



RZ/PCA APPLICATION ACCEPTED: December 21, 2010
FINAL DEVELOPMENT PLAN APPLICATION ACCEPTED: October 4, 2011
PLANNING COMMISSION: July 25, 2012
BOARD OF SUPERVISORS: September 25, 2012

County of Fairfax, Virginia

July 11, 2012

STAFF REPORT

PCA 92-P-001-08 and RZ/FDP 2010-PR-021

PROVIDENCE DISTRICT

APPLICANT: Capital One Bank (USA) NA

PRESENT ZONING: C-3, HC

REQUESTED ZONING: PTC, HC

PARCEL(S): PCA 92-P-001-08: 29-4 ((5)) A2
RZ 2010-PR-012: 29-4 ((5)) A2
FDP 2010-PR-012: 29-4 ((5)) A2 (pt.)

ACREAGE: PCA 92-P-001-08: 24.77 acres
RZ 2010-PR-012: 26.22 acres
FDP 2010-PR-012: 12.78 acres

FAR/DENSITY: 3.88

PLAN MAP: Transit Station Mixed Use

PCA PROPOSAL: PCA 92-P-001-08 is a proffered condition amendment request to remove the Capital One property from the proffers and plans associated with RZ 92-P-001.

Suzanne Lin

Department of Planning and Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5509
Phone 703-324-1290 FAX 703-324-3924
www.fairfaxcounty.gov/dpz/



RZ PROPOSAL:

RZ 2010-PR-012 is a request to rezone the subject site to PTC District to permit the development of a mixed use development consisting of 14 buildings with office, residential, hotel, retail and public uses.

FDP PROPOSAL:

FDP 2010-PR-021 requests approval of two buildings shown on the CDP as the first phase of development and includes one office building and one hotel, with drive through bank internal to the shared parking structure.

STAFF RECOMMENDATIONS:

Staff recommends approval of PCA 92-P-001-08.

Staff recommends approval of RZ/FDP 2010-PR-021 subject to the execution of proffers consistent with those found in Appendix 1 (as may be amended).

Staff further recommends the approval of the following waivers and/or modifications for these applications:

- Modification of Section 2-414B of the Zoning Ordinance requiring a 75-foot setback of commercial buildings from Interstate 495;
- Deviation from tree preservation target to allow tree canopy to be provided through new tree planting as depicted on the plan;
- Waiver of underground stormwater management (SWM) detention in a residential area;
- Modification of the PFM to reduce planting width from 8 feet to 4 feet with structural planting cells; and
- Waiver of the Countywide Trails Plan requirement to provide a regional trail alongside Interstate 495 in lieu of sidewalks shown on CDP.

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

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

The approval of this rezoning does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

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.

X:\DPZ\Tysons-Core\CASES\Capital_One_RZ_2010-PR-021\Staff Report and Appendices\Staff Report\Cover Sheet.doc



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

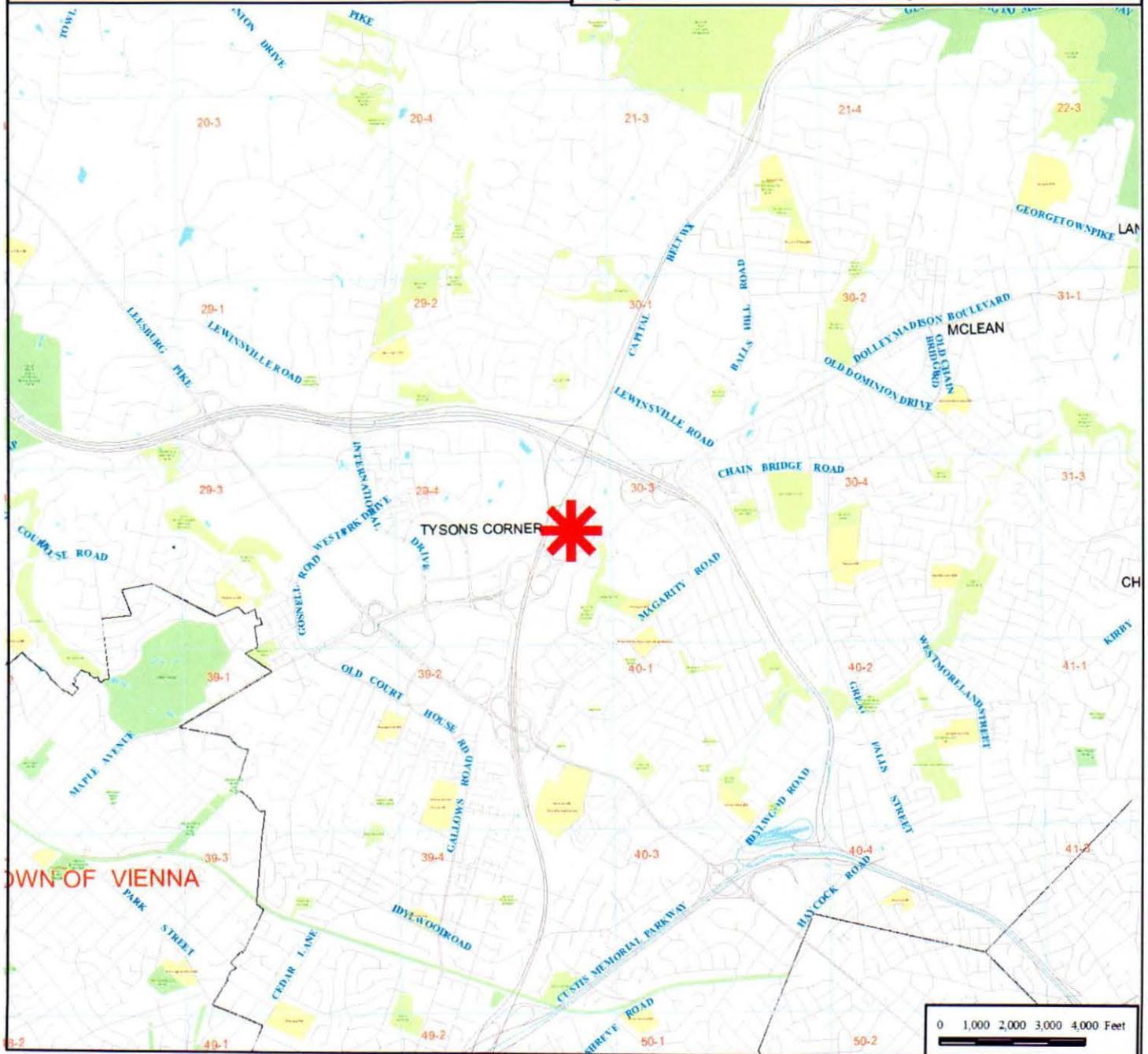
RZ 2010-PR-021

Applicant: CAPITAL ONE BANK (USA) NA
Accepted: 12/21/2010
Proposed: MIXED USE
Area: 26.22 AC OF LAND;
DISTRICT - PROVIDENCE
Located: EAST OF I-495, NORTH OF ROUTE 123,
AND SOUTH AND WEST OF
SCOTT'S CROSSING RD IN
FAIRFAX COUNTY, VIRGINIA,
LESS AND EXCEPT THE VACATED
PORTIONS OF OLD SPRINGHOUSE ROAD
Zoning: FROM C-3 TO PTC
Overlay District: HC
Map Ref Num: 029-4- /05/ / A2

Proffered Condition Amendment

PCA 92-P-001-08

Applicant: CAPITAL ONE BANK (USA) NA
Accepted: 12/21/2010
Proposed: PARTIAL PROFFER CONDITION
AMENDMENT TO WEST*GATE
Area: 24.77 AC OF LAND;
DISTRICT - PROVIDENCE
Located: EAST OF I-495, NORTH OF ROUTE 123,
AND SOUTH AND WEST OF
SCOTT'S CROSSING RD IN
FAIRFAX COUNTY, VIRGINIA,
LESS AND EXCEPT THE VACATED
PORTIONS OF OLD SPRINGHOUSE ROAD
Zoning: FROM C-3 TO PTC
Overlay District: HC
Map Ref Num: 029-4- /05/ / A2 pt.



Rezoning Application

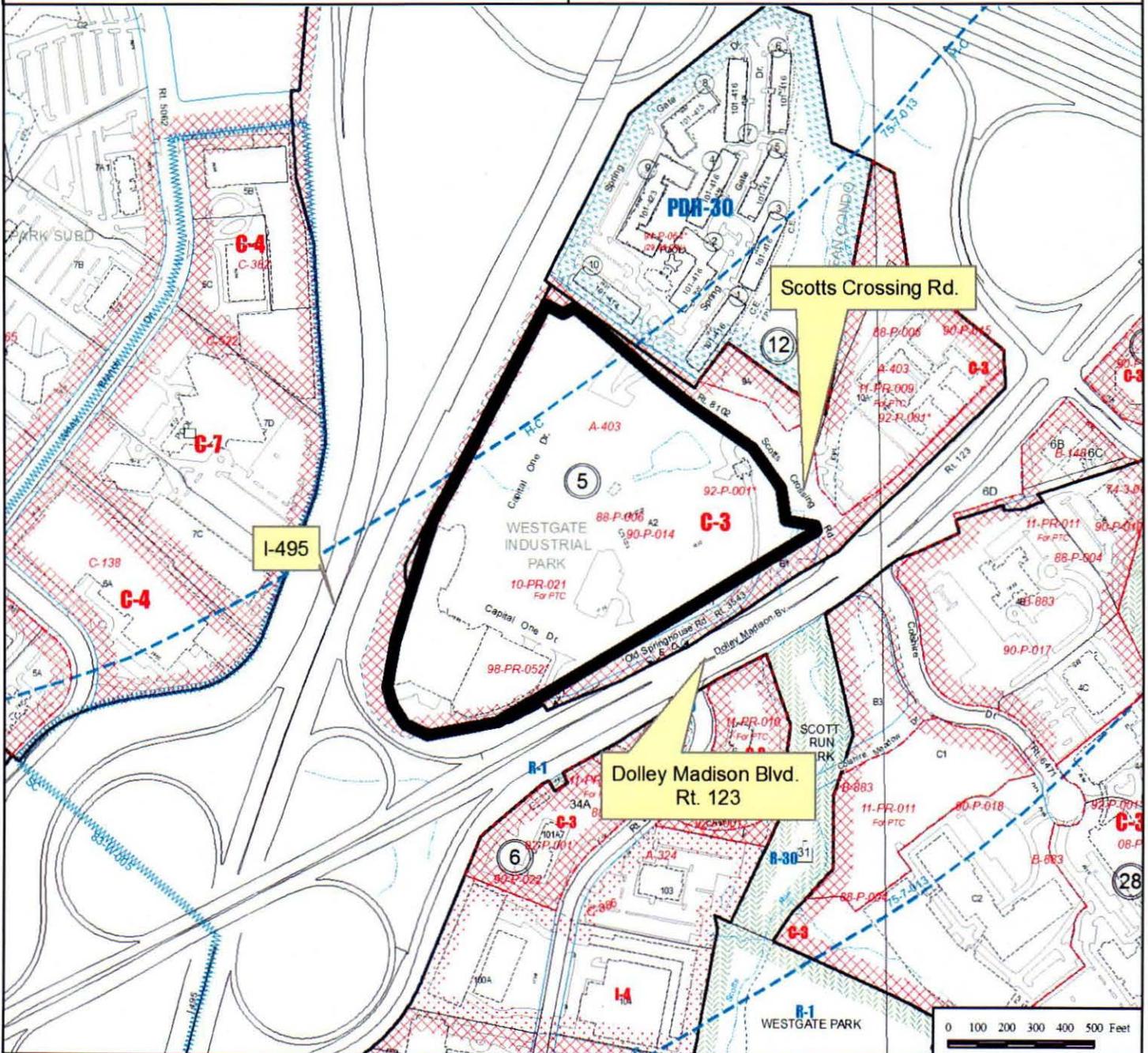
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FAIRFAX COUNTY, VIRGINIA,
LESS AND EXCEPT THE VACATED
PORTIONS OF OLD SPRINGHOUSE ROAD
Zoning: FROM C-3 TO PTC
Overlay District: HC
Map Ref Num: 029-4- /05/ / A2 pt.

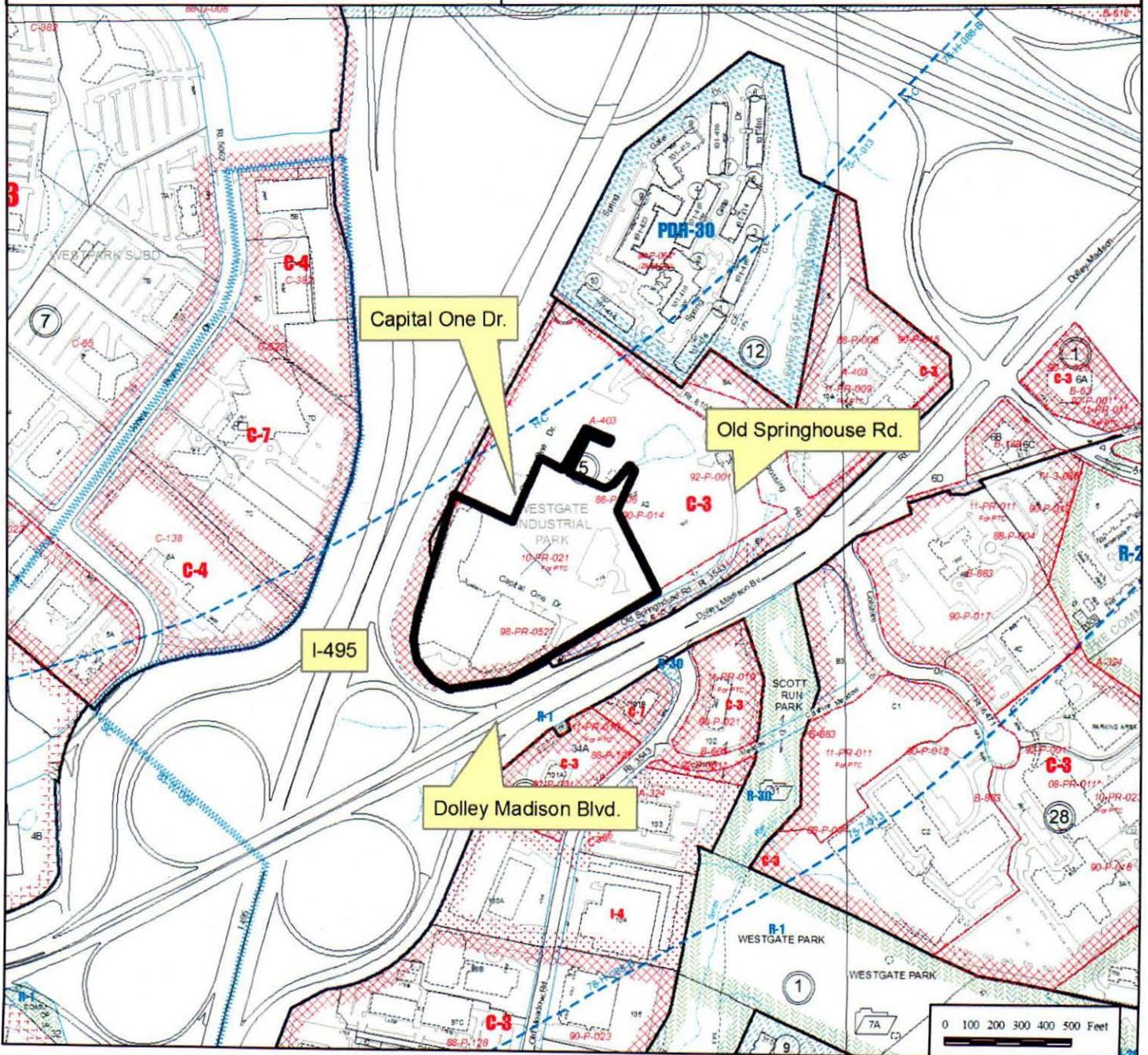


Final Development Plan

FDP 2010-PR-021

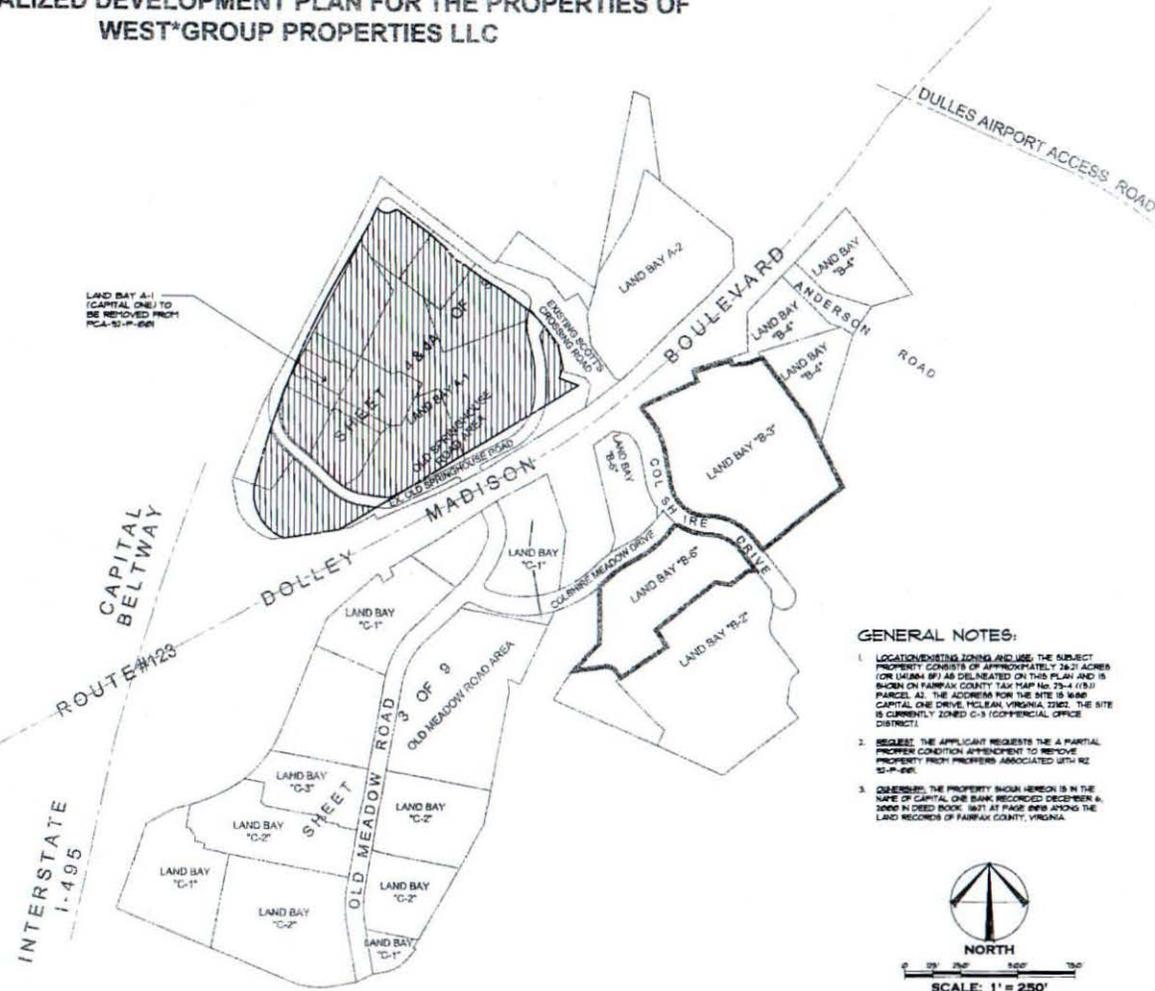


Applicant: CAPITAL ONE BANK (USA) NA
 Accepted: 10/04/2011
 Proposed: MIXED USE
 Area: 12.78 AC OF LAND;
 DISTRICT - PROVIDENCE
 Located: EAST OF I-495, NORTH OF DOLLEY MADISON
 BOULEVARD AND WEST OF
 SCOTTS CROSSING ROAD
 Zoning: PTC
 Map Ref Num: 029-4 /05/ / A2 pt.



**PROFFER CONDITION AMENDMENT PLAN
PCA-92-P-001-08
FOR
CAPITAL ONE BANK
PROVIDENCE MAGISTERIAL DISTRICT
FAIRFAX COUNTY, VIRGINIA**

**GENERALIZED DEVELOPMENT PLAN FOR THE PROPERTIES OF
WEST*GROUP PROPERTIES LLC**



**PROFFER CONDITION AMENDMENT
FLOOR AREA RATIO TABULATION**

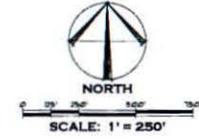
NOTE:
THESE TABULATIONS ARE PRESENTED HEREIN TO DELETE LAND BAY A-1 (CAPITAL ONE) FROM THE OVERALL LEGISLATIVE PROPERTY SITE AREA. THE TABULATIONS AND MAP PRESENTED HEREIN ARE TABULAR SHEETS 1 AND 2 TITLED "COVER SHEET" AND "COMPUTATION TABULATION 1 DATA FROM PCA-92-P-001-08 GENERALIZED DEVELOPMENT PLAN FOR THE PROPERTIES OF WEST*GROUP PROPERTIES LLC PREPARED BY BOB*FAY CONSULTING AND DATED JAN. 2010 (2010).

	SITE AREA ACRES	GROSS FLOOR AREA (EXCLUDING CELLARS)	FLOOR AREA RATIO (FAR)
Overall Totals from previous PCA	115,885	2,992,151	0.83

LAND BAY A - OLD SPRINGHOUSE ROAD AREA FLOOR AREA RATIO COMPUTATION			
LAND BAY	SITE AREA ACRES	GROSS FLOOR AREA (EXCLUDING CELLARS)	FLOOR AREA RATIO (FAR)
Portion of LAND BAY A-1 (Capital One) Deleted from this PCA Application	24.77	1,100,000	0.68 (S)
DELETED LAND BAY A-1 (Capital One) from RZ-62-P-001 WITH THIS PCA APPLICATION			
LAND BAY A-1 (Capital One)	1,910		
LAND BAY A-2 (Capital One)			
Included land reserved for VDOT and (WVATA - density credit pursuant to Section 2-208.23) at time of dedication	11,966	129,226	
Density credit for dedication of Scotts Crossing Road, ROW	2,224		
OSHR vacated (pursuant to RZ 1998-PH-052) (S)	1.44		
TOTAL (T)	16,976	129,226	0.17

GENERAL NOTES:

1. LOCATION/EXISTING ZONING AND USE: THE SUBJECT PROPERTY CONSISTS OF APPROXIMATELY 26.21 ACRES (OR THEREABOUTS) AS DELINEATED ON THIS PLAN AND IS SHOWN ON FAIRFAX COUNTY TAX MAP No. 75-4 (18) PARCEL A2. THE ADDRESS FOR THE SITE IS 9000 CAPITAL ONE DRIVE, FARMINGTON, VIRGINIA. THE SITE IS CURRENTLY ZONED C-3 (COMMERCIAL OFFICE DISTRICT).
2. REQUEST: THE APPLICANT REQUESTS THE A PARTIAL PROFFER CONDITION AMENDMENT TO REMOVE PROPERTY FROM PROFFERS ASSOCIATED WITH RZ 62-P-001.
3. QUESTION: THE PROPERTY SHOWN HEREON IS IN THE NAME OF CAPITAL ONE BANK RECORDED DECEMBER 8, 2006 IN DEED BOOK 8071 AT PAGE 0816 ALONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.



LAND BAY A, B, C, COMBINED			
LAND BAY	SITE AREA ACRES	GROSS FLOOR AREA (EXCLUDING CELLARS)	FLOOR AREA RATIO (FAR)
LAND BAY A-1 (Capital One)	1,910		
LAND BAY A-2 (Capital One)			
Included land reserved for VDOT and (WVATA - density credit pursuant to Section 2-208.23) at time of dedication	11,966	129,226	
Density credit for dedication of Scotts Crossing Road, ROW	2,224		
OSHR vacated (pursuant to RZ 1998-PH-052) (S)	1.44		
TOTAL (T)	16,976	129,226	0.17

SUBTOTAL FOR A,B,C (T)			
LAND BAY	SITE AREA ACRES	GROSS FLOOR AREA (EXCLUDING CELLARS)	FLOOR AREA RATIO (FAR)
FAR BASE from previous PCA	85,914	1,843,956	0.21
DELETED Portion of LAND BAY A-1 (Capital One)	24.77	1,100,000	
GRAND TOTAL (S)	115,885	2,992,151	0.83
GRAND TOTAL (T)	85,914	1,843,956	0.49 (S)

- (1) Does not include Land Bay A-1 (Capital One)
- (2) Includes Land Bay A-1 (Capital One)
- (3) Land area owned by Capital One (26.21465 acres) does not match land area for Land Bay A-1 (26.6988 acres) as presented on previous PCA.
- (4) The FAR shown is the residential FAR from the removal of the Capital One land area with this PCA. See previously approved PCA for maximum FAR allowed.
- (5) FAR Calculation based on the original 26.21 Acres Associated with Land Bay A-1
- (6) 1.4433 acres is subject to RZ 1998-PH-052 and is part of Capital One's property. The land was previously a public road and was vacated subject to RZ 1998-PH-052.

William H. Gordon Associates, Inc.
10010 Old Dominion Blvd., Suite 100
Falls Church, VA 22041
PHONE: 703-261-1900
FAX: 703-261-2700
EXHIBIT - SURFACES - TURNED - UNDOING PROTECT



REVISIONS
12-8-2010 City Comments
12-30-2010 City Comments
06-19-2012 City Comments

PCA EXHIBIT
CAPITAL ONE MASTERPLAN
PCA-92-P-001-08
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: N/A
DATE: NOVEMBER 9, 2010
DRAWN: OS
CHECKED: RW
JOB #: 1786-1101
CAD FILE: 1101P_NT.dwg
SHEET #: 1 of 1

CONCEPTUAL DEVELOPMENT PLAN RZ 2010-PR-021 FOR CAPITAL ONE BANK PROVIDENCE MAGISTERIAL DISTRICT FAIRFAX COUNTY, VIRGINIA

PROJECT TEAM

LAND USE ATTORNEY:
COOLEY LLP
ONE FREEDOM SQUARE RESTON TOWN CENTER
11951 FREEDOM DRIVE
RESTON, VA 20190

TRANSPORTATION ENGINEER:
GOROVE/SLADE ASSOCIATES, INC.
1140 CONNECTICUT AVENUE, NW, SUITE 700
WASHINGTON, DC 20036

APPLICANT/ OWNER:
CAPITAL ONE BANK, USA, NA
1680 CAPITAL ONE DR
MCLEAN, VA 22102

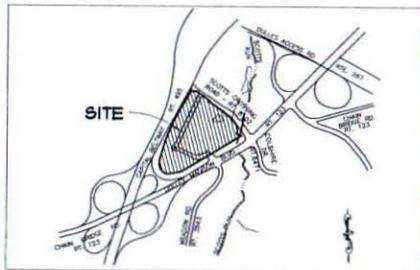
CIVIL ENGINEER/ LANDSCAPE ARCHITECT:
WILLIAM H. GORDON ASSOCIATES, INC.
4501 DALY DRIVE, SUITE 200
CHANTILLY, VA 20151

URBAN PLANNER/ ARCHITECT:
BONSTRA HARESIGN ARCHITECTS
1710 CONNECTICUT AVENUE, NW, SUITE 400
WASHINGTON, DC 20009

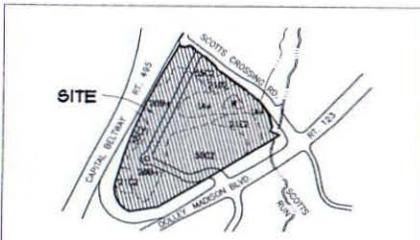
ENVIRONMENTAL ENGINEER:
WETLAND STUDIES AND SOLUTIONS, INC.
5300 WELLINGTON BRANCH DRIVE, SUITE 1100
GAINESVILLE, VA 20155

SHEET INDEX

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- 21A SWM PROGRAM (PFM)
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- 22A SWM PROGRAM (FCCP)
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VICINITY MAP
SCALE - 1:2000



SOILS MAP
SCALE - 1:500

SOIL ID NUMBERS	SOIL SERIES NAME	FOUNDATION SUPPORT	SURFACE DRAINAGE	SLOPE STABILITY	ERODIBILITY	PROBLEM CLASS
1	MIXED ALLUVIAL	POOR	POOR	GOOD	SLIGHT	Y
20	MEADOWVILLE	FAIR	MARGINAL	GOOD	MODERATE	Y
21	MAJOR	GOOD	GOOD	GOOD	SEVERE	N
55	GLENELG	GOOD	GOOD	GOOD	SEVERE	N

SOILS WITH IDENTIFICATION NUMBERS 59, 66, 86, 141, 142, AND 152 MAY OVERLIE PARENT BEDROCK FORMATIONS WHICH HAVE BEEN FOUND TO CONTAIN NATURALLY OCCURRING ASBESTOS MINERALS. SPECIAL MINIMUM CONSTRUCTION MEASURES AND PRECAUTIONS ARE REQUIRED IN COMPLIANCE WITH HEALTH DEPARTMENT DIRECTIVES WITHIN THESE SOILS OR WITHIN FILL ORIGINATING FROM THESE SOILS.

SOILS MAP SOURCE: 1990 OFFICIAL FAIRFAX COUNTY SOILS MAP



AERIAL MAP
NOT TO SCALE

REVISIONS	
August 4, 2010	Original Submittal
October 29, 2010	County Comments
November 10, 2010	County Comments
June 30, 2011	County Comments
November 17, 2011	County Comments
March 12, 2012	County Comments
April 23, 2012	County Comments
May 24, 2012	County Comments
June 13, 2012	County Comments

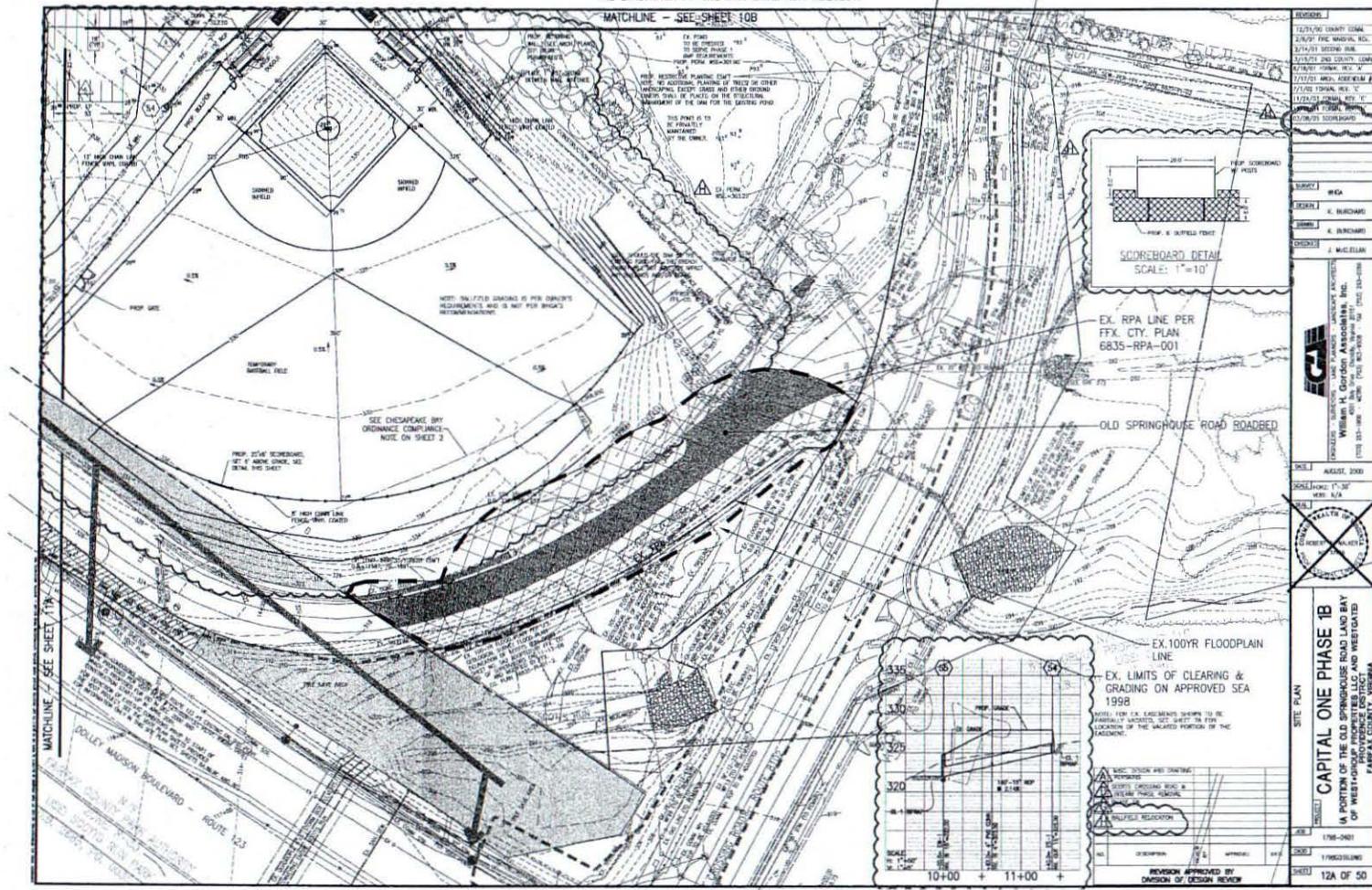


EXHIBIT 2
EX APPROVED SITE PLAN
FOR INFORMATION ONLY
(FOR THE PURPOSE OF COMPARISON)

NOTE:
THIS COPY OF THE APPROVED SITE PLAN HAS BEEN PROVIDED
HEREIN AND IS SHOWN AS SCREENED BACK (GRAYSCALE).
SUPPLEMENTAL NOTES AND INFORMATION HAVE BEEN ADDED
(IN BOLD) BY WILLIAM H. GORDON, ASSOCIATES TO ASSIST IN
THE EVALUATION OF THE RPA EXCEPTION REQUEST.

TOTAL
DISTURBED AREA
IN RPA = 0.73 AC

IMPERVIOUS AREA
IN RPA = 0.24 AC
OR 10,670 SF



NO. 1	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
NO. 2	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
NO. 3	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
NO. 4	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
NO. 5	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
NO. 6	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
NO. 7	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
NO. 8	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
NO. 9	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
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NO. 49	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108
NO. 50	12/21/06 COUNTY ROAD 226/27 FIVE MILE RD. 3/14/07 DISTRICT 108

William H. Gordon Associates, Inc.
4301 Old Springhouse Road, Suite 100
Providence District, Fairfax County, Virginia 22152-2514
PHONE: 703-251-1900
FAX: 703-251-0766
ENGINEERS SURVEYORS PLANNERS LANDSCAPE ARCHITECTS

SEAL
ROBERT W. WALKER
Professional Engineer
No. 17489
6/24/2010

REVISIONS

10-29-10	City Comments
11-10-10	City Comments
06-30-11	City Comments
11-17-11	City Comments
03-12-12	City Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

PREVIOUSLY APPROVED SITE PLAN EXHIBIT
CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE 1"=125'

DATE	AUGUST 4, 2010
DRAWN	OS/JPW/KCG
CHECKED	OS/BW
JOB #	1798-1101
CAD FILE	1101-CDP.dwg
SHEET #	2A of 34

FOR INFORMATIONAL PURPOSES ONLY !!!

BUILDING TABULATIONS

Block/Bldg	Minimum Bldg Height (ft)	Maximum Bldg Height (ft)	Proposed Bldg Height (ft)	Penultimate Height (ft)	Total Building Height (ft)	Number of Floors	Land Use	Minimum GSF	Maximum GSF	Proposed GSF by Land Use	Total Proposed Bldg GSF	Residential Dwelling Units
BLOCK A												
Building 1	150	281	281	35	316	21	Office	300,000	518,000	518,000	527,181	
Building 2	75	111	111	25	136	8	Hotel	50,000	81,500	81,500	89,637	
BLOCK B												
Building 3	150	225	224	35	259	17	Office	350,000	292,500	277,080	307,080	
Building 4	150	263	262	35	317	24	Pub. Fac.	30,000	30,000	30,000	337,796	
Building 5	125	200	182	25	207	14	Hotel	2,000	2,300	2,298	387,027	
BLOCK C												
Building 6	150	221	218	35	253	19	Residential	300,000	518,000	492,068	517,738	482
Building 7	125	221	218	35	253	19	Residential	200,000	274,800	231,508	295,465	252
Building 8	125	231	218	35	253	19	Residential	200,000	386,900	367,845	380,319	388
BLOCK D												
Building 9	75	175	174	25	199	15	Residential	50,000	124,200	118,188	122,014	118
Building 10	200	305	290	35	325	22	Office	400,000	454,000	458,823	487,715	
BLOCK E												
Building 11	150	286	282	35	287	18	Office	250,000	328,850	313,818	320,468	
Building 12	300	360	362	35	427	28	Office	6,000	6,550	6,550	732,000	
Subtotal GSF Building 1-12								4,969,823	5,320,000	5,000,000	5,272,861	1,230
Existing Buildings								200	478,800	504,000		
Ex. Building 1								200	478,800	504,000		
Ex. Building 2								42.5	24,000	24,000		
Subtotal for Existing Buildings								242.5	502,800	528,000		
TOTALS								5,212,303	5,822,800	5,528,000	5,272,861	1,230
Total Site Area (for calculating density)								4,969,823	5,320,000	5,000,000	5,272,861	1,230
Floor Area Ratio (FAR)								1.06	1.00	1.11	1.06	0.23

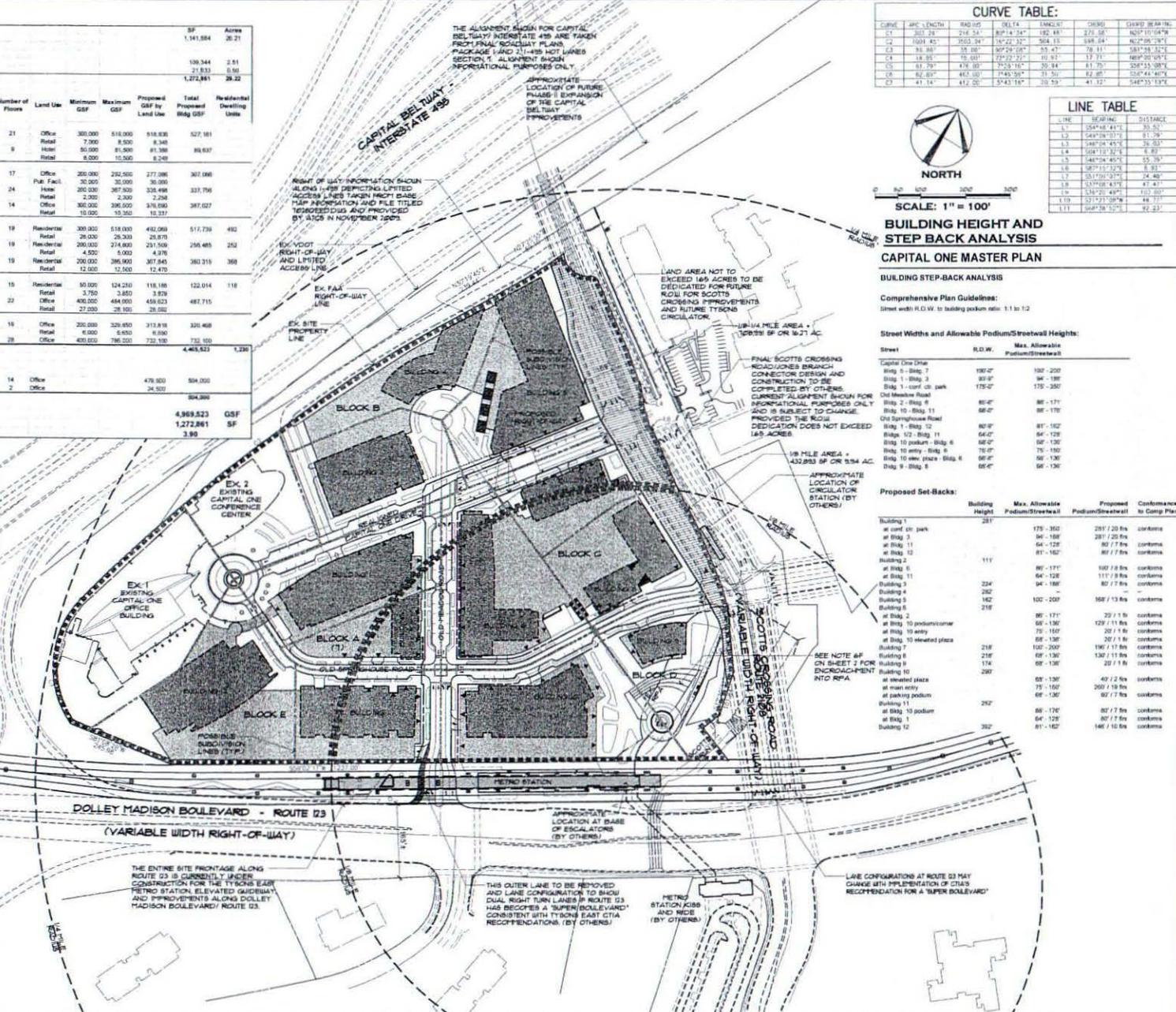
LAND USE ALLOCATION

Land Use	GSF	Percentage of Land Use	Land Use FAR
Office	3,162,103	60.0%	2.56
Residential	1,239,698	24.7%	0.87
Hotel	418,800	8.4%	0.53
Public Facility	110,602	2.2%	0.08
Total	4,969,823	100.0%	1.06

1.50 FAR Maximum for Office = 3,180,000

NOTES:

- SEE SHEET # FOR PARKING PLAN AND PARKING SPACE ALLOCATION BY BLOCK.
- BUILDINGS LESS THAN 200 FEET IN HEIGHT SHALL HAVE A PENTHOUSE HEIGHT UP TO 25 FEET AND BUILDINGS GREATER THAN 200 FEET SHALL HAVE A PENTHOUSE HEIGHT UP TO 35 FEET. PENTHOUSE HEIGHTS ARE IN ADDITION TO THE BUILDING HEIGHTS LISTED IN THE BUILDING TABULATIONS CHART ABOVE.
- 20% OF RESIDENTIAL UNITS PROPOSED TO BE WORKFORCE HOUSING (DEVELOPMENT PLAN).
- THE PENTHOUSE RESIDENTIAL UNITS TO BE PROVIDED IS 800 UNITS FOR THE ENTIRE SITE. THE MAXIMUM RESIDENTIAL UNITS TO BE PROVIDED IS 1,230 UNITS.
- THE SQUARE FOOTAGE FOR INDIVIDUAL BUILDINGS AND BLOCKS SHOWN HEREIN IS CONCEPTUAL SQUARE FOOTAGE OF INDIVIDUAL BUILDINGS WILL BE DETERMINED AT FINAL DEVELOPMENT PLAN SUBJECT TO THE APPLICABLE PROGRAMS AND THE DEVELOPMENT TABULATIONS (ABOVE) WHICH ESTABLISH THE MINIMUM AND MAXIMUM GFA PERMITTED FOR EACH BUILDING.
- THE BUILDING HEIGHTS SHOWN ARE CONCEPTUAL. FINAL BUILDING HEIGHTS WILL BE DETERMINED AT FINAL DEVELOPMENT PLAN SUBJECT TO THE APPLICABLE PROGRAMS AND THE DEVELOPMENT TABULATION ABOVE WHICH CONTAINS MINIMUM AND MAXIMUM BUILDING HEIGHTS.
- THE APPLICANT RESERVES THE RIGHT TO PROVIDE A DRIVE THRU BANK WITHIN BLOCK A AS LONG AS THE TELLER AND REQUIRED STATIONING SPACES FOR A DRIVE THRU BANK USE ARE PROVIDED INTERNAL TO THE PARKING STRUCTURE. FURTHER DETAILS TO BE PROVIDED WITH FINAL BUILDING PLAN.



CURVE TABLE:

CURVE	ARC LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING
C1	301.23	216.54	80°14'54"	182.48	279.58
C2	1011.45	705.24	14°22'35"	564.13	548°08'41"
C3	95.88	58.08	80°59'28"	55.47	78.11
C4	14.88	16.00	72°12'22"	10.87	17.71
C5	61.79	43.00	75°18'14"	33.84	41.70
C6	62.83	463.00	1°45'55"	31.50	62.88
C7	41.14	472.00	5°43'18"	30.59	41.12



BUILDING HEIGHT AND STEP BACK ANALYSIS

CAPITAL ONE MASTER PLAN

BUILDING STEP-BACK ANALYSIS

Comprehensive Plan Guidelines:
Street width R.O.W. to building podium ratio: 1:1 to 1:2

Street Widths and Allowable Podium/Streetwidth Heights:

Street	R.O.W.	Max. Allowable Podium/Streetwidth
Capital One Drive	190'-2"	100'-200'
Blkg 1 - Blkg 3	80'-0"	80'-180'
Blkg 1 - curv. off path	175'-2"	175'-350'
Old Meadow Road	80'-0"	80'-171'
Blkg 2 - Blkg 6	80'-0"	80'-171'
Blkg 10 - Blkg 11	80'-0"	80'-171'
Old Springhouse Road	80'-0"	80'-171'
Blkg 1 - Blkg 12	80'-0"	80'-171'
Blkg 102 - Blkg 11	64'-0"	64'-128'
Blkg 10 podium - Blkg 6	64'-0"	64'-128'
Blkg 10 entry - Blkg 6	75'-0"	75'-150'
Blkg 10 new plaza - Blkg 6	80'-0"	80'-160'
Blkg 9 - Blkg 6	80'-0"	80'-160'

Proposed Set-Backs:

Building	Building Height	Max. Allowable Podium/Streetwidth	Proposed Podium/Streetwidth	Conformance to Comp Plan
Building 1	281	175'-350'	287 / 250 ft	complies
at curv. off path		80'-180'	287 / 250 ft	complies
at Blkg 3		64'-128'	80' / 7 ft	complies
at Blkg 11		81'-162'	80' / 7 ft	complies
at Blkg 12		80'-171'	100' / 8 ft	complies
Building 2	111	64'-128'	117' / 8 ft	complies
at Blkg 6		84'-168'	80' / 7 ft	complies
Building 3	224	100'-200'	100' / 13 ft	complies
Building 4	282	80'-171'	29 / 1 ft	complies
at Blkg 2		80'-136'	129' / 11 ft	complies
at Blkg 10 podium/corner		75'-150'	20' / 1 ft	complies
at Blkg 10 entry		68'-136'	20' / 1 ft	complies
at Blkg 10 elevated plaza		100'-200'	196' / 11 ft	complies
Building 5	216	68'-136'	130' / 11 ft	complies
Building 6	218	80'-136'	20' / 1 ft	complies
Building 7	216	80'-136'	49' / 2 ft	complies
Building 8	218	75'-150'	200' / 19 ft	complies
at elevated plaza		68'-136'	90' / 7 ft	complies
at main entry		80'-171'	80' / 7 ft	complies
at parking podium		64'-128'	148' / 10 ft	complies
Building 11	252	80'-171'	80' / 7 ft	complies
at Blkg 10 podium		81'-162'	80' / 7 ft	complies
Building 12	302	80'-171'	80' / 7 ft	complies

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REVISIONS
10-20-10 City Comments
11-10-10 City Comments
06-30-11 City Comments
11-17-11 City Comments
03-12-12 City Comments
04-25-12 City Comments
05-24-12 City Comments
06-13-12 City Comments

OVERALL DEVELOPMENT PLAN
CAPITAL ONE MASTER PLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ.20 10-PRO-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=100'
DATE: AUGUST 4, 2010
DRAWN: OS/JW/CG
CHECKED: OS/RW
JOB #: 1798-1101
CAD FILE: 1101-OV.dwg
SHEET #: 3 of 34

LEGEND

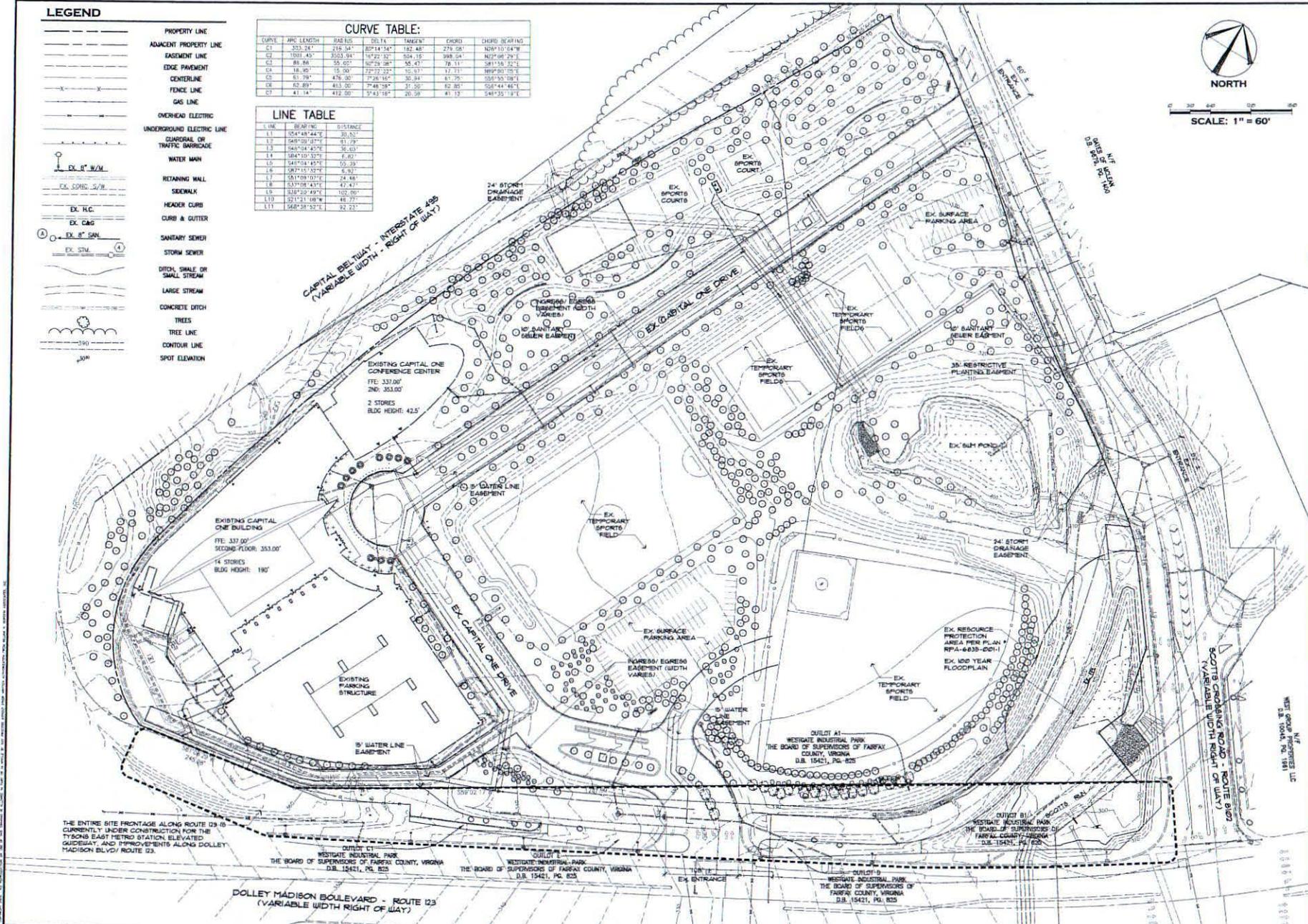
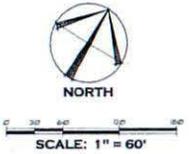
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- BASEMENT LINE
- EDGE PAVEMENT
- CENTERLINE
- FENCE LINE
- GAS LINE
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC LINE
- CHANGEOVER OF TRAFFIC BARRICADE
- WATER MAIN
- RETAINING WALL
- SIDEWALK
- HEADER CURB
- CURB & GUTTER
- SANITARY SEWER
- STORM SEWER
- DITCH, SWALE OR SMALL STREAM
- LARGE STREAM
- CONCRETE DITCH
- TREES
- TREE LINE
- CONTOUR LINE
- SPOT ELEVATION

CURVE TABLE:

CURVE	ARC LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C1	353.24'	218.34'	89°14'34"	182.48'	279.58'	N09°10'04"W
C2	1031.43'	353.34'	16°22'32"	304.15'	988.04'	N07°06'29"W
C3	86.98'	35.00'	86°29'38"	45.43'	78.14'	S41°13'32"E
C4	18.95'	15.00'	22°22'22"	10.37'	17.71'	S89°00'00"E
C5	81.79'	475.00'	7°48'58"	30.84'	81.79'	S00°00'00"E
C6	62.89'	45.00'	7°48'58"	31.50'	62.89'	S00°00'00"E
C7	41.14'	412.00'	5°43'18"	20.58'	41.14'	S48°35'13"E

LINE TABLE

LINK	BEARING	DISTANCE
1.1	S04°48'44"E	39.52'
1.2	S48°50'37"W	81.79'
1.3	S48°54'45"E	36.63'
1.4	S48°10'32"E	6.80'
1.5	S48°14'45"E	55.35'
1.6	S07°15'42"E	6.92'
1.7	S61°09'02"E	74.84'
1.8	S33°08'43"E	47.47'
1.9	S33°52'47"E	102.80'
1.10	S21°51'08"W	45.77'
1.11	S48°38'52"E	92.23'



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 FAX: 703-291-0366
 ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS



- REVISIONS**
- 10-29-10: City Comments
 - 11-10-10: City Comments
 - 06-30-11: City Comments
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 - 03-12-12: City Comments
 - 04-23-12: City Comments
 - 05-24-12: City Comments
 - 06-13-12: City Comments

EXISTING CONDITIONS PLAN
CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010PR021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1"=60'
 DATE: AUGUST 4, 2010
 DRAWN: OS/JPW/CG
 CHECKED: OS/BW
 JOB #: 1798-1101
 CAD FILE: 0308-EX.dwg
 SHEET #: 4 of 34

LEGEND

- L** LOADING ACCESS
 - B** DRIVE THRU BANK ENTRANCE
 - P** STRUCTURED PARKING ACCESS
 - S** POSSIBLE SIGN LOCATION
- LPTS OF UNDERGROUND PARKING AND BUILDING ENVELOPE (SEE NOTE 6 THIS SHEET)
 BUILDING ENTRANCE
 BUILDING AT GROUND FLOOR
 BUILDING TOWER

CURVE TABLE:

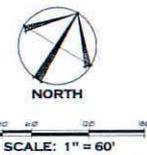
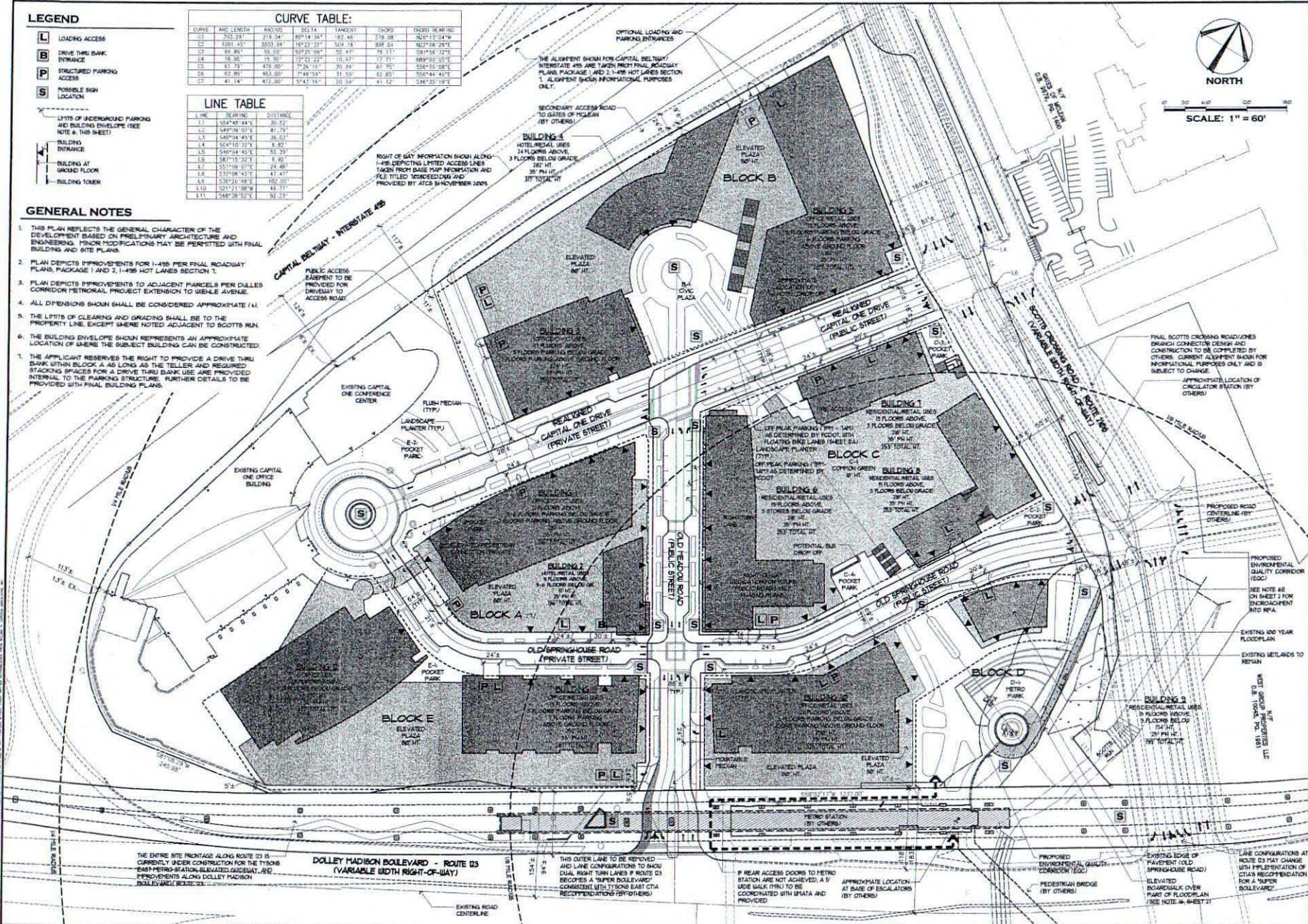
CURVE	ARC LENGTH	ARC/100	DELTA	TANGENT	CHORD	CHORD BEARING
C1	303.251	215.54	80°14'54"	182.48	378.58	N26°13'04"W
C2	1201.457	803.344	142°22'22"	529.18	389.64	N27°45'25"E
C3	66.867	55.02	50°29'08"	52.47	78.11	S81°56'32"E
C4	18.36	15.30	12°23'22"	10.37	17.31	N89°03'05"E
C5	63.79	478.00	7°28'15"	39.94	67.92	S84°55'28"E
C6	62.89	463.00	7°48'59"	11.50	62.85	S58°44'43"E
C7	43.14	412.80	20°42'16"	20.39	41.12	S46°33'19"E

LINE TABLE

LINE	BEARING	DISTANCE
L1	S24°48'44"E	20.52
L2	S47°09'07"E	81.79
L3	S49°04'45"E	26.03
L4	S24°10'37"E	4.82
L5	S48°04'45"E	53.39
L6	S87°13'37"E	4.92
L7	S51°09'07"E	24.68
L8	S37°08'43"E	47.47
L9	S70°21'48"E	100.20
L10	S21°21'08"W	48.77
L11	S88°38'52"E	92.73

GENERAL NOTES

- THIS PLAN REFLECTS THE GENERAL CHARACTER OF THE DEVELOPMENT BASED ON PRELIMINARY ARCHITECTURE AND ENGINEERING. MINOR MODIFICATIONS MAY BE PERMITTED WITH FINAL BUILDING AND SITE PLANS.
- PLAN DEFICITS IMPROVEMENTS FOR I-495 PER FINAL ROADWAY PLANS, PACKAGE 1 AND 2, I-495 HOT LANE SECTION 1.
- PLAN DEFICITS IMPROVEMENTS TO ADJACENT PARCELS PER DULLES CORRIDOR METROPOLITAN PROJECT EXTENSION TO WHEEL AVENUE.
- ALL DIMENSIONS SHOWN SHALL BE CONSIDERED APPROXIMATE (A).
- THE LIMITS OF CLEARING AND GRADING SHALL BE TO THE PROPERTY LINE, EXCEPT WHERE NOTED ADJACENT TO SCOTTS RUN.
- THE BUILDING ENVELOPE SHOWN REPRESENTS AN APPROXIMATE LOCATION OF WHERE THE SUBJECT BUILDING CAN BE CONSTRUCTED.
- THE APPLICANT RESERVES THE RIGHT TO PROVIDE A DRIVE THRU BANK WITHIN BLOCK A AS LONG AS THE TELLER AND REQUIRED STACKING SPACES FOR A DRIVE THRU BANK USE ARE PROVIDED INTERNAL TO THE PARKING STRUCTURE. FURTHER DETAILS TO BE PROVIDED WITH FINAL BUILDING PLANS.



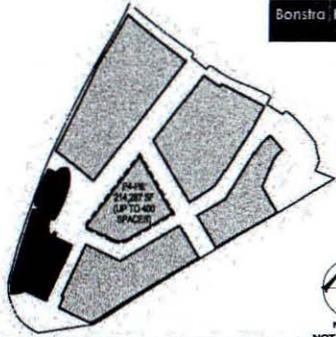
William H. Gordon Associates, Inc.
 1001 J. Lee Drive
 Fairfax, VA 22031
 PHONE: 703-745-1900
 FAX: 703-745-0310
 LICENSES: SURVEYOR - PARKING - LANDSCAPE ARCHITECT



- REVISIONS**
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CONCEPTUAL DEVELOPMENT PLAN
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PFR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1"=60'
 DATE: AUGUST 4, 2010
 DRAWN: OS/JPW/CG
 CHECKED: OS/RW
 JOB #: 1798-1101
 CAD FILE: 1101_CDP.dwg
 SHEET #: 5 of 34



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FLOORS P1-P3: BELOW GRADE PARKING
591,493 SF (1,170 SPACES) PER FLOOR

PERMITTED PARKING RATES

Parking Maximums per PFC Zoning (Comprehensive Plan)

Residential	1,360	1.8 / unit (using maximum number of proposed units at eq. 429)
Office <1/8 mile	1,284	1.8 / 1000
Office >1/8 mile	6,030	2.0 / 1000
Retail	510	1000 for first 1000 + 5/1000 for remaining GSF (first 5000 SF exempt) / sq ft
Hotel	750	1.0 / room
Public Facility	1,200	1.2 occupants (using maximum occupied level per code)
TOTAL	10,386	

Parking Maximums per PFC Zoning (Comprehensive Plan)

Residential	1,320	1.8 / unit (using maximum number of proposed units)
Office <1/8 mile	0	none
Office >1/8 mile	0	none
Hotel	0	none
Public Facility	1,200	1.2 / room
TOTAL	1,320	

PARKING RATES PROVIDED

Parking Spaces provided

Residential	1,360	1.7 / unit (using maximum number of proposed units)
Office <1/8 mile	1,042	1.8 / 1000
Office >1/8 mile	4,151	1.8 / 1000
Hotel	750	1.000 for first 1000 + 3.2/1000 for remaining GSF (first 5000 SF exempt) / block (weighted over all blocks)
Public Facility	30	1 / 1000
TOTAL	7,933	

PARKING AND LOADING TABULATIONS

	Office <1/8 mile	Office >1/8 mile	Retail <1/8 mile	Retail >1/8 mile	Retail <1/8 mile	Retail >1/8 mile	Public Facility <1/8 mile	Hotel <1/8 mile	Hotel >1/8 mile	TOTALS
Block A										
Building 2	2,350 SF	516,486 SF			6,780 SF	6,345 SF		63,360 SF	18,032 SF	527,511 SF
Parking Spaces	4	1,232			27	32		104	31	1,438
Loading Spaces		3						2		5
Block B										
Building 3		277,586 SF						30,000 SF		307,586 SF
Building 4					2,258 SF				336,496 SF	338,754 SF
Building 5		378,890 SF				10,337 SF				389,227 SF
Parking Spaces		1,525			45		30		814	2,314
Loading Spaces		6								6
Block C										
Building 6			405,000 SF	37,983 SF	24,273 SF	1,307 SF				468,563 SF
Building 7			98,372 SF	196,137 SF	4,298 SF	720 SF				299,527 SF
Building 8			387,840 SF		12,470 SF					399,310 SF
Parking Spaces			607	231	7					845
Loading Spaces			3							3
Block D										
Building 9			118,185 SF		3,620 SF					121,805 SF
Building 10	456,623 SF				28,042 SF					484,665 SF
Parking Spaces	742		236		97					1,075
Loading Spaces	4		1							5
Block E										
Building 11	202,523 SF	110,865 SF			6,650 SF					319,038 SF
Building 12		732,100 SF								732,100 SF
Building 13		604,800 SF								604,800 SF
Parking Spaces	236	1,544			11					1,791
Loading Spaces	3	3								6
TOTALS	456,623 SF	2,817,287 SF	1,837,458 SF	162,388 SF	64,389 SF	24,917 SF	30,000 SF	63,360 SF	363,520 SF	4,969,523 SF
FAR SF	864,716 SF	4,611	5,129	231	99	82	30	104	645	7,663
Parking Spaces	1,042	4,161	4	0	2	0	2	2	2	28
Loading Spaces	8	37	4	0	0	0	0	0	0	12
Parking Ratio	1.8 / 1000	1.6 / 1000	1.1 / unit (average) / 1,000 sq ft	1.2 / unit (average) / 1,000 sq ft	1.2 / 1000 + 2.0 / 1000 for remainder / 1st 5000 exempt / 1st 3000 exempt	1.2 / 200	1.0 / 1000	0.9 / room (average) / 554 sq ft	1.0 / room (average) / 349 sq ft	

*Retail units occupying & served by a common block retail/parking plaza are calculated as one retail structure, i.e., retail use in Blocks A, B, C, D and E are calculated for the purposes of parking ratios (permitted SF and total 1,000 SF ratio) as one retail parcel each. Parking ratios for the <1/8 and >1/8 mile strips are provided in Blocks A and C based on the percentage of total parking in each block within the respective strip.

	Parking	Loading	Total
Parking Block A	773,907 SF		34,587 SF
Parking Block B	570,840 SF		25,800 SF
Parking Block C	505,719 SF		143,850 SF
Parking Block D	57,180 SF		143,850 SF
Parking Block E	385,462 SF		143,850 SF
Total Parking SF	2,393,208 SF	486,143 SF	2,879,351 SF
Total Loading SF	622,692 SF	1,750,888 SF	2,373,580 SF
Green SF	1,287,491 SF	4,268,623 SF	1,000,267 SF

LEGEND



PARKING NARRATIVE

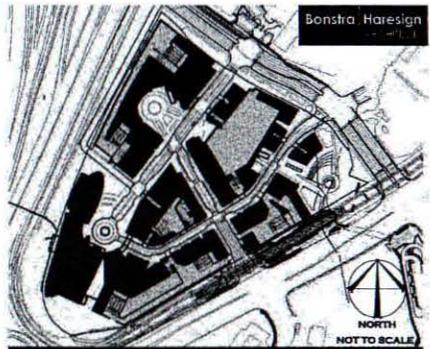
THE PARKING GARAGES AND LOADING AREAS ARE ACCESSIBLE AT THE GROUND LEVEL WITH INTERIOR RAMPING CONNECTING TO THE LOWER AND UPPER FLOORS. GENERALLY, MOST GARAGES CONSIST OF FLOORS OF ABOVE GROUND PARKING AND THREE FLOORS BELOW GROUND. IN MOST CASES, THE PARKING IS SURROUNDED WITH RETAIL, RESIDENTIAL AND OFFICE USES AND CONCEALED FROM VIEW AT THE GROUND FLOOR. PARKING FLOORS 2 THROUGH 1 ARE CLAD WITH SOME VEGETATIVE SCREENS OR SINGLE LOADED RESIDENTIAL CIVIC SPACE. NONE OF THE GARAGES ARE EXPOSED TO THE RCT AND AREAS NOT COVERED BY BUILDINGS ABOVE ARE COVERED WITH PLAZAS OR GREEN ROOFS. THE EXISTING CAPITAL ONE PARKING GARAGE WILL REMAIN ON SITE UNTIL FUTURE PHASES DEVELOP AND PARKING IS CURRENTLY EXPOSED TO THE RCT. SEE PHASING PLANS SHEETS FOR EXISTING PARKING GARAGE LOCATION.

- NOTES:**
1. PARKING RATES BASED ON THE COMPREHENSIVE PLAN FOR THE TYPICAL CORNER URBAN CENTER, ARTICLE 6-500 AND ARTICLE II OF FAIRFAX COUNTY ZONING ORDINANCE.
 2. TO CALCULATE MAXIMUM RESIDENTIAL PARKING REQUIREMENTS, AVERAGE DUELLING UNIT SIZE OF 1,000 GSF WAS USED AND BASED ON A 3-BEDROOM UNIT PARKING RATE. AT THE OF SITE PLAN, THE APPLICANT RESERVE THE RIGHT TO FIX THE NUMBER OF BEDS TO ACCOMMODATE CURRENT MARKET DEMAND.
 3. NO SHARED PARKING REDUCTION IS PROPOSED. WITH THESE CALCULATIONS AS DEFINED WITHIN THE ARTICLE 6-500 OF THE FAIRFAX COUNTY ZONING ORDINANCE (PFC URBAN CENTER).
 4. THE PARKING RATES PROVIDED ARE LESS THAN THE MAXIMUM PERMITTED PARKING RATES BY LAND USE AT FULL BUILDOUT. HOWEVER, INDIVIDUAL PHASES MAY EXCEED THE MAXIMUM PERMITTED PARKING RATES.

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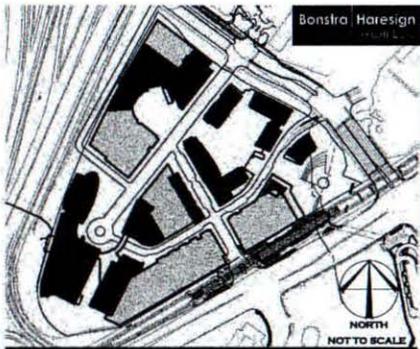
- REVISIONS:**
- 02-29-10 City Comments
 - 11-10-10 City Comments
 - 06-30-11 City Comments
 - 11-17-11 City Comments
 - 03-12-12 City Comments
 - 04-23-12 City Comments
 - 05-24-12 City Comments
 - 06-13-12 City Comments



Bonstra Haresign



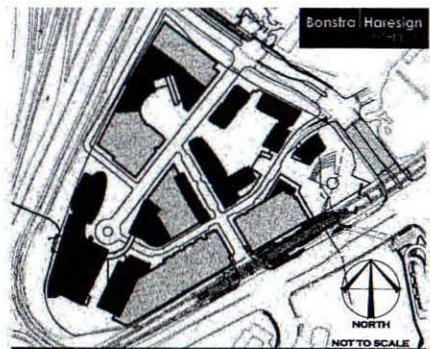
GROUND FLOOR: PARKING & LOADING
95,415 SF (200 SPACES)



Bonstra Haresign



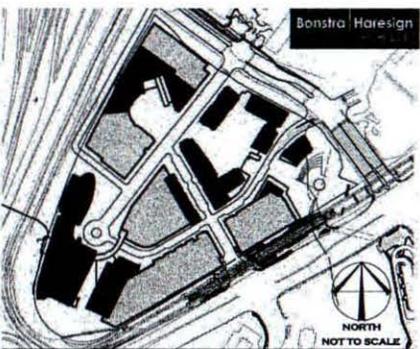
FLOOR 2: ABOVE GRADE PARKING
242,170 SF (538 SPACES)



Bonstra Haresign



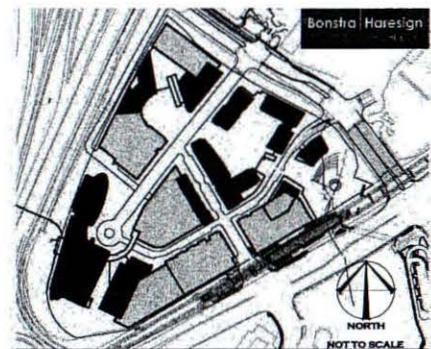
FLOOR 3: ABOVE GRADE PARKING
255,650 SF (568 SPACES)



Bonstra Haresign



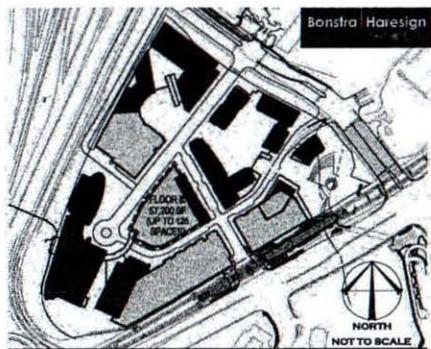
FLOORS 4 - 6: ABOVE GRADE PARKING
276,060 SF (612 SPACES) PER FLOOR



Bonstra Haresign



FLOOR 6: ABOVE GRADE PARKING
267,110 SF (590 SPACES)



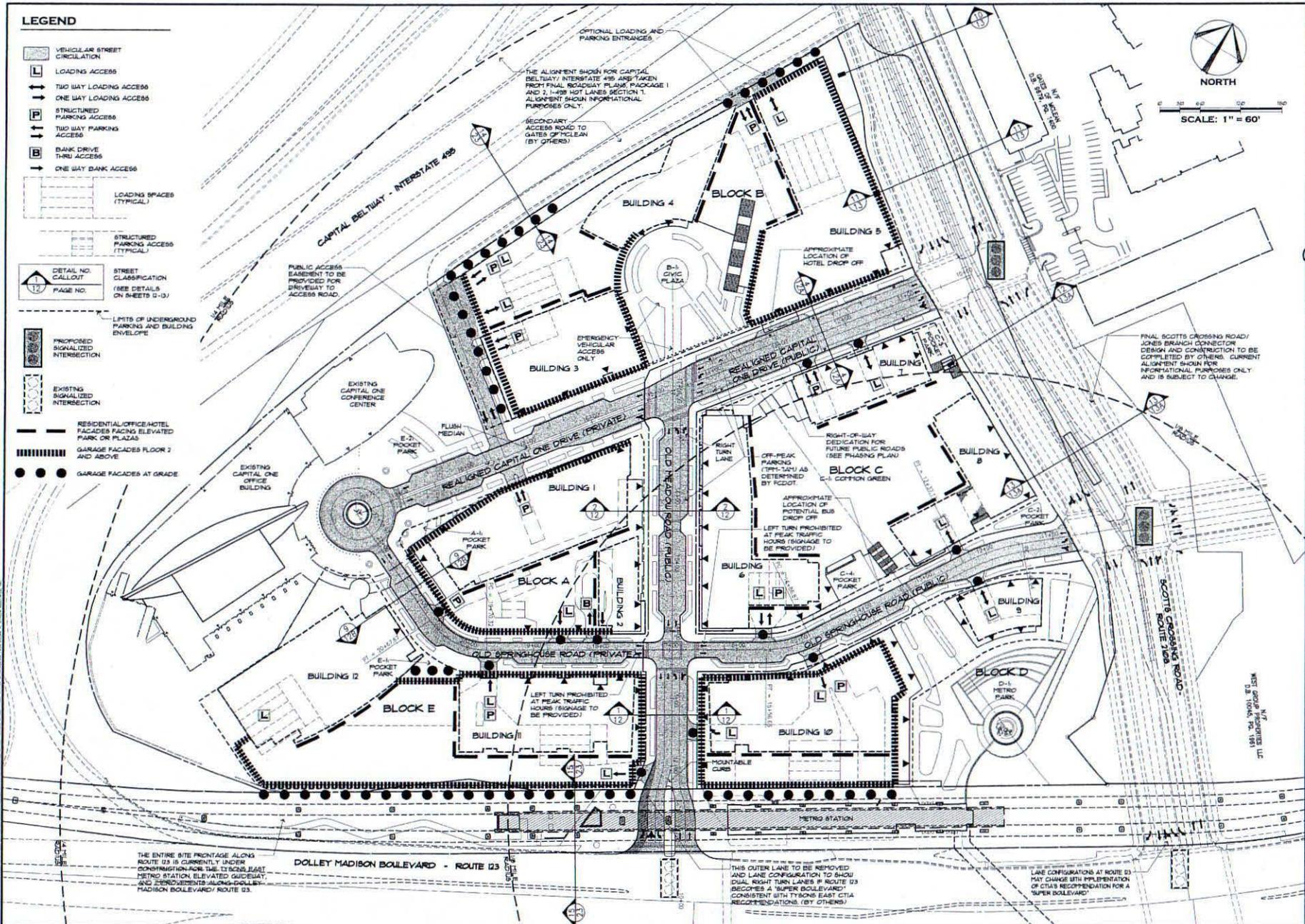
Bonstra Haresign



FLOOR 7: ABOVE GRADE PARKING
240,465 SF (533 SPACES)

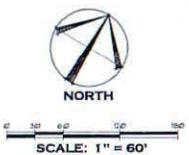
PARKING PLAN
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY, VIRGINIA

SCALE: N/A
 DATE: AUGUST 4, 2010
 DRAWN: OS/IPW/CG
 CHECKED: OS/RW
 JOB #: 1798-1101
 CAD FILE: 1101-PKG.dwg
 SHEET #: 6 of 34



LEGEND

- VEHICULAR STREET CIRCULATION
- LOADING ACCESS
- TWO WAY LOADING ACCESS
- ONE WAY LOADING ACCESS
- STRUCTURED PARKING ACCESS
- TWO WAY PARKING ACCESS
- BANK DRIVE THRU ACCESS
- ONE WAY BANK ACCESS
- LOADING SPACES (TYPICAL)
- STRUCTURED PARKING ACCESS (TYPICAL)
- DETAIL NO. CALLOUT PAGE NO.
- STREET CLASSIFICATION (SEE DETAILS ON SHEETS D-13)
- LIMITS OF UNDERGROUND PARKING AND BUILDING ENVELOPE
- PROPOSED SIGNALIZED INTERSECTION
- EXISTING SIGNALIZED INTERSECTION
- RESIDENTIAL/OFFICE/HOTEL FACADES FACING ELEVATED PARK OR PLAZAS
- GARAGE FACADES FLOOR 2 AND ABOVE
- GARAGE FACADES AT GRADE



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 WWW: www.whgordon.com
 LICENSE: PROFESSIONAL ARCHITECT



REVISIONS

10-29-10	City Comments
11-10-10	City Comments
06-30-11	City Comments
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VEHICULAR CIRCULATION
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PPR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1"=60'

DATE	AUGUST 4, 2010
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JOB #	1798-1101
CAD FILE	1701-PKG.dwg
SHEET #	7 of 34

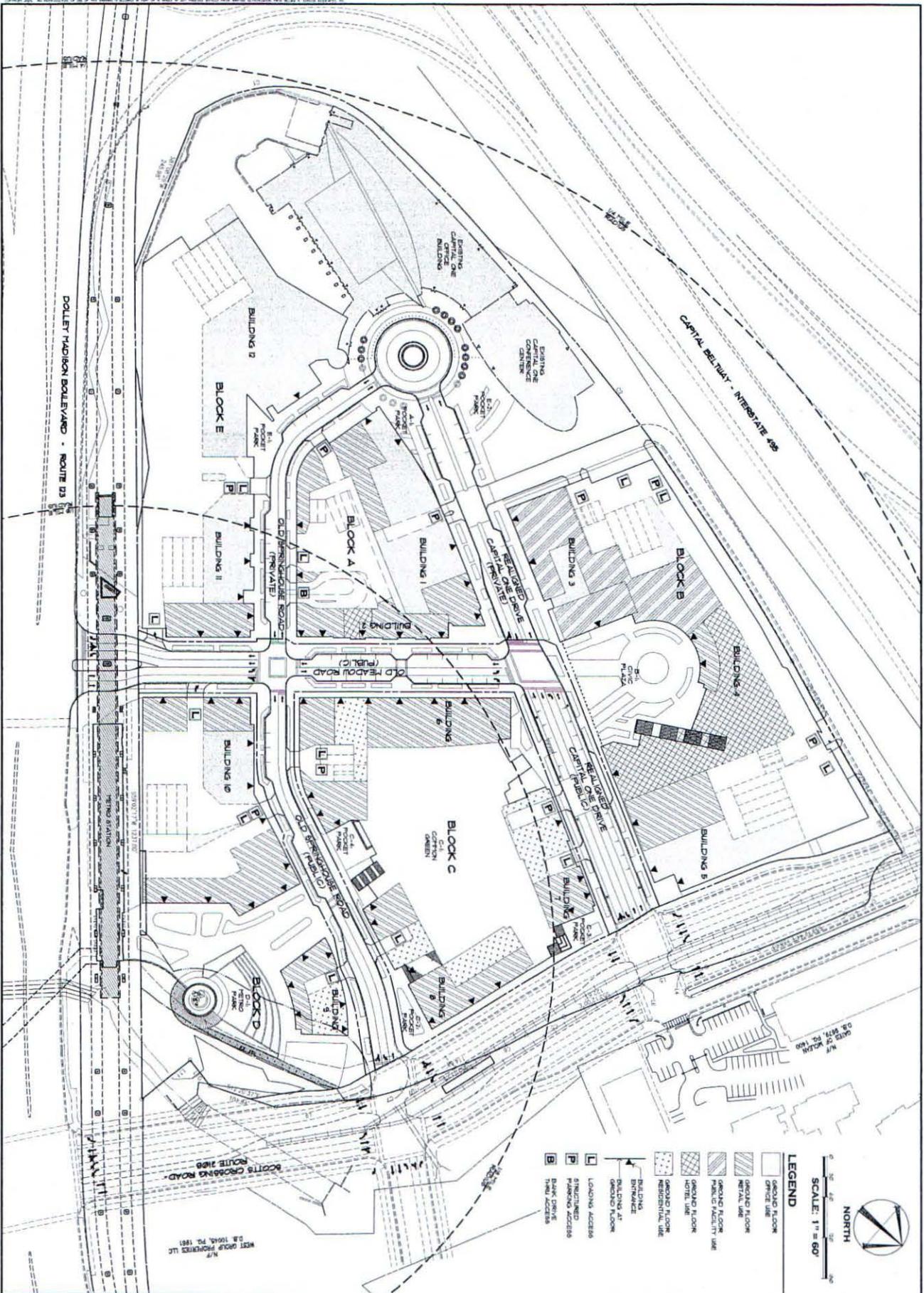
FINAL SCOTT'S CROSSING ROAD/JONES BRANCH CONNECTOR DESIGN AND CONSTRUCTION TO BE COMPLETED BY OTHERS. CURRENT ALIGNMENT SHOWN FOR INFORMATIONAL PURPOSES ONLY AND IS SUBJECT TO CHANGE.

