this ordinance.

The site is located in the Huntington Transit Station Area and is planned for a mix of commercial and residential uses up to 3.0 FAR. The principal use of the site is the multi-family residential and office, hotel and retail are permitted secondary uses for the site. In staff's opinion, the development proposes a high standard in design and layout and the uses are designed to be harmonious and will not adversely affect the use of adjacent properties.

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 16.

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.

For the subject property the Comprehensive Plan recommends a mixed use development up to 3.0 FAR with up to half of the square footage as residential uses. The proposed PRM District is a mixed use development with office, hotel and residential uses at 2.81 FAR and half of the proposed square footage is proposed as residential. The recommended and proposed development could not have been achieved with a conventional district due to the limits on intensity/density and required setbacks for the structures. The proposed planned district allows for efficient utilization of the land by concentrating the development near the roads to allow for a linear park and RPA restoration. In staff's opinion, the development has provided for a high quality design and architecture and will not cause substantial injury to use or value of existing adjacent development; public utilities are adequate for the site; transportation improvements and contributions to off-site improvements are proffered; the applicant contributed to parks and schools to off-set their impacts. Finally, the

development provided for an on-site pedestrian network with off-site linkages in terms of cross walks and trails. In staff's opinion, the applicant meets the general standards for a planned district.

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 is the most similar non-residential district for comparison of peripheral yards for the office and hotel portion of the site. The C-4 District requires 40 foot front yards or 25° angle bulk plane (ABP), 25 foot rear or 20° ABP and no side yard requirement. The office building is proposed to have a 22 foot front yard with a 7.69° ABP along Huntington Avenue and 9.82 front yard and 3.29° ABP along Metroview Parkway. The hotel is setback 18.67 feet and 8.75° along Huntington Avenue. The R-30 (Residential, Thirty Dwelling Units per Acre) is the closest residential district to the residential portion of the site. The R-30 District requires 20 foot front yards or 25° ABP, 10 foot side or 25° ABP and 25 foot rear yards or 25° ABP. The applicant is providing 18.17 feet and 13.54° ABP along Huntington Avenue, 53.3 feet and 35.2° ABP from the western property line and 15.59 feet and 11.59° ABP to the northern property line. The table below summarizes the similar conventional district requirements and the proposed setbacks.

	C-4 Requirement	Proposed Office/Hotel
Front Yard	40' or 25° angle bulk plane (ABP)	22 feet and 7.69° ABP -Huntington Avenue 9.82 feet and 3.29° ABP - Metroview Parkway

	R-30 Requirement	Proposed Residential
Front Yard	20 feet or 25° ABP	18.17 feet and 13.54° ABP - Huntington Avenue 12.54 feet and 9.38° ABP – Metroview Parkway
Side Yard	10 feet or 25° ABP	53.3 feet and 35.2° ABP – Western Boundary
Rear Yard	25 feet or 25° ABP	15.59 feet and 11.59° ABP – Northern Boundary

While the proposed buildings are much closer to the peripheral properties line then would be permitted in a conventional district, this is an area where buildings are encouraged to be closer to the road to help create a more interesting street and walkable experience. In fact the applicant was requested by staff to remove an existing ingress/egress easement that previously located the buildings 51 feet from Huntington Avenue in order to create a more urban setting and dynamic streetscape in accordance with the Comprehensive Plan guidelines for Transit Oriented Development. In addition, the western boundary is the only shared property line and the applicant has exceeded the requirements for a similar conventional district.

The applicant proposed a reduction of the parking for the residential building that is being reviewed by the Department of Public Works and Environmental Services (DPWES) staff. The hotel and office will meet the Zoning Ordinance requirements. The street system provides for internal loading of the garages and removes those activities from Metroview Parkway. The applicant provided for interparcel access to the development to the west to access Robinson Street. In staff's opinion, the applicant meets the design standards for a planned district.

Modifications/Waivers

Modification of the required loading spaces

The applicant requested a modification of the required loading spaces to provide the loading spaces depicted on the CDP/FDP. The 370,000 square foot residential building would require five spaces and two are proposed. The 110,000 square foot hotel would require two spaces and one is provided. The 370,000 square foot office building would require five spaces and one is provided (Section 11-202 Par. 15 limits the required loading spaces per use or building to five spaces). While staff would prefer additional loading spaces for the residential building located on the east side of the building and an additional space for the office building, staff can support the proposed modification.

Waiver of Transitional Screening and Barrier Requirement

The applicant requested a waiver of the transitional screening and barrier requirements between residential and commercial uses on-site and along the southern and eastern property line. In accordance with Section 13-304 a transitional screening Type 1 (25 foot wide landscape area) is required between the multi-family and on-site office and hotel and adjacent multi-family buildings across Huntington Avenue and Metroview Parkway. A Barrier D (42"-48" chain link fence), E (6' brick wall), or F (6' wood fence) is required between the office and multi-family residential and Barrier E, F or G (6 foot chain link fence) between the hotel and multi-family residential. Section 13-305 (1) of the Zoning Ordinance specifically permits a waiver of the transitional screening and barrier when the uses are shown in the PRM District with a common development plan when compatibility issues have been addressed through a combination of the location and arrangement of building, architectural treatment or landscaping. Section 13-305 (3) permits a waiver when the site has been specifically designed to minimize adverse off-site impacts through architectural and landscape technique. The proposed mixed use development encourages uses to be located in close proximity to each other and requiring transitional screening on-site would unnecessarily separate the uses. The applicant provided for a streetscape and varied architectural design along Huntington Avenue and Metroview Parkway to reduce the impact of the office and hotel. In addition, the non-residential uses are separated from the multi-family to the south by approximately 160 feet (20 feet on-site streetscape, 80 feet right-of-way and 60 feet off-site landscape and service road) and to the east by the Metrorail tracks. Staff supports the proposed waivers as requested.

Waiver of Bicycle Lane Construction

The applicant requested a waiver for the construction of the bicycle lane construction along Huntington Avenue. There is existing right-of-way to allow for the construction of the bike lane and the applicant proffered to escrow \$90,000 for its future construction. In staff's opinion, the bike lane along Huntington Avenue should be constructed in its entirety and not piecemeal with every development; staff supports the waiver.

Modification of Parking Requirements

The applicant requested a modification of the parking requirements for the site. They will meet the required parking for the office and hotel, but propose a modified way of calculating the requirement. The applicant requested a reduction in the required parking spaces for the residential. The applicant proposed providing 1.3 spaces per unit (507 spaces), instead of 1.6 spaces (661 spaces) per unit. This request is being reviewed by the Department of Public Works and Environmental Services (DPWES) and will be processed separately; however, staff has no objection to the proposed reduction due to the site's proximity to the metro.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The applicant proposes to remove an existing office building and construct a new mixed use development in accordance with the Comprehensive Plan guidelines. The development will consist of office, hotel and residential and be evenly divided between the residential and non-residential uses as recommended by the Comprehensive Plan. In staff's opinion, the applicant provides for a high quality architecture treatment and layout of the buildings. The site provides for 15% of the residential units as workforce dwelling units. The applicant proposes to remove an existing parking lot and re-vegetate the RPA and construct the Cameron Run trail and linear park along the northern property line. The buildings will be designed to meet LEED Silver certification. In addition to providing for a 30% TDM reduction, the applicant proffered to provide frontage improvements in excess of one million dollars and contribute towards off-site transportation improvements in the amount of \$745,880. The applicant proffered on-site recreation facilities and \$525,084 towards off-site trail improvements. The applicant proffered \$318,852 towards the Fairfax County Public Schools. In staff's opinion, the applicant satisfied the general and design standards for a planned district.

Recommendations

Staff recommends approval of RZ 2011-MV-031 and associated Conceptual Development Plan, subject to the execution of proffers consistent with those contained in Appendix 1 of the staff report.

Staff recommends approval of FDP 2011-MV-031, subject to the proposed Final Development Plan conditions contained in Appendix 2 of the staff report and the Board of Supervisors approval of RZ 2011-MV-031 and associated Conceptual Development Plan.

Staff recommends approval of a modification of Section 11-203 of the Zoning Ordinance for the required loading spaces to permit the loading spaces depicted on the CDP/FDP.

Staff recommends approval of a waiver of the Section 13-303 of the Zoning Ordinance for transitional screening and Section 13-304 for barrier requirements between the residential and commercial uses within the property and along the southern and eastern property boundaries.

Staff recommends approval of a waiver of the requirement to construct a bicycle lane along Huntington Avenue.

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
2. Final Development Plan Conditions
3. Statements of Justification
4. Affidavit
5. Comprehensive Plan/Land Use and Environmental Analysis
6. Guidelines for Transit-Oriented Development
7. Residential Development Criteria
8. Office of Community Revitalization Analysis
9. Stormwater Management Review

10. Urban Forest Management Review
11. Transportation Analysis
12. Park Authority Analysis
13. Fairfax Public Schools Review
14. Water Service Review
15. Fire and Rescue Review
16. Sanitary Sewer Review
17. Applicable Zoning Ordinance Provisions
18. Glossary of Terms

PROFFERS
MidAtlantic Realty Partners, LLC

RZ 2011-MV-031

August 27, 2012

Pursuant to Section 15.2-2303(a), *Code of Virginia*, 1950 as amended and subject to the Board of Supervisors approving a rezoning to the PRM District, for property identified as Tax Map 83-1 ((1)) 34C (the "Application Property"), the Applicant proffers for themselves, their successors and assigns the following conditions:

1. Development Plan.
 - A. Development of the Application Property shall be in substantial conformance with the Conceptual Development Plan/Final Development Plan ("CDP/FDP") prepared by Urban, Ltd., which contains Sheets 1-35, and which is dated June, 2011 as revised through August 17, 2012.
 - B. Notwithstanding that the CDP/FDP is presented on Sheets 1-35, it shall be understood that the CDP shall be the entire plan shown on Sheets 2, 3, 16 - 21 relative to the general location of the points of access, the maximum number and type of dwelling units, the general amount and location of open space, the general location of the limits of clearing and grading, and the general location and arrangement of the buildings and parking garages and phasing. The Applicant has the option to request a FDPA for elements other than the CDP elements from the Planning Commission for all or a portion of the CDP/FDP in accordance with the provisions set forth in Section 16-402 of the Zoning Ordinance with respect to the remaining elements as determined by the Zoning Administrator.
 - C. Pursuant to Paragraph 4 of Section 16-403 of the Zoning Ordinance, minor modifications from the FDP may be permitted as determined by the Zoning Administrator. The Applicant shall have the flexibility to modify the layouts shown on the FDP without requiring approval of an amended FDP provided such changes are in substantial conformance with the FDP as determined by the Zoning Administrator and do not increase the total number of dwelling units, increase building height, increase surface parking, decrease the amount of open space; decrease the setback from the peripheries; or decrease landscaping.
 - D. The CDP/FDP provides for interim use of the residential and commercial portions of the Application Property as open space plazas, should the development be phased (the "Phased Open Space Areas"). Nothing shall preclude the request for or potential approval of temporary uses, such as farmer's markets, recreational activities, art shows or community

gatherings on the Phased Open Space Areas shown on Sheets 18 and 20 of the CDP/FDP, as may be permitted in the PRM District and upon issuance of a Temporary Use Permit by the Zoning Administrator. No permanent structures or permanent booths shall be associated with any temporary use that may be permitted by the Zoning Administrator.

- E. The existing use on the Application Property shall be permitted to continue, in its current condition, until such time as a site plan is approved to implement any portion of the development approved with this Application and the existing structure is demolished.
- F. Approximately 6,000 square feet of the office building's ground floor shall be provided for ancillary commercial uses such as retail, restaurant and/or service uses. As an option, this space may be used for offices if demonstrated to the satisfaction of the Zoning Administrator that diligent efforts have been made to lease the space and that those efforts have been unsuccessful. If so, then the office use of this area must provide for street activation in terms of entries and other architectural features to the satisfaction of the Zoning Administrator.

2. Transportation.

- A. Pedestrian Facilities. The Applicant shall provide a comprehensive sidewalk system within the developed portions of the Application Property as generally shown on the CDP/FDP, including the widening sidewalks along Huntington Avenue. Construction of sidewalks shall be concurrent with development activity on the Application Property.
- B. Bicycle Racks. The Applicant shall provide bicycle racks in the vicinity of the front door of the residential building sufficient to store a minimum of five (5) visitor bicycles. The Applicant shall provide storage for an additional 30 bicycles within the residential parking structure for use by the residents, and additional storage shall be provided within the commercial parking structures for use of the employees. The design, style and installation of the bike racks and bicycle storage shall be approved by Fairfax County Department of Transportation ("FCDOT") at time of site plan approval. Bicycle racks shall be installed prior to the issuance of the first Residential Use Permit ("RUP").
- C. Use of Garages. Required parking spaces within the structure garages shall only be used for a purpose that will not interfere with the intended purpose of garages (e.g., parking of vehicles and bicycles). The Applicants shall provide green recharging stations in all three parking garages.
- D. Huntington Avenue Crosswalk. The Applicant shall construct a crosswalk across Huntington Avenue, perpendicular from the Application Property's

southeastern corner, as shown on the CDP/FDP prior to the issuance of the first RUP or non-residential use permit ("NonRUP"), whichever occurs first. Off-site sidewalk and accessible connections shall be provided to facilitate the crosswalk's function, if permitted by the Virginia Department of Transportation ("VDOT"). Pedestrian heads shall be installed and existing traffic signals shall be modified, if permitted by VDOT.

- E. Metroview Parkway Crosswalk. The Applicant shall construct a crosswalk across Metroview Parkway, perpendicular from the Application Property's eastern property line and connecting to the southwestern corner of Metroview Parkway and Midtown Avenue, as shown on the CDP/FDP prior to the issuance of the first RUP or NonRUP, whichever occurs first. Off-site sidewalk and accessible connections shall be provided to facilitate the crosswalk's function, if permitted by VDOT.
- F. Extension of Left Turn Lane from Huntington Avenue onto Metroview Parkway. The existing 190 foot long left turn lane and 130 foot long taper going eastbound on Huntington Avenue shall be extended by the Applicant to a 340 foot long turn lane with 100 foot long taper. This extension shall be constructed in accordance with VDOT standards and shall be available for public use prior to the issuance of the 150th RUP for the residential buildings or NonRUPS for a minimum of 150,000 GSF within the commercial building(s), whichever comes first. The Applicant shall request acceptance of this extended left turn lane by VDOT, and shall diligently pursue its acceptance by VDOT; however, VDOT acceptance shall not be required prior to the full occupation of the Application Property, but shall be required prior to the full release of any bond or escrow that may be held for that extension.
- G. Bike Lane on Huntington Avenue. Funds in the amount of \$90,000.00 shall be escrowed with the Department of Public Works and Environmental Services ("DPWES") by the Applicant prior to site plan approval in order to allow the future construction of a 5-foot wide bike lane, by others, within the existing right-of-way along the Application Property's Huntington Avenue frontage.
- H. Interparcel Connection. An interparcel connection shall be permitted at no cost to the Applicant along the western property line of the Application Property at such time as the adjacent parcel is redeveloped. The developer of the adjacent parcel shall be entirely responsible for the cost to provide this interparcel connection, unless otherwise privately agreed upon by the owners of the two properties. This interparcel connection shall be in a location that is agreeable to both the Applicant and VDOT.
- I. Delays. Should any of the transportation improvements described herein be delayed due to circumstances beyond the Applicant's control, later

dates for compliance may be permitted as determined appropriate by the Zoning Administrator.

J. Transportation Contributions.

- (1) Prior to site plan approval for the first building (for the purposes of this Proffer 2J, the two residential buildings shall be considered one building), the Applicant shall contribute \$183,907 for interchange improvements for Telegraph Road at Huntington Avenue and \$39,033 for interchange improvements for Telegraph Road at North Kings Highway or other transportation improvements within 1 mile of the Application Property.
- (2) Prior to the issuance of the first RUP or NonRUP for the second building, the Applicant shall contribute another \$183,907 for interchange improvements for Telegraph Road at Huntington Avenue and \$39,033 for interchange improvements for Telegraph Road at North Kings Highway or other transportation improvements within 1 mile of the Application Property.
- (3) Prior to the issuance of a building permit for the third building the Applicant shall contribute \$300,000 toward the design and/or construction of the interchange of Huntington Avenue and Richmond Highway. In the event that this interchange is removed from the Comprehensive Plan or is constructed by others, then the contribution shall be directed toward other transportation improvements within 1 mile of the Application Property.

K. The contributions noted above shall escalate on a yearly basis from the base year of 2013 and shall change effective each January 1 thereafter, based on changes in the Consumer Price Index for all urban consumers (not seasonally adjusted) ("CPI-U"), both as permitted by Virginia State Code Section 15-2-2303-3.

3. TDM Strategies.

- A. Transportation demand management ("TDM") strategies, as detailed below, shall be utilized by the Applicant and/or its successors or assigns to reduce vehicular trips generated by residents and employees of the Application Property during peak hours.
- B. Mass transit, ride-sharing, and other transportation strategies shall be utilized to reduce baseline trips generated from the Application Property during peak hours by a minimum of 30%. For purposes of this proffer, the baseline number of trips from which such reductions are measured shall be determined using the trip generation rates data published by the Institute

of Transportation Engineers in the Trip Generation Manual, 8th Edition and as determined by FCDOT for a total of 390 residential dwelling units and 370,000 GSF of Office/Hotel Uses during the highest peak hour period (AM or PM) of the adjacent street, Huntington Avenue. In the event the Application Property is developed with fewer than 390 residential dwelling units and 370,000 GSF of Office/Hotel/Retail Uses, then the baseline number of trips shall be calculated as if 390 residential dwelling units were constructed. Residents and employers of the Application Property shall be advised of this transportation strategy. Transportation coordination duties shall be carried out by the Property Manager, or assigns.

- C. In order to meet the trip reduction goals set forth in Proffer 3.B, a TDM Plan shall be submitted to FCDOT for approval prior to site plan approval. The TDM Plan shall be adopted and implemented prior to the issuance of the first RUP or NonRUP, whichever is first. The TDM Plan should outline the components of the TDM Plan and may be subsequently adjusted by mutual agreement between the Applicant (and subsequent UOA/HOA/COA, as applicable) and FCDOT. All adjustments shall be approved by FCDOT and will not require a Proffered Condition Amendment ("PCA"). Any changes to the TDM Plan should be noted in the Annual Report described in Proffer 3.F.
- D. The following is a list of strategies, in addition to those that may be outlined in the TDM Plan, that shall be instituted by the Owner of the Application Property prior to the issuance of the first RUP or NonRUP, whichever is first:
 - (1) Designate an individual (such as property management staff and/or residential association representative) to act as the transportation coordinator ("TC") for the Application Property, who shall be responsible to implement the TDM strategies for the Application Property, with on-going coordination with FCDOT. This individual may, if appropriate, be the same person for the commercial and residential structure. The Applicant shall provide written notice to FCDOT within 10 days of the designation of the TC and thereafter within 10 days of any change in said designation.
 - (2) Provide Metro maps, schedules, and forms; information on the Fairfax County Ride Share Program; and information on other relevant transit options available to owners/tenants either in a newsletter to be published on a regular basis and not fewer than four (4) times per calendar year in the event that a website for the Application Property is not established. If the Applicant elects to establish a website for the project, then the Applicant shall provide

written notice to FCDOT of the website address and the date the site became operational and shall include links to the commuter information listed above.

- (3) Provide SmartTrip cards loaded with a minimum of \$25 to all tenants of the residential building upon their initial lease.
 - (4) Provide a business center for use by the residents of the Application Property. The business center shall include, at a minimum, access to telephone(s), computer(s), printer(s), a scanner, and high-speed internet.
 - (5) Equip all residential units on the Application Property with broadband wiring for internet access.
 - (6) Provide secure bike storage for residents and employees, sufficient to store, at a minimum, one (1) bicycle for every forty (40) required vehicle parking spaces. The design, style and installation of the bike racks and bicycle storage shall be approved by FCDOT.
 - (7) Participate in a larger Transportation Management Association should one be established for this area.
 - (8) The TDM program shall be continued by a Condominium Owners Association ("COA") in the event of a condominium conversion.
- E. One year following build-out of the Application Property and every three years thereafter or as requested by FCDOT in years when trip counts reveal that goals were not met, the Transportation Coordinator will administer a survey of residents and office workers on the Application Property. For purposes of this TDM proffer, build-out of the Application Property shall be deemed to occur upon the issuance of the last RUP for the residential building plus NonRUPS for a minimum of 292,800 GSF within the commercial building(s) (approximately 80% of the commercial building) if the residential phase is constructed first, or shall be deemed to occur upon the issuance of NonRUPS for a minimum of 366,000 GSF within the commercial building(s) and the 312th Non-RUP for the residential building (approximately 80% of the residential units) if the commercial phase is constructed first. The survey shall include, at a minimum, details regarding the number of times per week the resident commutes, the mode of transportation for commuting purposes, and his or her work destination and shall be approved by FCDOT prior to distribution.
- F. One year following build-out of the Application Property, and annually thereafter, the effectiveness of the TDM strategies shall be evaluated and

reported to FCDOT. The TC shall submit to FCDOT a report describing the previous year's TDM strategic efforts and the effectiveness of the TDM program in reaching trip reduction goals, including, as applicable, sample marketing materials, expenditures, the result of traffic counts as outlined in Paragraph G below. The report shall be submitted to FCDOT no later than April 30th of each year, unless a later date is approved by the County. The TC shall coordinate draft survey materials and the methodology for conducting traffic counts with FCDOT prior to each year's count, as applicable. If the survey is not received by April 30th, the Applicant or COA will be subject to a TDM Remedy Fund payment of \$75 per day in arrears beginning with the first day of non-payment.

- G. Concurrent with the establishment and funding of the TDM Account, the Applicant shall establish a separate, interest-bearing account referred to herein as the "TDM Remedy Fund." All interest earned on moneys deposited in the TDM Remedy Fund shall be added to the principal of the TDM Remedy Fund and used for TDM Remedy Fund purposes. Within thirty (30) days after the issuance of the first RUP for the Application Property, the Applicant shall contribute \$.20 per square foot of commercial, excluding hotel and retail, and \$.10 per square foot of residential to the TDM Remedy Fund. Moneys from the TDM Remedy Fund shall be drawn on by the Applicant/successor or COA only for purposes of immediate need of TDM funding and may be drawn upon prior to any TDM Budget adjustments.
- H. As part of the annual reporting process, the Owner of the Application Property shall measure actual trip generation of the Application Property in order to evaluate the success of meeting the trip reduction objectives set forth in subparagraph B., above.
- (1) Peak hour vehicular traffic counts shall be conducted during the highest peak traffic period (AM or PM, whichever is highest) ("Peak Hour Trips") of the adjacent street, Huntington Avenue, over two (2) days, within a maximum two (2) week period, at a time of year that reflects typical travel demand conditions (e.g., September to May - and not during holiday weeks, on Mondays or Fridays, or when public schools are not in session.)

Residents and employees shall not be notified in advance of the days or times that these counts will be taken.

The Applicant shall notify and get approval from FCDOT on the trip count methodology in advance of the dates that the counts are to be undertaken.

- (2) The results of the trip generation analyses referenced in subparagraph F., above, shall be compared to the baseline trip generation referenced in subparagraph B., above, to determine if the proffered 30% reduction of peak hour trips has been met.
- (3) In the event the traffic counts reveal that the proffered 30% peak hour trip reduction has been met, then the Applicant shall continue to implement the TDM strategies in place and no adjustments to the program or penalties are required.
- (4) If applicable, the first time traffic counts that are conducted in accord with proffer subparagraph H.1., above, reveal that the baseline trip reduction has not been met, the TC shall request a meeting with FCDOT within thirty (30) days after the completion of the traffic counts to review the results of that report and the TDM strategies then in place for the Application Property. The TC shall be responsible to design and implement a strategy that is intended to bring baseline peak hour trip reductions to the proffered percentage. The Applicant shall submit any revisions to the TDM Plan to FCDOT within thirty (30) days following this meeting.
- (5) In the event that a subsequent (second) annual traffic count conducted in accord with proffer subparagraph H.1., above, reveals that the baseline trip reductions have not been met, then the TC shall draw upon the Remedy Fund based on the following scale:

Exceeded Trip Goals	Penalty
1% - 3%	1% of Remedy Fund
3.1% - 6%	2% of Remedy Fund
6.1% - 10%	4% of Remedy Fund
Over 10%	8% of Remedy Fund

Monies from the Remedy Fund should be used to enhance the TDM program in order to meet the stated goals.

The TC shall request a meeting with FCDOT within thirty (30) days after the completion of the traffic counts to review the results of that report and the TDM strategies then in place for the Application Property. The TC shall be responsible to design and implement a strategy that is intended to bring baseline peak hour

trip reductions to the proffered percentage. The Applicant shall submit any revisions to the TDM Plan to FCDOT within thirty (30) days following this meeting.

- (6) If a following (third) annual traffic count is required in accord with proffer subparagraph H.1., above, reveals that the baseline trip reduction has not been met, then the TDM Remedy Fund payment described in subparagraph H.5., above, shall again be paid, and shall continue to be paid each subsequent year that trip reduction goals are not met. Each year the trip counts reveal the goals were not met, the TC shall request a meeting with FCDOT within thirty (30) days after the completion of the Trip Counts to review the results of that report and the TDM strategies then in place for the Application Property, to discuss alternative strategies to meet the proffered reduction, to discuss the appropriateness of the proffered reduction, and/or to discuss setting an alternative peak hour trip reduction (that may be less than 30%). The TC shall submit any revisions to the TDM Plan and TDM Budget to FCDOT within thirty (30) days following this meeting. FCDOT shall approve any changes to the TDM Plan prior to its implementation and without the need for a PCA.

- I. If three (3) consecutive annual trip counts conducted in accord with subparagraph H.1, above, reveal that the trip reduction thresholds are met after build out of the Application Property as defined herein, then trip counts shall only be conducted biannually if requested by the County, or less (including elimination of this requirement) if it is determined by FCDOT that fewer counts are necessary to indicate continued compliance. Further, upon such event, only annual reports detailing the programmatic elements in place and yearly TDM expenditure assessment and/or survey results will be required.
 - J. If subsequent trip counts reveal that the trip reduction thresholds are not being met, then the annual counts, surveys, reports and penalties shall again be required as described in Subparagraphs E, F, H.1 and H.5, until such time as three (3) consecutive annual trip counts reveal that the trip reduction thresholds are met.
4. Commercial Loading Activities. All loading activities for the hotel and office buildings shall take place within the loading dock. Delivery trucks shall not be permitted to park for any length of time along Darton Lane.

5. Landscape Plan. A landscape plan shall be submitted concurrently with the first submission of any site plan for the Application Property that shows, at a minimum, landscaping in conformance with the landscape design shown on the CDP/FDP. Said plan shall be coordinated with and approved by the Fairfax County Urban Forest Management Division, DPWES ("UFMD"). Street trees along Huntington Avenue and Metroview Parkway shall be a minimum of 2 ½ - 3 inch caliper at the time of planting and shall be planted in structural cells as may be required by UFMD. These planting sites shall have a minimum of 5-6 feet open surface width, 80 square feet of open surface area, and an 8 foot wide minimum rooting area. Soil volume for Category III and Category IV trees as indicated in the Public Facilities Manual ("PFM") shall be a minimum of 750 cubic feet per tree for single trees. Other trees on-site that cannot be planted in accordance with the PFM requirements shall be planted using structural cells or similar solutions as approved by UFMD.
6. Location of landscaping shown on the CDP/FDP may be modified with the approval of UFMD, if necessary in order to provide clearance for utilities that may be located along Huntington Avenue. All street trees shall be located subject to VDOT approval so as not to interfere with required sight distance. The Applicant shall provide maintenance and replacement of landscaping as necessary.
7. Sustainable Design.
 - A. In order to promote energy conservation and green building techniques, the Applicant shall obtain Core and Shell LEED Silver Certification for the Office building.
 1. 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 the Department of Planning and Zoning ("DPZ") demonstrating compliance with the commitment to engage such a professional.
 2. 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 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.

3. 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 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 two years 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.
4. If the Applicants provide documentation to the Environment and Development Review Branch of DPZ, within two years of issuance of the first NonRUP 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 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.

5. 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.
 6. 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.
- B. In order to promote energy conservation and green building techniques, the Applicant shall obtain LEED Silver NC certification for the Hotel Building.
1. 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.
 2. The Applicants will include, as part of the site plan submission and building plan submission for the hotel, a list of specific credits within the most current version, at the time of Applicants' registration, of the USGBC's LEED Silver NC 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 NC 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 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.

3. Prior to building plan approval, the Applicants will execute a separate agreement and post 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 PFM, in the amount of \$2.00 per gross square foot for the hotel 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 Applicants' registration of LEED Silver NC rating system or other LEED rating system determined by the USGBC, to be applicable. The provision to the Environment and Development Review Branch of DPZ of documentation from the USGBC that the hotel building has attained LEED Silver NC 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 NC certification within two years of issuance of the first NonRUP, 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.
4. If the Applicants provide documentation to the Environment and Development Review Branch of DPZ, within two years of issuance of the first NonRUP that demonstrates that LEED Silver NC certification has not been obtained but the building has been determined by the USGBC to fall within three points of attainment of LEED Silver NC 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.
5. If the Applicants provide evidence that LEED Silver NC 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.
6. 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.

- C. The Applicant shall select to certify the construction of the multifamily structure under (1) LEED NC; (2) Certification in accordance with the National Association of Home Builders (NAHB) National Green Building Certification for multi-family developments, using the ENERGY STAR[®] Qualified Homes path for energy performance, as demonstrated through documentation submitted to DPWES and the Environmental and Development Review Branch of DPZ from a home energy rater certified through the NAHB Research Center that demonstrates that the dwelling unit has attained the certification prior to the issuance of the RUP for each dwelling; or (3) qualification in accordance with ENERGY STAR[®] for Homes as determined by the submission of documentation to the Environment and Development Review Branch of DPZ from a home energy rater certified through the Residential Energy Services Network (RESNET) program that demonstrates that the dwelling unit has attained the ENERGY STAR[®] for Homes qualification prior to the issuance of the RUP for each dwelling. If LEED NC is chosen, then:

1. 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.
2. 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 LEED NC 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 NC 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 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.

3. 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 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 Applicants' registration of LEED NC 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 NC 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 NC certification within two years of issuance of the first RUP, 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.
4. If the Applicants provide documentation to the Environment and Development Review Branch of DPZ, within two years of issuance of the first RUP for residential use for each building, that demonstrates that LEED NC certification has not been obtained but the building has been determined by the USGBC to fall within three points of attainment of LEED NC 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.
5. If the Applicants provide evidence that LEED NC 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.

6. 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.

8. Best Management Practices.
 - A. The Applicants shall incorporate Best Management Practices ("BMP") such as a Stormceptor system and/or Filterra devices in accordance with the PFM in order to improve water quality associated with stormwater runoff.
 - B. The Applicants shall revegetate the Resource Protection Area ("RPA") on the Application Property to the extent practicable, as generally shown on the CDP/FDP and as approved by the UFMD.

9. Exterior Lighting. In accordance with Sect. 14-900 of the Ordinance, all on-site lighting shall be directed downward and inward in order to minimize light from spilling onto adjacent properties. In order to provide maximum security, energy efficiency and quality ambient lighting, full cut-off light fixtures shall be used for all parking deck lighting, including any "wall-pack" security lighting. Upper level parking deck lighting fixtures shall not exceed a height of 12 feet, shall be sited and shielded so as not to be visible from the ground plane and to minimize glare to residential units, and shall utilize full cut-off fixtures. Interior parking garage lighting shall be sited and shielded to minimize direct visibility from the exterior of the site. Lighting for landscaping shall not utilize "up-lighting", but shall rather utilize downward-focused lighting that does not present glare or provide an overly lit environment that hinders night-time vision.

10. Noise Attenuation.
 - A. The Applicant shall provide the following noise attenuation measures as a result of the Traffic Noise Analysis prepared by Polysonics dated April 4, 2012:
 - (1) In order to reduce interior noise to a level of approximately 45 dBA Ldn, residential units fronting onto Metroview Parkway as being impacted by Metro Train noise having levels projected to be greater than 70 dBA Ldn shall employ the following acoustical measures:

Exterior walls shall have a laboratory sound transmission class ("STC") rating of at least 45. Doors and glazing shall have a laboratory STC rating of at least 35. If glazing constitutes more than 35% of an exposed façade, then the glazing shall have a STC as calculated by the acoustician. All surfaces shall be sealed and

caulked in accordance with methods approved by the American Society for Testing and Materials ("ASTM") to minimize sound transmission.

- (2) In order to reduce interior noise to a level of approximately 45 dBA Ldn, residential units onto Huntington Avenue, and residential units extending approximately half way through the residential structure located on Metroview Parkway as being impacted by highway and Metro Train noise having levels projected to be between 65 and 70 dBA Ldn shall employ with the following acoustical measures:

Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 39. Doors and glazing shall have a laboratory STC rating of at least 32 unless glazing constitutes more than 35% of any façade exposed to noise levels of Ldn 65 dBA or above. If glazing constitutes more than 35% of an exposed façade, then the glazing shall have a STC as calculated by the acoustician. All surfaces shall be sealed and caulked in accordance with methods approved by the American Society for Testing and Materials (ASTM) to minimize sound transmission.

- (3) In order to reduce interior noise to a level of approximately 50 dBA Ldn, areas of the Office building that are impacted by Metro Train noise having levels projected to be greater than 70 dBA Ldn shall employ the following acoustical measures:

Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 45. Doors and glazing shall have a laboratory STC rating of at least 35. All surfaces shall be sealed and caulked in accordance with methods approved by the ASTM to minimize sound transmission.

- (4) In order to reduce interior noise to a level of approximately 45 dBA Ldn, those areas of the hotel that are subject to noise having levels projected to be greater than 65 dBA Ldn shall employ the following acoustical measures:

Exterior walls shall have a laboratory STC rating of at least 39. Doors and glazing shall have a laboratory STC rating of at least 32 unless glazing constitutes more than 35% of any façade exposed to noise levels of Ldn 65 dBA or above. If glazing constitutes more than 35% of an exposed façade, then the glazing shall have a STC as calculated by the acoustician. All surfaces shall be sealed and

caulked in accordance with methods approved by the ASTM to minimize sound transmission.

- B. Alternative interior noise attenuation measures may be provided subject to the implementation of a refined noise study as reviewed and approved by DPWES after consultation with DPZ.

11. Architectural Design.

- A. The architectural design of the buildings within the Application Property shall be generally consistent with the elevations shown on Sheets 4-7 of the CDP/FDP, and shall be generally consistent in style on all sides of the structure. In accordance with Sect. 2-506 of the Ordinance, penthouses and other equipment shall be exempt from the maximum heights stated on the CDP/FDP.
- B. The residential buildings shall be constructed with a mixture of masonry, precast, cementitious siding, and glass materials. No vinyl siding shall be used on the exterior building facades, but may be used within the residential courtyard façades.
- C. The office/hotel building(s) shall be constructed with a mixture of masonry, metal panel, precast and glass materials. The hotel may also include the use of synthetic stucco in its façade.
- D. All mechanical equipment, with the exception of necessary transformers and emergency back-up generators, shall be located on the roofs of the residential and office/hotel building. This rooftop equipment shall be screened from the view of pedestrians who are at ground level. In addition, the rooftop of the hotel that is visible from the office structure shall be aesthetically treated.
- E. All dumpsters shall be fully screened from view through the use of solid, opaque enclosures or other effective measures on all sides.
- F. All loading bay doors shall be kept closed unless a vehicle is entering or exiting the loading bay.
- G. Any telecommunications equipment, antennae or dishes on the roof or attached to the roof of the buildings that are not individual satellite dishes that belong to the residents of the building shall be flush mounted, screened and/or treated to compliment the architecture of the structure upon which it is located as may be approved by the Planning Commission pursuant to additional approvals. Notwithstanding the foregoing, the Applicant shall follow all laws and regulations established by the FCC or other organization with regard to telecommunication equipment.

- H. The Applicants shall underground all existing overhead utilities along the Application Property's Huntington Avenue frontage prior to the issuance of the 150th RUP for the residential building, or 150,000 GSF for the commercial buildings, whichever occurs first. Should the full undergrounding of the utilities be delayed due to circumstances beyond the Applicant's control, later dates for compliance may be permitted as determined appropriate by the Zoning Administrator.
- I. The elevations may be refined as a result of final design and engineering so long as the character and quality of the buildings remain in substantial conformance with those shown on the CDP/FDP. Regardless of what is depicted on the CDP/FDP, the residential lobby within the northern section may be located anywhere along the southern face of that structure, which is located directly across from the hotel and office buildings.
- J. Prior to site plan approval of the residential building, the Applicant shall provide elevations of the proposed façade and decorative treatment of the eastern façade to the Planning Commission for their approval as an Administrative Item. In the event that the hotel building is constructed before the residential building or at the same time as the residential building, then this requirement shall be void. Prior to site plan approval for the hotel building, the Applicant shall provide elevations of the proposed façade and decorative treatment of the eastern façade of the hotel to the Planning Commission for their approval as an Administrative Item. In the event that the hotel building and office buildings are constructed at the same time then this requirement shall be void.

12. Recreational Facilities.

- A. Pursuant to Paragraph 2 of Section 6-409 of the Zoning Ordinance regarding developed recreational facilities, the Applicant shall provide for the Application Property's use a swimming pool, passive courtyard seating areas, a dog park and an indoor recreational/leasing facility as shown on the CDP/FDP. Other recreational facilities, such as tot lots, playgrounds, roof terraces, seating areas or courts may be provided within the interior open space areas on the Application Property without the need for FDPA approval. Additional seating areas may also be permitted within the exterior open space areas on the Application Property without the need for FDPA approval. The use of the proposed off-leash dog park shall be limited to residents, guests and their dogs, and shall be signed accordingly.
- B. Prior to site plan approval, the Applicant shall demonstrate to DPWES that the minimum expenditure for the active recreational facilities in accordance with the Zoning Ordinance specified above was \$1,700.00 per residential unit, excluding the dog park. In the event the total cost of recreational improvements is demonstrated to be less than \$1,700.00 per

unit, the Applicant shall provide the remainder in a cash contribution to the Fairfax County Park Authority for the development of active recreational facilities in the vicinity of the Application Property prior to site plan approval.

- C. The Applicant shall construct the portion of the Cameron Run Trail, a 10 foot wide Type I Trail that traverses the Application Property, and shall dedicate a minimum 16-foot wide public access easement to the benefit of the Fairfax County Board of Supervisors to accommodate the trail and other public amenities as described in this proffer. The Applicant shall provide a way-side park, seating, fitness station, plantings and lighting along the trail as shown on the CDP/FDP and within the easement described above for the users of the Cameron Run Trail. The Applicant shall ensure that the future property owners association shall maintain the trail, fitness station(s), park seating, plantings and lighting, and shall be responsible for the removal of debris from this easement area. No trunks of trees shall be planted within four feet of the trail surface, and any limbs from trees that may interfere with a pedestrian or bicyclist's use of that trail shall be pruned. The Applicant shall be responsible for maintenance of the trail until responsibility is turned over to the property owner's association.
- D. Prior to site plan approval for the residential structure, the Applicant shall contribute \$893.00 per resident generated to the Fairfax County Park Authority to be used for the design and construction of those portions of the Cameron Run Trail that are not located on the Application Property and which might otherwise not be funded by future developer proffers. The number of residents generated shall be calculated based on the following ratio: efficiency/studio, one bedroom and one bedroom with den units generating 1.25 residents per unit; two bedroom and two bedroom with den units generating 2 residents per unit; and Workforce Housing Units generating 1.5 residents per unit. (If 217 studio, one bedroom and one bedroom with den units, 114 two bedroom and two bedroom with den units, and 59 Workforce Housing Units are constructed, then 588 residents will be generated and the contribution amount will be \$525,084 This amount may be reduced by as much as \$55,000 based on the projected costs to purchase and/or construct the fitness station, benches/street furniture, trail lighting, etc. associated with the trail and which may be utilized by the public as determined by DPWES.
- E. Prior to Site Plan approval, the Applicant shall design that portion of the Cameron Run Trail located on the Application Property. This design shall include benches, lighting, landscaping and public amenities, such as fitness stations and way side parks that shall be located along this trail on the Application Property and available for public use. Prior to the issuance

of the first RUP for the Application Property, the Applicant shall construct and install that portion of the Cameron Run Trail located on the Application Property, and shall install all trail amenities as described in this proffer and approved at site plan.