THIS OUTER LANE TO BE REMOVED AND LANE CONFIGURATION TO SHOW DUAL RIGHT TURN LANES IF ROUTE D3 BECOMES A 'SUPER BOULEVARD' CONSISTENT WITH TYING IN EAST CTA RECOMMENDATIONS. (BY OTHERS)

LANE CONFIGURATIONS AT ROUTE D3 MAY CHANGE WITH IMPLEMENTATION OF CTA'S RECOMMENDATION FOR A 'SUPER BOULEVARD'

THE ENTIRE SITE FRONTAGE ALONG ROUTE D3 IS CURRENTLY UNDER CONSTRUCTION FOR THE TYSONS EAST METRO STATION ELEVATED GUIDEWAY AND SUBSTATIONS ALONG DOLLEY MADISON BOULEVARD/ROUTE D3.

DOLLEY MADISON BOULEVARD - ROUTE D3



GROUND FLOOR PLAN

CAPITAL ONE MASTERPLAN

CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR-021

PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1"=60'

DATE: AUGUST 4, 2010

DRAWN: CS/PJ/TC

CHECKED: OS/BW

JOB #: 178-1101

CAD FILE: 101_GROUND.PLT

SHEET # 8 of 34

REVISIONS:

- 01-28-10: CS/Commen
- 11-10-10: CS/Commen
- 06-30-11: CS/Commen
- 11-17-11: CS/Commen
- 02-15-12: CS/Commen
- 07-30-12: CS/Commen
- 08-11-12: CS/Commen

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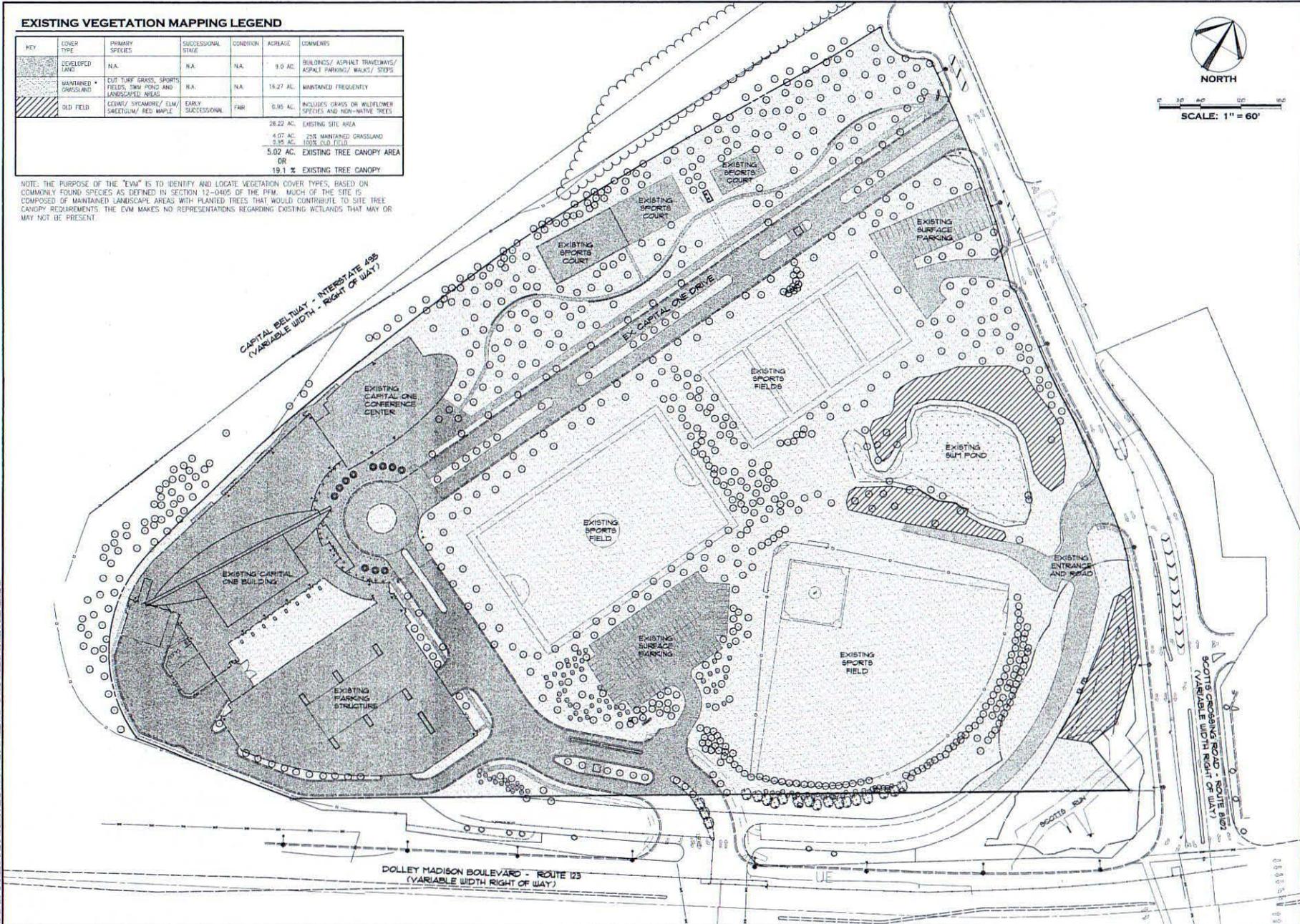
ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS



EXISTING VEGETATION MAPPING LEGEND

KEY	COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGE	CONDITION	ADIRASE	COMMENTS
[Pattern]	DEVELOPED LAND	N/A	N/A	N/A	9.0 AC.	BUILDINGS/ ASPHALT TRAVELWAYS/ ASPALT PARKING/ WALKS/ STEPS
[Pattern]	MAINTAINED GRASSLAND	CUT TURF GRASS, SPORTS FIELDS, TOWN POND AND LANDSCAPE AREAS	N/A	N/A	16.27 AC.	MAINTAINED FREQUENTLY
[Pattern]	OLD FIELD	CEDAR/ SYCAMORE/ ELM/ SWEETGUM/ RED MAPLE	EARLY SUCCESSIONAL	FAR	0.95 AC.	INCLUDES GRASS OR WILDFLOWER SPECIES AND NON-NATIVE TREES
28.22 AC. EXISTING SITE AREA						
4.07 AC. 25% MAINTAINED GRASSLAND						
3.98 AC. 100% OLD FIELD						
5.02 AC. EXISTING TREE CANOPY AREA OR						
19.1 % EXISTING TREE CANOPY						

NOTE: THE PURPOSE OF THE "EVM" IS TO IDENTIFY AND LOCATE VEGETATION COVER TYPES, BASED ON COMMONLY FOUND SPECIES AS DEFINED IN SECTION 12-0405 OF THE PFM. MUCH OF THE SITE IS COMPOSED OF MAINTAINED LANDSCAPE AREAS WITH PLANTED TREES THAT WOULD CONTRIBUTE TO SITE TREE CANOPY REQUIREMENTS. THE EVM MAKES NO REPRESENTATIONS REGARDING EXISTING WETLANDS THAT MAY OR MAY NOT BE PRESENT.



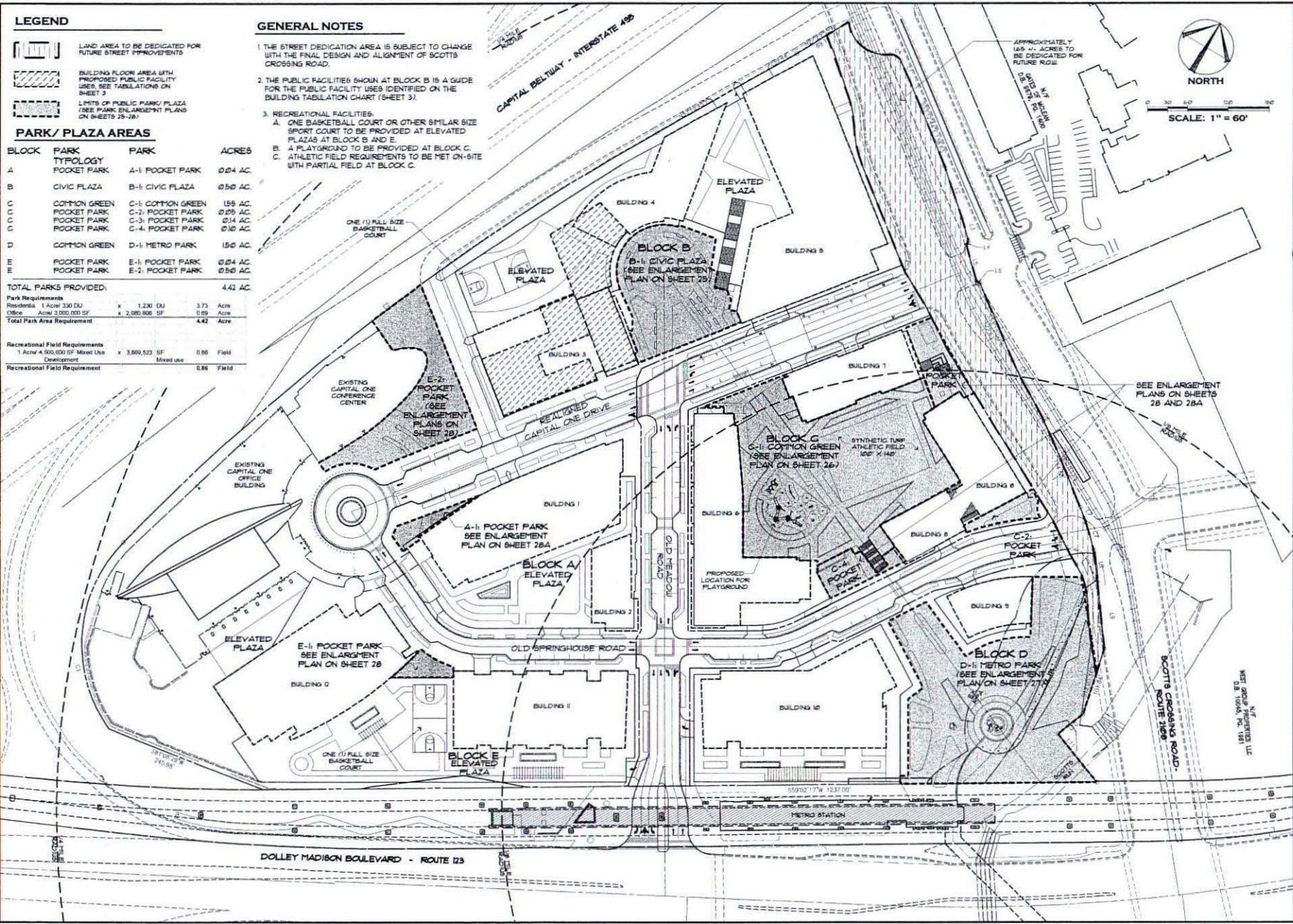
William H. Gordon Associates, Inc.
 4011 Dulles Drive, Suite 11
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 FAX 703-263-1768
 ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS



- REVISIONS**
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 SHEET # 9A of 34



LEGEND

- LAND AREA TO BE DEDICATED FOR FUTURE STREET IMPROVEMENTS
- BUILDING FLOOR AREA WITH PROPOSED PUBLIC FACILITY USES. SEE TABULATION ON SHEET 3
- LIMITS OF PUBLIC PARK/PLAZA (SEE PARK ENLARGEMENT PLANS ON SHEETS 25-28)

PARK/PLAZA AREAS

BLOCK	PARK TYPOLOGY	PARK	ACRES
A	POCKET PARK	A-1: POCKET PARK	0.04 AC.
B	CIVIC PLAZA	B-1: CIVIC PLAZA	0.50 AC.
C	COMMON GREEN	C-1: COMMON GREEN	1.55 AC.
	POCKET PARK	C-2: POCKET PARK	0.09 AC.
	POCKET PARK	C-3: POCKET PARK	0.14 AC.
D	COMMON GREEN	C-4: POCKET PARK	0.10 AC.
	COMMON GREEN	D-1: METRO PARK	1.50 AC.
E	POCKET PARK	E-1: POCKET PARK	0.04 AC.
	POCKET PARK	E-2: POCKET PARK	0.50 AC.

TOTAL PARKS PROVIDED: 4.42 AC.

Park Requirements			
Residential	1 Acre/ 330 DU	x 1.20 DU	3.73 Acres
Office	1 Acre/ 2,000,000 SF	x 2,000,000 SF	0.69 Acres
Total Park Area Requirement			4.42 Acres

Recreational Field Requirements			
1 Acre/ 4,500,000 SF Mixed Use Development	x 3,960,533 SF		0.86 Field
Recreational Field Requirement			0.86 Field

GENERAL NOTES

1. THE STREET DEDICATION AREA IS SUBJECT TO CHANGE WITH THE FINAL DESIGN AND ALIGNMENT OF SCOTT'S CROSSING ROAD.
2. THE PUBLIC FACILITIES SHOWN AT BLOCK B IS A GUIDE FOR THE PUBLIC FACILITY USES IDENTIFIED ON THE BUILDING TABULATION CHART (SHEET 3).
3. RECREATIONAL FACILITIES:
 - A. ONE BASKETBALL COURT OR OTHER SIMILAR SIZE SPORT COURT TO BE PROVIDED AT ELEVATED PLAZAS AT BLOCK B AND E.
 - B. A PLAYGROUND TO BE PROVIDED AT BLOCK C.
 - C. ATHLETIC FIELD REQUIREMENTS TO BE MET ON-SITE WITH PARTIAL FIELD AT BLOCK C.



SCALE: 1" = 60'

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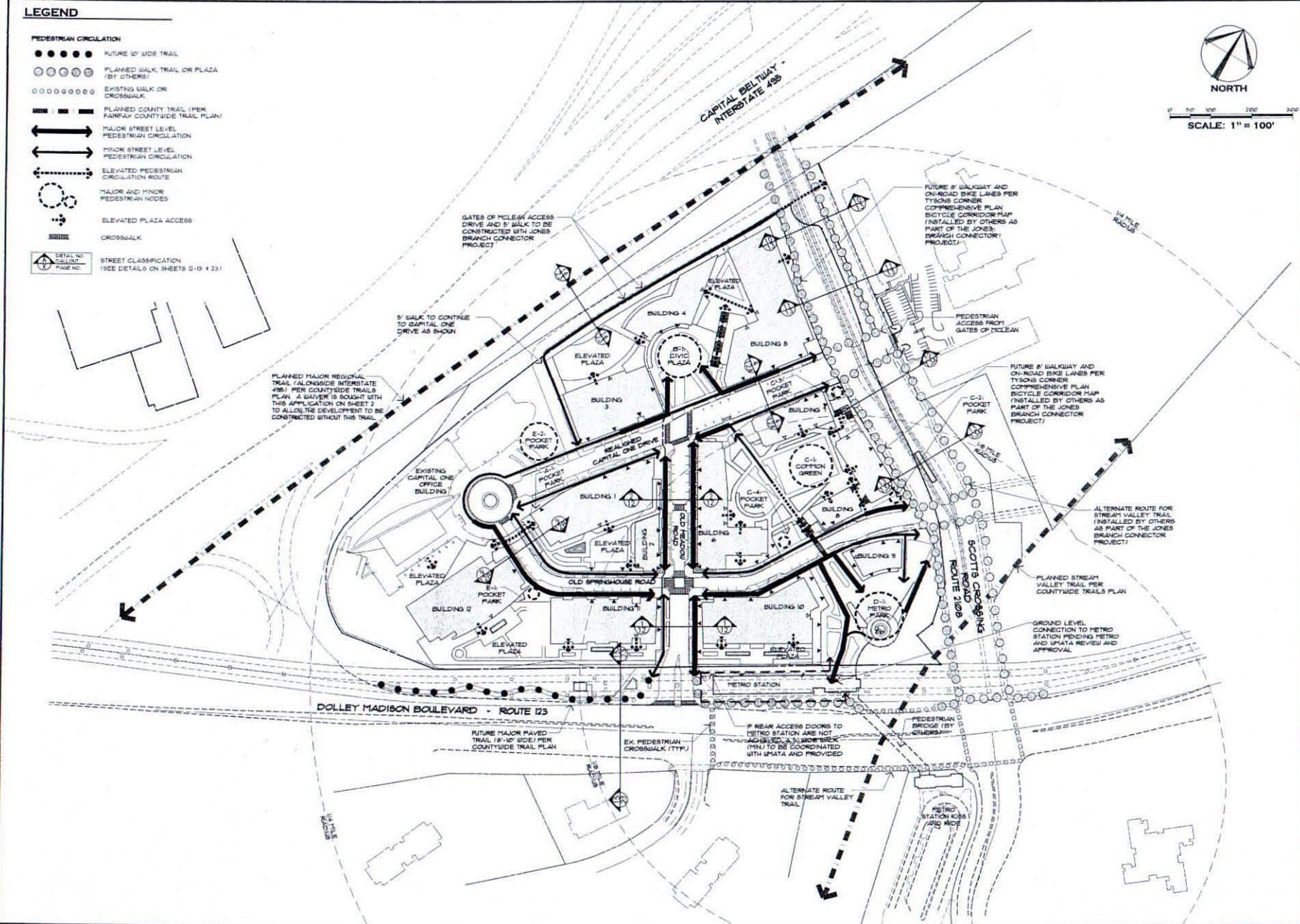
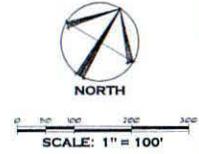
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CHECKED	OS/RW
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LEGEND

- PEDESTRIAN CIRCULATION**
- FUTURE 10' WIDE TRAIL
 - PLANNED WALK, TRAIL OR PLAZA (BY OTHERS)
 - EXISTING WALK OR CROSSWALK
 - — — — — PLANNED COUNTY TRAIL (PER FAIRFAX COUNTYWIDE TRAIL PLAN)
 - ↔ ↔ ↔ ↔ MAJOR STREET LEVEL PEDESTRIAN CIRCULATION
 - ↔ ↔ ↔ ↔ MINOR STREET LEVEL PEDESTRIAN CIRCULATION
 - - - - - ELEVATED PEDESTRIAN CIRCULATION ROUTE
 - ○ ○ ○ MAJOR AND MINOR PEDESTRIAN NODES
 - ■ ■ ■ ELEVATED PLAZA ACCESS
 - ▬ ▬ ▬ ▬ CROSSWALK
 - △ (with detail no.) STREET CLASSIFICATION (SEE DETAILS ON SHEETS 0-10 & 23)



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 SERVICES: SURVEYING • PLANNING • ARCHITECTURE



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PEDESTRIAN CIRCULATION PLAN
CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
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SCALE: 1" = 100'

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DRAWN: OS/JPW/EG

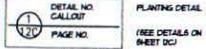
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CAD FILE: 1101-PD.dwg

SHEET #: 11 of 34

LEGEND

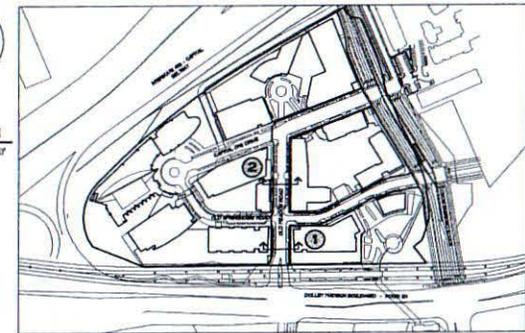


NOTES:

1. ALL STREETS WILL BE PHASED TO BECOME PUBLIC STREETS. A PUBLIC ACCESS EASEMENT WILL BE PROVIDED UNTIL THEN AND WILL EXTEND TO THE BUILDING FACE. THE SECTIONS FEATURE ON-STREET PARKING WALKWAYS, AND STREET TREES AND WILL BE DESIGNED CONSISTENTLY WITH SECTION 1 (PRIVATE STREETS) OF THE PUBLIC FACILITIES MANUAL (PFM).
2. SEE 'STREET CLASSIFICATION' IN LEGEND LOCATED ON SHEETS 1 AND 2 FOR INTENDED LOCATION OF PROPOSED ROADWAY SECTIONS AND WALKWAYS SHOWN BELOW.
3. BUILD-TO-LINES ('BTL') HAVE BEEN ESTABLISHED AS DEPICTED ON SHEET 5 OF THE CDP TO CREATE AN URBAN, PEDESTRIAN-ORIENTED ENVIRONMENT WHERE BUILDINGS ARE LOCATED CLOSE TO THE STREET AND PEDESTRIAN/STREETSCAPE AREAS ARE LOCATED BETWEEN THE BUILDINGS AND THE STREETS. IN GENERAL, BUILDING FACADES ARE INTENDED TO BE CONFIGURED IN SUCH A WAY AS TO PROVIDE A CONTINUOUS STREET WALL ALONG THIS LINE, BUT MODIFICATIONS TO EITHER SIDE OF THE BTL SHALL BE PERMITTED PROVIDED SUCH ARE IN SUBSTANTIAL CONFORMANCE WITH THE CDP AND PROFFERS AS DETERMINED BY THE ZONING ADMINISTRATOR. AWNINGS AND OTHER ARCHITECTURAL CANOPIES ATTACHED TO THE BUILDING FRONTAGE THAT PROJECT OUT FROM THE BUILD-TO-LINE AND INTO THE BUILDING ZONE SHALL PROVIDE ADEQUATE CLEARANCE FOR PEDESTRIAN MOVEMENT AND SHALL NOT CONFLICT WITH STREET TREE LOCATIONS. VARIATIONS TO BUILDING FACADE TO BE PRESENTED WITH FUTURE FDP'S FOR REVIEW AND APPROVAL.
4. THE STREET SECTIONS PROPOSE THE USE OF ONE FOOT GUTTER PANS IN KEEPING WITH THE INTENT TO REDUCE PAVEMENT AND ROADWAY WIDTHS IN THE TYSON'S CORNER AREA. THIS REDUCTION WILL REQUIRE A VDOT WAIVER FOR ON-SITE ROADWAYS THAT ARE WITHIN THE VDOT RIGHT OF WAY. IN THE EVENT VDOT WOULD NOT ALLOW ONE FOOT GUTTER PANS, AN ADDITIONAL ONE FOOT CAN BE REDUCED FROM THE ROADWAY TRAVEL LANES (FROM 11 FOOT LANES TO 10 FOOT LANES). THE ROADWAYS WOULD STILL FULFILL THE MINIMUM WIDTH OF 10 FEET AS REQUIRED PER THE TYSON'S URBAN STREET STANDARDS.



KEY PLAN
SCALE: 1" = 25'



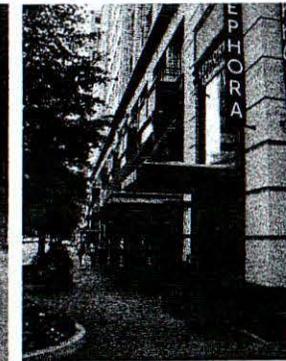
NOTE:

THE ACCOMPANYING IMAGES EXCERPTED FROM THE PROFFERED CAPITAL ONE DESIGN GUIDELINES ILLUSTRATE THE GENERAL CHARACTER, SCALE AND MATERIAL QUALITY LEVEL OF THE FINAL STREETSCAPE, AS WELL AS THE TREATMENT OF SPECIFIC FEATURES, AS NOTED IN INDIVIDUAL CAPTIONS.

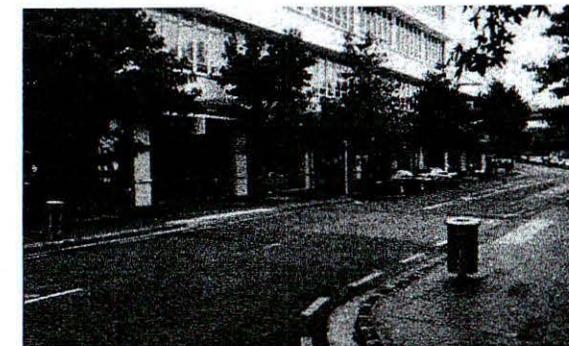
WHILE THESE PRECEDENT EXAMPLES DO NOT REPRESENT A FINAL DESIGN, THEY ARE REPRESENTATIVE OF THE BASELINE STANDARD OF DEVELOPMENT FOR THE STREETSCAPE AND FEATURES NOTED. FINAL DESIGN WILL BE IN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PROFFERS, AND SUBJECT TO A FUTURE FINAL DEVELOPMENT PLAN FOR THIS AREA.



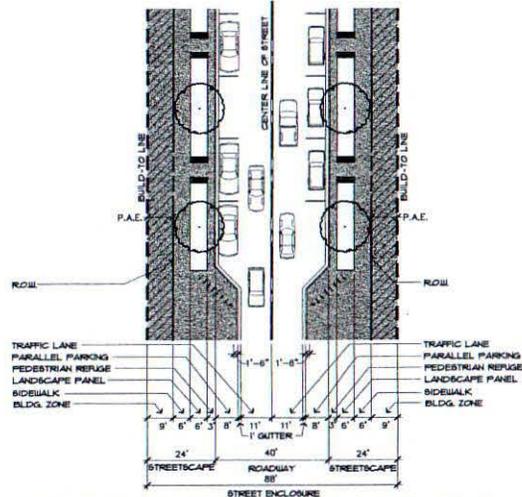
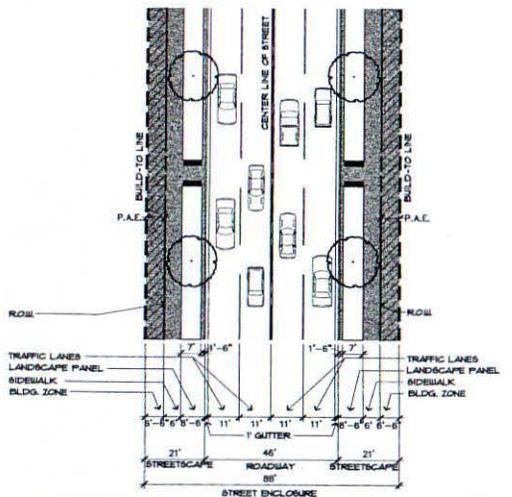
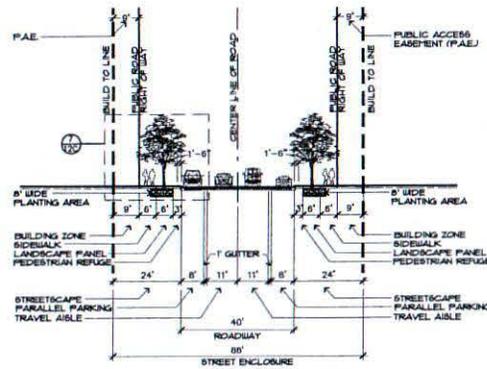
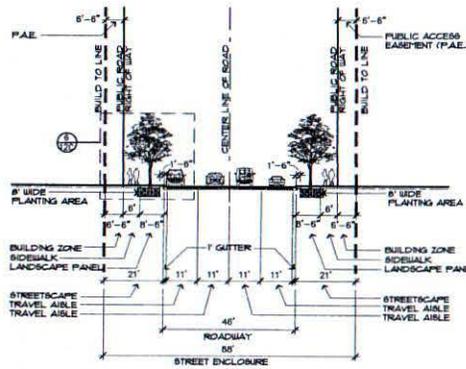
THIS EXAMPLE FROM DOWNTOWN WASHINGTON SHOWS HOW BUILDING ZONE USES IN URBAN ENVIRONMENTS SUCH AS SIDEWALK CAFES CAN SUCCESSFULLY COEXIST WITH ADJACENT SERVICE ENTRIES.



ALONG OLD MEADOW ROAD, SIGNIFICANT SPACE IS DESIGNATED FOR PLANTING. SHADE TREES SHOULD BE SELECTED SO THAT VISIBILITY OF STOREFRONTS FROM PASSING VEHICLES IS NOT IMPINGED.



THE MID-BLOCK CROSSING IS TO BE CLEARLY VISIBLE TO VEHICULAR TRAFFIC AND MAY BE A RAISED HUMP OF THE SAME MATERIAL AS THE SIDEWALKS. SPACE SHOULD BE LEFT BETWEEN TREE BOXES/PLANTING BEDS FOR TEMPORARY VENDORS.



1 OLD MEADOW ROAD - FOUR LANE (NO PARKING)
SCALE: 1" = 2'

2 OLD MEADOW ROAD - TWO LANE (WITH PARKING)
SCALE: 1" = 2'

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WGA
ENGINEERS - ARCHITECTS - PLANNERS - LANDSCAPE ARCHITECTS



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STREET SECTIONS

CAPITAL ONE MASTER PLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR021
PROVIDENCE DISTRICT - FAIRFAX COUNTY, VIRGINIA

SCALE: AS NOTED

DATE: AUGUST 4, 2010

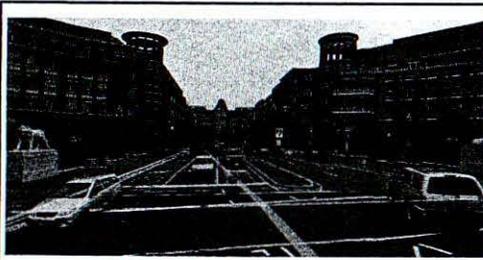
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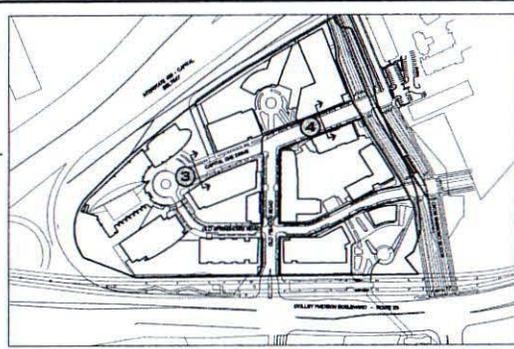
SHEET #: 12 of 34



REPRESENTATIVE EXAMPLE FROM THE ENTRANCE TO THE CARLYLE DEVELOPMENT IN ALEXANDRIA, VA DEPICTING A MATERIAL CHANGE IN THE PAVEMENT AT THE CROSSWALK (GIVING IMPORTANCE TO THE PEDESTRIAN RIGHT-OF-WAY) AS WELL AS THE PLANTED CURBSIDES AND MEDIAN. THE OVERALL GOAL IS TO SLOW CARS UPON ENTERING THE CAPITAL ONE SITE AND CREATE A VERY DIFFERENT FEEL FROM THE LARGE TRAFFIC VIADUCTS OF DOLLY MADISON BLVD. AND SCOTTS RUN CROSSING.

NOTE:
THE ACCOMPANYING PHOTOGRAPHS EXCERPTED FROM THE PROPOSED CAPITAL ONE DESIGN GUIDELINES ILLUSTRATE THE GENERAL CHARACTER, SCALE AND MATERIAL QUALITY LEVEL OF THE FINAL STREETSCAPE, AS WELL AS THE TREATMENT OF SPECIFIC FEATURES, AS NOTED IN INDIVIDUAL CAPTIONS. WHILE THESE PRECEDENT EXAMPLES DO NOT REPRESENT A FINALIZED DESIGN, THEY ARE REPRESENTATIVE OF THE BASELINE STANDARD OF DEVELOPMENT FOR THE STREETSCAPE AND FEATURES NOTED. FINAL DESIGN WILL BE IN SUBSTANTIAL CONFORMANCE WITH THIS COP AND PROFFERS, AND SUBJECT TO A FUTURE FINAL DEVELOPMENT PLAN FOR THIS AREA.

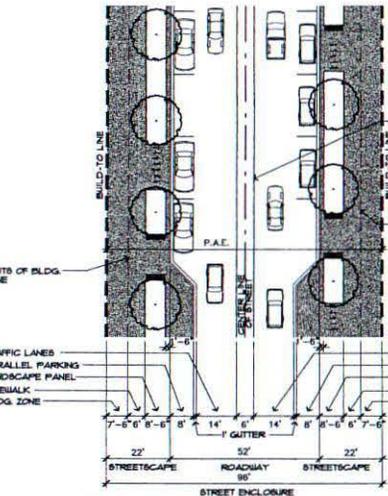
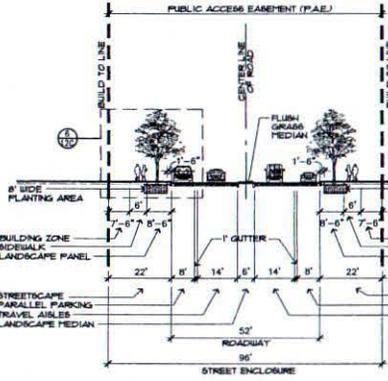
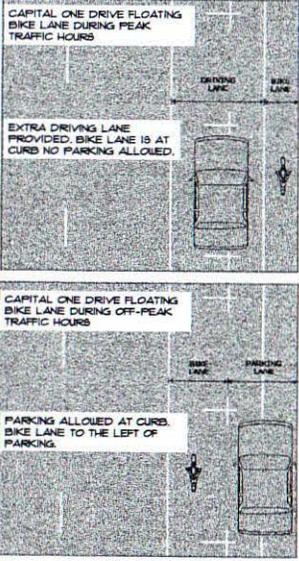
- NOTES:**
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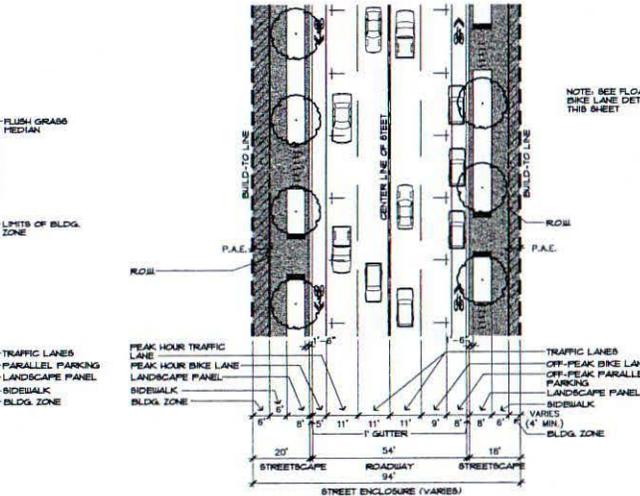
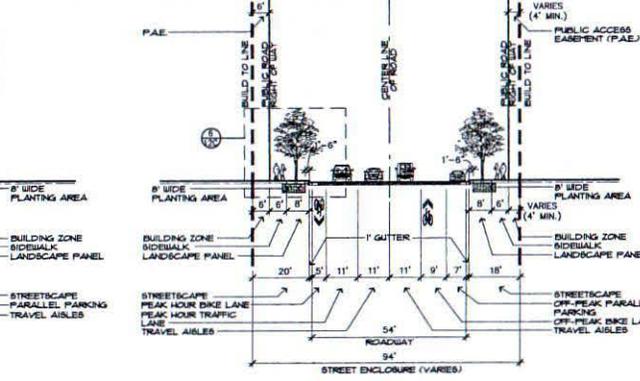
LEGEND

	DETAIL NO. CALLOUT	PLANTING DETAIL
	PAGE NO.	(SEE DETAILS ON SHEET DC)

FLOATING BIKE LANE DETAILS



3 CAPITAL ONE DRIVE - TWO LANE (WITH PARKING) (PRIVATE)
SCALE: 1" = 20'



4 CAPITAL ONE DRIVE - FOUR LANE (WITH PARKING) (PUBLIC)
SCALE: 1" = 20'



DESCRIPTIVE IMAGES SHOW AN OPEN PLAN PLAZA AND EDGE DELINEATION BY BOLLARDS AS WELL AS UNIQUE PAVING AND PUBLIC ART. CARP ONE DRIVE AND THE CIVIC PLAZA SHALL BE AT THE SAME ELEVATION (NO CURB) TO FACILITATE PEDESTRIAN FLOW AND ALLOW PLAZA ACTIVITY TO SEEP INTO SURROUNDING AREAS. BEING OF THE SAME LEVEL, BOLLARDS WILL NEED TO BE USED FOR PEDESTRIAN SAFETY AND TO ENSURE VEHICLE ACCESS IS LIMITED TO EMERGENCY VEHICLES ONLY.



BOLLARD LOCATIONS AND OTHER SECURITY ELEMENTS TO BE SHOWN ON FUTURE FINAL DEVELOPMENT PLANS.

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LEGEND

DETAIL NO. CALCULATED	PLANTING DETAIL
PAGE NO.	(SEE DETAILS ON SHEET DCJ)

NOTES:

- A PORTION OF OLD SPRINGHOUSE ROAD AS PRESENTED ON THIS SHEET IS A PRIVATE STREET AND ALL STREETSCAPES HAVE PUBLIC ACCESS ELEMENTS TO BE MAINTAINED BY AN OWNERS ASSOCIATION. THE SECTIONS FEATURE ON-STREET PARKING, WALKWAYS, AND STREET TREES AND WILL BE DESIGNED CONSISTENTLY WITH SECTION 1 (PRIVATE STREETS) OF THE PUBLIC FACILITIES MANUAL (PFM).
- SEE "STREET CLASSIFICATION" IN LEGEND LOCATED ON SHEETS 1 AND 11 FOR INTENDED LOCATION OF PROPOSED ROADWAY SECTIONS AND WALKWAYS SHOWN BELOW.
- BUILD-TO-LINES ("BTL") HAVE BEEN ESTABLISHED AS DEPICTED ON SHEET 5 OF THE CDP TO CREATE AN URBAN PEDESTRIAN-ORIENTED ENVIRONMENT WHERE BUILDINGS ARE LOCATED CLOSE TO THE STREET AND PEDESTRIAN-STREETSCAPE AREAS ARE LOCATED BETWEEN THE BUILDINGS AND THE STREETS. IN GENERAL, BUILDING FACADES ARE INTENDED TO BE CONFIGURED IN SUCH A WAY AS TO PROVIDE A CONTINUOUS STREET WALL ALONG THIS LINE, BUT MODIFICATIONS TO EITHER SIDE OF THE BTL SHALL BE PERMITTED PROVIDED SUCH ARE IN SUBSTANTIAL CONFORMANCE WITH THE CDP AND PREFERS AS DETERMINED BY THE ZONING ADMINISTRATOR. AWNINGS AND OTHER ARCHITECTURAL CANOPIES ATTACHED TO THE BUILDING FRONTAGE THAT PROJECT OUT FROM THE BUILD-TO-LINE AND INTO THE BUILDING ZONE SHALL PROVIDE ADEQUATE CLEARANCE FOR PEDESTRIAN MOVEMENT AND SHALL NOT CONFLICT WITH STREET TREE LOCATIONS. VARIATIONS TO BUILDING FACADE TO BE PRESENTED WITH FUTURE FDP'S FOR REVIEW AND APPROVAL.
- THE STREET SECTIONS PROPOSE THE USE OF ONE FOOT GUTTER PANS IN KEEPING WITH THE INTENT TO REDUCE PAVEMENT AND ROADWAY WIDTHS IN THE TYSON'S CORNER AREA. THIS REDUCTION WILL REQUIRE A VDOT WAIVER FOR ON-SITE ROADWAYS THAT ARE WITHIN THE VDOT RIGHT OF WAY. IN THE EVENT VDOT WOULD NOT ALLOW ONE FOOT GUTTER PANS, AN ADDITIONAL ONE FOOT CAN BE REDUCED FROM THE ROADWAY TRAVEL LANES (FROM 11 FOOT LANES TO 10 FOOT LANES). THE ROADWAYS WOULD STILL FULFILL THE MINIMUM WIDTH OF 10 FEET AS REQUIRED PER THE TYSON'S URBAN STREET STANDARDS.

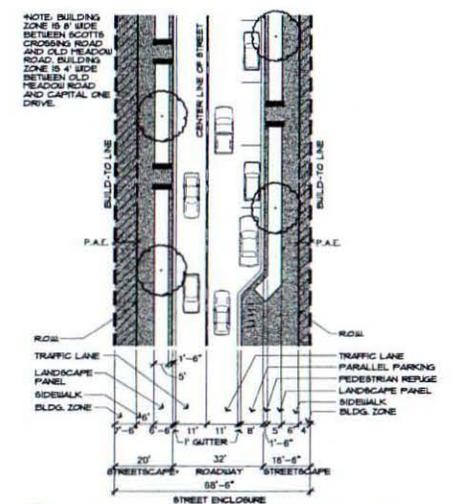
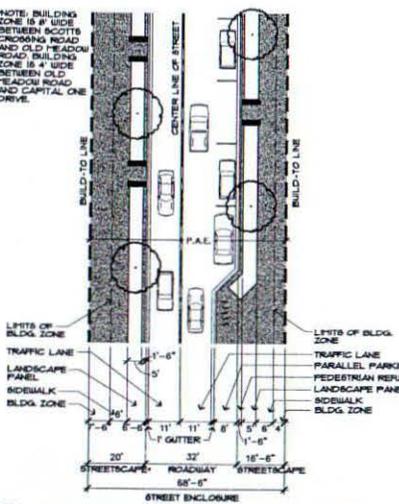
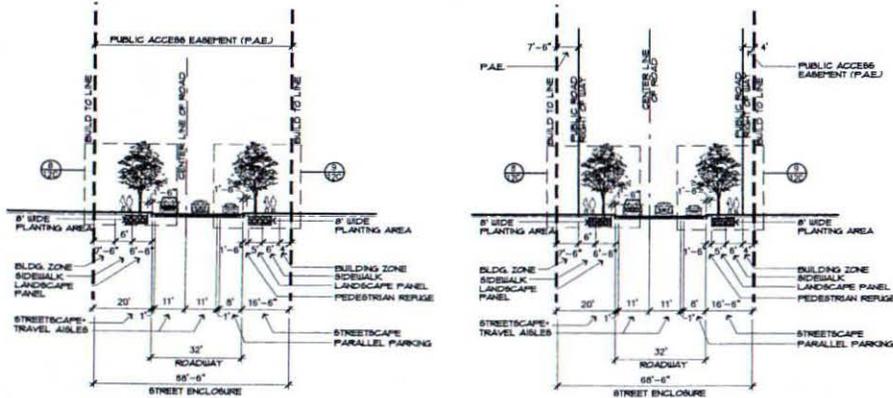
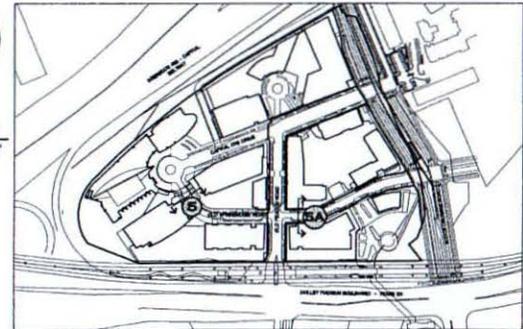
NOTE:

THE ACCOMPANYING PHOTOGRAPHS EXCERPTED FROM THE PROFFERED CAPITAL ONE DESIGN GUIDELINES ILLUSTRATE THE GENERAL CHARACTER, SCALE AND MATERIAL QUALITY LEVEL OF THE FINAL STREETSCAPE, AS WELL AS THE TREATMENT OF SPECIFIC FEATURES, AS NOTED IN INDIVIDUAL CAPTIONS. WHILE THESE PRECEDENT EXAMPLES DO NOT REPRESENT A FINALIZED DESIGN, THEY ARE REPRESENTATIVE OF THE BASELINE STANDARD OF DEVELOPMENT FOR THE STREETSCAPE AND FEATURES NOTED. FINAL DESIGN WILL BE IN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PREFERS, AND SUBJECT TO A FUTURE FINAL DEVELOPMENT PLAN FOR THIS AREA.



KEY PLAN

SCALE: 1" = 250'



5 OLD SPRINGHOUSE ROAD - TWO LANE
SCALE: 1" = 20' (WITH PARKING) (PRIVATE)

5A OLD SPRINGHOUSE ROAD - TWO LANE
SCALE: 1" = 20' (WITH PARKING) (PUBLIC)



EXAMPLE OF OFFICE STREETSCAPE WITH GROUND FLOOR RETAIL, SIDEWALKS EXTEND THROUGH THE BUILDING ZONE TO ALLOW RETAIL ENVOUING AND GREATER PEDESTRIAN VOLUME UP TO THE BUILDING FACE.



EXAMPLE OF STREETSCAPE TREATMENT WHERE SERVICE/PARKING ACCESS CROSSES THE PEDESTRIAN STREETSCAPE. THIS EXAMPLE FROM DOWNTOWN WASHINGTON SHOWS HOW BUILDING ZONE USE FOR ACTIVITIES SUCH AS SIDEWALK CAFES CAN SUCCESSFULLY COEXIST WITH SERVICE/PARKING ENTRIES.



THE RESIDENTIAL PORTION OF OLD SPRINGHOUSE ROAD MAY HAVE LIMITED STRETCHES OF STREETSCAPE AT A LOWER PEDESTRIAN VOLUME. THIS EXAMPLE SHOWS THE CHARACTER OF SUCH A STREETSCAPE, WITH A PLANTED BUILDING ZONE PROVIDING MORE OF A BUFFER BETWEEN THE SIDEWALK AND THE RESIDENTIAL USE (RESIDENTIAL-ORIENTED PUBLIC USE/RETAIL MAY OCCUPY THE ADJOINING GROUND FLOOR SPACE).

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STREET SECTIONS

CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: N/A

DATE: AUGUST 4, 2010

DRAWN: OS/TPW/CG

CHECKED: OS/RW

JOB # 1798-1101

CAD FILE 1101 SECT.dwg

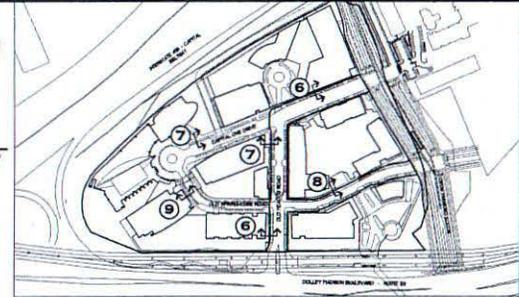
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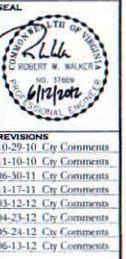
THE STREET SECTIONS PROPOSE THE USE OF ONE FOOT GUTTER PANS IN KEEPING WITH THE INTENT TO REDUCE PAVEMENT AND ROADWAY WIDTHS IN THE TYSON'S CORNER AREA. THIS REDUCTION WILL REQUIRE A VDOT WAIVER FOR ON-SITE ROADWAYS THAT ARE WITHIN THE VDOT RIGHT OF WAY. IN THE EVENT VDOT WOULD NOT ALLOW ONE FOOT GUTTER PANS, AN ADDITIONAL ONE FOOT CAN BE REDUCED FROM THE ROADWAY TRAVEL LANES (FROM 11 FOOT LANES TO 10 FOOT LANES). THE ROADWAYS WOULD STILL FULFILL THE MINIMUM WIDTH OF 10 FEET AS REQUIRED PER THE TYSON'S URBAN STREET STANDARDS.



KEY PLAN
SCALE: 1" = 25'



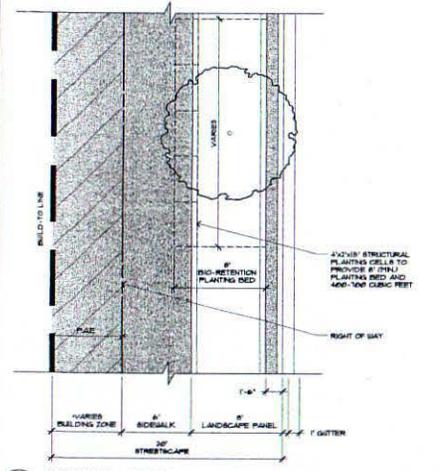
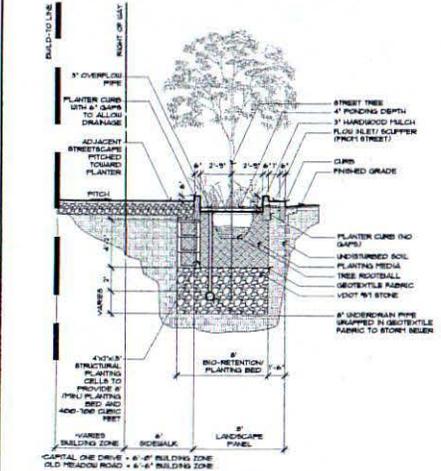
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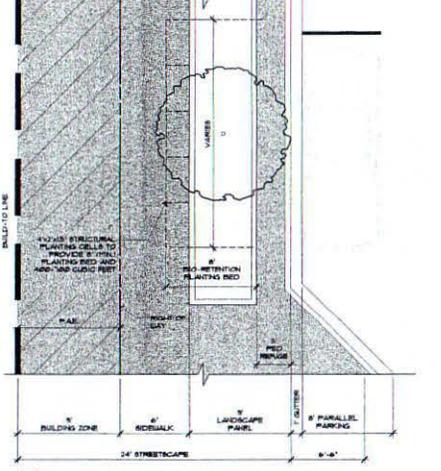
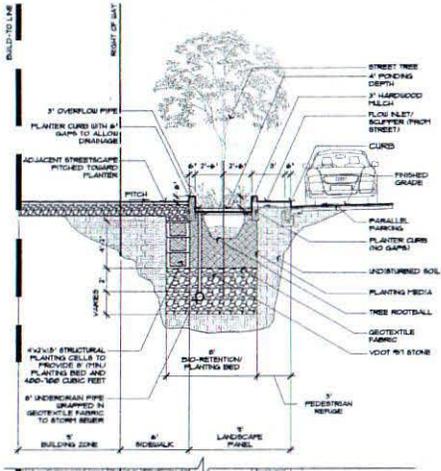
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STREET TREE PLANTER DETAILS
CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

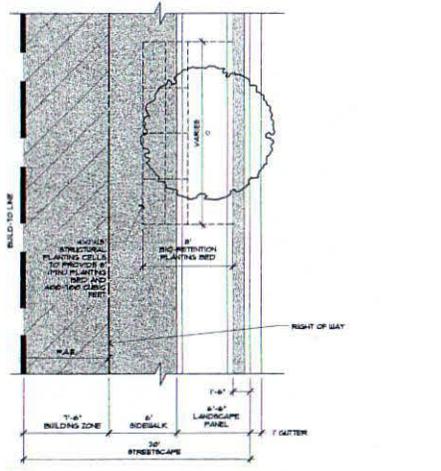
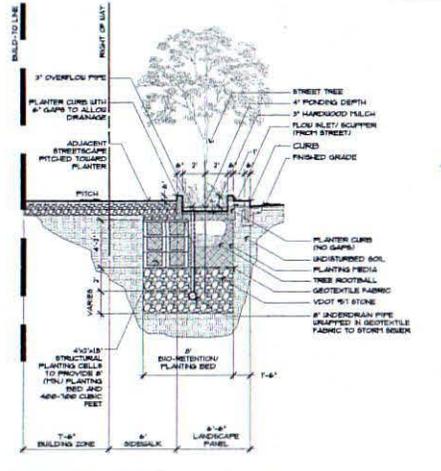
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DRAWN	OS/JPB/CG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-SECT.dwg
SHEET #	12C of 34



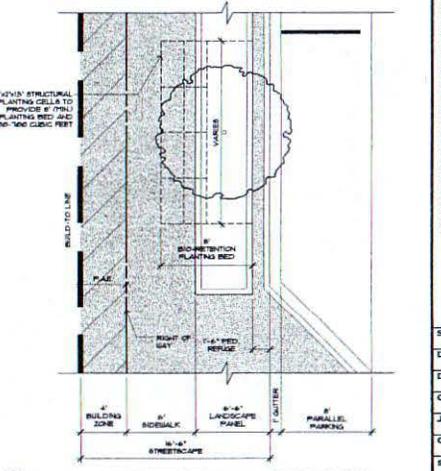
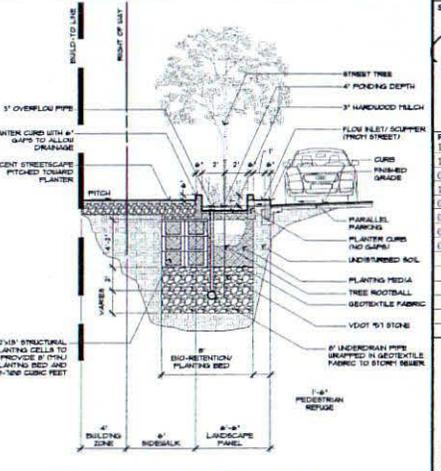
6 CAPITAL ONE DRIVE & OLD MEADOW ROAD - FOUR LANE (NO PARKING)
SCALE: 1" = 5'



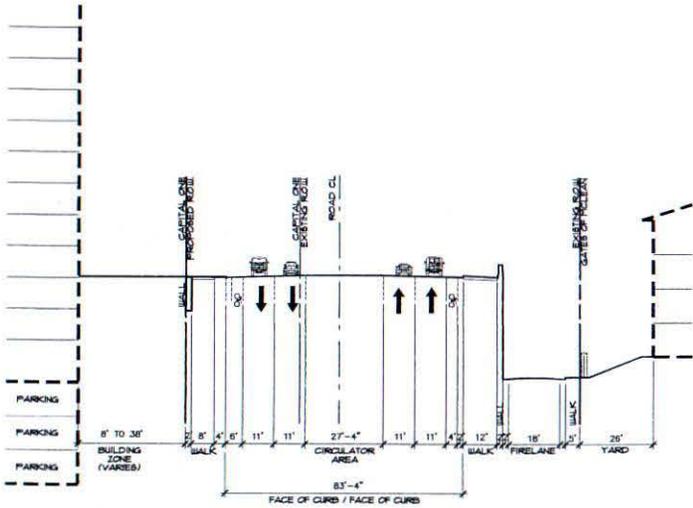
7 CAPITAL ONE DRIVE & OLD MEADOW ROAD - TWO LANE (WITH PARKING)
SCALE: 1" = 5'



8 OLD SPRINGHOUSE ROAD - TWO LANE (NO PARKING)
SCALE: 1" = 5'

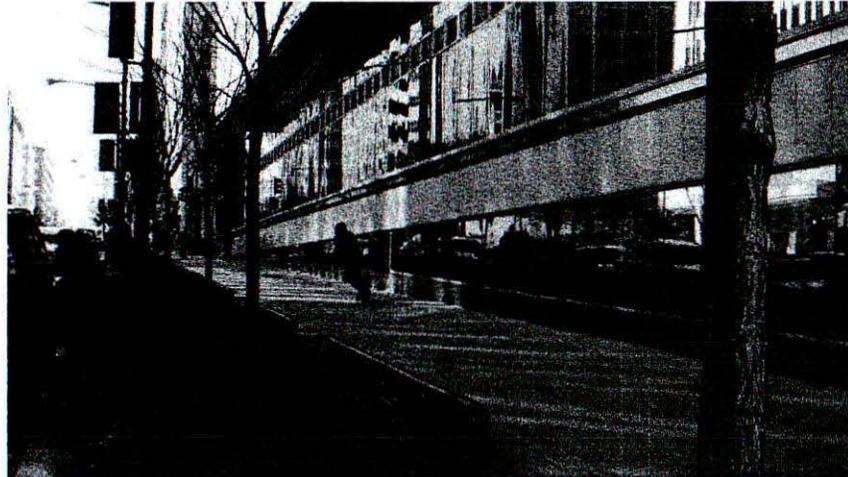


9 OLD SPRINGHOUSE ROAD - TWO LANE (WITH PARKING)
SCALE: 1" = 5'

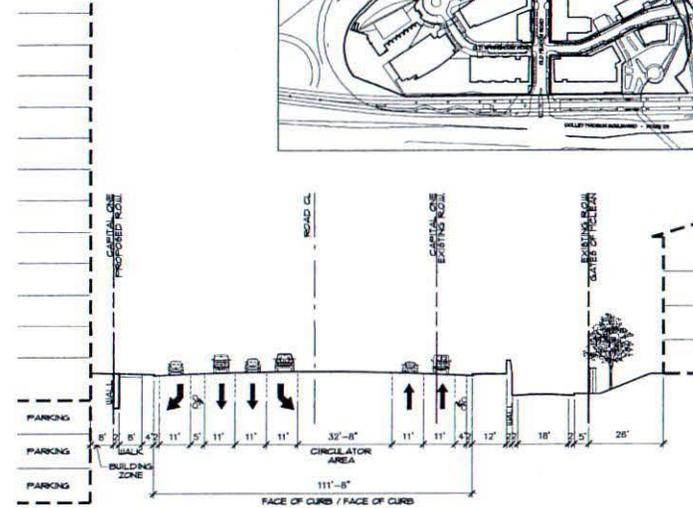
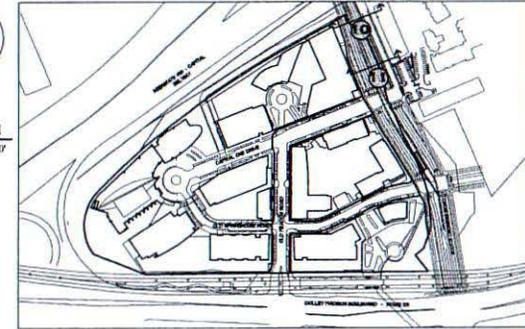


10 SCOTTS CROSSING ROAD - JONES BRANCH CONNECTOR
SCALE: 1" = 20'

NOTE:
THIS PRECEDENT EXAMPLE FROM DOWNTOWN WASHINGTON ILLUSTRATES THE GENERAL CHARACTER, SCALE AND MATERIAL QUALITY LEVEL OF THE FINAL STREETSCAPE. IN PARTICULAR, THIS SHOWS HOW THE INCLINED STREETSCAPE ALONG THE JONES BRANCH CONNECTOR (JBC) RAMP WILL MEET THE FACE OF BUILDING 5, TRANSITIONING FROM A LOWER TO HIGHER STREET LEVEL ON DIFFERENT FLOORS AS THE GRADE RISES. THIS WILL MAINTAIN VISUAL POROSITY ALONG THE STREETSCAPE WHILE ALSO ALLOWING ENTRIES AT BOTH LEVELS AS THE STREETSCAPE REACHES THE HIGHER FLOOR. ALTHOUGH THE SIDEWALK AND PLANTING ZONE (WITH STREET TREES AS SHOWN) ARE STRUCTURALLY PART OF THE JBC RAMP/BRIDGE STRUCTURE, THE COMPLETE STREETSCAPE WILL BE BUILT UP TO THE BUILDING FACE TO PROVIDE A SEAMLESS PEDESTRIAN EXPERIENCE ALONG THE BUILDING FRONTAGE FROM THE STANDARD GRADE-LEVEL STREETSCAPE BEYOND THE BASE OF THE JBC RAMP.
WHILE THIS PRECEDENT EXAMPLE DOES NOT REPRESENT A FINALIZED DESIGN, IT IS REPRESENTATIVE OF THE BASELINE STANDARD OF DEVELOPMENT FOR THE STREETSCAPE AND FEATURES NOTED. FINAL DESIGN WILL BE IN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PROFFERS, AND SUBJECT TO A FUTURE FINAL DEVELOPMENT PLAN FOR THIS AREA.



KEY PLAN
SCALE: 1" = 250'



11 SCOTTS CROSSING ROAD - JONES BRANCH CONNECTOR
SCALE: 1" = 20'

NOTES:

1. FINAL SCOTTS CROSSING ROAD/JONES BRANCH CONNECTOR DESIGN AND CONSTRUCTION TO BE COMPLETED BY OTHERS. CURRENT ALIGNMENT SHOWN FOR INFORMATIONAL PURPOSES ONLY AND IS SUBJECT TO CHANGE.
2. THE BUILD TO LINES ARE PROVIDED AS A TYPICAL CONDITION FOR THE STREET ENCLOSURE AND PROPOSED BUILDINGS AND BUILDING ELEMENTS SHALL BE ALLOWED TO EXCEED THE BUILD TO LINE TO PROVIDE ARCHITECTURAL FEATURES AND STREETSCAPE DIVERSITY.
3. BUILD-TO-LINES (BTL'S) HAVE BEEN ESTABLISHED AS DEPICTED ON SHEET 8 OF THE CDP TO CREATE AN URBAN, PEDESTRIAN-ORIENTED ENVIRONMENT WHERE BUILDINGS ARE LOCATED CLOSE TO THE STREET AND PEDESTRIAN STREETSCAPE AREAS ARE LOCATED BETWEEN THE BUILDINGS AND THE STREETS. IN GENERAL, BUILDING FACADES ARE INTENDED TO BE CONFIGURED IN SUCH A WAY AS TO PROVIDE A CONTINUOUS STREET WALL ALONG THIS LINE, BUT MODIFICATIONS TO EITHER SIDE OF THE BTL SHALL BE PERMITTED PROVIDED SUCH ARE IN SUBSTANTIAL CONFORMANCE WITH THE CDP AND PROFFERS AS DETERMINED BY THE ZONING ADMINISTRATOR. AWAKES AND OTHER ARCHITECTURAL CANOPIES ATTACHED TO THE BUILDING FRONTAGE THAT PROJECT OUT FROM THE BUILD-TO-LINE AND INTO THE BUILDING ZONE SHALL PROVIDE ADEQUATE CLEARANCE FOR PEDESTRIAN MOVEMENT AND SHALL NOT CONFLICT WITH STREET TREE LOCATIONS. VARIATIONS TO BUILDING FACADE TO BE PRESENTED WITH FUTURE PDPS FOR REVIEW AND APPROVAL.

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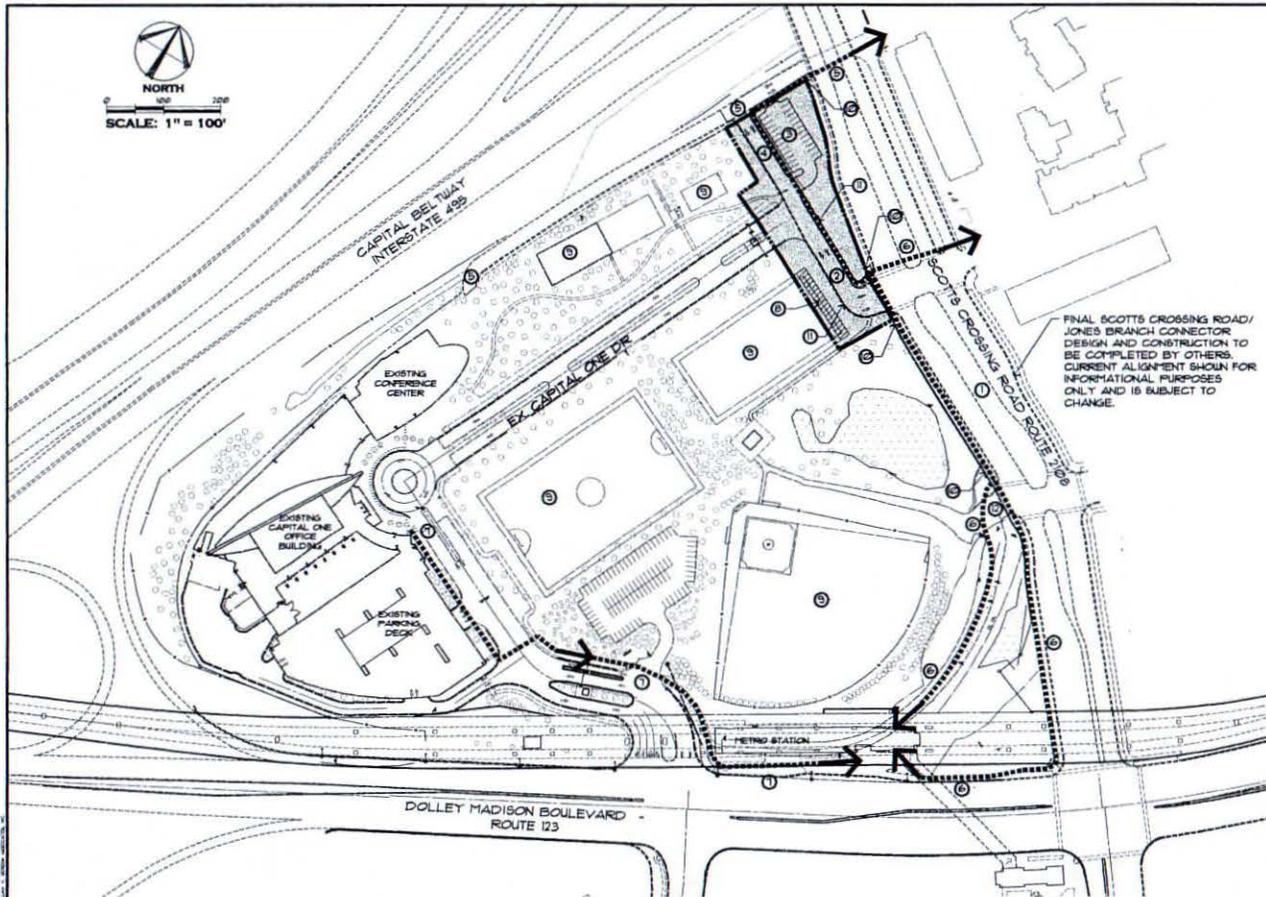
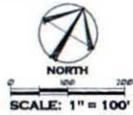


REVISIONS

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06-30-11	City Comments
11-17-11	City Comments
03-12-12	City Comments
04-23-12	City Comments
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SCR-JBC STREET SECTIONS
CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PPR021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	N/A
DATE	AUGUST 4, 2010
DRAWN	OS/JPW/CG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-SRCT.dwg
SHEET #	



INTERIM CONDITION: TEMPORARY CONNECTION TO SCOTT'S CROSSING ROAD

THIS PHASE IS TO BE COMPLETED ONCE JONES BRANCH CONNECTOR IS FULLY CONSTRUCTED.

LEGEND

- APPROXIMATE LIMITS OF PHASE
- LIMITS OF PHASING AREA (APPROXIMATE)
- PEDESTRIAN CIRCULATION ROUTE

- ① SCOTT'S CROSSING ROAD RE-ALIGNED TO JONES BRANCH CONNECTOR OVER BELTWAY (BY OTHERS).
- ② CONSTRUCTION OF TEMPORARY RE-ALIGNMENT OF CAPITAL ONE DRIVE INCLUDES 5' WIDE CONCRETE WALK ON THE EAST SIDE OF THE ROAD.
- ③ CONSTRUCTION OF TEMPORARY PARKING AREA WITH POSSIBLE SECURITY GATES TO SERVE TEMPORARY SPORTS FIELDS.
- ④ CONSTRUCTION OF TEMPORARY CONNECTION TO GATES OF MCLEAN ACCESS ROAD WITH PUBLIC ACCESS EASEMENT.
- ⑤ GATES OF MCLEAN ACCESS ROAD WITH 5' WIDE WALK UNDER SCOTT'S CROSSING ROAD (BY OTHERS).
- ⑥ GATES OF MCLEAN PEDESTRIAN ACCESS TO METRO STATION.
- ⑦ METRO STATION ACCESS FOR EMPLOYEES FROM EXISTING BUILDINGS.
- ⑧ POTENTIAL IMPACT TO SPORTS FIELD.
- ⑨ TEMPORARY SPORTS FIELD, SPORT COURTS AND SPORTS PAVILION MAY BE MAINTAINED BY CAPITAL ONE POST CONSTRUCTION.
- ⑩ CONSTRUCTION OF TEMPORARY RETAINING WALL ALONG LIMITS OF RIGHT OF WAY.
- ⑪ PUBLIC ACCESS EASEMENT TO BE PROVIDED FOR REVIEW AND APPROVAL BY COUNTY ATTORNEY.
- ⑫ THIS ENTRANCE MAY BE ADJUSTED WITH THE CONSTRUCTION OF THE JONES BRANCH CONNECTOR PROJECT (BY OTHERS).

NOTE:

1. THE PHASING PLANS AND TABULATIONS REFLECTED ARE CONCEPTUAL ONLY AND ARE SUBJECT TO MODIFICATION BY THE APPLICANT TO RE-ARRANGE THE PHASES TO MEET ITS CORPORATE GROWTH AND CURRENT MARKET DEMANDS.
2. PARKS AND OPEN SPACE AREAS SHALL BE CONSTRUCTED WITH EACH PHASE AS THE SITE DEVELOPS. REFER TO PUBLIC FACILITIES PLAN ON SHEET 10 FOR DETAILS.
3. LIMITS OF PHASING IS APPROXIMATE. SHALL BE ADJUSTED TO BLEND PHASED DEVELOPMENT INTO EXISTING CONDITIONS, AND WILL BE PRESENTED FOR REVIEW AND APPROVAL WITH FUTURE FDP'S.

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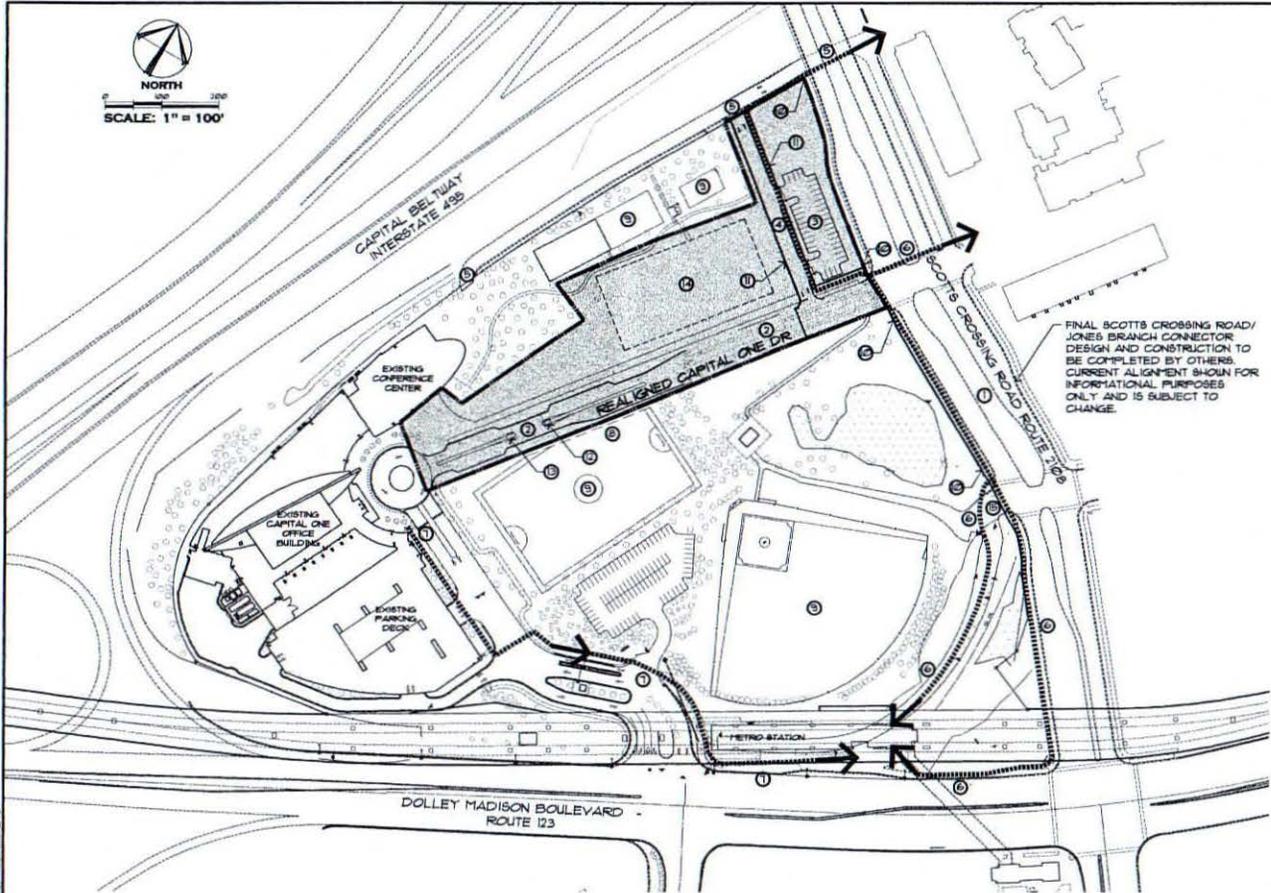
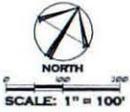
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JONES BRANCH CONNECTOR PHASE
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PRO21
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1"=100'
DATE	AUGUST 4, 2010.
DRAWN	OS/IPW/CG
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JOB #	1798-101
CAD FILE	1101-INTERIM.dwg
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INTERIM CONDITION: ULTIMATE CONNECTION TO SCOTT'S CROSSING ROAD

THIS PHASE IS TO BE COMPLETED ONCE JONES BRANCH CONNECTOR IS FULLY CONSTRUCTED.

FINAL SCOTT'S CROSSING ROAD/JONES BRANCH CONNECTOR DESIGN AND CONSTRUCTION TO BE COMPLETED BY OTHERS. CURRENT ALIGNMENT SHOWN FOR INFORMATIONAL PURPOSES ONLY AND IS SUBJECT TO CHANGE.

LEGEND

- APPROXIMATE LIMITS OF PHASE
- ↔ PEDESTRIAN CIRCULATION ROUTE
- ▨ LIMITS OF PHASING AREA (APPROXIMATE)

- ① SCOTT'S CROSSING ROAD RE-ALIGN TO JONES BRANCH CONNECTOR OVER BELTWAY (BY OTHERS).
- ② CONSTRUCTION OF RE-ALIGNMENT OF CAPITAL ONE DRIVE.
- ③ CONSTRUCTION OF TEMPORARY PARKING AREA WITH POSSIBLE SECURITY GATES TO SERVE TEMPORARY SPORTS FIELDS.
- ④ CONSTRUCTION OF TEMPORARY CONNECTION TO GATES OF MCLEAN ACCESS ROAD WITH PUBLIC ACCESS EASEMENT.
- ⑤ GATES OF MCLEAN ACCESS ROAD WITH 5' WIDE WALK UNDER SCOTT'S CROSSING ROAD (BY OTHERS).
- ⑥ GATES OF MCLEAN PEDESTRIAN ACCESS TO METRO STATION.
- ⑦ METRO STATION ACCESS FOR EMPLOYEES FROM EXISTING BUILDINGS.
- ⑧ IMPACT TO TEMPORARY SPORTS FIELD, MAY BE RECONFIGURED.
- ⑨ TEMPORARY SPORTS FIELD, SPORT COURTS AND SPORTS PAVILION MAY BE MAINTAINED BY CAPITAL ONE POST CONSTRUCTION.
- ⑩ CONSTRUCTION OF TEMPORARY RETAINING WALL ALONG LIMITS OF RIGHT OF WAY.
- ⑪ PUBLIC ACCESS EASEMENT TO BE PROVIDED FOR REVIEW AND APPROVAL BY COUNTY ATTORNEY.
- ⑫ SECURITY GATE LOCATION WITH EXPANDED MEDIAN.
- ⑬ FUTURE SECURITY GATE LOCATION WITH EXPANDED MEDIAN.
- ⑭ POTENTIAL LOCATION OF NEW TEMPORARY SPORTS FIELD.
- ⑮ THIS ENTRANCE MAY BE ADJUSTED WITH THE CONSTRUCTION OF THE JONES BRANCH CONNECTOR (BY OTHERS).

NOTE:

1. THE PHASING PLANS AND TABULATIONS REFLECTED ARE CONCEPTUAL ONLY AND ARE SUBJECT TO MODIFICATION BY THE APPLICANT TO RE-ARRANGE THE PHASES TO MEET ITS CORPORATE GROWTH AND CURRENT MARKET DEMANDS.
2. PARKS AND OPEN SPACE AREAS SHALL BE CONSTRUCTED WITH EACH PHASE AS THE SITE DEVELOPS. REFER TO PUBLIC FACILITIES PLAN ON SHEET 10 FOR DETAILS.
3. LIMITS OF PHASING IS APPROXIMATE, SHALL BE ADJUSTED TO BLEND PHASED DEVELOPMENT INTO EXISTING CONDITIONS, AND WILL BE PRESENTED FOR REVIEW AND APPROVAL WITH FUTURE FDP'S.

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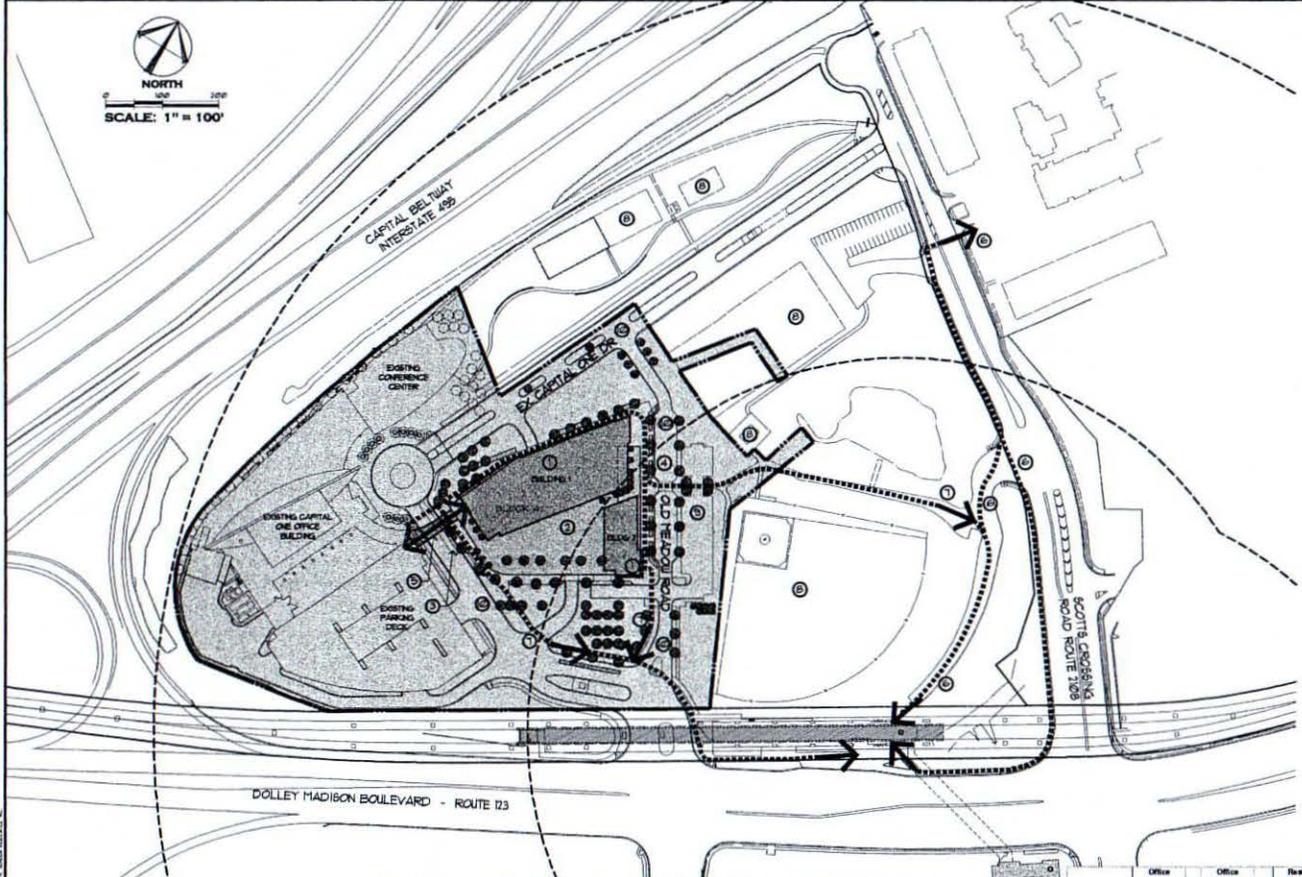
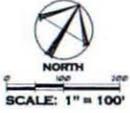


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JONES BRANCH CONNECTOR PHASE A/1
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PPR021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1"=100'
DATE	AUGUST 4, 2010
DRAWN	CS/JPW/CG
CHECKED	CS/RW
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CAD FILE	1101-INTERIM2.dwg
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LEGEND

- APPROXIMATE LIMITS OF PHASE
- PEDESTRIAN CIRCULATION ROUTE
- LIMITS OF PHASING AREA (APPROXIMATE)
- BUILDING
- ELEVATED PLAZA
- PUBLIC ROADWAY
- STREET/ROOF TREES
- BIO-RETENTION PLANTERS

- ① CONSTRUCTION OF BUILDINGS 1 AND 2 (WITH ASSOCIATED STRUCTURED PARKING).
- ② CONSTRUCTION OF ELEVATED PLAZA WITH BUILDING 1.
- ③ REMOVAL OF LANDSCAPE MEDIAN BETWEEN EXISTING PARKING DECK AND BUILDING 1 ALONG CAPITAL ONE DRIVE.
- ④ PARTIAL CONSTRUCTION (WESTERN SIDE) OF OLD MEADOW ROAD/DRIVE WITH ON-STREET PARKING.
- ⑤ ELEVATED PEDESTRIAN CONNECTION IS' MIN. CLEARANCE BELOW TO EXISTING CAPITAL ONE OFFICE BUILDING.
- ⑥ GATES OF MCELAN PEDESTRIAN ACCESS TO METRO STATION.
- ⑦ METRO STATION ACCESS FOR EMPLOYEES FROM EXISTING AND PROPOSED BUILDINGS.
- ⑧ TEMPORARY SPORTS FIELD, SPORT COURTS AND SPORTS PAVILION MAY BE MAINTAINED BY CAPITAL ONE POST CONSTRUCTION.
- ⑨ CONSTRUCTION OF TEMPORARY PARKING AREA.
- ⑩ THERE ARE NO PUBLIC STREETS PROPOSED WITH THIS PHASE OF DEVELOPMENT.

PHASE 1: CAPITAL ONE HEADQUARTERS EXPANSION PHASE

NOTE:

1. THE PHASING PLANS AND TABULATIONS REFLECTED ARE CONCEPTUAL ONLY AND ARE SUBJECT TO MODIFICATION BY THE APPLICANT TO RE-ARRANGE THE PHASES TO MEET ITS CORPORATE GROWTH AND CURRENT MARKET DEMANDS.
2. THE LIMITS OF WORK WITHIN EACH PHASE MAY BE MODIFIED WITH APPROVAL OF FINAL DEVELOPMENT PLAN.
3. THE STREETSCAPE AND ASSOCIATED LANDSCAPING SHALL BE PROVIDED WITH INTERNAL ROAD CONSTRUCTION REFER TO OVERALL LANDSCAPE PLAN ON SHEET 3.
4. PARKS AND OPEN SPACE AREAS SHALL BE FURTHER REFINED WITH APPROVAL OF FUTURE DEVELOPMENT PLANS.
5. PHASINGS OF PUBLIC FACILITIES AND OFF-SITE IMPROVEMENTS TO BE DETERMINED WITH FINAL ENGINEERING AT THE TIME OF SUBMISSION OF A FINAL DEVELOPMENT PLAN FOR THE AFFECTED AREA(S).
6. LIMITS OF PHASING IS APPROXIMATE, SHALL BE ADJUSTED TO BLEND PHASED DEVELOPMENT INTO EXISTING CONDITIONS, AND WILL BE PRESENTED FOR REVIEW AND APPROVAL WITH FUTURE FDP'S.
7. PARTIAL CONSTRUCTION OF STREETS AND ROADWAYS REFERS TO CONSTRUCTION OF THE ULTIMATE PAVEMENT WIDTH, BUT ONLY THE STREETSCAPE ON THE BUILDING SIDE PER THE PHASING DIAGRAMS.
8. THE APPLICANT RESERVES THE RIGHT TO CONSTRUCT THE BUILDINGS, PARKING AND ASSOCIATED INFRASTRUCTURE ALL AT ONE OR WITHIN SEPARATE STAGES, AS DETERMINED AT THE TIME OF FDP APPROVAL.