13. Workforce Housing. The Applicant shall provide 15% of the units constructed within the residential building as Workforce Dwelling Units (WDUs), as recommended in the Comprehensive Plan for the Huntington Transit Development Area in accordance with the Policy Guidelines adopted by the Board of Supervisors on October 15, 2007 for Class IIIA construction multifamily buildings, which specifies that the Workforce Units be available in equal amounts to households of income levels of 80 percent, 100 percent and 120 percent of the Area Median Income (AMI) for the Washington Metropolitan Statistical Area (MSA) adjusted for household size, as determined periodically by the U.S. Department of Housing and Urban Development. In the event that a construction type other than Class IIIA is proposed that would require Affordable Dwelling Units (ADUs), then the Applicant shall provide 5% of the units as ADUs in accordance with Part 8 of Article 2 of the Ordinance and 10% of the units as WDUs in accordance with Policy Guidelines adopted by the Board of Supervisors on October 15, 2007.
14. Schools Contribution. Prior to site plan approval for the residential building, the Applicant shall contribute the amount of \$9,378.00 per student generated (based on a ratio of 0.047 elementary school students, 0.013 middle school students, and 0.027 high school students per dwelling unit, which would result in a total contribution of \$318,852.00 if 390 dwelling units are constructed) to the Fairfax County Board of Supervisors for the construction of capital improvements to Edison High School pyramid and/or Cluster V Fairfax County public schools to which the students generated by the Application Property are scheduled to attend. As noted in this proffer and pursuant to County Policy, the final school contribution shall be determined based upon the total number of units constructed within the residential structure. Prior to beginning construction of the residential building, the Applicant shall notify the Fairfax County Public Schools of the intended construction and anticipated completion date.
15. Signs. The Applicant shall abide by the regulations in Article 12 of the Zoning Ordinance or pursuant to a separate Comprehensive Sign Plan approved by the Planning Commission with regard to permanent and temporary signs on the Application Property.

16. Severability. If determined appropriate in accordance with the parameters stated in Par. 10D of Sect. 16-402 of the Ordinance, any of these land bays/sections/buildings within the Application Property may be subject to Proffered Condition Amendments and Final Development Plan Amendments without joinder or consent of the property owners of the other land bays/sections/buildings.
17. Successors and Assigns. These proffers will bind and inure to the benefit of the Applicant and his/her successors and assigns, and shall remain in full force and effect regardless of whether the multi-family residential units are for rent or for sale.
18. Counterparts. These proffers may be executed in one or more counterparts, each of which when so executed and delivered shall be deemed an original document and all of which taken together shall constitute but one in the same instrument.

[SIGNATURES BEGIN ON NEXT PAGE]

RZ 2011-MV-031

Signature Sheet

PROPOSED FINAL DEVELOPMENT PLAN AMENDMENT CONDITIONS

FDP 2011-MV-031

September 6, 2012

If it is the intent of the Planning Commission to approve FDP 2011-MV-031 for a mixed use development at Tax map 83-1 ((1)) 34C, 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 FDP entitled "2250 Huntington Avenue" submitted by Urban LTD. consisting of 39 sheets dated June 2011 as revised through August 17, 2012.

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



WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

Inda E. Stagg
Senior Land Use Planner
(703) 528-4700 Ext. 5423
istagg@arl.thelandlawyers.com

RECEIVED
Department of Planning & Zoning
AUG 07 2012
Zoning Evaluation Division

August 6, 2012

Via Hand Delivery

Barbara C. Berlin, Director
Fairfax County DPZ/ZED
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035

Re: Statement of Justification
Application to Rezone the Property from the I-5 District to the PRM District
(the "Application")
Mid Atlantic Realty Partners, LLC (the "Applicant")
Tax Map 83-1 ((1)) 34C (the "Property")
2550 Huntington Avenue

Dear Ms. Berlin:

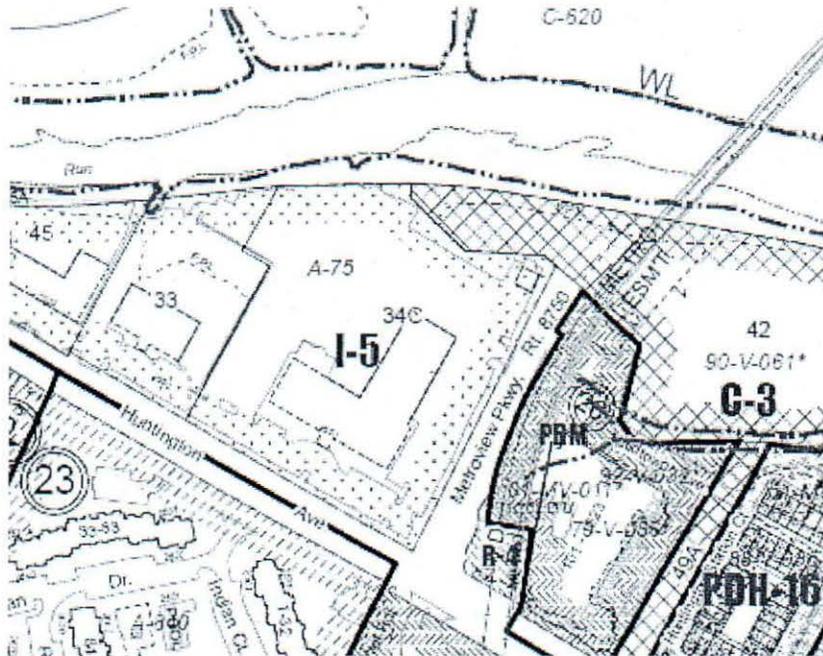
Please accept this statement as justification for the rezoning of the Property from the I-5 District to the PRM District. The applicant is seeking approval to develop up to 370,000 square feet of multi-family uses (approximately 390 dwelling units) and up to 370,000 square feet of commercial uses at a development intensity of approximately 2.81 FAR. Included in the Application is the provision of a major regional trail along Cameron Run and a wayside park for the trail. The information contained in this letter provides additional details regarding the Application.

Property Description

The Property is located within the northwestern quadrant of the intersections of Huntington Avenue (Rt. 1332) and Metroview Parkway (Rt. 8750) in the Mount Vernon Magisterial District of Fairfax County, Virginia. The Property contains approximately 263,085 square feet (6.04 acres) of land area that is zoned I-5 (General Industrial District). The Property is currently developed with a 5 story, 129,857 square foot, brick office building that was constructed in 1969. This structure will be demolished and its associated surface parking lot and outdoor storage will be removed prior to redevelopment.

Cameron Run, a perennial stream, runs along the western portion of the northern boundary of the Property and an undeveloped commercial property is located along the

remainder of the northern boundary of the Property. Metroview Parkway, the raised subway tracks for Metro's Yellow line and the Midtown Alexandria condominiums are located to the east. Huntington Avenue, the Huntington Club Condominiums and the Huntington Metro Station are located to the south. An office building and surface parking are located to the west. A section of Tax Map 83-1 has been copied into this letter below for context.



Comprehensive Plan

The Property is located within the Mount Vernon Planning District (Area IV), Huntington Community Planning Sector (MV1), Land Unit G. It is also located within the Huntington Metro Station Transit Development Area. Specific Text for the Property states,

"Parcel 83-1 ((1)) 34C falls within the Transit Development Area. This parcel is planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR, and a maximum height of 165 feet. The residential component should be limited to approximately one-half of the total development. Redevelopment of the site should include, at a minimum, [certain] elements..."

In addition to the site specific text, there is additional text that is specific to the Transit Development Area. This text states that *"...development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the development criteria."*

The Application provides for a mixture of approximately ½ multifamily residential uses and ½ commercial uses, high quality architecture and a pedestrian oriented design. The structures will be located adjacent to the adjoining walkways in keeping with an urban streetscape. Structured parking will be wrapped by the residential and commercial structures, with the exception of one side of a parking structure facing Metroview Parkway that will be architecturally treated to mitigate any visual impacts. Fifteen percent of the residential units will be designated as workforce housing as recommended by the Comprehensive Plan.

There is a small portion of a Resource Protection Area ("RPA") located on the northwestern portion of the Property that is currently covered in asphalt. That asphalt will be removed and the area will be revegetated to the extent possible, given the existence of large utility easements in the RPA where trees cannot be planted. The Applicant is proposing that a required major asphalt trail and an area of grasscrete for a fire truck turn-around be permitted to be located within the RPA. If this is permitted, the disturbed area in the RPA will decrease from its current 16,060 square feet (0.37 acres) to 3,819 square feet (0.09 acres), a reduction of 76.21%. An urban park as a wayside along the planned major trail, the Cameron Run Trail, is proposed within the northwest portion of the Property.

Integrated pedestrian and bicycle systems and other site amenities will be provided as recommended. Buildings will be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the architecture and would conceal the antennas and equipment from surrounding properties and roadways. Park and recreation impacts will be mitigated as provided in the proffers. Finally, the Application adheres to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the land Use section of the Policy Plan. Many of the TDA criteria duplicate the site specific criteria, which have been discussed above.

The Applicant believes that the Application is in conformance with the recommendations of the Comprehensive Plan.

Waivers and Modifications

The Applicant is seeking the following waivers and modifications:

- Reduction of Parking Requirement pursuant to Par. 5 of Sect.11-102 of the Ordinance, which permits a reduction of required parking spaces by the Board of Supervisors when the development is in proximity to a mass transit station, subject to conditions it deems appropriate. The Property is directly across Huntington Avenue from the Huntington Metro Station. 1.6 parking spaces/residential unit, 2.6 parking spaces/1000 feet for office uses, and 1 parking space/hotel unit plus 4 parking spaces/50 hotel units are required per the Ordinance. The Applicant is proposing the provision of 1.3 parking spaces/residential unit and 2.6 spaces/1000 square feet of office uses with no additional spaces required for any retail/restaurant uses that may be located within the office structure; and that 1.25 spaces per hotel unit be permitted.
- Reduction of Loading Spaces pursuant to Par. 2 of Sect. 11-202 of the Ordinance, which permits a reduction in the number of required loading spaces by the Director of DPWES if those loading spaces are used cooperatively by two or more uses. Five loading Spaces are required and four loading spaces are requested.
- Waiver of Transitional Screening and Barriers between the commercial and residential uses on the Property pursuant to Par. 1 of Sect. 13-305 of the Ordinance. Compatibility between these uses on-site will be addressed by a combination of the location and arrangement of buildings.
- Waiver of Transitional Screening and Barriers along the southern periphery between the commercial building and the Huntington Club Condominium property pursuant to Par. 5 and 6 of Sect. 13-305 of the Ordinance. The Huntington Club Condominium property is currently under consideration for a Comprehensive Plan amendment to permit development similar to that proposed in the Application. Given the immediate proximity of the Huntington Club property to the Huntington Metro property, and given good planning practices, it is likely that a similar development will be approved at some point in the future.

Summary

The proposed mixed use development has been specifically designed in order to meet the recommendations of the Comprehensive Plan. The Applicant believes that conformance has been achieved with the Application. It is the Applicant's intention to provide a high-quality, transit-oriented development on the Property. To that end, the

Applicant has been working closely with surrounding community organizations prior to filing the Application and will continue to do so throughout the rezoning process.

Please do not hesitate to contact me should you have any questions or require further information.

Very truly yours,

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



Inda E. Stagg
Senior Land Use Planner

Enclosures

cc: Matthew D. Robinson; Senior Vice President - Development, MRP Realty
John M. Begert; Vice President - Multifamily, MRP Realty
David P. Harrington; Director, Huntington Avenue Associates LLC
Clayton C. Tock; Project Manager, Urban Engineering & Associates, Inc.
Michael J. Workosky; Vice President, M. J. Wells & Associates, Inc.
Federico Olivera-Sala; Senior Associate, SK&I Architectural Design Group
Martin D. Walsh

REZONING AFFIDAVIT

DATE: June 8, 2012
 (enter date affidavit is notarized)

I, Inda E. Stagg, 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 *1137826*

in Application No.(s): RZ/FDP 2011-MV-031
 (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)
Midatlantic Realty Partners, LLC Agents: Matthew D. Robinson John M. Begert Robert J. Murphy Richard J. Saas Frederick W. Rothmeijer Ryan K. Wade	3050 K Street, N.W., #125 Washington, DC 20007	Applicant/Contract Purchaser of Tax Map 83-1 ((1)) 34C

(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: June 8, 2012
 (enter date affidavit is notarized)

1137826

for Application No. (s): RZ/FDP 2011-MV-031
 (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)
Huntington Avenue Associates LLC Agent: David P. Harrington	111 Oronoco Street Alexandria, VA 22314	Title Owner of Tax Map 83-1 ((1)) 34C
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 Elizabeth A. McKeeby	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Agent
Urban Engineering & Associates, Inc. t/a Urban Ltd. Agents: Clayton C. Tock Sara E. Sinclair	7712 Little River Turnpike Annandale, Virginia 22003	Engineers/Agent
SK&I Architectural Design Group LLC Agents: Sami M. Kirkdil Frederico Olivera Sala (nmi)	7735 Old Georgetown Road, #1000 Bethesda, Maryland 20814	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 Attachment to Par. 1(a)

DATE: June 8, 2012
 (enter date affidavit is notarized)

1137828

for Application No. (s): RZ/FDP 2011-MV-031
 (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)
M.J. Wells & Associates, Inc. Agents: Robin L. Antonucci Michael J. Workosky Kevin A. Berger	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation Consultant/ Agent
Cooper Carry, Inc. Agents: David W. Kitchens Robert F. Uhrin Andrea Schaub	112 South Alfred Street, Suite 100 Alexandria, Virginia 22314	Architect/Agent
LSG Landscape Architecture Inc. Agent: Mark R. Lewis	1919 Gallows Road, #110 Vienna, VA 22182	Landscape 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: June 8, 2012
(enter date affidavit is notarized)

1137826

for Application No. (s): RZ/FDP 2011-MV-031
(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)
Midatlantic Realty Partners, LLC
3050 K Street, N.W., #125
Washington, DC 20007

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)
Members: Richard J. Saas, Frederick W. Rothmeijer, Robert J. Murphy, Ryan K. Wade

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: June 8, 2012
(enter date affidavit is notarized)

1137828

for Application No. (s): RZ/FDP 2011-MV-031
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Huntington Avenue Associates LLC
111 Oronoco Street
Alexandria, VA 22314

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)
Members: Becker Family Holdings, LLC, Cannon Family, L.L.C., JABA Holdings, LLC, JHGT Holdings, LLC, VS Helix, LLC

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)
Directors: David P. Harrington, Robert A. Becker, Karee K. Miller, David H. Davis

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Becker Family Holdings, LLC
2405 Oak Vale Court
Vienna, VA 22181

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)
Members:
Clarence E. Becker Residuary Trust f/b/o Margaret M. Becker; Margaret M. Becker; Robert A. Becker, Richard B. Becker, Barbara A. Walsh

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: June 8, 2012
(enter date affidavit is notarized)

1137826

for Application No. (s): RZ/FDP 2011-MV-031
(enter County-assigned application number (s))

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

Cannon Family, L.L.C.
6601 Briar Hill Court
McLean, VA 22101

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)

Members:
Suzanne C. Davis, Gene K. Cannon, Margaret Cannon Trust f/b/o Eugene F. Cannon, Jr.

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)

JABA Holdings, LLC,
20385 Stillhouse Branch Place
Potomac Falls, VA 20165

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)

Sole Member: David P. Harrington

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: June 8, 2012
(enter date affidavit is notarized)

1137826

for Application No. (s): RZ/FDP 2011-MV-031
(enter County-assigned application number (s))

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

JHGT Holdings, LLC
1080 Fairview Lane
West Palm Beach, FL 33404

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)

Sole Member: Joy Harrington Graue

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)

VS Helix, LLC
5341 Beverly's Mill Road
Broad Run, VA 20137

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)

Members:
Victoria L. Miller, Mark S. Miller Trust f/b/o Mark S. Miller

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: June 8, 2012
(enter date affidavit is notarized)

113782 t

for Application No. (s): RZ/FDP 2011-MV-031
(enter County-assigned application number (s))

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 SHAREHOLDER: (enter first name, middle initial, and last name)
Barry B. Smith
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.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
SK&I Architectural Design Group LLC
7735 Old Georgetown Road, #1000
Bethesda, Maryland 20814

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)
Meral Iskir (nmi), member
Sami M. Kirkdil, 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: June 8, 2012
(enter date affidavit is notarized)

113782-8

for Application No. (s): RZ/FDP 2011-MV-031
(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)

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: June 8, 2012
(enter date affidavit is notarized)

1137826

for Application No. (s): RZ/FDP 2011-MV-031
(enter County-assigned application number (s))

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

Cooper Carry, Inc.
112 South Alfred Street, Suite 100
Alexandria, Virginia 22314

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)

Kevin R. Cantley

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: June 8, 2012
(enter date affidavit is notarized)

1137820

for Application No. (s): RZ/FDP 2011-MV-031
(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)
None

(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)

(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: June 8, 2012
(enter date affidavit is notarized)

1137824

for Application No. (s): RZ/FDP 2011-MV-031
(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: June 8, 2012
(enter date affidavit is notarized)

1137826

for Application No. (s): RZ/FDP 2011-MV-031
(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:

Inda E. Stagg

(check one)

[] Applicant

[x] Applicant's Authorized Agent

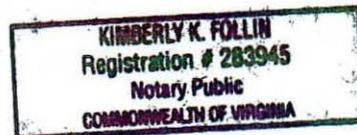
Inda E. Stagg, agent

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

Subscribed and sworn to before me this 8 day of June 2012, in the State/Comm. of Virginia, County/City of Arlington

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2015





County of Fairfax, Virginia

MEMORANDUM

DATE: August 20, 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-MV-031 (2550 Huntington Ave.)

The memorandum, prepared by Scott Brown, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the development plans (CDP/FDP) dated July 14, 2011 and revised through August 6, 2012, and proffers dated August 6, 2012. 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 applicant, Mid-Atlantic Realty Properties, LLC, is proposing a rezoning of a 6.04 acre property from the I-5 industrial district to Planned Residential Mixed-Use (PRM). With a rezoning approval the applicant would develop 370,000 square feet of multi-family residential with up to 390 dwelling units, as well as 370,000 square feet of commercial uses. Within the commercial development, the applicant is proposing a 200-room hotel building and a 260,000 square foot office building with up to 6,000 square feet of ground floor retail. The total gross development floor area of 740,000 square feet on the 6.04 acre property (263,085 square feet) will result in a floor-area ratio (FAR) of 2.81.

The multi-family residential component would be developed as two mid-rise buildings, each with a maximum height of 75 feet, and connected by a common parking garage with a maximum height of 64 feet. The residential buildings will occupy the northeast and southwest areas of the property, while the non-residential component would be located at the southeast corner at the intersection of Huntington Avenue and Metroview Parkway. The maximum height of the office building is proposed at 165 feet and the hotel at a maximum 120 feet in height.