	Office <1/8 mile	Office >1/8 mile	Resid. <1/8 mile	Resid. >1/8 mile	Retail* <1/8 mile	Retail* >1/8 mile	Public Facility >1/8 mile	Hotel <1/8 mile	Hotel >1/8 mile	TOTALS
Block A										
Block A	2,360 SF	516,480 SF								527,181 SF
Existing Parking					6,780 SF	8,342 SF		61,360 SF	18,022 SF	85,532 SF
New Parking	4	1,331			28	40		33	31	1,435
New Landsc.		3						2		5
Block E										
Block 11										0 SF
Block 12										0 SF
Existing Bldg		504,000 SF								504,000 SF
Existing Parking		1,520								1,520
Existing Landsc.		5								5
TOTALS	0 SF	504,000 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	504,000 SF
Existing FAR SF	0	1,520	0	0	28	40	0	35	0	1,632
Existing Parking	0	3	0	0	0	0	0	0	0	3
Existing Landsc.	0	3	0	0	0	0	0	0	0	3
Ratio	3.1000							0.8700		
					For 1" 1000 = 6.0 3000	For 1" 1000 = 5.0 3000				
					For residential: 1" 3000 normal					
New FAR SF	2,360 SF	516,480 SF	0 SF	0 SF	6,780 SF	8,052 SF	0 SF	61,360 SF	18,022 SF	616,974 SF
New Parking	4	1,331	0	0	0	0	0	33	31	1,435
New Landsc.	0	3	0	0	0	0	0	2	0	5
Ratio	1.6 1000	2.6 1000						0.8700 (average room 304 SF)	1.0700 (average room 304 SF)	
Total FAR SF	2,360 SF	1,020,480 SF	0 SF	0 SF	6,780 SF	8,052 SF	0 SF	61,360 SF	18,022 SF	1,120,914 SF
Total Parking	4	1,334	0	0	28	40	0	35	31	3,067
Total Landsc.	0	8	0	0	0	0	0	2	0	10

* Retail units occupying A stored by a common black metal/parking garages are calculated as one retail structure; i.e., retail use in Blocks A, B, C, D and E are calculated for the purposes of parking ratios (as required SF and total 1,000 SF ratio) as one retail parcel each. Parking ratios for the <1/8 and >1/8 mile maps are presented in Blocks A and C based on the percentage of total parking in each block within the respective map. Total parking within the <1/8 mile map also includes parking for existing buildings, which will remain in place.

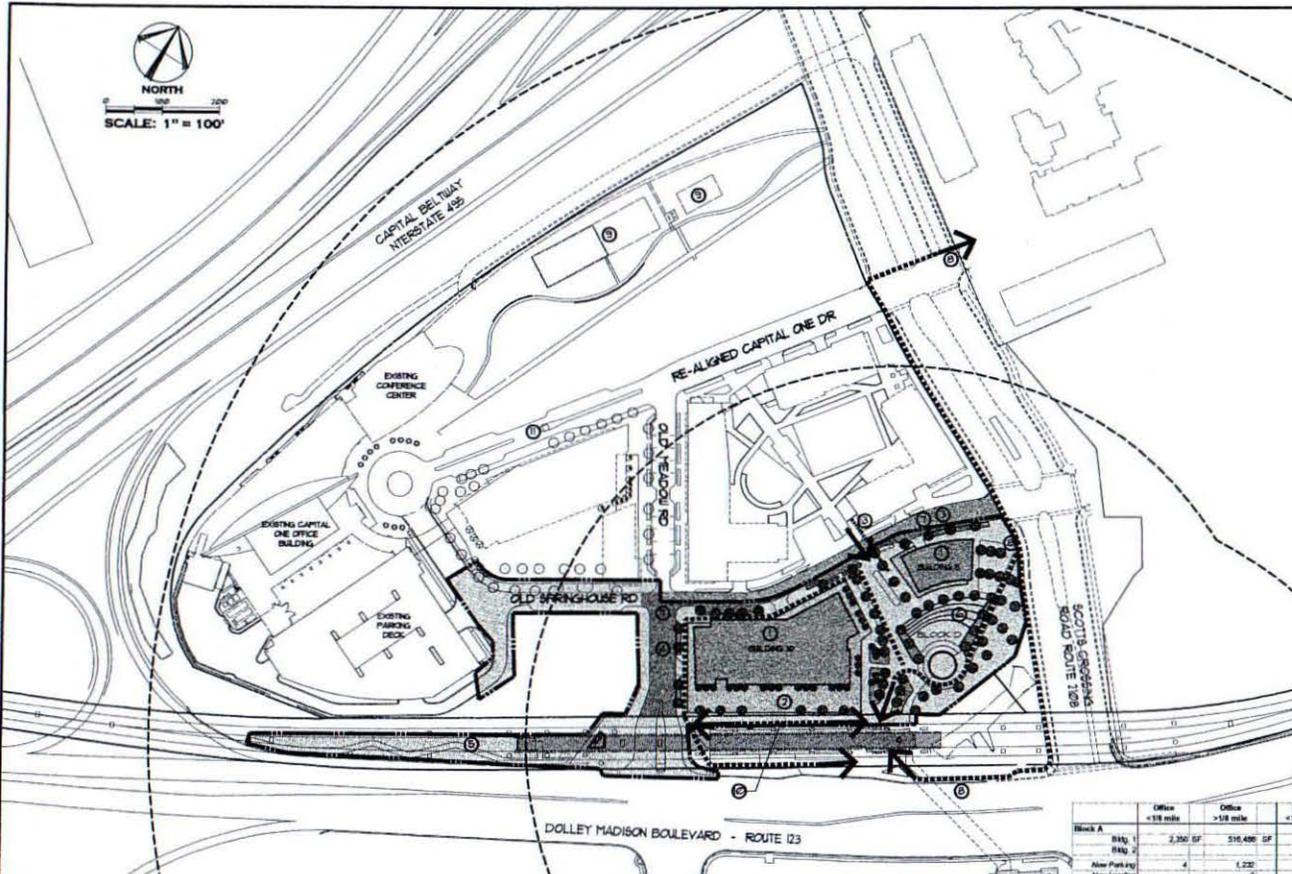
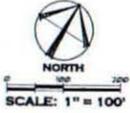
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 Fax: 703-233-0188
EG&A
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CAPITAL ONE HEADQUARTERS EXPANSION PHASE
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1"=100'
 DATE: AUGUST 4, 2010
 DRAWN: OS/JPW/CG
 CHECKED: OS/BW
 JOB #: 1798-1101
 CAD FILE: 1101-PL.dwg
 SHEET #



LEGEND

- APPROXIMATE LIMITS OF PHASE
- ◀-----▶ PEDESTRIAN CIRCULATION ROUTE
- [Hatched Box] LIMITS OF PHASING AREA (APPROXIMATE)
- [Solid Grey Box] BUILDING
- [Dotted Grey Box] ELEVATED PLAZA
- [Cross-hatched Grey Box] PUBLIC ROADWAY
- STREET/ROOF TREES
- BIO-RETENTION PLANTERS

- ① CONSTRUCTION OF BUILDINGS 9 AND 10 (WITH ASSOCIATED STRUCTURED PARKING).
- ② CONSTRUCTION OF ELEVATED PLAZA WITH BUILDING 10.
- ③ PARTIAL CONSTRUCTION OF OLD SPRINGHOUSE ROAD AND ASSOCIATED STREETScape WITH FIRST BUILDING IN THIS PHASE. IF BUILDING 9 IS CONSTRUCTED FIRST, STREETScape CONSTRUCTION TO STOP AT MID-BLOCK CROSSING.
- ④ PARTIAL CONSTRUCTION (AS SHOWN) OF OLD MEADOW ROAD AND ASSOCIATED STREETScape (EASTERN SIDE) WITH CONSTRUCTION OF BUILDING 10 IN THIS PHASE.
- ⑤ CONSTRUCTION OF LANDSCAPE IMPROVEMENTS UNDER METRO GUIDELINE WITH CONSTRUCTION OF THE LAST BUILDING IN THIS PHASE. THESE IMPROVEMENTS WILL ONLY BE PROVIDED WITH THE ACCEPTANCE OF THE PROPOSED IMPROVEMENTS BY THE AUTHORITY CONTROLLING OWNERSHIP OF THE METRO LINE.
- ⑥ CONSTRUCTION OF METRO PARK WITH ISSUANCE OF THE FIRST OCCUPANCY PERMIT FOR THE FINAL BUILDING IN THE PHASE.
- ⑦ A PORTION OF THE STREET GRID TO BECOME PUBLIC WITH THE DEVELOPMENT OF THIS PHASE - SEE LEGEND.
- ⑧ GATES OF M'CLEAN METRO ACCESS.
- ⑨ TEMPORARY SPORT COURTS MAY BE MAINTAINED BY CAPITAL ONE POST CONSTRUCTION.
- ⑩ IF REAR ACCESS DOORS TO METRO STATION ARE NOT ACHIEVED, A 5' WIDE WALK (MIN) TO BE PROVIDED, SUBJECT TO WHATIA APPROVAL.
- ⑪ SECURITY GATE LOCATION WITH EXPANDED MEDIAN.

PHASE 3: METRO STATION PHASE

NOTE:

1. THE PHASING PLANS AND TABULATIONS REFLECTED ARE CONCEPTUAL ONLY AND ARE SUBJECT TO MODIFICATION BY THE APPLICANT TO RE-ARRANGE THE PHASES TO MEET ITS CORPORATE GROWTH AND CURRENT MARKET DEMANDS.
2. THE LIMITS OF WORK WITH EACH PHASE MAY BE MODIFIED WITH APPROVAL OF FINAL DEVELOPMENT PLAN.
3. THE STREETScape AND ASSOCIATED LANDSCAPING SHALL BE PROVIDED WITH INTERNAL ROAD CONSTRUCTION. REFER TO OVERALL LANDSCAPE PLAN ON SHEET 3.
4. PARKS AND OPEN SPACE AREAS SHALL BE FURTHER REFINED WITH APPROVAL OF FUTURE DEVELOPMENT PLANS.
5. PHASING OF PUBLIC FACILITIES AND OFF-SITE IMPROVEMENTS TO BE DETERMINED WITH FINAL ENGINEERING AT THE TIME OF SUBMISSION OF A FINAL DEVELOPMENT PLAN FOR THE AFFECTED AREA(S).
6. LIMITS OF PHASING IS APPROXIMATE, SHALL BE ADJUSTED TO BLEND PHASED DEVELOPMENT INTO EXISTING CONDITIONS, AND WILL BE PRESENTED FOR REVIEW AND APPROVAL WITH FUTURE FDP'S.
7. PARTIAL CONSTRUCTION OF STREETS AND ROADWAYS REFERS TO CONSTRUCTION OF THE ULTIMATE PAVEMENT WIDTH, BUT ONLY THE STREETScape ON THE BUILDING SIDE PER THE PHASING DIAGRAMS.
8. THE APPLICANT RESERVES THE RIGHT TO CONSTRUCT THE BUILDINGS, PARKING AND ASSOCIATED INFRASTRUCTURE ALL AT ONCE OR WITHIN SEPARATE STAGES, AS DETERMINED AT THE TIME OF FDC APPROVAL.
9. THE SECURITY GATEHOUSE AND OTHER SECURITY INFRASTRUCTURE ELEMENTS WILL NEED TO BE RELOCATED TO ALLOW PUBLIC ACCESS.

	Office		Retail		Residential		Public Facility		Hotel		TOTALS
	< 1/8 mile	> 1/8 mile	< 1/8 mile	> 1/8 mile	< 1/8 mile	> 1/8 mile	< 1/8 mile	> 1/8 mile	< 1/8 mile	> 1/8 mile	
Block A											
Blk 1	2,350 SF	516,490 SF				3,340 SF					517,181 SF
Blk 2					6,780 SF	1,480 SF			63,390 SF	18,022 SF	80,632 SF
New Parking	4	1,232			27	37			104	31	1,435
New Landscaping		3							2		5
Block C											
Blk 6			405,000 SF	37,063 SF	24,273 SF	1,387 SF					517,723 SF
Blk 7			38,372 SF	158,137 SF	4,256 SF	728 SF					201,493 SF
Blk 8			387,845 SF	12,475 SF							380,315 SF
New Parking			867	237	1						1,105
New Landscaping			3		1						4
Block D											
Blk 10	450,823 SF		116,185 SF		3,320 SF						570,328 SF
New Parking	742		236		161						1,139
New Landscaping	4		1								5
Block E											
Existing Blks			504,000 SF								504,000 SF
Existing Parking			1,520								1,520
Existing Landscaping			5								5
TOTAL B											
Existing FAIR SF	0 SF	504,000 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	504,000 SF
Existing Parking	0	1,520	0	0	0	0	0	0	0	0	1,520
Existing Landscaping	0	5	0	0	0	0	0	0	0	0	5
Existing Parking (Notes)		2,100									2,100
New FAIR SF	461,873 SF	516,490 SF	1,037,468 SF	142,200 SF	79,700 SF	11,822 SF	0 SF	63,390 SF	18,022 SF	31	2,885,086 SF
New Parking	746	1,232	1,100	237	188	37	0	104	31	0	3,661
New Landscaping	4	3	4	0	1	0	0	2	0	0	14
New Parking (Notes)	1.8:1000	2.4:1000	(Average used 1,000 SF)	(Average used 1,000 SF)	(Average used 1,200 SF)	(Average used 1,000 SF)					
Total FAIR SF	461,873 SF	1,023,480 SF	1,037,468 SF	142,200 SF	79,700 SF	11,822 SF	0 SF	63,390 SF	18,022 SF	31	2,885,086 SF
Total Parking	746	2,761	1,120	237	188	37	0	104	31	0	5,227
Total Landscaping	4	6	4	0	1	0	0	2	0	0	19

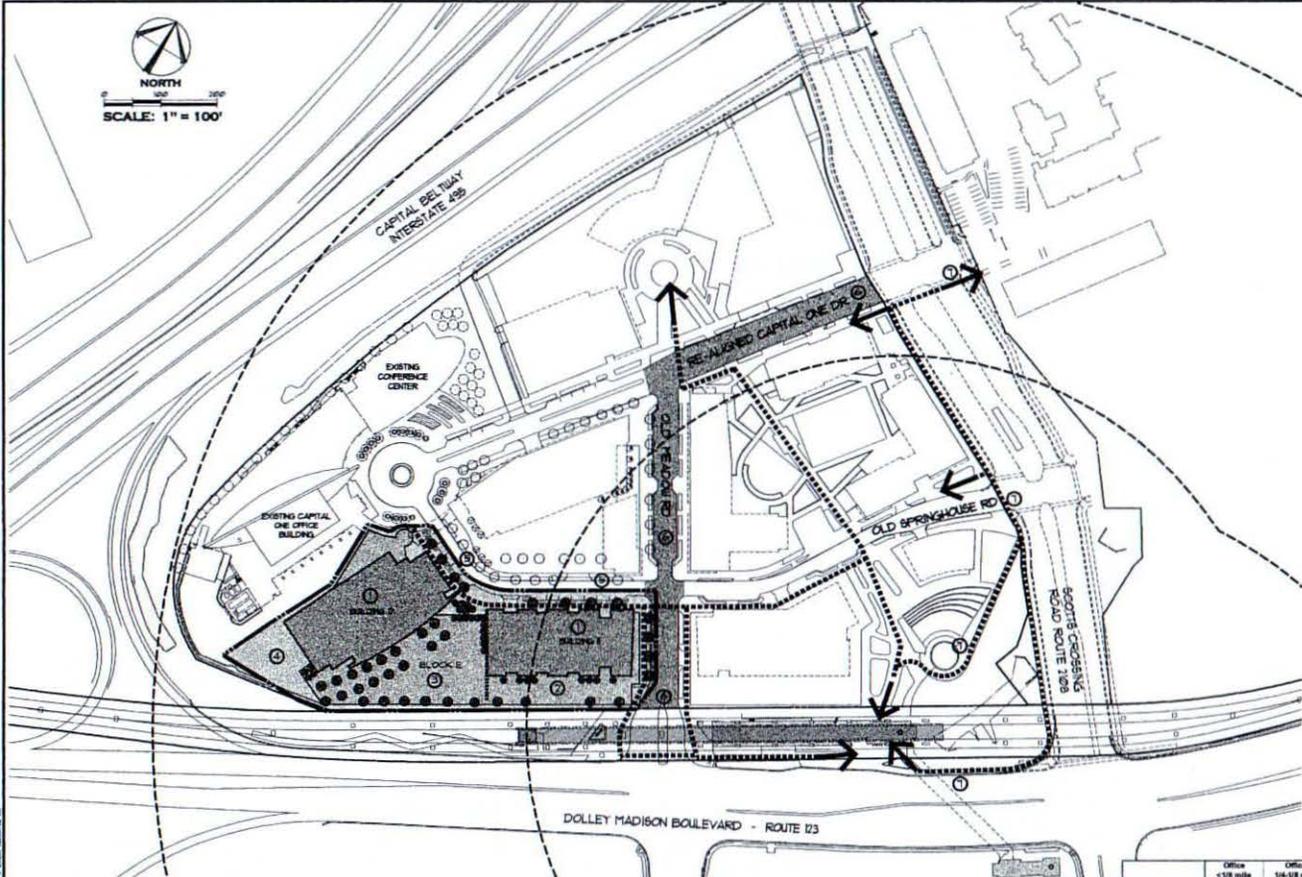
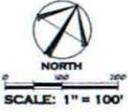
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 10000 W. WILKINSON BLVD., SUITE 100
 FARMERS BURTON, VA 22123
 PHONE: 703-732-2100
 FAX: 703-732-2106
 ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS

REVISIONS

10-20-10	City Comments
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CAPITAL ONE MASTERPLAN CONCEPTUAL DEVELOPMENT PLAN RZ 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1"=100'
 DATE: AUGUST 4, 2010
 DRAWN: OS/JPW/CG
 CHECKED: OS/RW
 JOB #: 1798-1101
 CAD FILE: 1101-PH.dwg
 SHEET #



LEGEND

- APPROXIMATE LIMITS OF PHASE
- PEDESTRIAN CIRCULATION ROUTE
- LIMITS OF PHASING AREA (APPROXIMATE)
- BUILDING
- ELEVATED PLAZA
- PUBLIC ROADWAY
- STREET/ROOF TREES
- BIO-RETENTION PLANTERS

- ① CONSTRUCTION OF BUILDINGS 11 AND 12 (WITH ASSOCIATED STRUCTURED PARKING).
- ② PARTIAL CONSTRUCTION OF ELEVATED PLAZA WITH BUILDING 11.
- ③ PARTIAL CONSTRUCTION OF ELEVATED PLAZA WITH BUILDING 12.
- ④ REMOVAL OF EXISTING CAPITAL ONE PARKING GARAGE WITH CONSTRUCTION OF BUILDING 12.
- ⑤ CONTINUATION OF OLD SPRINGHOUSE ROAD STREETSCAPE (SOUTHERN AND WESTERN PORTIONS) WITH CONSTRUCTION OF THE FIRST BUILDING IN THIS PHASE.
- ⑥ A PORTION OF THE STREET GRID TO BECOME PUBLIC WITH THE DEVELOPMENT OF THIS PHASE - SEE LEGEND.
- ⑦ GATES OF MCLEAN METRO ACCESS.

PHASE 5: FINANCIAL OFFICE PHASE

NOTE:

1. THE PHASING PLANS AND TABULATIONS REFLECTED ARE CONCEPTUAL ONLY AND ARE SUBJECT TO MODIFICATION BY THE APPLICANT TO RE-ARRANGE THE PHASES TO MEET ITS CORPORATE GROWTH AND CURRENT MARKET DEMANDS.
2. THE LIMITS OF WORK WITHIN EACH PHASE MAY BE MODIFIED WITH APPROVAL OF FINAL DEVELOPMENT PLAN.
3. THE STREETSCAPE AND ASSOCIATED LANDSCAPING SHALL BE PROVIDED WITH INTERNAL ROAD CONSTRUCTION. REFER TO OVERALL LANDSCAPE PLAN ON SHEET 15.
4. PARKS AND OPEN SPACE AREAS SHALL BE FURTHER REFINED WITH APPROVAL OF FUTURE DEVELOPMENT PLANS.
5. PHASING OF PUBLIC FACILITIES AND OFF-SITE IMPROVEMENTS TO BE DETERMINED WITH FINAL ENGINEERING AT THE TIME OF SUBMISSION OF A FINAL DEVELOPMENT PLAN FOR THE AFFECTED AREA(S).
6. LIMITS OF PHASING IS APPROXIMATE, SHALL BE ADJUSTED TO BLEND PHASED DEVELOPMENT INTO EXISTING CONDITIONS, AND WILL BE PRESENTED FOR REVIEW AND APPROVAL WITH FUTURE RFP'S.
7. PARTIAL CONSTRUCTION OF STREETS AND ROADWAYS REFERS TO CONSTRUCTION OF THE ULTIMATE PAVEMENT WIDTH, BUT ONLY THE STREETSCAPE ON THE BUILDING SIDE PER THE PHASING DIAGRAMS.
8. THE APPLICANT RESERVES THE RIGHT TO CONSTRUCT THE BUILDINGS, PARKING AND ASSOCIATED INFRASTRUCTURE ALL AT ONCE OR WITHIN SEPARATE STAGES, AS DETERMINED AT THE TIME OF FDP APPROVAL.
9. THE SECURITY GATEHOUSE AND OTHER SECURITY INFRASTRUCTURE ELEMENTS WILL NEED TO BE RELOCATED TO ALLOW PUBLIC ACCESS.

	Office <1/8 mile	Office 1/4-1/8 mile	Rest. <1/8 mile	Rest. 1/4-1/8 mile	Retail <1/8 mile	Retail 1/4-1/8 mile	Public Facility 1/4-1/8 mile	Hotel <1/8 mile	Hotel 1/4-1/8 mile	TOTALS
Block A										
Building 1	2,350 SF	246,490 SF			5,345 SF	1,480 SF				257,165 SF
Building 2					6,769 SF	1,480 SF		83,369 SF	18,022 SF	93,637 SF
Parking Spaces	4	1,222			27	37		104	31	1,424
Loading Spaces								2		2
Block B										
Building 3		277,090 SF				2,256 SF	30,000 SF			307,336 SF
Building 4						2,256 SF		325,496 SF		327,752 SF
Building 5		370,890 SF				10,337 SF				381,227 SF
Parking Spaces		1,529				45		70	84	2,224
Loading Spaces		8						2		10
Block C										
Building 6			455,000 SF	37,063 SF	24,273 SF	1,307 SF				517,643 SF
Building 7			36,372 SF	155,137 SF	4,250 SF	720 SF				206,480 SF
Building 8			307,845 SF		12,470 SF					320,315 SF
Parking Spaces			800	231	1					1,032
Loading Spaces										4
Block D										
Building 9			118,185 SF		3,820 SF					122,005 SF
Building 10		450,620 SF			28,062 SF					478,742 SF
Parking Spaces		740		236	991					1,967
Loading Spaces		4		1						5
Block E										
Building 11	202,823 SF	110,960 SF			8,850 SF					322,633 SF
Building 12		732,100 SF								732,100 SF
Existing Bldg.		504,000 SF								504,000 SF
Parking Spaces	296	1,364			11					1,671
Loading Spaces	3	3								6
Ex. Loading Spaces										10
TOTALS	FAH SF	684,796 SF	2,817,257 SF	1,027,498 SF	182,200 SF	85,780 SF	34,817 SF	30,990 SF	43,394 SF	4,849,823 SF
Parking Spaces	1,042	4,977	1,728	271	198	82	1	104	445	7,843
Loading Spaces	8	17	4	0	1	0	1	2	2	24

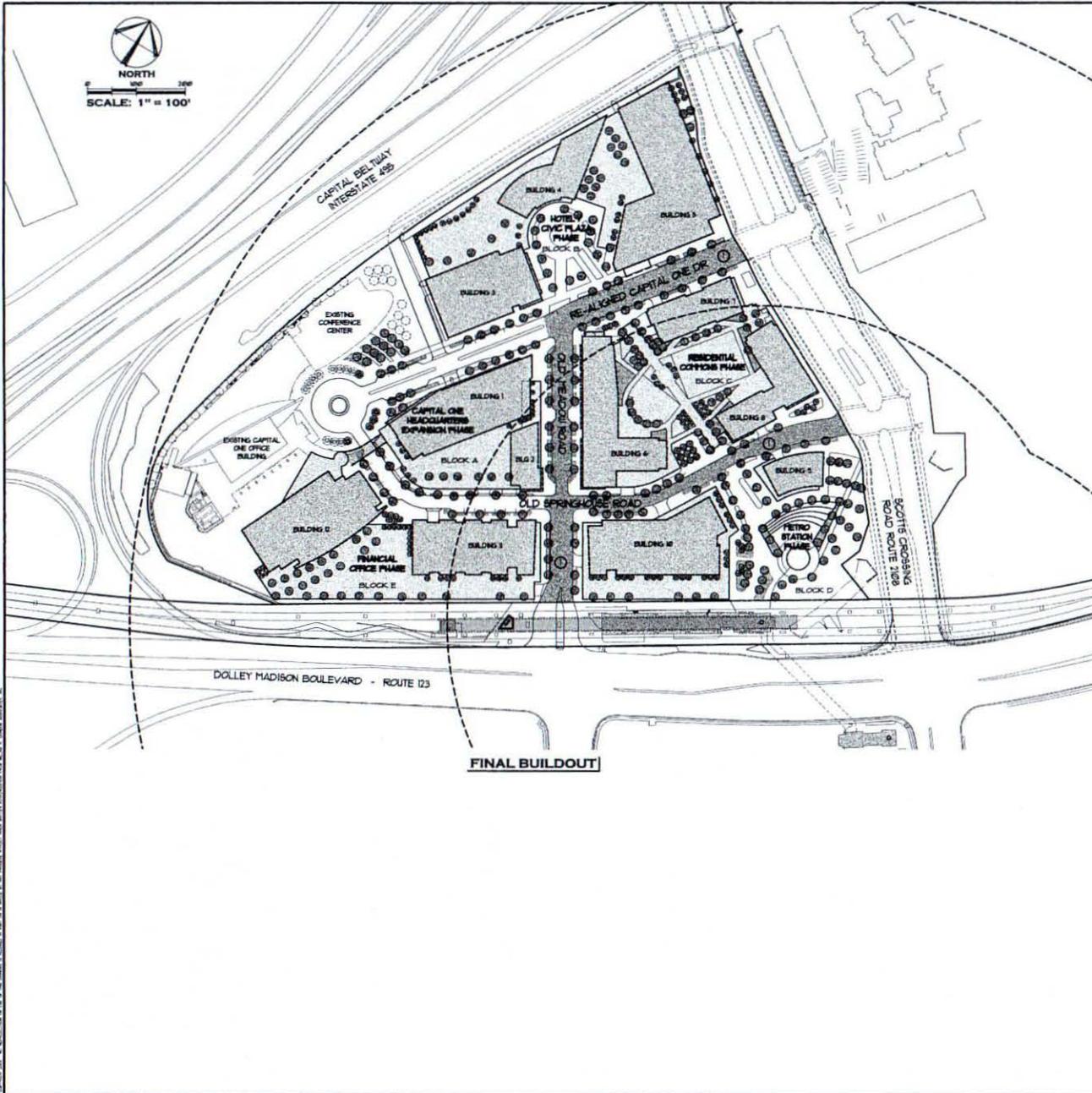
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 Fax: 703-261-0101
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**CAPITAL ONE MASTER PLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR021**

SCALE: 1"=100'
 DATE: AUGUST 4, 2010
 DRAWN: OS/JPW/CG
 CHECKED: OS/RW
 JOB #: 1798-1101
 CAD FILE: 1101-Ph.dwg
 SHEET #



LEGEND

- APPROXIMATE LIMITS OF PHASE
- PEDESTRIAN CIRCULATION ROUTE
- LIMITS OF PHASING AREA (APPROXIMATE)
- BUILDING
- ELEVATED PLAZA
- PUBLIC ROADWAY
- STREET/ROOF TREES
- BIO-RETENTION PLANTERS

① THIS PORTION OF THE STREET GRID WILL BE PUBLIC UPON FINAL BUILDOUT OF THE DEVELOPMENT PLAN - SEE LEGEND AND INDIVIDUAL PHASING SHEETS FOR TIMING.

NOTE:

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3. THE STREETScape AND ASSOCIATED LANDSCAPING SHALL BE PROVIDED WITH INTERNAL ROAD CONSTRUCTION. REFER TO OVERALL LANDSCAPE PLAN ON SHEET 5.
4. PARKS AND OPEN SPACE AREAS SHALL BE FURTHER REFINED WITH APPROVAL OF FUTURE DEVELOPMENT PLANS.
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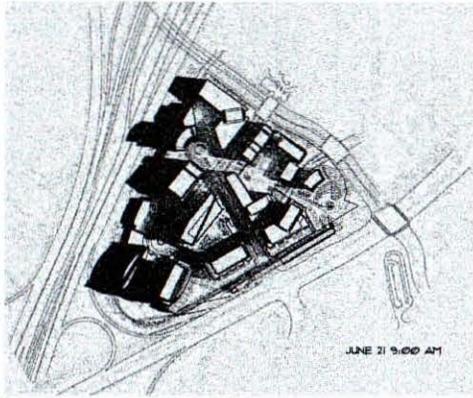
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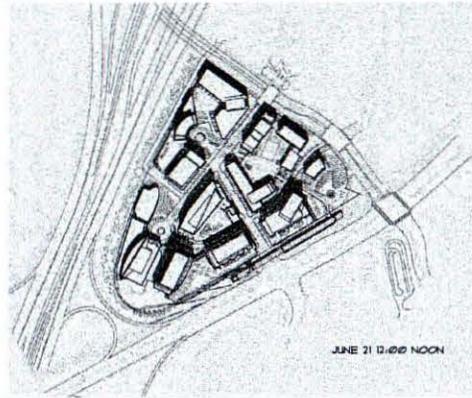
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FINAL BUILDOUT
CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

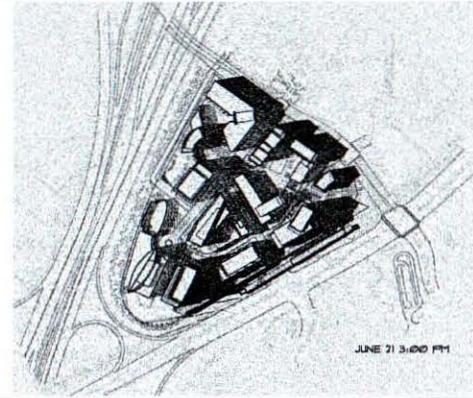
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DATE	AUGUST 4, 2010
DRAWN	OS/PW/CG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-PH.dwg
SHEET #	15E of 34



JUNE 21 9:00 AM



JUNE 21 12:00 NOON



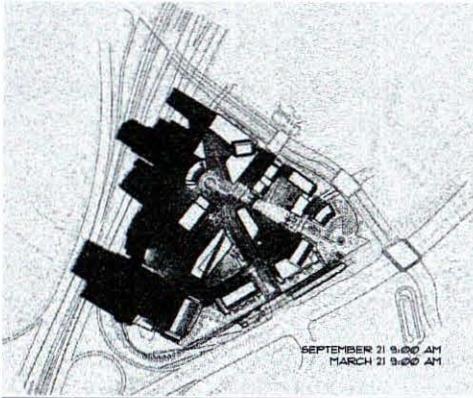
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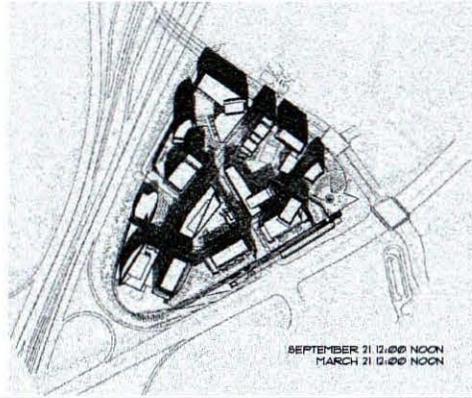
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ARCHITECTS

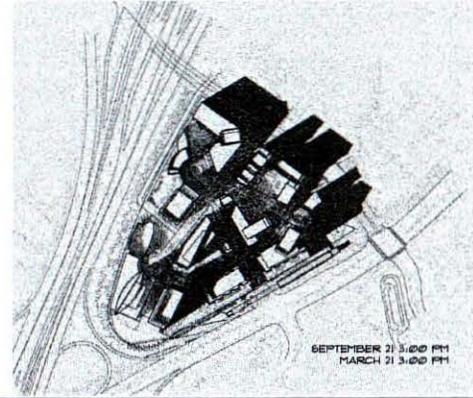
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MARCH 21 9:00 AM

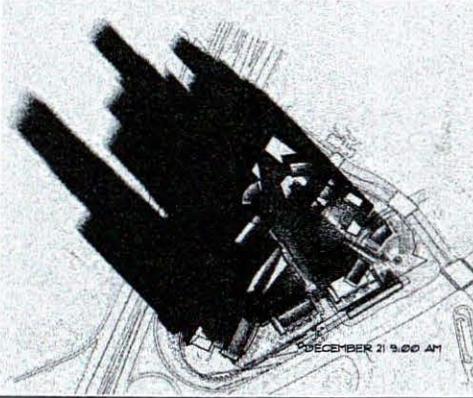


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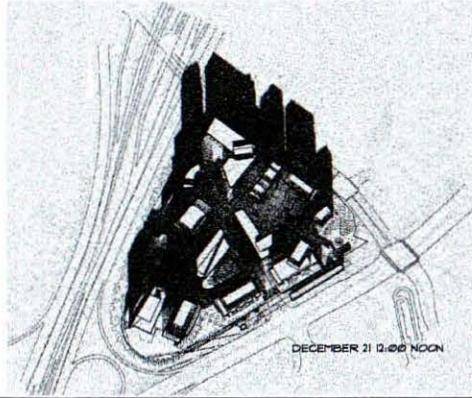


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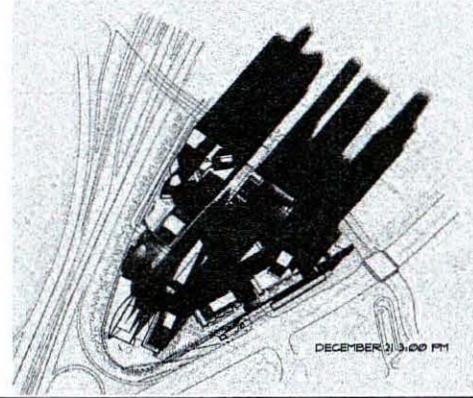
SPRING / FALL



DECEMBER 21 9:00 AM



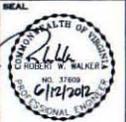
DECEMBER 21 12:00 NOON



DECEMBER 21 3:00 PM

WINTER

William H. Gordon Associates, Inc.
Charlottesville, VA 22901
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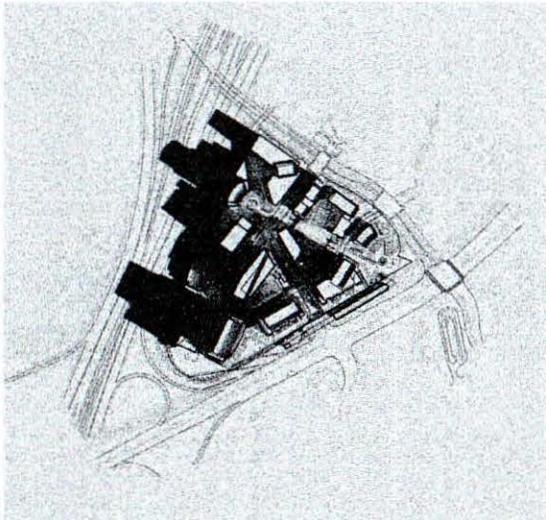


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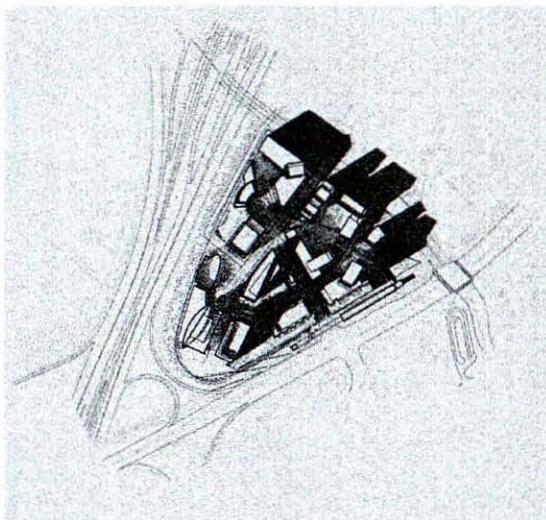
SHADOW ANALYSIS

CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PRO21
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

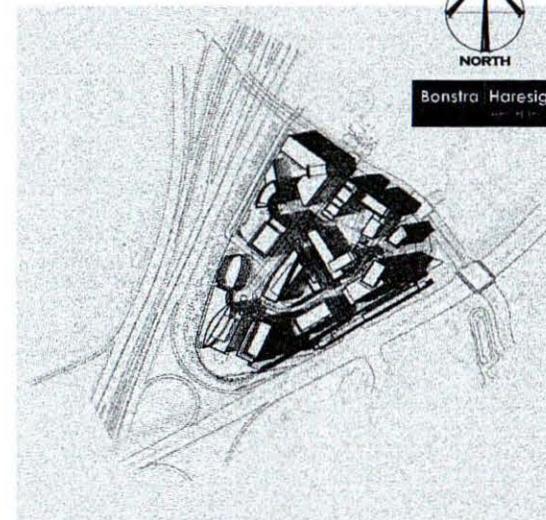
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SHEET #	16 of 34



SPRING / FALL 9:00 AM

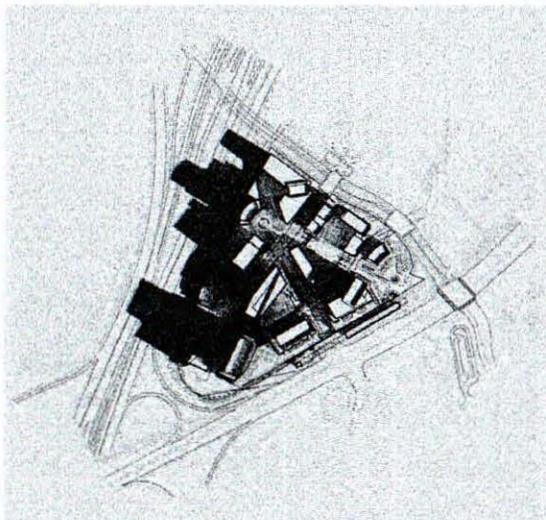


SPRING / FALL 3:00 PM

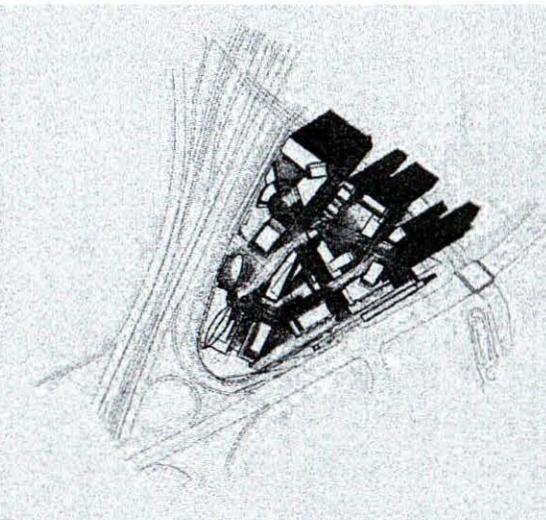


SUMMER 3:00 PM

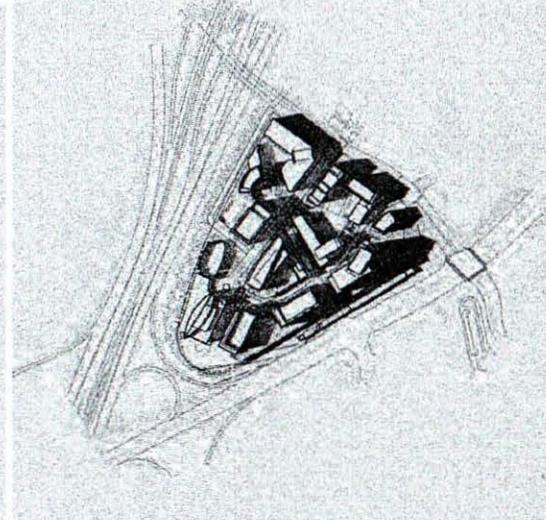
PER CAPITAL ONE CONCEPTUAL DEVELOPMENT PLAN



SPRING / FALL 9:00 AM



SPRING / FALL 3:00 PM



SUMMER 3:00 PM

PER CAPITAL ONE CONCEPTUAL DEVELOPMENT PLAN



Bonstra Harsign

William H. Gordon Associates, Inc.
 10000 Old Dominion Blvd., Suite 100
 Fairfax, VA 22030
 PHONE: 703-263-1900
 FAX: 703-263-0288
 EMAIL: WEGORDON@WHGA.COM

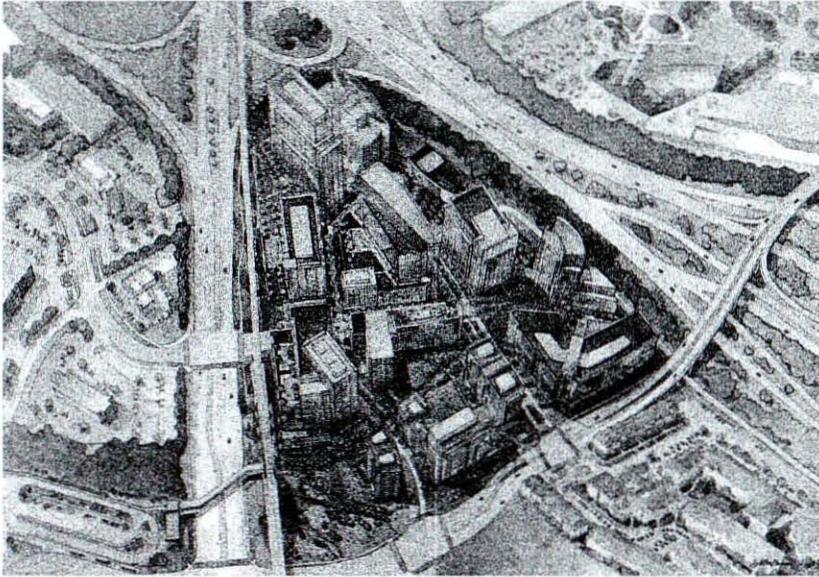


- REVISIONS
- 10-29-10 City Comments
 - 11-18-10 City Comments
 - 06-30-11 City Comments
 - 11-17-11 City Comments
 - 03-12-12 City Comments
 - 04-23-12 City Comments
 - 05-24-12 City Comments
 - 06-13-12 City Comments

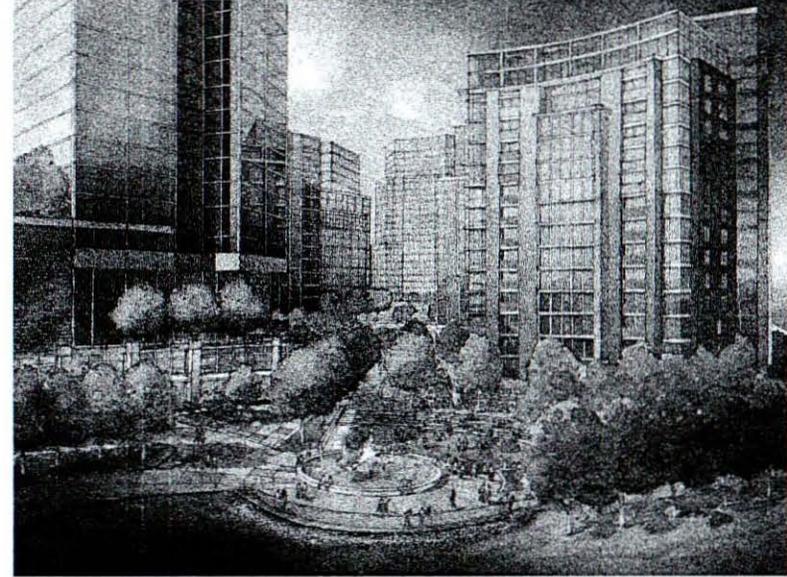
SHADOW STUDY COMPARISON

CAPITAL ONE MASTER PLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PP-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

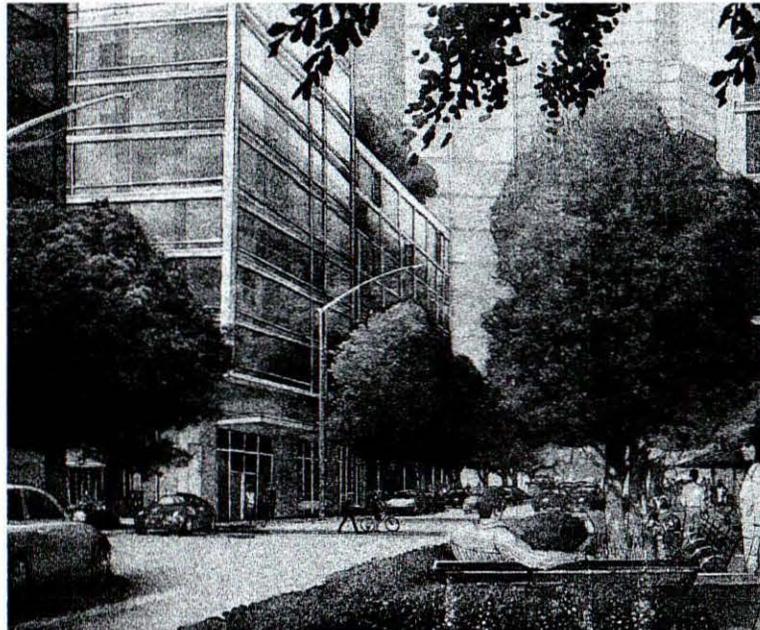
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DATE	AUGUST 4, 2010
DRAWN	OS/JPW/CCG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	101_ARCH.dwg
SHEET #	16A of 34



BIRDS EYE VIEW
NOT TO SCALE



VIEW FROM METRO CAR TO METRO PARK
NOT TO SCALE



VIEW OF RETAIL STREETSCAPE
NOT TO SCALE

PERSPECTIVE VIEWS ARE PROVIDED TO ILLUSTRATE THE GENERAL CHARACTER, SCALE, BUILDING MASSING, GENERAL LANDSCAPE/STREETSCAPE TREATMENT AND MATERIAL QUALITY LEVEL OF THE DEVELOPMENT. OTHER DETAILS OF BUILDING AND LANDSCAPE DESIGN SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS CONCEPTUAL DEVELOPMENT PLAN ARE SUBJECT TO CHANGE IN FINAL DEVELOPMENT PLANS, PROVIDED THEY ARE DETERMINED TO BE WITHIN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PROFFERS.

Bonstra Haresign

William H. Gordon Associates, Inc.
Charlottesville, VA 22901
P: 804-973-1100
F: 804-973-2834
ENGINEERS • SURVEYORS • PLANNERS • LANDSCAPE ARCHITECTS

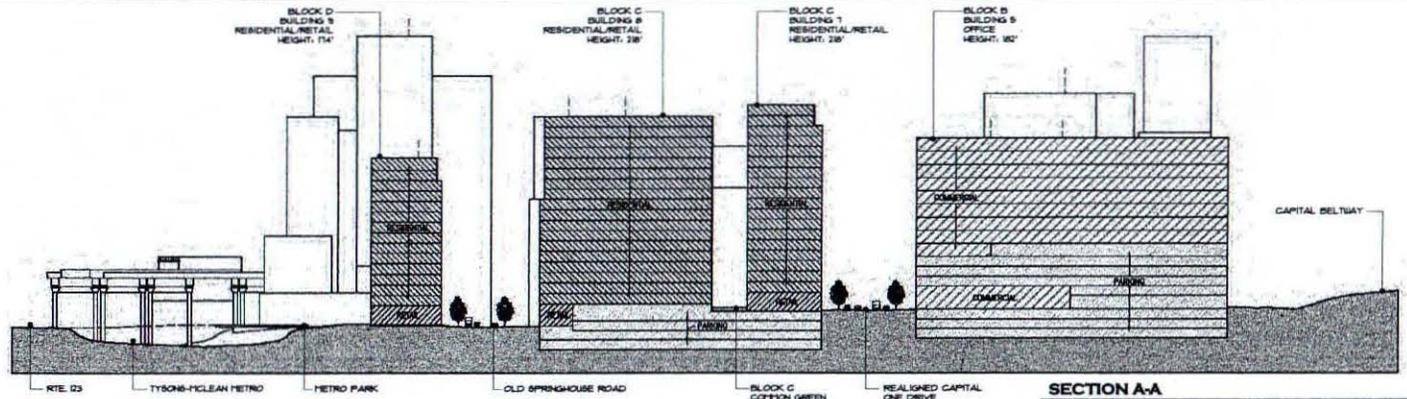


- REVISIONS
- 10-29-10 City Comments
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 - 11-17-11 City Comments
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 - 06-13-12 City Comments

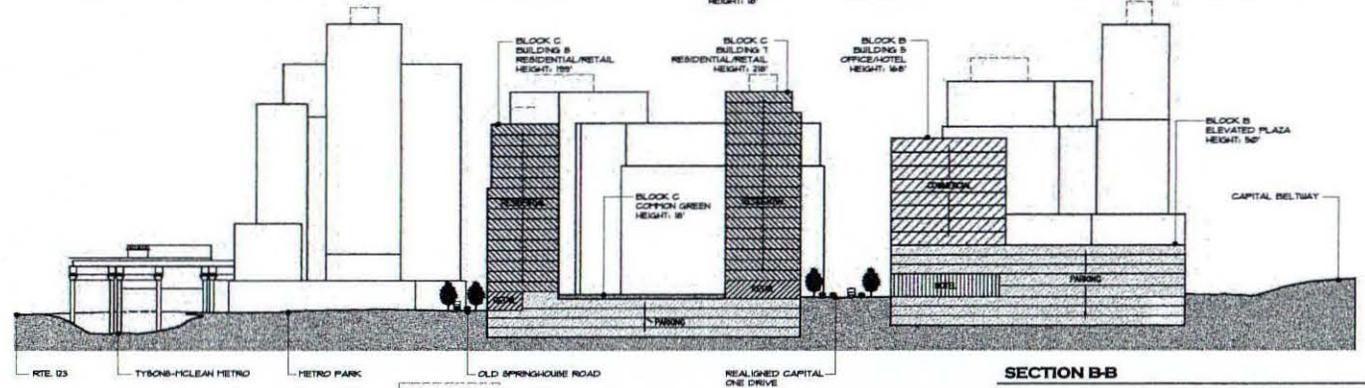
ARCHITECTURAL PERSPECTIVES

**CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PRO21**
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

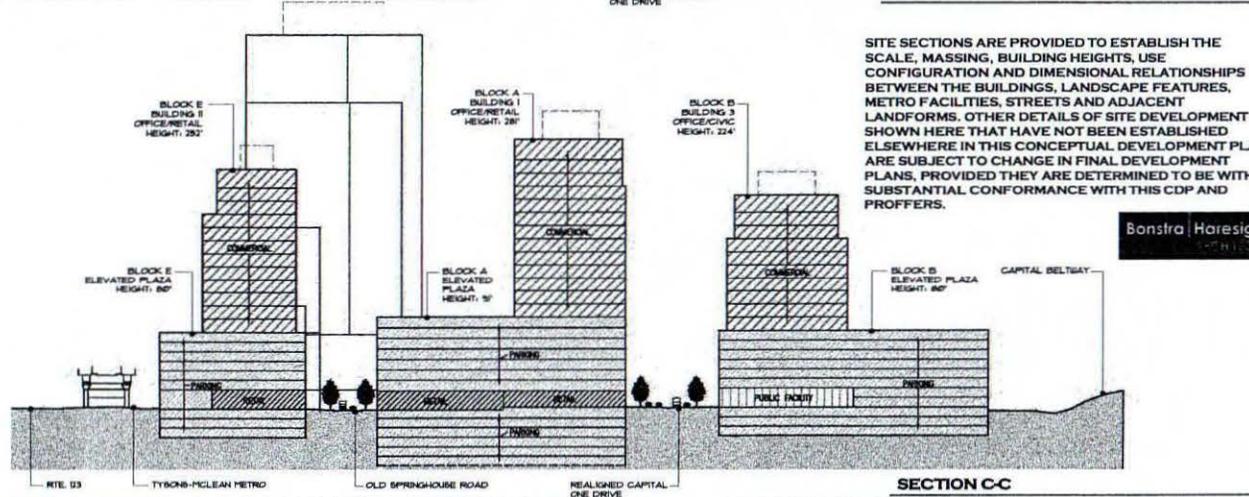
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DATE	AUGUST 4, 2010
DRAWN	OS/HPW/CGG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-ARCH.dwg
SHEET #	17 of 34



SECTION A-A



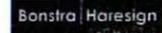
SECTION B-B



SECTION C-C

LEGEND	
	COMMERCIAL
	RETAIL
	RESIDENTIAL
	HOTEL
	PUBLIC FACILITY
	PARKING
	EARTH/FILL

SITE SECTIONS ARE PROVIDED TO ESTABLISH THE SCALE, MASSING, BUILDING HEIGHTS, USE CONFIGURATION AND DIMENSIONAL RELATIONSHIPS BETWEEN THE BUILDINGS, LANDSCAPE FEATURES, METRO FACILITIES, STREETS AND ADJACENT LANDFORMS. OTHER DETAILS OF SITE DEVELOPMENT SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS CONCEPTUAL DEVELOPMENT PLAN ARE SUBJECT TO CHANGE IN FINAL DEVELOPMENT PLANS, PROVIDED THEY ARE DETERMINED TO BE WITHIN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PROFFERS.



William H. Gordon Associates, Inc.
 ARCHITECTS
 1000 W. 10th St., Suite 200
 Norfolk, VA 23510
 PHONE 757-263-1100
 FAX 757-263-1101
 EDWARDS - SURVIVORS - PLANNERS - LANDSCAPE ARCHITECTS



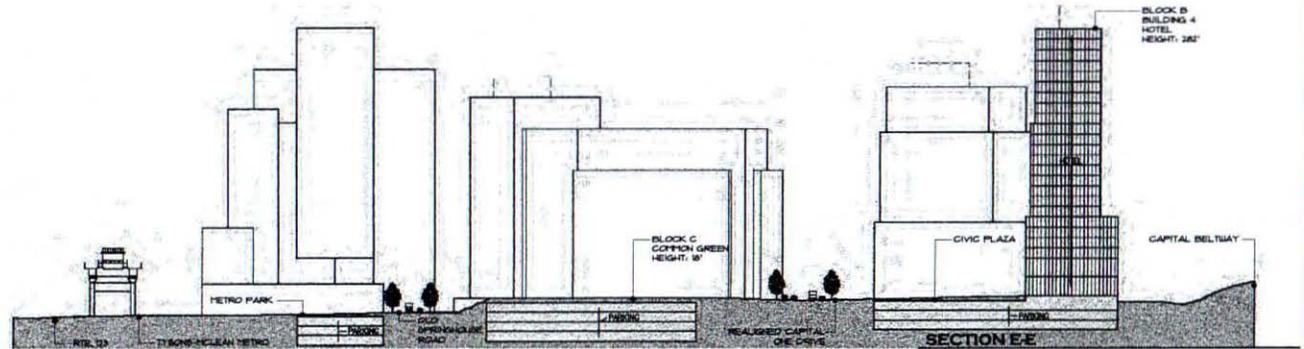
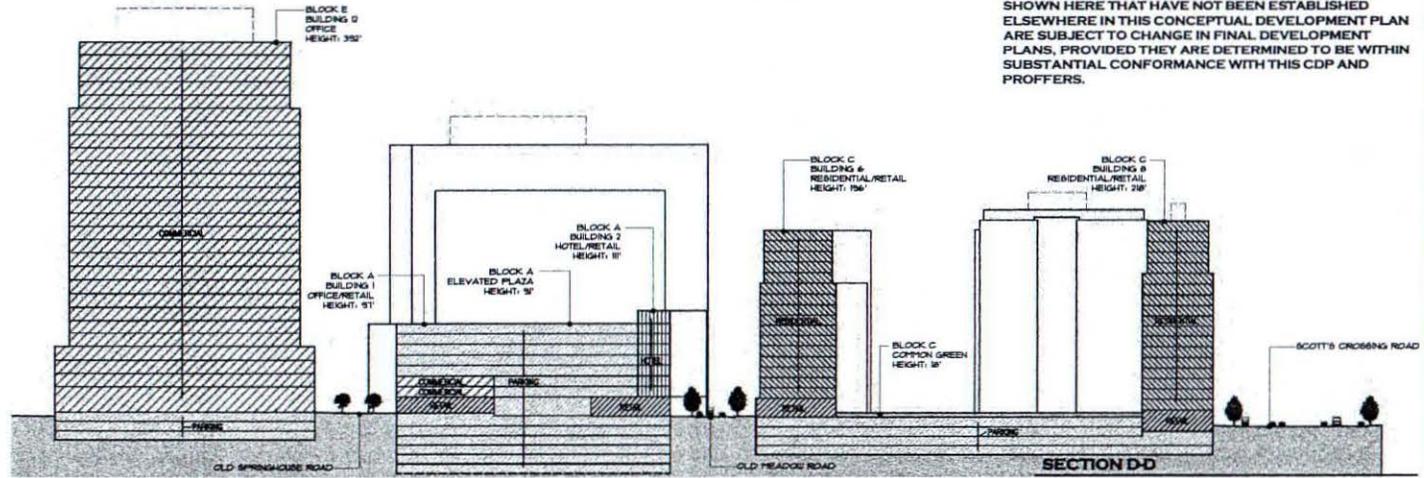
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10-29-10 City Comments
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ARCHITECTURAL SITE SECTIONS
CAPITAL ONE MASTER PLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

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DATE	AUGUST 4, 2010
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CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-ARCH.dwg
SHEET #	18 of 34

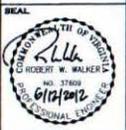
Bonstra Horesign

SITE SECTIONS ARE PROVIDED TO ESTABLISH THE SCALE, MASSING, BUILDING HEIGHTS, USE CONFIGURATION AND DIMENSIONAL RELATIONSHIPS BETWEEN THE BUILDINGS, LANDSCAPE FEATURES, METRO FACILITIES, STREETS AND ADJACENT LANDFORMS. OTHER DETAILS OF SITE DEVELOPMENT SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS CONCEPTUAL DEVELOPMENT PLAN ARE SUBJECT TO CHANGE IN FINAL DEVELOPMENT PLANS, PROVIDED THEY ARE DETERMINED TO BE WITHIN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PROFFERS.



LEGEND	
[Hatched pattern]	COMMERCIAL
[Hatched pattern]	RETAIL
[Hatched pattern]	RESIDENTIAL
[Hatched pattern]	HOTEL
[Hatched pattern]	PUBLIC FACILITY
[Hatched pattern]	PARKING
[Hatched pattern]	EARTH/FILL

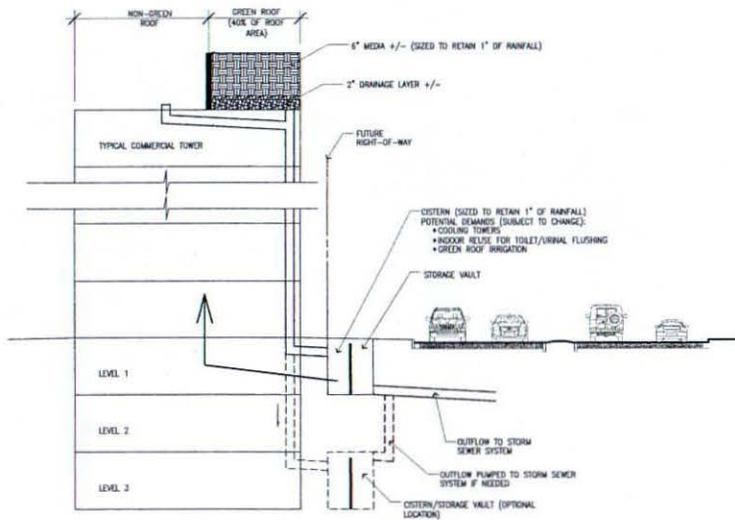
William H. Gordon Associates, Inc.
 1000 Capital Blvd., Suite 201
 Chesapeake, VA 23041
 Phone: 757-233-3100
 Fax: 757-233-3100
 EXPANDED SERVICES • PLANNING • LANDSCAPE ARCHITECTURE



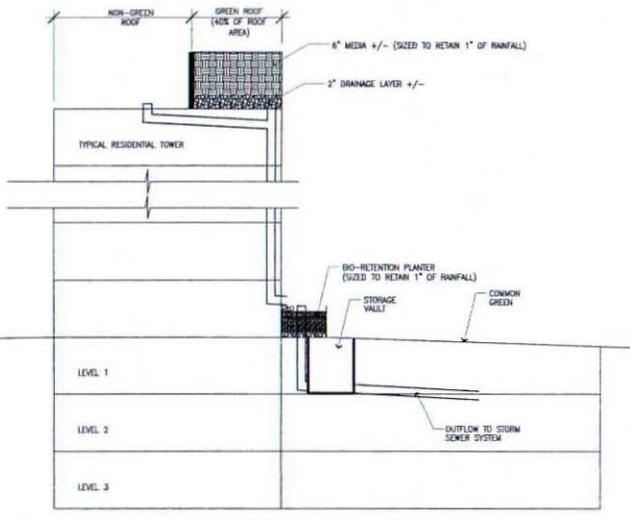
REVISIONS
10-29-10 City Comments
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ARCHITECTURAL SITE SECTIONS
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PP-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

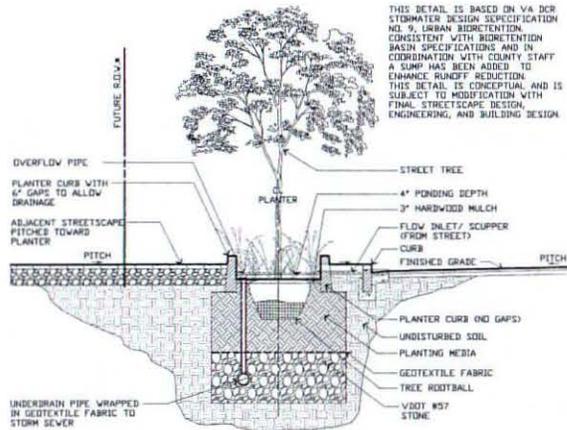
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DATE	AUGUST 4, 2010
DRAWN	OS/JPW/CG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-ARCH.dwg
SHEET #	



1 SCHEMATIC COMMERCIAL SWM PROGRAM
N/A



2 SCHEMATIC RESIDENTIAL SWM PROGRAM
N/A



3 CONCEPT BIO-RETENTION PLANTER
*NOT TYPICAL OF ALL LOCATIONS

THIS DETAIL IS BASED ON VA DCR STORMWATER DESIGN SPECIFICATION NO. 9, URBAN BIORETENTION CONSISTENT WITH BIORETENTION BASIN SPECIFICATIONS AND IN COORDINATION WITH COUNTY STAFF. A SUMP HAS BEEN ADDED TO ENHANCE RUNOFF REDUCTION. THIS DETAIL IS CONCEPTUAL AND IS SUBJECT TO MODIFICATION WITH FINAL STREETSCAPE DESIGN, ENGINEERING, AND BUILDING DESIGN.

William H. Gordon Associates, Inc.
4551 DOW ROAD, SUITE 200
FARMERSVILLE, VA 22431
PHONE: 703-783-1900
FAX: 703-783-1901
WWW.WHGORDON.COM
TRADESHOWS: EXHIBIT 1025-2013-0100



REVISIONS
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SWM PROGRAM DETAILS

CAPITAL ONE MASTERPLAN
CONCEPT DEVELOPMENT PLAN
RZ 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE 1"=100'
DATE AUGUST 4, 2010
DRAWN OS/IPW/CC
CHECKED OS/RW
JOB # 1798-1101
CAD FILE 1:101_SWM_1_OverMail.dwg
SHEET # 20A of 34

NOTE:
THE APPLICANT RESERVES THE RIGHT TO VARY THE NUMBER, SIZE, AND LOCATION OF THE DISTRICT STORMWATER MANAGEMENT FACILITIES WITH FINAL ENGINEERING, AS APPROVED BY DPWS, AND IN SUBSTANTIAL CONFORMANCE WITH THIS APPLICATION.

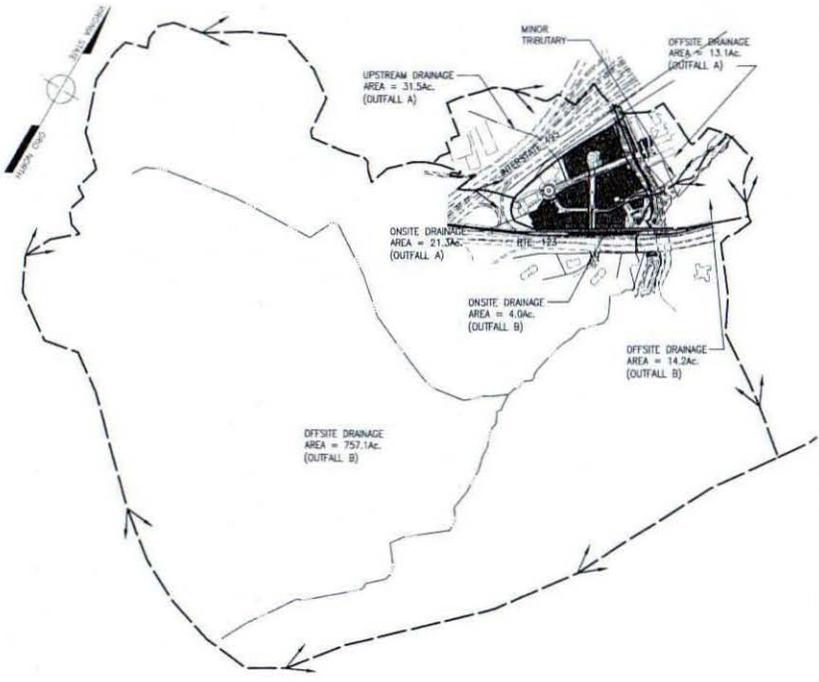


REVISIONS

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05-24-12	City Comments
08-13-12	City Comments

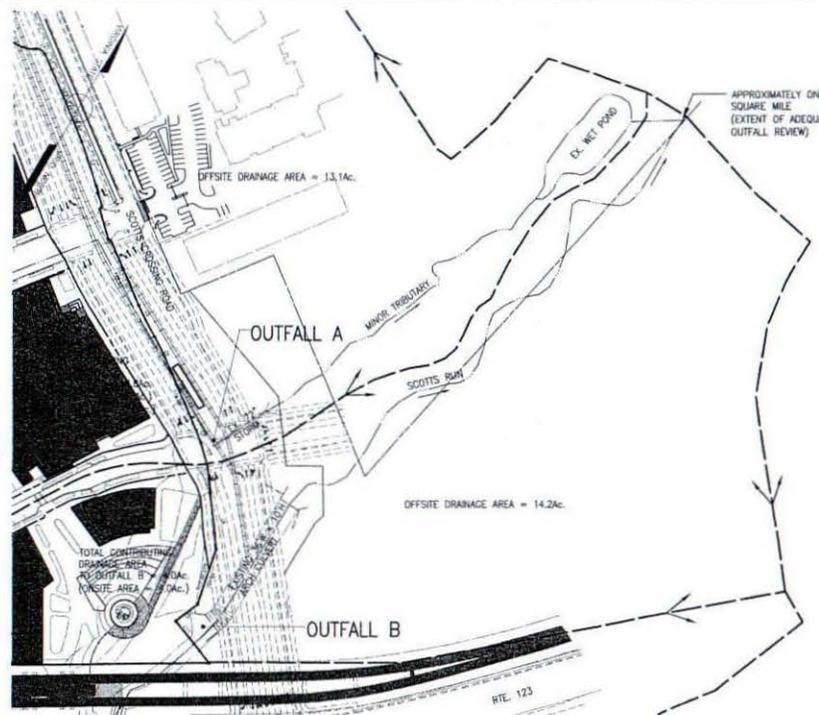
SWM PROGRAM (PTM)
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	AS NOTED
DATE	AUGUST 4, 2010
DRAWN	OS/IPW/CG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-SWM-4-AC.dwg
SHEET #	21 of 34



OVERALL DRAINAGE MAP

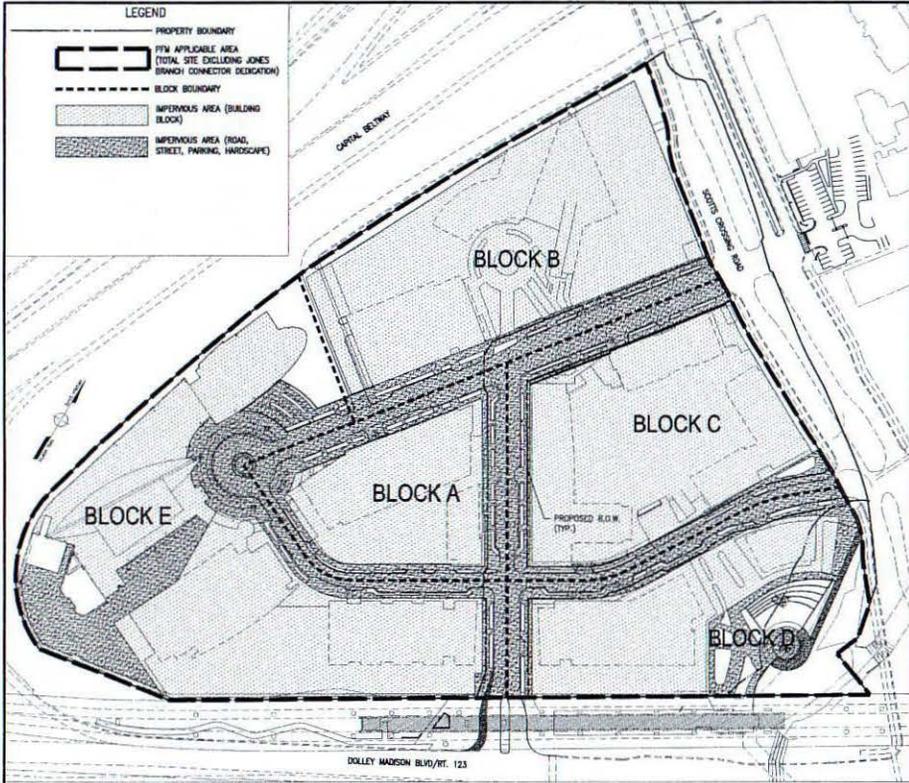
LEGEND
 WATERSHED DIVIDE
 FLOW PATH



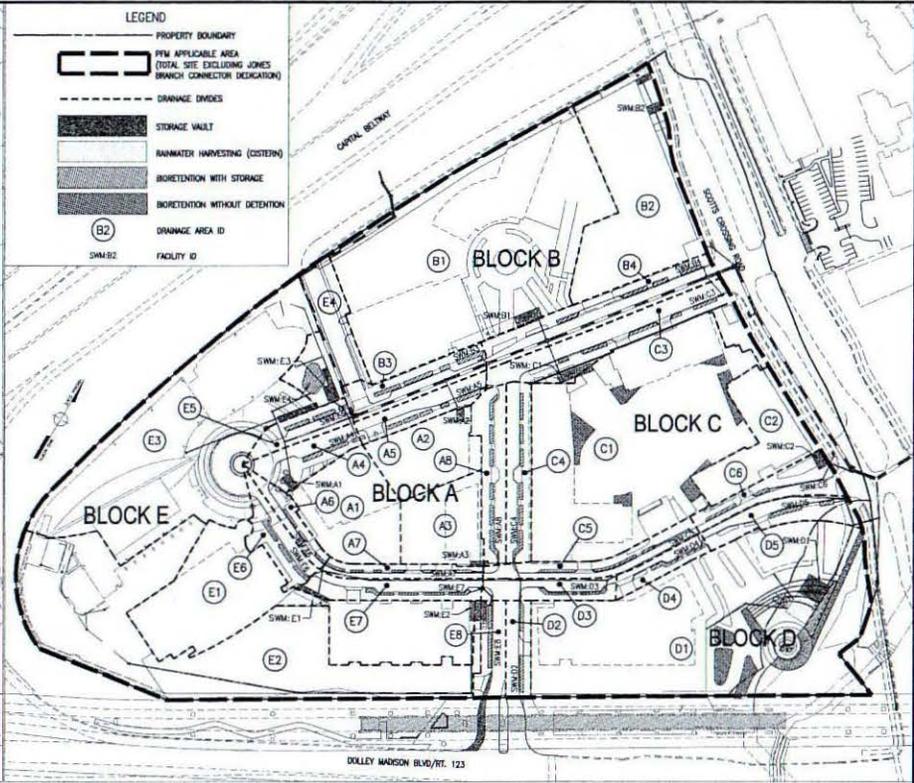
EXTENT OF REVIEW DRAINAGE MAP



DATE PLOTTED: 08/04/2010 10:58:10 AM; PLOTTER: HP DesignJet 2450; PLOT SCALE: 1"=600'; PLOT SHEET: 21 OF 34



COVERAGE
SCALE: 1"=100'



FACILITIES
SCALE: 1"=100'

TIER I: PFM ADEQUATE OUTFALL
TIER II: PFM STORMWATER QUANTITY CONTROL

NOTE:
THE APPLICANT RESERVES THE RIGHT TO VARY THE NUMBER, SIZE, AND LOCATION OF THE DEPICED STORMWATER MANAGEMENT FACILITIES WITH FINAL ENGINEERING, AS APPROVED BY SPDES, AND IN SUBSEQUENT CONFORMANCE WITH THIS APPLICATION.

Drainage Area / Facility ID	Facility Type	Drainage Area (ac)	Wooded Condition - CN=77, To=5min				Proposed Condition with Detention - To=5min										*Allowable Release Rate				Facility Sizing		
			Q ₁₀ (cfs)	V ₁₀ (cfs)	Q ₁₀₀ (cfs)	V ₁₀₀ (cfs)	Green Roof Area - CN=100 (ac)	Impervious Area - CN=98 (ac)	Permeable Area - CN=10 (ac)	Weighted CN	V ₁₀ (cfs)	Q ₁₀ (cfs)	V ₁₀ (cfs)	Q ₁₀₀ (cfs)	V ₁₀₀ (cfs)	Q ₁₀ (cfs)	Q ₁₀₀ (cfs)	Q ₁₀₀ (cfs)	Required Detention Volume (ft ³)	Footprint (ft ²)	Equivalent Depth (ft)	Provided Detention Volume (ft ³)	
A1	Storage Vault	0.64	1.44	2.903	1.29	6,697	0.25	0.39	0.00	85	3,230	2,07	4,211	4,06	8,513	0.07	0.99	2.58	3,409	460	8.0	3,660	
A2	Storage Vault	0.49	1.11	2.22	1.12	5,120	0.25	0.29	0.00	85	2,437	1.58	3,234	3.11	6,138	0.06	0.77	1.98	2,423	340	8.0	2,720	
A3	Storage Vault	0.46	1.04	2.087	1.07	4,806	0.18	0.28	0.00	85	2,307	1.43	3,027	2.92	6,119	0.05	0.72	1.86	2,469	320	8.0	2,560	
A4	Bioretention with Storage	0.25	0.56	1.134	1.29	2,612	0.00	0.23	0.02	97	2,210	1.16	2,679	1.91	4,536	0.05	0.34	0.71	2,863	797	4.0	3,168	
A5	Bioretention with Storage	0.25	0.56	1.134	1.29	2,612	0.00	0.22	0.03	96	2,112	1.14	2,579	1.90	4,428	0.05	0.25	0.76	2,714	1,797	4.0	4,388	
A6	Bioretention with Storage	0.14	0.32	0.65	0.72	1,483	0.00	0.13	0.01	97	1,718	0.65	1,697	1.07	2,562	0.03	0.14	0.41	1,612	938	2.0	2,064	
A7	Bioretention with Storage	0.16	0.36	0.76	0.82	1,672	0.00	0.14	0.02	96	1,952	0.73	1,647	1.21	2,834	0.03	0.16	0.48	1,770	917	2.2	2,077	
A8	Bioretention with Storage	0.34	0.77	1.542	1.75	3,553	0.00	0.31	0.03	96	2,873	1.55	3,699	2.58	8,022	0.07	0.34	1.03	3,740	1,784	2.2	3,625	
B1	Storage Vault	3.05	6.88	13.876	15.09	11,868	1.27	1.93	0.00	85	15,296	9.86	25,048	19.33	40,570	0.35	4.24	12.32	16,394	920	18.0	19,560	
B2	Storage Vault	1.50	2.61	5.851	6.64	33,479	0.52	0.77	0.00	85	6,410	3.27	8,688	8.58	17,358	0.13	2.01	5.27	6,914	630	12.0	7,560	
B3	Bioretention with Storage	0.31	0.70	1.408	1.59	3,230	0.00	0.28	0.03	96	2,039	1.41	3,980	2.35	5,491	0.06	0.31	0.94	3,370	1,356	4.0	5,424	
B4	Bioretention with Storage	0.49	1.11	2.223	2.53	5,120	0.00	0.44	0.05	96	4,140	2.23	5,043	3.72	8,679	0.10	0.49	1.49	5,318	1,246	4.4	5,482	
C1	Storage Vault	2.72	6.34	12,339	13.99	28,420	1.09	1.63	0.00	85	13,641	6.73	17,896	17.24	36,181	0.32	4.23	10.99	14,615	850	18.0	15,890	
C2	Storage Vault	0.96	1.28	2.56	2.88	3,893	0.22	0.34	0.00	85	2,809	1.81	3,695	3.95	7,488	0.07	0.67	2.84	3,811	440	8.0	3,520	
C3	Bioretention with Storage	0.63	1.45	2.923	3.09	6,309	0.00	0.53	0.09	95	4,845	2.68	5,941	4.53	10,372	0.11	0.62	1.87	6,232	1,444	4.4	6,354	
C4	Bioretention with Storage	0.32	0.72	1.452	1.65	3,844	0.00	0.29	0.03	96	2,704	1.46	3,269	2.43	5,668	0.06	0.32	0.97	3,480	1,778	2.2	3,912	
C5	Bioretention with Storage	0.27	0.61	1.225	1.39	2,821	0.00	0.24	0.03	96	2,329	1.23	2,779	2.06	4,762	0.05	0.27	0.82	2,833	1,336	2.5	3,325	
C6	Bioretention with Storage	0.28	0.63	1,279	1.44	2,820	0.00	0.23	0.04	94	2,100	1.21	2,666	2.08	4,722	0.05	0.26	0.80	2,780	795	4.0	2,650	
D1	Storage Vault	3.19	7.20	14,473	16.41	33,833	0.79	1.69	0.01	86	16,821	10.71	21,914	20.67	43,635	0.39	4.75	12.53	18,734	1,570	12.0	18,840	
D2	Bioretention with Storage	0.17	0.38	0.771	0.87	1,776	0.00	0.15	0.02	96	1,436	0.77	1,790	1.29	3,011	0.03	0.17	0.51	1,880	851	2.5	2,129	
D3	Bioretention with Storage	0.21	0.47	0.93	1.08	2,194	0.00	0.20	0.01	97	1,856	0.97	2,246	1.61	3,810	0.04	0.20	0.62	2,488	441	4.0	3,364	
D4	Bioretention with Storage	0.14	0.32	0.65	0.72	1,463	0.00	0.13	0.01	97	1,238	0.65	1,497	1.07	2,540	0.03	0.14	0.41	1,612	1,094	2.2	2,407	
D5	Bioretention with Storage	0.27	0.61	1.225	1.39	2,821	0.00	0.24	0.03	96	2,281	1.23	2,779	2.05	4,762	0.05	0.27	0.82	2,833	1,150	4.0	4,600	
E1	Storage Vault	1.59	3.59	7.213	8.18	16,613	0.63	0.96	0.00	85	7,974	5.14	10,461	10.08	21,150	0.18	2.48	6.41	8,531	480	18.0	8,640	
E2	Storage Vault	2.95	5.76	11,568	13.12	26,644	0.62	1.09	0.36	89	15,569	9.55	19,870	17.55	37,836	0.36	3.95	9.24	15,203	1,018	18.0	15,408	
E3	Storage Vault	2.51	5.66	11,308	12.91	26,226	0.26	1.81	0.44	91	16,892	10.04	21,219	17.58	39,242	0.19	3.04	8.61	11,562	1,616	13.5	21,816	
E4	Bioretention with Storage	0.45	1.01	2.043	2.32	4,752	0.00	0.21	0.24	88	2,618	1.63	3,864	3.04	8,061	0.06	0.62	1.68	3,080	1,500	2.2	3,360	
E5	Bioretention with Storage	0.19	0.43	0.862	0.98	1,985	0.00	0.17	0.02	96	1,605	0.87	1,955	1.44	3,365	0.04	0.19	0.58	2,098	797	4.0	3,188	
E6	Bioretention with Storage	0.21	0.50	0.98	1.13	2,299	0.00	0.20	0.02	96	1,859	1.00	2,264	1.67	3,807	0.04	0.21	0.67	2,286	842	4.0	3,168	
E7	Bioretention with Storage	0.28	0.63	1,270	1.44	2,926	0.00	0.26	0.02	97	2,475	1.30	2,994	2.14	5,180	0.06	0.27	0.83	3,204	1,173	2.5	3,283	
E8	Bioretention with Storage	0.10	0.43	0.862	0.98	1,985	0.00	0.17	0.02	96	1,605	0.87	1,955	1.44	3,365	0.04	0.19	0.58	2,098	778	2.8	3,178	
Total		24.58	55.46	111,504	126.46	256,827	5.86	16.42	2.80	88	148,911	89.96	189,668	166.13	364,797	3.45	13.62	39.16	175,725	11,262	6.12	191,314	

William H. Gordon Associates, Inc.
4301 Doherty Drive, Suite 100
Farmingdale, NY 11735
PHONE: 703-263-1900
FAX: 703-263-0766

REAL
CREATED BY THE STATE OF VIRGINIA
Robert M. Walker
No. 57629
Virginia
Professional Engineer

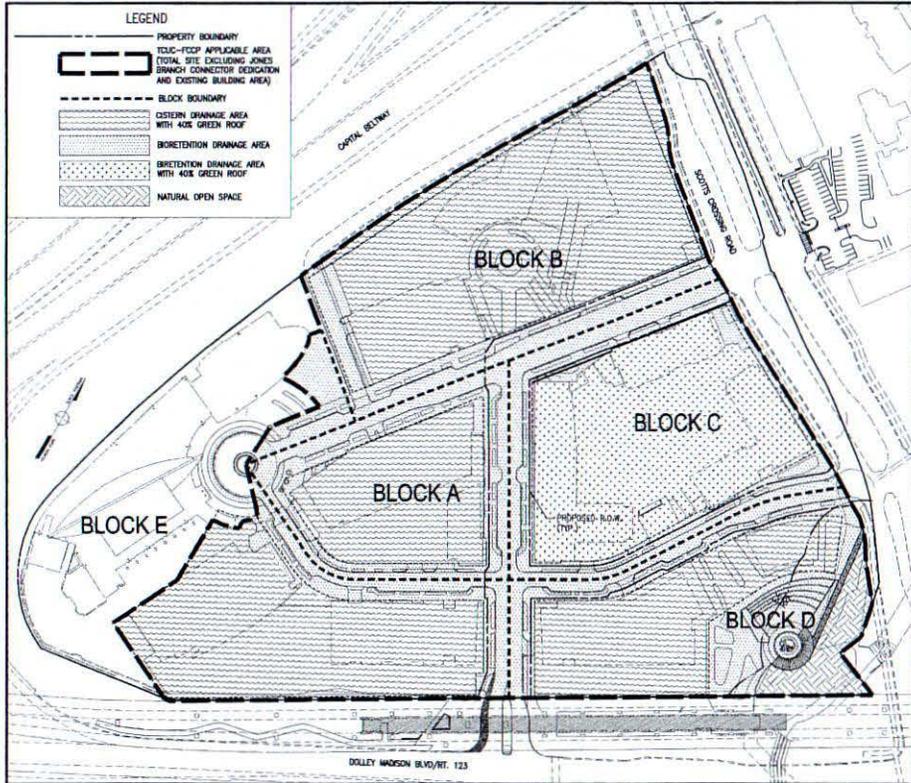
REVISIONS:
10-29-10 Cn Comments
11-10-10 Cn Comments
06-30-11 Cn Comments
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SWM PROGRAM (PFM)

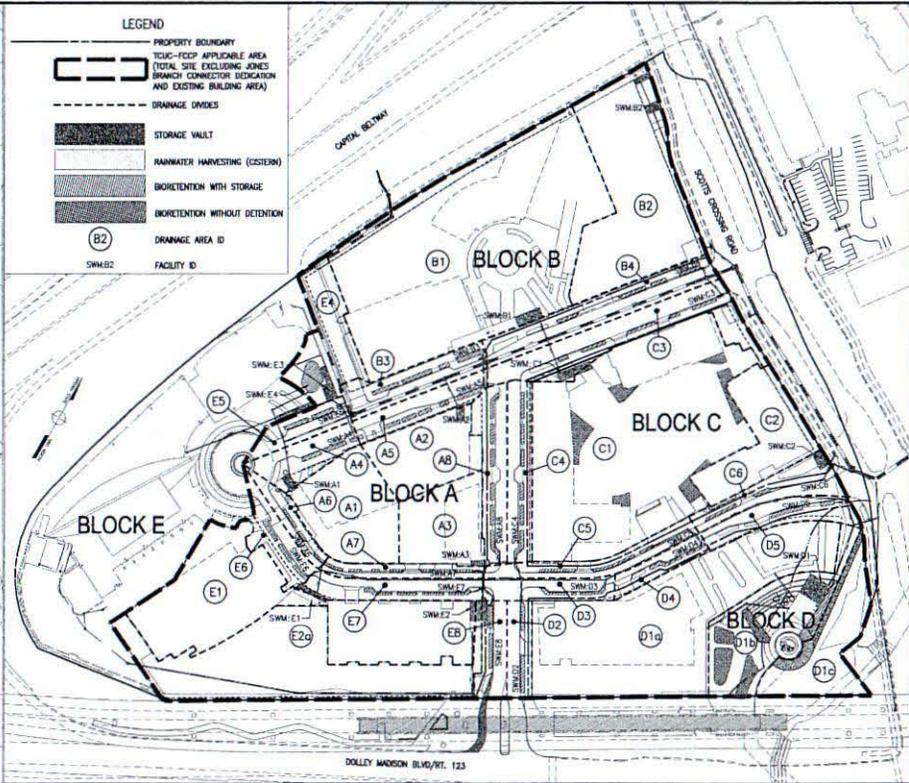
CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 20 10PFX021

PROVIDENCE DISTRICT - FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=100'
DATE: AUGUST 4, 2010
DRAWN: OS/PW/CG
CHECKED: OS/BW
JOB #: 1798-1101
CAD FILE: 1101-SWM-2-PFM.dwg
SHEET #: 21A of 34



COVERAGE
SCALE: 1"=100'



FACILITIES
SCALE: 1"=100'

TIER IV: TCUC-FCCP 1" RAINFALL ON-SITE & TIER V: LEED SS CREDIT 6.2 STORMWATER DESIGN - QUALITY CONTROL

William H. Gordon Associates, Inc.
10501 Dulles Corporate Center
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REVISIONS

10-29-10	City Comments
11-10-10	City Comments
06-30-11	City Comments
11-17-11	City Comments
03-12-12	City Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

SWM PROGRAM (FCCP)
CAPITAL ONE MASTER PLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1"=100'
DATE	AUGUST 4, 2010
DRAWN	CS/JPW/CG
CHECKED	CS/RW
JOB #	1798-1101
CAD FILE	1101_SWM_3_FCCP.dwg
SHEET #	22 of 34

NOTE:
THE APPLICANT RESERVES THE RIGHT TO VARY THE NUMBER, SIZE, AND LOCATION OF THE DEPICTED STORMWATER MANAGEMENT FACILITIES WITH FINAL ENGINEERING, AS APPROVED BY DPWS, AND IN SUBSTANTIAL CONFORMANCE WITH THIS APPLICATION.