The site is framed by Huntington Avenue on the south side and Metroview Parkway on the east side. The applicant is proposing two new roads and a through-drive to improve access and circulation on the property. Darton Lane provides access off of Metroview Parkway and runs between the rear of the proposed hotel and office buildings, and the adjacent residential building, terminating at the residential parking garage. In addition to providing access to the residential garage, Darton Lane would also access the office garage parking and loading spaces for both the office and hotel buildings. Robinson Way would run along the western boundary of the property and provide access to the rear entrance of the residential garage. It provides street frontage for the western side of the southern residential building and potential frontage and access for the adjacent property to the west if that property is redeveloped in the future.

Parking for the hotel is provided as two levels of structured parking located between the ground floor lobby level and the conference and room levels. Access to the garage is provided by a through-drive between the hotel and office building that connects Huntington Avenue and Darton Lane. This through drive would also function as the main entrance for those arriving by vehicle. Parking for the office building would be provided by three underground parking levels and four structured parking levels above the lobby level. Access in and out of both levels is off of Darton Lane at the rear of the building.

The following waivers are being requested by the applicant:

1. Reduction of parking spaces from 1.6 spaces/residential unit, 2.6 parking spaces per 1,000 sf office and 1 space per hotel unit; to 1.3 per residential unit and 1.75 per 1,000 sf office, plus a reduction of 0.065 space per hotel unit.
2. Reduction of required loading spaces from 5 to the proposed 4 spaces.
3. Waiver of transitional screening and barriers between residential and commercial uses within the property.
4. Waiver of transitional screening and barriers along the south of the property between the subject property and residential uses across Huntington Avenue.

LOCATION AND CHARACTER OF THE AREA

The subject property is located within the Mt. Vernon Planning District's Huntington Community Planning Sector (Land Unit G), and within the Transit Development Area for the Huntington Avenue Metrorail station. The property is currently occupied by a 4-story office building with a surrounding surface parking lot. It is bounded by Huntington Ave. to the south, Metroview Parkway to the east, Cameron Run stream to the north, and the western property boundary runs through a shared parking lot with an adjacent office building. The city of Alexandria is located on the other side of Cameron Run.

Surrounding developments include a high-rise multifamily structure to the east across Metroview Parkway, low rise multifamily to the south across Huntington Avenue, single-family residential to the southwest, mid-rise office with surface parking to the west, and Cameron Run to the north. The elevated Metrorail guideway crosses Cameron Run just east of the property and runs along the east side of Metroview Parkway. The Huntington Metrorail

station is located within a 1/8 of a mile to the southeast on the opposite corner of the Huntington Avenue/Metroview Parkway intersection from the subject property.

COMPREHENSIVE PLAN CITATIONS:

Land Use

Fairfax County Comprehensive Plan, 2011 Edition, , Mount Vernon Planning District, Amended through March 6, 2012, MV1-Huntington Community Planning Sector, Land Use, Land Unit G, p. 108-109:

“Land Units G, H, I, J, and K (Telegraph Road/North Kings Highway/Huntington Avenue Area)

This area is comprised of land units that lie generally to the south and east of the intersection of Telegraph Road and North Kings Highway (Land Units G, H, I, J, and K). The major land uses in this area are highway-oriented retail uses and stable residential subdivisions.

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway. It is developed with office and industrial uses and, except as noted below, is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space.

Parcel 83-1 ((1)) 34C falls within the Transit Development Area. This parcel is planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR, and a maximum height of 165 feet. The residential component should be limited to approximately one-half of the total development. Redevelopment of the site should include, at a minimum, the following elements:

- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking;
- Provision of on-site affordable and workforce housing;
- Restoration and revegetation of the Resource Protection Area;
- Integration of an urban park as a wayside area along the planned Cameron Run Trail;
- 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;
- 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;

- The impact on parks and recreation should be mitigated 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, , Mount Vernon Planning District, Amended through March 6, 2012, MV1-Huntington Community Planning Sector, Concept for Future Development, Transit Development Area Conditions and Recommendations, p. 100:

“Development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the development criteria listed below which apply to all sites in the Transit Development Area:

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 24, 25 and 26.
2. Proffer of a development plan that provides high quality site design, streetscaping, urban design and development amenities.
3. Provision of off-site public road improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit.
4. Compatibility in style, scale, and materials with the adjacent development and the surrounding community.
5. Provision of energy conservation features that will benefit future residents of the development.
6. In areas planned for residential development, provision of moderately-priced housing that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
7. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
8. The provision of structured parking (above or below grade). If surface parking is permitted it should be screened at the street level.
9. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.
10. Identification and preservation of significant heritage resources.

In addition to these ten general development criteria, development must also respond to site-specific conditions. These conditions are listed in the following sections for the individual sites composing the Transit Development Area. For the maximum level of development, the following must be met:

- All site-specific conditions;

- Criteria #1, #2 and #3 of the general development criteria listed above; and
- All of the remaining applicable general development criteria.

The maximum level of development for the Transit Development Area is the following:

- 1,050,000 gross square feet of office space;
- 142,000 gross square feet of retail space;
- 1,214 dwelling units; and
- 200-room hotel with conference facilities or an additional 250 dwelling units”

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

The Comprehensive Plan is the basis for the evaluation of this application. The assessment of the proposal for conformity with the environmental recommendations of the Comprehensive Plan is guided by the following citations from the Plan:

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Environment, as amended through July 27, 2010, pages 8-9.

“Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.

Policy j: Regulate land use activities to protect surface and groundwater resources.

Policy l: In order to augment the EQC system, encourage protection of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors. To the extent feasible in consideration of overall site design, stormwater management needs and opportunities, and other Comprehensive Plan guidance, establish boundaries of these buffer areas consistent with the guidelines for designation of the stream valley component of the EQC system as set forth in Objective 9 of this section of the Policy Plan. Where applicable, pursue commitments to restoration of degraded stream channels and riparian buffer areas.

The Fairfax County Comprehensive Plan Policy Plan, 2011 Edition, Environment section as amended through July 27, 2010, pages 11 and 12:

“Objective 4: Minimize human exposure to unhealthful levels of transportation generated noise.

Policy a: Regulate new development to ensure that people are protected from unhealthful levels of transportation noise. . .

New development should not expose people in their homes, or other noise sensitive environments, to noise in excess of DNL 45 dBA, or to noise in excess of DNL 65 dBA in the outdoor recreation areas of homes. To achieve these standards new residential development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA.”

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.”

COMPREHENSIVE PLAN MAP: Office

LAND USE ANALYSIS

Use & Intensity

Land Unit G is developed with office and industrial uses and is planned for redevelopment with office uses up to 0.30 floor area ration (FAR) and a maximum height of 40 feet. A development option is provided for the subject parcel (83-1 ((1))-34C), which recommends a mix of residential, office and restaurant/retail at 2.0-3.0 FAR and up to 165'. Residential development under the option is limited to one-half of the total development, and the redevelopment of the site is subject (at a minimum) to development option conditions (as listed previously in the comprehensive plan text section).

The applicant is proposing a total of 740,000 square feet of gross floor area, with 390 multifamily residential units (370,000 square feet), 254,000 square feet of office, 200 hotel rooms (110,000 square feet), and 6,000 square feet of retail. The total development proposed would generate a 2.81 FAR, which falls within the recommended intensity (2.0 to 3.0 FAR), provided the applicant meets the conditions of the comprehensive plan development option. The proposed office building would be built to a maximum height of 165' with 15 floors, which is the maximum recommended under the development option. The proposed hotel building would be built up to a maximum height of 120 feet; and the residential component is proposed

within two mid-rise 'stick-built' buildings with five stories and a maximum height of 75'. Structural parking for the residential buildings is provided in an above ground garage to be located between the two residential structures. The garage would be five levels with a maximum height of 64 feet. Parking for the hotel and office buildings is provided through underground and structural parking above the lobby levels.

Urban Design

Redevelopment of this site to an intensity of 2.0 to 3.0 FAR is subject to the development option conditions, which includes high-quality architecture and pedestrian-focused site design, with street-oriented building forms and mitigation of visual impacts created by structured parking. The conditions of the development option also includes adherence to the County's Transit Oriented Development (TOD) Criteria, which sets a higher standard for urban design and pedestrian-oriented streetscapes in areas proximate to major transit stations.

Huntington Avenue Streetscape

The original submission of this application raised several design concerns, especially regarding the streetscape along Huntington Ave. Originally, an access easement road was provided between the buildings and Huntington Avenue, creating a pedestrian disconnection between the buildings and existing sidewalks, and it limited the ability to create an adequate streetscape. Staff recommended the access easement road be eliminated so that a continuous streetscape could be provided between the building and Huntington Avenue. Subsequent revisions to the plans eliminated the access easement road, allowing the buildings closer to Huntington Avenue and slightly increase the open space area adjacent to Cameron Run.

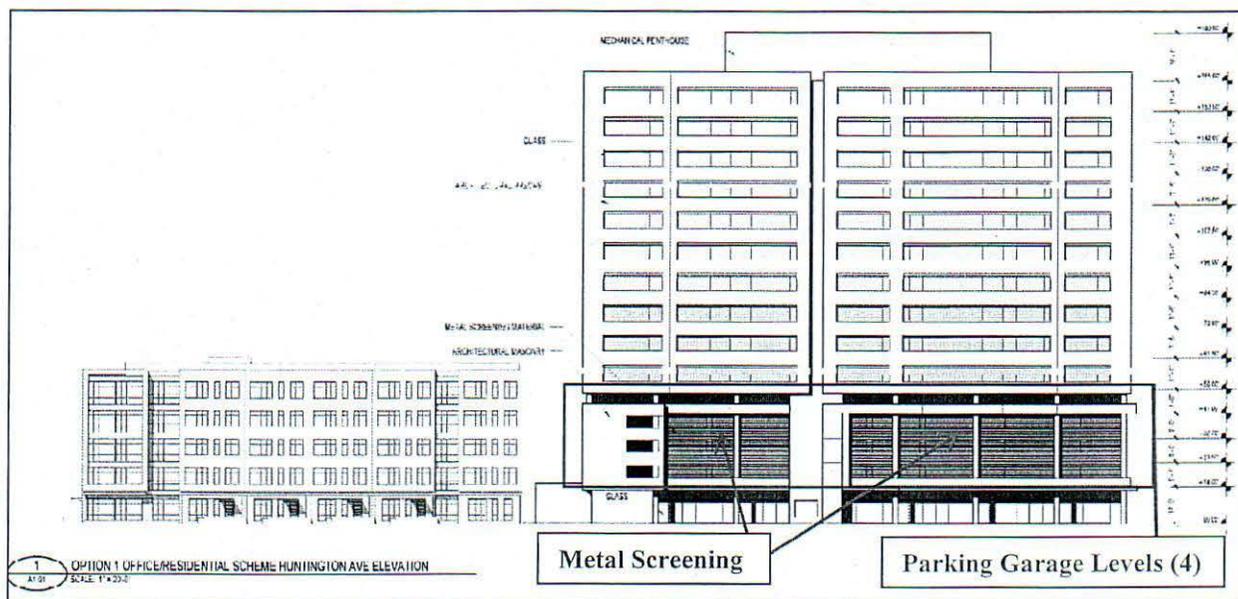
Overhead power lines along Huntington Avenue created an additional obstacle to creating a quality streetscape. Even with the elimination of the service drive, the applicant continued to propose keeping the power lines, which required the street trees to be set back far enough to avoid the overhead wires. The result was a divided sidewalk and no barrier between the outer lane of the sidewalk and vehicular travel lanes. Additionally, the utility lines would detract from the visual quality of the streetscape. Preserving the overhead wires would not allow a streetscape that staff felt was acceptable for development within a transit-oriented development. Planning staff also recommended the applicant provide an enhanced plaza for the corner of Huntington Avenue and Metroview Parkway, because of its width and prominent location across from the Metrorail station and focal point of the development.

Resolution:

In the latest plans, the applicant is now proposing to remove the overhead wires and bury the utilities on the property, which provides a significantly improved streetscape along Huntington Avenue. An 8' wide sidewalk is now proposed along Huntington Ave. with a curbside streetscape panel for street trees. Space is also provided adjacent to the buildings for a building zone or café area. The bulb-out at the corner of Huntington Avenue at Metroview Parkway would be used as a plaza area with a wide sidewalk and planting areas. Quality streetscapes are also provided along the remainder of Metroview Parkway, as well as Darton Lane and Robinson Way. This issue is adequately resolved.

Building and Parking Garage Design

In the initial plan submissions, the building design for the non-residential component was not reflective of the high-quality architecture recommended for this site. The thick bands of architectural precast and the smaller size of the window areas did not provide a high proportion of fenestration, detail or architectural interest. The upper levels of the parking garage above the lobby levels of the hotel and office buildings were exposed to view along the Huntington Avenue and Metroview Parkway and interrupted the façades rather than being well-integrated into the building. The applicant proposed to screen the views of these garage levels with metal screening. The figure below is from the elevations provided on Sheet 23 of the plans dated March 29, 2012, showing the treatment of the parking garage levels above ground floor. Also apparent from this figure are the significant differences in height and scale from the high-rise non-residential buildings to the mid-rise residential. This is further discussed below.



Cutout of Huntington Ave. Elevations, from Sheet 23 of the CDP/FDP dated March 29, 2012

Planning staff viewed the design of the garage levels as unacceptable. The site specific Plan language for the redevelopment of the subject property specifically recommends that all parking structures be screened from public streets, and staff did not feel that metal screening achieved conformance with this objective. Given the prominence of Huntington Avenue as a major pedestrian route in the Huntington Transit Development Area, it was recommended that the façade of the buildings should be extended to the parking garage levels to match the architecture of the rest of the building and keep the parking levels hidden from street view. The location of the commercial building on the corner of Huntington and Metroview Parkway will be a major pedestrian intersection across from the Metrorail station. The prominence of this corner and the additional streetscape space provided here should warrant a visually interesting architectural treatment at this corner of the building. The image below was provided on Sheet 23 of the CDP/FDP dated March 29, 2012 as an illustrative representation of the quality and style of the proposed building. This illustrative provided an excellent example for the architectural treatment of the corner at this type of location – the different materials and

banding, as well as the ornamental cornice at the top help accentuate the corner of the building. This figure also provides a great example of how to integrate above ground parking into the building façade. However, the associated plans and elevations of the proposed building were not at all reflective of this illustrative example. Planning staff recommended the illustrative should serve as a guideline for the applicant in redesigning the buildings and parking garage levels for resubmission.



Illustrative Example, provided on Sheet 23 of the CDP/FDP dated March 29, 2012

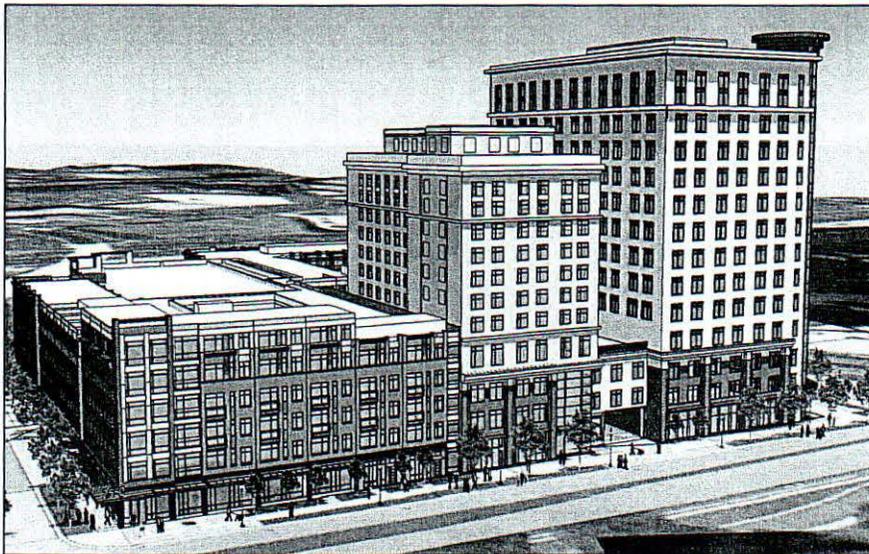
Additionally, aspects of the relationship between the various buildings and parking structures were unclear in the March 29th plans. It was unclear if the residential units adjacent to the parking garages would have windows facing out to the parking garages, or if those units would be oriented to face out to the internal courtyards. Staff recommended the applicant provide detailed floor plans or other exhibit sheets that better illustrate the orientation of the residential units adjacent to other buildings or parking structures. More detail was also needed on the treatment of building façades that would be exposed during the initial phase but covered in the ultimate phase. For example, the east wall of southern residential building would be exposed in the interim phase if the multi-family component were built first, but then would be covered by the hotel and parking garage in the eventual development.

Resolution:

The applicant has provided significant improvements to the building and parking garage designs through subsequent resubmissions. In previous submissions, an office-only and an office-hotel option were provided for the non-residential component. The applicant eliminated the office-only option in favor of the office-hotel option. The hotel building is separated from the office building by a plaza over the top level of the hotel garage, and the hotel building is also proposed at a lower height (max. 120') than the office building (max. 165'). The lowered height and separation of the hotel building creates a varying façade along Huntington Avenue,

and provides a more appropriate transition of height and between the office building at 165' and the residential building at 75'. The image below from the August 2012 plans illustrates the improvements made to the development along Huntington Avenue. The changes made alleviate staff's previous concerns about the dramatic height transitions between the residential and non-residential components of the development.

The transition in height between the office building and the residential building to the rear on Metroview Parkway remains; however, they are separated by Darton Lane, which has been modified to provide a full streetscape along with façade improvements to the rear of the hotel and office towers. This includes the screening of parking garage levels and retractable doors for the rear loading spaces directly across Darton Lane from the residential building. Shadow studies were also provided by the applicant to show that the residential building would not be within the shadows of the office tower the majority of the time. The transition between the two uses on the backside of the office building is not ideal, but the applicant through design changes to the rear of the building and improved Darton Lane streetscape has adequately resolved the issue to a level that planning staff feels the design is acceptable.

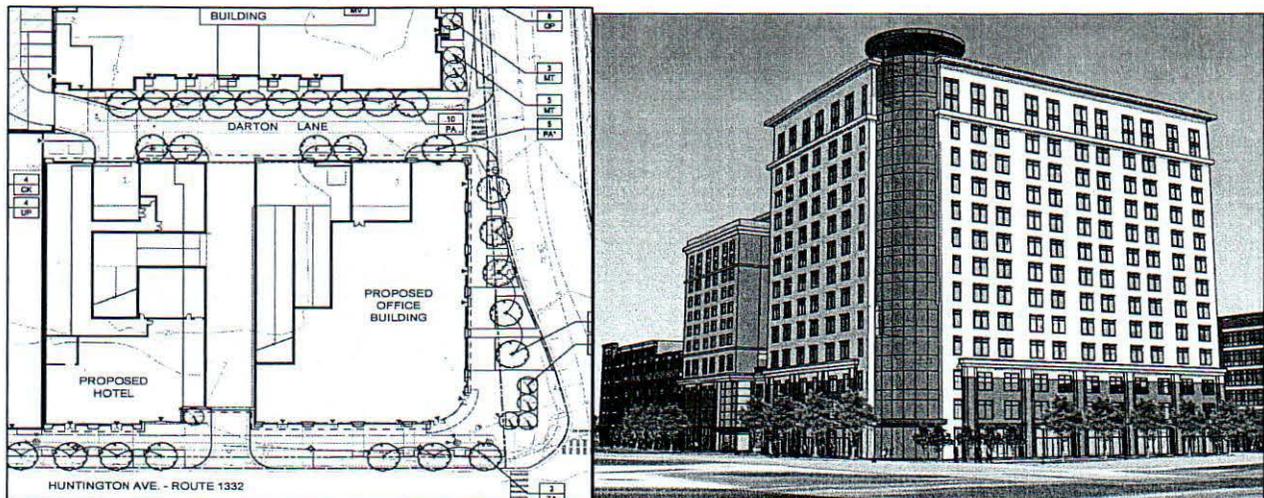


Rendered image of the Huntington Ave. frontage from Sheet 16 in plans dated 8/6/12

The façade of the office and hotel buildings have been redesigned to extend and cover the garage levels, so that these levels are no longer exposed. This treatment is provided on all sides of the buildings so that the garage levels are screened by the building façade from all street views. The applicant has adequately resolved the issue of the unscreened parking levels.

The applicant has provided a redesign of the office building to round the southeast corner as shown in the previous image, and provide the main entrance of the tower within this corner. The images below reflect these changes in the development plans and renderings, as well as showing the architectural treatment of the parking levels above lobby level.

The remaining concern is that some of the improved design changes the applicant is now proposing are reflected through elevations and exhibits in the plans that are noted as 'illustrative only.' The scaled section drawings provided on Sheet 7 show only the residential component and associated parking garage. This is problematic in that several changes the applicant is proposing that make the redesign acceptable are not formalized in the plans. It is expected the applicant will remove the 'illustrative only' text from all plan sheets and also correct any discrepancies between the dimensions in those sheets currently labeled as 'illustrative' and other plan sheets. Assuming the applicant provides these changes, this alleviates the above-stated concern.



Images from plans dated 8/6/12. On left, plan view showing rounded building corner. On right, rendering showing the rounded building corner entrance and treatment of the garage levels above the lobby.

Phasing & Interim Conditions

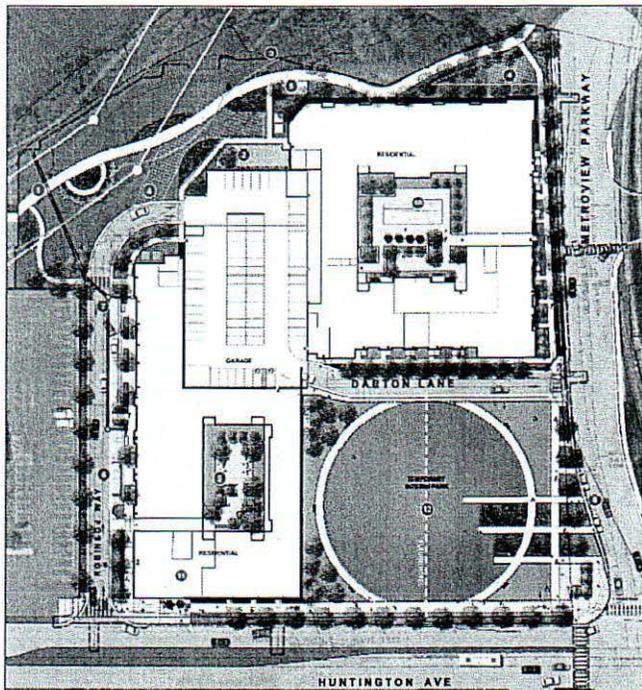
The applicant is developing the subject property in two phases, and has provided plans for two options for phasing. The Residential Phase Plan provides sheets for the development of the two multi-family residential buildings as the initial phase and the Commercial Phase Plan provides for the hotel and office component being built as the initial phase. The original submission provided a total of four development scenarios because initially the non-residential component was proposed as either two buildings – one hotel, one office building- or as one office building.

One of the concerns with a phased development was that the Residential Phase Plan would not provide a mix of uses provided until the second phase is delivered. The Plan development option for this parcel recommends that residential uses on this site are limited to 50% or less of the floor area. This was also a concern because the area surrounding the Huntington Metrorail station is comprised primarily of multi-family residential with no retail services. Given the lack of retail in the area surrounding Huntington Metro station and the comprehensive plan guidance, it was recommended that retail services and restaurant space should be provided within the initial phase of development.

The construction of only the residential portion in the first phase would also create a vacancy at the southeast corner of the property, which is the prominent location at this site at the intersection of Metroview Pkwy and Huntington Ave., and located closest to the Huntington Metrorail station on the opposite site of the intersection. It was recommended that the applicant either construct one of the buildings at this corner during the initial phase of development, or provide a quality amenity to serve both the onsite residents/tenants and the public as a place-making and gathering space.

Resolution:

Two phasing options are now provided instead of the initial four. The first and more likely option is that both residential buildings and the residential parking garage would be built first. In this phasing scenario, the applicant would develop an interim park within the future area of the hotel and office buildings. In the initial submissions, the applicant provided minimal investment in improving the future site of the hotel and office building to provide a community amenity. The applicant has provided an improved plan for this space, and the proposed park features construction of a circular trail with a central lawn and tree plantings around the periphery. The circular path would tie into the Metroview and Huntington streetscapes, which would also be constructed during the initial phase. In the alternate scenario, the hotel and office buildings would be developed first, and a similar interim park would be developed on the north side between the buildings and Cameron Run. Under both scenarios the regional trail and associated parks and landscaping on the north end of the site would be provided in the first phase of development. The residential section drawings on Sheet 7 of the August 6, 2012 plans indicate how the exposed wall of the south residential building would be treated.



Residential Option, Sheet 13 showing the proposed interim park.

The applicant has adequately addressed the interim conditions; however, staff recommends section drawings of the office and hotel buildings be provided to show how the exposed wall of the hotel building would be treated if the non-residential phase is built first.

Park Space & Trail

A major regional trail is planned along Cameron Run stream across the north end of the parcel. Additionally, Comprehensive Plan conditions for this parcel recommend a park space is developed along the wayside of the regional trail. In either development option that the applicant provides, it is proposed that the regional trail is constructed along with the residential component of the project. Along with the trail, the applicant is providing enhanced landscaping that includes new tree plantings, revegetation areas for the RPA, a fitness station, a dog park and a semi-circle with benches and planters. A narrower continuous trail will also be provided to circumnavigate the site around the buildings, with two connections to the regional trail at two points at the northeast and northwest corners of the site. This is a significant improvement from the existing surface parking that occupies the north end of the site along Cameron Run, and the improvements will help provide amenities to site users and eventual users of the regional trail. The applicant should coordinate with the Parks Authority to ensure the park space proposed fulfills the needs and intent for this property and surrounding community.

In the immediate term, the regional trail will not have connectivity beyond the boundaries of the property; however, eventual connectivity will draw many users to the north side of the subject property. As proposed, the rear parking garage will be fully exposed to this area. Ideally, the backside of the garage would be treated or screened in some way to soften its appearance. Planning staff encouraged the applicant to improve the conditions, and the applicant has provided more evergreen plantings around the base of the garage. Although this will help the appearance at ground level, screening or vegetation along the façade of the garage was suggested to enhance the visual appearance.

Resolution

The applicant has made improvements to the visual appearance of the residential parking garage on the exposed side towards the regional trail. The applicant is providing masonry banding between garage levels and column faces, and the distance between the columns is smaller to provide less uninterrupted exposed spaces. Although a fully screened garage is preferable, this is an adequate improvement over the previous designs.

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.

Water Resource Protection

The Chesapeake Bay Preservation Ordinance determines areas within the county where land uses are restricted or water quality measures must be provided. The most restrictive areas are within the Resource Protection Areas (RPAs). With few exceptions, development in these areas is restricted to water wells, recreation, infrastructure improvements, water-dependent activities and redevelopment of permitted uses.

Most of the RPA within the subject property is paved as part of the surface parking lot. The applicant intends to remove all surface parking within the RPA boundaries and will provide a significant reduction of impervious surface area within the RPA. Some impervious area will be added back within the RPA – a planned 16' wide asphalt regional trail will run along the north side of the property, and a grasspave emergency access area will extend partially into the RPA. However, these uses are permitted exceptions to the RPA development restrictions.

The applicant is intending to remove all hardscaped areas that currently exist within the RPA, and has identified several areas on the landscape plan that will be revegetated. New disturbances within the RPA will be limited to the construction of the 10' wide regional trail (asphalt) and a proposed emergency vehicle access area that will be constructed of pervious grasspave materials.

Environmental Quality Corridors protect streams, floodplains, wetlands, and any associated steep slopes along with an adequate buffer surrounding these features – as they are all crucial to the hydrological environment of the stream corridors. The subject property does not contain EQC beyond the extent of the floodplain (which is indicated on the development plans), as there are no steep slopes adjacent to the stream banks of Cameron Run at this location, and the existing paved parking lot extends up to the extents of the floodplain. Any potential impacts to the EQC would be limited to hardscape removal and planting of new vegetation.

Stormwater

The subject property is located within the Cameron Run watershed, and Cameron Run stream forms the northern boundary of the site. Stormwater runoff currently drains directly into Cameron Run. The subject application is categorized as redevelopment, and it would result in a reduction in impervious surface. Current impervious area on the property within the Resource Protection Area (RPA) is 16,060 square feet, which will be reduced to 3,819 square feet – a difference of 12,241 sf. The overall impervious area on the site will be reduced from 4.92 acres to 4.80 acres.

Although the project is designated 'redevelopment' and the applicant is not required to provide BMP features, the Policy Plan encourages development to include these features to provide retention or detention onsite rather than direct outfall. Given the proximity to Cameron Run, planning staff encouraged the applicant provide BMP or LID features to reduce the direct outflow of stormwater into the stream and improve downstream water quality.

The applicant is proffering to incorporate Best Management Practices ("BMP") such as a Stormceptor system and Filterra devices in order to further improve water quality associated with

stormwater runoff. The filterra and stormcepter devices are also identified on the landscape plans.

Green Buildings

The Plan's site-specific redevelopment option for the subject property includes a condition that new buildings will be designed and constructed to meet the criteria for LEED-Silver certification. The proffers submitted with the plans dated March 29, 2012 provided a commitment to LEED-Silver Core and Shell for the office building. For the residential structures, the applicant proffered to a choice of four green building programs: LEED for Homes, Energy Star, Earth Craft, or NAHB National Green Building Standard. The applicant proffered to the Virginia Green Program.

Although the Plan does not specify whether the LEED-Silver recommendation is applicable to all development, or just non-residential, there are not expectations elsewhere in the County for residential structures to achieve this level of commitment, including Tysons Corner urban center. Planning staff recommended that the applicant eliminate Earth Craft program from the list of residential green building proffers and proffer to a green building escrow if LEED for Homes is chosen. The applicant has complied with these recommendations and staff feels the appropriate level of commitment – LEED for Homes, LEED NC, NAHB with the Energy Star track, or the current Energy Star program - is provided for the residential structures.

Resolution:

The applicant's commitment to the Virginia Green Program was not in conformance with the Comprehensive Plan recommendation for meeting the criteria for LEED-Silver. Virginia Green Program is a self-certifying program for the state's tourism industry and does not provide measurable objectives that are needed to achieve certification. The applicant has since revised their proffer for the hotel building to commit to LEED Certification under the New Construction program. Although this is a significantly higher commitment than the Virginia Green Program, it still does not meet the Plan guidance for meeting the criteria of LEED-Silver. The applicant has verbally committed to revising the proffers for a LEED-Silver commitment for the hotel, to be reflected in draft proffers that would be submitted after the completion of this memorandum. Assuming this change is made, the proposed green building commitments are in conformance with the Plan recommendations.

Traffic Generated Noise

The subject property is exposed to noise emissions from high traffic volumes along Huntington Avenue and noise generated by Metrorail, which runs along the opposite side of Metroview Parkway. The County's Policy Plan on Environment provides recommendations addressing adequate noise attenuation for indoor and outdoor areas noise levels. Maximum noise exposure should not exceed 65 dBA for outdoor activity areas, 50dBA for office environments, and 45 dBA for residences, schools, theaters and other noise sensitive uses. No residential uses should be constructed in any areas exceeding 75dBA.

The applicants have provided a traffic noise analysis, conducted by Polysonics Corporation. The noise analysis concludes that traffic noise from the Capital Beltway is beyond 600' feet and

would only produce up to 60dBA at the northernmost area of the property. This does not exceed the threshold for noise in outdoor recreational areas. Noise along Huntington Avenue does not exceed 67dBA, and would not exceed 68dBA based on traffic projections for year 2023. Noise generated from the Metrorail on the east side of the property does not exceed 72 dBA and will not exceed 73 dBA for 2023 traffic projections. Interior courtyards would be shielded by the buildings and would remain below 65dBA. In order to achieve residential interior levels of 45 dBA, attenuation would be needed in areas of 65dBA or higher – this is also applicable to hotel uses. Office uses within areas of 70dBA or higher would also need to be addressed.

Based on the analysis provided, no residential areas are proposed in areas expected to exceed 75dBA, but design and construction measures would be needed for residential uses in areas with noise levels of greater than 65dBA in order to achieve maximum interior noise level of 45dBA – this is also applicable to hotel uses. Office uses within areas of greater than 70dBA would also need to be addressed in order to achieve 50dBA for interior noise.

Resolution

Proffers dated August 6, 2012 address residential construction along Metroview Parkway where noise levels are between 70dBA and 75dBA, as well as proffers for residential construction along Huntington Avenue, which would be exposed to noise levels between 65-70dBA. The residential proffers provided for noise are adequate; however, hotel uses are treated as residential for the purposes of noise mitigation, and the applicant should expand the proffers for Huntington Avenue to include the hotel building. Additionally, because areas of the office building are exposed to noise levels greater than 70dBA along Metroview Parkway, proffers ensuring noise attenuation for the office building to achieve interior levels of 50dBA should be provided. The applicant should provide these suggested revisions to the noise proffers in order to more adequately address the Policy Plan guidelines for noise attenuation. These changes are expected in a new proffer statement to be submitted after the writing of this memorandum – and would be in conformance with Policy Plan guidance.

COUNTYWIDE TRAILS PLAN

The Countywide Trails Plan map shows a major regional trail is planned along Cameron Run stream, and shows both a major paved trail and a minor paved trail along Huntington Avenue. The applicant is proposing to construct their portion of the regional trail that is within the subject property. A 25' wide streetscape area is proposed along Huntington Avenue which includes an 8' wide sidewalk.

PGN/STB

GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

Fairfax County seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging transit-oriented development (TOD) as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations.

The following guidelines and design principles are intended to effect well-planned transit-oriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort. When applicable, these principles should be used in the review of major rezoning cases for development around planned and existing rail transit stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.

1. Transit Proximity and Station Area Boundaries:

Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.

This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk, subject to site-specific considerations. Station-specific delineations should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of pedestrian usage of transit and therefore affect the expected walking distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To protect existing stable neighborhoods in the vicinity of transit but not planned for transit-oriented development or redevelopment, and to focus density toward the station, Area Plans should include clearly delineated boundaries for transit-oriented development based upon these criteria and a recognition of the respective differences in service levels and capacity of heavy rail, commuter rail and light rail transit which influence the overall density and intensity appropriate for a particular station area.

2. Station-specific Flexibility:

Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas.

Each of Fairfax County's planned and existing rail transit stations has a unique character in terms of surrounding land uses, transportation infrastructure and roadways, environmental and topographical characteristics, and location within the rail system. Although each individual station should balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD. Implementation of TOD within Transit Station Area (TSA) boundaries established in Area Plans, should consider the characteristics of the larger area surrounding the TSA (e.g., stable residential neighborhood, revitalization area, urban center). Transit station areas within a larger mixed-use center should be integrated into the overall planning fabric of the mixed-use center.

3. **Pedestrian and Bicycle Access:**

Provide safe pedestrian and bicycle travel to and from and within the station area.

Non-motorized access and circulation are critical elements of successful TODs and should be encouraged. Techniques to promote maximum pedestrian and bicycle access must include an integrated pedestrian and bicycle system plan with features such as on-road bicycle lanes, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, adequate lighting, covered walkways, pedestrian aids such as moving sidewalks and escalators, covered and secure bicycle storage facilities close to the station, shower and changing facilities, a pedestrian-friendly street network, and appropriate sidewalk width. Conflict between vehicles and pedestrians/bicyclists should be minimized. This may be achieved through the appropriate location of parking facilities including kiss-and-ride facilities, and the appropriate location and design of access roads to the rail transit station. Planning for accessible trail systems should consider distances traveled by both pedestrians and cyclists and should provide usable trails and other systems beyond the Transit Station Area.

4. **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.

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. **Housing Affordability:**

Provide for a range of housing opportunities by incorporating a mix of housing types and sizes and including housing for a range of different income levels.

Housing within TODs should be accessible to those most dependent on public transportation, including older adults, persons with disabilities and other special needs, and persons with limited income. Housing should be provided within the residential component of a TOD for low and moderate income residents. Affordable and workforce housing should be provided on-site or, if an alternative location can provide a substantially greater number of units, in adjacent areas within the TOD. Housing for seniors is encouraged to the extent feasible.

6. **Urban Design:**

Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a

pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high-quality architecture.

7. 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 street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

8. 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.

Proper size and location of parking facilities contribute to creation of a pedestrian- and transit-supportive environment. The use of maximum parking requirements, shared use parking facilities, incentive programs to reduce automobile usage, carpooling, metered parking, car-sharing programs, neighborhood parking programs, and other techniques can encourage the use of transit while also maximizing the use of parking spaces at different times of day. Efforts to provide urban design elements such as on-street parking, placement of parking structures underground and minimizing surface parking lots are encouraged. Wherever possible, ground floor uses and activities should be incorporated into structured parking, particularly where parking structures are located along streets where pedestrian activity is encouraged. Location of commuter garages should be sensitive to pedestrian and bicycle activity within and adjacent to the Transit Station Area and adjacent neighborhoods.

9. Transportation and Traffic:

Promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.

A TOD should contain the following characteristics relating to transportation and traffic:

- A multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities, that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.

- A design that accommodates, but minimizes single occupant vehicle trips. Additional measures to minimize single occupant vehicle trips, including Transportation Demand Management measures, should be identified and applied.
- Traffic-calming measures, design techniques and road alignment that balance pedestrian and bicycle accessibility and vehicular access.

The cumulative impacts of TOD on transportation infrastructure should be evaluated in the TOD area, and improvements provided where needed. *The impacts on roads:* Where applicable, a higher level of delay is acceptable for vehicular traffic within TOD areas. A non-degradation policy should be applied to areas immediately adjacent to a TOD area and to arterials serving the TOD area. This policy requires that traffic flow in these adjacent areas and on arterials serving the TOD area perform no worse after development of a TOD takes place. Where it is not possible or appropriate to maintain a non-degradation policy, in lieu of additional road capacity, there can be improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the TOD area. *The impacts on transit, pedestrian, and bicycle facilities:* A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service can be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless should be maintained during TOD development. A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections.

10. **Vision for the Community:**

Strive to achieve a broadly inclusive, collaborative, community participation process when evaluating TOD plans that propose substantial changes in use, intensity or density for existing or new transit station areas planning efforts.

Broad-based support and collaboration can be achieved through planning processes that encourage involvement and participation. These processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. While the particulars of the process should relate to each station, planning processes should include the use of citizen task forces, the Area Plans Review process and other means to result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD vision that is integrated with and complements surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad-based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; and (5) continuing stakeholder involvement on a collaborative.

11. Regional Framework:

Provide a more efficient land use pattern by concentrating growth around existing and planned transit station areas.

Maximizing development around transit can provide a regional benefit by accommodating some of the region's projected employment and residential growth, as well as making jobs accessible by transit. In instances where substantial changes in use, density or intensity are being considered as part of station area planning, the implications and impacts on the transit system should be considered. Cumulative impacts on transit service and capacity as well as on traffic capacity should be evaluated in a transit-oriented development, and improvements evaluated where needed. These planning efforts should include coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers, such as WMATA and VRE. The use of Transfer of Development Rights (TDR's) should be examined as a technique to relocate zoned density to TOD areas if it results in future development that agrees with Comprehensive Plan recommendations.