TIER IV: TCUC-FCCP 1" RAINFALL ON-SITE & TIER V: LEED SS CREDIT 6.2 STORMWATER DESIGN - QUALITY CONTROL

FIRST 1" RAINFALL RETENTION ON-SITE COMPLIANCE

Drainage Area ID	Required Runoff Retention				Runoff Reduction Practices			Runoff Reduction by Green Roof - 100% Reduction Efficiency			Runoff Reduction by Bioretention - 100% Reduction Efficiency				Runoff Reduction by Rainwater Harvesting (Cistern)				Provided Runoff Retention					
	Area (ac)	Impervious Area Including Green Roof Rv<0.05 (ac)	Turf Area Rv=0.05 (ac)	Natural Open Space Rv<0.05 (ac)	Runoff Volume from Rainfall (cf)	Green Roof	Bioretention	Rainwater Harvesting (Cistern)	Green Roof Rv=0.95 (ac)	Generated Runoff Volume (cf)	Runoff Reduction by Green Roof (cf)	Reduction Contribution Percentage	Drainage Area Generated Runoff Volume (cf)	Runoff Reduction by Upstream Green Roof (cf)	Runoff Volume to Bioretention (cf)	Runoff Reduction by Bioretention (cf)	Reduction Contribution Percentage	Rainwater Collect Area (ac)	Design Rainfall for RWH (in)	Runoff Volume to Rainwater Harvesting (Cistern) from Design Rainfall (cf)	*Runoff Reduction Volume Credit	Runoff Reduction by Rainwater Harvesting (Cistern) (cf)	Reduction Contribution Percentage	Total Runoff Reduction Volume (cf)
A1	0.64	0.64	0.00	0.00	2,207	v		v	0.25	862	862	39%	0	0	0	0%	0.39	1.05	1,412	95%	1,342	61%	2,304	100%
A2	0.49	0.49	0.00	0.00	1,690	v		v	0.20	690	690	41%	0	0	0	0%	0.29	1.05	1,050	95%	998	59%	1,087	100%
A3	0.46	0.46	0.00	0.00	1,586	v		v	0.18	621	621	39%	0	0	0	0%	0.28	1.05	1,014	95%	963	61%	1,584	100%
A4	0.25	0.23	0.02	0.00	811	v	v		0.00	0	0	0%	811	0	811	100%	0.00	0.00	0	0%	0	0%	811	100%
A5	0.25	0.22	0.03	0.00	786	v		v	0.00	0	0	0%	786	0	786	100%	0.00	0.00	0	0%	0	0%	786	100%
A6	0.14	0.13	0.01	0.00	457	v		v	0.00	0	0	0%	457	0	457	100%	0.00	0.00	0	0%	0	0%	457	100%
A7	0.18	0.14	0.02	0.00	501	v		v	0.00	0	0	0%	501	0	501	100%	0.00	0.00	0	0%	0	0%	501	100%
A8	0.34	0.31	0.03	0.00	1,095	v	v		0.00	0	0	0%	1,096	0	1,096	100%	0.00	0.00	0	0%	0	0%	1,096	100%
B1	3.05	3.05	0.00	0.00	10,518	v		v	1.22	4,207	4,207	40%	0	0	0	0%	1.83	1.05	6,026	95%	6,295	60%	10,502	100%
B2	1.29	1.29	0.00	0.00	4,449	v		v	0.52	1,793	1,793	40%	0	0	0	0%	0.77	1.05	2,788	95%	2,649	60%	4,442	100%
B3	0.31	0.28	0.03	0.00	993	v		v	0.00	0	0	0%	993	0	993	100%	0.00	0.00	0	0%	0	0%	993	100%
B4	0.49	0.44	0.05	0.00	1,563	v		v	0.00	0	0	0%	1,563	0	1,563	100%	0.00	0.00	0	0%	0	0%	1,563	100%
C1	2.72	2.72	0.00	0.00	9,380	v	v		1.09	3,759	3,759	40%	9,380	3,759	5,621	60%	0.00	0.00	0	0%	0	0%	9,380	100%
C2	0.56	0.56	0.00	0.00	1,931	v	v		0.22	759	759	39%	1,931	0	1,172	61%	0.00	0.00	0	0%	0	0%	1,931	100%
C3	0.60	0.51	0.09	0.00	1,840	v		v	0.00	0	0	0%	1,840	0	1,840	100%	0.00	0.00	0	0%	0	0%	1,840	100%
C4	0.32	0.29	0.03	0.00	1,027	v		v	0.00	0	0	0%	1,027	0	1,027	100%	0.00	0.00	0	0%	0	0%	1,027	100%
C5	0.27	0.24	0.03	0.00	855	v		v	0.00	0	0	0%	855	0	855	100%	0.00	0.00	0	0%	0	0%	855	100%
C6	0.28	0.22	0.06	0.00	813	v		v	0.00	0	0	0%	813	0	813	100%	0.00	0.00	0	0%	0	0%	813	100%
D1-a	1.97	1.97	0.00	0.00	6,794	v		v	0.79	2,724	2,724	40%	0	0	0	0%	1.18	1.05	4,273	95%	4,059	60%	6,783	100%
D1-b	0.78	0.51	0.27	0.00	2,004	v		v	0.00	0	0	0%	2,004	0	2,004	100%	0.00	0.00	0	0%	0	0%	2,004	100%
D1-c	0.44	0.00	0.00	0.44	80	v		v	0.00	0	0	0%	0	0	0	0%	0.00	0.00	0	0%	0	0%	0	0%
D2	0.17	0.15	0.02	0.00	535	v		v	0.00	0	0	0%	535	0	535	100%	0.00	0.00	0	0%	0	0%	535	100%
D3	0.21	0.20	0.01	0.00	699	v		v	0.00	0	0	0%	699	0	699	100%	0.00	0.00	0	0%	0	0%	699	100%
D4	0.14	0.13	0.01	0.00	457	v		v	0.00	0	0	0%	457	0	457	100%	0.00	0.00	0	0%	0	0%	457	100%
D5	0.27	0.24	0.03	0.00	855	v		v	0.00	0	0	0%	855	0	855	100%	0.00	0.00	0	0%	0	0%	855	100%
E1	1.59	1.59	0.00	0.00	5,443	v	v		0.63	2,173	2,173	40%	0	0	0	0%	0.96	1.05	3,478	95%	3,302	60%	5,475	100%
E2-a	1.27	1.27	0.00	0.00	4,380	v		v	0.50	1,724	1,724	39%	0	0	0	0%	0.77	1.05	2,788	95%	2,649	60%	4,373	100%
E4	0.45	0.21	0.24	0.00	942	v		v	0.00	0	0	0%	942	0	942	100%	0.00	0.00	0	0%	0	0%	942	100%
E5	0.18	0.17	0.02	0.00	604	v		v	0.00	0	0	0%	604	0	604	100%	0.00	0.00	0	0%	0	0%	604	100%
E6	0.22	0.20	0.02	0.00	708	v		v	0.00	0	0	0%	708	0	708	100%	0.00	0.00	0	0%	0	0%	708	100%
E7	0.28	0.26	0.02	0.00	915	v		v	0.00	0	0	0%	915	0	915	100%	0.00	0.00	0	0%	0	0%	915	100%
E8	0.19	0.17	0.02	0.00	604	v		v	0.00	0	0	0%	604	0	604	100%	0.00	0.00	0	0%	0	0%	604	100%
Total	20.79	18.29	1.06	0.44	67,563				5.60	19,312	19,312	29%	30,378	4,518	25,860	38%	6.47		23,427	95%	22,256	33%	67,428	100%

*The runoff reduction credit is calculated using Tysons Stormwater Compliance Spreadsheet Beta 2012_0418.

Cooling Tower Makeup Water Demand Estimation

Building #	# of floors Above Grade	Area Use	Total GSF (sf)	Cooling Tower Size (Tons)	Chiller (Tons)	Chiller Energy (kWh/Yr)	Annual Water Demand (Gallons)	Monthly Demand (Gallons)											
								Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec
#1	13	Office	502,036	2,850	2,680	2,273,108	6,387,715	334,582	382,634	511,549	469,821	653,286	670,845	675,199	705,059	611,566	551,498	474,522	345,553
		Retail	7,720																
#3	10	Office	277,086	1,573	1,479	1,254,584	3,525,537	184,664	211,385	282,337	259,306	360,564	370,256	373,211	389,470	337,538	304,385	261,900	190,719
		Civic	30,000																
#4	24	Hotel	348,950	1,987	1,868	1,584,496	4,452,630	233,225	266,720	356,581	327,494	455,380	467,621	471,352	491,888	426,299	384,478	330,771	240,872
		Retail	2,258																
#5	8	Office	376,690	2,138	2,011	1,705,569	4,792,860	251,045	287,100	383,828	352,519	490,176	503,352	507,368	529,473	458,873	413,803	356,046	259,277
		Retail	10,337																
#10	15	Office	459,623	2,609	2,454	2,081,071	5,848,068	306,316	350,309	468,333	430,130	598,095	614,171	619,072	646,043	559,899	504,906	434,433	316,360
		Retail	28,092																
#11	12	Office	313,818	1,782	1,675	1,420,898	3,992,901	209,144	239,181	319,705	293,681	408,363	419,339	422,685	441,101	382,284	344,736	296,619	216,002
		Retail	6,650																
#12	28	Office	748,900	4,251	3,998	3,390,853	9,528,718	499,105	570,785	763,092	700,845	974,523	1,000,717	1,008,703	1,052,649	912,288	822,684	707,857	515,471
TOTALS			3,113,160	17,190	16,165	13,715,578	38,528,427	2,018,082	2,307,914	3,085,485	2,813,796	3,940,388	4,046,302	4,078,590	4,256,283	3,688,746	3,326,440	2,862,148	2,084,254

Gallons for each month is estimated based on building cooling demand for each hour of the month

Runoff Reduction Credit for Rainwater Harvesting

Block	Cistern ID	Supply			Building # Served	Demand		Cistern Volume			*Runoff Reduction Credit			
		Rainwater Collect Area (ac)	Design Rainfall for RWH (in)	Max Volume Captured by Cistern (cf)		Lowest Monthly Demand (January) (gallons)	Avg Daily Drawdown in Lowest Demand Month (gallons)	Footprint (sf)	Height (ft)	Volume (cf)	Estimated % Credit	Runoff Reduction Volume (cf)		
A	A1	0.39	16,988	1.05	1,412			530	9.0	4,770	35,680			
	A2	0.29	12,632	1.05	1,050			380	9.0	3,420	25,582			
	A3	0.28	12,197	1.05	1,014			380	9.0	3,420	25,582			
	SubTotal	0.96	41,818		3,476	#1	334,582	10,793	1,290	11,610	86,843	95%	3,302	
B	B1	1.83	79,715	1.00	6,311	#36A4	417,889	13,480	2,400	19.0	45,600	341,000	95%	5,995
	B2	0.77	33,541	1.00	2,655	#5	251,045	8,098	1,460	15.0	21,900	164,000	95%	2,523
D	D1	1.18	51,401	1.00	4,069	#10	306,316	9,881	1,700	13.0	22,880	171,000	95%	3,866
E	E1	0.96	41,818	1.00	3,311	#12	499,105	16,100	640	19.0	12,160	91,000	95%	3,145
	E2	0.77	33,541	1.00	2,655	#11	209,144	6,747	500	19.0	9,500	71,000	95%	2,523
Total		6.47	281,833		22,477		2,018,082	65,099	8,050	123,650	924,843		21,351	

*The runoff reduction credit is calculated using Tysons Stormwater Compliance Spreadsheet Beta 2012_0418.

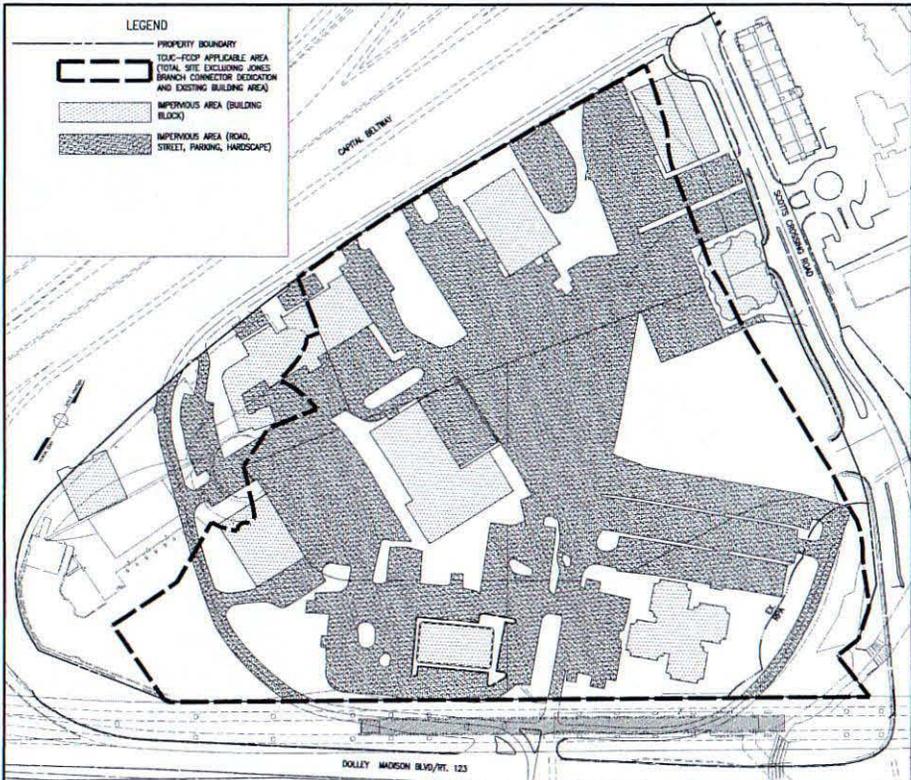


REVISIONS:
 10-29-19: City Comments
 11-10-19: City Comments
 06-30-20: City Comments
 11-17-21: City Comments
 03-12-22: City Comments
 04-23-22: City Comments
 05-24-22: City Comments
 06-13-22: City Comments

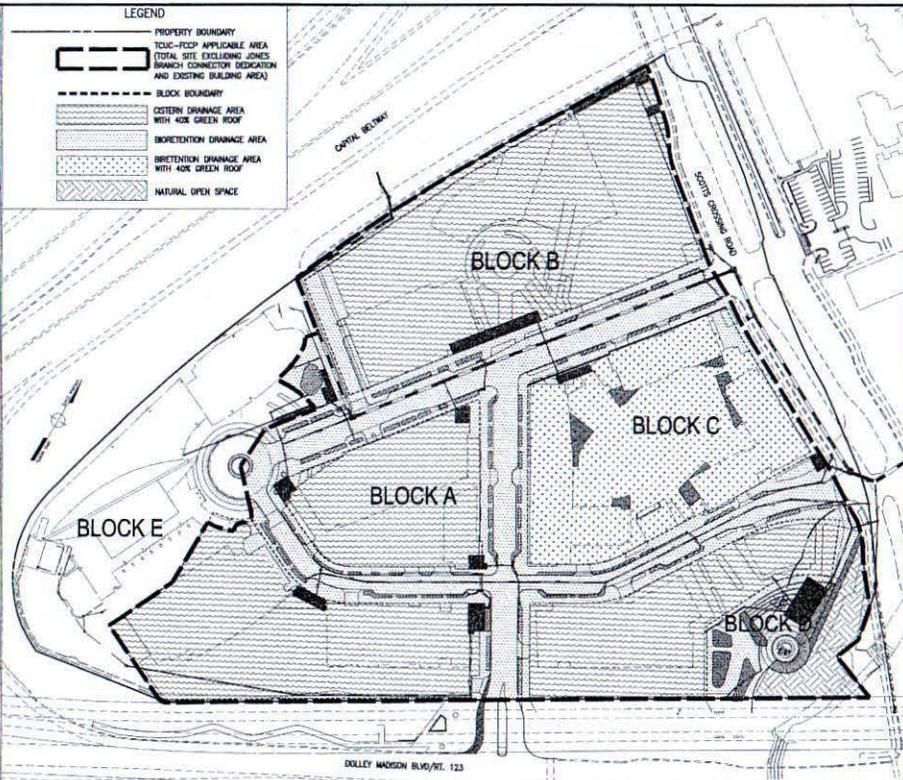
SWM PROGRAM (FCCP)
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-FR021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1"=100'
 DATE: AUGUST 4, 2010
 DRAWN: OS/JPW/GC
 CHECKED: OS/RW
 JOB #: 1798-1101
 CAD FILE: 1101-SWM-1-FCCP.dwg
 SHEET #: 22A of 34

NOTE:
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PREDEVELOPMENT CONDITION
SCALE: 1"=100'



POST-DEVELOPMENT CONDITION
SCALE: 1"=100'

TIER VI: LEED SS CREDIT 6.1 STORMWATER DESIGN – QUANTITY CONTROL

Condition	Applicable Area	Impervious Area	Pervious Area	Weighted CN	Time of Concentration	2-YR 24-HR Rainfall	Peak Discharge rate	Discharge Volume
	(ac)	(ac)	(ac)		(min)	(in)	(cfs)	(cf)
Predevelopment	20.79	13.26	7.53	91	10	3.20	72.87	170,426
Allowable Release Rate =	72.87	X	75%	=	54.65	cf		
Allowable Release Volume =	170,426	X	75%	=	127,820	cf		

Condition	Applicable Area	Green Roof	Non-Green Roof	Pervious Area	Weighted CN before Adjustment	Runoff Reduction through Bioretention and Rainwater Harvesting	2-YR 24-HR Rainfall	*Weighted CN after Adjustment	Time of Concentration	Peak Discharge Rate	Discharge Volume
	(ac)	CN=65 (ac)	Impervius Area CN=98 (ac)	CN=80 (ac)		(cf)	(in)	(min)	(cfs)	(cf)	
Post-Development	20.79	5.60	13.66	1.53	88	48,116	3.20	79	10	44.56	100,879

*The method used to adjust the curve number due to the runoff reduction is the same as that in Virginia Runoff Reduction Method Worksheet, which is based on TR-55 method.

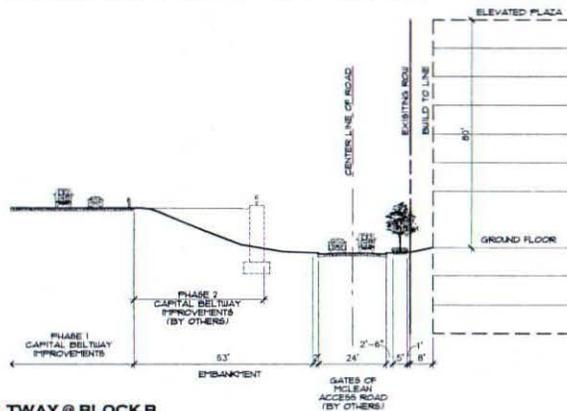
William H. Gordon Associates, Inc.
4501 City Center
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BUSINESS - SURVEYING - PLANNING - LANDSCAPE ARCHITECTURE



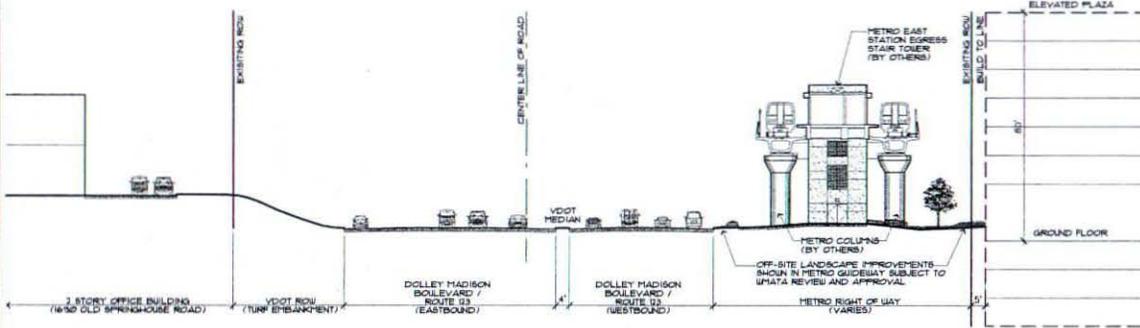
REVISIONS
10-29-10 City Comments
11-10-10 City Comments
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04-23-12 City Comments
05-24-12 City Comments
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SWM PROGRAM (FCFP)
CAPITAL ONE MASTER PLAN
CONCEPTUAL DEVELOPMENT PLAN
REV 20 04-FR-02
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1"=100'
DATE: AUGUST 4, 2010
DRAWN: CS/JPW/CG
CHECKED: CS/RW
JOB #: 179-1101
CAD FILE: 1101-SWM-3-FCFP.dwg
SHEET #: 22B of 34



14 CAPITAL BELTWAY @ BLOCK B
SCALE: 1" = 20'



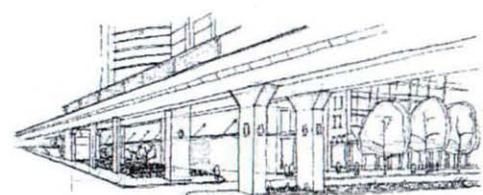
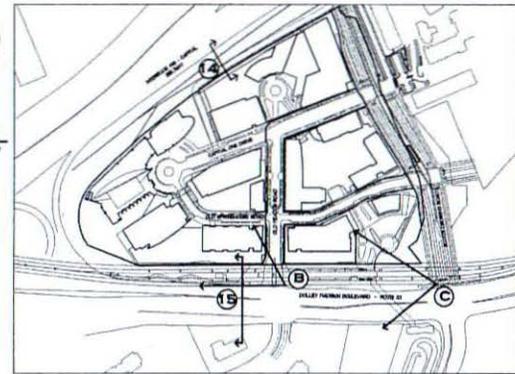
15 DOLLEY MADISON BOULEVARD @ BLOCK E
SCALE: 1" = 20'

NOTES:

- SEE 'STREET CLASSIFICATION' IN LEGEND LOCATED ON SHEETS 1 AND 1 FOR INTENDED LOCATION OF PROPOSED ROADWAY SECTIONS AND WALKWAYS SHOWN BELOW.
- THE BUILD-TO LINES ARE PROVIDED AS A TYPICAL CONDITION FOR THE STREET ENCLOSURE AND PROPOSED BUILDINGS AND BUILDING ELEMENTS SHALL BE ALLOWED TO EXCEED THE BUILD-TO LINE TO PROVIDE ARCHITECTURAL FEATURES AND STREETScape DIVERSITY.
- BUILD-TO-LINES ('BTL') HAVE BEEN ESTABLISHED AS DEPICTED ON SHEET 5 OF THE CDP TO CREATE AN URBAN, PEDESTRIAN-ORIENTED ENVIRONMENT WHERE BUILDINGS ARE LOCATED CLOSE TO THE STREET AND PEDESTRIAN-STREETScape AREAS ARE LOCATED BETWEEN THE BUILDINGS AND THE STREETS. IN GENERAL BUILDING FACADES ARE INTENDED TO BE CONFIGURED IN SUCH A WAY AS TO PROVIDE A CONTINUOUS STREET WALL ALONG THIS LINE, BUT MODIFICATIONS TO EITHER SIDE OF THE BTL SHALL BE PERMITTED PROVIDED SUCH ARE IN SUBSTANTIAL CONFORMANCE WITH THE CDP AND PROFFERS AS DETERMINED BY THE ZONING ADMINISTRATOR. AWNINGS AND OTHER ARCHITECTURAL CANOPIES ATTACHED TO THE BUILDING FRONTAGE THAT PROJECT OUT FROM THE BUILD-TO-LINE AND INTO THE BUILDING ZONE SHALL PROVIDE ADEQUATE CLEARANCE FOR PEDESTRIAN MOVEMENT AND SHALL NOT CONFLICT WITH STREET TREE LOCATIONS.



KEY PLAN
SCALE: 1" = 250'



B VIEW OF METRO EDGE AT RTE. 123 AND OLD MEADOW ROAD
SCALE: N.T.S.



C VIEW OF METRO EDGE AT RTE. 123 AND PEDESTRIAN CIRCULATION
SCALE: N.T.S.

NOTE:

THE ACCOMPANYING SKETCHES EXCERPTED FROM THE PROFFERED CAPITAL ONE DESIGN GUIDELINES ILLUSTRATE THE GENERAL CHARACTER, SCALE AND MATERIAL QUALITY LEVEL OF THE EDGE CONDITIONS ALONG THE METRO SILVER LINE RIGHT-OF-WAY AND ROUTE 123. IN PARTICULAR, THESE SHOW THE RELATIONSHIP BETWEEN THE METRO STATION # ELEVATED TRACKS WITH THE MASSING OF BUILDINGS 10' + II, AS WELL AS THE CHARACTER OF THE VIEW CORRIDORS ONTO OLD MEADOW ROAD AND THE METRO PARK FROM ROUTE 123.

WHILE THESE SKETCHES DO NOT REPRESENT A FINALIZED DESIGN, THEY ARE REPRESENTATIVE OF THE BASELINE STANDARD OF DEVELOPMENT OF THE EDGE CONDITIONS AND FEATURES NOTED. ALL EXCERPTED IMAGES SHOULD BE REFERENCED IN THE CONTEXT OF THE FULL PROFFERED CAPITAL ONE URBAN DESIGN GUIDELINES. FINAL DESIGN WILL BE IN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PROFFERS, AND SUBJECT TO FUTURE FINAL DEVELOPMENT PLANS FOR THESE AREAS.

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ADJACENT STREET SECTIONS

CAPITAL ONE MASTER PLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 201 0-PP-02
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE AS SHOWN

DATE AUGUST 4, 2010

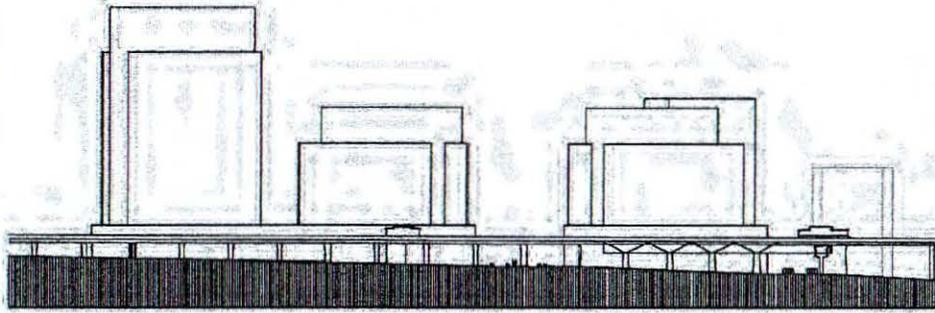
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CHECKED OS/RW

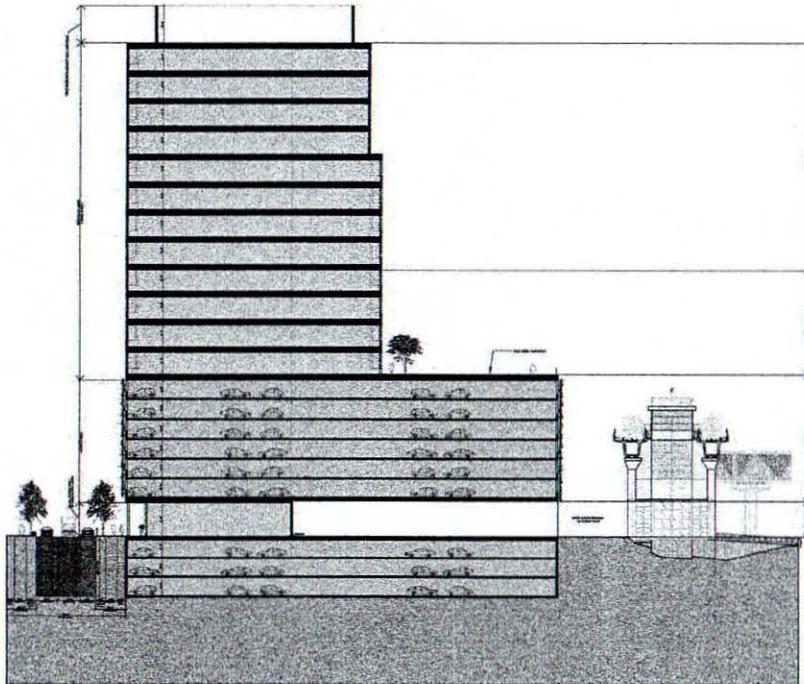
JOB # 1798-1101

CAD FILE 1101-SECT.dwg

SHEET # 23 of 34



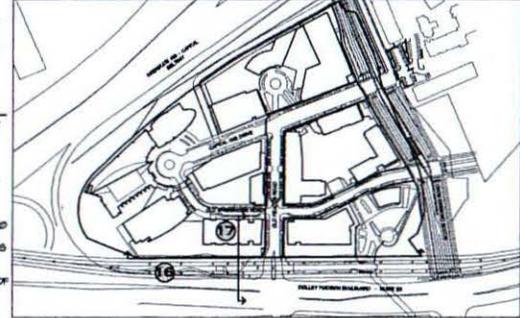
16 SECTION ALONG RTE. 123
SCALE: N.T.S.



17 BUILDING 11 / METRO SECTION
SCALE: N.T.S.



KEY PLAN
SCALE: 1" = 250'



NOTE:

THE ACCOMPANYING IMAGES EXCERPTED FROM THE PROFFERED CAPITAL ONE DESIGN GUIDELINES ILLUSTRATE THE GENERAL CHARACTER, SCALE AND MATERIAL QUALITY LEVEL OF THE EDGE CONDITIONS ALONG THE METRO SILVER LINE RIGHT-OF-WAY AND ROUTE 123. IN PARTICULAR, THESE SHOW THE RELATIONSHIP BETWEEN THE METRO STATION & ELEVATED TRACKS WITH THE MASSING OF BUILDINGS UP & IT, AS WELL AS THE CHARACTER OF THE ARCHITECTURAL SCREENING OF THE PARKING PODIUMS FACING ONTO THE METRO STATION & ELEVATED TRACKS. PRECEDENT IMAGES SHOW A VARIETY OF SCREENING TREATMENTS, INCLUDING A COMPOSITION OF VEGETATIVE LIVING WALLS AND OTHER ARCHITECTURAL SCREENING DEVICES TO CREATE A VARIED AND VISUALLY INTERESTING FACE FOR BOTH STREET LEVEL PEDESTRIANS AND RIDERS ON THE ELEVATED METRO TRAIN PLATFORM.

UNLIKE THESE IMAGES DO NOT REPRESENT A FINALIZED DESIGN, THEY ARE REPRESENTATIVE OF THE BASELINE STANDARD OF DEVELOPMENT OF THE EDGE CONDITIONS AND FEATURES NOTED. ALL EXCERPTED IMAGES SHOULD BE REFERENCED IN THE CONTEXT OF THE FULL, PROFFERED CAPITAL ONE URBAN DESIGN GUIDELINES. FINAL DESIGN WILL BE IN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PROFFERS, AND SUBJECT TO FUTURE FINAL DEVELOPMENT PLANS FOR THESE AREAS.

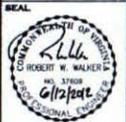
NOTES:

1. SEE "PRIVATE STREET CLASSIFICATION" IN LEGEND LOCATED ON SHEETS 1 AND 2 FOR INTENDED LOCATION OF PROPOSED ROADWAY SECTIONS AND WALKWAYS SHOWN BELOW.
2. THE BUILD TO LINES ARE PROVIDED AS A TYPICAL CONDITION FOR THE STREET ENCLOSURE AND PROPOSED BUILDINGS AND BUILDING ELEMENTS SHALL BE ALLOWED TO EXCEED THE BUILD TO LINE TO PROVIDE ARCHITECTURAL FEATURES AND STREETSCAPE DIVERSITY.
3. BUILD-TO-LINES ("BTL") HAVE BEEN ESTABLISHED AS DEPICTED ON SHEET 5 OF THE CDP TO CREATE AN URBAN, PEDESTRIAN-ORIENTED ENVIRONMENT WHERE BUILDINGS ARE LOCATED CLOSE TO THE STREET AND PEDESTRIAN/STREETSCAPE AREAS ARE LOCATED BETWEEN THE BUILDINGS AND THE STREETS. IN GENERAL, BUILDING FACADES ARE INTENDED TO BE CONFIGURED IN SUCH A WAY AS TO PROVIDE A CONTINUOUS STREET WALL ALONG THIS LINE, BUT MODIFICATIONS TO EITHER SIDE OF THE BTL SHALL BE PERMITTED PROVIDED SUCH ARE IN SUBSTANTIAL CONFORMANCE WITH THE CDP AND PROFFERS AS DETERMINED BY THE ZONING ADMINISTRATOR. AWNINGS AND OTHER ARCHITECTURAL CANOPIES ATTACHED TO THE BUILDING FOOTPRINT THAT PROJECT OUT FROM THE BUILD-TO-LINE AND INTO THE BUILDING ZONE SHALL PROVIDE ADEQUATE CLEARANCE FOR PEDESTRIAN MOVEMENT AND SHALL NOT CONFLICT WITH STREET TREE LOCATIONS. VARIATIONS TO BUILDING FACADE TO BE PRESENTED WITH FUTURE FORMS FOR REVIEW AND APPROVAL.



SCREENING TREATMENTS OF PARKING PLINTHS - PRECEDENT IMAGES

William H. Gordon Associates, Inc.
10250 Old Dominion Road, Suite 201
Chantilly, VA 20151
Phone: 703-281-1500
Fax: 703-281-1505
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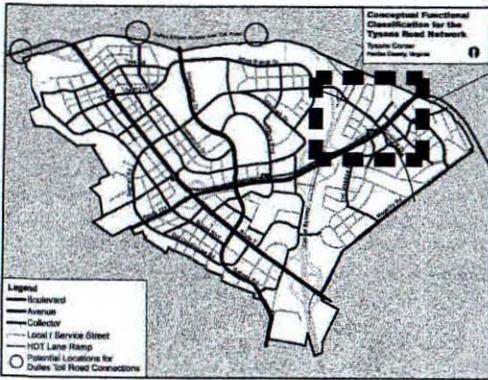


REVISIONS

10-29-10	City Comments
11-30-10	City Comments
06-30-11	City Comments
11-17-11	City Comments
03-12-12	City Comments
04-23-12	City Comments
05-24-12	City Comments
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ADJACENT STREET SECTIONS
CAPITAL ONE MASTER PLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PRO-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY, VIRGINIA

SCALE: AS SHOWN
DATE: AUGUST 4, 2010
DRAWN: OS/JPW/CG
CHECKED: OS/RW
JOB #: 1798-1101
CAD FILE: 1101_SECT.dwg
SHEET #



SEE ROAD MAP COMPARISON, THIS SHEET

TYSONS ROAD NETWORK (MAP 7)

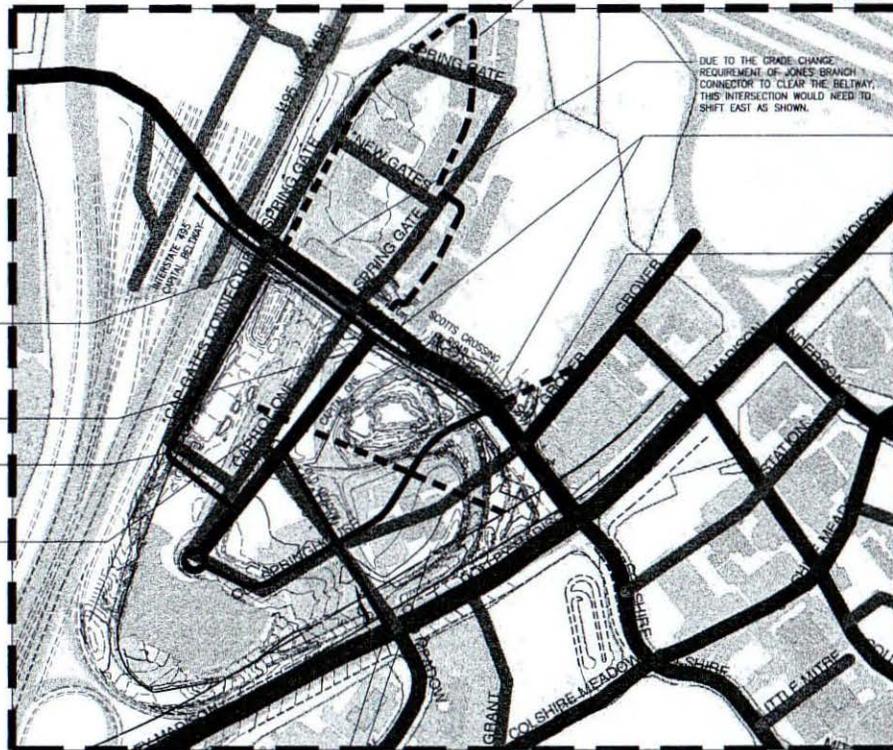
SOURCE: COMPREHENSIVE PLAN FOR TYSONS CORNER URBAN CENTER (P.47 / MAP 7)

PROPOSED SECONDARY ACCESS ROAD BELOW SCOTTS CROSSING ROAD TO PROVIDE SECONDARY ACCESS TO GATES OF MCLEAN DUE TO SCOTTS CROSSING ROAD IMPACT (BY OTHERS).

CAPITAL ONE DRIVE REALIGNED TO ACCEPT JONES BRANCH CONNECTOR ROAD DESIGN

PROPOSED CONNECTION TO CAPITAL ONE ROAD NETWORK

PEDESTRIAN AXIS TO METRO STATION FROM CIVIC PLAZA AND COMMON GREEN



EXISTING APARTMENT COMPLEX ROAD NETWORK



DUE TO THE GRADE CHANGE REQUIREMENT OF JONES BRANCH CONNECTOR TO CLEAR THE BELTWAY, THIS INTERSECTION WOULD NEED TO SHIFT EAST AS SHOWN.

INTERSECTION SPACING SHOWN FOR SCOTTS CROSSING ROAD BASED ON DESIGN FOR JONES BRANCH CONNECTOR ROAD (BY OTHERS).

POSSIBLE CONNECTION TO ADJACENT PROPERTY OWNER'S GRID OF STREETS (BY OTHERS).

ROUTE 123 INTERSECTION IS APPROXIMATELY IN THE SAME LOCATION

NO ROAD PROPOSED TO METRO STATION AS SHOWN ON ROAD NETWORK MAP, INSTEAD A PEDESTRIAN AXIS TO METRO ACCESS IS PROVIDED.

NOTE
BICYCLE FACILITIES: THE TYPICAL ROAD CROSS SECTION FOR JONES BRANCH CONNECTOR/ SCOTTS CROSSING ROAD INCORPORATES ON-STREET BICYCLE LANES CONSISTENT WITH THE COMPREHENSIVE PLAN. BICYCLISTS WILL SHARE INTERNAL ROADS WITH VEHICULAR TRAFFIC AND BIKE PARKING WILL BE PROVIDED ON THE STREET AND WITH THE PARKING GARAGES.

ROAD MAP COMPARISON DIAGRAM

SCALE: 1"=200'

IMAGE FOR COMPARISON DIAGRAM PROVIDED BY FAIRFAX DOT TITLED "TYSON'S EAST GRID A" DATED SEPTEMBER 7, 2011.

William H. Gordon Associates, Inc.
 10000 Old Dominion Blvd., Suite 201
 Fairfax, VA 22031
 Phone: 703-233-0700
 Fax: 703-233-0700
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REAL

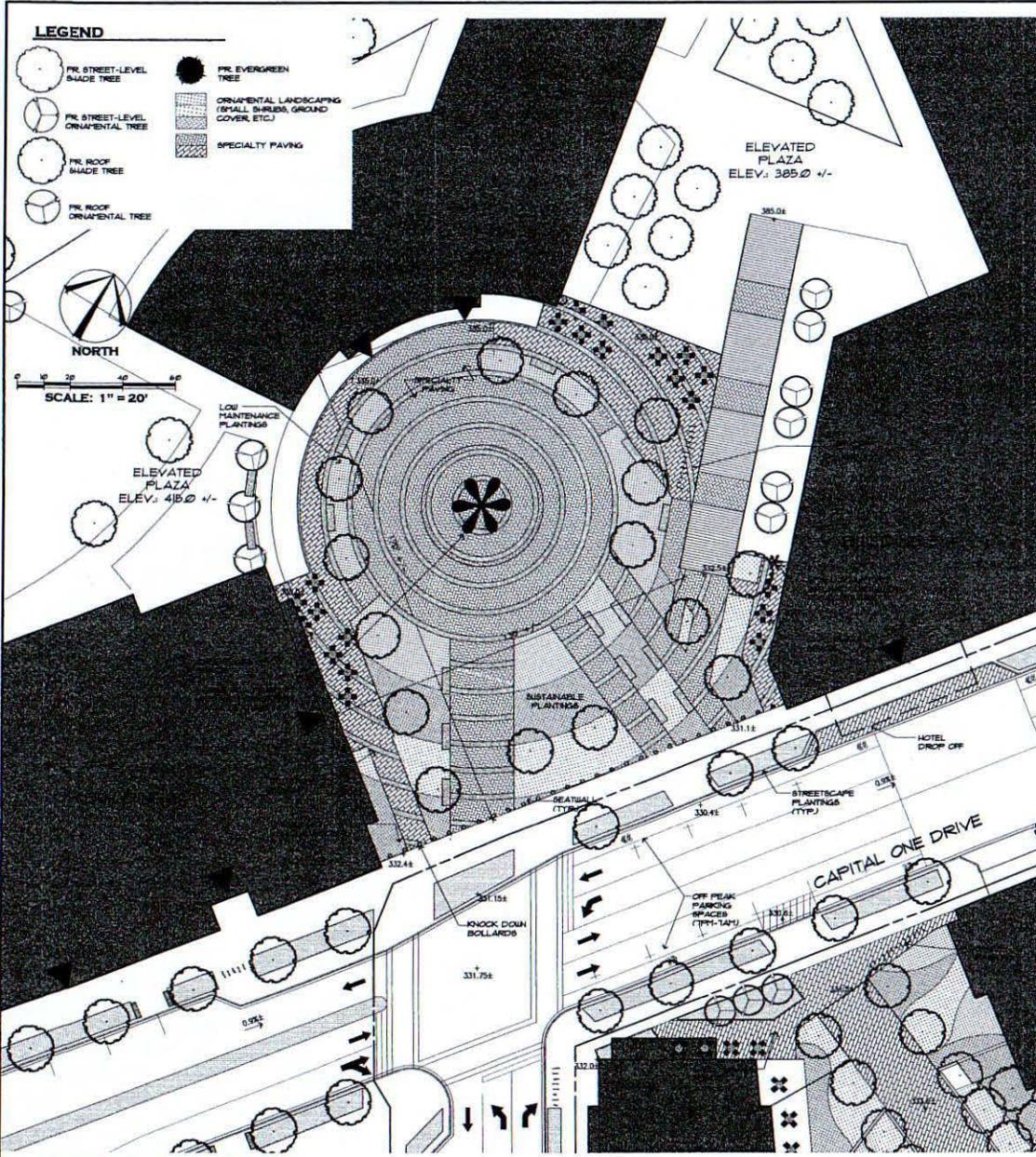
REVISIONS

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11-10-10	City Comments
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03-12-12	City Comments
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05-24-12	City Comments
06-13-12	City Comments

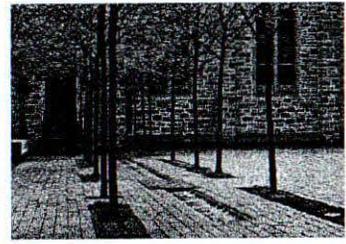
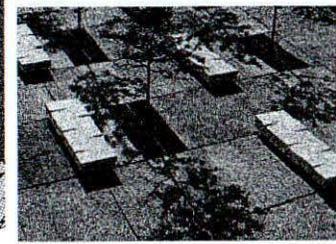
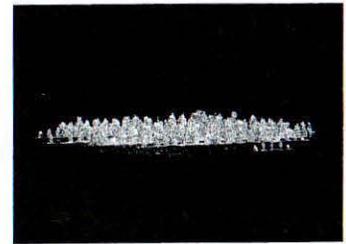
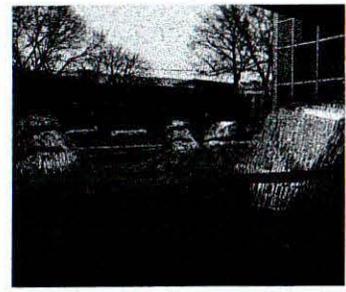
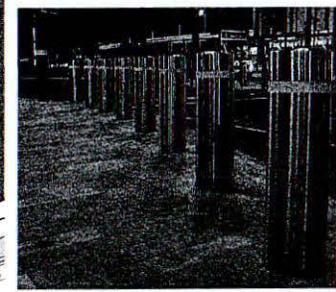
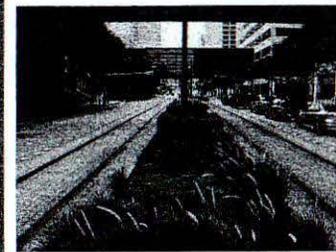
ROAD NETWORK ANALYSIS

CAPITAL ONE MASTER PLAN
CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

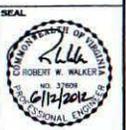
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DATE	AUGUST 4, 2010
DRAWN	OS/JPW/CG
CHECKED	CS/RW
JOB #	1798-1101
CAD FILE	1101-ROAD.dwg
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B-1: CIVIC PLAZA ENLARGEMENT
SCALE: 1" = 20'



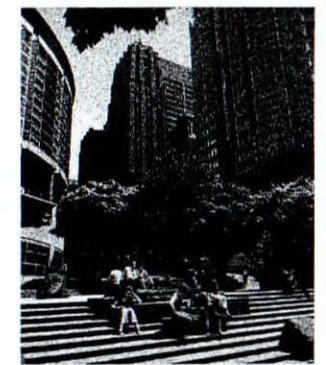
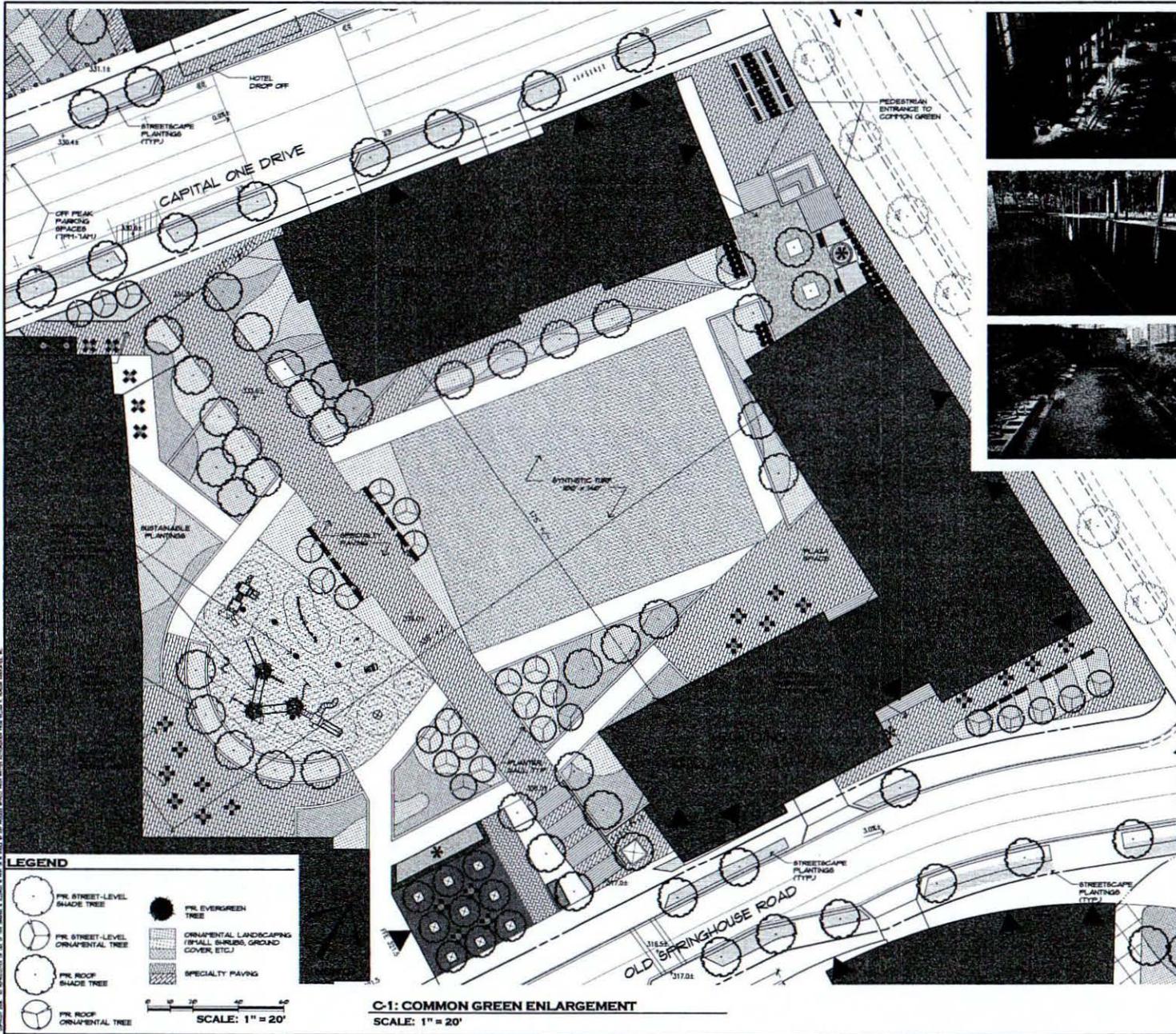
William H. Gordon Associates, Inc.
4501 Old Dominion Blvd., Suite 200
Chesapeake, VA 23041
PHONE: 757-265-0760
FAX: 757-265-0766
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- REVISIONS**
- 10-29-10 City Comments
 - 11-10-10 City Comments
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CIVIC PLAZA ENLARGEMENT
CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1" = 20'
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CAD FILE	1101-PARKS.dwg
SHEET #	25 of 34



William H. Gordon Associates, Inc.
 10000 Old Springhouse Road
 Charlottesville, VA 22911
 Phone: 703-253-0100
 Fax: 703-253-0105
WGA
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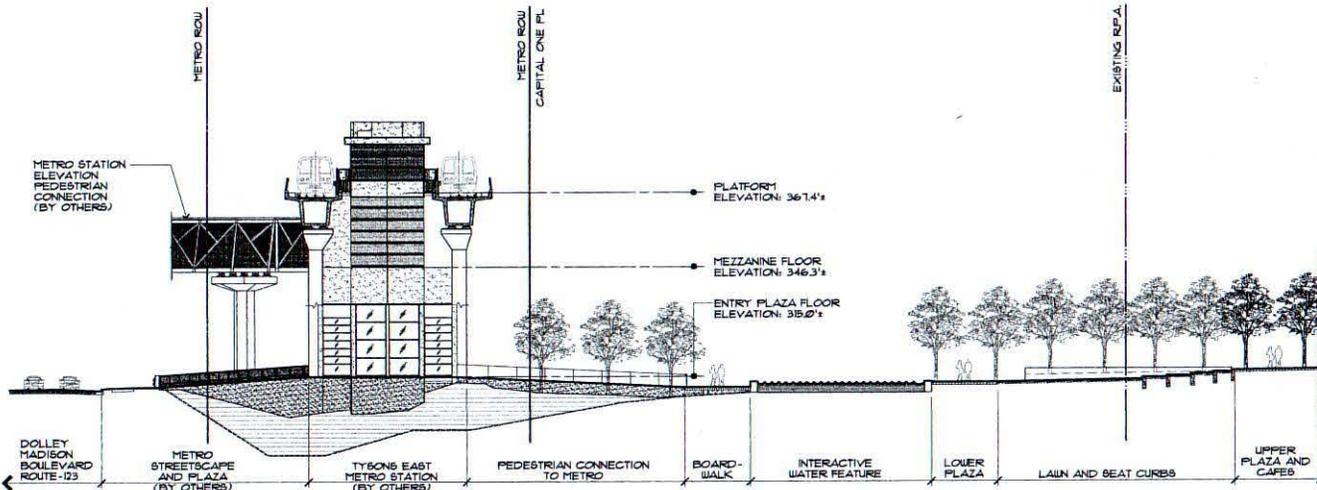


REVISIONS

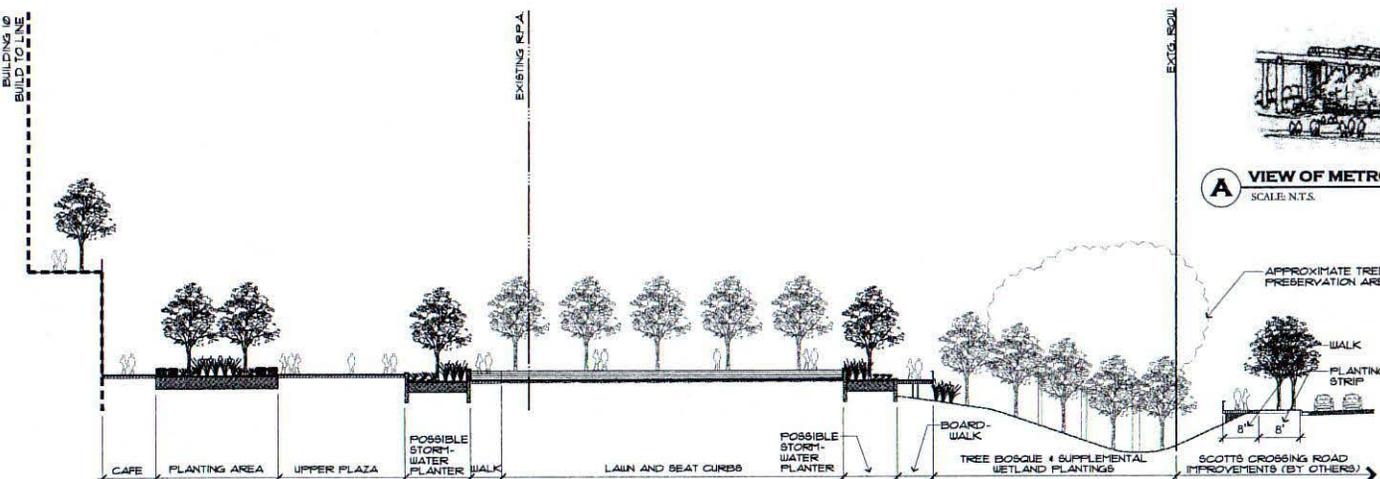
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COMMON GREEN ENLARGEMENT
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

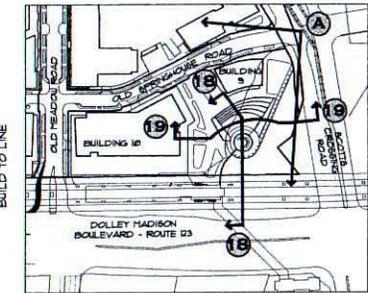
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DATE	AUGUST 4, 2010
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CAD FILE	1101-PARKS.dwg
SHEET	26 of 34



18 METRO PARK CONCEPTUAL SECTION
SCALE: 1" = 20'

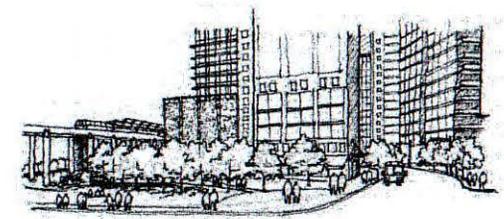


19 METRO PARK CONCEPTUAL SECTION
SCALE: 1" = 20'



KEY PLAN
SCALE: 1" = 150'

NOTE:
SITE SECTIONS ARE PROVIDED TO ESTABLISH THE SCALE, MAPPING AND DIMENSIONAL RELATIONSHIPS BETWEEN THE BUILDINGS, LANDSCAPE FEATURES, METRO FACILITIES, STREETS AND ADJACENT LANDFORMS. THE CONCEPT SKETCH SHOWS THE CHARACTER OF THE PEDESTRIAN EXPERIENCE AT THE INTERSECTION OF SCOTT'S CROSSING ROAD, OLD SPRINGHOUSE ROAD AND THE METRO PARK ENTRY, INCLUDING THE SCOTT'S CROSSING SIDEWALK AND ENLARGED PEDESTRIAN PAVING AREA AT THE CORNER BOARDWALK ENTRY LEADING INTO THE PARK AND METRO ACCESS. OTHER DETAILS OF SITE DEVELOPMENT SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS CONCEPTUAL DEVELOPMENT PLAN ARE SUBJECT TO CHANGE IN FINAL DEVELOPMENT PLANS, PROVIDED THEY ARE DETERMINED TO BE WITHIN SUBSTANTIAL CONFORMANCE WITH THIS GDP AND PROFFERS.



A VIEW OF METRO PARK ALONG OLD SPRINGHOUSE RD.
SCALE: N.T.S.

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FAX: 703-253-2282
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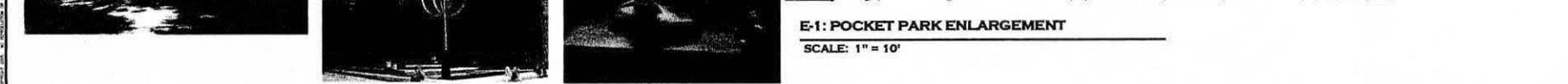
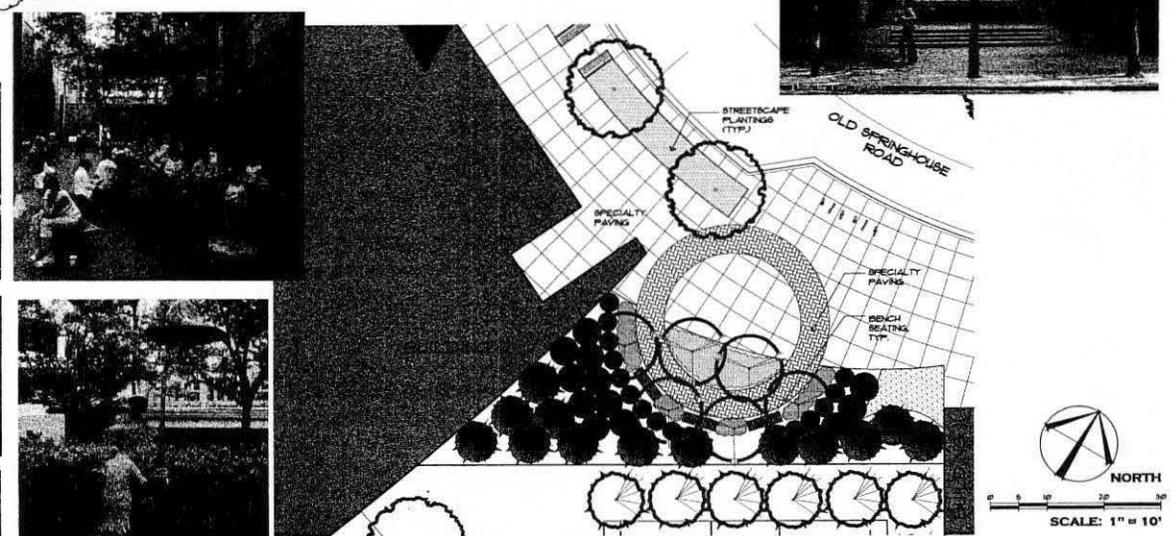
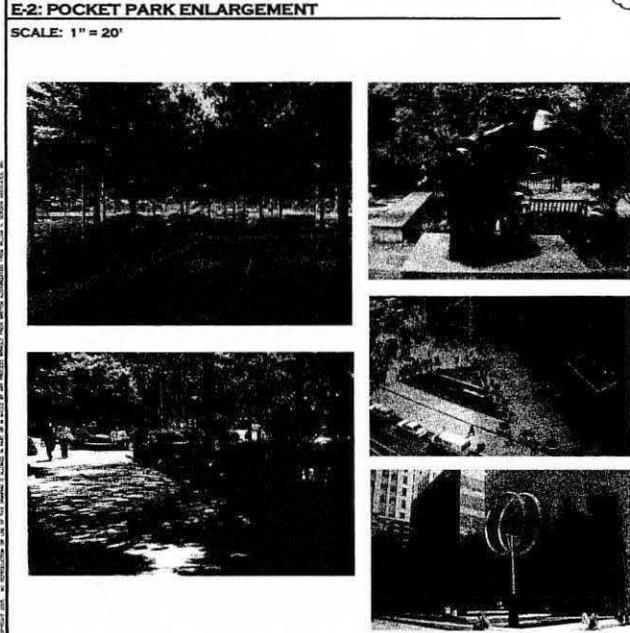
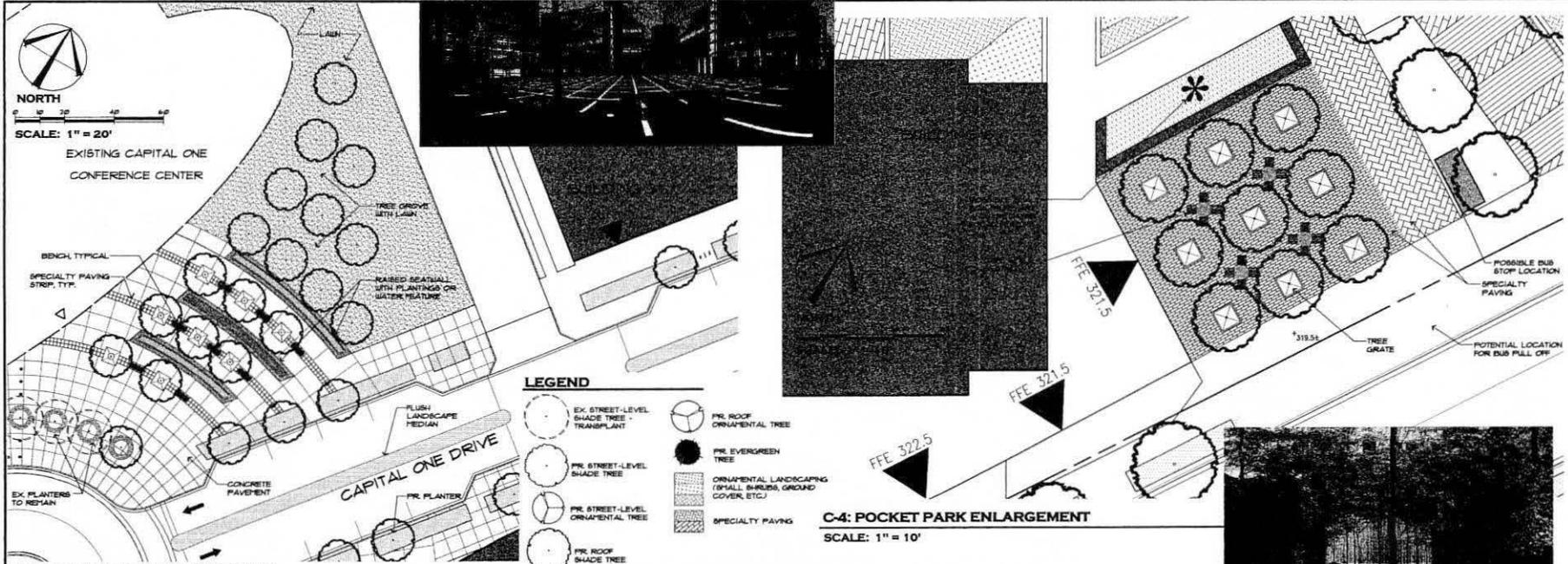
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METRO PARK SECTIONS

**CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR-021**
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE AS NOTED
DATE AUGUST 4, 2010
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JOB # 1798-1101
CAD FILE 1101-PARKSECT.dwg
SHEET #



William H. Gordon Associates, Inc.
Charlottesville, VA 22901
PHONE: 703-263-0380
FAX: 703-263-0380
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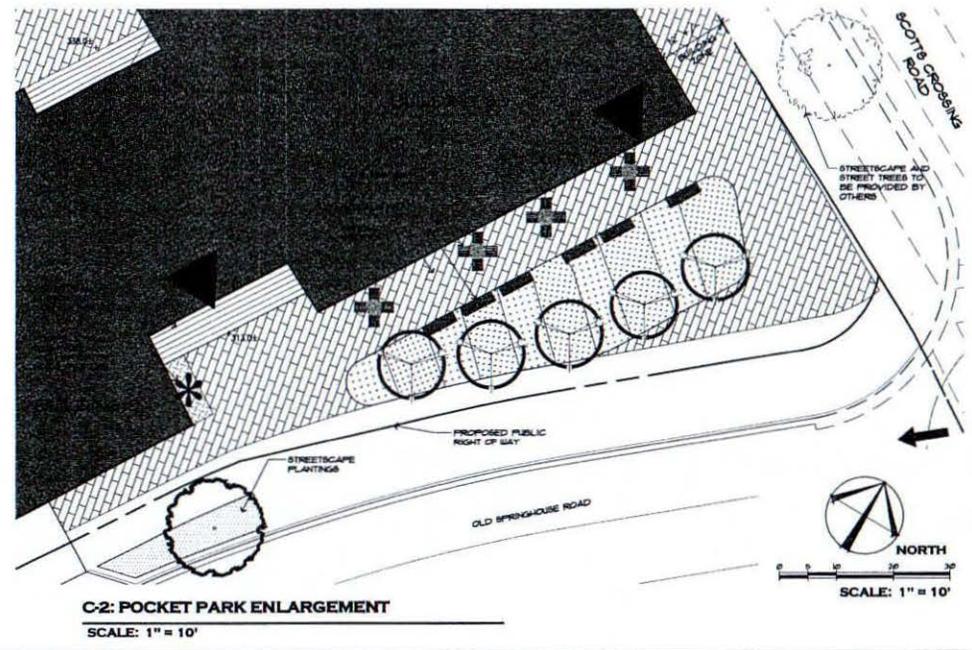
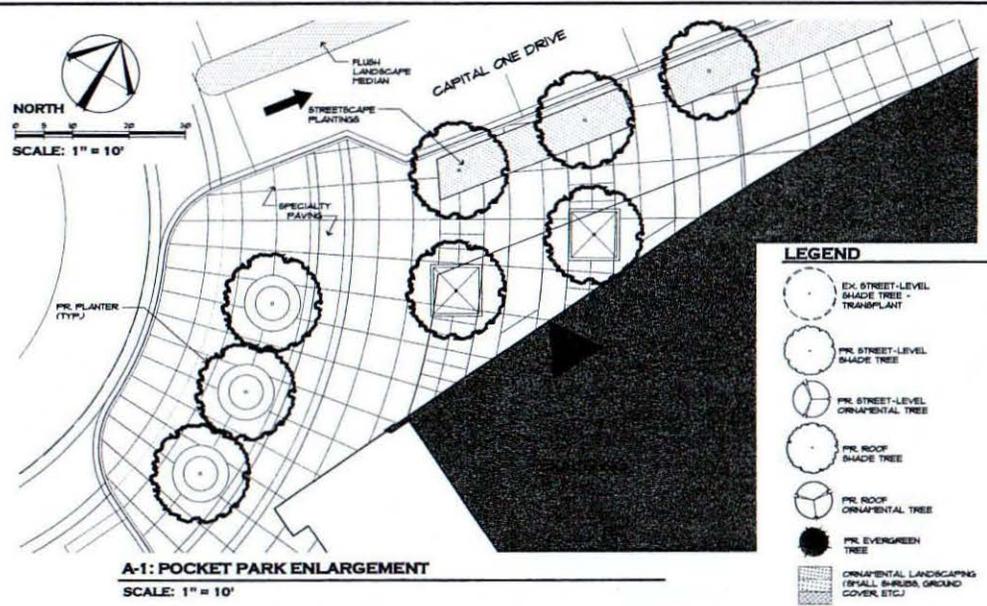
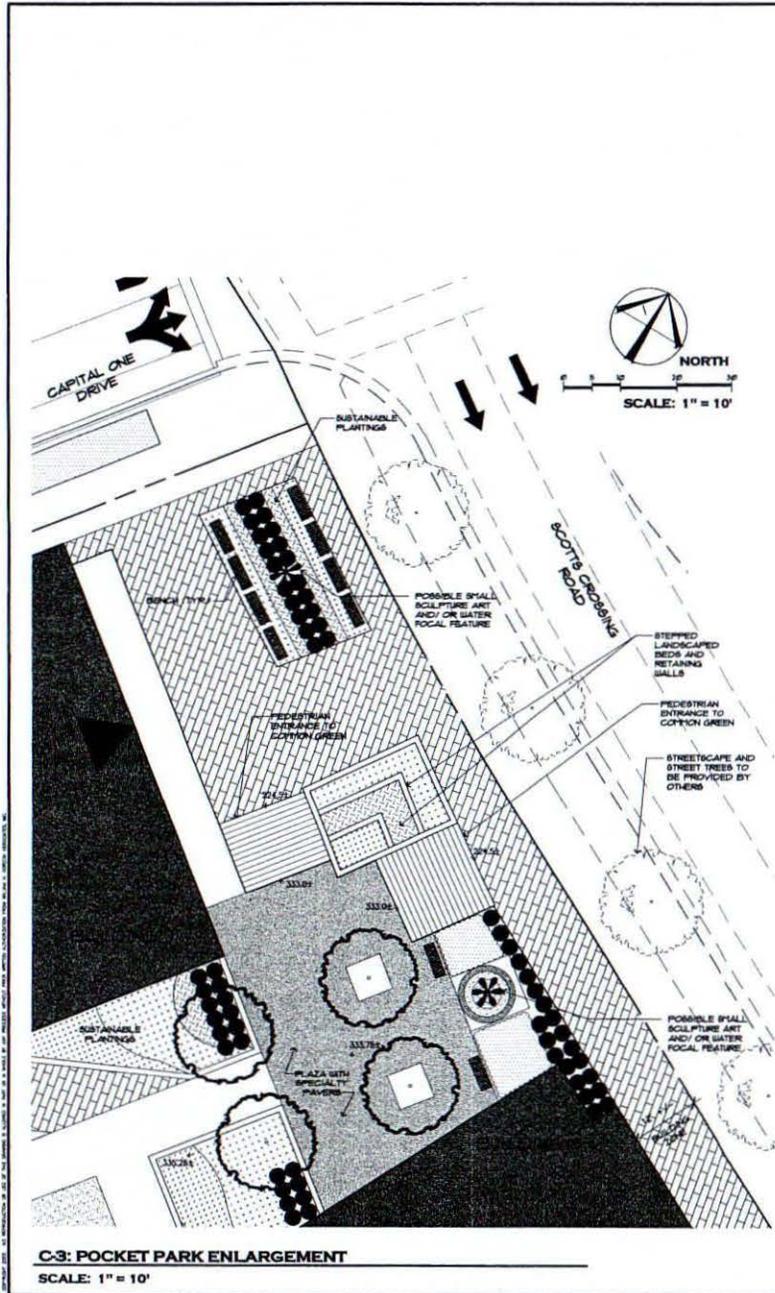
SEAL
ROBERT W. WALKER
NO. 37628
PROFESSIONAL ENGINEER

REVISIONS
10-29-10 City Comments
11-10-10 City Comments
06-30-11 City Comments
11-17-11 City Comments
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POCKET PARK ENLARGEMENTS

**CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR-021**
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: AS NOTED
DATE: AUGUST 4, 2010
DRAWN: OS/JPW/CG
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LEGEND

- EX. STREET-LEVEL SHADE TREE TRANSPLANT
- PR. STREET-LEVEL SHADE TREE
- PR. STREET-LEVEL ORNAMENTAL TREE
- PR. ROOF SHADE TREE
- PR. ROOF ORNAMENTAL TREE
- PR. EVERGREEN TREE
- ORNAMENTAL LANDSCAPING (SMALL SHRUBS, GROUND COVER, ETC.)
- SPECIALTY PAVING

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EG&A

SEAL
COMMISSIONER OF PROFESSIONAL REGULATION
ROBERT W. WALKER
NO. 37408
Gordon Associates, Inc.
PROFESSIONAL SEAL

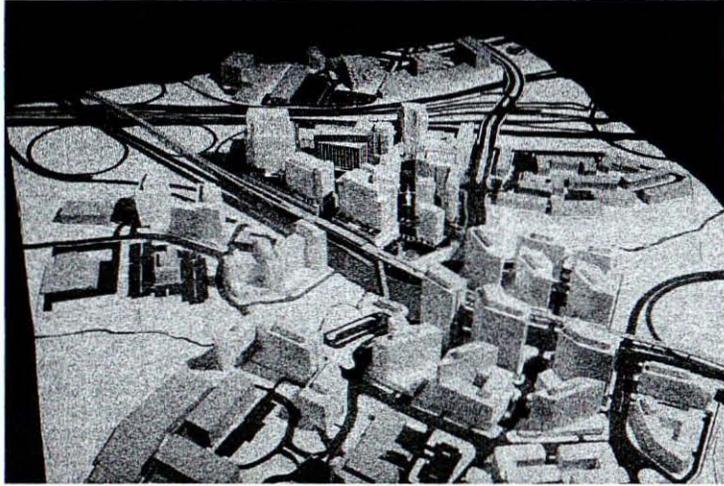
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POCKET PARK ENLARGEMENTS
**CAPITAL ONE MASTERPLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PRO-021**
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

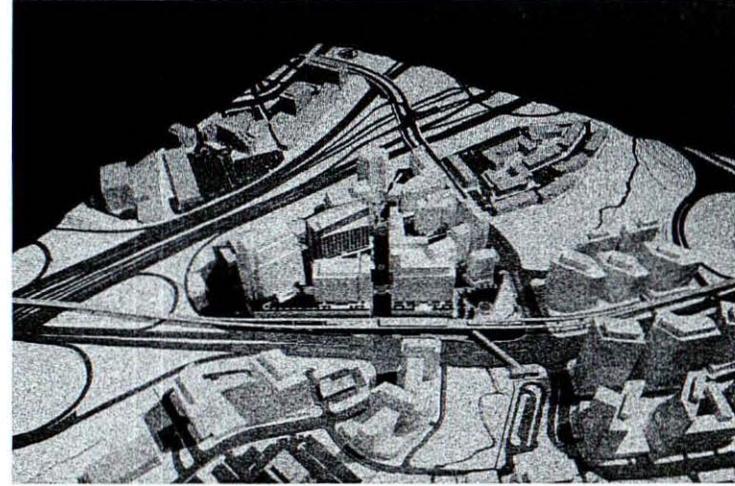
SCALE AS NOTED
DATE AUGUST 4, 2010
DRAWN OS/IPW/CG
CHECKED OS/RW
JOB # 1798-1101
CAD FILE 1101-PARKS.dwg
SHEET # 28A of 34

MODEL PHOTOGRAPHS ARE PROVIDED TO ILLUSTRATE THE GENERAL CHARACTER, SCALE, BLOCK AND STREET GRID CONFIGURATIONS, AND MASSING OF THE DEVELOPMENT. IN PARTICULAR, THEY ARE INTENDED TO SHOW THE PROPOSED DEVELOPMENT IN THE CONTEXT OF ADJACENT PLANNED BUILDING AND TRANSPORTATION DEVELOPMENT IN THE TYSONS EAST AREA. OTHER DETAILS OF BUILDING AND LANDSCAPE DESIGN SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS CONCEPTUAL DEVELOPMENT PLAN ARE SUBJECT TO CHANGE IN FINAL DEVELOPMENT PLANS, PROVIDED THEY ARE DETERMINED TO BE WITHIN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PROFFERS.

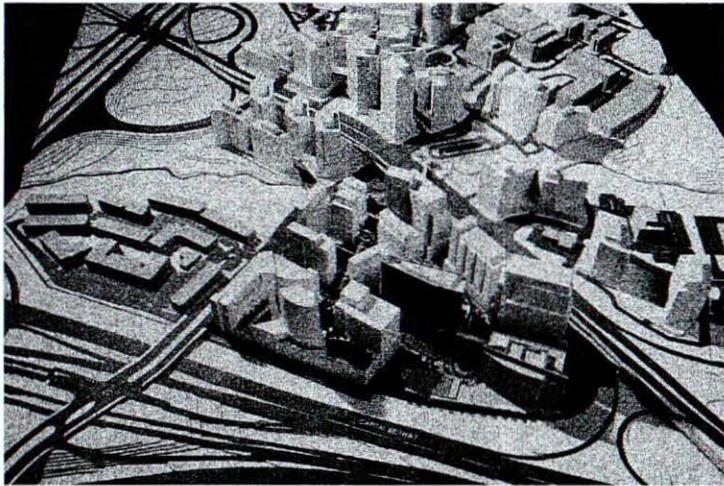
William H. Gordon Associates, Inc.
 10000 Tysons Road, Suite 100
 Fairfax, VA 22031
 PHONE: 703-261-7000
 FAX: 703-261-0788
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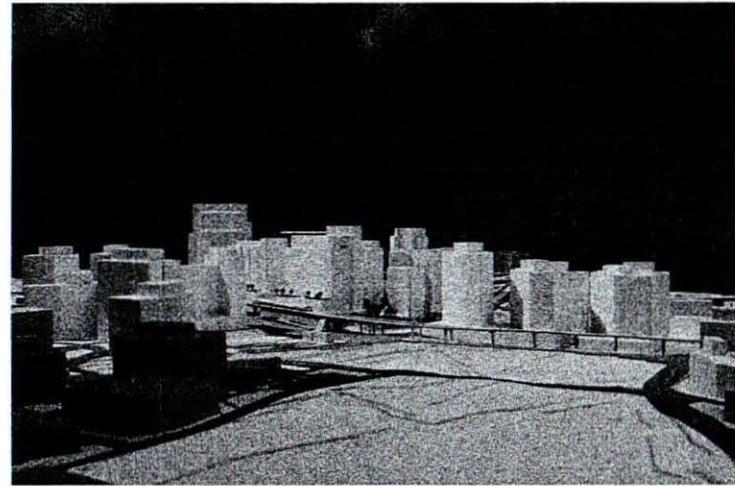
VIEW LOOKING NORTHWEST THROUGH PEDESTRIAN AXIS



VIEW LOOKING NORTHEAST THROUGH OLD MEADOW ROAD



VIEW LOOKING SOUTHEAST THROUGH OLD MEADOW ROAD



VIEW LOOKING WEST



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3D SITE MODEL

CAPITAL ONE MASTER PLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	NTS
DATE	AUGUST 4, 2010
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JOB #	1798-1101
CAD FILE	1101-3D.dwg
SHEET #	29 of 34

WAIVERS



William H. Gordon Associates, Inc.
1401 Dury Drive, Suite 200
Charlottesville, VA 22911
703-263-1920 Phone
703-263-0746 Fax

March 20, 2012

Plan and Document Control
10255 Government Center Parkway, Second Floor
Falls Church, Virginia 22045

Subject: Capital One Bank - Underground Detention Facility Waiver Expanded Narrative
Revising Case No. RZ 2010-PH-21
Revision No. 1708-1101

To whom it may concern,

The following is our expansion to our narrative sections for the above referenced Waiver Application Form:

Request Narrative:

Code Reference: 6-0203.B (03-04-PPM, 24-58-PPM)

On behalf of our client, Capital One Bank, we respectfully request a waiver of Section 6-0203.B of the Fairfax County Public Facilities Manual for the above-referenced project.

Section 6-0203.B (03-04-PPM, 24-58-PPM) states: "Underground detention facilities may not be used in residential developments, including rental townhouses, condominiums and apartments, unless specifically waived by the Board of Supervisors (Board) in conjunction with the approval of a zoning, conditional use, special use, special exception, or special use permit amendment."

A Stormwater Management (SWM) program for this site was previously approved with site plan 6-0203-02 prior to the development of the Capital One Campus. The pre-development condition for the approved SWM program consisted of approximately seven buildings and associated surface parking lots and roadways. The previously approved stormwater program establishes the baseline condition for the development above the present Capital One building (existing building #1) and the present infrastructure has previously been implemented based on that plan. Therefore, the existing condition, as shown on sheet 02, is the same existing condition that is the basis for our stormwater management calculations herein.

The total site area is 26.2 ac; the existing conditions in the approved plan (site plan 6-0203-02-06) have been consistently used for this application. The existing imperviousness is 59%. The proposed imperviousness percentage is 87% (including green roofs as impervious area). The site is located in R-100 as shown on Fairfax County 2011 land map.

Therefore, four types of BMP/SWM practices are presently proposed to fulfill the overall stormwater management program. Practices shown herein include, but are not limited to, rainwater harvesting, detention, green roofs, and natural open space. Please note that other practices, such as infiltration, biofilter, and injection well, etc., may be applied to substantially augment the above-referenced proposed practices when it comes to final engineering. Such as infiltration, biofilter, and injection well, etc., may be applied to substantially augment the above-referenced proposed practices when it comes to the final engineering.

All BMP/SWM facilities will be privately owned and maintained.

This waiver request is specifically for underground detention chambers for SWM and rainwater harvesting in a residential development. The system will have gravity flow to public stormwater system.

Justification Narrative:

The subject property is located within the comprehensive plan's Tyson's Corner urban center and Tyson's East Transit Oriented Development district (TOD). The Tyson's East TOD district serves as a signature gateway for those entering the Tyson's Corner urban center from the east. The defining focus of Tyson's East will be Scotts Run, which is envisioned to transform into a great urban park surrounded by mixed-use development, including office, residential, hotel, support retail and service centers. In addition, the area could include institutional and public uses, such as educational and recreational facilities.

The comprehensive plan text designates this site as part of the Scotts Run Crossing sub-district and states that higher intensity mixed use redevelopment with office as a predominant use should occur near the metro station.

The subject property is wholly located within the 1/4 mile radius of the proposed metro east station platform. The comprehensive plan does not set a maximum intensity for projects within a 1/4 mile of the transit station.

The applicant hereby requests permission to provide underground stormwater management and water reuse facilities in residential developments.

See not enclosed base on sheet 22 indicating location of residential development area. The existing conditions superimposed on current development plan, the proposed conditions plan, and computations showing the detention volume of the proposed structure SWM facilities can also be found on Sheet 22. See notes for site Stormwater Management that address adequate outfall on Sheet 20.

Potential Impacts Narrative:

The site has two outfalls. Outfall A is an existing 72" storm system which flows from the site under Scotts Crossing road and outfalls into an incised channel within the existing 100-year floodplain of Scotts Run on the east side of Scotts Crossing road. Downstream of Scotts Crossing road, the drainage outfalls into an incised channel of Scotts Run. The second outfall, outfall B, is an existing 36" x 17' arch-span culvert which conveys Scotts Run under Scotts Crossing road. The existing storm sewer system in route 123 (at storm structure 5-3) as shown on VDOT plan 0123-029-133, per 101 by Dewberry and Davis conveys on site and off site runoff that drains ultimately to outfall B. The existing storm sewer in Route 123 is the only portion of outfall B that collects drainage from this residential development. At the confluence of these two flows, the drainage area is at least one square mile which is the volume of runoff for adequate outfall.

It is assumed that the existing outfall is not adequate in the downstream drainage system; therefore the oradation method has been adopted to address the adequate outfall issue and the requirements per section 6-0203.4c of plan are listed as follows:

- 1) Extended detention of the 1-year storm volume for a minimum of 24 hours.
2) In order to compensate for the increase in runoff volume, the 2-year and 10-year post-development peak rates of runoff from the development site shall be reduced below the respective peak rates of runoff for the site in good forested condition. The requirements of the plan for adequate outfall with detention method are met with proposed green roofs, rainwater harvesting, and detention facilities. See the site sheet on adequate outfall analysis sheet.

The applicant reserves the right to re-evaluate the condition of downstream adequacy based on final engineering and additional survey of the downstream channel. Alternative methods for achieving adequate outfall may be implemented, reviewed, and approved by DPWAS at the time of final site plan.

Sheet 21 shows the extent of review drainage map, overall drainage map, and the proposed condition sheet illustrating outfall conditions without the proposed SWM facilities.

If you have any questions or comments concerning the Waiver/Modification Application Form and our attached Narrative please call me at (703) 263-1900 or email wjgordon@whga.com.

Sincerely,

WILLIAM H. GORDON ASSOCIATES, INC.

John T. Williams, Associate

Project Engineer

Department of Public Works and Environmental Services, Fairfax County, Virginia
Waiver/Modification Application Form
Requester's Name: Johnny T. Williams
Company Name: William H. Gordon Associates, Inc.
Address: 4501 Dury Drive, Charlottesville, VA, 22911
Project Name: Conceptual Development Plan for Capital One Bank

Request Fact:
Code Reference: 6-0203.B (03-04-PPM, 24-58-PPM)
On behalf of our client, Capital One Bank, we respectfully request a waiver of Section 6-0203.B of the Fairfax County Public Facilities Manual for the above-referenced project.

Justification:
The subject property is located within the comprehensive plan's Tyson's Corner urban center and Tyson's East Transit Oriented Development district (TOD). The Tyson's East TOD district serves as a signature gateway for those entering the Tyson's Corner urban center from the east.

Attachments: Yes [] No []
Number of pages attached: 2

Department of Public Works and Environmental Services, Fairfax County, Virginia
Waiver/Modification Application Form
page 2

Potential Impacts:
The site has two outfalls. Outfall A is an existing 72" storm system which flows from the site under Scotts Crossing road and outfalls into an incised channel within the existing 100-year floodplain of Scotts Run on the east side of Scotts Crossing road.

Attachments: Yes [] No []
Number of pages attached: 1

Notices:
Notice Required: Yes [] No []
DPWES Case Only

Condition and Response:
District Coordinator of Approvals:
District Supervisor's Comments:

Table with 4 columns: Agency, Action, By, Date

LDS Decision:
[] Approval [] Approval with conditions [] Disapproval

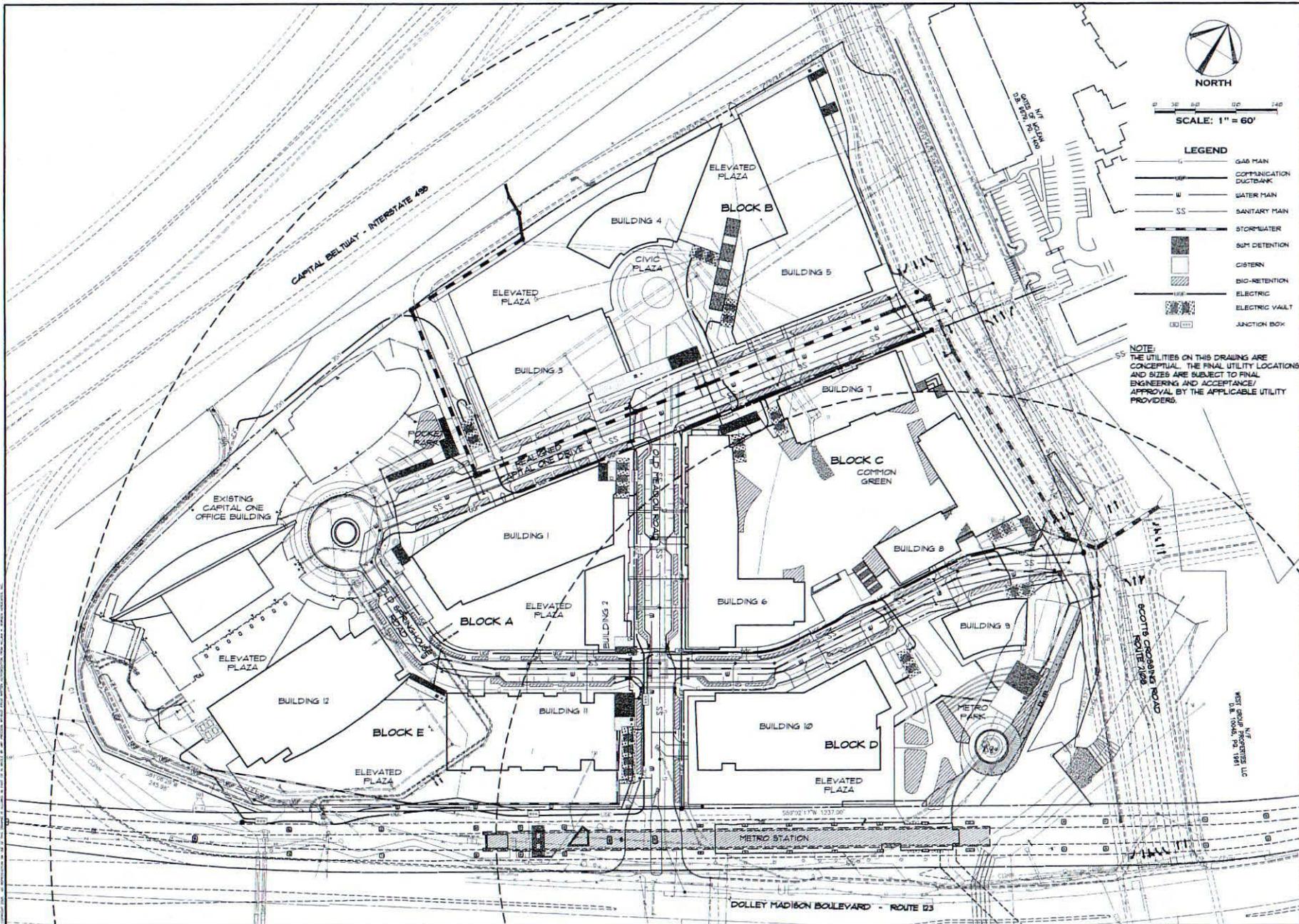
William H. Gordon Associates, Inc.
1401 Dury Drive, Suite 200
Charlottesville, VA 22911
703-263-1920 Phone
703-263-0746 Fax



REVISIONS table with columns: No., Date, Description

WAIVERS AND CORRESPONDENCE
CAPITAL ONE MASTER PLAN
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PH-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: N/A
DATE: AUGUST 4, 2010
DRAWN: OS/BPW/JCG
CHECKED: OS/RW
JOB #: 1798-1101
CAD FILE: 1101-NT.dwg
SHEET #: 30 of 34



0 30 60 90 120 150
SCALE: 1" = 60'

LEGEND

- G — GAS MAIN
- C — COMMUNICATION DUCTBANK
- W — WATER MAIN
- SS — SANITARY MAIN
- SW — STORMWATER
- SUM DETENTION
- CISTERN
- ▨ BIO-RETENTION
- E — ELECTRIC
- ELECTRIC VAULT
- JUNCTION BOX

NOTE:
 THE UTILITIES ON THIS DRAWING ARE CONCEPTUAL. THE FINAL UTILITY LOCATIONS AND SIZES ARE SUBJECT TO FINAL ENGINEERING AND ACCEPTANCE/ APPROVAL BY THE APPLICABLE UTILITY PROVIDERS.

William H. Gordon Associates, Inc.
 4521 SHILOH DRIVE
 WASHINGTON, DC 20015
 PHONE 703-261-1200
 FAX 703-261-0186
 ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS

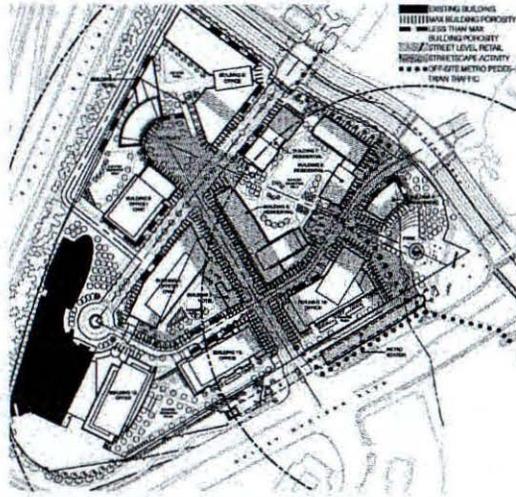


REVISIONS

10-29-10	City Comments
11-18-10	City Comments
06-30-11	City Comments
11-17-11	City Comments
03-12-12	City Comments
04-23-12	City Comments
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06-13-12	City Comments

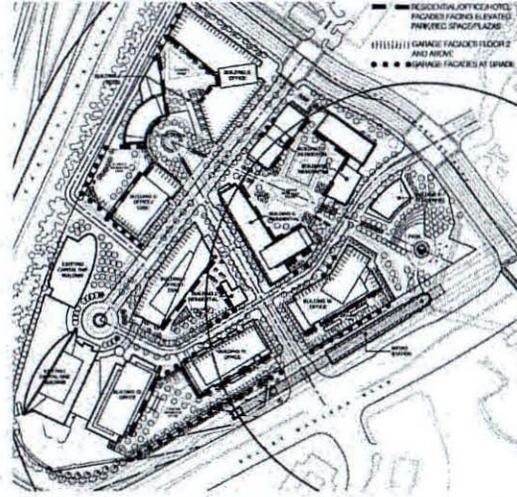
CONCEPT UTILITY PLAN
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PP-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1"=60'
DATE	AUGUST 4, 2010
DRAWN	OS/PW/LG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-UP.dwg
SHEET #	32 of 34



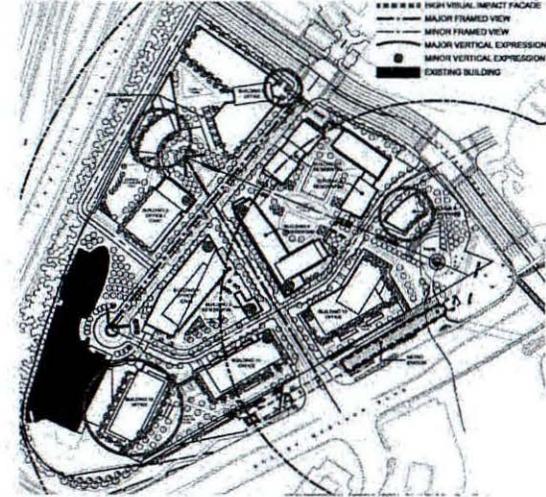
STREET FACADE POROSITY DIAGRAM

THIS PLAN SPECIFIES LOCATIONS AND DIFFERENCES IN REQUIRED STREET-LEVEL BUILDING FACADE POROSITY. MAXIMUM POROSITY IS SHOWN ON FACADES ASSOCIATED WITH RETAIL USES AND STOREFRONTS; THESE IN TURN ARE LINKED TO THE MOST ANIMATED STREETSCAPES AND PUBLIC SPACES WHERE PEDESTRIAN MOVEMENT AND ACTIVITY, SUCH AS SEAWALK, CAFES, PREVAIL.



FACADE ARTICULATION DIAGRAM

THIS PLAN SHOWS PUBLICLY VISIBLE SEGMENTS OF BUILDING FACADES DIRECTLY BEHIND WHICH ARE PARKING GARAGE FLOORS AND PARKED CARS. IT DIFFERENTIATES BETWEEN GARAGE FLOORS AT OR NEAR STREETSCAPE LEVELS, AND GARAGE FLOORS AT AND ABOVE SECOND STORY BUILDING LEVELS, TYPICALLY OVER GROUND FLOOR RETAIL SPACES. ALSO SHOWN ARE OFFICE, RESIDENTIAL AND HOTEL FACADES THAT OVERLOOK PARKS, PLAZAS AND RECREATIONAL AREAS. EACH OF THESE DIVERSE FACADE CONDITIONS NECESSITATES CAREFUL, CREATIVE DESIGN TO EFFECTIVELY "CAMOUFLAGE" PARKING AND TO RELATE APPROPRIATELY TO ADJACENT PUBLIC OPEN SPACE.



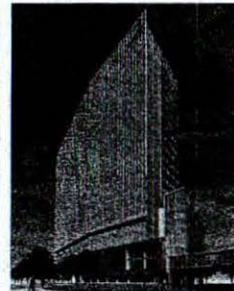
ARCHITECTURAL ARTICULATION DIAGRAM - BLOCK/BUILDING SPECIFIC

THIS DIAGRAM IDENTIFIES BUILDINGS, PLUS PORTIONS OF BLOCKS AND BUILDINGS, THAT ARE VERY VISIBLE AND AESTHETICALLY PROMINENT, AND THAT DESERVE CAREFUL ARTICULATION. THESE INCLUDE:

- ESPECIALLY TALL BUILDINGS ACTING AS VISUAL FOCAL POINTS AT THE URBAN SCALE;
- HIGH-IMPACT FACADES, PUBLICLY VISIBLE FROM BOTH NEAR AND FAR, THAT WILL BE SEEN BY MILLIONS OF MOTORISTS, PEDESTRIANS AND TRANSIT RIDERS, AND THAT WILL DETERMINE THE OVERALL IMAGE AND IDENTITY OF THE CAPITAL ONE URBAN CAMPUS;
- VISUALLY STRATEGIC PLACES ON INDIVIDUAL BUILDINGS - TYPICALLY AT BUILDING CORNERS ADJACENT TO AND FRAMING STREET INTERSECTIONS - WHERE APPROPRIATE VERTICAL FACADE EXPRESSION CAN BE PERCEIVED AS NEIGHBORHOOD FOCAL POINTS AND ALSO CREATE A DESIRABLE SENSE OF PORTAL AND THRESHOLD FROM BLOCK TO BLOCK.

ARCHITECTS DESIGNING THESE BUILDINGS ARE EXPECTED TO ARTFULLY COMPOSE ALL BUILDING FACADES, BUT SPECIAL ATTENTION MUST BE PAID TO THE ARTFUL ARTICULATION OF HIGHLIGHTED PORTIONS OF BUILDING FACADES AND BUILDING FOCAL POINTS. ACCORDINGLY THE FOLLOWING BLOCK-BY-BLOCK GUIDELINES PROVIDE RECOMMENDATIONS, GENERALIZED DIAGRAMS AND ILLUSTRATIVE PHOTOGRAPHS TO SHOW HOW THE ARCHITECTURE CAN BE DEVELOPED.

ILLUSTRATIVE EXAMPLES OF ARCHITECTURAL ARTICULATION CONCEPTS (L-R):
 PARKING SCREEN/ CORNER VERTICALITY/ MASSING & HEIGHT SHIFT/ FACADE POROSITY/
 PARKING SCREEN/ CORNER VERTICALITY/ MASSING & HEIGHT SHIFT/ PARKING SCREEN, UNIFIED
 FACADE/ PARKING SCREEN/ FACADE VERTICALITY/ PARKING SCREEN



THE ACCOMPANYING IMAGES AND DIAGRAMS EXCERPTED FROM THE PROFFERED CAPITAL ONE DESIGN GUIDELINES ILLUSTRATE THE GENERAL MASSING/ ARTICULATION PRINCIPLES, CHARACTER AND SCALE OF THE FINAL DEVELOPMENT, AS DETAILED IN THE SPECIFIC NOTES AND CAPTIONS.

WHILE THESE PRECEDENT IMAGES AND DIAGRAMS DO NOT REPRESENT FINALIZED DESIGNS, THEY ARE REPRESENTATIVE OF THE INTENDED APPLICATION OF THE STATED DESIGN PRINCIPLES AND THE BASELINE STANDARD OF DEVELOPMENT OF THE FEATURES NOTED. ALL EXCERPTED IMAGES SHOULD BE REFERENCED IN THE CONTEXT OF THE FULL PROFFERED CAPITAL ONE URBAN DESIGN GUIDELINES. FINAL DESIGN APPLICATION OF THESE PRINCIPLES WILL BE IN SUBSTANTIAL CONFORMANCE WITH THIS CDP AND PROFFERS, AND ARE SUBJECT TO FUTURE FINAL DEVELOPMENT PLANS FOR SPECIFIC PHASES.



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REVISIONS

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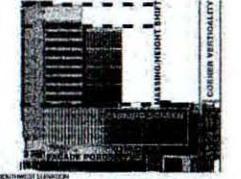
BUILDING MASSING AND ARTICULATION DIAGRAMS
CAPITAL ONE MASTERPLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: Not to Scale

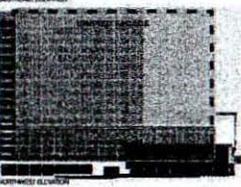
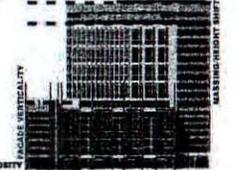
DATE	AUGUST 4, 2010
DRAWN	OS/JPW/CG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-ARCH.dwg

Architectural Articulation - Block A

Block A consists of two existing buildings comprised of three elevatory apartment masses, an eight-story base with three-level retail, several levels of above-grade parking, and a landscaped roof park, an office tower with the tower, and a former residential building attached to the tower, also consisting of three elevatory masses. Plan diagrams on pages 87, 88 and 71 show the location of retail, various facade conditions and retail facade park including canopy, vertically expressive focal points at the two Block A corners where Old Meadow Road intersects Capital One Drive and Old Springhouse Road. Accordingly, the Block A massing and facade design guidelines diagrams on this page illustrate conceptually how Block A facade conditions and articulation requirements should be approached.



Design Intent: The architectural design of the proposed buildings is intended to be a high-quality, high-density, multi-story building with a mix of uses, including residential, office, and retail. The design is intended to be a high-quality, high-density, multi-story building with a mix of uses, including residential, office, and retail. The design is intended to be a high-quality, high-density, multi-story building with a mix of uses, including residential, office, and retail.

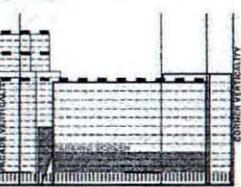
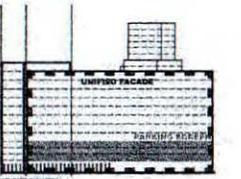
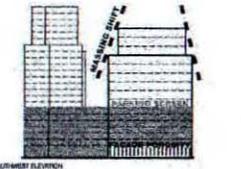


CAPITAL ONE DESIGN GUIDELINES, PAGE 9-10

Architectural Articulation - Block B

Block B, the largest of the five blocks, consists of three connected buildings separated around and forming a civic plaza. Distinctly expressed architectural massing consists of a multi-story base incorporating the three buildings with, rising above the base, a separate tower tower and two separate, slightly offset office towers. The base contains multi-story facades, several levels of above-grade parking and a civic facility at level below the rest of the office towers. The roof of the base between the towers will be accessible and used for terraces and recreational areas.

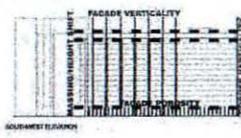
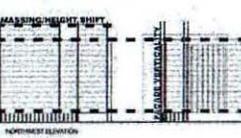
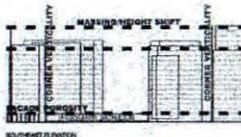
The previous plan diagrams show the location of various facade conditions and call for a vertically expressive, minor focal point at the corner of the proposed building. They also identify the tallest tower, the center building of the block, as a major urban focal point. The western facade of Block B buildings are adjacent to and overlook the Capital Beltway, rising from highly visible to masses of parking and their unapologetic architectural "re-orientation" of the Capital One urban campus. However, building facades around the civic plaza will be publicly prominent. Accordingly, especially in the design of Block B buildings and their visual facades is essential. To that end, the Block B massing and facade design guidelines diagrams on this page illustrate conceptually how Block B facade conditions and articulation requirements should be approached.



CAPITAL ONE DESIGN GUIDELINES, PAGE 9-11

Architectural Articulation - Block C

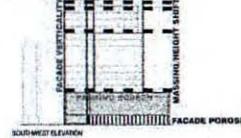
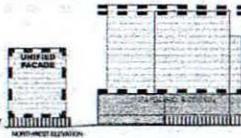
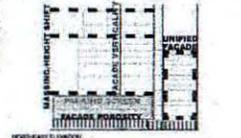
Three Block C residential buildings are arranged around the perimeter of a large enclosed courtyard - a common green and recreational area - atop the roof of a base containing three-level retail and below-grade parking. The previous plan diagrams show the location of retail and various facade conditions facing surrounding streets as well as the common green. They also locate three major, vertically expressive Block C focal points: two at the Block C corners where Old Meadow Road intersects Capital One Drive and Old Springhouse Road, the latter across from Block A, C and E vertical focal points, and at the Block C corner where Capital One Drive intersects South Conning Road. Accordingly, the Block C massing and facade design guidelines diagrams on this page illustrate conceptually how Block C facade conditions and articulation requirements should be approached.



CAPITAL ONE DESIGN GUIDELINES, PAGE 9-12

Architectural Articulation - Block D

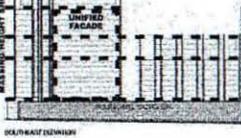
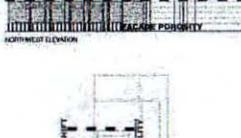
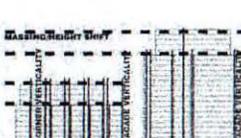
Block D contains two buildings, a centrally located, five-story residential tower overlooking the Metro Park and two local streets, and an office tower also a multi-story base directly adjacent to the residential tower. The office tower base contains retail and parking levels and includes several levels of above-grade parking and a rooftop terrace next to the Metro station. The previous plan diagrams showed the location of retail and various facade conditions locate a minor, vertically expressive focal point at the Block D corner where Old Meadow Road intersects Old Springhouse Road, across from Block A, C and E vertical focal points. Facing Route 123 and the park, both buildings have prominent, highly visible facades that need to be actively designed. Accordingly, Block D massing and facade design guidelines diagrams illustrate conceptually how Block D facade conditions and articulation requirements should be approached.



CAPITAL ONE DESIGN GUIDELINES, PAGE 9-13

Architectural Articulation - Block E

Block E contains two office towers (one a multi-story base adjacent to and overlooking the new elevated Metro line along Route 123, the base has a lot of street level retail but mostly has some several levels of above-grade parking and a terrace on the base) facing between the two office towers. Plan diagrams showing the location of retail and various facade conditions locate a minor, vertically expressive focal point at the Block E corner where Old Meadow Road intersects Old Springhouse Road, across from Block A, C and E vertical focal points. Facing Route 123 and the park, both office towers have prominent, highly visible facades reemphasizing urban design. Accordingly, the Block E massing and facade design guidelines diagrams illustrate conceptually how Block E facade conditions and articulation requirements should be approached.



CAPITAL ONE DESIGN GUIDELINES, PAGE 9-14

ARCHITECTURAL ARTICULATION DIAGRAMS BY BLOCK

ARCHITECTS DESIGNING THESE BUILDINGS ARE EXPECTED TO ARTFULLY COMPOSE ALL BUILDING FACADES, BUT SPECIAL ATTENTION MUST BE PAID TO THE ARTFUL ARTICULATION OF HIGHLIGHTED PORTIONS OF BUILDING FACADES AND BUILDING FOCAL POINTS. ACCORDINGLY THE FOLLOWING BLOCK-BY-BLOCK GUIDELINES PROVIDE RECOMMENDATIONS, GENERALIZED DIAGRAMS AND ILLUSTRATIVE PHOTOGRAPHS TO SHOW HOW THE ARCHITECTURE CAN BE DEVELOPED.

THE ACCOMPANYING IMAGES AND DIAGRAMS EXCERPTED FROM THE PROFFERED CAPITAL ONE DESIGN GUIDELINES ILLUSTRATE THE GENERAL MASSING / ARTICULATION PRINCIPLES, CHARACTER AND SCALE OF THE FINAL DEVELOPMENT, AS DETAILED IN THE SPECIFIC NOTES AND CAPTIONS.

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Bonstra Harsign

William H. Gordon Associates, Inc.
 10000 Old Dominion Road, Suite 200
 Fairfax, VA 22031
 PHONE: 703-243-1900
 FAX: 703-243-1901
 ENGINEERS • SURVEYORS • PLANNERS • LANDSCAPE ARCHITECTS



REVISIONS

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BUILDING MASSING AND ARTICULATION DIAGRAMS
CAPITAL ONE MASTER PLAN
 CONCEPTUAL DEVELOPMENT PLAN
 RZ 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE Not to Scale

DATE AUGUST 4, 2010

DRAWN OS/PW/CG

CHECKED OS/RW

JOB # 1798-1101

CAO FILE 1101-ARCH.dwg

SHEET #

FINAL DEVELOPMENT PLAN FDP 2010-PR-021 FOR CAPITAL ONE BANK PROVIDENCE MAGISTERIAL DISTRICT FAIRFAX COUNTY, VIRGINIA

PROJECT TEAM

LAND USE ATTORNEY:
COOLEY LLP
ONE FREEDOM SQUARE RESTON TOWN CENTER
11951 FREEDOM DRIVE
RESTON, VA 20190

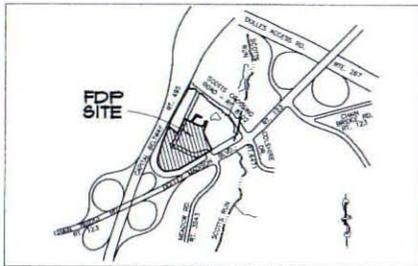
APPLICANT/ OWNER:
CAPITAL ONE BANK, USA, NA
1680 CAPITAL ONE DR
MCLEAN, VA 22102

URBAN PLANNER/ ARCHITECT:
BONSTRA HARESIGN ARCHITECTS
1710 CONNECTICUT AVENUE, NW SUITE 400
WASHINGTON, DC 20009

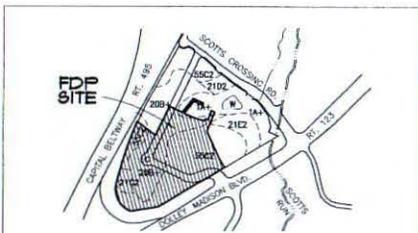
TRANSPORTATION ENGINEER:
GROVE/SLADE ASSOCIATES, INC.
1140 CONNECTICUT AVENUE, NW, SUITE 700
WASHINGTON, DC 20036

CIVIL ENGINEER/ LANDSCAPE ARCHITECT:
WILLIAM H. GORDON ASSOCIATES, INC.
4501 DALY DRIVE, SUITE 200
CHANTILLY, VA 20151

ENVIRONMENTAL ENGINEER:
WETLAND STUDIES AND SOLUTIONS, INC.
5300 WELLINGTON BRANCH DRIVE, SUITE 100
GAINESVILLE, VA 20155



VICINITY MAP
SCALE - 1:2000

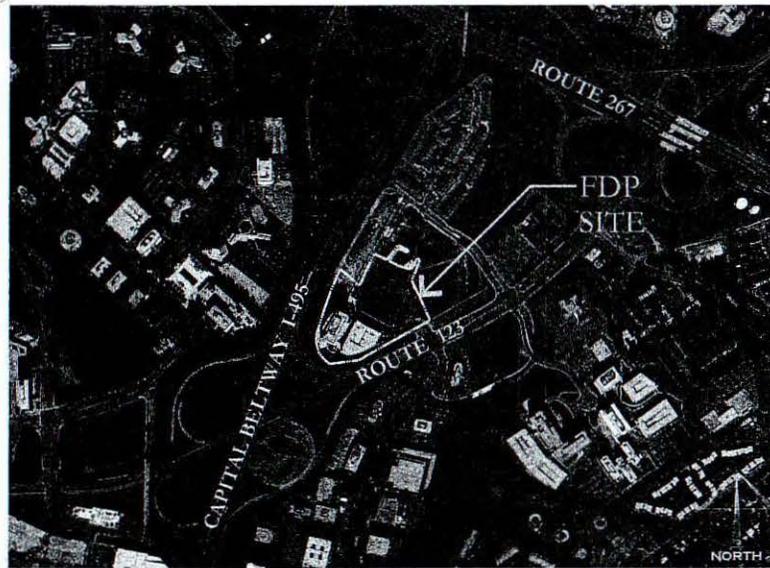


SOIL ID NUMBERS	SOIL SERIES NAME	FOUNDATION SUPPORT	SUBSURFACE GRANULAR	SLOPE STABILITY	ERODIBILITY	PROBLEM CLASS
1	WEEK ALLIANCE	POOR	POOR	GOOD	SLIGHT	Y
20	MEADOWVILLE	FAIR	MARGINAL	GOOD	MODERATE	Y
21	MANOR	GOOD	GOOD	GOOD	SEVERE	H
55	GLENELD	GOOD	GOOD	GOOD	SEVERE	H

SOILS WITH IDENTIFICATION NUMBERS 55, 55, 55, 141, 142, AND 152 MAY COVER PARENT BEDROCK FORMATIONS WHICH HAVE BEEN FOUND TO CONTAIN NATURALLY OCCURRING ASBESTOS MINERALS. SPECIAL MINING CONSTRUCTION MEASURES AND PRECAUTIONS ARE REQUIRED IN COMPLIANCE WITH HEALTH DEPARTMENT ORDINANCES WITHIN THESE SOILS OR WITHIN FILL ORIGINATING FROM THESE SOILS.

SOILS MAP SOURCE: 1990 OFFICIAL FAIRFAX COUNTY SOILS MAP

SOILS MAP
SCALE - 1:500



AERIAL MAP
NOT TO SCALE

REVISIONS	
June 30, 2011	Original Submission
Sept 16, 2011	County Comments
March 12, 2012	Prestaffing Comments
April 23, 2012	County Comments
May 24, 2012	County Comments
June 13, 2012	County Comments



SHEET INDEX	
1	COVER SHEET
2	NOTES AND TABULATIONS
3	OVERALL DEVELOPMENT PLAN (CDP PLAN)
4	EXISTING CONDITIONS
5	FINAL DEVELOPMENT PLAN
6	BUILDING AND PARKING PLANS
7	BUILDING AND PARKING PLANS
8	BUILDING AND PARKING PLANS
9	VEHICULAR CIRCULATION PLAN
10	LANDSCAPE PLAN
10A	EXISTING VEGETATION MAP (EVM)
10B	LANDSCAPE NOTES AND TABULATIONS
10C	LANDSCAPE DETAILS
10D	CDP LANDSCAPE PLAN
10E	CDP LANDSCAPE TABULATIONS
11	OPEN SPACE PLAN
12	UTILITIES PLAN
13	PUBLIC FACILITIES PLAN
14	PEDESTRIAN CIRCULATION PLAN
15	PRIVATE STREET STANDARDS
16	ARCHITECTURAL PERSPECTIVES
17	ARCHITECTURAL BUILDING SECTIONS
18	SHADOW ANALYSIS
19	URBAN DESIGN AMENITIES
19A	URBAN DESIGN AMENITIES
20	OVERALL SWM-BMP PROGRAM
20A	SWM PROGRAM DETAILS
21	SWM PROGRAM - TIER I
21A	SWM PROGRAM - TIERS II AND VI
22	SWM PROGRAM - TIERS III AND V
22A	SWM PROGRAM - TIER IV
23	ARCHITECTURAL BUILDING ELEVATIONS
24	ARCHITECTURAL BUILDING ELEVATIONS
25	ARCHITECTURAL BUILDING ELEVATIONS
26	ARCHITECTURAL BUILDING ELEVATIONS
27	3D SITE MODEL
28	EMERGENCY ACCESS PLAN
29	JONES BRANCH CONNECTOR PHASE
30	JONES BRANCH CONNECTOR PHASE ALT

WAIVERS AND MODIFICATIONS:

MODIFICATION/REQUESTS: THE APPLICANT REQUESTS WAIVERS AND MODIFICATIONS FOR THE FOLLOWING SHOWN BELOW

- A. THE APPLICANT REQUESTS A MODIFICATION OF SECTION 2-44B FROM A 75 FOOT SETBACK FOR COMMERCIAL BUILDINGS FROM INTERSTATE 495 IN FAVOR OF THE LAYOUT SHOWN HEREON WHEREAS THE EXISTING BUILDING IS AN EXISTING CONDITION.
- B. THE APPLICANT HEREBY REQUESTS A MODIFICATION OF SECTION 2-59B(4) OF THE PUBLIC FACILITIES MANUAL TO REDUCE THE DISTANCE FROM WHICH TREES CAN BE PLANTED ADJACENT TO STORM OR UTILITY EASEMENTS ALONG ALL STREETS/ALLEYS IN FAVOR OF THE LANDSCAPING SHOWN HEREON. THE APPLICANT WILL NEGOTIATE DIRECTLY WITH UTILITY PROVIDERS AS NECESSARY TO PLANT TREES ADJACENT TO THESE EASEMENTS, AND WILL COMMIT TO REPLACING TREES THAT ARE REMOVED DUE TO MAINTENANCE OR UNFORESEEN CIRCUMSTANCES.
- C. THE APPLICANT HEREBY REQUESTS A MODIFICATION OF SECTION 2-59A(4)(5) OF THE PUBLIC FACILITIES MANUAL TO REDUCE TREE PLANTING WIDTH FROM 4 FEET TO 4 FEET WITH STRUCTURAL PLANTING CELLS AS APPROVED BY THE COUNTY'S URBAN FORESTER.
- D. THE APPLICANT HEREBY REQUESTS A WAIVER OF COUNTYWIDE TRAILS PLAN TO PROVIDE A REGIONAL TRAIL ALONGSIDE INTERSTATE 495 TO ALLOW THE DEVELOPMENT TO BE CONSTRUCTED WITHOUT THIS TRAIL SINCE THIS DEVELOPMENT DOES NOT IMPACT INTERSTATE 495.
- E. THE APPLICANT HEREBY REQUESTS PERMISSION TO PUMP UNDERGROUND STORMWATER MANAGEMENT AND/OR WATER REUSE FACILITIES. THE URBAN CONDITIONS IN TYSONS CORNER AND IN THIS DEVELOPMENT MAY WARRANT AN OCCASION WHERE THE BMT FACILITIES CAN NOT DRAIN BY GRAVITY. THEREFORE, A WAIVER / MODIFICATION OF THE PPM IS HEREBY REQUESTED.

GENERAL NOTES:

1. **LOCATION/EXISTING ZONING AND USE:** THE ENTIRE 36.1 ACRES OF THE CAPITAL ONE CENTER SUBJECT TO RZ 260-PR-001 IT IS SHOWN ON FAIRFAX COUNTY TAX MAP NO. 29-4 (15) PARCEL. ALL ACCESS FOR THE SITE IS MAID CAPITAL ONE DRIVE, HIGHLAND, VIRGINIA, 22070.
THIS FDP APPLIES TO A SITE AREA APPROXIMATELY 0.71 ACRES (OR 566,386 SF) OF A PORTION OF PARCEL A2.
2. **REQUEST:** THE APPLICANT REQUESTS THE FOLLOWING A FINAL DEVELOPMENT PLAN (FDP) WITH PLANNED TYSONS CORNER (TC) DISTRICT TO ESTABLISH A NEW FINAL DEVELOPMENT PLAN FOR A PORTION OF THE SITE. UNDER A SEPARATE APPLICATION, THE APPLICANT HAS FILED A REZONING FROM THE C-3 DISTRICT TO THE PLANNED TYSONS CORNER (TC) DISTRICT IN ORDER TO ESTABLISH A NEW CONCEPTUAL DEVELOPMENT PLAN (CDP) FOR THE SITE.
3. **BOUNDARY AND TOPOGRAPHIC INFORMATION:** THE PLAN BOUNDARY INFORMATION SHOWN HEREON WAS ESTABLISHED BY WILLIAM H. GORDON ASSOCIATES INC. IN JUNE 2006 PLAN TOPOGRAPHIC INFORMATION TAKEN FROM SURVEY BY WILLIAM H. GORDON ASSOCIATES IN JUNE 2006 AND CONTOUR INTERVAL IS 2 FOOT. DATUM IS BASED ON NEAD MEAN LEVEL. ELEVATIONS AS PER THE NATIONAL GEODETIC VERTICAL DATUM (NGVD) OF 1928 MOST OF THE EXISTING GRACES SHOWN WITH THIS PLAN ARE THE PROPOSED GRACES FROM THE CONSTRUCTION OF THE SITE AND ARE NOT FIELD MEAN.
4. **OWNER/USE:** THE PROPERTY SHOWN HEREON IS IN THE NAME OF CAPITAL ONE BANK RECORDED DEEDS & 2006 IN DEED BOOK 1671 AT PAGE 0096 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.
5. **COMPREHENSIVE PLAN:**
THE SUBJECT PROPERTY IS LOCATED WITHIN THE COMPREHENSIVE PLAN'S TYSONS CORNER URBAN CENTER AND TYSONS EAST TRANSIT ORIENTED DEVELOPMENT DISTRICT (TOD). THE TYSONS EAST TOD DISTRICT SERVES AS A SIGNATURE GATEWAY FOR THOSE ENTERING THE TYSONS CORNER URBAN CENTER FROM THE EAST. THE DEFINING FOCUS OF TYSONS EAST WILL BE SCOTTS RUN WHICH IS ENVISIONED TO TRANSFORM INTO A GREAT URBAN PARK SURROUNDED BY MIXED-USE DEVELOPMENT INCLUDING OFFICE, RESIDENTIAL, HOTEL, SUPPORT RETAIL AND SERVICE USES. IN ADDITION, THE AREA INCLUDES RECREATION AND PUBLIC USES, SUCH AS EDUCATIONAL AND RECREATIONAL FACILITIES.
THE COMPREHENSIVE PLAN TEXT DESIGNATES THIS SITE AS PART OF THE SCOTTS RUN CROSSINGS SUBDISTRICT AND STATES THAT HIGH-INTENSITY MIXED USE DEVELOPMENT WITH OFFICE AS A PREDOMINANT USE SHOULD OCCUR NEAR THE METRO STATION.
THE SUBJECT PROPERTY IS WHOLLY LOCATED WITHIN THE 1/4 MILE RADIUS OF THE PROPOSED METRO EAST STATION PLATFORM. THE COMPREHENSIVE PLAN DOES NOT SET A MAXIMUM INTENSITY FOR PROJECTS WITHIN A 1/4 MILE OF THE TRANSIT STATION.
6. **THE PROPOSED DEVELOPMENT SHALL BE IN CONFORMANCE WITH THE PROVISIONS OF ALL APPLICABLE ORDINANCES, REGULATIONS, AND ADOPTED STANDARDS AND WAIVERS, EXCEPTIONS OR MODIFICATIONS SOUGHT BY THE APPLICANT ARE SHOWN ON THIS SHEET.**
7. **PARKING SPACES:** SURFACE PARKING SPACES ARE PROVIDED IN ACCORDANCE WITH THE PROVISIONS AND ARE SHOWN ON SHEET 5. PARKING TABULATIONS ARE PROVIDED ON SHEET 6. PARKING AND LOADING SPACES WILL BE PROVIDED GENERALLY AS SHOWN ON THE FINAL DEVELOPMENT PLAN. APPLICANT RESERVES THE RIGHT TO ADJUST NUMBER AND/OR LOCATION OF THE PARKING AND/OR LOADING SPACES AT THE TIME OF FINAL SITE PLAN SO LONG AS THE FINAL AND MAXIMUM NUMBERS OF SPACES ARE PROVIDED IN ACCORDANCE WITH ARTICLE 1 AND ARTICLE 6, PART 5 OF THE FAIRFAX COUNTY ZONING ORDINANCE.
8. **LANDSCAPING/ENGINEERING:** SHADE TREES WILL BE PROVIDED AS SHOWN ON THE LANDSCAPE PLAN. IN KEEPING WITH THE COMPREHENSIVE PLAN RECOMMENDATION, THE SUBMISSION WILL MEET OR EXCEED THE PROVISIONS OF ARTICLE 13 OF THE ZONING ORDINANCE FOR TREE COVERAGE. SEE SHEET 10 FOR PROPOSED LANDSCAPING.
9. **SIGNAGE:** PROPOSED ENTRANCE SIGNS SHOWN HEREON WILL COMPLY WITH THE PROVISIONS OF ARTICLE D AND FUTURE COMPREHENSIVE SIGN PLANS (CSP).
10. **STORM WATER MANAGEMENT/BEST MANAGEMENT PRACTICES (BMP'S):** BMP'S BY-1 IS ACKNOWLEDGED. SEE ADEQUATE OUTFALL ANALYSIS AND SUPPLEMENT ANALYSIS SHEETS.
11. **CLEARING AND GRADING:** IT IS NOTED THAT THE LIMITS OF CLEARING AND GRADING ARE SHOWN ON THE FINAL DEVELOPMENT PLAN ON SHEET 9. SEE NOTE 26 THIS SHEET.
12. **WATER AND SEWER:** PUBLIC WATER AND SANITARY SEWER ARE AVAILABLE TO SERVICE THE SUBJECT PROPERTY. SEE PUBLIC UTILITY PLAN ON SHEET 12.
13. **GRAVES:** TO THE BEST OF OUR KNOWLEDGE THERE ARE NO GRAVES, OBJECTS, OR STRUCTURES MARKING PLACES OF BURIAL ON THE PROPERTY.

(GENERAL NOTES CONTINUED)

14. **RESOURCE PROTECTION AREA (RPA):** THERE IS NO RPA WITHIN THE FDP AREA. NO WORK IS ANTICIPATED WITH THIS FDP IN RPA AREAS.
15. **WETLANDS:** THERE ARE NO WETLANDS ON THE FDP SITE. HOWEVER, THERE ARE WETLANDS ON THE FDP SITE AND THEY HAVE BEEN MAINTAINED WITH RESOURCE PROTECTION AREA PLAN 6005-RPA-001-1. NO WORK IS ANTICIPATED ADJACENT TO THE WETLAND AREA WITH THIS FDP EXCEPT FOR THE STORMWATER OUTFALL AS SHOWN ON SHEET 11.
16. **FLOODPLAIN:** THE FLOODPLAIN INFORMATION SHOWN IS BASED ON FAIRFAX COUNTY HAZARD 100 YEAR FLOODPLAIN. NO WORK IS ANTICIPATED WITH THIS FDP IN FLOODPLAIN AREAS.
17. **UTILITY EASEMENTS:** TO THE BEST OF THE APPLICANT'S KNOWLEDGE AND BELIEF, THERE ARE NO UTILITY EASEMENTS ON THE PROPERTY HAVING A WIDTH OF 15 FEET OR MORE AND ALL OTHER KNOWN UTILITIES ARE SHOWN ON SHEET 4. EXISTING AND PROPOSED STORM SEWER NOT LOCATED WITHIN AN EASEMENT OR WITHIN PUBLIC RIGHT-OF-WAY ARE TO BE PRIVATELY OWNED AND MAINTAINED.
18. **UNDERGROUND UTILITIES:** THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND BASED UPON AVAILABLE INFORMATION TAKEN FROM A TOPOGRAPHIC SURVEY PREPARED BY WILLIAM H. GORDON ASSOCIATES IN JUNE 2006 AND SUBSEQUENT AVAILABLE RECORD DATA.
19. **DEVELOPMENT SCHEDULE:** THE PROPOSED DEVELOPMENT AND IMPROVEMENTS AS SHOWN ON SHEET 3, ARE PROPOSED TO BE COMPLETED IN PHASES. THIS FDP IS PROPOSED FOR THE 1ST PHASE OF THE OVERALL DEVELOPMENT SCHEDULE. THE BUILDINGS SHOWN ON THIS FDP MAY BE CONSTRUCTED SIMULTANEOUSLY OR IN PHASES AS DICTATED BY MARKET CONDITIONS.
20. **SITE FEATURES:** ADDITIONAL SITE FEATURES SUCH AS TRASH DUMPSTERS, BICYCLE RACKS, FOUNTAINS, ARBORS, PLANTERS, WALLS, AND FENCING NOT REPRESENTED HEREON MAY BE PROVIDED. SEE URBAN DESIGN ANNOTATED PLAN ON SHEET 13.
21. **EXIST. AN EXISTING VEGETATION MAP (EVM) HAS BEEN PROVIDED UNDER SEPARATE COVER SINCE CONSTRUCTING THE SITE IMPROVEMENTS WILL NECESSITATE THE DISTURBANCE OF AN AREA GREATER IN SIZE THAN 1,000 SQUARE FEET.**
22. **SCENIC ASPECTS/ EXISTING STRUCTURES:** THE SITE CONTAINS SEVERAL PRIVATE SPORT COURTS AND FIELDS ALONG WITH A MAIN FENCE STORMWATER MANAGEMENT POND. DUE TO THE LOCATION OF THE FDP SITE, THE LARGE SOCCER FIELDS WILL BE REMOVED FROM USE BUT THE BASEBALL AND JUNIOR SOCCER FIELDS WILL BE RETAINED ALONG WITH THE SPORT COURTS. THIS PHASE OF THE DEVELOPMENT WILL PROVIDE OPEN SPACE AREAS AND STORMWATER MANAGEMENT AS SHOWN ON THE OPEN SPACE PLAN AND OVERALL STORMWATER MANAGEMENT PLAN.
23. **HAZMAT:** TO THE BEST OF THE APPLICANT'S KNOWLEDGE AND BELIEF, THERE ARE NO HAZARDOUS OR TOXIC SUBSTANCES (AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS (CFR) PARTS 164.1074 AND 305, COMPROMISES OF THE VIRGINIA DEPARTMENT OF WASTE MANAGEMENT REGULATIONS VR 610-18-1-VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS, AND/OR UNDESIRABLE PRODUCTS AS DEFINED IN TITLE 40, CFR PART 260) OR STORAGE TANKS OR CONTAINERS ON SITE. SUCH SUBSTANCES WILL NOT BE GENERATED, UTILIZED, STORED, TREATED AND/OR DISPOSED OF ON-SITE. IN THE EVENT THAT SUCH SUBSTANCES ARE FOUND TO BE ON-SITE, THEY WILL BE DISPOSED OF IN AN APPROPRIATE MANNER.
24. **SITE ACCESS:** THE SITE HAS FRONTAGE AND SITE ACCESS ON DOLLEY HADISON BOULEVARD/ ROUTE 03 AND SCOTTS CROSSINGS ROAD/ ROUTE 892.
25. **MINOR MODIFICATIONS:** THE APPLICANT RESERVES THE RIGHT TO MAKE MINOR MODIFICATIONS TO THE BUILDING FOOTPRINT SIZE, PARKING LOT LAYOUT AND GROSS FLOOR AREA SHOWN ON THIS FINAL DEVELOPMENT PLAN (FDP) BASED ON FINAL ENGINEERING AND ARCHITECTURAL DESIGN PROVIDED THE OVERALL FLOOR AREA RATIO (FAR) IS NOT EXCEEDED, OPEN SPACE PROVIDED IS NOT REDUCED, THE MINIMUM AND MAXIMUM BUILDING SETBACKS TO THE PERIPHERAL LOT LINES ARE NOT REDUCED, AND THAT THE CHANGES ARE DETERMINED BY THE ZONING ADMINISTRATION TO BE IN SUBSTANTIAL CONFORMANCE WITH THE FDP. THE CHANGES SHOWN FOR BLDG. SETBACKS ARE MEASURED TO THE OUTER VERTICAL FACIAGES AND DO NOT INCLUDE ANY ARCHITECTURAL ELEMENTS SUCH AS OVERHANGS, EAVES, ETC.
26. **FINAL DESIGN:** THE SITE LAYOUT, GRADING AND UTILITY DESIGN IS SUBJECT TO FINAL ENGINEERING THAT MAY WARRANT MINOR ADJUSTMENTS TO THE LAYOUTS ENCLOSED HEREIN. THE APPLICANT RESERVES THE RIGHT TO MAKE MINOR MODIFICATIONS TO THE LIMITS OF FINAL DEVELOPMENT PLAN AND ITS ASSOCIATED LIMITS OF CLEARING AND GRADING THAT MAY RESULT FROM FINAL ENGINEERING AND ULTIMATE UTILITY CONNECTIONS.
27. **ARCHAEOLOGICAL SURVEY:** THE APPLICANT HAS SUBMITTED AN ARCHAEOLOGICAL SURVEY DATA PORT TO THE CULTURAL RESOURCE MANAGEMENT AND PROTECTION SECTION OF THE FAIRFAX COUNTY PARK AUTHORITY FOR REVIEW AND WITH ZERO (0) NO SURVEY REQUIRED RESPONSE HAS BEEN OBTAINED WITH THEIR REVIEW.
28. **ROAD NAMES:** THE APPLICANT RESERVES THE RIGHT TO RENAME THE ON-SITE INTERNAL ROADS WITH FUTURE DEVELOPMENT PHASES OF THE PROJECT.

DEVELOPMENT TABULATIONS:

TAX MAP / PARCEL	TAX MAP 29-4 (15) AS A PORTION OF PARCEL A2
SITE AREA	0.71 ACRES OR 566,386 SF
ZONING	UTC (PLANNED TYSONS CORNER URBAN DISTRICT)
OPEN SPACE	REQUIRED/PROVIDED + SEE OPEN SPACE PLAN FOR CALCULATIONS (SHEET 11)
TREE CANOPY	REQUIRED/PROVIDED + SEE LANDSCAPE PLAN FOR CALCULATIONS (SHEET 10)
TOTAL GROSS SF	SEE BUILDING TABULATIONS (SHEET 3)
TOTAL FLOOR AREA RATIO	SEE BUILDING TABULATIONS (SHEET 3)
PARKING TABULATIONS	SEE PARKING AND LOADING TABULATIONS (SHEET 6)
NUMBER OF STORIES/HEIGHT	VARIABLES AS SHOWN ON BUILDING TABULATIONS (SHEET 3)
YARD REQUIREMENTS	
FRONT	SEE ANGLE OF BULK PLANE (THIS SHEET)
SIDE	N/A
REAR	N/A

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REVISIONS:
 09-16-11: City Comments
 01-12-12: Preparing Comments
 04-23-12: City Comments
 05-24-12: City Comments
 06-13-12: City Comments

NOTES AND TABULATIONS

CAPITAL ONE MASTER PLAN
FINAL DEVELOPMENT PLAN
 FDP 2010-PR021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	N/A
DATE	JUNE 30, 2011
DRAWN	OS/JPW/MP/JK
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101F-NT.dwg
SHEET #	2 of 30

BUILDING TABULATIONS PER CDP

FAR Calculation		SP	Acres
Existing Site Area		1,141,894	26.21
Site Area Previously Dedicated			
Plan dated January 16, 2001 and Rev. April 2, 2001		108,344	2.51
Plan dated November 25, 2002 and Rev. June 5, 2003		21,633	0.50
Total Site Area (for calculating density)		1,272,861	28.22

BLOCK / BUILDING	Minimum Bldg Height (ft)	Maximum Bldg Height (ft)	Proposed Bldg Height (ft)	Footcandle Height (ft)	Total Building Height (ft)	Number of Floors	Land Use	Minimum GSF	Maximum GSF	Proposed GSF by Land Use	Total Proposed Bldg GSF	Residential/Dwelling Units			
BLOCK A															
Building 1	150	281	281	35	316	21	Office	300,000	519,000	518,836	827,181				
							Retail	7,000	8,345	8,345					
							Hotel	90,000	81,500	81,548	88,637				
							Hotel	8,000	10,500	8,549					
BLOCK B															
Building 3	150	225	224	35	259	17	Office	200,000	282,500	277,688	307,086				
							Pub. Facil	30,000	30,000	30,000					
Building 4	150	293	282	35	317	24	Hotel	200,000	387,500	333,496	337,796				
							Hotel	2,000	2,300	2,258					
Building 5	125	200	182	25	207	14	Office	300,000	396,500	370,594	387,627				
							Hotel	10,000	10,350	10,337					
BLOCK C															
Building 6	150	221	218	35	253	19	Residential	300,000	518,000	492,069	817,738	492			
							Retail	30,000	36,300	25,070					
Building 7	125	221	218	35	253	19	Residential	200,000	274,830	281,609	258,485	252			
							Retail	4,000	5,000	4,970					
Building 8	125	231	218	35	253	19	Residential	200,000	380,000	367,843	380,315	368			
							Retail	12,000	12,000	12,470					
BLOCK D															
Building 9	75	175	174	25	199	15	Residential	50,000	124,250	118,195	122,014	118			
							Hotel	3,750	3,680	3,829					
Building 10	200	308	290	35	325	22	Office	400,000	494,000	493,823	487,715				
							Hotel	27,000	28,100	28,962					
BLOCK E															
Building 11	150	286	282	35	317	19	Office	220,000	320,850	319,818	326,468				
							Hotel	8,000	8,850	8,850					
Building 12	300	395	392	35	427	28	Office	400,000	786,000	732,100	732,100				
Minimum GSF Buildings 1-12											4,488,832	1,330			
Existing Buildings															
Ex Building 1											205	14	Office	478,500	504,000
Ex Building 2											42.5	2	Office	24,500	504,000
Subtotals for Existing Buildings													504,000		
TOTALS											4,989,823	GSF			
Total Site Area (for calculating density)											1,272,861	SF			
Floor Area Ratio (FAR)											3.90				

- NOTES:**
- THE APPLICANT RESERVES THE RIGHT TO ADJUST BUILDING HEIGHTS AS LONG AS THEY ARE IN SUBSTANTIAL CONFORMANCE WITH THE FDP BUILDING TABULATIONS.
 - THE APPLICANT RESERVES THE RIGHT TO PROVIDE A DRIVE THRU BANK SITING BLOCK A AS LONG AS THE TELLER AND REQUIRED STAGING SPACES FOR A DRIVE THRU BANK USE ARE PROVIDED INTERNAL TO THE MARKING STRUCTURE. FURTHER DETAILS TO BE PROVIDED WITH FINAL BUILDING PLANS.
 - SEE SHEET # FOR PARKING AND LOADING TABULATIONS.

FDP BUILDING TABULATIONS

FDP Tabulations		SP	Acres
FDP Site Area		596,388	12.77
FAR Calculation			
Site Area for FDP Calculation		1,141,894	26.21
Site Area Previously Dedicated			
Plan dated January 16, 2001 and Rev. April 2, 2001		108,344	2.51
Plan dated November 25, 2002 and Rev. June 5, 2003		21,633	0.50
Total Site Area (for calculating density)		1,272,861	28.22

BLOCK / BUILDING	Proposed Bldg Height (ft)	Proposed Bldg Height (ft)	Total Building Height (ft)	Number of Floors	Land Use	GSF by Land Use	Total Bldg GSF	
BLOCK A								
Building 1	281	35	316	21	Office	518,836	827,181	
					Retail	8,345		
					Hotel	81,588	88,637	
					Hotel	8,549		
BLOCK A Subtotal								616,819
BLOCK B								
Building 3	224	35	259	17	Office	277,688	307,086	
					Pub. Facil	30,000		
Building 4	282	35	317	24	Hotel	333,496	337,796	
					Hotel	2,258		
Building 5	182	25	207	14	Office	370,594	387,627	
					Hotel	10,337		
BLOCK B Subtotal								954,000
BLOCK C								
Building 6	218	35	253	19	Residential	492,069	817,738	
					Retail	25,070		
Building 7	218	35	253	19	Residential	258,485	252	
					Retail	4,970		
Building 8	218	35	253	19	Residential	380,315	368	
					Retail	12,470		
BLOCK C Subtotal								1,120,818
BLOCK D								
Building 9	174	25	199	15	Residential	118,195	122,014	
					Hotel	3,829		
Building 10	290	35	325	22	Office	487,715	487,715	
					Hotel	28,962		
BLOCK D Subtotal								618,736
BLOCK E								
Building 11	282	35	317	19	Office	326,468	326,468	
					Hotel	8,850		
Building 12	392	35	427	28	Office	732,100	732,100	
BLOCK E Subtotal								1,067,418
Subtotals for Existing Buildings								504,000
TOTALS (Block A + Existing Buildings)								1,120,818
Total Site Area (for calculating density)								1,272,861
Site Floor Area Ratio (FAR) (1)								0.88
Total Site GSF (from CDP)								4,989,823
Remaining Site GSF from CDP								3,868,705
1. FAR IS BASED ON THE AREA OF THE ENTIRE CAMPUS WIDE DEVELOPMENT OF 79.21 ACRES AND NOT THE INDIVIDUAL AREA OF THE FDP.								

FDP LAND USE ALLOCATION

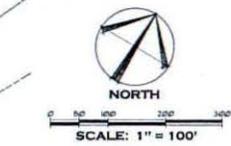
Land Use	GSF	Percentage of Land Use	Land Use FAR
Office	1,022,836	81%	0.80
Residential	0	0%	0.00
Hotel	81,388	6%	0.06
Retail	18,584	1%	0.01
Public Facility	0	0%	0.00
Totals	1,130,818	100.0%	0.82

CURVE TABLE:

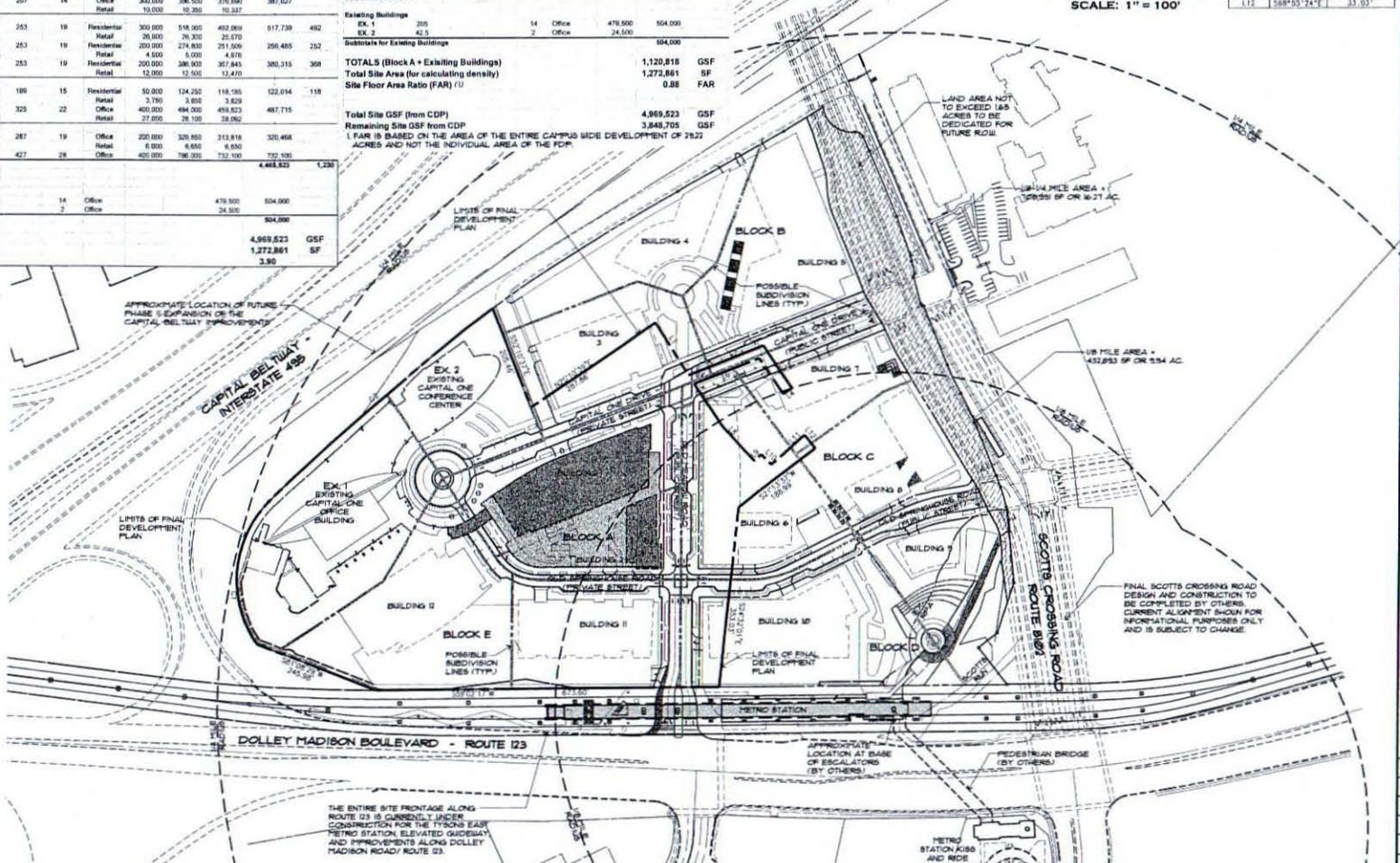
CURVE	ARC LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C1	363.28'	214.54'	80°14'34"	182.48'	278.08'	N08°10'04"W
C2	577.35'	350.54'	9°28'27"	289.33'	876.70'	N18°40'28"E

LINE TABLE

LINE	BEARING	DISTANCE
L1	S63°02'00"E	120.00'
L2	N38°21'38"E	158.93'
L3	S84°49'21"E	89.70'
L4	S28°10'38"W	23.00'
L5	N64°49'21"W	83.85'
L6	S38°21'38"W	138.30'
L7	S85°02'33"E	100.11'
L8	S73°41'11"E	93.93'
L9	N14°28'10"E	18.25'
L10	S70°33'50"E	28.68'
L11	N1°03'03"E	88.01'
L12	S88°53'24"E	33.03'



THE ALIGNMENT SHOWN FOR CAPITAL BELTWAY / INTERSTATE 495 ARE TAKEN FROM FINAL ROADWAY PLANS, PACKAGE AND 20-495 HOT-LANED SECTION 7. ALIGNMENT SHOWN FOR INFORMATIONAL PURPOSES ONLY.



BUILDINGS 3,4,5,6,7,8,9, 10, 11, AND 12 ARE NOT A PART OF THIS FDP APPLICATION AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.

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REVISIONS

09-16-11	City Comments
03-12-12	Pre-staffing Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

OVERALL DEVELOPMENT PLAN (GDP PLAN)
CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP-2010-PROJ-01
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1" = 100'
DATE: JUNE 30, 2011
DRAWN: OS/TPW/MP/JK
CHECKED: OS/RW
JOB #: 1798-1101
CAD FILE: 1101F-0V.dwg
SHEET #: 3 of 30

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- EDGE PARAPET
- CENTERLINE
- FENCE LINE
- GAS LINE
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC LINE
- ELECTRICAL OR TRAFFIC UNDERPASS
- WATER MAIN
- RETAINING WALL
- SIDEWALK
- HEADER CURB
- CURB & GUTTER
- SANITARY SEWER
- STORM SEWER
- DITCH, SWALE OR SMALL STREAM
- LARGE STREAM
- CONCRETE BENCH
- TREES
- TREE LINE
- CONTOUR LINE
- SPOT ELEVATION
- LIMITS OF FINAL DEVELOPMENT PLAN
- LIMITS OF DISTURBANCE

CURVE TABLE:

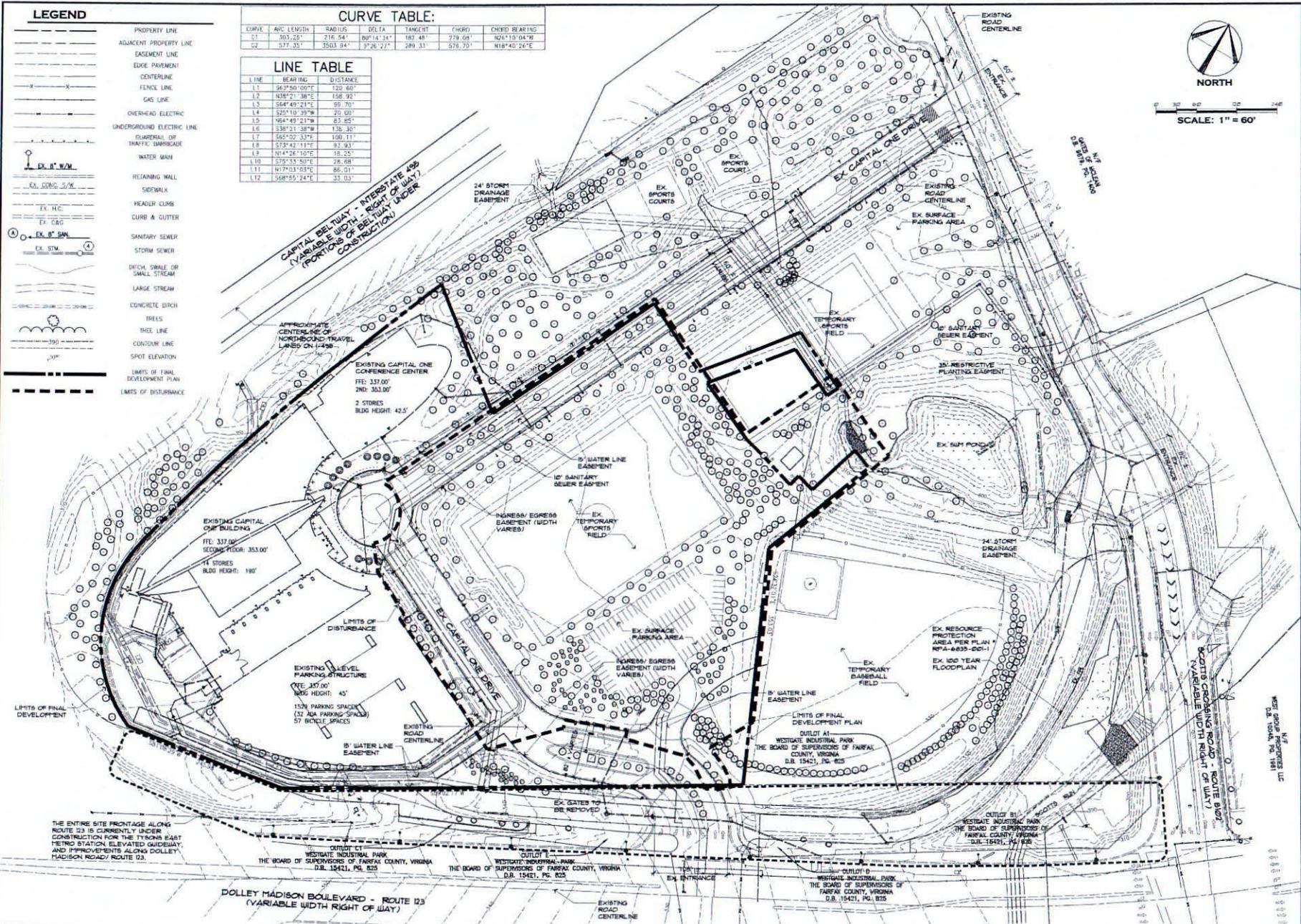
CURVE	ARC LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C1	303.28'	216.54'	80°14'34"	182.48'	279.68'	N26°13'04"W
C2	577.35'	350.34'	37°26'27"	289.33'	576.70'	N18°40'24"E

LINE TABLE

LINE	BEARING	DISTANCE
L1	S67°50'09"E	170.68'
L2	N18°21'38"E	158.92'
L3	S64°49'21"E	95.70'
L4	S25°10'39"W	20.00'
L5	N64°49'21"W	83.95'
L6	S38°21'38"W	136.30'
L7	S85°02'33"E	100.11'
L8	S72°42'11"E	92.93'
L9	N14°26'10"E	18.25'
L10	S75°33'50"E	28.68'
L11	N1°53'10"E	86.01'
L12	S08°55'24"E	31.03'



SCALE: 1" = 60'



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- REVISIONS**
- 02-16-11 Cty Comments
 - 03-12-12 Prestaffing Comments
 - 04-23-12 Cty Comments
 - 05-24-12 Cty Comments
 - 06-13-12 Cty Comments

EXISTING CONDITIONS

CAPITAL ONE MASTER PLAN
 FINAL DEVELOPMENT PLAN
 FDP 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1" = 60'
 DATE: JUNE 30, 2011
 DRAWN: OS/JPW/MP/KK
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 JOB #: 1798-101
 CAD FILE: 1101F-EC.dwg
 SHEET # 4 of 30

THE ENTIRE SITE FRONTAGE ALONG ROUTE 201 IS CURRENTLY UNDER CONSTRUCTION FOR THE TYSONS EAST METRO STATION ELEVATED GUIDEWAY AND IMPROVEMENTS ALONG COLLETT MADISON ROAD/ ROUTE 123.

OUTLET C1
 WESTGATE INDUSTRIAL PARK
 THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA
 D.B. 15421, PG. 825

OUTLET C2
 WESTGATE INDUSTRIAL PARK
 THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA
 D.B. 15421, PG. 825

OUTLET D
 WESTGATE INDUSTRIAL PARK
 THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA
 D.B. 15421, PG. 825

OUTLET B1
 WESTGATE INDUSTRIAL PARK
 THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA
 D.B. 15421, PG. 825

100' WIDE BUFFER ZONE
 CITY EASEMENT 50'

FLOOR PLANS ARE PROVIDED TO ILLUSTRATE THE OVERALL BUILDING CONFIGURATION, EXTENT OF BELOW-GRADE EXCAVATION, PRELIMINARY PARKING CONFIGURATION, RELATIONSHIP OF THE BUILDING WITH GRADE-LEVEL SITE AND STREETScape DESIGN, BUILDING ENTRY LOCATIONS, APPROXIMATE CORE CONFIGURATIONS, BUILDING MASSING AND EXTENT OF ABOVE-GRADE ENVELOPE, AND GENERAL RELATIONSHIP OF BUILDING USES. OTHER DESIGN DETAILS REPRESENTED ON THESE FLOOR PLANS THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS FINAL DEVELOPMENT PLAN ARE SUBJECT TO CHANGE AT SITE PLAN AND BUILDING PERMIT SUBMISSIONS PROVIDED THAT THE ITEMS NOTED ABOVE REMAIN IN SUBSTANTIAL CONFORMANCE WITH THE CDP, THE PROFFERS AND THE FINAL DEVELOPMENT PLAN.

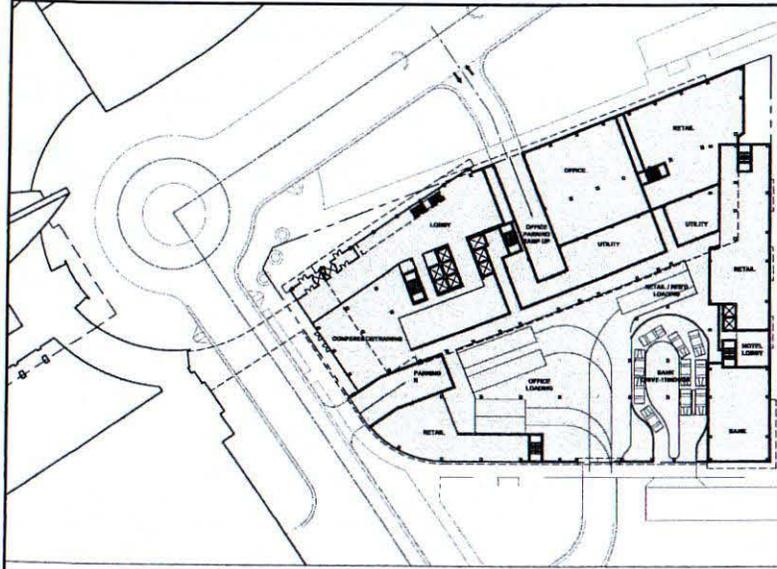
BonIra Haresign
ARCHITECTS

William H. Gordon Associates, Inc.
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Fairfax, VA 22031
PHONE: 703-233-0789
FAX: 703-233-0788
ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS

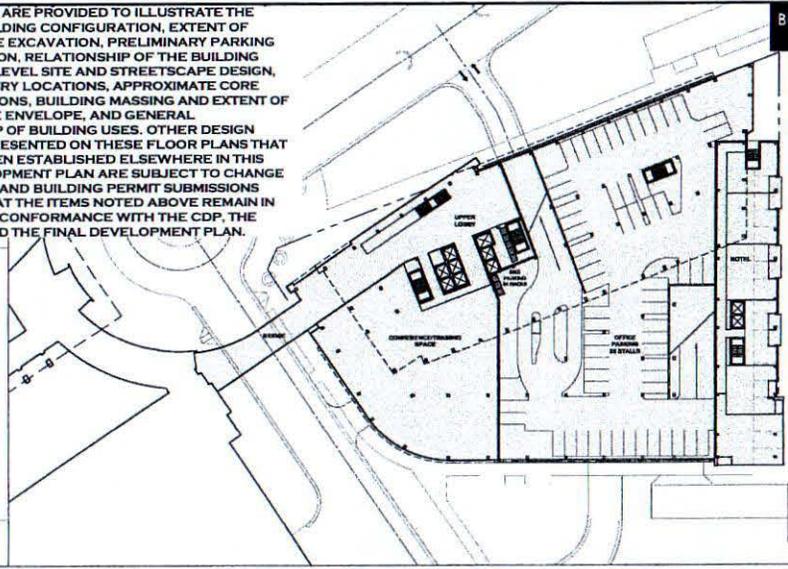


REVISIONS

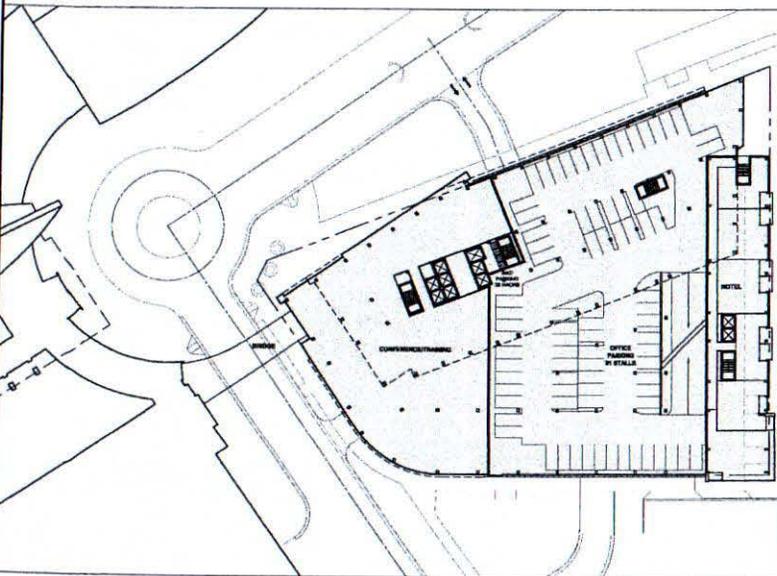
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03-12-12	Pre-staffing Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments



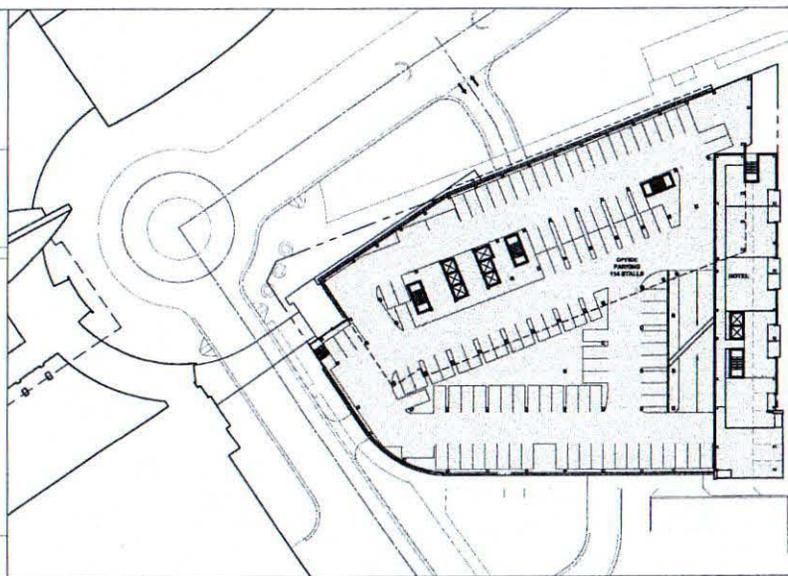
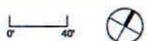
1 PLAN - GROUND LEVEL
1" = 40'



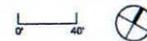
2 PLAN - LEVEL 2
1" = 40'



3 PLAN - LEVEL 3
1" = 40'



4 PLAN - TYPICAL ABOVE-GRADE PARKING (LEVELS 4 - 6 / 7)
1" = 40'



BUILDING AND PARKING PLANS
CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1" = 40'

DATE: JUNE 30, 2011

DRAWN: OS/JPW/MP/JK

CHECKED: OS/RW

JOB #: 1798-1101

CAD FILE: 1101F-PKG.dwg

SHEET #

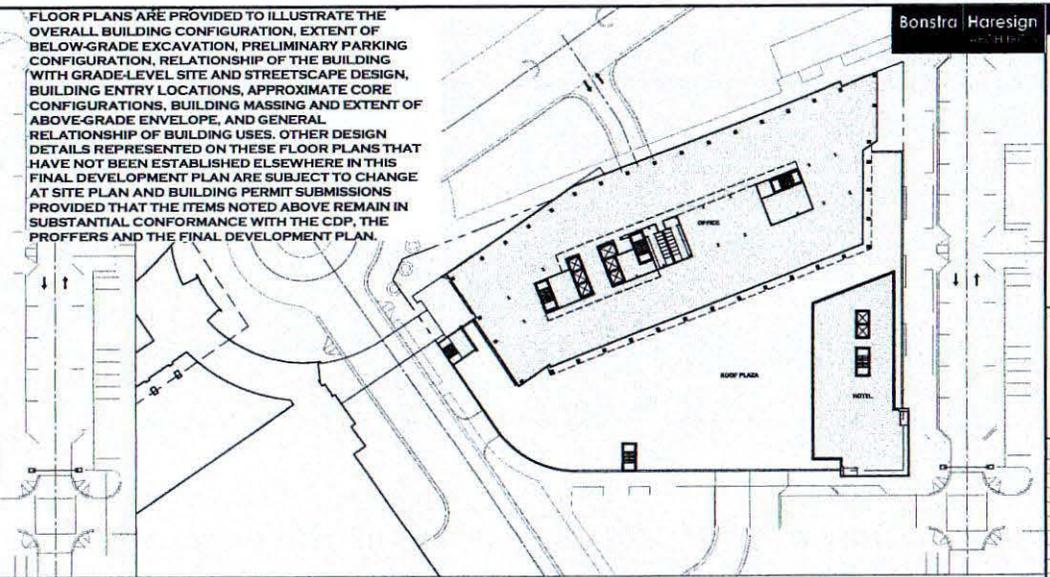
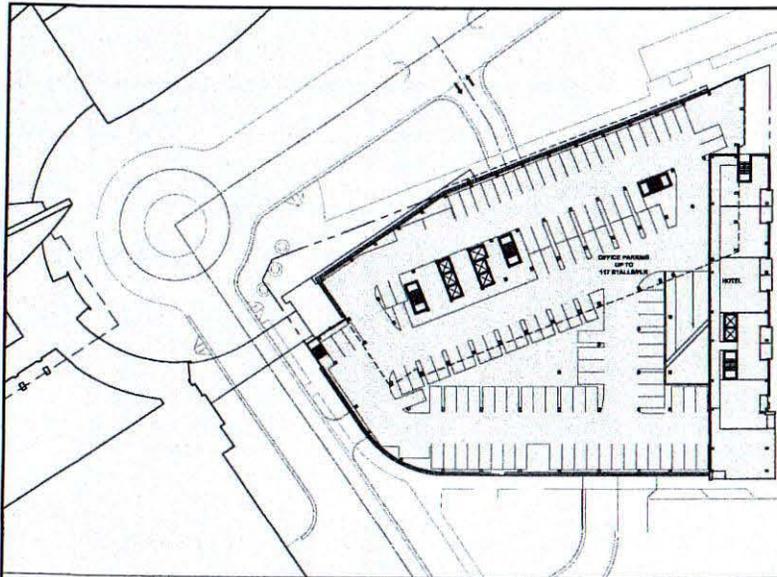
FLOOR PLANS ARE PROVIDED TO ILLUSTRATE THE OVERALL BUILDING CONFIGURATION, EXTENT OF BELOW-GRADE EXCAVATION, PRELIMINARY PARKING CONFIGURATION, RELATIONSHIP OF THE BUILDING WITH GRADE-LEVEL SITE AND STREETScape DESIGN, BUILDING ENTRY LOCATIONS, APPROXIMATE CORE CONFIGURATIONS, BUILDING MASSING AND EXTENT OF ABOVE-GRADE ENVELOPE, AND GENERAL RELATIONSHIP OF BUILDING USES. OTHER DESIGN DETAILS REPRESENTED ON THESE FLOOR PLANS THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS FINAL DEVELOPMENT PLAN ARE SUBJECT TO CHANGE AT SITE PLAN AND BUILDING PERMIT SUBMISSIONS PROVIDED THAT THE ITEMS NOTED ABOVE REMAIN IN SUBSTANTIAL CONFORMANCE WITH THE CDP, THE PROFFERS AND THE FINAL DEVELOPMENT PLAN.