12. Environmental Considerations:

Seek opportunities for mitigating environmental impacts of development.

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. The utilization of land near transit and the existing infrastructure allows the County to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental impacts (such as impacts on mature trees and stormwater runoff) of proposed development should be examined and mitigated to minimize potential negative impacts. Low Impact Development Techniques, such as rain gardens and green roofs, should be incorporated into proposed developments to reduce potential impacts of stormwater runoff from these areas. Development in TODs should be designed in a manner that conserves natural resources; the application of energy and water conservation measures should be encouraged. Sites undergoing redevelopment should optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

13. Economic Benefits:

Create an employment base and encourage commercial revitalization adjacent to transit facilities.

Development around transit stations can help to address housing and transportation costs in the County by providing opportunities to balance these costs in TODs. Employment uses near transit can provide opportunities for lowered transportation costs for employees. Additionally, housing near transit offers similar transportation savings and opportunities for housing near employment. Opportunities to create new small business opportunities as well as assist in the retention of existing small businesses should be evaluated as part of TOD planning.

14. Open Space:

Provide publicly-accessible, high-quality, usable open space.

Urban parks and open space contribute to a development's sense of place and are integral amenities offered to residents, workers and shoppers. Transit-oriented development plans should provide amenities such as public gathering spaces, civic focal points, plazas and open green space and offer a variety of activities such as dining, casual games and recreation, performances, visual arts and special events. These spaces should be accessible to the larger community as well as the immediate transit-oriented development area. Development plans should also incorporate open space preservation, such as stream valleys, where appropriate, and provide access to the County's network of parks and trails.

15. Public Facilities and Infrastructure:

Evaluate opportunities to include public facility improvements and services within the TOD area.

TOD may provide opportunities to improve public facilities. Locating public facilities in station areas provides important public services in areas accessible to public transportation and can increase activity within the TOD. Cumulative impacts of development in a TOD on public facilities and transit access facilities should be identified and offset. Such impacts include those on schools, parks, libraries, police, fire and rescue, water and sewer, stormwater management and other publicly owned community facilities. Current data on station access facilities and demand should be used as available, to assess needs for replacement or enhancement of facilities such as bus bays, taxi access, substations and parking.

16. Phasing of Development:

Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.

A balanced mix of residential and non-residential uses should be provided to encourage a critical mass of pedestrian activity. However, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the TOD, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors within the transit-oriented development area. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased as well so that provision of these facilities is not postponed until final phasing of a development.

RESIDENTIAL DEVELOPMENT CRITERIA

Fairfax County expects new residential development to enhance the community by: fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on other public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing and, being responsive to the unique site specific considerations of the property. To that end, the following criteria are to be used in evaluating zoning requests for new residential development. The resolution of issues identified during the evaluation of a specific development proposal is critical if the proposal is to receive favorable consideration.

Where the Plan recommends a possible increase in density above the existing zoning of the property, achievement of the requested density will be based, in substantial part, on whether development related issues are satisfactorily addressed as determined by application of these development criteria. Most, if not all, of the criteria will be applicable in every application; however, due to the differing nature of specific development proposals and their impacts, the development criteria need not be equally weighted. If there are extraordinary circumstances, a single criterion or several criteria may be overriding in evaluating the merits of a particular proposal. Use of these criteria as an evaluation tool is not intended to be limiting in regard to review of the application with respect to other guidance found in the Plan or other aspects that the applicant incorporates into the development proposal. Applicants are encouraged to submit the best possible development proposals. In applying the Residential Development Criteria to specific projects and in determining whether a criterion has been satisfied, factors such as the following may be considered:

- the size of the project
- site specific issues that affect the applicant's ability to address in a meaningful way relevant development issues
- whether the proposal is advancing the guidance found in the area plans or other planning and policy goals (e.g. revitalization).

When there has been an identified need or problem, credit toward satisfying the criteria will be awarded based upon whether proposed commitments by the applicant will significantly advance problem resolution. In all cases, the responsibility for demonstrating satisfaction of the criteria rests with the applicant.

1. Site Design:

All rezoning applications for residential development should be characterized by high quality site design. Rezoning proposals for residential development, regardless of the proposed density, will be evaluated based upon the following principles, although not all of the principles may be applicable for all developments.

- a) *Consolidation*: Developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels. In any event, the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan.

b) *Layout*: The layout should:

- provide logical, functional and appropriate relationships among the various parts (e. g. dwelling units, yards, streets, open space, stormwater management facilities, existing vegetation, noise mitigation measures, sidewalks and fences);
- provide dwelling units that are oriented appropriately to adjacent streets and homes;
- include usable yard areas within the individual lots that accommodate the future construction of decks, sunrooms, porches, and/or accessory structures in the layout of the lots, and that provide space for landscaping to thrive and for maintenance activities;
- provide logical and appropriate relationships among the proposed lots including the relationships of yards, the orientation of the dwelling units, and the use of pipestem lots;
- provide convenient access to transit facilities;
- Identify all existing utilities and make every effort to identify all proposed utilities and stormwater management outfall areas; encourage utility collocation where feasible.

c) *Open Space*: Developments should provide usable, accessible, and well-integrated open space. This principle is applicable to all projects where open space is required by the Zoning Ordinance and should be considered, where appropriate, in other circumstances.

d) *Landscaping*: Developments should provide appropriate landscaping: for example, in parking lots, in open space areas, along streets, in and around stormwater management facilities, and on individual lots.

e) *Amenities*: Developments should provide amenities such as benches, gazebos, recreational amenities, play areas for children, walls and fences, special paving treatments, street furniture, and lighting.

2. **Neighborhood Context:**

All rezoning applications for residential development, regardless of the proposed density, should be designed to fit into the community within which the development is to be located. Developments should fit into the fabric of their adjacent neighborhoods, as evidenced by an evaluation of:

- transitions to abutting and adjacent uses;
- lot sizes, particularly along the periphery;
- bulk/mass of the proposed dwelling units;
- setbacks (front, side and rear);
- orientation of the proposed dwelling units to adjacent streets and homes;
- architectural elevations and materials;
- pedestrian, bicycle and vehicular connections to off-site trails, roadways, transit facilities and land uses;
- existing topography and vegetative cover and proposed changes to them as a result of clearing and grading.

It is not expected that developments will be identical to their neighbors, but that the

development fit into the fabric of the community. In evaluating this criterion, the individual circumstances of the property will be considered: such as, the nature of existing and planned development surrounding and/or adjacent to the property; whether the property provides a transition between different uses or densities; whether access to an infill development is through an existing neighborhood; or, whether the property is within an area that is planned for redevelopment.

3. Environment:

All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles, where applicable.

- a) *Preservation:* Developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, EQCs, RPAs, woodlands, wetlands and other environmentally sensitive areas.
- b) *Slopes and Soils:* The design of developments should take existing topographic conditions and soil characteristics into consideration.
- c) *Water Quality:* Developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and better site design and low impact development (LID) techniques.
- d) *Drainage:* The volume and velocity of stormwater runoff from new development should be managed in order to avoid impacts on downstream properties. Where drainage is a particular concern, the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans.
- e) *Noise:* Developments should protect future and current residents and others from the adverse impacts of transportation generated noise.
- f) *Lighting:* Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky.
- g) *Energy:* Developments should use site design techniques such as solar orientation and landscaping to achieve energy savings, and should be designed to encourage and facilitate walking and bicycling. Energy efficiency measures should be incorporated into building design and construction.

4. Tree Preservation and Tree Cover Requirements:

All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the County, it is highly desirable that

developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality-sensitive tree preservation and planting efforts (see Objective 1, Policy c in the Environment section of this document) are also encouraged.

5. **Transportation:**

All rezoning applications for residential development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. Accepted techniques should be utilized for analysis of the development's impact on the network. Residential development considered under these criteria will range widely in density and, therefore, will result in differing impacts to the transportation network. Some criteria will have universal applicability while others will apply only under specific circumstances. Regardless of the proposed density, applications will be evaluated based upon the following principles, although not all of the principles may be applicable.

a) *Transportation Improvements:* Residential development should provide safe and adequate access to the road network, maintain the ability of local streets to safely accommodate traffic, and offset the impact of additional traffic through commitments to the following:

- Capacity enhancements to nearby arterial and collector streets;
- Street design features that improve safety and mobility for non-motorized forms of transportation;
- Signals and other traffic control measures;
- Development phasing to coincide with identified transportation improvements;
- Right-of-way dedication;
- Construction of other improvements beyond ordinance requirements;
- Monetary contributions for improvements in the vicinity of the development.

b) *Transit/Transportation Management:* Mass transit usage and other transportation measures to reduce vehicular trips should be encouraged by:

- Provision of bus shelters;
- Implementation and/or participation in a shuttle bus service;
- Participation in programs designed to reduce vehicular trips;
- Incorporation of transit facilities within the development and integration of transit with adjacent areas;
- Provision of trails and facilities that increase safety and mobility for non-motorized travel.

c) *Interconnection of the Street Network:* Vehicular connections between neighborhoods should be provided, as follows:

- Local streets within the development should be connected with adjacent local streets to improve neighborhood circulation;
- When appropriate, existing stub streets should be connected to adjoining parcels. If street connections are dedicated but not constructed with development, they should be identified with signage that indicates the street is

- to be extended;
 - Streets should be designed and constructed to accommodate safe and convenient usage by buses and non-motorized forms of transportation;
 - Traffic calming measures should be implemented where needed to discourage cut-through traffic, increase safety and reduce vehicular speed;
 - The number and length of long, single-ended roadways should be minimized;
 - Sufficient access for public safety vehicles should be ensured.
- d) *Streets*: Public streets are preferred. If private streets are proposed in single family detached developments, the applicant shall demonstrate the benefits for such streets. Applicants should make appropriate design and construction commitments for all private streets so as to minimize maintenance costs which may accrue to future property owners. Furthermore, convenience and safety issues such as parking on private streets should be considered during the review process.
- e) *Non-motorized Facilities*: Non-motorized facilities, such as those listed below, should be provided:
- Connections to transit facilities;
 - Connections between adjoining neighborhoods;
 - Connections to existing non-motorized facilities;
 - Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;
 - An internal non-motorized facility network with pedestrian and natural amenities, particularly those included in the Comprehensive Plan;
 - Offsite non-motorized facilities, particularly those included in the Comprehensive Plan;
 - Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;
 - Construction of non-motorized facilities on both sides of the street is preferred. If construction on a single side of the street is proposed, the applicant shall demonstrate the public benefit of a limited facility.
- f) *Alternative Street Designs*: Under specific design conditions for individual sites or where existing features such as trees, topography, etc. are important elements, modifications to the public street standards may be considered.

6. **Public Facilities:**

Residential development impacts public facility systems (i.e., schools, parks, libraries, police, fire and rescue, stormwater management and other publicly owned community facilities). These impacts will be identified and evaluated during the development review process. For schools, a methodology approved by the Board of Supervisors, after input and recommendation by the School Board, will be used as a guideline for determining the impact of additional students generated by the new development.

Given the variety of public facility needs throughout the County, on a case-by-case basis, public facility needs will be evaluated so that local concerns may be addressed.

All rezoning applications for residential development are expected to offset their public facility impact and to first address public facility needs in the vicinity of the proposed development. Impact offset may be accomplished through the dedication of land suitable for the construction of an identified public facility need, the construction of

public facilities, the contribution of specified in-kind goods, services or cash earmarked for those uses, and/or monetary contributions to be used toward funding capital improvement projects. Selection of the appropriate offset mechanism should maximize the public benefit of the contribution.

Furthermore, phasing of development may be required to ensure mitigation of impacts.

7. Affordable Housing:

Ensuring an adequate supply of housing for low and moderate income families, those with special accessibility requirements, and those with other special needs is a goal of the County. Part 8 of Article 2 of the Zoning Ordinance requires the provision of Affordable Dwelling Units (ADUs) in certain circumstances. Criterion #7 is applicable to all rezoning applications and/or portions thereof that are not required to provide any Affordable Dwelling Units, regardless of the planned density range for the site.

- a) *Dedication of Units or Land:* If the applicant elects to fulfill this criterion by providing affordable units that are not otherwise required by the ADU Ordinance: a maximum density of 20% above the upper limit of the Plan range could be achieved if 12.5% of the total number of single family detached and attached units are provided pursuant to the Affordable Dwelling Unit Program; and, a maximum density of 10% or 20% above the upper limit of the Plan range could be achieved if 6.25% or 12.5%, respectively of the total number of multifamily units are provided to the Affordable Dwelling Unit Program. As an alternative, land, adequate and ready to be developed for an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity as may be approved by the Board.
- b) *Housing Trust Fund Contributions:* Satisfaction of this criterion may also be achieved by a contribution to the Housing Trust Fund or, as may be approved by the Board, a monetary and/or in-kind contribution to another entity whose mission is to provide affordable housing in Fairfax County, equal to 0.5% of the value of all of the units approved on the property except those that result in the provision of ADUs. This contribution shall be payable prior to the issuance of the first building permit. For for-sale projects, the percentage set forth above is based upon the aggregate sales price of all of the units subject to the contribution, as if all of those units were sold at the time of the issuance of the first building permit, and is estimated through comparable sales of similar type units. For rental projects, the amount of the contribution is based upon the total development cost of the portion of the project subject to the contribution for all elements necessary to bring the project to market, including land, financing, soft costs and construction. The sales price or development cost will be determined by the Department of Housing and Community Development, in consultation with the Applicant and the Department of Public Works and Environmental Services. If this criterion is fulfilled by a contribution as set forth in this paragraph, the density bonus permitted in a) above does not apply.

8. Heritage Resources:

Heritage resources are those sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, or historic heritage of the County or its communities. Such sites or structures have been 1) listed on, or

determined eligible for listing on, the National Register of Historic Places or the Virginia Landmarks Register; 2) determined to be a contributing structure within a district so listed or eligible for listing; 3) located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or 4) listed on, or having a reasonable potential as determined by the County, for meeting the criteria for listing on, the Fairfax County Inventories of Historic or Archaeological Sites.

In reviewing rezoning applications for properties on which known or potential heritage resources are located, some or all of the following shall apply:

- a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved;
- b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;
- c) Submit proposals for archaeological work to the County for review and approval and, unless otherwise agreed, conduct such work in accordance with state standards;
- d) Preserve and rehabilitate heritage resources for continued or adaptive use where feasible;
- e) Submit proposals to change the exterior appearance of, relocate, or demolish historic structures to the Fairfax County Architectural Review Board for review and approval;
- f) Document heritage resources to be demolished or relocated;
- g) Design new structures and site improvements, including clearing and grading, to enhance rather than harm heritage resources;
- h) Establish easements that will assure continued preservation of heritage resources with an appropriate entity such as the County's Open Space and Historic Preservation Easement Program; and
- i) Provide a Fairfax County Historical Marker or Virginia Historical Highway Marker on or near the site of a heritage resource, if recommended and approved by the Fairfax County History Commission.

ROLE OF DENSITY RANGES IN AREA PLANS

Density ranges for property planned for residential development, expressed generally in terms of dwelling units per acre, are recommended in the Area Plans and are shown on the Comprehensive Plan Map. Where the Plan text and map differ, the text governs. In defining the density range:

- the "base level" of the range is defined as the lowest density recommended in the Plan range, i.e., 5 dwelling units per acre in the 5-8 dwelling unit per acre range;
- the "high end" of the range is defined as the base level plus 60% of the density range in a particular Plan category, which in the residential density range of 5-8 dwelling units per acre would be considered as 6.8 dwelling units per acre and above; and,
- the upper limit is defined as the maximum density called for in any Plan range, which, in the 5-8 dwelling unit per acre range would be 8 dwelling units per acre.
- In instances where a range is not specified in the Plan, for example where the Plan calls for residential density up to 30 dwelling units per acre, the density cited in the Plan shall be construed to equate to the upper limit of the Plan range, and the base level shall be the upper limit of the next lower Plan range, in this instance, 20 dwelling units per acre.



County of Fairfax, Virginia

MEMORANDUM

DATE: August 20, 2012

TO: Barbara C. Berlin, Director, Zoning Evaluation Division
Department of Planning & Zoning

FROM: *Barbara Byron*
Barbara Byron, Director
Office of Community Revitalization

SUBJECT: RZ/FDP 2012-MV-031; Mid-Atlantic Realty

The Office of Community Revitalization (OCR) has reviewed the above referenced Conceptual Development Plan/General Development Plan dated stamped as "Received Department of Planning and Zoning, August 7, 2012."

The applicant is seeking a rezoning from the I-5 to the PRM District to remove an existing older, mid-rise office building and build a mixed use development consisting of 370,000 SF of residential (up to 390 dwelling units), a 110,000 SF hotel (up to 200 rooms) and a 260,000 SF office building, including 6,000 SF of ground floor retail. The total development will be 780,000 SF resulting in an FAR of 2.78.

The applicant has worked cooperatively with staff to make substantial revisions to its initial submission. The final design responds to staff concerns about scale, transitions between different uses and architectural treatments, especially of the structured parking. In particular, the applicant's commitment to underground utilities along Huntington Avenue and its addition of more green space and landscaping on Darton Lane will allow for a vastly improved streetscape and pedestrian experience. Finally, the applicant is providing for a significantly enhanced interim park at a highly visible location across from the Huntington Metro.

The applicant is providing high quality architecture and site design, streetscape and development amenities. This redevelopment project will make a valuable contribution to the successful revitalization of the Huntington Avenue Corridor and will serve as a good example of mixed-use development for the surrounding area.

Cc. Bill Mayland, DPZ
OCR Files



Office of Community Revitalization
12055 Government Center Parkway, Suite 1048
Fairfax, VA 22035
703-324-9300, TTY 711
www.fcrcv.org



County of Fairfax, Virginia

MEMORANDUM

DATE: April 10, 2012

TO: Bill Mayland, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Beth Forbes, Stormwater Engineer *BF*
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: Rezoning/Final Design Plan/Comprehensive Design Plan Amendment
Application #RZ/FDP/CDPA 2011-MV-031, Midatlantic Realty Partners –
2550 Huntington Avenue, Conceptual/Final Development Plan dated
March 29, 2012, LDS Project #1302-ZONA-001-2, Tax Map #83-1-01-
0034C, Mount Vernon District

We have reviewed the subject application and offer the following stormwater management comments.

Chesapeake Bay Preservation Ordinance (CBPO)

There is Resource Protection Area (RPA) on this site. An RPA delineation study, #1302-RPA-001-1, was approved on June 9, 2008. The plan depicts the approved boundary.

A parking area and storm drains now in the RPA are proposed to be removed. A public trail, a storm drain, an emergency vehicle turn-around, sidewalks, seating and lighting have been proposed for the RPA. Since the amount of impervious surface in the RPA will be reduced, these improvements can be approved administratively during the site review process as redevelopment. Redevelopment is an allowed use in the RPA (CBPO 118-2-1(b)). A Water Quality Impact Assessment (WQIA) would be submitted for the redevelopment as a part of the site plan submission (CBPO 118-4-4). A vegetative buffer will be expected to be a part of the mitigation measures provided in the WQIA; shrubs and groundcovers must be planted throughout the RPA despite what is shown as an RPA replanting areas on Sheet 40 of the plan. Trees must be planted in areas unencumbered by site constraints, e.g. existing and proposed utilities.

Since there is a significant reduction in impervious area proposed in both the RPA and the Resource Management Area, water quality control facilities are not are required for this redevelopment (PFM 6-0401.2B). The applicant has proffered 3 Filtterra units and a Stormceptor which are located on the plan.

Floodplain

There are regulated floodplains on the property. The disturbances proposed within the floodplain are the removal of asphalt and the installation of a storm drain. Both of these uses can be approved administratively during the site plan process (ZO 2-903).

Department of Public Works and Environmental Services
Land Development Services, Site Development & Inspections Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720 • TTY 711 • FAX 703-324-8359



Downstream Drainage Complaints

The downstream drainage complaints on file are outside the normal extent of review of both the PFM and the submittal requirements of the Zoning Ordinance.