Bonstra Harsign
ARCHITECTS

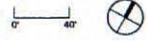
William H. Gordon Associates, Inc.
4201 DOW DRIVE
PROVIDENCE, RI 02916
PHONE: 401-885-1900
FAX: 401-885-0788
ENGINEERS SURVEYORS PLANNERS LANDSCAPE ARCHITECTS



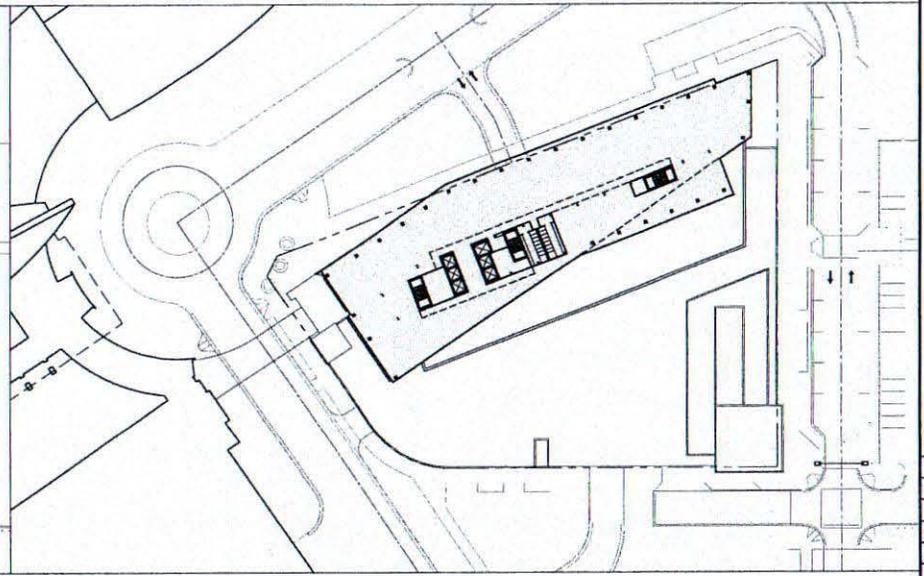
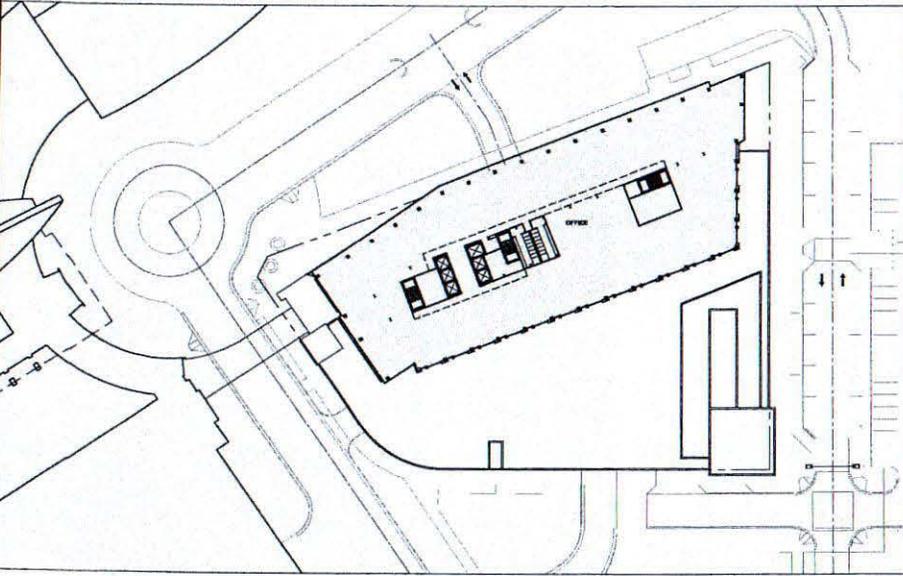
- REVISIONS
- 09-16-11 City Comments
 - 03-12-12 Pre-staffing Comments
 - 04-23-12 City Comments
 - 05-24-12 City Comments
 - 06-13-12 City Comments



1 PLAN - LEVELS 7 / 8
1" = 40'



2 PLAN - LEVEL 8 / 9
1" = 40'



3 PLAN - TYPICAL LEVEL (9/10 - 18/19)
1" = 40'



4 PLAN - LEVEL 19 /20 - 20/21
1" = 40'



BUILDING AND PARKING PLANS
CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE 1" = 40'
DATE JUNE 30, 2011
DRAWN OS/PW/MP/K
CHECKED OS/RW
JOB # 1798-1101
CAD FILE 1101F-PKG.dwg
SHEET #

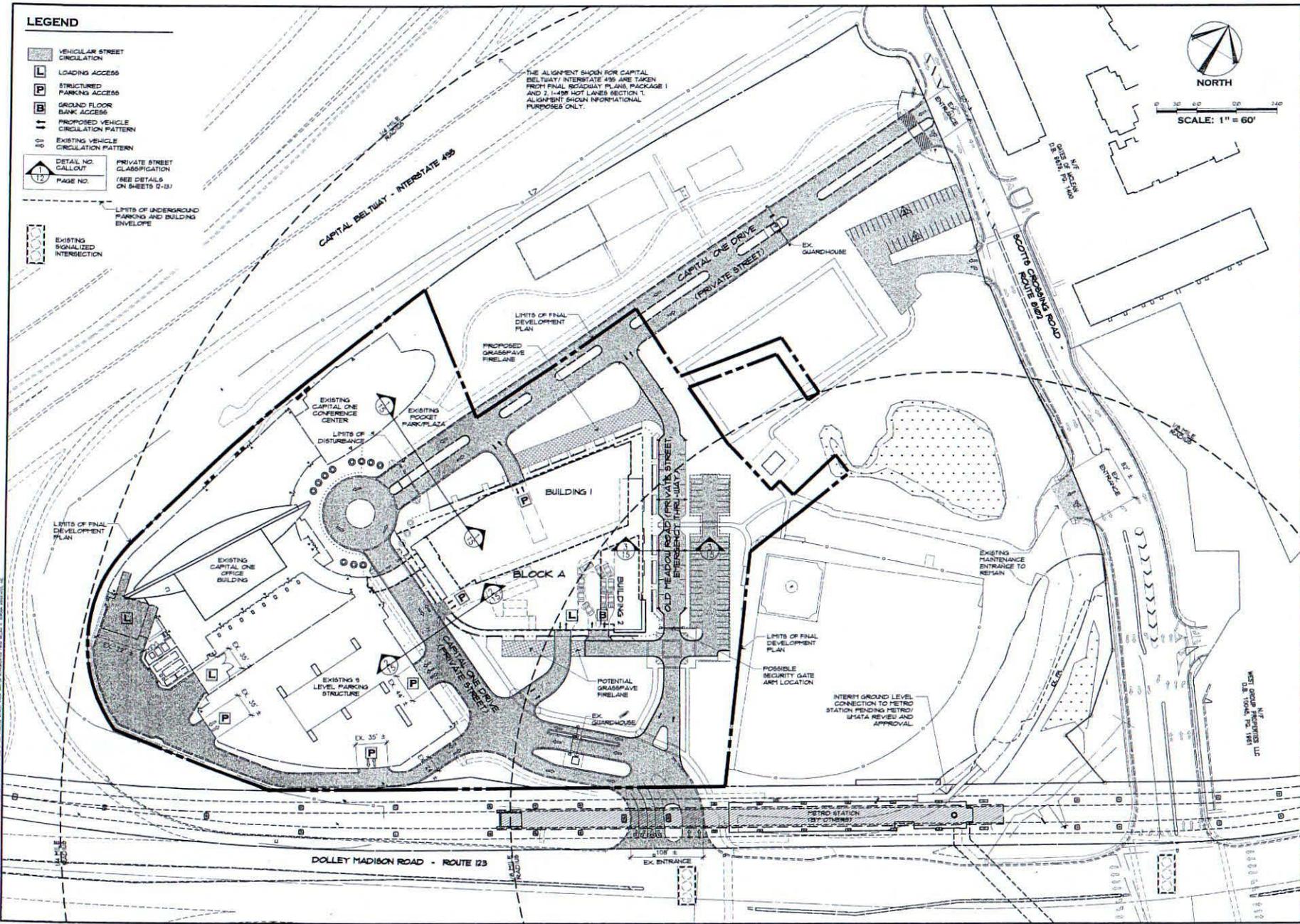
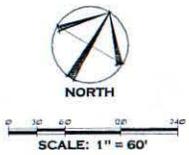
LEGEND

-  VEHICULAR STREET CIRCULATION
-  LOADING ACCESS
-  STRUCTURED PARKING ACCESS
-  GROUND FLOOR BANK ACCESS
-  PROPOSED VEHICLE CIRCULATION PATTERN
-  EXISTING VEHICLE CIRCULATION PATTERN
-  DETAIL NO. CALLOUT
-  PRIVATE STREET CLASSIFICATION
-  LIMITS OF UNDERGROUND PARKING AND BUILDING ENVELOPE
-  EXISTING SIGNALIZED INTERSECTION

PRIVATE STREET CLASSIFICATION (SEE DETAILS ON SHEETS D-1-B)

LIMITS OF UNDERGROUND PARKING AND BUILDING ENVELOPE

THE ALIGNMENT SHOWN FOR CAPITAL DELTWAY/ INTERSTATE 495 ARE TAKEN FROM FINAL ROADWAY PLANS, PACKAGE 1 AND 2. I-495 HOT LANE SECTION 1 ALIGNMENT SHOWN INFORMATIONAL PURPOSES ONLY.



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REVISIONS

09-16-11	City Comments
03-12-12	Prestaffing
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

VEHICULAR CIRCULATION PLAN
CAPITAL ONE MASTERPLAN
 FINAL DEVELOPMENT PLAN
 FDP 2010-PRO21
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1"=60'
DATE	JUNE 30, 2011
DRAWN	OS/PW/MP/JK
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101F-PKG.dwg
SHEET #	9 of 30

NOTES

1. TREES PLANTED FOR 10 YEAR TREE CANOPY CREDIT SHALL BE PLANTED IN 8' SIDE LANDSCAPE AREAS WHERE POSSIBLE. WHERE THERE IS LESS THAN 8' AVAILABLE PLANTING DETAILS HAVE BEEN PROVIDED WITH THIS PLAN TO PROVIDE BETWEEN 400-1000 CUBIC FEET OF SOIL VOLUME DEPENDING ON STREETSCAPE CONDITIONS.
2. STREET TREES TO BE MAINTAINED AT 8' ABOVE SIDEWALK GRADE TO MAINTAIN CLEAR RIGHT DISTANCES FOR VEHICLES.
3. PER THE APPROVED TRANSPORTATION DESIGN STANDARDS FOR TRUCKS CORNER URBAN CENTER, PLANT MATERIALS AND STREET TREES LOCATED WITHIN RIGHT TRIANGLES WILL BE MAINTAINED PER PAGE DS-23.

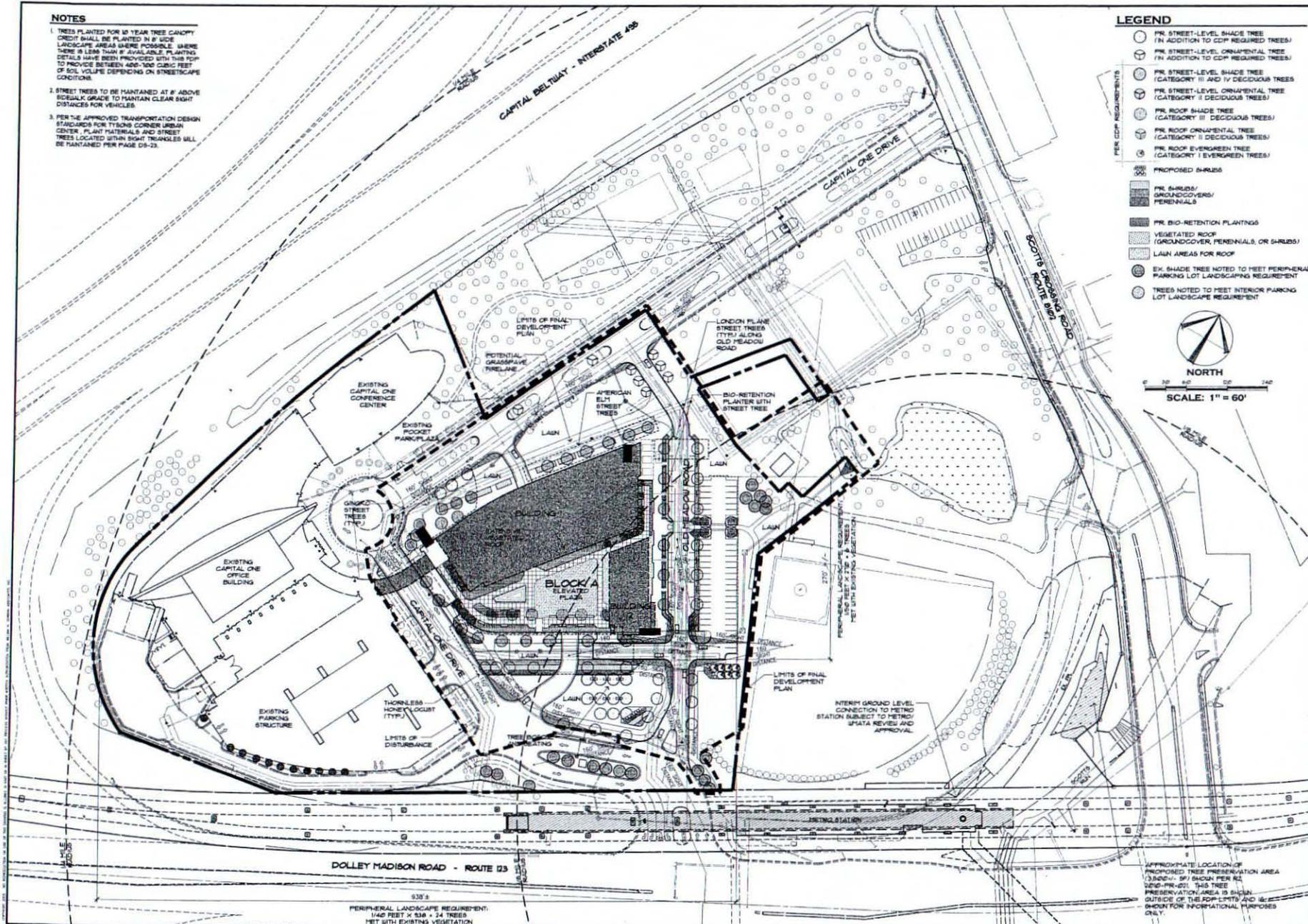
LEGEND

- PR STREET-LEVEL SHADE TREE (IN ADDITION TO CCP REQUIRED TREES)
- PR STREET-LEVEL ORNAMENTAL TREE (IN ADDITION TO CCP REQUIRED TREES)
- PR STREET-LEVEL SHADE TREE (CATEGORY III AND IV DECIDUOUS TREES)
- PR STREET-LEVEL ORNAMENTAL TREE (CATEGORY II DECIDUOUS TREES)
- PR ROOF SHADE TREE (CATEGORY III DECIDUOUS TREES)
- PR ROOF ORNAMENTAL TREE (CATEGORY II DECIDUOUS TREES)
- PR ROOF EVERGREEN TREE (CATEGORY I EVERGREEN TREES)
- PROPOSED SHRUBS
- PR SHRUBS/ GROUNDCOVERS/ PERENNIALS
- PR BIO-RETENTION PLANTINGS
- VEGETATED ROOF (GROUNDCOVER, PERENNIALS, OR SHRUBS)
- LAWN AREAS FOR ROOF
- EX SHADE TREE NOTED TO MEET PERIPHERAL PARKING LOT LANDSCAPING REQUIREMENT
- TREES NOTED TO MEET INTERIOR PARKING LOT LANDSCAPE REQUIREMENT



NORTH

SCALE: 1" = 60'



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SEAL

REVISIONS

09-16-11	City Comments
03-12-12	Preaffirming
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

LANDSCAPE PLAN

CAPITAL ONE MASTERPLAN

FINAL DEVELOPMENT PLAN

FDP 2010-PR-021

PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1"=60'
DATE	JUNE 30, 2011
DRAWN	OS/JPW/MP/JK
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CAD FILE	1011F-GOL.dwg
SHEET #	10 of 30

APPROXIMATE LOCATION OF PROPOSED TREE PRESERVATION AREA (BASED ON 50' BUFFER PER NE 2010-PR-021). THIS TREE PRESERVATION AREA IS SHOWN OUTSIDE OF THE 80'-150' AND IS SHOWN FOR INFORMATIONAL PURPOSES ONLY.

PERIPHERAL LANDSCAPE REQUIREMENT:
 1/40 FEET X 530 = 24 TREES
 NET WITH EXISTING VEGETATION

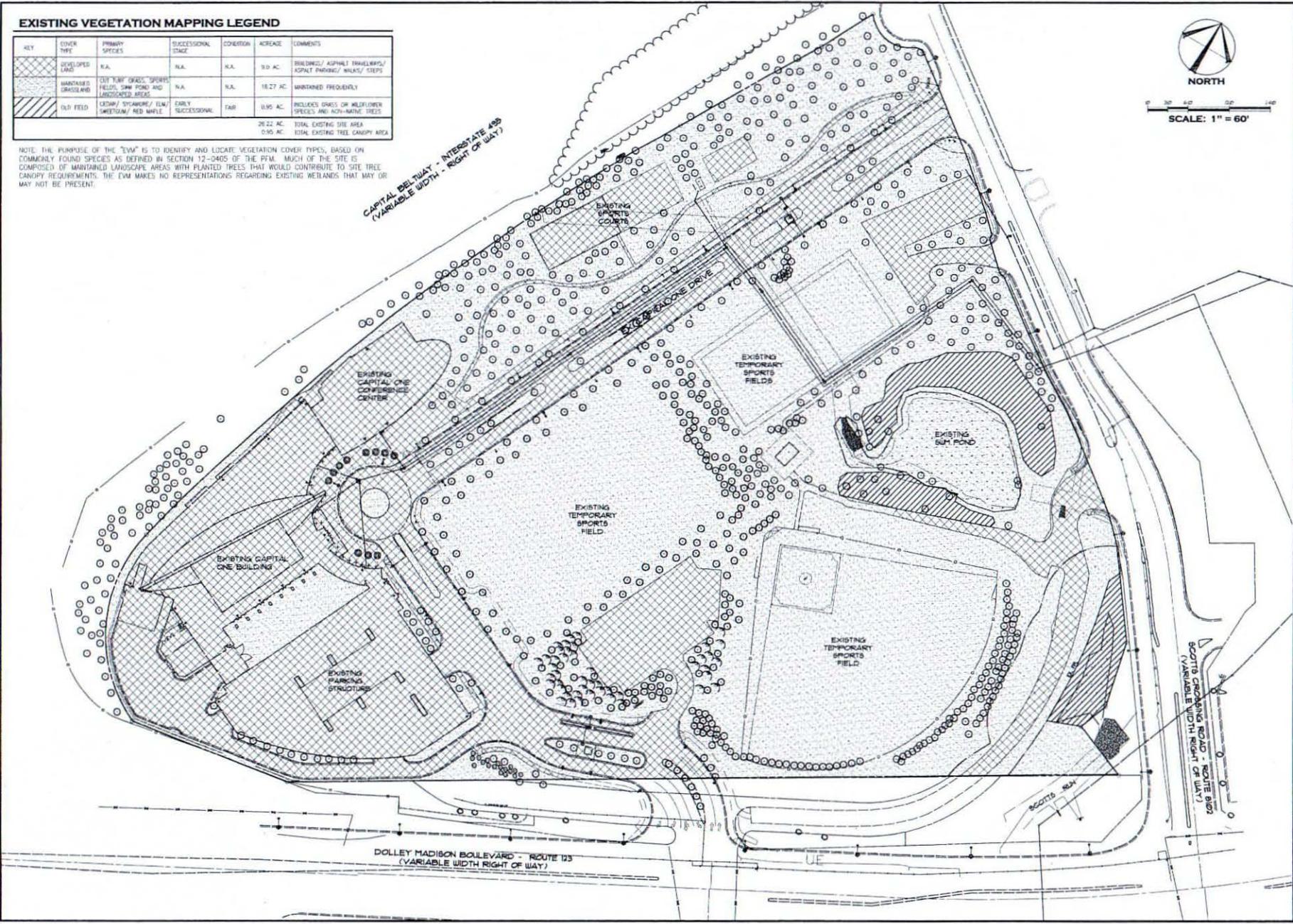
EXISTING VEGETATION MAPPING LEGEND

KEY	COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGE	CONDITION	ACREAGE	COMMENTS
	DEVELOPED LAND	N/A.	N/A.	N/A.	9.0 AC.	BUILDINGS/ ASPHALT DRIVEWAYS/ ASPHALT PARKING/ WALKS/ STEPS
	MANTLED GRASSLAND	OUT-TURN GRASS, SPURS FIELDS, SUN FLOWERS AND LANDSCAPED AREAS	N/A.	N/A.	18.27 AC.	MANTLED FREQUENTLY
	OLD FIELD	CEDAR/ SPYRAME/ ELM/ SWEETGUM/ RED MAPLE	EARLY SUCCESSIONAL	FAIR	10.95 AC.	INCLUDES GRASS OR HERBIFEROUS SPECIES AND NON-NATIVE TREES
					29.22 AC.	TOTAL EXISTING SITE AREA
					0.90 AC.	TOTAL EXISTING TREE CANOPY AREA

NOTE: THE PURPOSE OF THE "EVM" IS TO IDENTIFY AND LOCATE VEGETATION COVER TYPES, BASED ON COMMONLY FOUND SPECIES AS DEFINED IN SECTION 12-2405 OF THE FPM. MUCH OF THE SITE IS COMPOSED OF MANTLED LANDSCAPE AREAS WITH PLANTED TREES THAT WOULD CONTRIBUTE TO SITE TREE CANOPY REQUIREMENTS. THE EVM MAKES NO REPRESENTATIONS REGARDING EXISTING WETLANDS THAT MAY OR MAY NOT BE PRESENT.



SCALE: 1" = 60'



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 SOCIETY - SURVEY - PLANNING - LANDSCAPE ARCHITECTS



- REVISIONS
- 09-16-11 City Comments
 - 03-12-12 Pre-staffing
 - 04-23-12 City Comments
 - 05-24-12 City Comments
 - 06-13-12 City Comments

EXISTING VEGETATION MAP (EVM)
CAPITAL ONE MASTERPLAN
 FINAL DEVELOPMENT PLAN
 FDP 2010-PP-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE

DATE	JUNE 30, 2011
DRAWN	OS/JPW/MD/JS
CHECKED	OS/BW
JOB #	1798-1101
CAD FILE	1798-EVM.dwg
SHEET #	10A of 30

SCREENING OF STRUCTURED PARKING

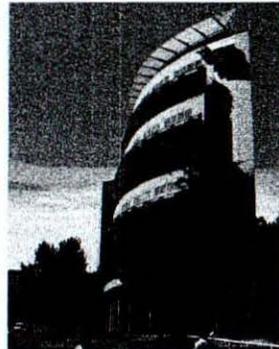
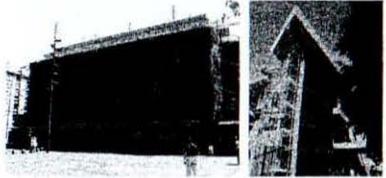
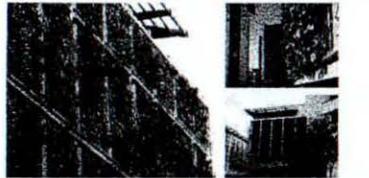
SCREENING OF THE STRUCTURED PARKING PLINTH WILL BE ACCOMPLISHED BY A VARIETY OF TREATMENTS DEPENDING ON THE EXPOSURE AND LOCATION WITHIN THE BLOCK. PARKING SCREENING IS INTENDED TO PROVIDE VISUALLY INTERESTING FACADES THAT INTEGRATE WITH THE ARCHITECTURAL FACADE TREATMENT OF UPPER FLOORS/TOWERS, AS WELL AS TO COMPLEMENT AN ACTIVATED AND POROUS GROUND FLOOR PEDESTRIAN EXPERIENCE WITH ACTIVE USES.

THE PARKING PLINTH WILL BE WRAPPED ON THE EAST ALONG OLD HEADQUARTERS ROAD IN ITS ENTIRETY BY BUILDING 2 (SINGLE-LOADED CORPORATE/EXTENDED STAY HOTEL WITH GROUND FLOOR RETAIL - SEE SHEET 34) ALONG THE EXISTING NORTHERN LEG OF CAPITAL ONE DRIVE. A VARIETY OF METAL TRIM SCREENS, FINISHES, OVERLAYS AND CURTAIN WALL TREATMENTS CONSISTENT WITH THE MATERIAL DETAILING OF THE OFFICE STRUCTURE WILL INTEGRATE THE FACADE TREATMENT OF THE PARKING LEVELS (FLOORS 2-3) WITH THAT OF THE OFFICE TOWER (SEE ELEVATION ON SHEET 28).

THE PARKING STRUCTURE ENCLOSURE ALONG THE SOUTHERN LEG OF THE EXISTING CAPITAL ONE DRIVE (FUTURE OLD SPRINGHOUSE ROAD) WILL EMPLOY A COMPOSITE SYSTEM OF GREEN WALL PANELS AND ARCHITECTURAL PANELS (FINAL MATERIAL TO BE DETERMINED) AT FLOORS 4-1, FLOORS 2 AND 3 WILL BE LARGELY WRAPPED BY THE CAPITAL ONE CORPORATE TRAINING CENTER EMPLOYING A VISUALLY POROUS CURTAIN WALL SYSTEM CONSISTENT WITH THAT USED AT THE BUILDING'S GROUND FLOOR RETAIL AREA.

GREEN WALL CONCEPT / DESIGN INTENT

THE DESIGN INTENT OF THE GREEN WALL SCREEN EMPLOYS A GRID SYSTEM OF SELF-CONTAINED VEGETATED MODULES THAT WILL BE ATTACHED TO AND IRRIGATED FROM THE SUBSTRATE ENCLOSURE WALL (STEEL AND/OR PRECAST CONCRETE FRAMING AND PANELS). VEGETATED SECTIONS WILL BE INTEGRATED WITH OPEN LOUVER PANELS TO PROVIDE NATURAL VENTILATION AS WELL AS A VARIED VERTICAL LANDSCAPE THAT WILL NOT BE ENTIRELY DEPENDENT ON THE VEGETATED SURFACES TO PROVIDE VISUAL INTEREST. PLANT SELECTIONS WILL ALSO ALLOW FOR A VARIED EFFECT OF COLOR AND TEXTURE THROUGHOUT THE YEAR TAKING ADVANTAGE OF SEASONAL VARIATIONS. CONCEPT DETAILS AND PRECEDENT IMAGES FOR THE GREEN WALL SYSTEM ARE PROVIDED HERE FOR THE PURPOSE OF ILLUSTRATING THE DESIGN INTENT AND TECHNICAL FEASIBILITY, AND DO NOT REPRESENT A FINAL DESIGN OR MATERIAL/PLANT SELECTIONS.



THE ACCOMPANYING PRECEDENT IMAGES AND TECHNICAL DIAGRAMS ILLUSTRATE THE OVERALL VISUAL CHARACTER AND GENERAL DESIGN PARAMETERS OF THE GREEN WALL SYSTEM, AS DETAILED IN THE SPECIFIC NOTES AND CAPTIONS. SPECIFIC PROPRIETARY SYSTEM DESIGN AND OTHER DETAILS PERTAINING TO THE COMBINATION OF THE VEGETATIVE LIVING WALL AND OTHER SCREENING SYSTEMS NOTED MAY VARY WITH FINAL ARCHITECTURAL AND SITE PLANS. WHILE THESE PRECEDENT IMAGES AND DIAGRAMS DO NOT REPRESENT FINALIZED DESIGNS, THEY ARE REPRESENTATIVE OF THE INTENDED APPLICATION AND QUALITY LEVEL OF THE STATED DESIGN PRINCIPLES AND SYSTEMS.

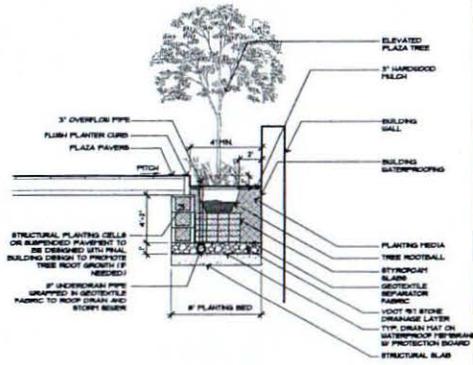
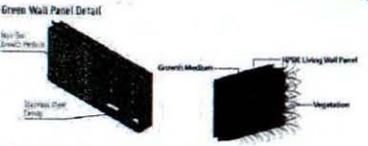
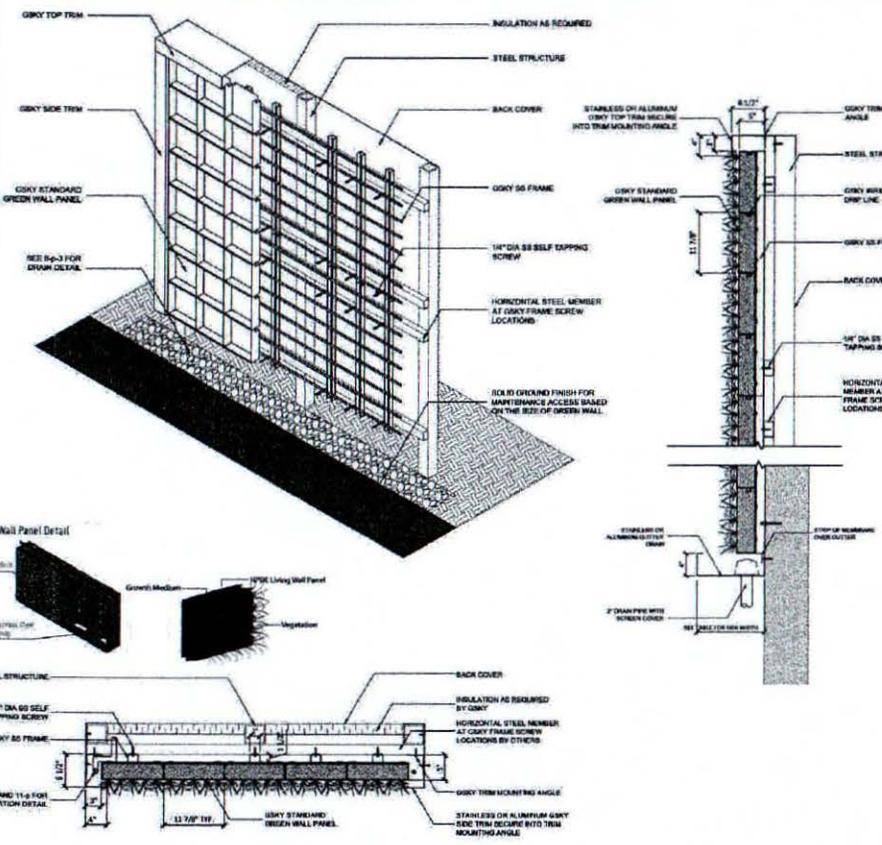
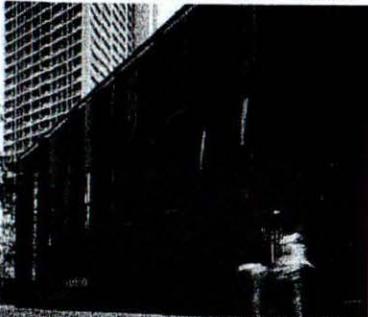
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 Chesapeake, VA 23040
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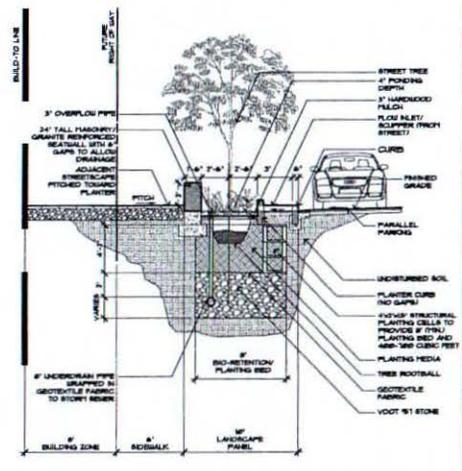


REVISIONS

07-16-11	City Comments
03-12-12	Pre-casting Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments



CONCEPT TREE PLANTER ON ROOF STRUCTURE
 SCALE: 1" = 5'-0"



CONCEPT BIO-RETENTION PLANTER
 SCALE: 1" = 5'-0"

VEGETATED SCREEN WALL EXAMPLES

LANDSCAPE DETAILS
CAPITAL ONE MASTER PLAN
 FINAL DEVELOPMENT PLAN
 FDP 2010-PRO21
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1"=60'

DATE	JUNE 30, 2011
DRAWN	OS/JPW/MP/JK
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PUBLIC UTILITY NOTES

- EXISTING AND PROPOSED PUBLIC WATER MAIN SHALL BE MAINTAINED BY FALLS CHURCH WATER.
- EXISTING AND PROPOSED PUBLIC SANITARY SEWER SHOWN SHALL BE MAINTAINED BY FAIRFAX COUNTY DEPARTMENT OF PUBLIC WORKS.
- THE MAJORITY OF THE EXISTING AND PROPOSED STORM DRAINAGE PIPES SHOWN HEREIN ARE INTENDED TO BE PUBLIC AND SHALL BE MAINTAINED BY FAIRFAX COUNTY DEPARTMENT OF PUBLIC WORKS. THERE WILL BE LIMITED AREAS WHERE SOME PRIVATE STORM WILL EXIST.



SCALE: 1" = 60'

LEGEND

- G — GAS
- UF — UNDERGROUND FIBER
- W — WATER MAIN
- SS — SANITARY SEWER
- SD — STORM SEWER
- UE — UNDERGROUND ELECTRIC
- ▨ 5M DETENTION
- 500' CISTERN

NOTE:
THE UTILITIES ON THIS DRAWING ARE CONCEPTUAL. THE FINAL UTILITY LOCATIONS AND SIZES ARE SUBJECT TO FINAL ENGINEERING AND ACCEPTANCE/ APPROVAL BY THE APPLICABLE UTILITY PROVIDERS.

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Charlottesville, VA 22916
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ENGINEERS • SURVEYORS • PLANNERS • LANDSCAPE ARCHITECTS



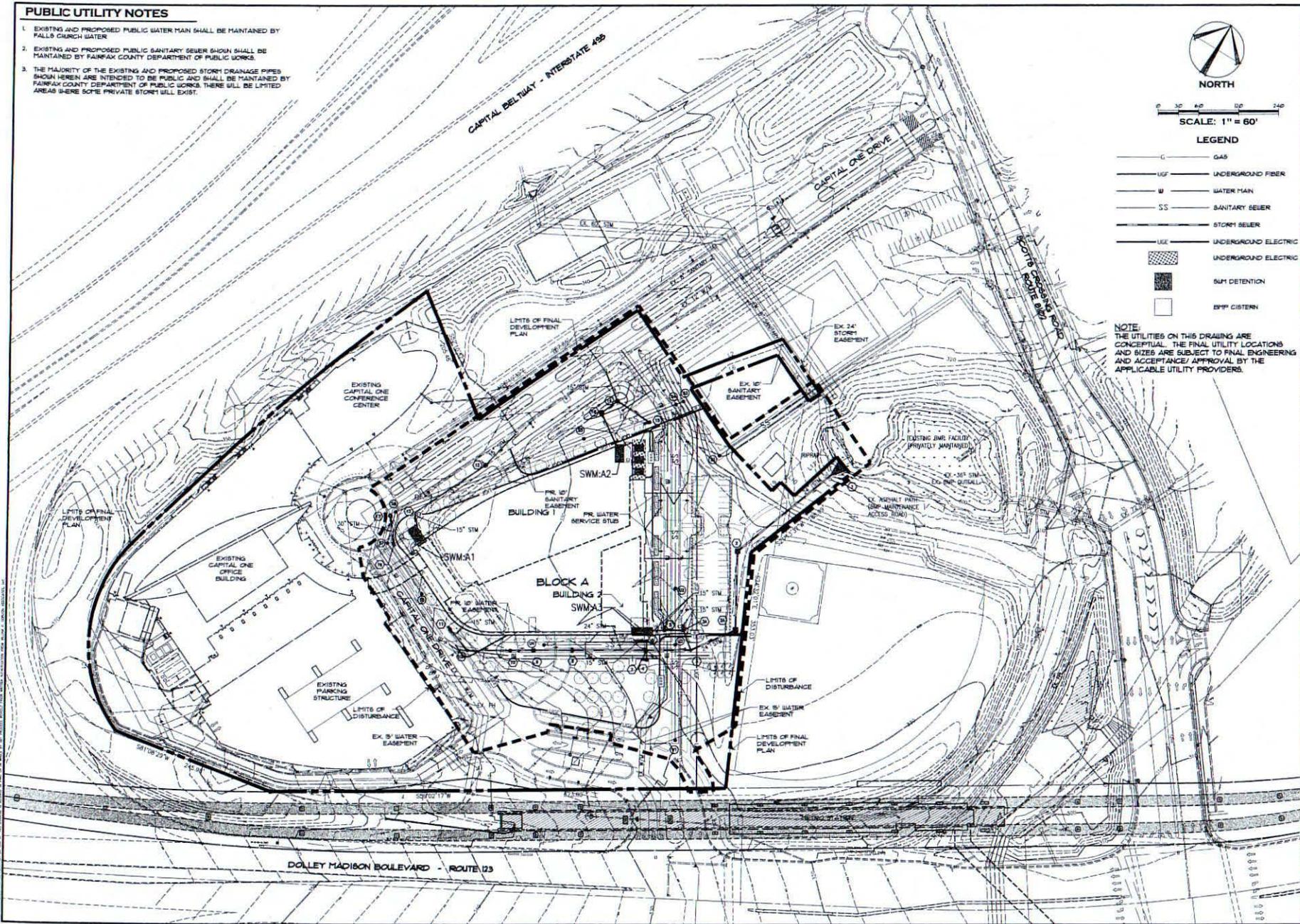
REVISIONS

NO.	DATE	DESCRIPTION
01	09-16-11	City Comments
02	03-12-12	Pre-staffing
03	04-23-12	City Comments
04	05-21-12	City Comments
05	06-13-12	City Comments

CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

UTILITIES PLAN

SCALE	1" = 60'
DATE	JUNE 30, 2011
DRAWN	OS/JPW/MP/IK
CHECKED	OS/RW
JOB #	1798-1101
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LEGEND

-  LAND AREA TO BE DEDICATED FOR FUTURE STREET IMPROVEMENTS
-  LIMITS OF POCKET PARK (CIVIC USES ONLY)

PARK/ PLAZA AREAS

POCKET PARKS	0.04 AC.
TOTAL PARKS/ PLAZA AREA:	0.04 AC.
Park Requirements	
Office	Acres 3,000,000 SF x (0.90244) SF = 0.20 Acres
Total Park Area Requirement	0.20 Acres
Recreational Field Requirements	
1 Acre 4,500,000 SF Mixed Use Development	x (0.11059) SF = 0.11 Acres
Recreational Field Requirement	0.11 Acres

GENERAL NOTES

1. THE STREET DEDICATION AREA IS SUBJECT TO CHANGE WITH THE FINAL DESIGN AND ALIGNMENT OF SCOTT'S CROSSING ROAD.
2. THE CIVIC SPACE SHOWN AT BLOCK A IS A GUIDE FOR THE CIVIC USES IDENTIFIED ON THE BUILDING TABULATION CHART (SHEET 3). FINAL LOCATION IS SUBJECT TO THE APPROVED PROFFERS PER RZ-2010-PR-021.

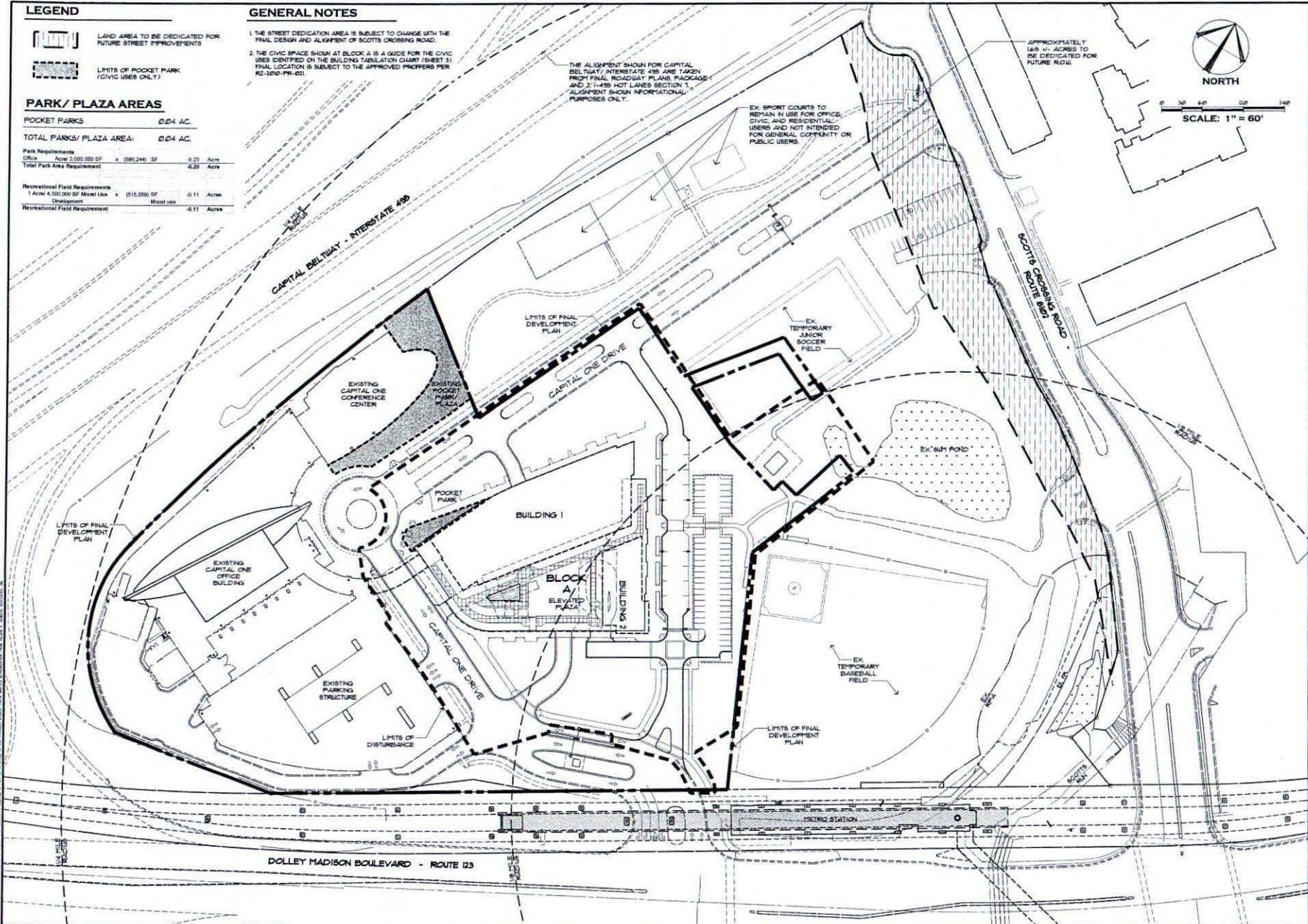
THE ALIGNMENT SHOWN FOR CAPITAL BELTWAY/ INTERSTATE 495 ARE TAKEN FROM FINAL ROADWAY PLANS, PACKAGE 1 AND 2 (495 HOT LANE SECTION 1, ALIGNMENT SHOWN INFORMATIONAL PURPOSES ONLY.

EX- SPORT COURTS TO REMAIN IN USE FOR OFFICE, CIVIC AND RESIDENTIAL USERS AND NOT INTENDED FOR GENERAL COMMUNITY OR PUBLIC USES.

APPROXIMATELY 189 +/- ACRES TO BE DEDICATED FOR FUTURE ROAD.



SCALE: 1" = 60'



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 SERVICES: SURVEYING • PLANNING • LANDSCAPE ARCHITECTURE



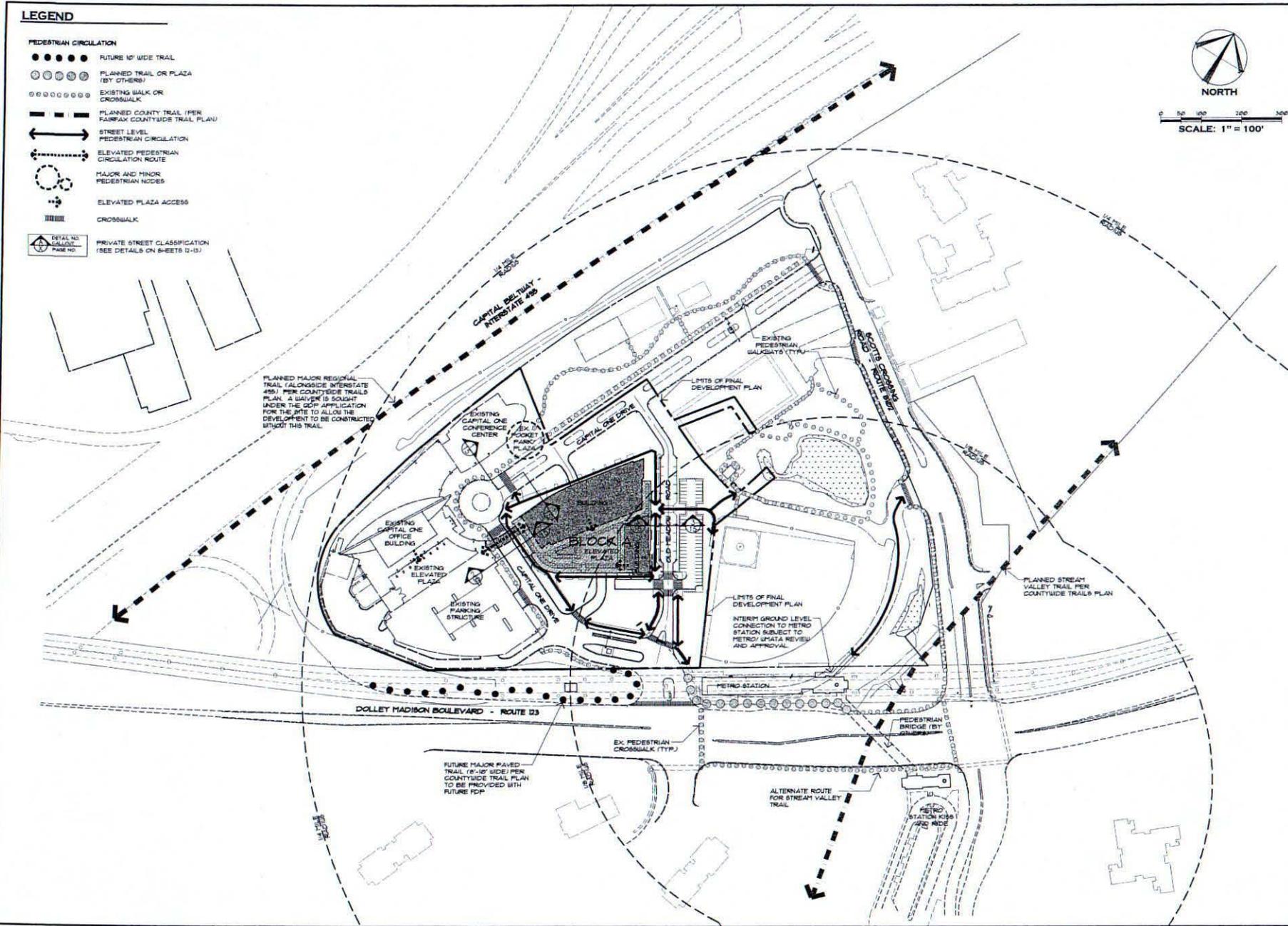
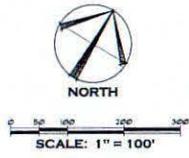
- REVISIONS**
- 03-16-11 City Comments
 - 03-12-12 Pre-final Comments
 - 04-23-12 City Comments
 - 05-24-12 City Comments
 - 06-13-12 City Comments

CAPITAL ONE MASTER PLAN
 FINAL DEVELOPMENT PLAN
 FDP 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: 1" = 60'
 DATE: JUNE 30, 2011
 DRAWN: OS/JPW/MP/JK
 CHECKED: OS/RW
 JOB #: 1798-1101
 CAD FILE: 1101E-PP.dwg
 SHEET #

LEGEND

- PEDESTRIAN CIRCULATION**
- FUTURE 10' WIDE TRAIL
 - PLANNED TRAIL OR PLAZA (BY OTHERS)
 - EXISTING WALK OR CROSSWALK
 - — — — — PLANNED COUNTY TRAIL (PER FAIRFAX COUNTYWIDE TRAIL PLAN)
 - ↔ ↔ ↔ ↔ ↔ STREET LEVEL PEDESTRIAN CIRCULATION
 - — — — — ELEVATED PEDESTRIAN CIRCULATION ROUTE
 - ○ ○ ○ ○ MAJOR AND MINOR PEDESTRIAN NODES
 - ■ ■ ■ ■ ELEVATED PLAZA ACCESS
 - ▬▬▬▬▬▬ CROSSWALK
 - ⬠ DETAIL NO. 111111 PRIVATE STREET CLASSIFICATION (SEE DETAILS ON SHEETS D-13)



William H. Gordon Associates, Inc.
 4501 Lee Blvd., Suite 200
 Fairfax, VA 22031-1920
 PHONE 703-263-1920
 FAX 703-263-0766
 BUSINESS - SURVEYING - PLANNING - LANDSCAPE ARCHITECTURE



REVISIONS

09-16-11	City Comments
03-12-12	Prestaffing
04-23-12	City Comments
03-24-12	City Comments
06-13-12	City Comments

PEDESTRIAN CIRCULATION PLAN
CAPITAL ONE MASTERPLAN
 FINAL DEVELOPMENT PLAN
 FDP 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

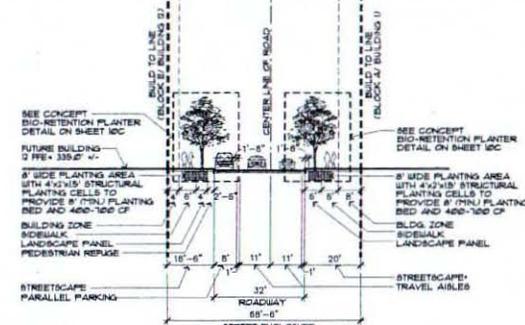
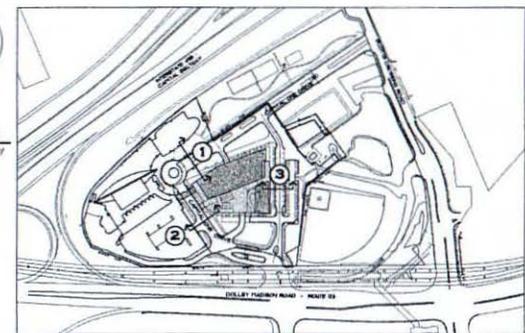
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DATE	JUNE 30, 2011
DRAWN	CS/JPW/MP/JK
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101F-PD.dwg
SHEET #	14 of 30

NOTES:

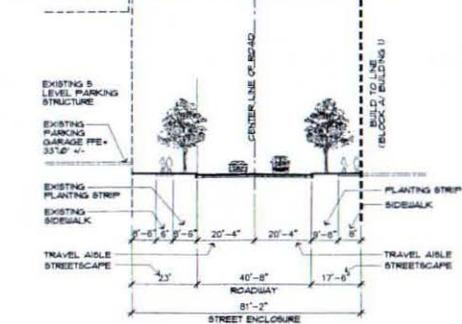
1. ALL STREETS PRESENTED ON THIS SHEET ARE PRIVATELY OWNED AND MAINTAINED. THE SECTIONS FEATURE ON-STREET PARKING, SIDEWALKS, AND STREET TREES AND WILL BE DESIGNED CONSISTENTLY WITH SECTION 7 (PRIVATE STREETS) OF THE PUBLIC FACILITIES MANUAL (PFM).
2. SEE VEHICULAR CIRCULATION PLAN SHEET 8 FOR SPECIFIC LOCATIONS OF ROADWAY CROSS SECTIONS.
3. BUILD-TO-LINES (BTL) HAVE BEEN ESTABLISHED AS DEPICTED ON THE CDP TO CREATE AN URBAN PEDESTRIAN-ORIENTED ENVIRONMENT WHERE BUILDINGS ARE LOCATED CLOSE TO THE STREET AND PEDESTRIAN/STREETSCAPE AREAS ARE LOCATED BETWEEN THE BUILDINGS AND THE STREETS. IN GENERAL, BUILDING FACADES ARE INTENDED TO BE CONFIGURED IN SUCH A WAY AS TO PROVIDE A CONTINUOUS STREET WALL ALONG THIS LINE, BUT MODIFICATIONS TO EITHER SIDE OF THE BTL SHALL BE PERMITTED PROVIDED SUCH ARE IN SUBSTANTIAL CONFORMANCE WITH THE CDP AND PROFFERS AS DETERMINED BY THE ZONING ADMINISTRATOR. AWNINGS AND OTHER ARCHITECTURAL CANOPIES ATTACHED TO THE BUILDING FRONTAGE THAT PROJECT OUT FROM THE BUILD-TO-LINE AND INTO THE BUILDING ZONE SHALL PROVIDE ADEQUATE CLEARANCE FOR PEDESTRIAN MOVEMENT AND SHALL NOT CONFLICT WITH STREET TREE LOCATIONS.



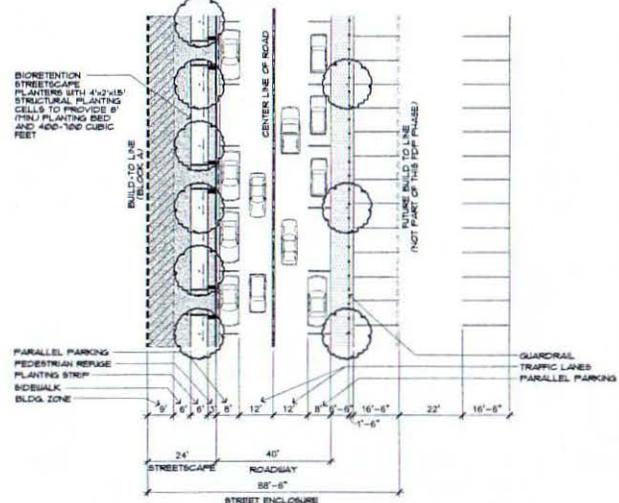
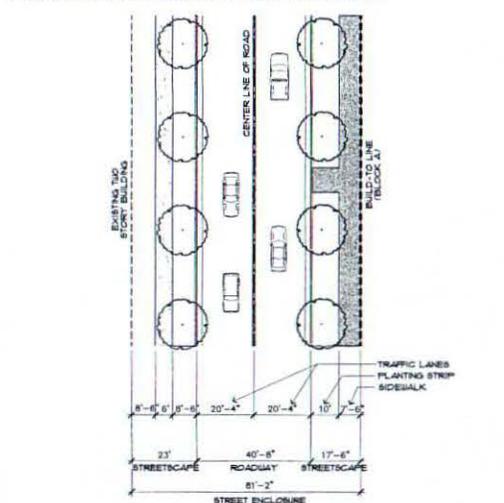
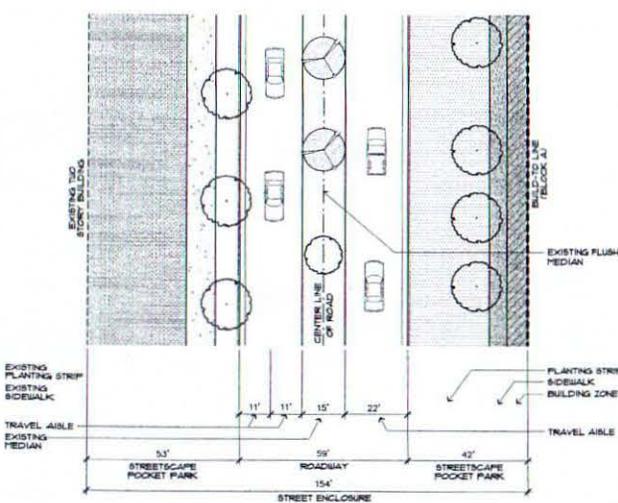
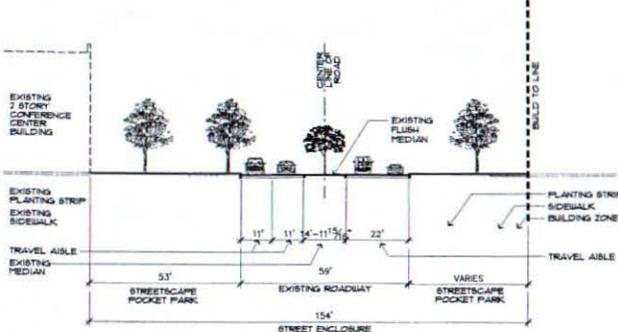
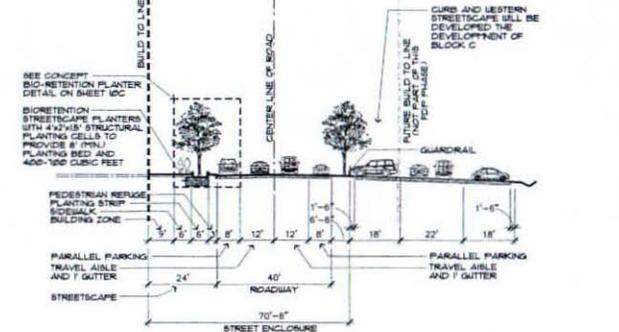
KEY PLAN
SCALE: 1" = 25'



FUTURE CDP STREET SECTION @ BUILDING 12



FDP STREET SECTION @ PARKING GARAGE



1 CAPITAL ONE DRIVE - FOUR LANE (NO PARKING)
SCALE: 1" = 30'

2 CAPITAL ONE DRIVE - 2 LANE (NO PARKING)
SCALE: 1" = 30'

3 PRIVATE DRIVE - 2 LANE (WITH PARKING)
SCALE: 1" = 30'

William H. Gordon Associates, Inc.
4001 W. Hwy. 101, Suite 100
FPO BOX 70-21-100
FAX 702-253-2316
BOULEVARD • DAMASCUS • AIRPORT AIRPARKS



REVISIONS
09-16-11 City Comments
03-12-12 Pre-staffing
04-23-12 City Comments
05-24-12 City Comments
06-13-12 City Comments

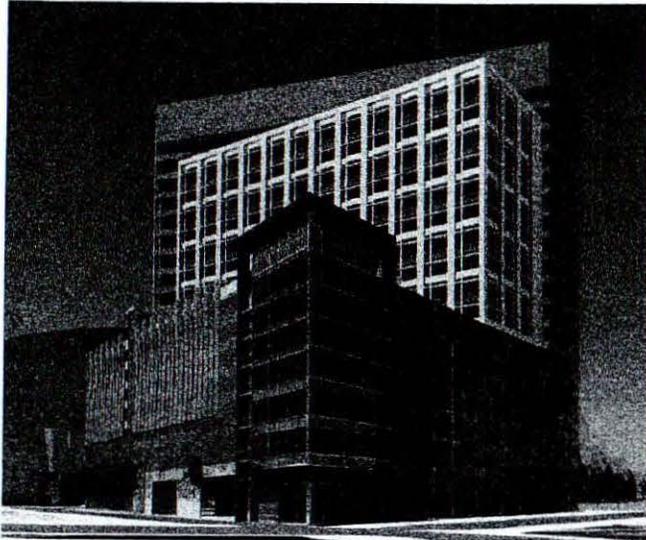
CAPITAL ONE MASTER PLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE AS NOTED
DATE JUNE 30, 2011
DRAWN OS/JPW/MP/JK
CHECKED OS/RW
JOB # 1798.1101
CAD FILE 1101E-SPEC11.dwg
SHEET # 15 of 30

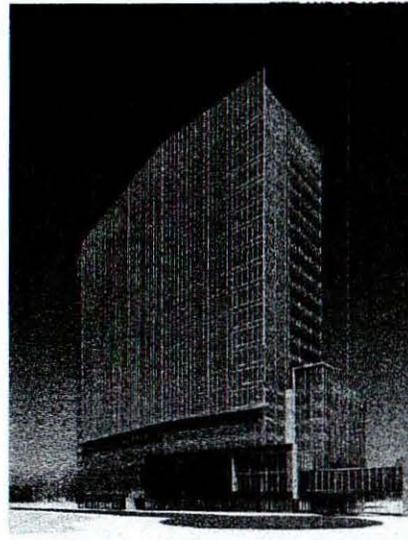
PERSPECTIVE VIEWS ARE PROVIDED TO ILLUSTRATE THE GENERAL CHARACTER, SCALE, BUILDING MASSING, GENERAL BUILDING ENVELOPE AND FENESTRATION TREATMENT, RELATIONSHIP TO THE

Bonstra Haresign

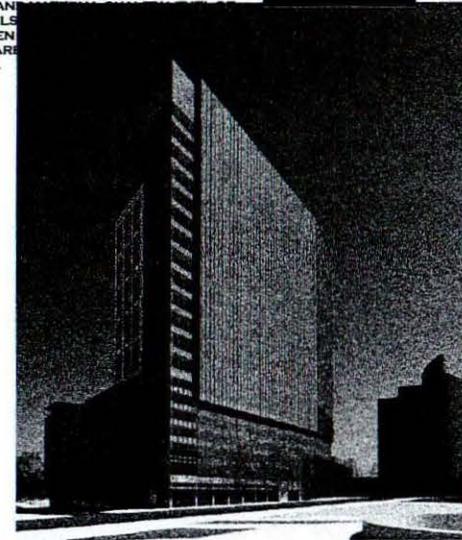
BUILDINGS, AND OTHER DETAILS HAVE NOT BEEN DEVELOPED IN THE PRESENT PLAN AND SITE PLANS.



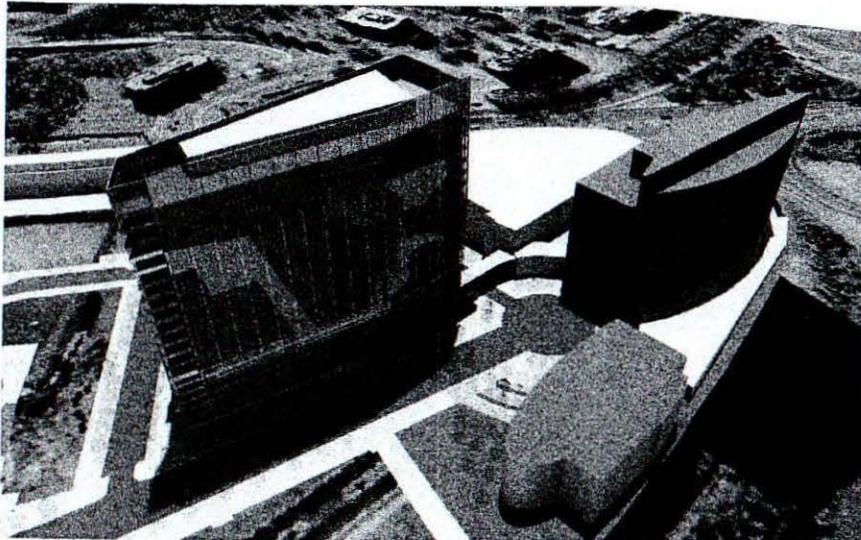
1 VIEW-SOUTHEAST



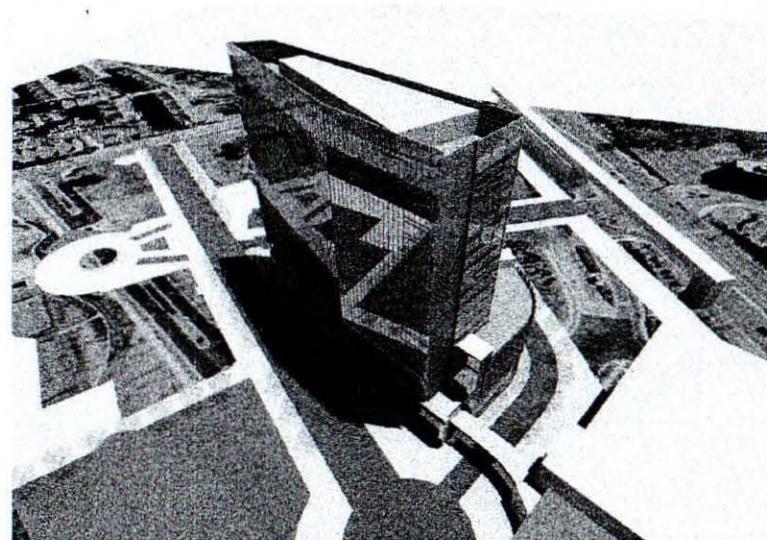
2 VIEW-NORTHWEST



3 VIEW-NORTHWEST



4 VIEW-BIRDSEYE



5 VIEW-BIRDSEYE

PERSPECTIVE VIEWS OVERLAY THE FUTURE STREET GRID AT FULL BUILD-OUT ATOP THE EXISTING/INTERIM STREET CONFIGURATION FOR THE PURPOSES OF ILLUSTRATION. SEE THE VEHICULAR CIRCULATION PLAN ON SHEET 9 FOR DETAILS OF THE FDP STREET CONFIGURATION.

William H. Gordon Associates, Inc.
 1000 North 1st Street, Suite 201
 Raleigh, NC 27601
 Phone: 919-833-2000
 Fax: 919-833-2010
WGA
 ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS

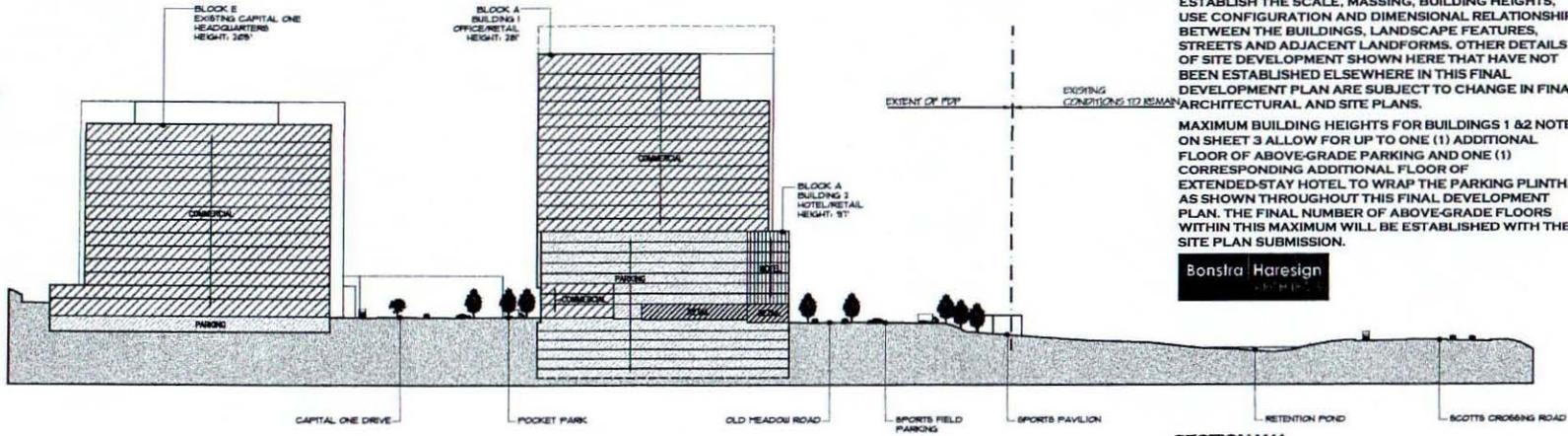


REVISIONS

07-16-11	City Comments
03-12-12	Permitting
	Construction
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

ARCHITECTURAL PERSPECTIVES
CAPITAL ONE MASTER PLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

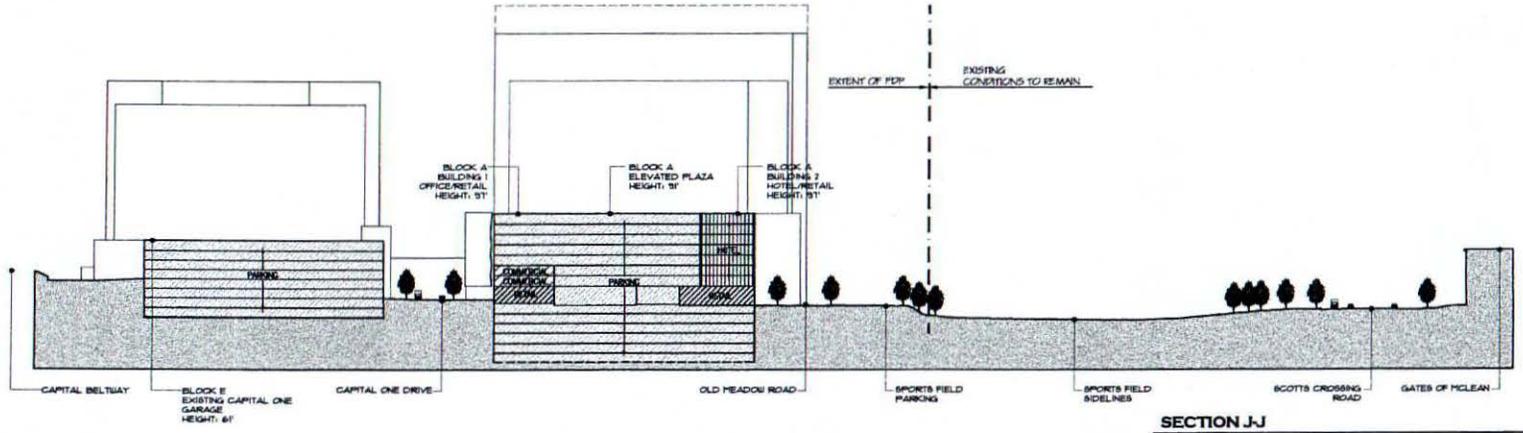
SCALE	Not to Scale
DATE	JUNE 30, 2011
DRAWN	CJS/JPW/MP/JK
CHECKED	CJS/RW
JOB #	1798-1101
CAD FILE	1101F-ARCH.dwg
SHEET #	



SITE AND BUILDING SECTIONS ARE PROVIDED TO ESTABLISH THE SCALE, MASSING, BUILDING HEIGHTS, USE CONFIGURATION AND DIMENSIONAL RELATIONSHIPS BETWEEN THE BUILDINGS, LANDSCAPE FEATURES, STREETS AND ADJACENT LANDFORMS. OTHER DETAILS OF SITE DEVELOPMENT SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS FINAL DEVELOPMENT PLAN ARE SUBJECT TO CHANGE IN FINAL ARCHITECTURAL AND SITE PLANS.

MAXIMUM BUILDING HEIGHTS FOR BUILDINGS 1 & 2 NOTED ON SHEET 3 ALLOW FOR UP TO ONE (1) ADDITIONAL FLOOR OF ABOVE-GRADE PARKING AND ONE (1) CORRESPONDING ADDITIONAL FLOOR OF EXTENDED-STAY HOTEL TO WRAP THE PARKING PLINTH, AS SHOWN THROUGHOUT THIS FINAL DEVELOPMENT PLAN. THE FINAL NUMBER OF ABOVE-GRADE FLOORS WITHIN THIS MAXIMUM WILL BE ESTABLISHED WITH THE SITE PLAN SUBMISSION.

Bonstra Harsign
ARCHITECTS



LEGEND	
[Hatched pattern]	COMMERCIAL
[Hatched pattern]	RETAIL
[Hatched pattern]	RESIDENTIAL
[Hatched pattern]	HOTEL
[Hatched pattern]	PARKING/PLINTH
[Hatched pattern]	PARKING
[Hatched pattern]	EARTH/FILL

William H. Gordon Associates, Inc.
10000 W. WALKER
FARMERSVILLE, VA 22031
PHONE: 703-433-4788
FAX: 703-433-4788
ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS

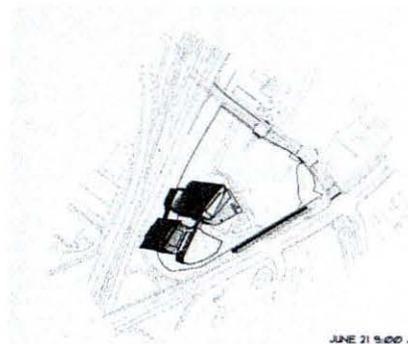


REVISIONS

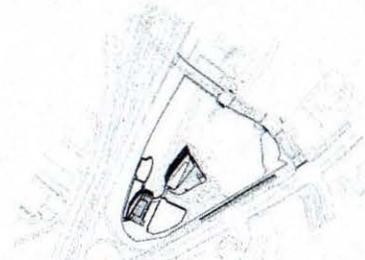
02-16-11	City Comments
03-12-12	Pre-offering
	Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

ARCHITECTURAL BUILDING SECTIONS
CAPITAL ONE MASTER PLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

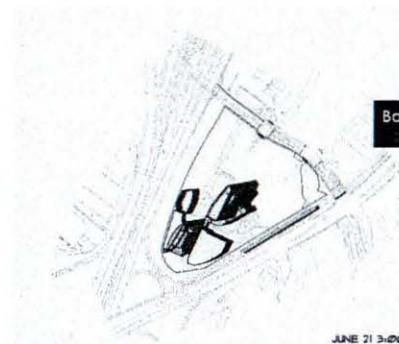
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DATE	JUNE 30, 2011
DRAWN	CS/IPW/MP/JK
CHECKED	CS/RW
JOB #	1798-1101
CAD FILE	1101F-ARCH.dwg
SHEET #	17 of 30



JUNE 21 9:00 AM



JUNE 21 12:00 NOON



JUNE 21 3:00 PM



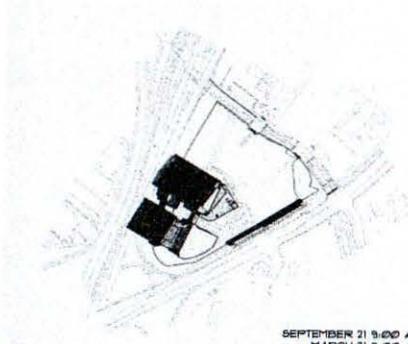
Bonsra Haresign
ARCHITECTS

William H. Gordon Associates, Inc.
1000 West 10th Street
Charlottesville, VA 22904
Phone: 703-253-0700
Fax: 703-253-0700
ENGINEERS SURVEYORS PLANNERS LANDSCAPE ARCHITECTS

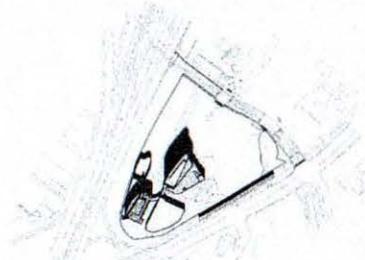


REVISIONS

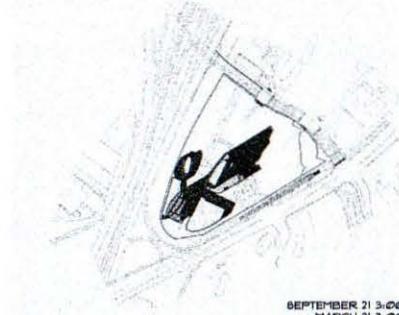
09-16-11	City Comments
03-12-12	Pre-staffing
	Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments



SEPTEMBER 21 9:00 AM
MARCH 21 9:00 AM

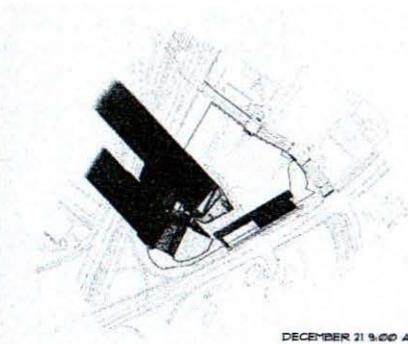


SEPTEMBER 21 12:00 NOON
MARCH 21 12:00 NOON

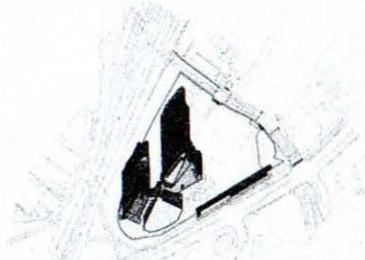


SEPTEMBER 21 3:00 PM
MARCH 21 3:00 PM

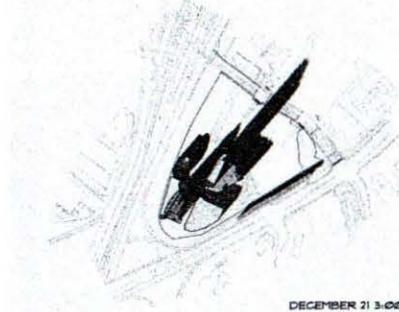
SPRING / FALL



DECEMBER 21 9:00 AM



DECEMBER 21 12:00 NOON



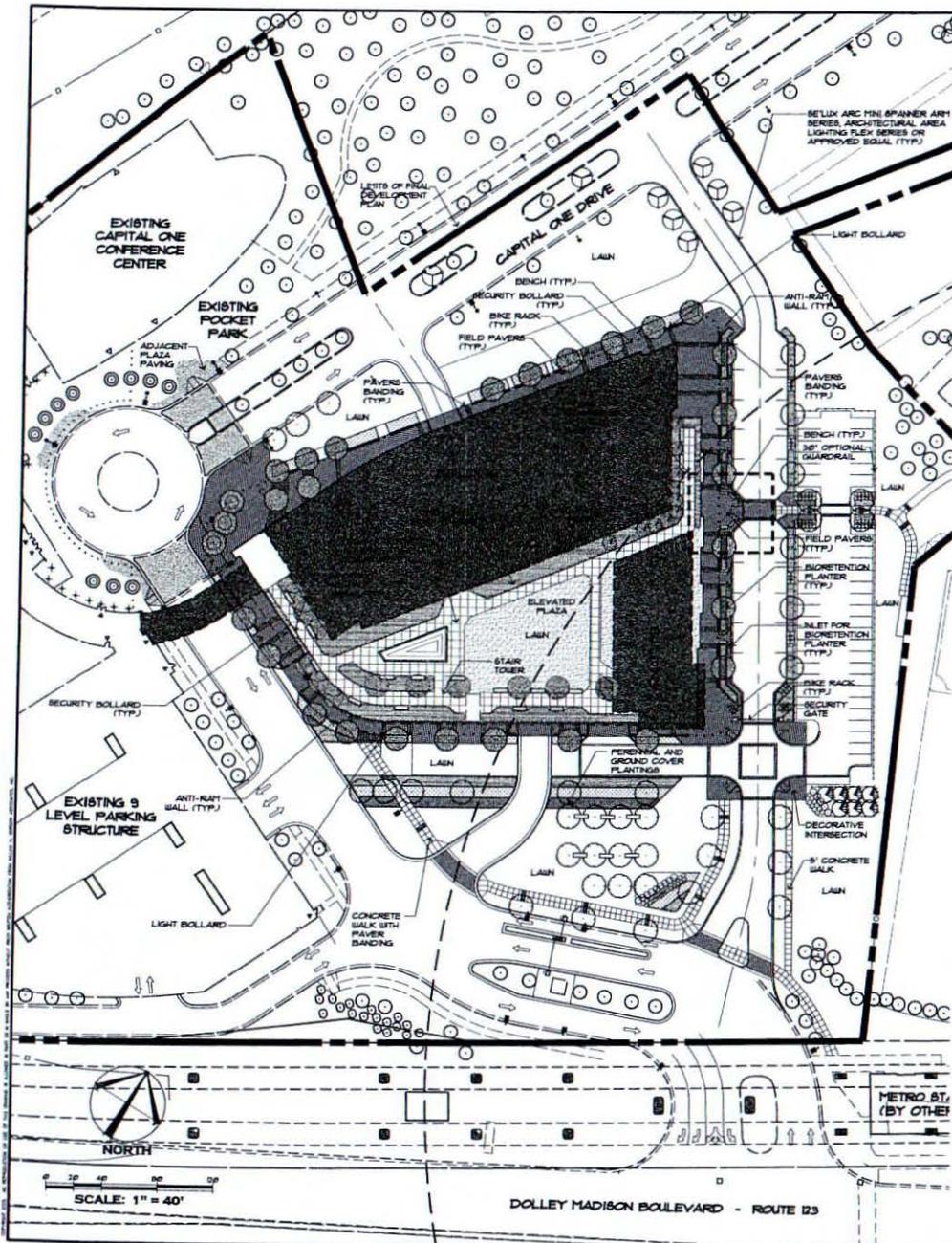
DECEMBER 21 3:00 PM

WINTER

SHADOW ANALYSIS

CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	Not to Scale
DATE	JUNE 30, 2011
DRAWN	CS/JPW/MP/JK
CHECKED	CS/RW
JOB #	1798-1101
CAD FILE	1101F-ARCH1.dwg
SHEET #	18 of 30



PRECEDENT IMAGES, PAVING PATTERNS, SITE AMENITIES AND DESIGN DETAILS ARE PROVIDED TO ESTABLISH THE BASELINE STANDARD, VISUAL CHARACTER, SCALE, AND MATERIAL QUALITY LEVEL OF THE URBAN DESIGN FEATURES NOTED, AND ARE REPRESENTATIVE OF THE INTENDED DESIGN. FIELD PAVING AT SECONDARY PEDESTRIAN AREAS AS SHOWN MAY BE DESIGNED AS SCORED CONCRETE, IN CONFORMANCE WITH THE CAPITAL ONE URBAN DESIGN GUIDELINES. SPECIFIC PRODUCT SELECTIONS, AMENITY LOCATIONS, AND DETAILING OF STREETScape FURNITURE, LIGHTING AND PAVING MAY VARY WITH FINAL ARCHITECTURAL AND SITE PLANS, PROVIDED THEY ARE IN SUBSTANTIAL CONFORMANCE WITH THE DESIGN INTENT PRESENTED IN THE CDP, THE PROFFERS AND THE FINAL DEVELOPMENT PLAN.