Stormwater Detention

Since there is a reduction in impervious area proposed, stormwater detention is likely to be waived once adequate outfall is demonstrated (PFM 6-0301.3, LTI 88-21).

Site Outfall

An outfall narrative has not been provided (ZO 18-202 paragraph 10.F.(2)(c)). There are at least 2 outfalls for this site. One outfall flows directly to Cameron Run. The other flows through the Midtown Alexandria Station development. The applicant must provide a narrative describing the adequacy and stability of both outfalls. Also, it is not clear how the runoff from Option 1 – Commercial Phase will be handled. It is possible that a third outfall – west along Huntington Avenue – will need to be described as well.

Dam Breach

This property is entirely within the dam breach inundation zone for the Lake Barcroft Dam. The site plan should note this situation (LTI 09-10).

Landscape Plan

The landscape plan for the RPA is insufficient; see the comments under the CBPO heading, above. No trees can be planted within 5 feet of a storm drain easement or in a location where they will interfere with existing or proposed storm drains (PFM 12-0515.6B). There is an existing storm drain easement along Huntington Avenue. The landscape plan shows trees to be planted along the boundary with Huntington Avenue. Also, there are trees proposed along Metroview Parkway very close to storm drains proposed for construction within the right-of-way.

These comments are based on the 2011 version of the Public Facilities Manual (PFM). A new stormwater ordinance and updates to the PFM's stormwater requirements are being developed as a result of changes to state code (see 4VAC50-60 adopted May 24, 2011). The site plan for this application may be required to conform to the updated PFM and the new ordinance.

Please contact me at 703-324-1720 if you require additional information.

BF/

cc: Don Demetrius, Chief, Watershed Evaluation Branch, Stormwater Planning Division,
DPWES
Bijan Sistani, Branch Chief South, SDID, DPWES
Zoning Application File



County of Fairfax, Virginia

MEMORANDUM

July 31, 2012

TO: Bill Mayland, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Jessica Strother, Urban Forester II
Forest Conservation Section, UFMD, DPWES

SUBJECT: 2550 Huntington Avenue, RZ/FDP 2011-MV-031

RE: Comments and Recommendations – Latest Proposal

This review is based on the Conceptual/Final Development Plan (CDP/FDP) stamped as received by the Department of Planning and Zoning on June 28th, 2012. Earlier comments on a proposal that was considerably different (than the June 28th) proposal were forwarded to you on May 4, 2012. Comments prior to that were forwarded to you on November 15, 2011, based on an October 11, 2011 proposal. A site visit was conducted the week of November 14, 2011.

A meeting with the Applicant was held on July 25, 2012. Some questions were raised and discussed and additional recommendations are italicized in this report.

Proffers dated June 25, 2012 are included and a review of those is provided.

1. **Comment:** (Previous Comment) The Applicant's development proposal, which includes both Options 1 and 2 do not sufficiently address streetscaping along the Huntington Avenue frontage, which is also transitional screening. Additionally, mitigation of visual impacts from structured parking has not been addressed. The Comprehensive Plan Huntington Community Planning Sector for Transit Development states "Proffer of a development plan that provides high quality site design, streetscaping, urban design and development amenities", as being needed for this proposal. The Land Unit G recommendations within the Planning Sector also states "Provision of high-quality architecture.....and mitigation of visual impacts of structured parking".

Recommendation: The design on the development plan should be revised to include the following:

- a. Adequate streetscape landscaping that also incorporates bedding plants along the Huntington Avenue frontage. The building along Huntington Avenue will need to be re-located further into the site in order to accommodate streetscaping. The Applicant should proffer to provide no less than an 8 foot wide planting bed along

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the frontage. Previously a planting pit was proposed, and it appears this is not part of the current plan.

**It was confirmed by the Applicant that there are no utility easements along the Huntington Avenue frontage in the meeting on July 25, 2012. However, there may be problems with site distance and turn lanes.*

- b. Some of the proposed streetscaping along Metro View Parkway is off-site, appears to be within the VDOT right-of-way and or is located in an area that is insufficient in size to support large/medium shade trees. Re-positioning of the sidewalk/trail in this area should occur to allow for more room for planting of trees.

**It was confirmed by the Applicant that there may insufficient room to achieve at full 8 foot wide planting strip, with at least 4 feet of width either side of the proposed trees, in the meeting on July 25, 2012. UFMD confirms that it is possible to allow for trees to be planted next to the right-of-way, as long as there is at least 4 foot width adjacent to a structure. Trees are permissible adjacent to sanitary sewer easements, although not recommended.*

- c. There are numerous opportunities to mitigate the buildings and structured parking by using green screens and green walls. Most of these designs are not expensive and would enhance the site. This is a significant opportunity to address the Comprehensive Plan on several fronts.

2. **Comment:** Some of the interior parking lot landscaping (large shade trees-Category IV) are proposed within planters that are sized based on the PFM for a Category II tree species. Either eliminate the planters and increase the size of the planting area, or revise the tree species to a Category II tree. Additionally, revise the parking lot landscaping and canopy calculations. *This was advised and generally agreed to in the July 25, 2012 meeting.*

Recommendation: The development plan and landscape sheets should be revised.

3. **Comment:** Portions of the development plan reflect various development Options. However, the illustrations sheets of the development plan do match the various Options-landscape plan.

Recommendation: The development plan sheets should be revised to all match. *It was agreed to find a way to ensure this will occur at the meeting on July 25, 2012.*



4. **Comment:** The legend on sheet 25 of the development plan refers to certain planting techniques or approaches in providing plantings, including with the Resource Protection Area. However, details have not been provided.

Recommendation: Details sufficiently showing what is proposed for species, numbers, and from an engineering standpoint must be provided and shown on the development plan. *It was agreed that this will occur in the meeting on July 25, 2012.*

5. **Comment:** The plant schedule on sheet 26 of the development plan should be revised to show either Norway spruce or deodar cedar in lieu of cryptomeria because they are hardier trees. The reference to crape myrtle should include the cultivar "Natchez" on the plan for canopy credit.

Recommendation: Revise the plant schedule on the development plan.

6. **Comment:** Based on the recommendations and discussion on July 25, 2012, ensure the appropriate amount of tree canopy is provided to meet the requirements in the PFM.

Recommendation: Evaluate and provide additional trees, as applicable

Proffer Recommendations:

1. Ensure references to Urban Forester include County Urban Forester.
2. Eliminate proffer #4A through C because there are not existing trees to be preserved.
3. The Applicant should provide a proffer that addresses providing the appropriate amount of planting space for all tree plantings based on the PFM.





County of Fairfax, Virginia

MEMORANDUM

DATE: August 15, 2012

TO: Barbara Berlin, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Angela Kadar Rodeheaver, Chief
Site Analysis Section
Department of Transportation 

FILE: 3-4 (RZ 2011-MV-031)

SUBJECT: Transportation Impact

REFERENCE: RZ 2011-MV-031; FDP 2011-MV-031
MidAtlantic Realty Partners, LLC
Traffic Analysis Zone: 2065 (New 8.0 Land Use/Zonal Structure)
Land Identification Map: 083-1 ((01)) 0034C

Transmitted, herewith, are comments and recommendations from the Fairfax County Department of Transportation (DOT), with respect to the above-referenced application (a.k.a. 2550 Huntington Avenue; a.k.a. MidAtlantic Realty). Comments and recommendations are based on the application for rezoning, the statement of justification, and:

- the traffic impact analysis (TIA) and revision, dated October 7, 2011 and March 6, 2012, respectively;
- an addendum to the TIA addressing Virginia Department of Transportation (VDOT) concerns, dated July 23, 2012;
- updated conceptual and final development plans (CDP/FDP), dated August 6, 2012; and
- updated proffers, dated August 6, 2012.

The subject site is located on the northwest corner of Huntington Avenue (Route 1332), an urban minor arterial, and Metroview Parkway (Route 8750), a local street, within Land Unit G of the Huntington Community Planning Sector (MV1), the Huntington Transit Station Area (TSA), and the Huntington Transit Development Area, in the Mount Vernon Magisterial District. 6.04 acres in size, the site currently contains a five-story office building with approximately 129,857 square feet of gross floor area.

The subject site was recently re-planned from Office, with up to a 0.30 floor area ratio (FAR), to mixed use, with up to a 3.0 FAR, allowing residential, office, and restaurant/retail uses (see BRAC APR No. 08-IV-3MV, approved by the Board of Supervisors on August 3, 2009). This subject proposal would rezone the site from Industrial (I-5) to Planned Residential Mixed-Use (PRM).

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The applicant initially considered two (2) development options, one with a hotel and one without:

TABLE 1: Land Use Options

LAND USE	OPTION 1	OPTION 2
Residential	366,000 SF (390 DU ¹)	370,000 SF (390 DU ¹)
Office	360,000 SF ²	254,000 SF ²
Hotel	-	110,000 SF ² (200 RM ³)
Retail	6,000 SF ²	6,000 SF ²
Total Square Footage	732,000 SF ²	740,000 SF ²
FAR ⁴	2.78	2.81

¹ DU = Dwelling Units ² SF = Square Feet ³ RM = Rooms ⁴ FAR = Floor Area Ratio

While initial evaluations of impact were based on Land Use Option 1, note that the applicant has now decided to pursue Option 2. Option 1 is no longer under consideration.

Transportation Overview

The proposed densities and intensities, summarized above, would create a significant impact on what is already a congested area of the Mount Vernon District. As summarized in Table 2, the applicant's TIA indicates that the proposed uses will generate approximately 4,630 trips per day, 470 trips in the a.m. peak hour, and 470 trips in the p.m. peak hour, after internal synergy, retail pass-by, and non-single occupant vehicle (SOV) trip reductions have been applied. As noted above, these figures reflect the impacts of the lesser-intense Land Use Option 2.

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 – Option 2 (Residential with Office/Hotel/Retail)

	AM PEAK HOUR			PM PEAK HOUR			DAILY
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	
Gross Trips	455	184	639	216	418	634	6,358
Reductions ¹	-116	-50	-166	-58	-111	-169	-1,724
Net New Trips	339	134	473	158	307	465	4,634

¹ Reflects Internal Synergy, Retail Pass-By, and Non-SOV (20% Residential, 25% Office, 10% Hotel) Trip Reductions

These figures are consistent with assumptions in the applicant's TIA, with mitigation, which includes a 25% non-SOV reduction for office, 20% for residential and 10% for hotel. Based on proximity to Metro, however, staff recommends a higher non-SOV reduction, or Transportation Demand Management (TDM) goal, of 30% for Option 2 (for residential and office, only).



The applicant has agreed to a 30% TDM goal (see draft proffers dated August 6, 2012).

Table 3, below, provides trip generation estimates for the would-be, adjusted trip generation, based on the staff-recommended 30% TDM Goal, which, as mentioned prior, was agreed upon by the applicant.

TABLE 3: Trip Generation – Option 2 (with 30% TDM Goal – Residential & Office)

	AM PEAK HOUR			PM PEAK HOUR			DAILY
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	
Gross Trips	455	184	639	216	418	634	6,358
Reductions ¹	-131	-57	-188	-64	-128	-192	-1,877
Net New Trips	324	127	451	152	290	442	4,481

¹ Reflects Internal Synergy, Retail Pass-By, and Non-SOV (30% Residential, 30% Office, 0% Hotel) Trip Reductions

Assuming the higher TDM Goal of 30% were met upon site buildout, we could expect approximately 150 fewer daily trips, 20 fewer a.m. peak hour trips, and 20 fewer p.m. peak hour trips, as compared to the trip generation results in the TIA. In the Huntington area, where the roadway network is building out and congestion is becoming more of an issue, every trip saved and removed from the roadway network is of benefit.

Comprehensive Plan Guidance

As part of the Huntington Transit Station Area (TSA) and Transit Development Area (TDA), the site is recommended for high-density, mixed-use development. Land use recommendations are based on concentrating development to a limited area nearest the Metrorail Station (including the subject site) and preserving existing, stable neighborhoods around the station.

The development community must address the concerns of traffic congestion for any new development within the TSA. Traffic reduction measures, such as ride-sharing, transit incentives and other transportation systems management strategies are applicable. Financing of roadway improvements and/or deferral of development until adequate infrastructure is in place are also options for addressing those concerns.

Huntington Transit Development Area (TDA)

The TDA is comprised of several land units which offer the most viable opportunities for development and redevelopment. The greatest impact of a mass transportation facility, such as the Huntington Metrorail Station, occurs in areas within a 5-7 minute walk. Development within this area will generate a substantial number of walk-on Metro riders.

Development criteria are identified for the Huntington TDA within the Comprehensive Plan (page 100 of the Mount Vernon Planning District Area Plan, Huntington Community Planning Sector). A summary of those criteria with transportation elements are shown below, with an evaluation of how well addressed as part of this application:

2. Proffer of a development plan that provides high quality site design, streetscaping, urban design, and development amenities.



The quality of site design and streetscaping, as proposed by the applicant, while not meeting the expectations and/or desires of staff, is generally acceptable.

Site design could be enhanced with the addition of more open/public/civic space and/or plazas, building more vertically to make room for those spaces, implementing more of a connected grid of streets, providing a more open/walkable site at buildout (through the center of the site in particular), etc.

Streetscaping could be enhanced by implementing more complete streets fundamentals (where feasible) and with additional streetscaping elements, such as brick pavers on sidewalks and/or crosswalks, more sidewalk café and/or seating opportunities, etc. The plan clearly calls for pedestrian-focused design. The applicant could have done a better job along Huntington Avenue and Metroview Parkway.



Note, one positive outcome is the applicant agreeing to proffer to relocating the existing, above-ground utilities along their Huntington Avenue frontage underground. This, in of itself, will help provide better streetscaping.

3. Provision of off-site public road improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit.



The applicant has agreed to proffer \$746,000 towards off-site roadway improvements within the area roadway network. This figure is based on site impacts to the planned interchange at Route 1 and Huntington Avenue and the at-grade intersections of Telegraph Road at Huntington Avenue and North Kings Highway.



Transportation system and demand management strategies and the encouragement of non-SOV trips will also be important at this site location. The applicant has agreed to a 30% TDM goal and other key TDM program elements.

8. The provision of structured parking (above or below grade). If surface parking is permitted it should be screened at the street level.



The applicant is proposing site parking within structured parking facilities.

9. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.



The existing site includes one (1) exclusive access point from Metroview Parkway and one shared access point from Huntington Avenue at the neighboring parcel (2560 Huntington Avenue). Under Option 2, the applicant proposes to maintain the existing access point from Metroview Parkway and add two new right-in, right-out access points to/from Huntington Avenue. While the applicant has not consolidated access points, but, rather, expanded beyond what exists today, the two new access points will not likely interfere with Metro Station access.



VDOT will require that access points meet access management standards. Upon review of the plans, it appears that the access onto Metroview Parkway is approximately 270' north of Huntington Avenue. Access management standards call for 200' of separation.

The new right-in, right-out access onto Huntington Avenue serving the hotel (Access "A") is approximately 225' west of Metroview Parkway. Access management standards call for 200' of separation.

The new right-in, right-out access onto Huntington Avenue serving the residential garage (Robinson Way) is approximately 300' further west from the hotel access. Access management standards call for 200' of separation.

These access points appear to meet Virginia Department of Transportation (VDOT) standards for access management and corner clearance, but would be subject to further review at site plan.

Land Unit G

In addition to the guidance put forth for the Huntington TDA, as a whole, there are site-specific conditions. Land Units G, H, I, J, and K are comprised of parcels that lie generally to the south and east of the intersection of Telegraph Road and North Kings Highway. Land Unit G is a triangle of land bound by Huntington Avenue, Cameron Run and the Metrorail guideway. Currently developed with office and industrial uses, the subject parcel, No. 083-1 ((1)) 0034C, is planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR.

Redevelopment of the site should include, at a minimum, the following site-specific elements (page 108 of the Mount Vernon Planning District Area Plan, Huntington Community Planning Sector). A summary of those elements affecting transportation are shown below, with an evaluation of how well addressed as part of this application:

- Integration of an urban park as a wayside area along the planned Cameron Run Trail;



The applicant is proposing the provision of a 10' asphalt trail along the rear of the site (along Cameron Run). This is consistent with the County's Trails Plan Map. The applicant is also proposing wayside parks, workout stations, benches, landscaping and lighting.

- 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 applicant is proposing the provision of bicycle racks. This should be clarified to refer to a bicycle storage facility and to be covered and secure. The applicant is providing an extensive network of walkways, trails and sidewalks. Benches and lighting will be provided.

- Adherence to the adopted Transit Oriented Development (TOD) Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan. A summary of those guidelines affecting transportation are shown below, with an evaluation of how well addressed as part of this application:

1. **Transit Proximity and Station Area Boundaries:** Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.



The site is located within the Huntington TDA, within ¼ mile and a five-minute walk to Metrorail.

3. **Pedestrian and Bicycle Access:** Provide safe pedestrian and bicycle travel to and from and within the station area.



The applicant proposes adequate pedestrian facilities to serve the site and Metro and has agreed to proffer a monetary contribution of \$90,000 towards on-road bicycle lanes for their Huntington Avenue frontage.

4. **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 applicant proposes a mix of residential and office land uses, with hotel and retail, which should result in an effective use of transit with a balance of incoming (office) and outgoing (residential) trips.

6. **Urban Design:** Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.



As mentioned prior, while generally acceptable, a more enhanced site design and streetscaping plan would have been preferred, as opposed to what is currently being proposed.

7. **Street Design:** Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.



Plans for the subject site, as currently proposed, provide adequate connectivity, and include roadways and bicycle/pedestrian facilities generally around the perimeter, but a grid of streets and bicycle/pedestrian facilities through a more open site design would have been preferred.

8. **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 applicant is proposing the provision of structured parking for all land uses and a reduction in parking from zoning code which would provide added encouragement and motivation for residents and office employees to utilize nearby Metrorail. Transportation staff supports the parking reduction.

9. **Transportation and Traffic:** Promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.



The applicant has provided plans that emphasize pedestrian facilities and access to transit. They have also made commitments to help facilitate the installation of on-road bicycle lanes on Huntington Avenue in the future. The applicant has proposed a TDM program as part of their proffers, as well. Staff will work with the applicant to develop an effective program which minimizes SOV trips to and from the site.

On the roadway side, a lower level of service (LOS) standard may be considered acceptable within the TOD area. LOS E or some level of LOS F may be more appropriate for a built-up, congested area such as this, as opposed to the current standard of LOS D. The non-degradation policy should be applied to areas immediately adjacent.

16. **Phasing of Development:** Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.



The applicant has provided plans that show how the project may be phased (residential first). The applicant does not indicate the potential for a mix of uses, however, within each phase, as recommended in Appendix 11. In addition, it would have been preferable for the TIA to have been conducted with phased development to show how impacts would cumulate moving towards buildout.

Pedestrian Circulation

Improvements in pedestrian circulation are needed throughout the Huntington TSA to facilitate access to the Metrorail Station and proposed new development. The plan calls for an interconnected system of walkways linking pedestrians with destinations. To facilitate this interconnectivity, there are both a major walkway and streetscaping planned for the Huntington Avenue Corridor, as shown in the Huntington TSA Pedestrian Circulation Plan (Figure 32 on page 118 of the Mount Vernon Planning District Area Plan, Huntington Community Planning Sector).



The applicant is proposing the provision of a 10' concrete sidewalk along Huntington Avenue adjacent to their buildings. The applicant is also proffering to relocate existing above ground utilities underground. While the applicant is providing adequate infrastructure for the major walkway, staff recommends the applicant be more "creative" with the use of space in front of their buildings and provide a better streetscaping plan. Special treatments along Huntington Avenue should be provided, including special paving, coordinated graphics, etc.