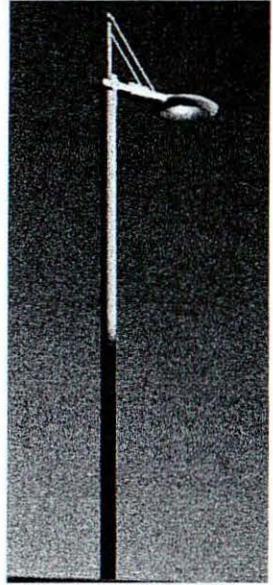
SELUK ARC MINI SPANNER ART1 SERIES LIGHTING

PEDESTRIAN SCALE STREETScape LIGHTING OPTIONS (STREET LAMPS)

OPTION A
SELUK
-ARC MINI SPANNER ART1 SERIES
-SILVER FINISH
-HID LAMP
-TEMPERED FLAT GLASS LENS

OPTION B
ARCHITECTURAL AREA LIGHTING
-FLEX SERIES
-MATE ALUMINUM FINISH
-HID OPTION

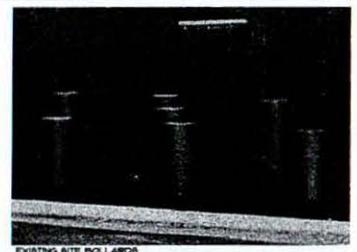
OPTION C
APPROVED EQUAL



ARCHITECTURAL AREA LIGHTING-FLEX SERIES



REINFORCED ANTI-RAM SEAT WALL/PLANTER WALL



EXISTING SITE BOLLARDS

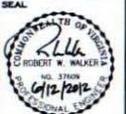


SECURITY ANTI-RAM BOLLARDS TO MATCH EXISTING SITE BOLLARDS STYLE



SECURITY ANTI-RAM LIGHT BOLLARDS

William H. Gordon Associates, Inc.
10000
Cherry Hill, VA 20151
Phone: 703-753-0100
Fax: 703-753-0100
EXTERIORS - SURFACES - PLANNING - LANDSCAPE ARCHITECTS



REVISIONS

09-16-11 City Comments

03-12-12 Final Staffing Comments

04-23-12 City Comments

05-24-12 City Comments

06-13-12 City Comments

URBAN DESIGN AMENITIES

CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE 1"=40'

DATE JUNE 30, 2011

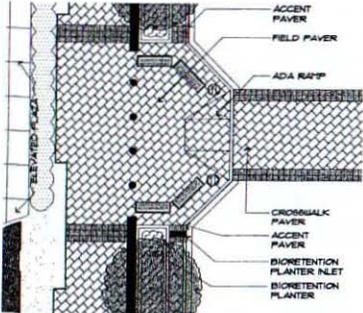
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CHECKED CS/RW

JOB # 1798-1101

CAD FILE 1101F-DA.dwg

SHEET #



PAVING ELARGEMENT
SCALE: 1" = 10'

FIELD PAVING - POURED IN PLACE CONCRETE
LOCATION: BUILDING ZONE, SIDEWALK
PRODUCT DESCRIPTION: POURED IN PLACE CONCRETE
COLOR: COOL GREY, LIMESTONE GREY, AND BUFF (MEET SOLAR REFLECTIVE INDEX OF 25 OR BETTER)
SUGGESTED SCORING PATTERNS: 3' X 3' SQUARE OR 2' X 3' RECTANGULAR LONDON BOND.
CREATIVE SCORING PATTERNS USED TO HIGHLIGHT BUILDING ENTRANCES OR OTHER STREETSCAPE ELEMENTS ARE ENCOURAGED.

FIELD PAVING - UNIT PAVERS
LOCATION: LANDSCAPE AMENITY PANEL, SIDEWALK, BUILDING ZONE
PRODUCT DESCRIPTION: 2' X 2' X 2" MIN. PRECAST CONCRETE, STONE PAVERS, OR PERMEABLE PAVERS MEET FEET ADA, AND PROVIDE NON-SLIP FINISH.
COLOR: LIMESTONE GREY OR LIMESTONE GREY WITH BLACK AGGREGATE (SHOULD MEET SOLAR REFLECTIVE INDEX OF 25 OR BETTER).

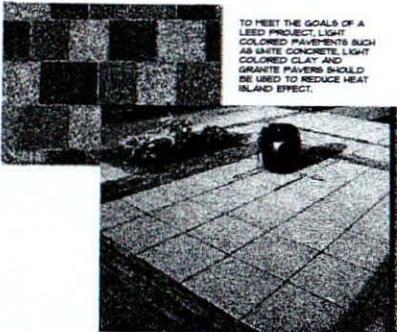
ACCENT PAVERS - SMALL UNIT PAVERS
LOCATION: LANDSCAPE AMENITY PANEL, BUILDING ZONE, SELECT ACCENTS THAT MAKE UP NO MORE THAN 25% OF THE STREETSCAPE.
PRODUCT DESCRIPTION: BRICK, CONCRETE, STONE, OR PERMEABLE PAVERS (OR UNIT PAVERS SET IN PREVIOUS SETTING USED) WITH NON-SLIP FINISH.
COLOR: COOL GREY, BURNT GREY, AND BUFF (SHOULD MEET SOLAR REFLECTIVE INDEX OF 25 IF POSSIBLE.)

TREE GRATES
LOCATION: LANDSCAPE AMENITY PANEL, BUILDING ZONE (NOT IN SIDEWALK ZONE)
PRODUCT DESCRIPTION: CAST IRON, OR BRONZE, SET ON FRAME. GRATES MUST BE 2 FEET MINIMUM CLEAR FROM ANY TREE TRUNK.

ADA ACCESSIBLE RAMP PAVING
LOCATION: ADA CURB RAMPS
PRODUCT DESCRIPTION: PRE-CAST DETECTABLE WARNING PAVERS CHARCOAL GREY SUGGESTED BUT COLOR TO BE DETERMINED BY PROJECT SUCH THAT ADA REQUIREMENTS ARE MET.

CROSSWALK PAVING - MASONRY UNIT PAVERS
LOCATION: LOCAL STREET CROSSWALKS AT PRIMARY PEDESTRIAN ZONES AND MID BLOCK CROSSINGS.
PRODUCT DESCRIPTION: PRE-CAST CONCRETE OR STONE UNIT PAVERS OR PAVEMENT SETS.

STAINED CONCRETE (ONLY UNDER REVIEW OF ARCHITECTURAL REVIEW BOARD)
LOCATION: LOCAL STREET CROSSWALKS AT PRIMARY PEDESTRIAN ZONES AND MID BLOCK CROSSINGS.
PRODUCT DESCRIPTION: STAMPED AND COLORED CONCRETE.



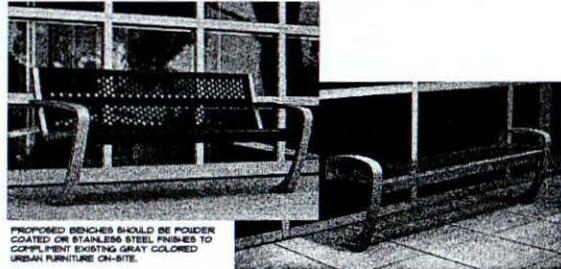
PAVEMENT

TO MEET THE GOALS OF A LEED PROJECT, LIGHT COLORED PAVEMENTS SUCH AS WHITE CONCRETE, LIGHT COLORED CLAY AND GRANITE PAVERS SHOULD BE USED TO REDUCE HEAT ISLAND EFFECT.



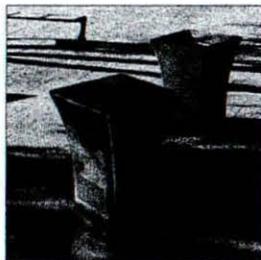
PLANTERS

PLANTERS SHOULD BE CHOSEN TO BLEND WITH ARCHITECTURAL STYLE AND OTHER STREET FURNITURE. FIBERGLASS PLANTERS SHOULD BE SPECIFIED ON THE ROOF TERRACE WITH CONCRETE OR DURABLE FIBERGLASS PLANTERS ALONG THE STREETSCAPE.



BENCHES

PROPOSED BENCHES SHOULD BE POWDER COATED OR STAINLESS STEEL FINISHES TO COMPLY WITH EXISTING GREAT COLORED URBAN FURNITURE ON-SITE.



TRASH & RECYCLING RECEPTACLES

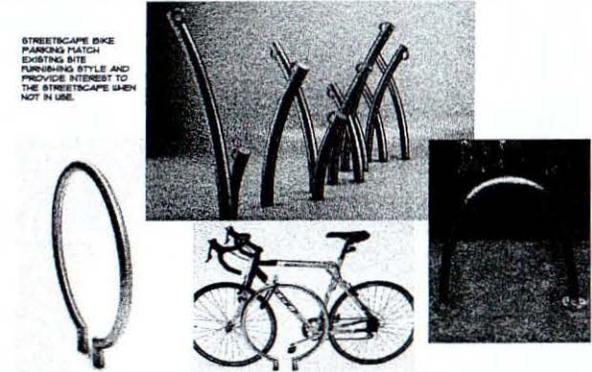
PROPOSED TRASH AND RECYCLING SHOULD BE PLACED IN CONVENIENT LOCATIONS ALONG THE STREETSCAPE.



LOW IMPACT DESIGN (LID'S)

STREETSCAPE PLANTERS AND TREE PITS SERVING AS URBAN BIORETENTION PLANTERS TO FILTER STORMWATER AND PROMOTE HEALTHY TREE GROWTH.

PRECEDENT IMAGES, PAVING PATTERNS, SITE AMENITIES AND DESIGN DETAILS ARE PROVIDED TO ESTABLISH THE BASELINE STANDARD, VISUAL CHARACTER, SCALE, AND MATERIAL QUALITY LEVEL OF THE URBAN DESIGN FEATURES NOTED, AND ARE REPRESENTATIVE OF THE INTENDED DESIGN. FIELD PAVING AT SECONDARY PEDESTRIAN AREAS AS SHOWN MAY BE DESIGNED AS SCORED CONCRETE, IN CONFORMANCE WITH THE CAPITAL ONE URBAN DESIGN GUIDELINES. SPECIFIC PRODUCT SELECTIONS, AMENITY LOCATIONS, AND DETAILING OF STREETSCAPE FURNITURE, LIGHTING AND PAVING MAY VARY WITH FINAL ARCHITECTURAL AND SITE PLANS, PROVIDED THEY ARE IN SUBSTANTIAL CONFORMANCE WITH THE DESIGN INTENT PRESENTED IN THE CDP, THE PROFFERS AND THE FINAL DEVELOPMENT PLAN.



BIKE RACKS

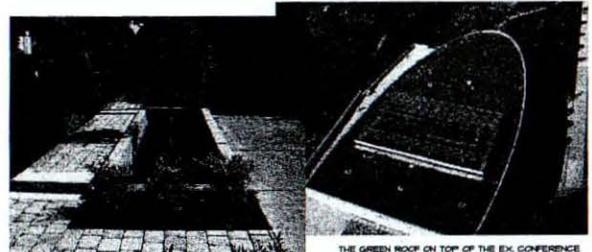
STREETSCAPE BIKE PARKING PATCH EXISTING SITE FURNISHING STYLE AND PROVIDE INTEREST TO THE STREETSCAPE WHEN NOT IN USE.

NOTE: ADDITIONAL BICYCLE PARKING TO BE PROVIDED WITHIN THE PARKING GARAGE TO MEET OR EXCEED LEED STANDARDS.



UTILITY VAULT COVERS

UTILITY VAULT COVERS TO BE OVERLAIN WITH PAVING ELEMENTS TO BLEND IN TO THE STREETSCAPE.



THE GREEN ROOF ON TOP OF THE EX. CONFERENCE CENTER IS AN EXAMPLE OF AN EXISTING LID AT THE SITE. THE PROPOSED BUILDINGS WILL HAVE ELEVATED OPEN SPACE INCORPORATING VEGETATED ROOFS AND GRID PAVEMENT TO MEET LEED CREDITS AND HELP WITH FILTERING RAIN WATER.

William H. Gordon Associates, Inc.
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REVISIONS
02-16-11 City Comments
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Comments
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URBAN DESIGN AMENITIES
CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE 1"=40'
DATE JUNE 30, 2011
DRAWN CS/PW/MP/JK
CHECKED CS/RW
JOB # 1798-1101
CAD FILE 1101F-DA.dwg
SHEET # 19A of 30

BMP/SWM NARRATIVE AND ANALYSIS

BACKGROUND

THIS APPLICATION IS PART OF THE CAMPUS WIDE STORMWATER MANAGEMENT PROGRAM, HEREN DENTED "THE PROGRAM". SEE OVERALL FACILITIES MAP AND TABLE THIS SHEET 20A. THE PROGRAM HAS BEEN DEVELOPED TO MEET THE FAIRFAX COUNTY PUBLIC FACILITIES MANUAL (PFM) AND TYSONS CORNER URBAN CENTER - FAIRFAX COUNTY COMPREHENSIVE PLAN (TCU-CCP) REQUIREMENTS. THE SWM REQUIREMENTS OF THE PFM INCLUDES ADEQUATE OUTFALL, SWM QUANTITY CONTROL, AND SWM QUALITY CONTROL. THE SWM REQUIREMENTS OF TCU-CCP INCLUDES RETENTION OF THE FIRST INCH OF RAINFALL FROM THE SITE, LEED SS6.1, AND LEED SS6.2. THE PROGRAM FOR THIS PROJECT INCLUDES SIX DISTINCT TIERS CORRESPONDING TO THE SWM REQUIREMENTS OF THE PFM AND TCU-CCP. THESE TIERS WILL BE IMPLEMENTED IN A LAYERED APPROACH TO ENHANCE THE PROGRAM FOR THE CAMPUS.

EXISTING CONDITIONS

THE PROGRAM HAS BEEN BASED ON THE EXISTING SWM DESIGN AS PREVIOUSLY APPROVED WITH SITE PLAN # 6833-SF-04 PRIOR TO THE DEVELOPMENT OF THE CAPITAL ONE CAMPUS. THE PRE-DEVELOPMENT CONDITION FOR THE APPROVED SWM PROGRAM CONSISTED OF APPROXIMATELY NINE BUILDINGS AND ADJACENT SURFACE PARKING LOTS AND ROADWAYS. SEE SHEET 21A "EXISTING CONDITIONS", THE PREVIOUSLY APPROVED SWM DESIGN ESTABLISHES THE BASELINE CONDITION FOR THIS DEVELOPMENT SINCE THE PRESENT CAPITAL ONE BUILDING (EXISTING BUILDING #1) AND THE PRESENT INFRASTRUCTURE HAVE PREVIOUSLY BEEN IMPLEMENTED BASED ON THAT PLAN. THEREFORE, THE EXISTING CONDITION IS THE SAME EXISTING CONDITIONS PLAN THAT AND IS THE BASIS FOR OUR STORMWATER MANAGEMENT COMPUTATIONS HEREIN. THE SITE IS LOCATED IN D SOIL AREA BASED ON FAIRFAX COUNTY 2011 SOIL MAP. THEREFORE, INFILTRATION PRACTICES WERE NOT CONSIDERED FEASIBLE UNTIL FURTHER ANALYSIS IS COMPLETED. THE TOTAL APPLICABLE SITE AREA IS 6.23 AC. THE EXISTING CONDITIONS IN THE APPROVED PLAN (SITE PLAN #6833-SF-04) HAVE BEEN CONSIDEREDLY USED FOR THIS APPLICATION. THE EXISTING IMPERVIOUSNESS IS 80%.

PROPOSED CONDITIONS

A VARIETY OF BMP/SWM PRACTICES ARE PROPOSED INCLUDING THE EXISTING POND TO FULFILL THE OVERALL STORMWATER MANAGEMENT PROGRAM. THE PROPOSED PRACTICES SHOWN HEREIN INCLUDE, BUT NOT LIMITED TO, RAINWATER HARVESTING (COSTINGS), STORAGE VAULTS, GREEN ROOFS, AND BIORETENTION WITH STORAGE. PLEASE NOTE THAT OTHER PRACTICES, SUCH AS INFILTRATION, BIOPLOTS, AND INJECTION WELL, ETC., MAY BE APPLIED TO SUBSTITUTE/SUPPLEMENT THE WORKMENTIONED PROPOSED PRACTICES WHEN IT COMES TO THE FINAL ENGINEERING. ALL BMP/SWM FACILITIES WILL BE PRIMARILY OWNED AND MAINTAINED BY THE SWM PROGRAM FOR THIS PROJECT. THERE ARE SIX DISTINCT TIERS (SEE BELOW), HOWEVER, THESE WILL BE IMPLEMENTED IN A LAYERED APPROACH TO ENHANCE THE OVERALL PROGRAM FOR THE CAMPUS. THE REQUIREMENTS AND COMPLIANCE ARE DESCRIBED IN DETAILS IN THE FOLLOWING SECTIONS. THE PROPOSED IMPERVIOUSNESS PERCENTAGE IS 64% (TREATING GREEN ROOFS AS IMPERVIOUS AREA).

TIER I: PFM ADEQUATE OUTFALL

THE ADEQUATE OUTFALL ADDRESSED HERE IS JUST FOR FDP AREA (BLOCK A) ONLY, NOT FOR THE ENTIRE PROPERTY (OVERALL CAMPUS). SINCE THE SSP UTILIZED THE DETENTION METHOD TO ACHIEVE ADEQUATE OUTFALL, THE TOP OF THE DAM IS AT 11.0 FEET. THE PROPOSED VOLUME WAS NOT SUFFICIENT. INSTEAD, ADEQUACY OF THE DOWNSTREAM DRAINAGE SYSTEM, SPECIFICALLY THE DOWNSTREAM PIPE SYSTEM, WILL BE VERIFIED ACCORDING TO PUBLIC FACILITIES MANUAL (PFM) 6-0203.30(4) WITH THE EXTENT OF REVIEW DETERMINED UTILIZING THE SOIL RALE, PFM 6-0203.2A METHODOLOGY UTILIZED IS CONSISTENT WITH LEED TECHNICAL GUIDANCE, ADEQUATE OUTFALL (PFM 6-0200), MARCH 1, 2008 AND GUIDELINE TO STORMWATER OUTFALL ANALYSIS, MARCH 8, 2008.

THE OUTFALL OF THE DEVELOPMENT BLOCK A IS THE EXISTING WET POND. WHEN USING THE SOIL RALE TO DETERMINE THE EXTENT OF REVIEW, TO DETERMINE THE DRAINAGE AREA FOR COMPARISON, SUBTRACT THE DRAINAGE AREA FROM THE DEVELOPMENT SITE'S DIRECTION FROM THE TOTAL DRAINAGE AREA TO THE POND'S CONTROL STRUCTURE. IF THE DRAINAGE AREA MEETS THE SOIL CRITERIA, THE EXTENT OF REVIEW WILL BE AT LEAST 150 FEET BELOW THE DAYLIGHT POINT OF THE PRINCIPAL SPILLWAY OR AT LEAST 150 FEET BELOW THE FIRST STRUCTURE BELOW THE DAM IF DISCHARGING INTO A CLOSED SYSTEM.

THE TOTAL DRAINAGE AREA TO THE POND IS 89.5 AC. THE DRAINAGE AREA FROM THE APPLICABLE SITE'S DIRECTION TO THE POND IS 18.2 AC. SUBTRACTING THE 18.2 AC FROM THE TOTAL 89.5 AC WILL GET 71.3 AC, WHICH IS GREATER THAN 90% OF 18.2 AC. THEREFORE, THE DRAINAGE AREA MEETS THE SOIL CRITERIA, AND THE EXTENT OF REVIEW WILL BE AT LEAST 150 FEET BELOW THE DAYLIGHT POINT OF THE PRINCIPAL SPILLWAY OR THE FIRST STRUCTURE BELOW THE DAM. EXISTING STRUCTURE 60 IS THE FIRST STRUCTURE BELOW THE DAM, AND THEREFORE, IS THE STARTING POINT OF REVIEW. THE LENGTH FROM EXISTING STRUCTURE 60 TO EXISTING STRUCTURE 14 IS OVER 150 FEET. THEREFORE, THE EXTENT OF REVIEW IS FROM EXISTING STRUCTURE 60 TO EXISTING STRUCTURE 14.

BASED ON THE ANALYSIS SHOWN ON ADEQUATE OUTFALL ANALYSIS SHEET, IT IS THE OPINION OF THE ENGINEER THAT THE EXISTING STORM SEWER AND THIS SITE OUTFALL IS ADEQUATE AND SHALL MEET THE INTENT OF THE REQUIREMENTS SET FORTH IN (FM 6-0203.30(4)).

THE APPLICANT RESERVES THE RIGHT TO RE-EVALUATE THE CONDITION OF DOWNSTREAM ADEQUACY BASED ON FINAL ENGINEERING AND ADDITIONAL SURVEY OF THE DOWNSTREAM CHANNEL. ALTERNATIVE METHODS FOR ACHIEVING ADEQUATE OUTFALL MAY BE IMPLEMENTED, REVIEWED, AND APPROVED BY DPWS AT THE TIME OF FINAL SITE PLAN.

TIER II: PFM STORMWATER QUANTITY CONTROL - RUNOFF RATE CONTROL FOR 2-YR AND 10-YR DESIGN STORMS

THE SECOND GOAL OF THE STORMWATER PROGRAM IS TO MEET REQUIREMENTS OF SECTION 6-0101.3A OF THE PFM. THE POST-DEVELOPMENT RUNOFF RATES FOR 2-YR AND 10-YR DESIGN STORMS SHALL NOT EXCEED THE PRE-DEVELOPMENT RUNOFF RATES FOR THE 2-YR AND 10-YR DESIGN STORMS (REFER TO SECTION 3-3 OF VIRGINIA STORMWATER MANAGEMENT HANDBOOK).

THE REQUIREMENT IS BEING ACHIEVED THROUGH THE REDUCTION OF THE IMPERVIOUSNESS AND THE USE OF GREEN ROOFS, WHICH REDUCE THE RUNOFF CURVE NUMBER FROM 94 FOR THE EXISTING CONDITION TO 87 FOR THE PROPOSED CONDITION. SEE THE ANALYSIS ON SHEET 21A.

TIER III: PFM STORMWATER QUALITY CONTROL - 40% PHOSPHORUS REMOVAL

THE GOAL OF THE THIRD TIER IS TO MEET THE REQUIREMENTS OF SECTION 6-0401.20 OF PFM. EVEN THOUGH PROPOSED CONSTRUCTION WITHIN BLOCK A CAN BE CLAIMED AS "REDEVELOPMENT" SINCE THE NET INCREASE IN IMPERVIOUS AREA IS LESS THAN 20%, THE DEVELOPMENT OF BLOCK A IS STILL TREATED AS "NEW DEVELOPMENT" FOR WATER QUALITY CONTROL. PURPOSE TO BE CONSISTENT WITH THE OVERALL PROGRAM FOR NEW DEVELOPMENT, THE PROJECTED TOTAL PHOSPHORUS RUNOFF POLLUTION LOAD FOR THE PROPOSED DEVELOPMENT SHALL BE REDUCED BY NO LESS THAN 40% COMPARED TO PHOSPHORUS LOADS PROJECTED FOR DEVELOPMENT WITHOUT BMPs.

ALL THE RUNOFF FROM THE SITE WILL EVENTUALLY ENTER THE EXISTING WET POND. THE TOTAL IMPERVIOUSNESS FOR THIS PROPOSED DEVELOPMENT WILL DECREASE FROM THE EXISTING CONDITION, SO THE WET STORAGE OF THE EXISTING WET POND IS SUFFICIENT TO PROVIDE FOUR TIME OF WATER QUALITY VOLUME FOR THE PROPOSED DEVELOPMENT AND THE PHOSPHORUS REMOVAL EFFICIENCY OF 50% CAN BE ACHIEVED. THEREFORE, THE 40% PHOSPHORUS REMOVAL REQUIREMENT WILL BE MET THROUGH THE EXISTING WET POND. SEE THE ANALYSIS ON SHEET 22.

TIER IV: COMPREHENSIVE PLAN - FIRST 1" RAINFALL RETENTION TO THE EXTENT POSSIBLE

THE FOURTH GOAL OF THE STORMWATER PROGRAM IS TO RETAIN THE FIRST INCH OF RAINFALL ON-SITE, THROUGHOUT THE CAPITAL ONE APPLICATION PROCESS, OUR DESIGN TEAM HAS CONTINUALLY EVALUATED STORMWATER CONTROL

MEASURES (SCM) THAT UTILIZE INFILTRATION, EVAPORANSPIRATION AND/OR REUSE OF RAINFALL TO MEET THE RETENTION RECOMMENDATION OF THE FAIRFAX COUNTY'S APPROVED COMPREHENSIVE PLAN FOR TYSONS CORNER. IN ADDITION, WE HAVE MET WITH STAFF ON NUMEROUS OCCASIONS DETAILING THE VARIOUS REGULATORY CHALLENGES AND THE COMPLEX TECHNICAL CONSIDERATIONS AFFECTING OUR APPLICANT'S COMPLIANCE.

AFTER AN EXHAUSTIVE PROCESS, AND PREDICATED ON OUR UNDERSTANDING OF THE RETENTION CREDITS FAIRFAX COUNTY DPWS WILL ACCEPT FOR THE VARIOUS SCM AND OUR UNDERSTANDING THAT VDOT WILL ALLOW THE USE OF BIORETENTION WITH THEIR RIGHT-OF-WAY FROM WE BELIEVE THIS APPLICATION WILL RETAIN LOOK OF THE FIRST ONE INCH OF RAINFALL FROM THE PORTION OF BLOCK A BEING CONSTRUCTED TO THE ULTIMATE CONDITIONS FOR THIS FINAL DEVELOPMENT PLAN AS SHOWN ON SHEET 20A. SINCE THIS LEVEL OF COMPLIANCE IS BASED ON MANY FACTORS, MANY OF WHICH ARE BEYOND CONTROL OF THE APPLICANT, WE BELIEVE IT IS NECESSARY TO DETAIL THOSE FACTORS BELOW AND STATE THAT THE LEVEL OF COMPLIANCE AT THE SUBSEQUENT SITE PLAN STAGE MAY CHANGE IF THE FACTORS STATED BELOW CHANGE.

IN ORDER TO CAPTURE OR REUSE RAINFALL, THERE ARE A NUMBER OF MEASURES THAT ARE CURRENTLY AVAILABLE, INCLUDING BUT NOT LIMITED TO: GREEN ROOFS, BIORETENTION AND RAINWATER HARVESTING (COSTINGS). THERE ARE TWO KEY FACTORS AFFECTING THE ABILITY OF EACH MEASURE TO RETAIN THE FIRST INCH OF RAINFALL. THE FIRST IS THE EFFICIENCY LEVEL OF EACH MEASURE AT RETAINING RAINFALL, REFERRED TO AS THE "RETENTION CREDIT". THE SECOND FACTOR AFFECTING THE ABILITY OF EACH MEASURE TO RETAIN THE FIRST INCH OF RAINFALL IS THE SPECIFIC DESIGN DETAILS OF EACH MEASURE.

THE FOLLOWING MEASURES AND ASSOCIATED RETENTION CREDITS HAVE BEEN UTILIZED WITHIN THE PROJECT TO ACHIEVE COMPLIANCE.

STORMWATER CONTROL MEASURE	RETENTION CREDIT
VEGETATED "GREEN" ROOFS	100%
URBAN BIORETENTION W/ MINIMUM 12 INCHES STONE SLUMP BELOW OUTLET INVERT	100%
RAINWATER HARVESTING (COSTINGS) UP TO 1.4 INCHES RAINFALL	UP TO 80%

AT THE TIME OF THIS APPLICATION THE RETENTION CREDITS FOR EACH MEASURE HAVE ONLY BEEN RECOGNIZED WITHIN THE "TYSONS CORNER COMPREHENSIVE PLAN STORMWATER CONFORMANCE SPREADSHEET - BETA VERSION 4-18-2012" AND HAVE NOT BEEN FULLY ADOPTED BY DPWS. WE HAVE CONCERNS THAT DPWS DESIGN COMPLIANCE ANALYSIS AT THIS PLAN REVIEW THESE RETENTION CREDITS OR THAT THESE CREDITS MAY SUBSEQUENTLY CHANGE. THEREFORE, THE COMPUTATIONS AND THE COMPLIANCE CONTAINED WITHIN FUTURE DEVELOPMENT PLANS ARE SUBJECT TO CHANGE IF DIFFERENT GUIDANCE IS RECEIVED FROM DPWS AT THE TIME OF FINAL ENGINEERING.

REGARDING THE DESIGN DETAILS OF THE MEASURES, THEY ARE GENERALLY CONSISTENT WITH THE VIRGINIA STORMWATER BMP CLEARINGHOUSE AS REQUESTED BY STAFF, ALTHOUGH SOME MEASURES MAY BE ENHANCED TO PROVIDE SLIGHTLY MORE STORAGE TO MEET THE REQUIREMENTS TO RETAIN THE FIRST INCH OF RAINFALL. FOR EXAMPLE, THE BIORETENTION PROVIDED WILL BE CONSISTENT WITH THE URBAN BIORETENTION MEASURE, SPECIFICATION NO. 9 FROM THE CLEARINGHOUSE, BUT ENHANCED TO PROVIDE ADDITIONAL STORAGE BY THE INCLUSION OF A MINIMUM 12 INCH STONE SLUMP BELOW THE OUTLET INVERT IN ORDER TO ACHIEVE A 100% RETENTION CREDIT. THE STORAGE SLUMP TECHNIQUE IS USED IN THE BIORETENTION BASIN, SPECIFICATION NO. 9 FROM THE CLEARINGHOUSE AND THE COUNTY COMPLIANCE SPREADSHEET HAS MADE AN ALLOWANCE FOR ENHANCED STORAGE WITHIN BIORETENTION. IN ADDITION, AT THE TYSONS CORNER STORMWATER DESIGN INFORMATION SESSION OF APRIL 18TH, THE TOPIC OF ENHANCED STORAGE WITHIN URBAN BIORETENTION WAS DISCUSSED AND ENDORSED BY STAFF.

IN ADDITION TO THE KEY FACTORS AFFECTING COMPLIANCE OF EACH MEASURE, RETENTION OF THE FIRST INCH OF RAINFALL ALSO RELIES ON TREATING ON-SITE FROM UTILIZING BIORETENTION. IT IS OUR UNDERSTANDING THAT VDOT WILL ACCEPT BIORETENTION, SUBJECT TO CAPITAL ONE MAINTENANCE OF THESE BIORETENTION MEASURES. THEREFORE, ACHIEVING RETENTION OF THE FIRST INCH OF RAINFALL IS CONTINGENT UPON VDOT ACCEPTING BIORETENTION TO TREAT AND RETAIN VDOT STORMWATER.

AT THIS TIME, WE BELIEVE THIS APPLICATION WILL RETAIN LOOK OF THE FIRST ONE INCH OF RAINFALL ON-SITE FOR THE PORTION OF BLOCK A BEING CONSTRUCTED TO THE ULTIMATE CONDITIONS AS SHOWN ON SHEET 20A. ALTHOUGH UNCERTAINTY OF THE FINAL RETENTION CREDITS THAT WILL BE APPROVED FOR EACH MEASURE IN THE COMPLIANCE ANALYSIS, THE DETAILS OF EACH MEASURE AND THE LOCATION OF THE BIORETENTION MEASURES WITHIN THE PLAN MAY PRESENT SIGNIFICANT CHALLENGES DOWN THE ROAD. ULTIMATELY, COMPLIANCE WITH THE TYSONS PLAN GOALS MAY BE AFFECTED IF THE ASSUMPTIONS USED IN THIS APPLICATION ARE ALTERED.

SEE THE ANALYSIS ON SHEET 20A.

TIER V: LEED SS CREDIT 6.2 STORMWATER DESIGN - QUALITY CONTROL - 1" RAINFALL TREATMENT

THE GOAL OF THE FIFTH TIER OF THE STORMWATER PROGRAM IS TO MEET CURRENT LEED REQUIREMENTS (CREDIT 6.2) IN WHICH TO IMPLEMENT A PLAN TO CAPTURE AND TREAT THE STORMWATER RUNOFF FROM 1" RAINFALL USING ACCEPTABLE BMPs WITH 80% TSS REMOVAL EFFICIENCY.

AS STATED IN TIER II, ALL THE RUNOFF FROM THE SITE WILL EVENTUALLY ENTER THE EXISTING WET POND. THE WATER QUALITY VOLUME OF WET POND IS 4 TIMES OF THE RUNOFF FROM 0.4" RAINFALL, OR EQUIVALENT TO THE RUNOFF FROM 1.6" RAINFALL. THIS ENSURES THE TSS REMOVAL EFFICIENCY OF THE WET IS AT LEAST 80%. THE REQUIREMENT OF LEED SS 6.2 IS MET BY THE EXISTING WET POND. SEE THE ANALYSIS ON SHEET 22.

TIER VI: LEED SS CREDIT 6.1 STORMWATER DESIGN - QUANTITY CONTROL - 25% REDUCTION

THE GOAL OF THE LAST TIER IS TO MEET CURRENT LEED REQUIREMENTS (CREDIT 6.1) IN WHICH THE POST-DEVELOPMENT RUNOFF DISCHARGE RATE AND VOLUME WILL BE DESIGNED TO BE 25% LESS THAN THE PRE-DEVELOPMENT VALUES FOR THE 2-YR 24-HR DESIGN STORM.

AS STATED IN TIER II, THE REDUCTION OF THE IMPERVIOUSNESS AND THE USE OF GREEN ROOFS REDUCES THE RUNOFF CURVE NUMBER FROM 94 FOR THE EXISTING CONDITION TO 87 FOR THE PROPOSED CONDITION. THE RUNOFF REDUCTION BY THE RAINWATER HARVESTING AND BIORETENTION FURTHER REDUCES THE RUNOFF CURVE NUMBER FROM 87 TO 86 FOR 2-YR 24-HR STORM. IN ADDITION, DETENTION VOLUME IS ALSO PROVIDED TO FURTHER REDUCE THE PEAK DISCHARGE. CONSIDERING THE REDUCED RUNOFF CURVE NUMBER AND THE DETENTION VOLUME, THE REQUIREMENT OF LEED SS 6.1 IS ACHIEVED. SEE THE ANALYSIS ON SHEET 21A.

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REVISIONS
09-16-11 City Comments
03-12-12 Preliminary
04-23-12 City Comments
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06-13-12 City Comments

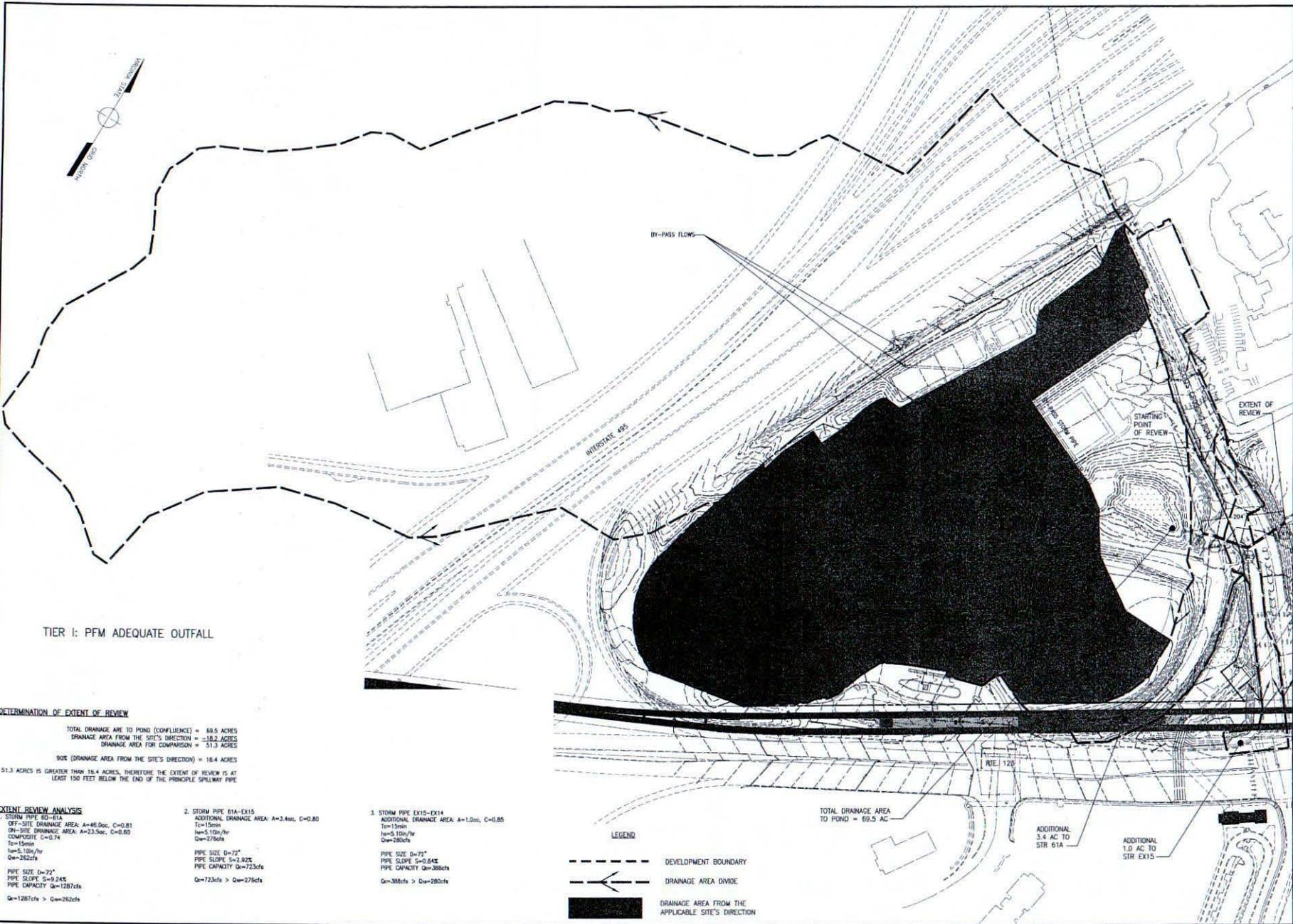
OVERALL SWM-BMP PROGRAM

CAPITAL ONE MASTER PLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE Not to Scale
DATE JUNE 30, 2011
DRAWN OS/TPW/MP/JK
CHECKED OS/RW
JOB # 1798-1101
CAD FILE 1011-SWM-1-Overall.dwg
SHEET #

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NOTE:
THE APPLICANT RESERVES THE RIGHT TO VARY THE NUMBER, SIZE, AND LOCATION OF THE PROPOSED STORMWATER MANAGEMENT FACILITIES WITH FINAL ENGINEERING, AS APPROVED BY DPWS, AND IN SUBSTANTIAL CONFORMANCE WITH THIS APPLICATION.



TIER I: PFM ADEQUATE OUTFALL

DETERMINATION OF EXTENT OF REVIEW
 TOTAL DRAINAGE AREA TO POND (CONFLUENCE) = 69.5 ACRES
 DRAINAGE AREA FROM THE SITE'S DIRECTION = 18.2 ACRES
 DRAINAGE AREA FOR COMPARISON = 51.3 ACRES
 90% (DRAINAGE AREA FROM THE SITE'S DIRECTION) = 16.4 ACRES
 51.3 ACRES IS GREATER THAN 16.4 ACRES, THEREFORE THE EXTENT OF REVIEW IS AT LEAST 150 FEET BELOW THE END OF THE PRINCIPLE SPILLWAY PIPE

EXTENT REVIEW ANALYSIS
 1. STORM PIPE EX1-EX13
 OFF-SITE DRAINAGE AREA: A=46.0ac, C=0.81
 ON-SITE DRAINAGE AREA: A=23.5ac, C=0.83
 COMPOSITE C=0.74
 Tc=15min
 I₁₀=5.10in/hr
 Q₁₀=262cfs
 PIPE SIZE D=72"
 PIPE SLOPE S=0.24%
 PIPE CAPACITY Q₁₀=1287cfs
 Q₁₀=1287cfs > Q₁₀=262cfs

2. STORM PIPE EX14-EX15
 ADDITIONAL DRAINAGE AREA: A=3.4ac, C=0.80
 Tc=15min
 I₁₀=5.10in/hr
 Q₁₀=278cfs
 PIPE SIZE D=72"
 PIPE SLOPE S=2.92%
 PIPE CAPACITY Q₁₀=723cfs
 Q₁₀=723cfs > Q₁₀=278cfs

3. STORM PIPE EX15-EX14
 ADDITIONAL DRAINAGE AREA: A=1.0ac, C=0.85
 Tc=15min
 I₁₀=5.10in/hr
 Q₁₀=258cfs
 PIPE SIZE D=72"
 PIPE SLOPE S=0.84%
 PIPE CAPACITY Q₁₀=388cfs
 Q₁₀=388cfs > Q₁₀=258cfs

LEGEND
 - - - - - DEVELOPMENT BOUNDARY
 - - - - - DRAINAGE AREA DIVIDE
 [Solid Black Area] DRAINAGE AREA FROM THE APPLICABLE SITE'S DIRECTION

TOTAL DRAINAGE AREA TO POND = 69.5 AC

ADDITIONAL 3.4 AC TO STR 61A

ADDITIONAL 1.0 AC TO STR EX15

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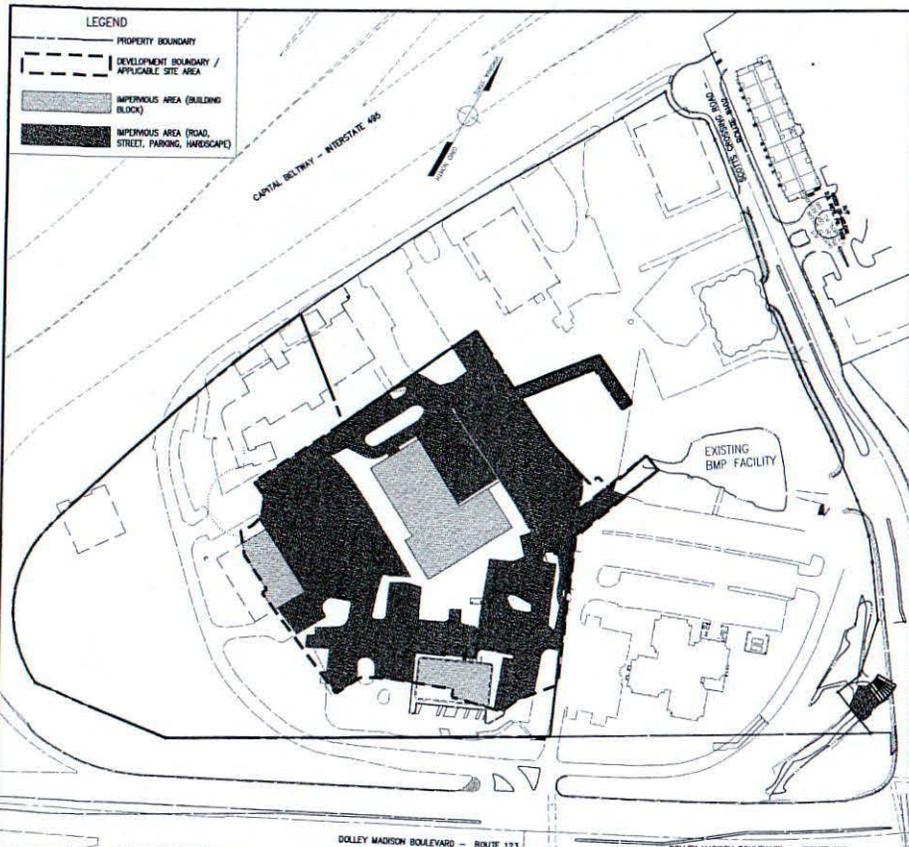
REVISIONS

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06-13-12	City Comments

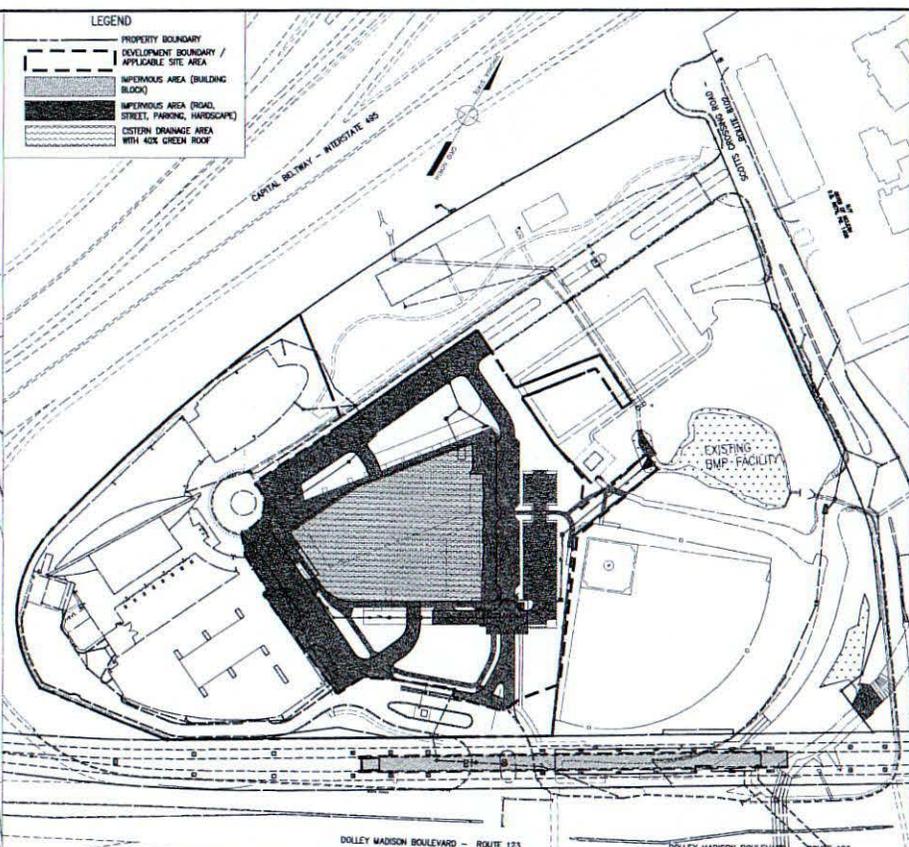
SWM PROGRAM - TIER I
CAPITAL ONE MASTERPLAN
 FINAL DEVELOPMENT PLAN
 FDP 2010-PR021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE 1"=100'

DATE	JUNE 30, 2011
DRAWN	OS/JPW/MP/KJS
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JOB #	1798-1101
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SHEET #	21 of 30



EXISTING CONDITION
SCALE: 1"=100'



PROPOSED CONDITION
SCALE: 1"=100'

TIER II: PFM STORMWATER QUANTITY CONTROL - RUNOFF RATE CONTROL FOR 2-YR AND 10-YR DESIGN STORMS

Block	AREA (ac)	Existing Condition				Proposed Condition								
		Impervious Area (ac) CN=98	Pervious Area (ac) CN=80	Weighted CN	Tc (min)	Q2 (cfs)	Q10 (cfs)	Green Roof (ac) CN=65	Non-Green Roof Impervious Area (ac) CN=98	Pervious Area (ac) CN=80	Weighted CN	Tc (min)	Q2 (cfs)	Q10 (cfs)
A	6.35	5.09	1.26	94	5	27.66	47.19	0.63	3.39	2.33	88	5	22.96	42.88

TIER VI: LEED SS CREDIT 6.1 STORMWATER DESIGN - QUANTITY CONTROL - 25% REDUCTION

Block	AREA (ac)	2-YR 24-HR Rainfall (in)	Existing Condition				Allowable				Proposed Condition									
			Impervious Area (ac) CN=98	Pervious Area (ac) CN=80	Weighted CN	Tc (min)	Qw2 (cfs)	Va2 (cf)	Qw2 (cfs)	Va2 (cf)	Green Roof (ac) CN=65	Non-green Roof Impervious Area (ac) CN=98	Pervious Area (ac) CN=80	Weighted CN before Adjustment	Runoff Reduction through Retention and Rainwater Harvesting (cf)	*Weighted CN after Adjustment	Tc (min)	Provided Detention Volume (cf)	Qp2 (cfs)	Vp2 (cfs)
A	6.35	3.20	5.09	1.26	94	5	27.66	40.409	20.75	45.352	0.63	3.39	2.33	88	3.906	86	5	13.405	17.01	43.638

* The method used to adjust the curve number due to the runoff reduction is the same as that in Virginia Runoff Reduction Method Worksheet, which is based on TR-55 method.

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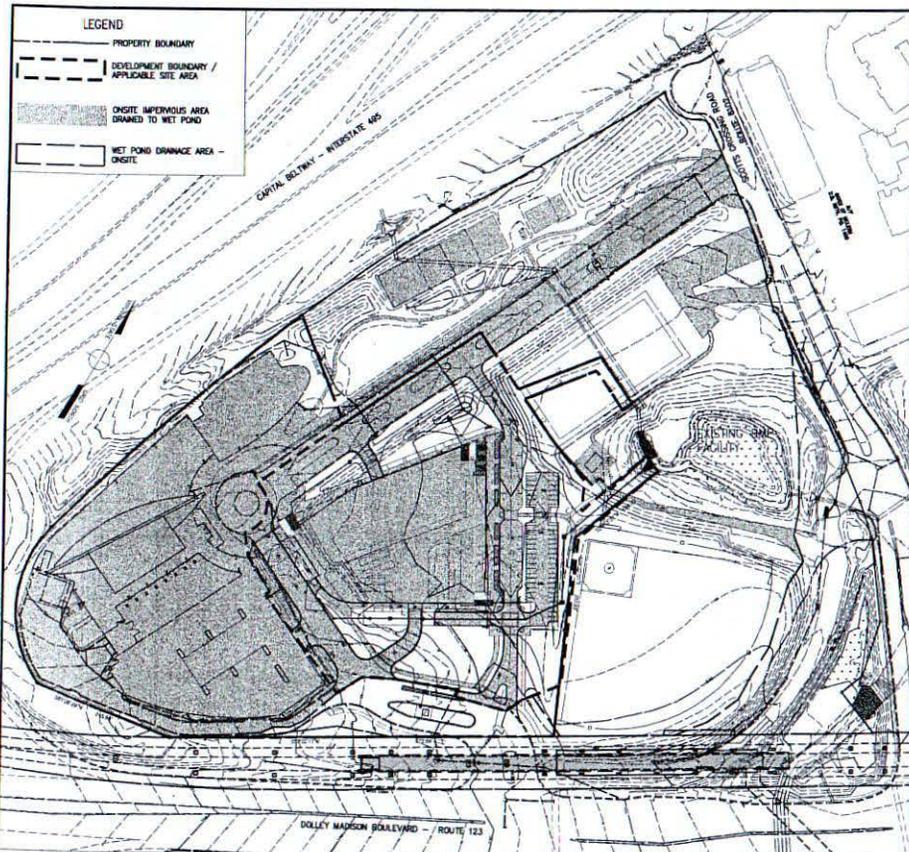


REVISIONS
09-16-11 City Comments
03-12-12 Prestalting
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06-13-12 City Comments

SWM PROGRAM - TIERS II AND VI
CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: Not to Scale
DATE: JUNE 30, 2011
DRAWN: OS/PW/MP/JK
CHECKED: OS/RV
JOB #: 1798-1101
CAD FILE: 1101F-SWM-3-II&VI.dwg
SHEET #

NOTE:
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ONSITE AREA TREATED BY EXISTING WET POND
SCALE: 1"=100'

TIER III: PFM STORMWATER QUALITY CONTROL - 40% PHOSPHORUS REMOVAL

Block	AREA (ac)	Removal Requirement			Removal Achievement			
		Proposed Impervious Area including green roof (ac)	Runoff Coefficient	40% X A X C	Treatment Area (ac)	Runoff Coefficient	Removal Efficiency	Achieved Removal
	A	C		A	C	E	A X C X E	
A	6.35	4.02	0.68	1.73	6.35	0.68	50%	2.16

TIER V: LEED SS CREDIT 6.2 STORMWATER DESIGN - QUALITY CONTROL - 1" RAINFALL TREATMENT

EXISTING WET POND WATER QUALITY VOLUME VERIFICATION
APPROXIMATELY TOTAL 23.5ac OF DRAINAGE AREA WITHIN THE PROPERTY BOUNDARY IS DRAINED TO THE EXISTING WET POND UNDER THE PROPOSED CONDITION, INCLUDING 11.5ac OF IMPERVIOUS AREA AND 12.0ac OF PERVIOUS AREA.
TREATED DRAINAGE AREA $A=23.5ac$
THE COMPOSITE RUNOFF COEFFICIENT $C=0.59$
REQUIRED WATER QUALITY VOLUME $V_{WQ} = 2.4 \times 23.5 \times 0.59 \times 43560 / 12 = 80,003cf$
AVAILABLE WATER QUALITY VOLUME $= 80,003cf > V_{WQ}=80,003cf$
THEREFORE, THE EXISTING WET POND CAN PROVIDE ENOUGH WATER QUALITY VOLUME FOR THIS DEVELOPMENT.

POND VOLUME AFTER DREDGING PER SITE PLAN #6835-SP-04

BL	DEPTH	AREA	AVE AREA	VOL	TOTAL VOLUME	TOTAL VOLUME	REMARKS
(FT)	(FT)	(SF)	(SF)	(CF)	(CF)	(AF)	(10)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[10]
293.00	0.00	3.090	0.00	0.00	0.00	0.00	
294.00	1.00	5.649	4.055	4.055	4.055	0.09	
296.00	2.00	7.245	6.147	12.294	16.349	0.36	
298.00	2.00	9.360	8.303	16.506	32.854	0.73	
300.00	2.00	13.770	11.960	23.920	56.774	1.25	
301.90	1.90	19.929	16.800	37.920	94.694	2.02	BMP WSE
302.00	2.00	20.151	16.961	40.302	135.006	2.97	

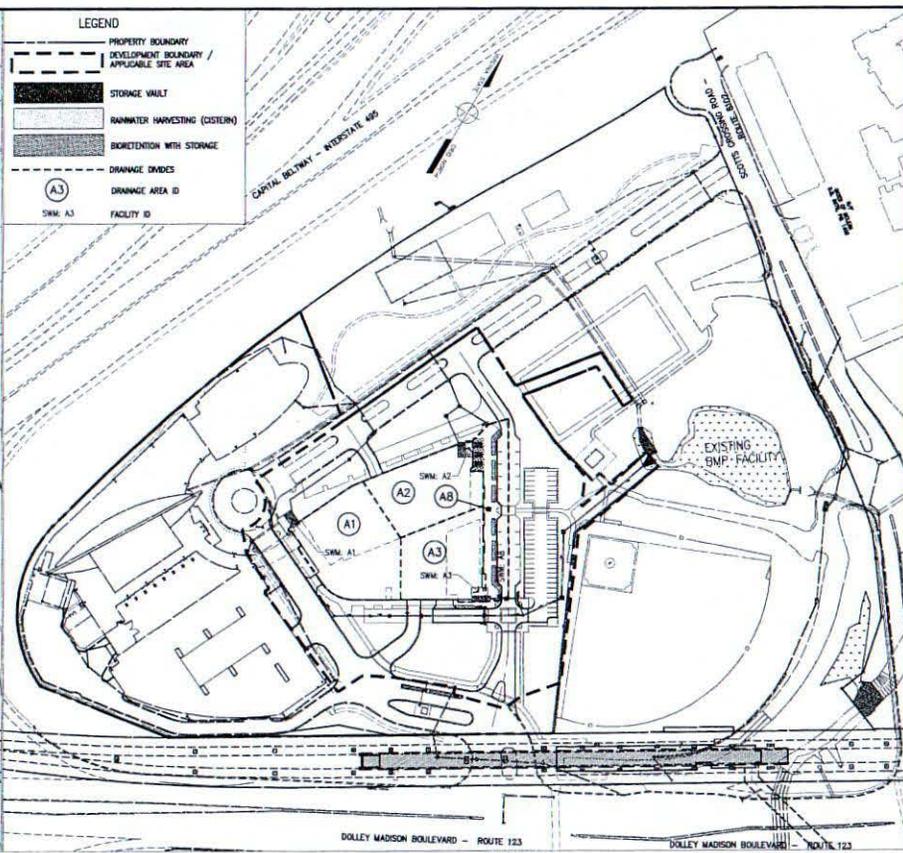
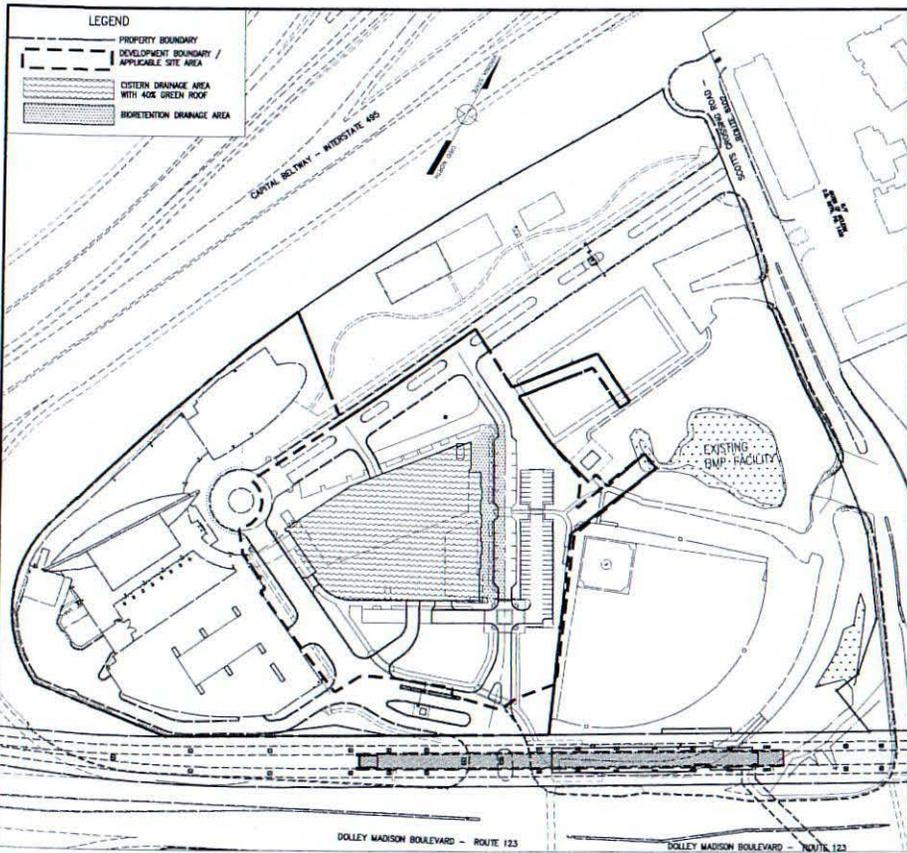
William H. Gordon Associates, Inc.
10000 WOODBURN DRIVE
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PHONE 703-463-1900
FAX 703-251-0760
FURNISHING SURVEYING - PLANNING - ARCHITECTURE



REVISIONS
09-16-11 City Comments
03-12-12 Prestaffing
Comments
04-23-12 City Comments
05-24-12 City Comments
06-13-12 City Comments

SWM PROGRAM - TIERS III AND V
CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE Not to Scale
DATE JUNE 30, 2011
DRAWN OS/JPW/MP/JK
CHECKED OS/RW
JOB # 1798-1101
CAD FILE 1101F SWM III&V.dwg
SHEET #



COVERAGE
SCALE: 1"=100'

FACILITIES
SCALE: 1"=100'

TIER IV: COMPREHENSIVE PLAN - FIRST 1" RAINFALL RETENTION TO THE EXTENT POSSIBLE

Drainage Area ID	Required Runoff Retention				Runoff Reduction Practices			Runoff Reduction by Green Roof - 100% Reduction Efficiency				Runoff Reduction by Bioretention - 100% Reduction Efficiency				Runoff Reduction by Rainwater Harvesting (Cistern)				Provided Runoff Retention		
	Area (ac)	Impervious Area (ac)	Turf Area (ac)	Natural Area (ac)	Green Roof	Bioretention	Rainwater Harvesting (Cistern)	Green Roof (sq ft)	Generated Runoff Volume (cf)	Runoff Reduction (cf)	Reduction Percentage	Drainage Area (sq ft)	Runoff Reduction (cf)	Runoff Volume to Bioretention (cf)	Runoff Reduction (cf)	Reduction Percentage	Rainwater Collect Area (ac)	Runoff Volume to Rainwater Harvesting (Cistern) (cf)	Runoff Reduction (cf)	Reduction Percentage	Total Runoff Reduction Volume (cf)	Reduction Percentage
A1	0.64	0.64	0.00	0.00	✓		✓	0.25	862	862	99%	0	0	0	0%	0.39	1,412	95%	1,342	61%	3,204	100%
A2	0.39	0.40	0.00	0.00	✓		✓	0.20	690	690	41%	0	0	0	0%	0.29	1,050	95%	998	59%	1,687	100%
A3	0.46	0.46	0.00	0.00	✓		✓	0.18	621	621	39%	0	0	0	0%	0.28	1,014	95%	963	61%	1,384	100%
EB	0.19	0.17	0.02	0.00		✓		0.00	0	0	0%	604	0	604	100%	0.00	0	0	0%	604	100%	
Total	1.78	1.76	0.02	0.00				0.63	2,173	2,173	36%	604	0	604	10%	0.96	3,476	95%	3,302	54%	6,079	100%

*The runoff reduction credit is calculated using Tysons Stormwater Compliance Spreadsheet Beta 2012_0418.

Runoff Reduction Credit for Rainwater Harvesting

Block	Cistern ID	Supply			Building #/Served	Demand		Cistern Volume			*Runoff Reduction Credit		
		Rainwater Collect Area (ac)	Design Rainfall for RWH (in)	Max Volume Captured by Cistern (cf)		Lowest Monthly Demand (gallons)	Avg Daily Drawdown in Lowest Demand Month (gallons)	Footprint (sf)	Height (ft)	Volume (cf)	Estimated % Credit	Runoff Reduction Volume (cf)	
A	A1	0.39	16,968	1.05	1,412			530	9.0	4,770	35,680		
	A2	0.29	12,632	1.05	1,050			380	9.0	3,420	25,562		
	A3	0.28	12,197	1.05	1,014			380	9.0	3,420	25,562		
Total	0.96	41,819	3.15	3,426	#1	334,582	10,793	3,790	11,610	86,843	95%	3,302	

*The runoff reduction credit is calculated using Tysons Stormwater Compliance Spreadsheet Beta 2012_0418.

PROPOSED DETENTION FACILITIES

Drainage Area / Facility ID	Facility Type	Drainage Area (ac)	Facility Sizing		
			Footprint (sf)	Equivalent Depth (ft)	Provided Detention (cf)
A1	Storage Vault	0.64	400	8.0	3,680
A2	Storage Vault	0.49	310	8.0	2,720
A3	Storage Vault	0.46	320	8.0	2,560
EB	Bioretention with Storage	0.19	1,780	7.7	3,925
Total		1.95	2,964	4.44	12,885

NOTE:

THE PROPOSED DEVELOPMENT SITE FOR THIS SUBMISSION IS PART OF THE OVERALL CAMPUS DEVELOPMENT. THE REQUIREMENT OF FIRST 1" RAINFALL RETENTION ON-SITE IS ADDRESSED IN THE OVERALL STORMWATER MANAGEMENT PROGRAM. THEREFORE THIS SUBMISSION CONTRIBUTES TO ULTIMATE CONDITION OF THE OVERALL PROGRAM FOR THE REQUIREMENT OF THE FIRST 1" RAINFALL RETENTION ON-SITE. ULTIMATELY, AS THE REST OF THE CAMPUS INFRASTRUCTURE IS CONSTRUCTED AND OTHER BLOCKS ARE DEVELOPED THE CAMPUS WILL ACHIEVE RETENTION OF THE FIRST 1" RAINFALL TO THE EXTENT POSSIBLE AS OUTLINED IN OVERALL CAMPUS STORMWATER PROGRAM.

THE APPLICANT RESERVES THE RIGHT TO VARY THE NUMBER, SIZE, AND LOCATION OF THE DEPICED STORMWATER MANAGEMENT FACILITIES WITH FINAL ENGINEERING. AS APPROVED BY DPWS, AND IN SUBSEQUENTIAL CONFORMANCE WITH THIS APPLICATION.

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FAX: 781-253-1101
WWW.WHGORDON.COM
LICENSED SURVEYORS - LANDSCAPE ARCHITECTS



REVISIONS
07-16-11: Cty Comments
03-12-12: Presta/Bng
Comments
04-23-12: Cty Comments
05-24-12: Cty Comments
06-13-12: Cty Comments

SWM PROGRAM - TIER IV
CAPITAL ONE MASTER PLAN
FINAL DEVELOPMENT PLAN
FDP-2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE: Not to Scale
DATE: JUNE 30, 2011

DRAWN: OS/JPW/MP/JK
CHECKED: OS/RW
JOB #: 1798-1101

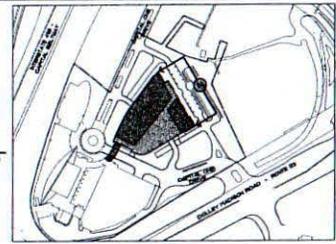
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SHEET #: 22A of 30

Bonstra Harsign
ARCHITECTS

BUILDING ELEVATIONS ARE PROVIDED TO ILLUSTRATE THE GENERAL CHARACTER OF THE BUILDING MASSING, SCALE, FAÇADE ARTICULATION, GENERAL BUILDING ENVELOPE AND FENESTRATION TREATMENT, MATERIALITY AND MATERIAL QUALITY OF THE PROPOSED DEVELOPMENT, AS WELL AS THE POROSITY, MATERIALITY AND ENTRY LOCATIONS AT THE GROUND FLOOR OF THE BUILDING. OTHER DETAILS OF BUILDING DESIGN SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS FINAL DEVELOPMENT PLAN (SUCH AS SPECIFIC MATERIAL OR COLOR SELECTIONS, FENESTRATION DETAILS, ETC.) ARE SUBJECT TO CHANGE IN FINAL ARCHITECTURAL AND SITE PLANS.

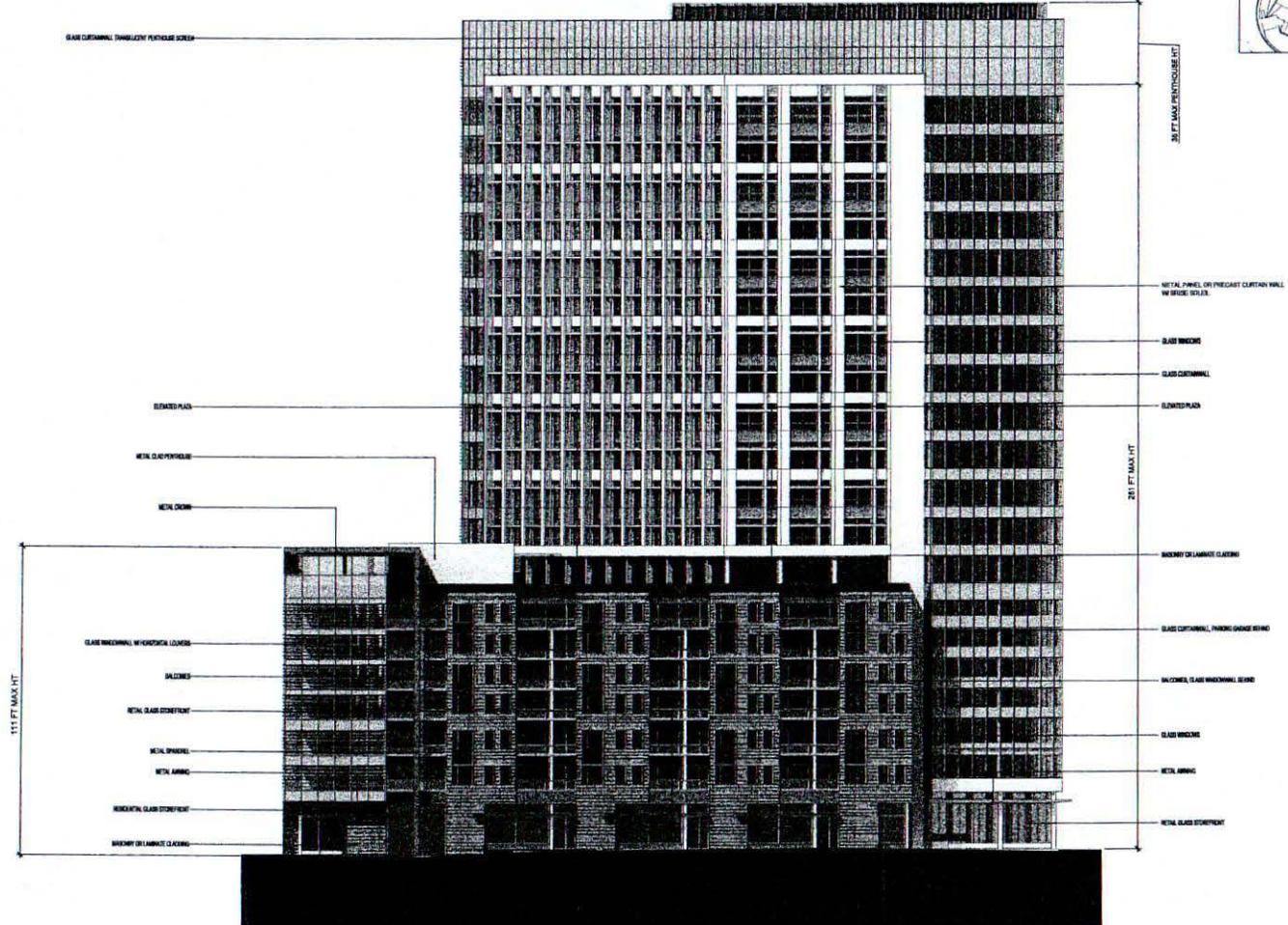


KEY PLAN
SCALE: 1" = 250'



LEGEND

- ▲ PEDESTRIAN ENTRANCE
- * VEHICULAR ENTRANCE



ELEVATION- NORTHEAST (VIEW FROM PROPOSED OLD MEADOW ROAD)
1" = 20'



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ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS



- REVISIONS**
- 09-16-11 City Comments
 - 03-12-12 Prefabricating Comments
 - 04-23-12 City Comments
 - 05-24-12 City Comments
 - 06-13-12 City Comments

ARCHITECTURAL BUILDING ELEVATIONS

CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

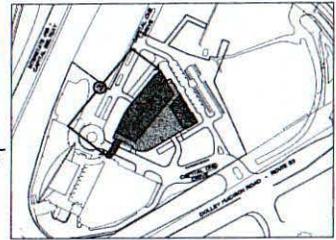
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CHECKED: OS/RW
JOB #: 1798.1101
CAD FILE: T101F-ELEV.dwg
SHEET #

Bonstra Haresign
ARCHITECTS

BUILDING ELEVATIONS ARE PROVIDED TO ILLUSTRATE THE GENERAL CHARACTER OF THE BUILDING MASSING, SCALE, FAÇADE ARTICULATION, GENERAL BUILDING ENVELOPE AND FENESTRATION TREATMENT, MATERIALITY AND MATERIAL QUALITY OF THE PROPOSED DEVELOPMENT, AS WELL AS THE POROSITY, MATERIALITY AND ENTRY LOCATIONS AT THE GROUND FLOOR OF THE BUILDING. OTHER DETAILS OF BUILDING DESIGN SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS FINAL DEVELOPMENT PLAN (SUCH AS SPECIFIC MATERIAL OR COLOR SELECTIONS, FENESTRATION DETAILS, ETC.) ARE SUBJECT TO CHANGE IN FINAL ARCHITECTURAL AND SITE PLANS.

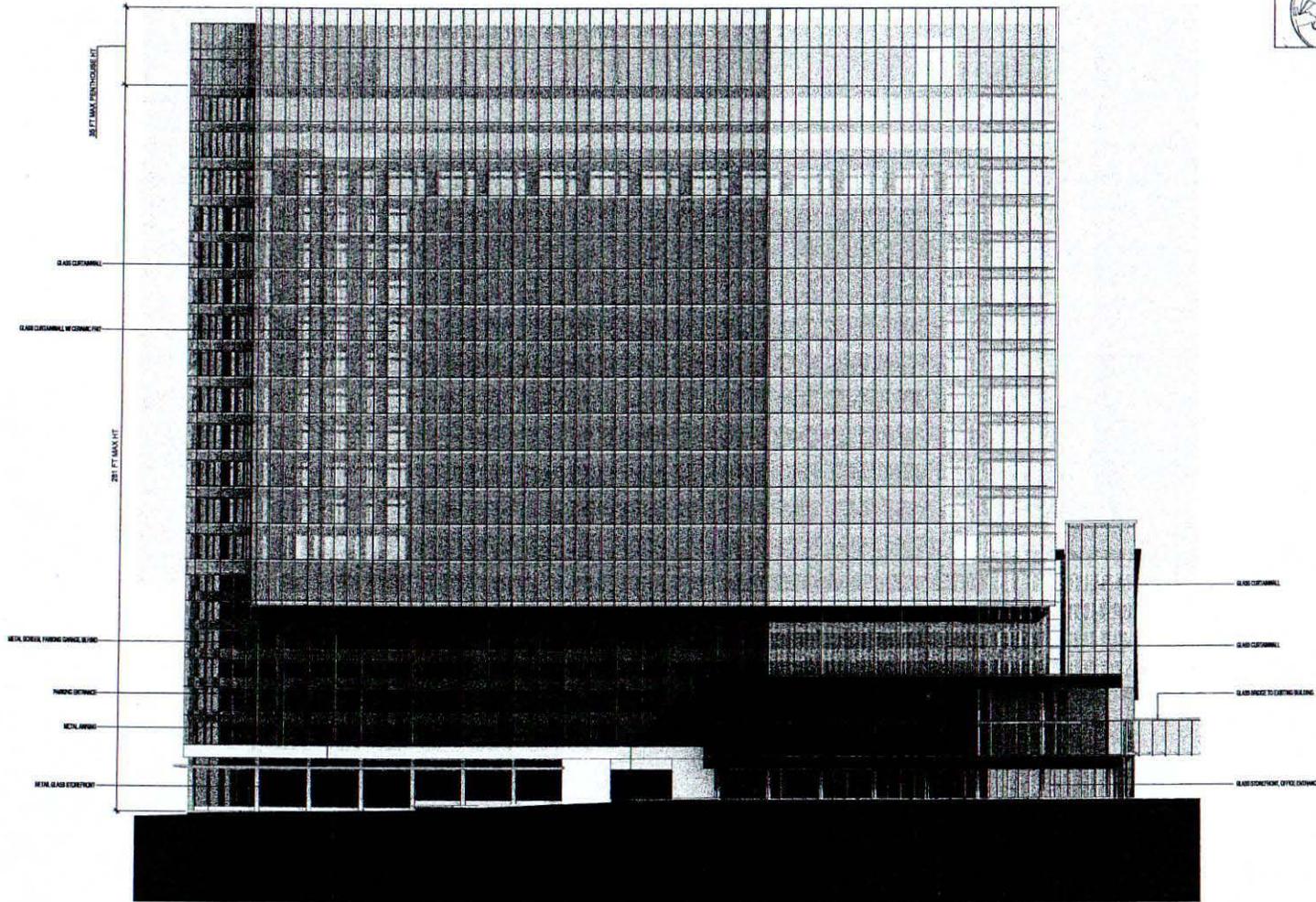


KEY PLAN
SCALE: 1" = 250'



LEGEND

- ▲ PEDESTRIAN ENTRANCE
- * VEHICULAR ENTRANCE



ELEVATION- NORTHWEST (VIEW FROM NORTHERN LEG OF EXISTING CAPITAL ONE DRIVE)
1" = 20'

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ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS



REVISIONS

03-16-11	City Comments
03-12-12	Pre-staffing Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

ARCHITECTURAL BUILDING ELEVATIONS
CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

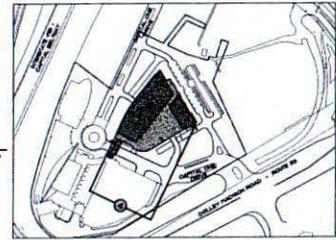
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DRAWN: OS/IPW/MP/IK
CHECKED: OS/RW
JOB #: 1798-1101
CAD FILE: 1101F_ELEV.dwg
SHEET #

Bonsra Haresign

BUILDING ELEVATIONS ARE PROVIDED TO ILLUSTRATE THE GENERAL CHARACTER OF THE BUILDING MASSING, SCALE, FAÇADE ARTICULATION, GENERAL BUILDING ENVELOPE AND FENESTRATION TREATMENT, MATERIALITY AND MATERIAL QUALITY OF THE PROPOSED DEVELOPMENT, AS WELL AS THE POROSITY, MATERIALITY AND ENTRY LOCATIONS AT THE GROUND FLOOR OF THE BUILDING. OTHER DETAILS OF BUILDING DESIGN SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS FINAL DEVELOPMENT PLAN (SUCH AS SPECIFIC MATERIAL OR COLOR SELECTIONS, FENESTRATION DETAILS, ETC.) ARE SUBJECT TO CHANGE IN FINAL ARCHITECTURAL AND SITE PLANS.



KEY PLAN
SCALE: 1" = 250'

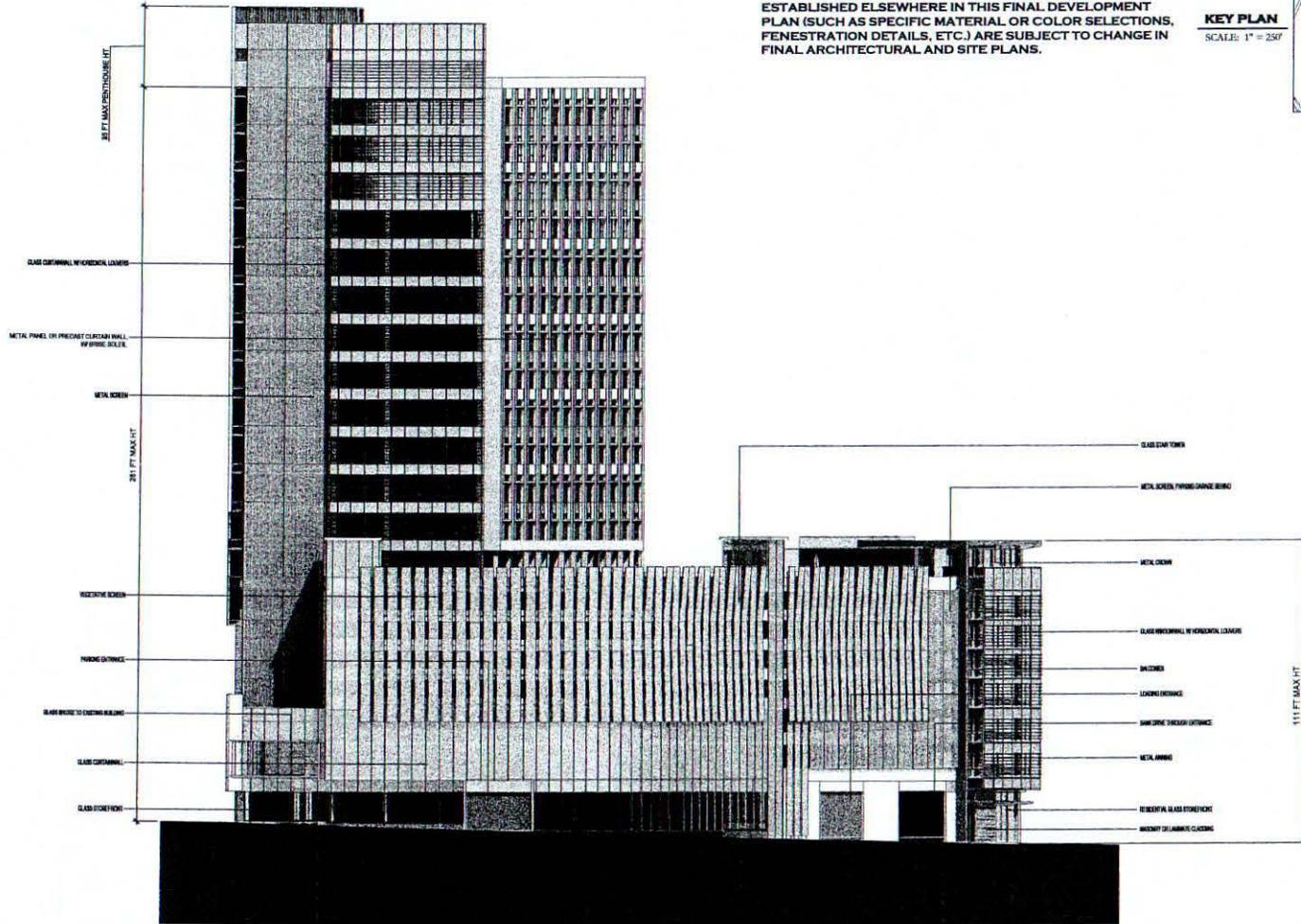


LEGEND

- ▲ PEDESTRIAN ENTRANCE
- * VEHICULAR ENTRANCE

NOTE:

SEE SHEET 10C FOR DETAILS OF VEGETATIVE SCREEN AND DESIGN INTENT FOR ALTERNATIVE PARKING STRUCTURE SCREENING SYSTEMS.