Note that the applicant is also proposing the provision of enhanced roadway crossings, with new crosswalks on Huntington Avenue and Metroview Parkway. The new Huntington Avenue crosswalk would be equipped with pedestrian countdown signals.

Trails

The Countywide Trails Plan Map calls for a major trail along Cameron Run and minor trail along Huntington Avenue. The Plan also calls for on-road bicycle lanes on Huntington Avenue.



The applicant is providing for the major trail along Cameron Run and adequate pedestrian facilities along Huntington Avenue. Measures are also being taken to assist in the implementation of on-road bicycle lanes on Huntington Avenue.

Staff Recommendations

Based on Comprehensive Plan guidance and criteria, as well as site impacts, Transportation staff makes the following recommendations:

- **Off-Site Impacts & Mitigation** – The applicant shall provide a monetary contribution of \$745,877.17 to be used to address off-site impacts. While the basis for this figure is rooted in specific impacts and improvements (see below), use of these funds should be made available to address transportation deficiencies, in general, within a two-mile radius of the site.
 - **Telegraph Road at Huntington Avenue (NBR)** \$367,812.65
(50% to be provided at 1st site plan; 50% at 1st RUP or non-RUP for 2nd building)
 - **Telegraph Road at North Kings Highway (SBR)** \$78,064.52
(50% to be provided at 1st site plan; 50% at 1st RUP or non-RUP for 2nd building)
 - **Route 1 Interchange at Huntington Avenue** \$300,000.00
(100% to be provided at 1st RUP or non-RUP for 3rd building)
- **Site Access & Frontage** – The applicant shall provide the following to address site access and frontage:
 - **Extension of Huntington Avenue Eastbound Left Turn Lane** – The applicant shall construct an extension of the existing 190' eastbound left turn lane (with 130' taper) on Huntington Avenue at Metroview Parkway to 340' (with 100' taper).

Barbara Berlin
RZ 2011-MV-031; FDP 2011-MV-031
August 15, 2012
Page 10 of 10

- **Huntington Avenue Crosswalk** – The applicant shall construct a crosswalk across Huntington Avenue, on the west approach to Metroview Parkway, including pedestrian signal heads, ramps and sidewalk connections, signal re-design and modification, etc.
- **Metroview Parkway Crosswalk** – The applicant shall construct a crosswalk across Metroview Parkway.
- **Streetscaping** – *The applicant shall provide adequate streetscaping for Huntington Avenue and Metroview Parkway, enhancing access to and from the Huntington Metro.*
- **Huntington Avenue On-Road Bicycle Lanes** – The applicant shall escrow a monetary contribution of \$90,000 towards the implementation of on-road bicycle lanes on Huntington Avenue, per the County Comprehensive Plan (County Trails Plan). Use of these funds should be made available to address transportation deficiencies, in general, within a two-mile radius of the site (or for bicycle/pedestrian type improvements).
- **Transportation Demand Management (TDM)** – The applicant shall implement a comprehensive TDM plan with a 30% TDM Goal.
- **Cameron Run Trail** – The applicant shall construct the portion of the Cameron Run Trail along their property line, adjacent to Cameron Run. The Trail shall be Type 1, 10' in width, and be complimented with lighting, street furniture, wayside parks, work out stations, landscaping, etc.
- **Parking Reduction** The applicant should consider implementing a parking reduction (providing less parking than required by code).
- **Interparcel Connection** – The applicant shall permit interparcel connectivity with the adjacent parcel to the west (2560 Huntington Avenue) off the proposed Robinson Way (private roadway).
- **VDOT Comments & Review** – VDOT is currently reviewing the revised plans, proffers and TIA addendum. It is recommended that any final recommendations to the Planning Commission and Board of Supervisors be held until complete.

Please feel free to contact Thomas Burke at (703) 877-5681 or Thomas.Burke@FairfaxCounty.gov should you have any questions. Please have the applicant contact me should they wish to discuss further.

AKR/twb

cc: Michele Brickner, Director, Design Review, DPW & ES



FAIRFAX COUNTY PARK AUTHORITY



M E M O R A N D U M

TO: Barbara Berlin, AICP, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Sandy Stallman, AICP, Manager *SS*
Park Planning Branch, PDD

DATE: August 16, 2012

SUBJECT: RZ-FDP 2011-MV-031, Mid Atlantic Realty (2550 Huntington Ave.) – Revised
Tax Map Number: 83-1((1)) 34C

BACKGROUND

Park Authority staff has reviewed the revised Development Plan, dated August 06, 2012, for the above referenced application. The Development Plan shows 370,000 square feet of multi-family residential uses; 254,000 square feet of office uses; 110,000 square feet of hotel uses; and 6,000 square feet of retail uses on a 6.04-acre parcel to be rezoned from I-5 to PRM. The Applicant has indicated that the multi-family residential uses will be allocated as 34 studio units, 149 one-bedroom units, 34 one-bedroom plus den units, 106 two-bedroom units, 5 two-bedroom with den units, and 49 workforce units – for a total of 377 units. In addition, the Applicant submitted a housing market analysis to estimate the number of residents per housing type for the proposed development. In coordination with the Department of Planning and Zoning, staff slightly adjusted the analysis estimates and concluded that the proposed development could add 587 new residents to the Mount Vernon Supervisory District.

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). 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).

Comprehensive Plan recommendations for Land Unit G in the MV1-Huntington Community Planning Sector describe the importance of restoration and vegetation of the resource protection area on the subject parcel, integration of urban parks along the Cameron Run trail, and the provision of integrated bicycle and pedestrian systems. (Mount Vernon Planning District, MV1-Huntington Community Planning Sector, Land Units G,H,I, J and K, pp. 108).

Finally, text from the Mount Vernon District chapter of the Great Parks, Great Communities Park Comprehensive Plan echoes recommendations in the Countywide Comprehensive Plan. Specific District chapter recommendations include: encouraging rezoning applicants to protect and improve existing corridors, linkages and watersheds, provide new linkages between remaining public and private natural areas, and encourage private property owners to adopt wildlife and water friendly landscaping practices to improve water quality and habitat.

ANALYSIS AND RECOMMENDATIONS

Park Needs:

Using adopted service level standards, staff has identified a need for District and Countywide parkland and recreational facilities in this area. Existing nearby parks (Huntington, Farrington, Mount Eagle, Jefferson Manor, and Heritage Hill) meet only a portion of the demand for parkland generated by residential development in the Mount Vernon Planning District. In addition to parkland, the recreational facilities in greatest need in this area include rectangle fields, adult softball fields, basketball courts, playgrounds, neighborhood dog parks, neighborhood skate parks, and trails.

Recreational Impact of Residential Development:

The Fairfax County Zoning Ordinance requires provision of open space and recreational features within Planned Development Districts (see Zoning Ordinance Sections 6-110 and 16-404). The minimum expenditure for park and recreational facilities within these districts is set at \$1,700 per non-ADU residential unit for recreational facilities to serve the development population. Whenever possible, the facilities should be located within the residential development site. With 377 non-ADUs proposed, the Ordinance-required amount to be spent on site is \$640,900 (377 non-ADUs x \$1,700). Any portion of this amount not spent onsite should be conveyed to the Park Authority for recreational facility construction at one or more park sites in the service area of the development.

The \$1,700 per unit funds required by Ordinance offset only a portion of the impact to provide recreational facilities for the new residents generated by this development. Typically, a large portion if not all of the Ordinance-required funds are used for recreational amenities onsite. As a result, the Park Authority is not compensated for the increased demands caused by residential development for other recreational facilities that the Park Authority must provide.

With the Countywide Comprehensive Policy Plan as a guide (Appendix 9, #6 of the Land Use section, as well as Objective 6, Policy a, b and c of the Parks and Recreation section), the Park Authority requests a fair share contribution of \$893 per new resident with any residential rezoning application to offset impacts to park and recreation service levels. This allows the Park Authority to build additional facilities needed as the population increases. To offset the additional impact caused by the proposed development, the applicant should contribute \$524,191 (587 new residents x \$893) to the Park Authority for recreational facility development at one or more park sites located within the service area of the subject property.

Cameron Run Trail:

The Development Plan shows a 10-foot wide, Type I asphalt trail across the northern side of the subject parcel in a portion of Cameron Run's resource protection area. This trail meets the intent of the Countywide Trail Plan and site-specific Comprehensive Plan language to provide a major paved trail in the Cameron Run stream valley. Construction and maintenance of the trail should

meet the standards outlined in the Public Facilities Manual. A minimum 16-foot public-access easement should be placed at the center of the trail and be dedicated to the Fairfax County Board of Supervisors, which the Applicant has proffered to in the draft proffers dated August 06, 2012, specifically Proffer #5 – Recreational Facilities, Item C.

The Development Plan shows a wayside park and fitness stations adjacent and accessible from the Cameron Run Trail. These recreational facilities and any additional facilities built in conjunction with the trail should be within the public-access easement described above and be maintained by the Applicant, which the Applicant has proffered to in the draft proffers dated August 06, 2012, specifically Proffer #5 – Recreational Facilities, Item C.

Onsite Facilities

Onsite facilities shown on the Development Plan include a residential-access only swimming pool in the northern residential building, a residential-access only courtyard in the southern residential building, and a fenced off-leash dog park. Draft proffers dated August 06, 2012, indicate that an indoor recreational facility is also shown on the Development Plan; however, staff cannot locate this and would like further information regarding its size and function.

Proffers (dated August 06, 2012):

Proffer #5 – Recreational Facilities, Item D. The proffer indicates the Applicant will provide a fair-share contribution of \$295,000 to the Park Authority for “the design and construction of those portions of the Cameron Run Trail not located on the Property.” With the Countywide Comprehensive Policy Plan as a guide (Appendix 9, #6 of the Land Use section, as well as Objective 6, Policy a, b and c of the Parks and Recreation section), the Park Authority requests a fair share contribution of \$524,191 to offset impacts to park and recreation service levels generated by the 587 new residents of the proposed development. Furthermore, determination of where reinvestment will occur or new facilities will be placed to serve the need generated by the proposed development is based on a host of factors which include reviews of approved park Master Plans, park capacity, and collaboration with the district's Park Authority Board member and Supervisor. Therefore, the Applicant should not direct where and how its fair-share contribution will be spent by the Park Authority.

Proffer #9 – Pedestrian Facilities, Item C. The proffer indicates the “Association established for owners of the Property” will maintain its portion of the Cameron Run Trail on the subject parcel, including routine cleaning and removal of debris. The proffer should specifically outline that the responsibilities will also include trail repair, including repaving if necessary.

Issues Not Addressed In Proffers. Park impact analysis was adjusted to consider the specific housing type mix and estimated household size submitted by the Applicant. The Applicant should include in proffers the housing type mix for the proposed development, as changes to this mix would effectively increase or decrease the Applicant's fair-share contribution towards offsetting impacts to park and recreation service levels. Proffer language can be flexible to avoid a PCA in the future, but adjustments based on possible future changes should be addressed.

SUMMARY OF RECOMMENDATIONS

This section summarizes the recommendations included in the preceding analysis section.

- According to the Fairfax County Zoning Ordinance, the minimum expenditure for onsite park and recreational facilities for the proposed development is \$640,900 (377 non-ADUs x \$1,700).
- The Park Authority requests a fair-share contribution of \$524,191 (587 new residents x \$893) to offset impacts to park and recreation service levels generated by the proposed development.
- Construction and maintenance of the 10-foot wide, Type I Cameron Run Trail should meet the standards outlined in the Public Facilities Manual.
- A minimum 16-foot public-access easement should be placed at the center of the Cameron Run Trail and be dedicated to the Fairfax County Board of Supervisors.
- Recreational facilities built in conjunction with the Cameron Run Trail should be within the public-access easement and be maintained by the Applicant.
- The Applicant should provide further information regarding the size and function of the indoor recreational/leasing facility. Proffers indicate this facility is shown on the CDP/FDP, but staff cannot locate it.
- Proffers should not direct where and how the Applicant's fair-share contribution to offset impacts to park and recreation service levels caused by the proposed development will be spent by the Park Authority.
- Proffers regarding maintenance of the Cameron Run Trail should extend responsibilities to include trail repair, including repaving if necessary.
- Proffers should indicate the housing type mix as changes to this mix would effectively increase or decrease the Applicant's fair-share contribution towards offsetting impacts to park and recreation service levels. Language can be flexible to avoid a PCA in the future, but adjustments based on possible future changes should be addressed.

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: Jay Rauschenbach
DPZ Coordinator: Bill Mayland

Copy: Cindy Walsh, Director, Resource Management Division
Elizabeth Cronauer, Trail Coordinator, Special Projects Branch
Chron Binder
File Copy



FAIRFAX COUNTY
PUBLIC SCHOOLS

Department of Facilities and Transportation Services

Office of Facilities Planning Services
8115 Gatehouse Road, Suite 3300
Falls Church, Virginia 22042

April 12, 2012

TO: Barbara Berlin, Director
Fairfax County Department of Planning & Zoning
Zoning Evaluation Division

FROM: Denise M. James, Director 
Office of Facilities Planning Services

SUBJECT: RZ/FDP 2011-MV-031, Mid Atlantic Realty Partners, LLC

ACREAGE: 6.04 acres

TAX MAP: 83-1 ((1)) 34C

PROPOSAL: Rezone property from the I-5 District to the PRM District to permit residential and commercial uses.

COMMENTS: This memo revises a previous memo dated November 18, 2011, to reflect the applicant's change in the number of residential units proposed from 345 to 390 multi-family dwelling units.

The proposed rezoning area is within the Cameron Elementary, Twain Middle, and Edison High school boundaries. The chart below shows the existing school capacity, enrollment, and projected enrollment.

School	Capacity	Enrollment (9/30/11)	2012-2013 Projected Enrollment	Capacity Balance 2012-2013	2016-17 Projected Enrollment	Capacity Balance 2016-17
Cameron	713	548	567	146	593	120
Twain	1,025	861	887	138	966	59
Edison	1,800/1,875*	1,641	1,517	358	1,579	296

Capacity and enrollment are based on the draft FCPS FY 2013-17 CIP.

** Renovations to Edison are expected to be completed for the 2012-2013 school year.*

The school capacity chart above shows a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are done on a six year timeframe, currently through school year 2016-17 and are updated annually. At this time, if development occurs within the next six years, there is sufficient capacity projected at the schools serving the development.

It is noted that student enrollment projections currently are being updated and will be completed shortly. The available capacity shown for Edison is likely to change due to the School Board's approval of the Annandale Regional Study, which included a change in the attendance area boundary for the school. The change in student enrollment will be reflected in the revised student enrollment projections, which are currently underway and will be completed shortly.

The rezoning application proposes to rezone property from the I-5 District to the PRM District to permit approximately 390 mid-rise multi-family dwelling units and commercial uses. Currently the area is developed with a five-story office building.

Based on the number of residential units proposed, the chart below shows the number of anticipated students by school level based on the current countywide student yield ratio

School level	Mid-rise MF ratio	Proposed # of units	Student yield	Current # of units permitted by-right	Student yield
Elementary	.047	390	18	0	0
Middle	.013	390	5	0	0
High	.027	390	11	0	0
		34 Total			0 total

SUMMARY:

Suggested Proffer Contribution

The rezoning application is anticipated to yield 34 new students. Based on the approved proffer formula guidelines, the students generated would justify a proffer contribution of \$318,852 (34 students x \$9,378) in order to address capital improvements for the receiving schools. It is recommended that all proffer contributions be directed to the Edison HS pyramid and/or to Cluster V schools that encompass this area at the time of site plan approval or building permit approval. A proffer contribution at the time of occupancy is not recommended because this would not give the school system adequate time to apply the proffer to offset the impact of new students from this development.

It is also recommended that notification be given to FCPS when construction is anticipated to commence. This will assist FCPS by allowing for the timely projection of future students as a part of the Capital Improvement Program.

In addition, an "escalation" proffer is recommended. The suggested per student proffer contribution is updated on an annual basis to reflect current market conditions. The amount has decreased over the last couple of years because of the down turn in the economy and lower construction costs for FCPS. As a result, an escalation proffer would allow for payment of the school proffer based on either the current suggested per student proffer contribution at the time of zoning approval or the per student proffer contribution in effect at the time of development, whichever is greater. This would better offset the impact that new student yields will have on surrounding schools at the time of development. For your reference, below is an example of an escalation proffer that was included as part of an approved proffer contribution to FCPS.

- A. Adjustment to Contribution Amounts. Following approval of this Application and prior to the Applicant's payment of the amount(s) set forth in this Proffer, if Fairfax County should increase the ratio of students per high-rise multifamily unit or the amount of the contribution per student, the Applicant shall increase the amount of the contribution for that phase of development to reflect the then-current ratio and/or contribution. If the County should decrease the ratio or contribution amount, the Applicant shall provide the greater of the two amounts.

DMJ/mat

Attachment: Locator Map

cc: Dan Storck, School Board, Mount Vernon District
 Ilyong Moon, School Board, At-Large
 Ryan McElveen, School Board Member, At-Large
 Ted Velkoff, School Board Member, At-Large
 Dean Tistadt, Chief Operating Officer
 Frances Ivey, Cluster V, Assistant Superintendent
 Steve Hillyard, Principal, Cameron Elementary School
 Aimee Holleb, Principal, Twain Middle School
 Gregory Croghan, Principal, Edison School



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

November 9, 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-MV-031
FDP 2011-MV-031
2550 Huntington Avenue
Tax Map: 83-1

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 can be served by Fairfax Water.
2. Adequate domestic water service is available at the site from an existing 12-inch water main in Huntington Avenue. See the enclosed water system map and the Generalized Development Plan for comments.
3. Fairfax Water has identified the need for a 24-inch transmission main along the Huntington Avenue corridor and may request the design and construction be incorporated into this site plan. Details of this request, should Fairfax Water still wish to pursue this option, will be sent to the developer after formal site plan submittal.
4. 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.

Inda Stagg, Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.



County of Fairfax, Virginia

MEMORANDUM**DATE:** November 2, 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 Application RZ/FDP 2011-MV-031

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 #411, **Penn Daw**
2. After construction programmed ___(n/a)___ this property will be serviced by the fire station _____(n/a)_____





County of Fairfax, Virginia

MEMORANDUM

DATE: November 1, 2011

TO: Erin Grayson
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-MV-031
Tax Map No. 083-1- /01/ /0034C

The following information is submitted in response to your request for a sanitary sewer analysis for above referenced application:

- The application property is located in the Cameron Run (J-1) watershed. It would be sewerred into the Alexandria Sanitation Authority (ASA).
- Based upon current and committed flow, there is excess capacity in the ASA. 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.
- An existing 10" inch line located on the property is adequate for the proposed use at this time.
- 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 Previous Rezoning		Existing Use + Application + Comp Plan	
	Adeq.	Inadeq.	Adeq.	Inadeq.	Adeq.	Inadeq.
Collector	<u>X</u>	—	<u>X</u>	—	<u>X</u>	—
Submain	<u>X</u>	—	<u>X</u>	—	<u>X</u>	—
Main/Trunk	<u>X</u>	—	<u>X</u>	—	<u>X</u>	—
Interceptor	—	—	—	—	—	—
Outfall	—	—	—	—	—	—

- 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



PART 4 6-400 PRM PLANNED RESIDENTIAL MIXED USE DISTRICT**6-401 Purpose and Intent**

The PRM District is established to provide for high density, multiple family residential development, generally with a minimum density of 40 dwelling units per acre; for mixed use development consisting primarily of multiple family residential development, generally with a density of at least twenty (20) dwelling units per acre, with secondary office and/or other commercial uses. PRM Districts should be located in those limited areas where such high density residential or residential mixed use development is in accordance with the adopted comprehensive plan such as within areas delineated as Transit Station Areas, and Urban and Suburban Centers. The PRM District regulations are designed to promote high standards in design and layout, to encourage compatibility among uses within the development and integration with adjacent developments, and to otherwise 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 development plans 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		