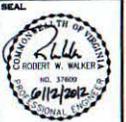


ELEVATION- SOUTHWEST (VIEW FROM EXISTING PARKING GARAGE & SOUTHERN LEG OF EXISTING CAPITAL ONE DRIVE)

1" = 20'



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REVISIONS	03-16-11 City Comments
	03-12-12 Pre-staffing
	Comments
	04-23-12 City Comments
	05-24-12 City Comments
	06-13-12 City Comments

ARCHITECTURAL BUILDING ELEVATIONS
CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	Not to Scale
DATE	JUNE 30, 2011
DRAWN	OS/PW/MP/RK
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	T101F-ELEV.dwg
SHEET #	26 of 30

MODEL PHOTOGRAPHS ARE PROVIDED TO ILLUSTRATE THE GENERAL CHARACTER, SCALE, AND BUILDING MASSING OF THE DEVELOPMENT. IN PARTICULAR, THEY ARE INTENDED TO SHOW THE PROPOSED DEVELOPMENT IN THE CONTEXT OF ADJACENT PLANNED BUILDING AND TRANSPORTATION DEVELOPMENT IN THE TYSONS EAST AREA. OTHER DETAILS OF BUILDING AND LANDSCAPE DESIGN SHOWN HERE THAT HAVE NOT BEEN ESTABLISHED ELSEWHERE IN THIS FINAL DEVELOPMENT PLAN ARE SUBJECT TO CHANGE IN FINAL ARCHITECTURAL PLANS.

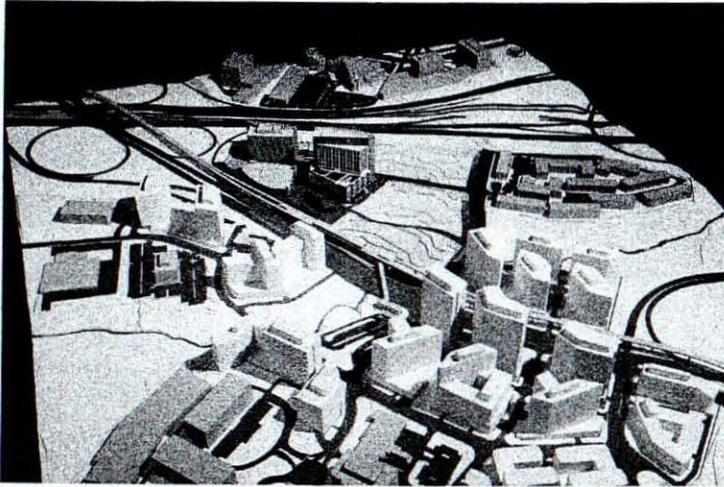
Bonstra Haresign
ARCHITECTS

William H. Gordon Associates, Inc.
10000 Tysons Blvd., Suite 101
Fairfax, VA 22031
PHONE: 703-243-4700
FAX: 703-243-4702
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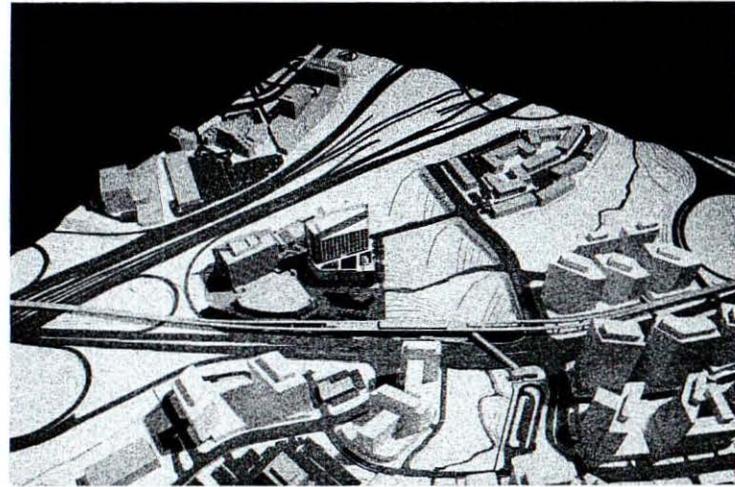


REVISIONS

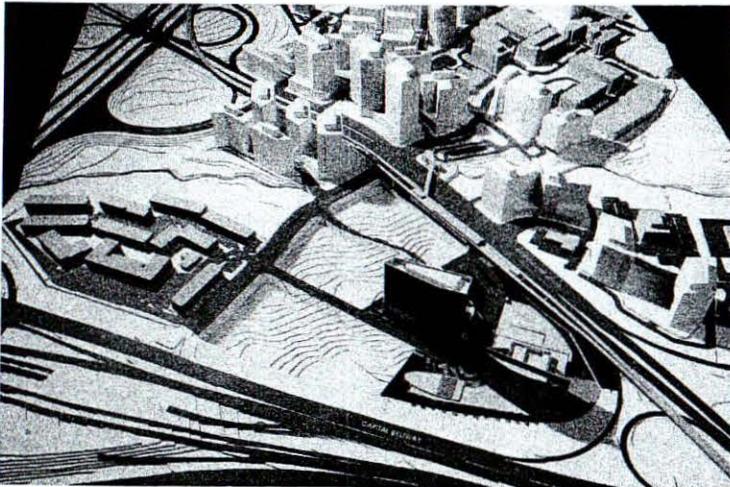
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03-12-12	Pre-final Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments



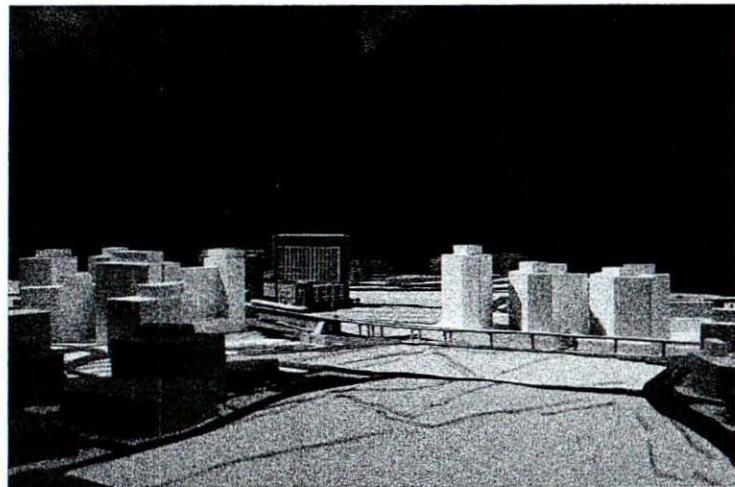
VIEW LOOKING NORTHWEST



VIEW LOOKING NORTH THROUGH OLD MEADOW ROAD



VIEW LOOKING SOUTHEAST

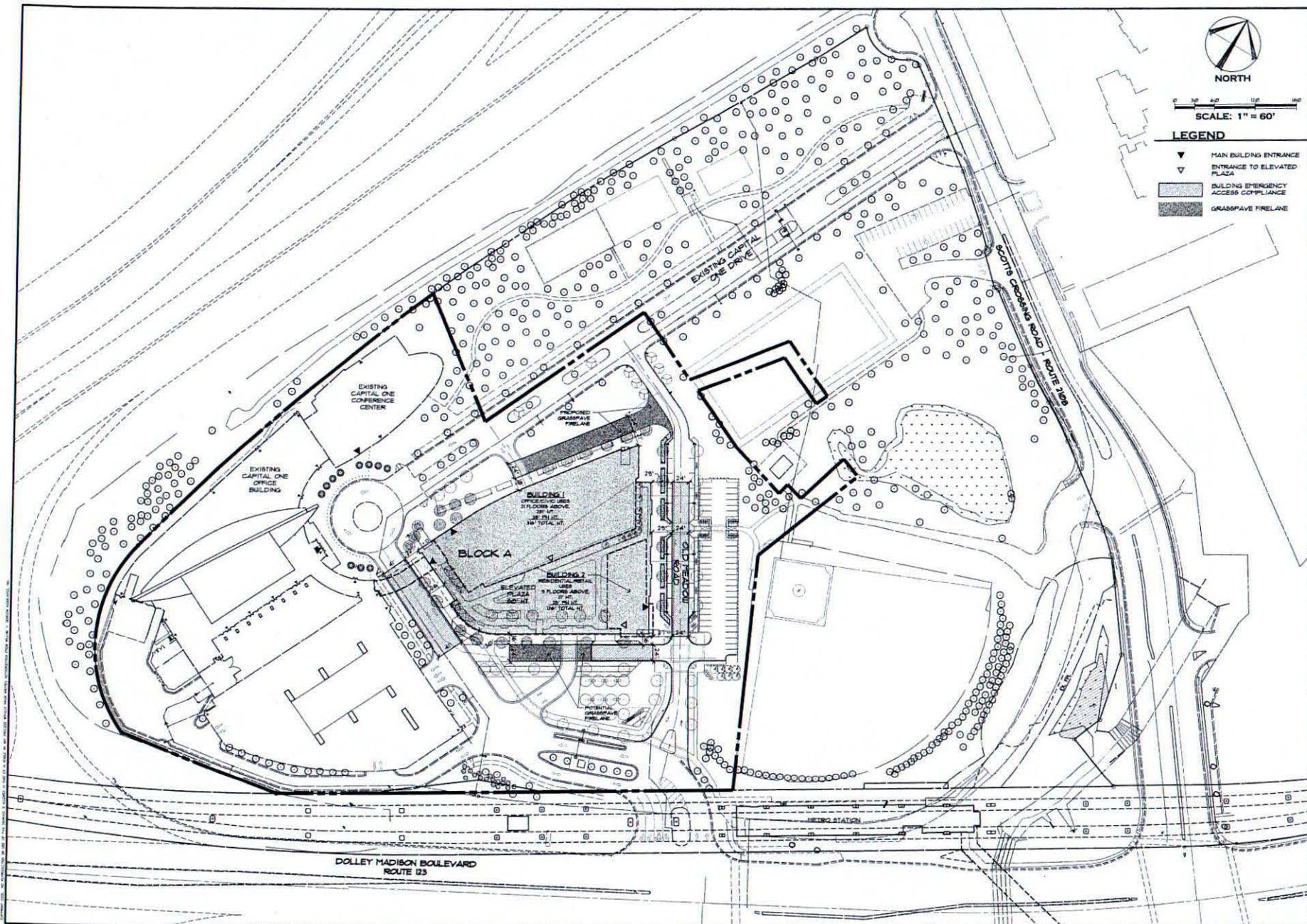


VIEW LOOKING WEST

3D SITE MODEL

CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
FDP 2010-PR-021
PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	NTS
DATE	JUNE 30, 2011
DRAWN	CS/JPW/MP/JK
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101F-3D.dwg
SHEET #	



SCALE: 1" = 60'

LEGEND

- ▼ MAIN BUILDING ENTRANCE
- ▽ ENTRANCE TO ELEVATED PLAZA
- ▨ BUILDING EMERGENCY ACCESS COMPLIANCE
- ▩ GRASSPAVE FIRELANE

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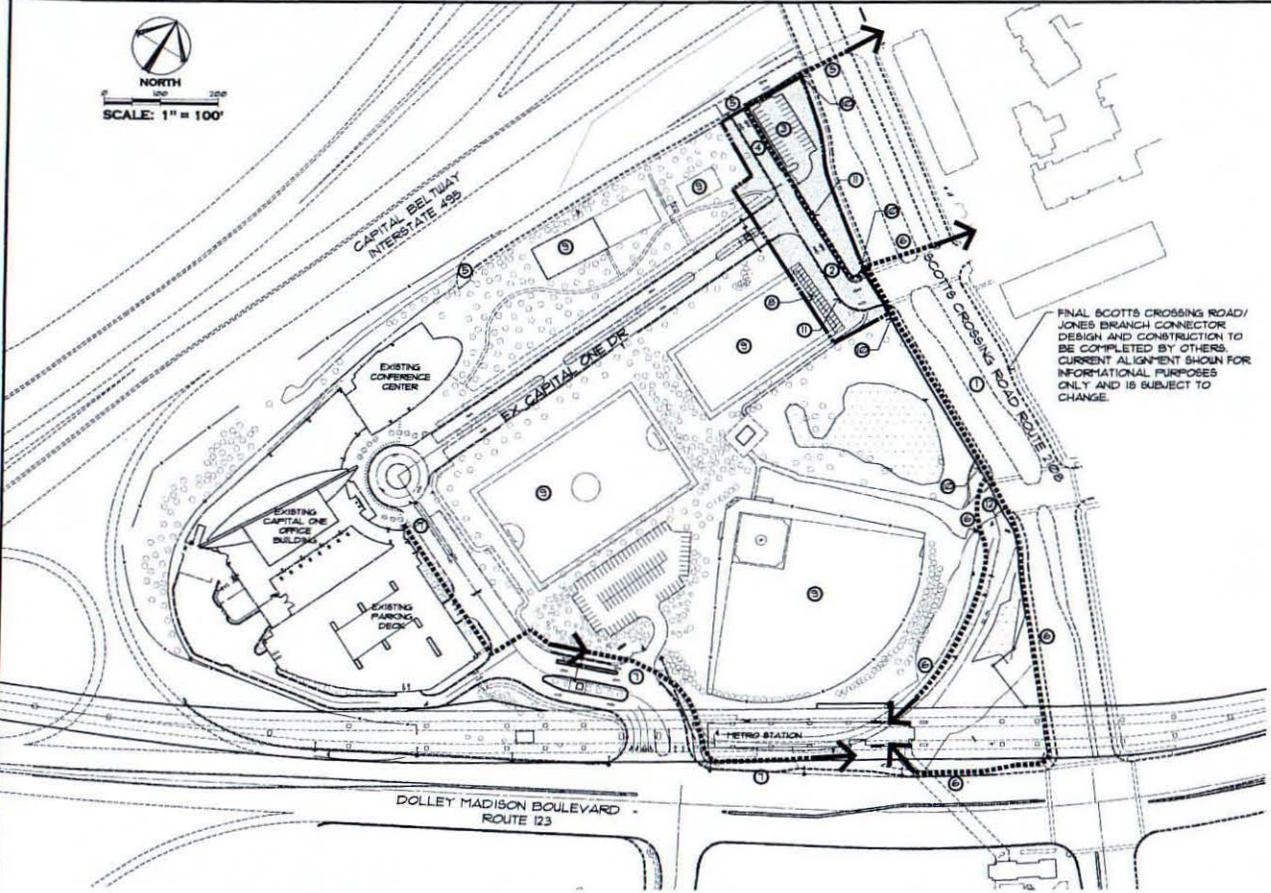
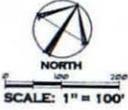


REVISIONS

09-16-11	City Comments
03-12-12	Preaffiling Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

EMERGENCY ACCESS PLAN
CAPITAL ONE MASTERPLAN
FINAL DEVELOPMENT PLAN
 FDP 2010-PPR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1"=60'
DATE	JUNE 30, 2011
DRAWN	OS/IPW/MP/JK
CHECKED	OS/RW
JOB #	1798.1101
CAD FILE	1101F-FM.dwg
SHEET #	28 of 30



LEGEND

- APPROXIMATE LIMITS OF PHASE
- PEDESTRIAN CIRCULATION ROUTE
- LIMITS OF PHASING AREA (APPROXIMATE)

FINAL SCOTT'S CROSSING ROAD/ JONES BRANCH CONNECTOR DESIGN AND CONSTRUCTION TO BE COMPLETED BY OTHERS. CURRENT ALIGNMENT SHOWN FOR INFORMATIONAL PURPOSES ONLY AND IS SUBJECT TO CHANGE.

- ① SCOTT'S CROSSING ROAD RE-ALIGNED TO JONES BRANCH CONNECTOR OVER BELTWAY (BY OTHERS).
- ② CONSTRUCTION OF TEMPORARY RE-ALIGNMENT OF CAPITAL ONE DRIVE. INCLUDES 5' WIDE CONCRETE WALK ON THE EAST SIDE OF THE ROAD.
- ③ CONSTRUCTION OF TEMPORARY PARKING AREA WITH POSSIBLE SECURITY GATES TO SERVE TEMPORARY SPORTS FIELDS.
- ④ CONSTRUCTION OF TEMPORARY CONNECTION TO GATES OF MCLEAN ACCESS ROAD WITH PUBLIC ACCESS EASEMENT.
- ⑤ GATES OF MCLEAN ACCESS ROAD WITH 5' WIDE WALK UNDER SCOTT'S CROSSING ROAD (BY OTHERS).
- ⑥ GATES OF MCLEAN PEDESTRIAN ACCESS TO METRO STATION.
- ⑦ METRO STATION ACCESS FOR EMPLOYEES FROM EXISTING BUILDINGS.
- ⑧ POTENTIAL IMPACT TO SPORTS FIELD.
- ⑨ TEMPORARY SPORTS FIELD, SPORT COURTS AND SPORTS PAVILION MAY BE MAINTAINED BY CAPITAL ONE POST CONSTRUCTION.
- ⑩ CONSTRUCTION OF TEMPORARY RETAINING WALL ALONG LIMITS OF RIGHT OF WAY.
- ⑪ PUBLIC ACCESS EASEMENT TO BE PROVIDED FOR REVIEW AND APPROVAL BY COUNTY ATTORNEY.
- ⑫ THIS ENTRANCE MAY BE ADJUSTED WITH THE CONSTRUCTION OF THE JONES BRANCH CONNECTOR PROJECT (BY OTHERS).

INTERIM CONDITION: TEMPORARY CONNECTION TO SCOTT'S CROSSING ROAD

THIS PHASE IS TO BE COMPLETED ONCE JONES BRANCH CONNECTOR IS FULLY CONSTRUCTED.

NOTE:

- 1. THE PHASING PLANS AND TABULATIONS REFLECTED ARE CONCEPTUAL ONLY AND ARE SUBJECT TO MODIFICATION BY THE APPLICANT TO RE-ARRANGE THE PHASES TO MEET ITS CORPORATE GROWTH AND CURRENT MARKET DEMANDS.
- 2. PARKS AND OPEN SPACE AREAS SHALL BE CONSTRUCTED WITH EACH PHASE AS THE SITE DEVELOPS. REFER TO PUBLIC FACILITIES PLAN ON SHEET 10 FOR DETAILS.
- 3. PHASING OF PUBLIC FACILITIES AND OFF-SITE IMPROVEMENTS TO BE DETERMINED BASED ON FINAL ENGINEERING.
- 4. LIMITS OF PHASING IS APPROXIMATE, SHALL BE ADJUSTED TO BLEND PHASED DEVELOPMENT INTO EXISTING CONDITIONS, AND WILL BE PRESENTED FOR REVIEW AND APPROVAL WITH FUTURE FDP'S.

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Asacodites, Inc.
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 FARMERSVILLE, VA 22430
 PHONE: 703-281-0300
 FAX: 703-281-0788
EA
 ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS

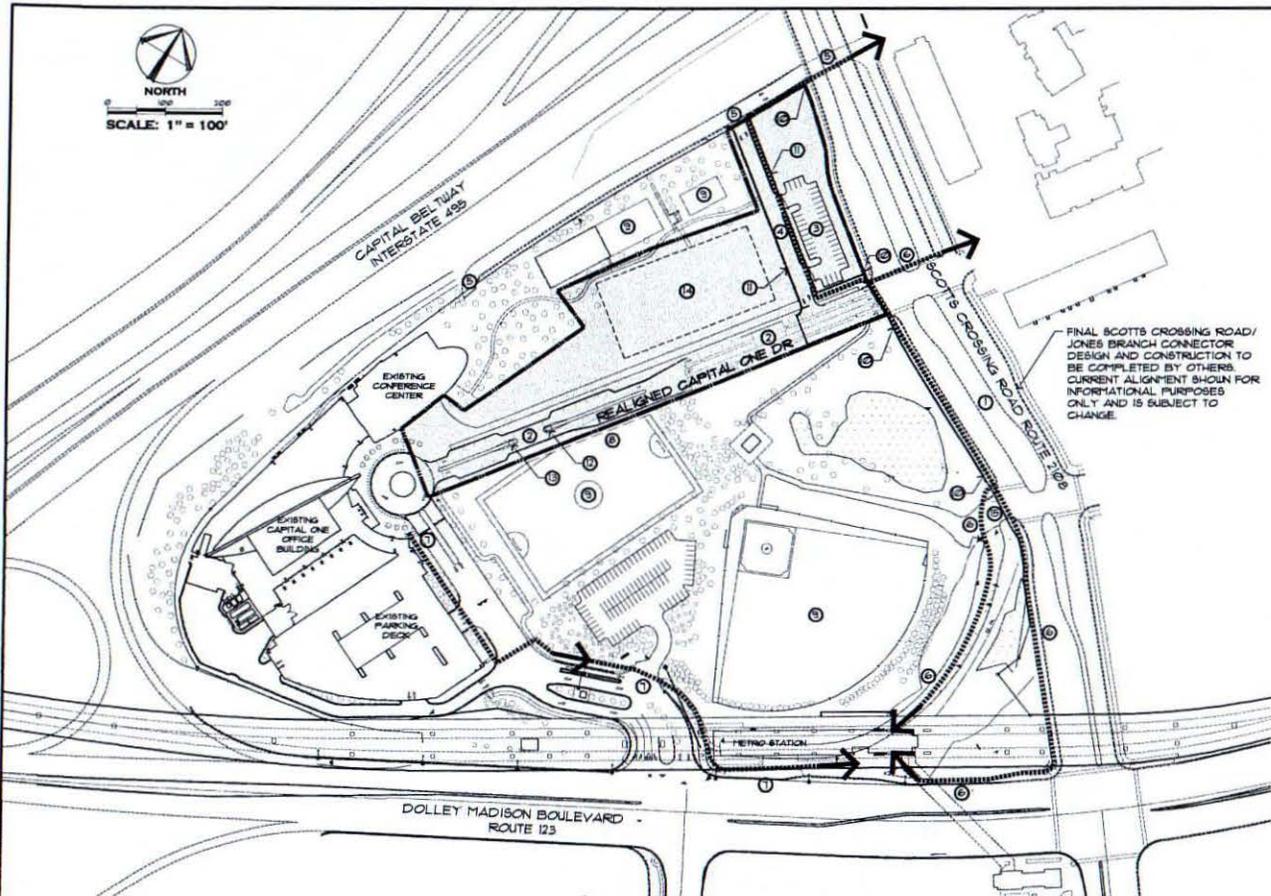
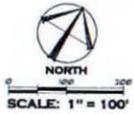


REVISIONS

09-16-11	City Comments
03-12-12	Prestaffing
	Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

JONES BRANCH CONNECTOR PHASE
CAPITAL ONE MASTERPLAN
 FINAL DEVELOPMENT PLAN
 FDP 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1"=100'
DATE	JUNE 30, 2011
DRAWN	OS/TPW/MP/JK
CHECKED	OS/JK
JOB #	1798-1101
CAD FILE	1101P-INTERIM.dwg



FINAL SCOTT'S CROSSING ROAD/
JONES BRANCH CONNECTOR
DESIGN AND CONSTRUCTION TO
BE COMPLETED BY OTHERS.
CURRENT ALIGNMENT SHOWN FOR
INFORMATIONAL PURPOSES
ONLY AND IS SUBJECT TO
CHANGE.

INTERIM CONDITION: ULTIMATE CONNECTION TO SCOTT'S CROSSING ROAD

THIS PHASE IS TO BE COMPLETED ONCE JONES
BRANCH CONNECTOR IS FULLY CONSTRUCTED.

LEGEND

- APPROXIMATE LIMITS OF PHASE
- PEDESTRIAN CIRCULATION ROUTE
- LIMITS OF PHASING AREA (APPROXIMATE)

- ① SCOTT'S CROSSING ROAD RE-ALIGNED TO JONES BRANCH CONNECTOR OVER BELTWAY (BY OTHERS).
- ② CONSTRUCTION OF RE-ALIGNMENT OF CAPITAL ONE DRIVE.
- ③ CONSTRUCTION OF TEMPORARY PARKING AREA WITH POSSIBLE SECURITY GATES TO SERVE TEMPORARY SPORTS FIELDS.
- ④ CONSTRUCTION OF TEMPORARY CONNECTION TO GATES OF MCLEAN ACCESS ROAD WITH PUBLIC ACCESS EASEMENT.
- ⑤ GATES OF MCLEAN ACCESS ROAD WITH 5' WIDE WALK UNDER SCOTT'S CROSSING ROAD (BY OTHERS).
- ⑥ GATES OF MCLEAN PEDESTRIAN ACCESS TO METRO STATION.
- ⑦ METRO STATION ACCESS FOR EMPLOYEES FROM EXISTING BUILDINGS.
- ⑧ IMPACT TO TEMPORARY SPORTS FIELD, MAY BE RECONFIGURED.
- ⑨ TEMPORARY SPORTS FIELD, SPORT COURTS AND SPORTS PAVILION MAY BE MAINTAINED BY CAPITAL ONE POST CONSTRUCTION.
- ⑩ CONSTRUCTION OF TEMPORARY RETAINING WALL ALONG LIMITS OF RIGHT OF WAY.
- ⑪ PUBLIC ACCESS EASEMENT TO BE PROVIDED FOR REVIEW AND APPROVAL BY COUNTY ATTORNEY.
- ⑫ SECURITY GATE LOCATION WITH EXPANDED MEDIAN.
- ⑬ FUTURE SECURITY GATE LOCATION WITH EXPANDED MEDIAN.
- ⑭ POTENTIAL LOCATION OF NEW TEMPORARY SPORTS FIELD.
- ⑮ THIS ENTRANCE MAY BE ADJUSTED WITH THE CONSTRUCTION OF THE JONES BRANCH CONNECTOR PROJECT (BY OTHERS).

NOTE:

1. THE PHASING PLANS AND TABULATIONS REFLECTED ARE CONCEPTUAL ONLY AND ARE SUBJECT TO MODIFICATION BY THE APPLICANT TO RE-ARRANGE THE PHASES TO MEET ITS CORPORATE GROWTH AND CURRENT MARKET DEMANDS.
2. PARKS AND OPEN SPACE AREAS SHALL BE CONSTRUCTED WITH EACH PHASE AS THE SITE DEVELOPS. REFER TO PUBLIC FACILITIES PLAN ON SHEET 10 FOR DETAILS.
3. PHASING OF PUBLIC FACILITIES AND OFF-SITE IMPROVEMENTS TO BE DETERMINED BASED ON FINAL ENGINEERING.
4. LIMITS OF PHASING IS APPROXIMATE, SHALL BE ADJUSTED TO BLEND PHASED DEVELOPMENT INTO EXISTING CONDITIONS, AND WILL BE PRESENTED FOR REVIEW AND APPROVAL WITH FUTURE FDP'S.

William H. Gordon Associates, Inc.

 ENGINEERS • SURVEYORS • PLANNERS • LANDSCAPE ARCHITECTS



REVISIONS

09-16-11	City Comments
03-12-12	Pre-staffing Comments
04-23-12	City Comments
05-24-12	City Comments
06-13-12	City Comments

JONES BRANCH CONNECTOR PHASE A/IT
CAPITAL ONE MASTERPLAN
 FINAL DEVELOPMENT PLAN
 FDP 2010-PP-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRGINIA

SCALE	1"=100'
DATE	JUNE 30, 2011
DRAWN	OS/JPW/MP/JK
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101F-INTERIM2.dwg
SHEET #	30 of 30

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

Tysons Corner Urban Center Background

As a key employment and business center in Fairfax County, Tysons Corner has been the subject of several planning efforts over the past few decades. The most recent effort resulted in a Comprehensive Plan amendment which was approved by the Board of Supervisors in June 2010. The effort was largely prompted by the opportunities presented by the expansion of Metrorail's Silver Line, with four new Metro stations in Tysons Corner. Since the final Environmental Impact Statement for the Silver Line was adopted in 2004, the Tysons Land Use Task Force, a 36 member group of Board-appointed citizens, developed a vision for the future of Tysons Corner based on public input and best practices in transit-oriented development. Following the presentation of this vision developed by the task force, staff and a committee of the Planning Commission developed Comprehensive Plan language and a zoning ordinance amendment based on the work of the task force and additional economic, transportation and fiscal analysis.

The Plan was designed to take advantage of the four new Metro stations, and to set a framework for the transformation of Tysons into a transit-oriented, walkable, green urban center. The Plan envisions that Tysons will be Fairfax County's "downtown" and home to up to 100,000 residents and 200,000 jobs by 2050. The Plan envisions that Tysons will be a 24-hour urban center where people live, work and play, with growth focused around the stations.

The zoning ordinance amendment established a new zoning district for Fairfax County, the Planned Tysons Corner Urban (PTC) District. This new district encourages intense levels of development around the Tysons Metro stations. So that it can be assured that new developments capitalize on the opportunities presented by the four new Metrorail stations, the PTC District requirements are closely tied to the Comprehensive Plan.

In order to achieve the highest densities, a rezoning application which demonstrates that a proposed development furthers the Plan vision of the Tysons Corner Urban Center is required. To that end, Capital One Bank has submitted RZ/FDP 2010-PR-021 and PCA 92-P-001-8 in order to remove the Capital One property from the current proffers associated with RZ 92-P-001 (proffers associated with the West*Gate office park) and to redevelop the 26.2 acres near the Tysons East Metro station (currently under construction near the intersection of Scotts Run Crossing and Route 123) with a mixed-use neighborhood consisting of 5 million square feet (SF) of office, residential, retail and hotel uses.

The proposed Capital One rezoning is the second development proposal to come before the Planning Commission. Under this development proposal, the applicant seeks to redevelop what was to be a corporate office campus into a mixed-use, transit-oriented development.

DESCRIPTION OF THE APPLICATION

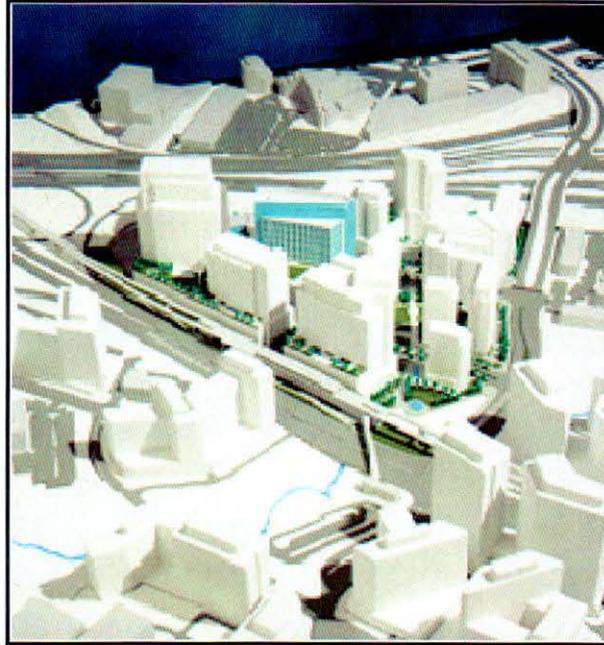


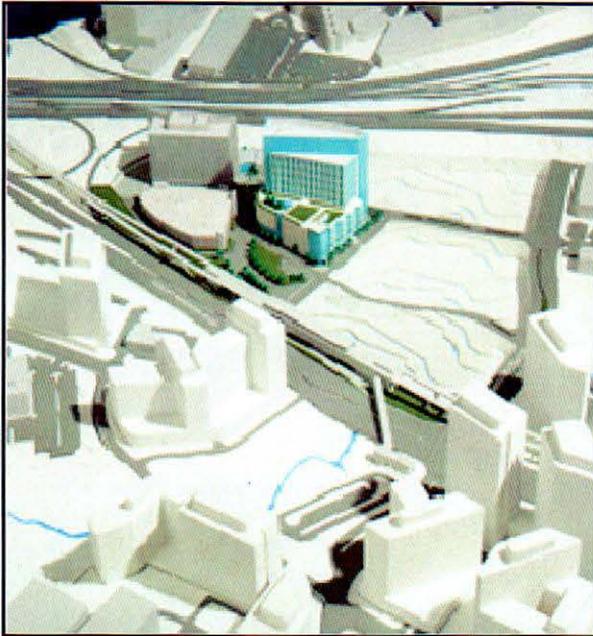
Figure 1. Photograph of 3-D model created by applicant of their development proposal

Overview

Conceptual Development Plan (CDP)

This rezoning application (RZ 2010-PR-021) proposes a mixed-use, transit-oriented development located adjacent to the easternmost Metro station, currently named Tysons East, in the Tysons Corner Urban Center. The applicant proposes to rezone the entire parcel from its current zoning of C-3, with Highway Corridor (HC) Overlay, to the PTC district with HC Overlay. The site is currently developed with a 14-story office building, adjoining one-story conference center and associated parking structure, as well as several temporary playing fields. Under this application, the office building and conference center would remain, but the parking structure would be ultimately razed for redevelopment. The temporary fields will also be removed as development comes on-line. The proposed development includes approximately 4.4 million SF of new development including 3.1 million SF of office space, 1.2 million SF new residential development (between 800 and 1,230 units), 416,886 SF of hotel space, 110,876 SF of retail space along the streets, and 30,000 SF of civic space for an overall floor area ratio (FAR) of 3.88. The proposed site layout is based around a grid formed by four public streets which serve the development and surrounding area, a network of parks and plaza spaces including: a Metro urban park adjacent to the Metrorail station and Scotts Run; a common green with athletic field in a residential block; and a civic plaza in an office/hotel block.

Final Development Plan (FDP)



The FDP request is for one phase on the CDP, specifically Block A, also known as the Capital One Expansion Phase. The FDP shows a 281-foot tall office building and a 111-foot tall hotel served by and built upon a shared parking structure. In addition, a private park space would be located on top of the 8-story parking structure. The FDP also features a drive-through financial institution which will be located entirely within the parking structure. While the buildings in this phase represent the ultimate condition, many of the surrounding streets and landscaping will be realigned and/or reconstructed with later phases of development to complete the ultimate layout of the site.

Waivers and Modifications

The requested waivers and modifications include:

- Modification of Section 2-414B of the Zoning Ordinance requiring a 75-foot setback of commercial buildings from Interstate 495;
- Modification of the Public Facilities Manual (PFM) to reduce the distance from which trees can be planted adjacent to stormwater management easement;
- Deviation from tree preservation target to allow tree canopy to be provided through new tree planting;
- Waiver of underground stormwater management (SWM) detention in a residential area;
- Modification of the PFM to reduce planting width from 8 feet to 4 feet with structural planting cells; and
- Waiver of the Countywide Trails Plan requirement to provide a regional trail alongside Interstate 495.

A reduced copy of the proposed Conceptual and Final Development Plan (CDP/FDP) is included in the front of this report.

Applicant's draft proffers are included as Appendix 1. The applicant's affidavit is Appendix 2 and the applicant's statements regarding the application are included as Appendix 3.

LOCATION AND CHARACTER

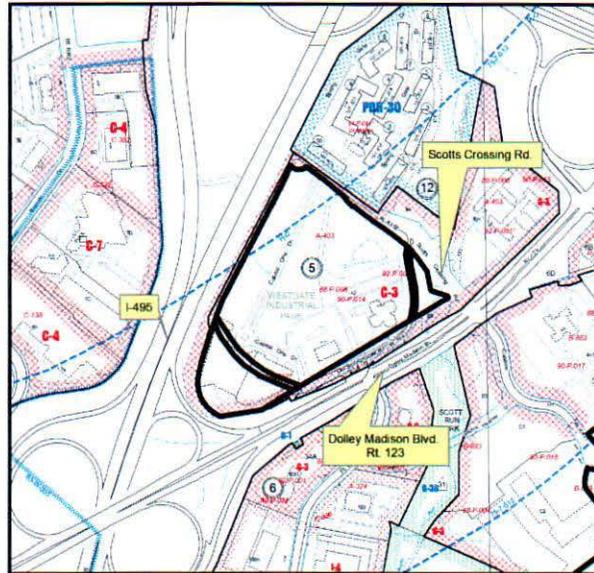


Figure 3. Tax Map of site

The subject site is located in what is known as the Old Springhouse Land Bay (Land Bay A) of the West*Gate office park. As depicted above, the application property, located on the eastern side of Tysons Corner, is bounded by three roads, including Route 123 to the south, the Beltway (Interstate 495) to the north and west, and Scotts Crossing Road (which is planned to ultimately become the Jones Branch Connector, connecting Route 123 to Jones Branch Drive across the Beltway) to the east. The site has frontage along Route 123 and Scotts Crossing Road. The site's Route 123 frontage will be framed by the Metro Silver Line expansion, currently under construction, with a station near the intersection of Route 123 and Scotts Crossing Road (Tysons East).

The site is currently developed with a 14-story (205-foot tall) office building, an adjoining one-story conference center and parking structure. In addition, the site has several sports fields of varying size, including one baseball diamond and several rectangular fields as well as several sports courts. The site also contains an existing stormwater management wet pond. The topography of the site is fairly flat in the center of the site, with the highest point along the Beltway and the lowest point at the corner of the site adjacent to the Scotts Run stream and the intersection of Route 123 and Scotts Crossing Road. Scotts Run has a Resource Protection Area (RPA), Environmental Quality Corridor (EQC) and floodplain associated with it, which also impact the site, although the stream is located almost entirely within Virginia Department of Transportation (VDOT) right of way.

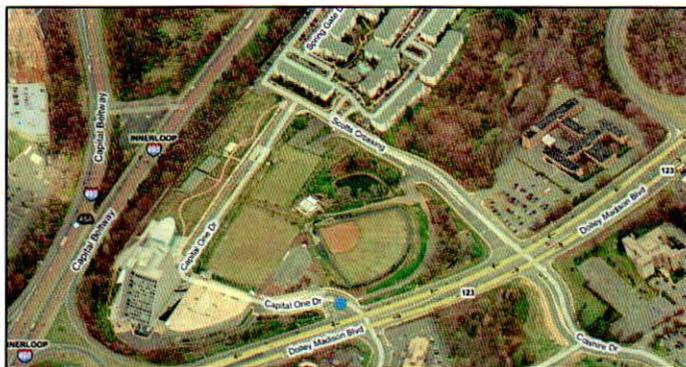


Figure 4. Aerial Photograph of the Subject Site

A chart describing the surrounding uses is provided below:

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan Map
North	Multifamily Residential (Gates of Mclean) Office (West*Gate Office Park, Cleveland site)	PDH-30 C-3	Residential Mixed-use Transit Station Mixed-use
South	Office (West*Gate Office Park) Park (Scotts Run Park)	C-3 R-30	Transit Station Mixed-use Open Space
East	Office (West*Gate Office Park)	C-3	Transit Station Mixed-use
West	Office (across Beltway)	C-4, C-7	Office

BACKGROUND

On June 22, 1992, the Board of Supervisors (BOS) approved **RZ 92-P-001** to rezone 128.63 acres, which comprised the West*Gate site, from I-3, I-4, C-2, C-7, R-1 and Highway Corridor (HC) Districts to the C-3 and HC Districts, subject to proffers dated June 19, 1992.

The GDP for **RZ 92-P-001** was not proffered in its entirety. Rather, the applicant only proffered certain items within the GDP, including: (1) the overall maximum density for West*Gate and the maximum density for each of the three land bays; (2) maximum building heights; (3) conceptual limits of clearing and grading; (4) a Best Management Practices (BMP) stormwater management pond; (5) delineation of the Scott's Run Environmental Quality Corridor (EQC); (6) a typical parking lot landscaping plan; and, (7) sidewalks and trails. Building size, location and footprints, as depicted on the GDP, were not proffered.

On March 22, 1999, the Board of Supervisors (BOS) approved **PCA 92-P-001**. The approved proffers were amended in order to:

- (1) Decrease the overall allowable density to 0.60 FAR;
- (2) Increase the height of the McKinley, Pierce and Taylor buildings (Colshire

Land Bay) to a maximum of 105 feet and the Washington, Adams, Madison and Jefferson buildings (Old Springhouse Road Land Bay) to a maximum of 150 feet; and

- (3) Dedicate a 2.35 acre parcel within the Colshire Drive Land Bay for public use (the current kiss and ride lot).

Concurrently, the Board approved **RZ 1998-PR-052** to rezone portions of right-of-way of Old Springhouse Road from I-4 to C-3 in order to permit future development within the abandoned portions of the road. The accepted proffers for that rezoning application were combined with the proffers for **PCA 92-P-001**.

On October 16, 2000, the Board of Supervisors (BOS) approved **PCA 92-P-001-2** and **PCA 1998-PR-052**. Under these concurrent applications, the approved proffers were amended in order to increase the overall maximum allowable density for West*Gate from 0.60 to 0.65 FAR (an increase of 300,521 SF). Under the approved proffers, the additional 300,521 SF was not assigned to a particular land bay; rather, it could be used anywhere within the subject site.

Also, on October 16, 2000, the Board approved **SEA 98-P-051**, to amend SE 98-P-051, a previously approved Category 6 Special Exception (SE) which permitted an increase in building height to 150 feet within the Old Springhouse Road Land Bay (Land Bay A) of West*Gate. The approved special exception amendment (SEA) plat contained two (2) site layouts. Under the first site layout (Option 1), the height of the proposed Adams Building would be increased from a maximum of 150 feet to a maximum of 225 feet (195 feet of occupiable space plus an additional 30 feet for a penthouse structure). The Washington, Madison and Jefferson Buildings would remain at a maximum of 150 feet. The second proposed site layout (Option 2) would retain the currently approved site layout, which was approved under SE 98-P-051. The BOS approved **SEA 98-P-051** with a development condition which would require that at the time of site plan review and approval, the applicant elect one of the two proposed site layout options. Finally, both proposed site layouts included waivers of the setback requirements per Sect. 2-418 of the Zoning Ordinance and waivers of the interior parking lot landscaping requirements per Sect. 13-201. Ultimately, Option 1 was implemented to become what is now the Capital One office campus.

On November 18, 2002, the Board approved **SE 2002-PR-017** to permit a waiver of certain sign regulations for proposed signage within the Capital One campus.

On October 17, 2005, the Board approved **SEA 2002-PR-17** to allow further waivers of sign regulations on the Capital One campus.

COMPREHENSIVE PLAN PROVISIONS (Appendix 4)

Plan Area:	Area II
Planning District:	Tysons Corner Urban Center
Tysons Corner Urban Center District:	Tysons East District (Scotts Run Crossing Subdistrict)

The Comprehensive Plan Map shows the application property for this case to be planned for Transit Station Mixed Use and Park/Open Space. On page 152-154 of the Tysons Corner Urban Center of the 2011 edition of the Area II Plan, under the heading, Scotts Run Crossing and Colshire Subdistrict the Plan states:

SCOTTS RUN CROSSING SUBDISTRICT

The Scotts Run Crossing Subdistrict is comprised of about 58 acres and is bounded by the Dulles Airport Access Road (DAAR) on the north, Route 123 on the east and south, and the Capital Beltway on the west.

Base Plan

The two subdistricts are planned for and developed with office use at varying intensities up to 1.0 FAR. The multifamily development in the Scotts Run Crossing Subdistrict (Gates of McLean) is developed and planned for 30 dwelling units per acre.

(The subject applications are filed under the redevelopment option.)

Redevelopment Option

Both subdistricts are planned to substantially redevelop with a mix of uses, with office as the predominant use. Each subdistrict is envisioned to become a mixed use area with an increased intensity and diversity of land use including more office and the addition of hotel, residential, support retail, and public and institutional uses. Because a key feature in both subdistricts is Scotts Run, redevelopment proposals should be designed in a manner that ensure this open space will become a more accessible resource-based urban park and areawide amenity. Redevelopment in these subdistricts should also contribute to stream and riparian buffer restoration efforts along Scotts Run.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- As indicated above, the vision for these subdistricts is to redevelop with significantly more intense office development, with the highest intensities near the Metro station. These subdistricts are also envisioned to become more diverse in land uses, to include hotel, residential and support retail

uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
- In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.
- When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.
- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets.
- In the Scotts Run Crossing Subdistrict, two circulation improvements are planned -- a new ramp from the DAAR and the extension of Scotts Run Road over the Beltway. The location and configuration of Scotts Run Road may be adjusted at the time of development approval so as to preserve and make use of the existing right-of-way. Redevelopment along these alignments should provide right-of-way or otherwise accommodate these improvements, and should make appropriate contributions toward their construction costs
- For both subdistricts, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- In addition, a specific public facility need is the provision of a fire station; this facility should be accommodated in this area's redevelopment.
- Building heights in these subdistricts range from 105 feet to 400 feet, depending upon location, as described below and conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations...
- The Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR and Route 123. It is positioned along the Capital Beltway, and has an average grade 25 to 35 feet below the Beltway, the planned extension of Scotts Run Road over the Beltway, and the elevated Metro station. As a result, this subdistrict's building heights are between 175 and 400 feet. Building heights should be highest closest to the Metro station or along the Capital Beltway.
- A potential circulator alignment extends through these subdistricts, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Urban Design Guidelines

Since the adoption of the Comprehensive Plan and the approval of RZ/FDP

2010-PR-014 A&B (Georgelas), the BOS has endorsed the Tysons Corner Urban Design Guidelines (TCUDG). Although not a part of the Comprehensive Plan, the County envisions these guidelines as helpful to designers and planners who are faced with the challenge of designing a redevelopment in Tysons Corner by offering a base palette from which to start. As described later in this report, the applicant in this case has also proffered to follow their own complementary design guidelines which provide internal guidance to site design, layout and furnishings on-site, referred to in this text as the Capital One Urban Design Guidelines (COUDG).

DESCRIPTION OF THE DEVELOPMENT PLANS

PCA General Development Plan (reduction at front of staff report)

Title of General Development Plan: Capital One Masterplan PCA Exhibit
Prepared by: William H. Gordon Associates, Inc.
Original and Revision Date: November 9, 2010 through June 19, 2102

Conceptual Development Plan (reduction at front of staff report)

Title of Conceptual Development Plan: Capital One Bank Masterplan
Prepared By: William H. Gordon Associates, Inc.
Original and Revision Date: August 4, 2010 as revised through June 13, 2012

Final Development Plan (reduction at front of staff report)

Title of Final Development Plan: Capital One Bank Masterplan FDP
Prepared By: William H. Gordon Associates, Inc.
Original and Revision Dates: June 30, 2011 as revised through June 13, 2012

PCA Exhibit

As described above, the subject parcel is currently part of a larger rezoning, RZ 92-P-001, which governs the office park development known as West*Gate. Specifically, the proffers set an overall FAR of 0.65 for the West*Gate office park and a FAR of 1.0 FAR for the Old Springhouse Road Land Bay (in which the Capital One campus is located). The proffers limit the square footage allowed for the various land bays in that development. Under the proposed PCA, 1,229,226 SF will be removed from the West*Gate development. With deletion of

this parcel and the removal of this square footage, the remaining overall FAR in West*Gate is 0.49 and 0.17 in the Old Springhouse Road Land Bay, which is under the maximum FARs set by the proffers. Therefore, staff can support the requested removal of the subject site from RZ 92-P-001.

Development Plans

The CDP and FDP are separate plans and will be described separately for purposes of this report.

CDP

The CDP consists of 57 sheets which show the site layout, massing, basic architecture and engineering used to design the proposed mixed-use development.

Sheet	Description
Cover	Team Contact Info, Sheet index, Vicinity and Soil Map
Sheet 2	General Notes, Waivers and Modifications, RPA information
Sheet 2A	RPA discussion and graphics
Sheet 3	Overall Development Plan
Sheet 4	Existing Conditions
Sheets 5-8	Development Program by Block, with Height and Uses in Plan View
Sheets 9-9B	Landscape Elements (landscape plan, existing conditions, planting list)
Sheets 10-13A	Urban Parks, Public Facilities and Pedestrian Circulation Plan
Sheets 14-15E	Phasing Diagrams
Sheets 16-16A	Shadow studies
Sheet 17	Renderings
Sheets 18-19A	Cross Sections through and Around Development
Sheets 20-22B	Stormwater Management Plans
Sheets 23-23A	Cross Sections to adjacent developments and roadways
Sheets 24	Comparison of Proposal to conceptual road grid in Comprehensive Plan
Sheets 25-28A	Details of Urban Park Spaces, with landscaping, amenities and hardscapes
Sheet 29	Photographs of 3D model
Sheet 30	Details of waiver to allow underground detention in residential areas
Sheet 31	Emergency Access Plans
Sheet 32	Conceptual Utilities Plan
Sheets 33-34	Diagrams and precedential photographs excerpted from COUDG

FDP

The FDP contains 39 sheets which show the details of site layout, engineering and architecture of Block A, as noted on the CDP. Block A is referred to as the

Capital One Headquarters Expansion Phase in the CDP and includes Buildings 1 and 2, associated parking, and rooftop private amenity space.

Sheet	Description
Cover	Project team Contact Information, index, vicinity and soils map
Sheet 2	General Notes, Waivers and Modifications
Sheet 3	Overall CDP tabulations and FDP tabulations
Sheet 4	Existing Conditions Plan
Sheet 5	Buildings and Streets associated with this phase
Sheets 6-8	Parking by Level
Sheet 9	Vehicular Circulation Plan and Plan for Drive through bank
Sheets 10-10E	Landscape Plans, EVM, Details, Planting Plans, Plans for Vegetated Wall
Sheet 11	Open Space Plan
Sheet 12	Utilities Plan
Sheet 13	Park Plans
Sheet 14	Pedestrian Circulation Plan
Sheet 15	Streets proposed with this application and concept for future roads
Sheet 16	Architectural Perspectives
Sheet 17	Architectural building sections through the site
Sheet 18	Shadow study
Sheets 19-19A	Images of LID, lighting, paving, benches, planters, bollards, etc.
Sheets 20-22A	Stormwater Management program details
Sheets 23-26	Architectural Elevations
Sheet 27	Photographs of 3D Model
Sheet 28	Emergency Access Plan
Sheet 29	Jones Branch Connector Phase
Sheet 30	Condition with realigned Capital One Drive

Overall Development

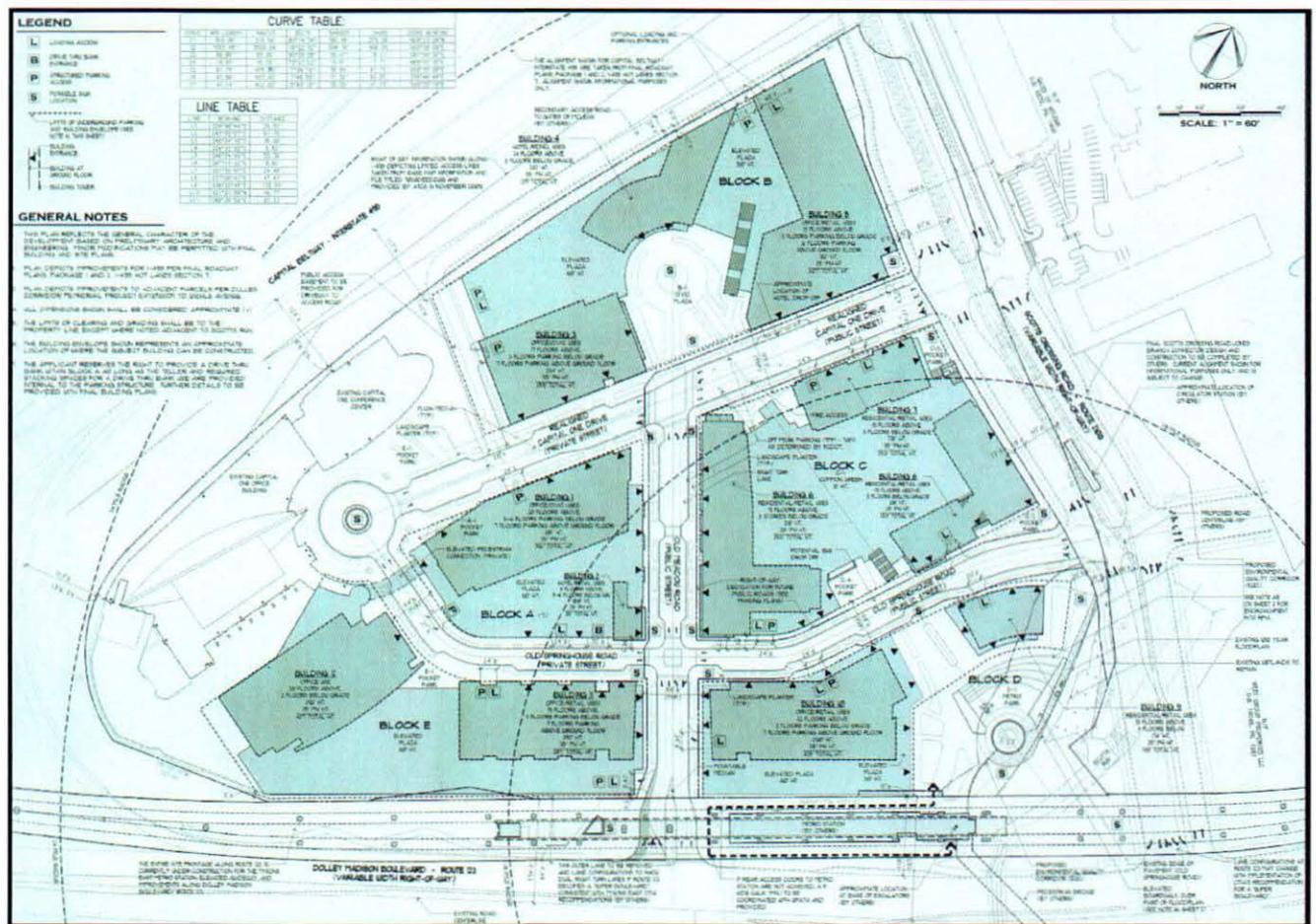
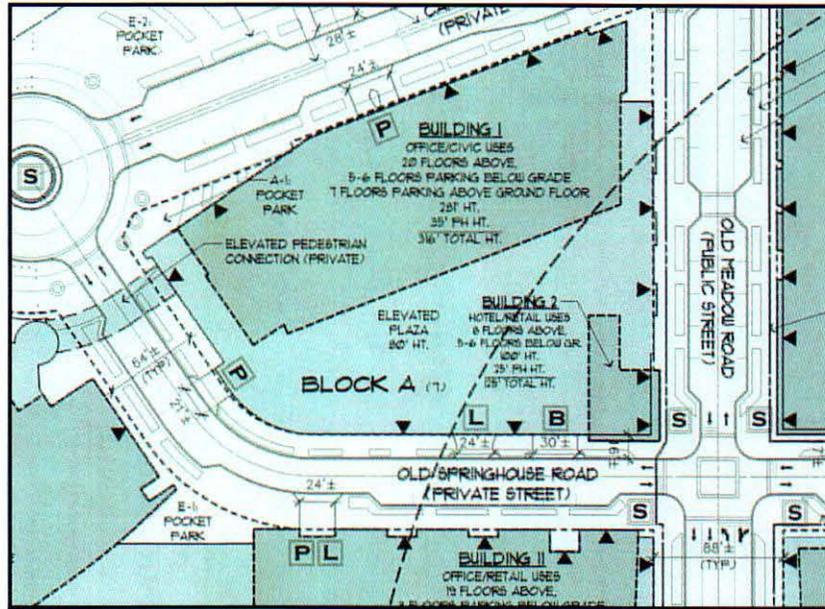


Figure 5. Conceptual Development Plan

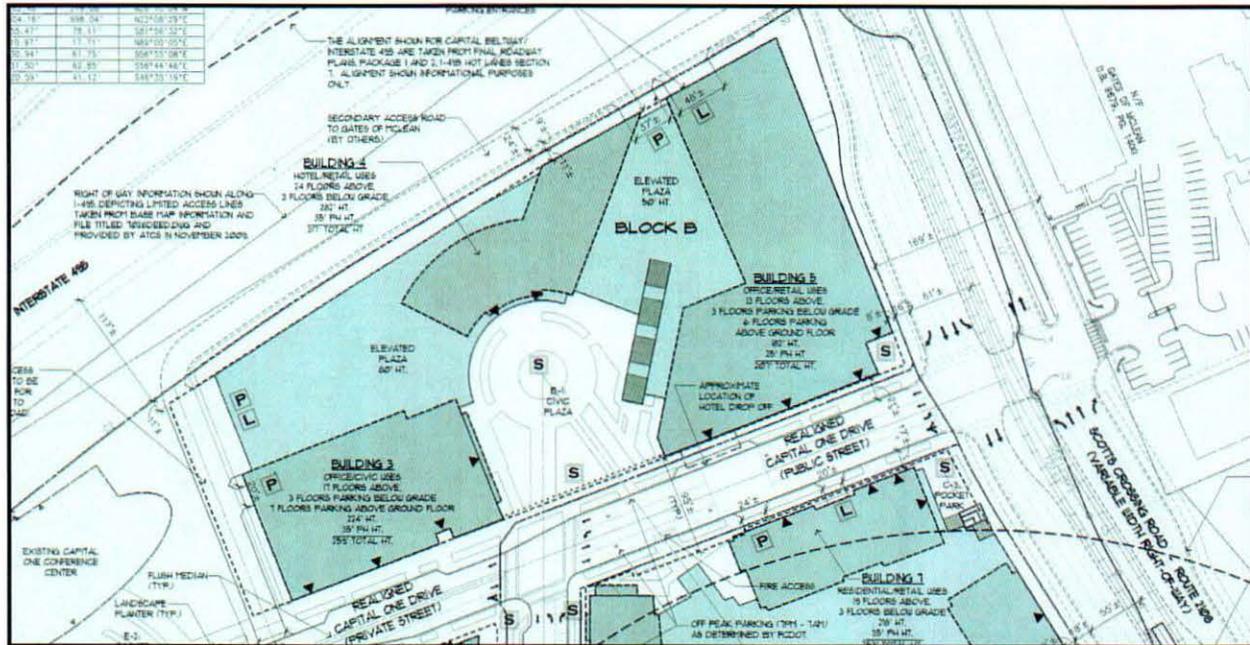
- Proposed Site Layout.** The applicant proposes a building program of 12 new buildings with retention of the existing 205-foot tall office building and adjoining one-story conference center. The development plan includes a building program which encompasses the entire site. In total, the 14 buildings will result in almost 5 million square feet (4,969,523 SF) of development on this 26 acre site within ¼ mile of the Tysons East Metro station (currently under construction). The overall FAR would be 3.88. The buildings are all considered high-rise; that is, the minimum height of any of the buildings would be 75 feet, with the tallest building proposed at a maximum height of 395 feet. The buildings are organized into a series of 5 new blocks, oriented toward the proposed new streets and public spaces. Details on the park spaces will follow. The following chart and illustrations provide a close-up of each block, as well as the details on GFA and heights for the proposal.



Capital One Headquarters Expansion Phase (Block A)

Block A consists of two buildings, one 281-foot tall office tower (Building 1) and one 111-foot tall hotel tower (Building 2). The buildings are built on a single parking structure and are surrounded by Capital One Drive, Old Meadow Road and Old Springhouse Road. Each building will contain ground floor retail, with retail fronting along the entirety of Old Meadow Road. The parking structure extends 7-8 floors above ground and the applicant proposes to use this rooftop as a plaza with landscaping and hardscape to serve the occupants of the building.

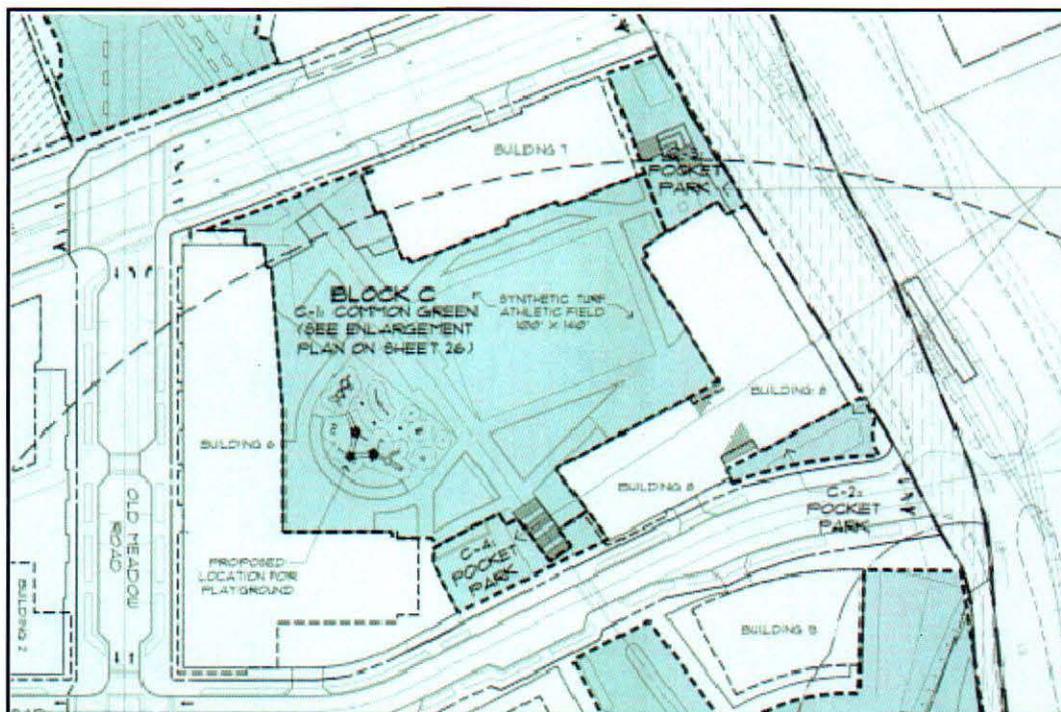
Block A Summary	GFA Range	Min./Max. Heights	Max. Parking
Building 1 – Commercial Office	300,000 – 512,250 SF	150-281 feet	639
Building 1 – Retail	up to 7,750 SF	Ground floor	126
Building 2 – Hotel	50,000 – 68,250 SF	75-111 feet	135
Building 2 – Retail	up to 8,250 SF	Ground floor	135
Maximum for Block A	596,500 SF	---	1,035



Hotel/Civic Plaza Phase (Block B)

Block B, located between the Beltway and Capital One Drive, consists of three buildings built on a parking podium. These buildings would be arranged around a half-acre civic plaza. The buildings consist of an office tower (Building 3) ranging from 150-225 feet tall, a hotel (Building 4) ranging from 150-293 feet tall, and a commercial office tower (Building 5) ranging from 125-200 feet tall. The Civic Plaza is at-grade and features plantings, specialty pavers and seating areas/benches. A proposed 30,000 SF community center is proposed to be located in the ground floor of Building 3, near the Civic Plaza. The CDP also shows space for future cafes along the edge of the plaza. The hotel and office tower will contain retail at the ground level. The applicant also requests a waiver per Section 2-414 of the Zoning Ordinance to permit these buildings to be within 75 feet of the Beltway.

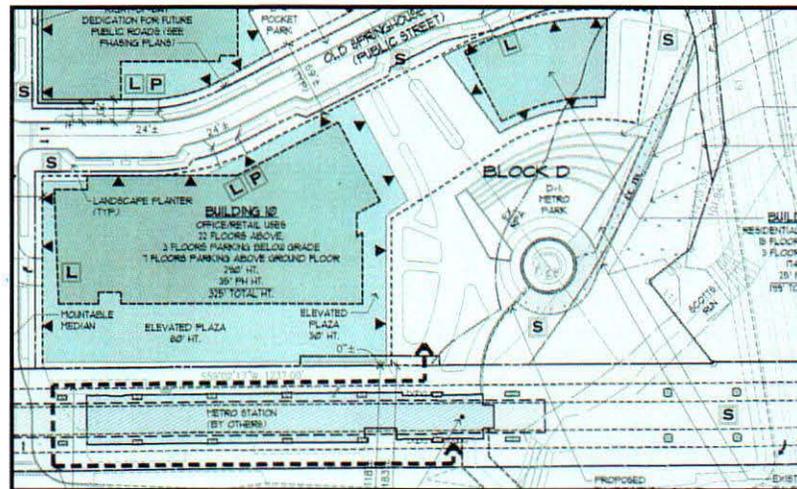
Block B Summary	GFA Range	Min./Max. Heights	Max. Parking
Building 3 – Commercial Office	200,000 – 292,500 SF	150 – 225 feet	532
Building 3 – Civic	up to 30,000 SF	Ground floor	300
Building 4 – Hotel/Conference	200,000 – 367,500 SF	150 – 293 feet	614
Building 4 – Retail	up to 2,300 SF	Ground floor	8
Building 5 – Commercial Office	300,000 – 396,500 SF	125 – 200 feet	723
Building 5 – Retail	up to 10,350 SF	Ground floor	37
Maximum for Block B	1,099,150 SF	---	2,214



Residential Commons Phase (Block C)

Block C, located to the south of Block B between Capital One Drive and Old Springhouse Road, consists of three residential buildings (Buildings 6 through 8) built on a shared parking podium. The building heights range between 125 feet and 231 feet tall. Ground level retail is proposed along the street frontage and a 1.55 acre common green would be situated in the center of the buildings. The Common Green is built on top of the parking podium with the Green at grade along Capital One Drive, but some 20 feet above grade along Old Springhouse Road. The Common Green features a 100 by 140-foot synthetic turfed and lit rectangular field, a paved walking path and a playground.

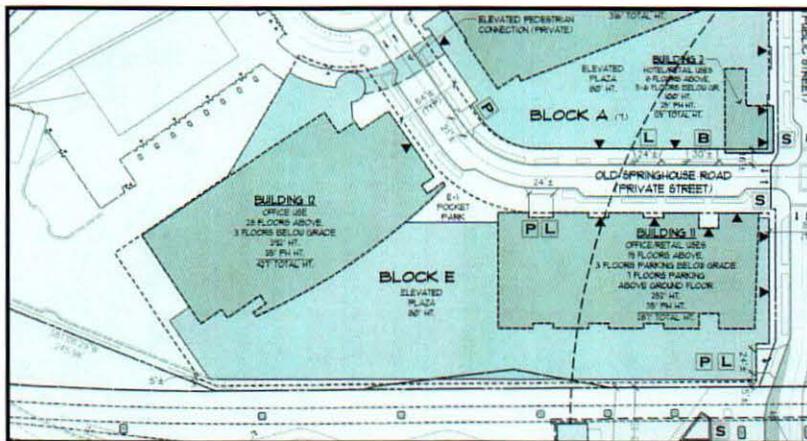
Block C Summary	GFA Range	Min./Max. Heights	Max. Parking
Building 6 – Residential	300,000 – 518,000 SF	150 – 221 feet	498
Building 6 – Retail	up to 26,300 SF	Ground floor	0
Building 7 – Residential	200,000 – 274,800 SF	125 – 221 feet	254
Building 7 – Retail	up to 5,000 SF	Ground floor	0
Building 8 – Residential	200,000 – 386,900 SF	125 – 231 feet	372
Building 8 – Retail	up to 12,500 SF	Ground floor	0
Maximum for Block C	1,223,500 SF	---	1,124



Metro Station Phase (Block D).

Block D is directly adjacent to the new Metro station and consists of one office tower (Building 10) 200 to 305 feet in height and one residential building (Building 9) 75 to 175 feet in height. The buildings, which both front along Old Springhouse Road to the north and the proposed park, are each built on top of and wrapped around a parking structure. This phase also includes the 1.5 acre Metro park, which features specialty paving, seating in benches on risers and a water feature. The applicant also proposes to construct a new ground-level entrance into the Metro station from the park. Currently, the only entrance into the station along the north side of Route 123 is located along Route 123.

Block D Summary	GFA Range	Min./Max. Heights	Max. Parking
Building 9 – Residential	50,000 – 124,250 SF	75 – 175 feet	236
Building 9 – Retail	up to 3,850 SF	Ground floor	19
Building 10 - Commercial Ofc.	400,000 – 484,000 SF	200 – 305 feet	742
Building 10 – Retail	up to 28,100 SF	Ground floor	142
Maximum for Block D	640,200 SF	---	1,139



Financial Office Phase (Block E)

Block E consists of two office towers built on a shared parking podium. Building 11 is proposed to be between 150 and 266 feet tall, while Building 12 is proposed to be between 300 and 395 feet tall. Ground level retail is proposed within Building 11. The top of the parking podium will feature a plaza with hardscape and private recreational amenities.

Block E Summary	Max. GFA	Min./Max. Heights	Max. Parking
Building 11 - Commercial Ofc.	200,000 – 329,850 SF	150 – 266 feet	296
Building 11 – Retail	up to 6,650 SF	Ground floor	11
Building 12 - Commercial Ofc.	400,000 – 786,000 SF	300 – 395 feet	1,744
Maximum for Block E	1,122,500 SF	---	2,051

- Urban Design As noted previously in this report, this application seeks to provide a new urban neighborhood where the Capital One corporate campus now stands. To further that vision, the CDP/FDP, proffers and Capital One Urban Design Guidelines (COUDG) contain design principles to govern the architectural design, park layout and streetscapes on the site. The COUDG can be found online at:

http://www.fairfaxcounty.gov/tysons/development/tysons-zoning-cases/capitalone/caponedesignguidelines_rev_2012.04.pdf

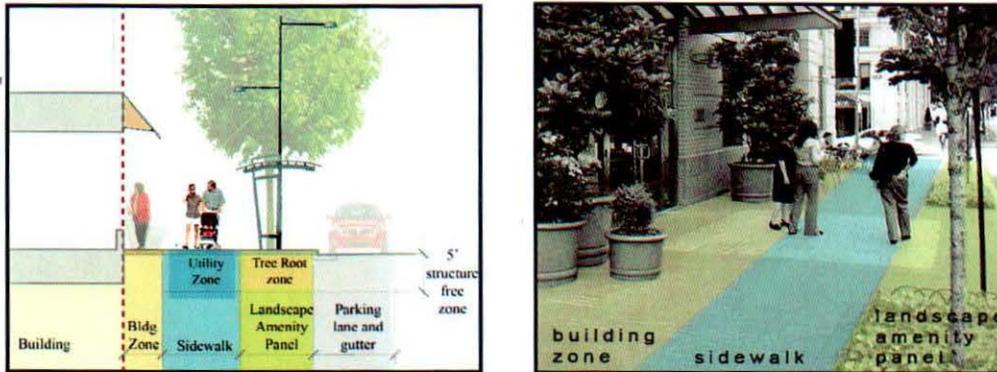
Images, conceptual elevations, and use diagrams are located within the CDP and FDP to illustrate potential layouts and architecture for the site. The plans and proffers also contain proposed streetscape layouts for the site. Though not proffered, the COUDG build upon these base designs contained in the CDP and FDP to provide further guidance on streetscape, open spaces, signs, and architectural standards. The COUDG also describe the design philosophy of the site and describe the proposed internal design review board for the development.

- Street Grid and Vehicular Access. Currently, the subject site is accessed from Route 123 by Old Meadow Road and from Scotts Crossing Road by Capital One Drive. Both streets are private with access restricted by security gates. Under the proposed redevelopment, the site will be accessed through the provision of several new grid streets which intersect with Scotts Crossing Road and Route 123. Sheet 24 of the CDP shows an analysis of the grid streets proposed by the applicant as compared with the conceptual grid approved with the Comprehensive Plan amendment for Tysons Corner. The applicant is providing three streets which would accommodate both internal site traffic and additional trips through the site. Old Springhouse and Capital One Drive would basically parallel to Route 123. These roads have both public and private sections. The private portions of these roads are located to the northwest of Old Meadow Road and would include those portions of the site that encompasses the existing Capital One facilities, as well as the proposed expansion building for Capital one. The public portions of Old Springhouse Road and Capital One Drive are located between Old Meadow Road and Scotts Crossing Road. The entirety of Old Meadow Road, which runs perpendicular to Route 123, would be public.

The application property is directly adjacent to Scotts Crossing Road, also known as the Jones Branch Connector. Ultimately, this road is proposed to connect Route 123 to Jones Branch Drive and provide a new crossing of the Beltway. This major transportation improvement was listed in Table 7 as necessary to accommodate traffic volumes associated with Tysons redevelopment. The applicant has proposed to dedicate 1.65 acres to accommodate road widths and a future transit line (the Tysons Circulator) in the median of the Jones Branch Connector. As shown on the cross section on Sheet 13 of the CDP, this acreage is designed to allow two eleven foot wide lanes northbound, with right and left turn lanes to enter the application site. Similarly, two southbound lanes are accommodated with right and left turn lanes. Fairfax County is currently working to secure funding to construct this project. The CDP depicts the ultimate lane configurations as currently envisioned.

- Streetscape. The Comprehensive Plan contains streetscaping recommendations to ensure an attractive, active and safe pedestrian environment. The streetscape recommendations include three zones, consisting of the building zone adjacent to the building, a sidewalk, and a landscape amenity panel with vegetation and trees, as depicted in Figures 6 and 7 below. Along public streets, the sidewalk and landscape amenity panel would be located

within the public right-of-way. The building zone, which could be used for outdoor seating or displays as illustrated in Figure 7, is a private space.



Figures 6 and 7. Streetscape Sections

The applicant has provided street sections within the CDP which depict the streetscape on Old Meadow Road, on Capital One Drive, and Old Springhouse Road. These sections conform to the Tysons Corner Urban Design Guidelines.

- **Urban Open Space.** Precedential photographs are shown on the park enlargement sheets in the CDP to detail the location and amenities of the proposed urban space areas. At the time of FDP, refining details for the parks within each block will be provided. The proffers commit to providing the park and appropriate public access easements at issuance of the first RUP or Non-RUP for the final building in the phase.
- **Private Open Space.** As noted above, the proposed parking podiums can extend up to 7-8 stories on this site, creating rooftops 70-80 feet high. The applicant has proposed to use these rooftops to create plazas, which are mostly private spaces and for the use of the employees, residents or hotel visitors to the site. The elevated plazas in Block A, B, D and E can be accessed either through elevators within the buildings and/or by outdoor staircases. Two rooftop plazas will contain full-sized basketball courts.
- **Transit.** The site is immediately adjacent to the Tysons East Metro station currently under construction. Block D (containing Buildings 9 and 10) is the block closest to the new station and features an urban park to the north of the station. The Metro station is proposed to have two entrances, including one along the north side of Route 123 and one into the proposed Kiss and Ride on the south side of Route 123 by pedestrian bridge. In order to make the proposed development more accessible to Metro, the applicant has proposed to create a new entrance on the back side of the station which would lead directly into the site at ground-level and open into the proposed Metro park between Buildings 9 and 10.

The Comprehensive Plan also shows a conceptual plan for a Tysons Circulator on Scotts Run Crossing Road. The Tysons Circulator would provide transit

within the Tysons Corner Urban Center and could be rubber-tired or fixed rail. Since the adoption of the Comprehensive Plan, further circulator studies have been conducted, which identified the possible need for a station along Scotts Crossing Road. As described above, the applicant has agreed to dedicate land along the site's Scotts Crossing Road frontage for a possible future circulator route and station. No bus bays are shown on the applicant's property although the CDP does identify one potential bus drop off along Old Springhouse Road.

- Transportation Demand Management (TDM). The applicant has committed to reducing vehicle trips by establishing a TDM program which will encourage the use of different transportation modes, as well as monitor the vehicle trips made to and from the site. The program establishes a remedy fund to provide further trip mitigation should the trip reduction goals not be met. There is also a penalty fund if the goals are not met.
- Pedestrian Access. Sheet 11 describes the pedestrian circulation plan for the entire site at full build-out. At that time, pedestrians can access each of the buildings from the sidewalks which will surround each building. In addition, a pedestrian path is shown through the Metro park, to the Common Green and on to its terminus at the Civic Plaza. As noted earlier, the approved design of the Metro station features only one entrance along the north side of Route 123 which is located directly on Route 123. The applicant has shown a new, second pedestrian access at ground level on the other side of the station, directly into the Capital One site. The applicant has committed to working with the County and WMATA to add this pedestrian access prior to the first Non-Residential Use Permit (Non-RUP) for the hotel in the Capital One Expansion Phase (the phase in FDP at this time) once the station is to be conveyed to WMATA and so long as the cost of the entrance does not exceed \$250,000. Pedestrian access, with temporary linkages, is also shown on the phasing plans as each block develops. Proffer 31 also commits to provision of these interim pedestrian linkages during the different phases of development. The applicant is further requesting a waiver of the major paved trail along the Beltway shown on the Trails Map of the Comprehensive Plan in favor of the proposed on-site sidewalks.
- Parking. At the time of ultimate build-out of the proposed development, all of the parking for the site will be located within parking structures which will be integrated into the various blocks, with both underground and above-ground parking structures. The applicant has proffered to meet the PTC parking requirements, which mandates maximum numbers of spaces instead of the traditional parking minimums. While the proffers allow the applicant to meet the Zoning Ordinance, the applicant has provided tabulations which would permit the provision of less parking than described by the Zoning Ordinance. At this time, the parking tabulation shows a total of 7,563 parking spaces to support the roughly 5 million SF of office, residential retail, hotel and public uses on site. The applicant proposes to park the office uses at 1.6 spaces per 1,000 SF, residences at 1.1 spaces per unit, retail at 1/200 for the first 1,000 SF and 5.4 for the remaining non-exempt retail SF, 1 space per hotel room and a total of 30 spaces for the proposed 30,000 SF community center.

- *Athletic Fields.* The Comprehensive Plan provides specific guidance on the need to accommodate athletic fields within Tysons Corner in order to serve the existing and future employee and resident populations. In general, one full-size athletic field is needed for every 4.5 million square feet of mixed-use development in Tysons. Based on the new development proposed with this application, the Comprehensive Plan recommends the provision of 0.86 of an athletic field. The applicant proposes to satisfy this recommendation in two ways. First, the applicant is partnering with a nearby development in Tysons East (the Commons). Under this arrangement, the applicant would provide a 30,000 SF community center with gym on the subject site, while the Commons would provide a full-size athletic field on their Tysons East site (which is located to the south of Route 123 along Anderson Road). In addition, the applicant would provide a small field within the Common Green in Block C. The field, which is approximately 1/3 the size of a full-size athletic field, will be available for public scheduling from 5 to 10 PM Mondays through Fridays and 8 AM to noon on Saturdays and Sundays.
- *Public Facility.* As noted above, the applicant proposes to provide a 30,000 SF community center within Building 3 of Block B. The facility would include a 9,000 SF gymnasium, classroom and meeting space. The exact program for the center would be determined based on community outreach to the existing and future residents of the neighborhood. The applicant has proffered to dedicate this facility to the County.
- *EQC, RPA & Floodplain.* The site is impacted by the EQC, RPA and floodplain associated with Scotts Run. The applicant proposes to encroach into the RPA, but is limiting the impervious surface and disturbance to amounts which were previously approved. As long as neither the imperviousness nor the disturbance increases over the previous approval, the applicant may redevelop without an RPA exception. The CDP shows that the floodplain will not be impacted under the development of the Metro park as the proposed plaza within this park cantilevers over the floodplain. The applicant has also proffered that at the time of FDP and construction for Block D, to prepare a detailed stream restoration plan which would seek to restore the area to a more natural channel configuration.
- *Tree Preservation.* Much of the existing on-site tree canopy (19.1%) will be lost under the proposed development of the site. As such, the applicant proposes to meet the tree canopy requirements in its entirety with new trees planted in the streetscape and park areas. Overall, the tree cover has been calculated at 13.1% for the entire site. For the FDP site (which is an interim condition) the tree cover is 12%.
- *Stormwater Management/Best Management Practices.* The Comprehensive Plan recommends an aggressive strategy to deal with the increased stormwater impacts associated with the increased intensity of development expected for Tysons Corner. The applicant proposes to accommodate the stormwater

detention, retention and reuse needs on-site through the use of cisterns, storage vaults, green roofs, bioretention with storage, and natural open space. The applicant is concurrently requesting a waiver of the PFM related to use of underground SWM vaults in a residential area.

- *Affordable and Workforce Housing.* Given the type of high-rise construction proposed here, it is not anticipated that affordable housing will be required. However, the applicant has proffered to provide affordable and/or workforce housing at a rate of 20% of the dwelling units on-site in accordance with the Board of Supervisors' Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010. In addition, the applicant has proffered to contribute \$3.00 for each square foot of non-residential space (excluding retail and space reserved for public facilities) built on the subject site to the Fairfax County Board of Supervisors for the provision of affordable and/or workforce housing to serve Tysons.

FDP Description Overview

The FDP encompasses only Block A which include the Capital One Expansion Phase and the existing buildings. No changes are proposed to the existing office building and conference center. As described above, this phase includes an office tower and hotel tower, built on a single parking podium. These towers will be connected to the existing development by a pedestrian bridge.

The parking podium can be up to 8 stories in height and will be wrapped by the office along Capital One Drive, hotel/retail along Old Meadow Road, and by a vegetated wall along Old Springhouse. The applicant also proposes a drive-through financial institution which will be entirely within the parking structure and accessed from Old Springhouse Road. A rooftop plaza is proposed on the top of the parking structure for occupants of the buildings.

The FDP marks an interim phase between the current configuration of the Capital One campus, and its ultimate configuration as a mixed-use, transit-oriented neighborhood. While the FDP represents the final layout of the buildings, it will be later amended to add the street context as shown on the CDP.

The applicant proposes to build the structures and partially construct Old Meadow Road in that section directly adjacent to its building. Partial construction refers to the entirety of the pavement and streetscape adjacent to the buildings, but not the streetscape on the opposite side of the road, which will be completed with Bloc C. The applicant proposes to leave the existing baseball diamond and

add 68 surface parking spaces, landscaping and sidewalk on the opposite side of Old Meadow Road. The applicant also proposes enhanced landscaping along the perimeter of the buildings in places where the ultimate alignment of the streets as proposed in the CDP is not to be constructed at this time.

The applicant proposes to maintain the rest of the site as it exists today, including the current alignment of Old Springhouse Road and Capital One Drive.

The existing athletic fields will also remain except in the location of the new building. The applicant also proposes to maintain the existing security guard houses either in their current location or to relocate them on the private streets.

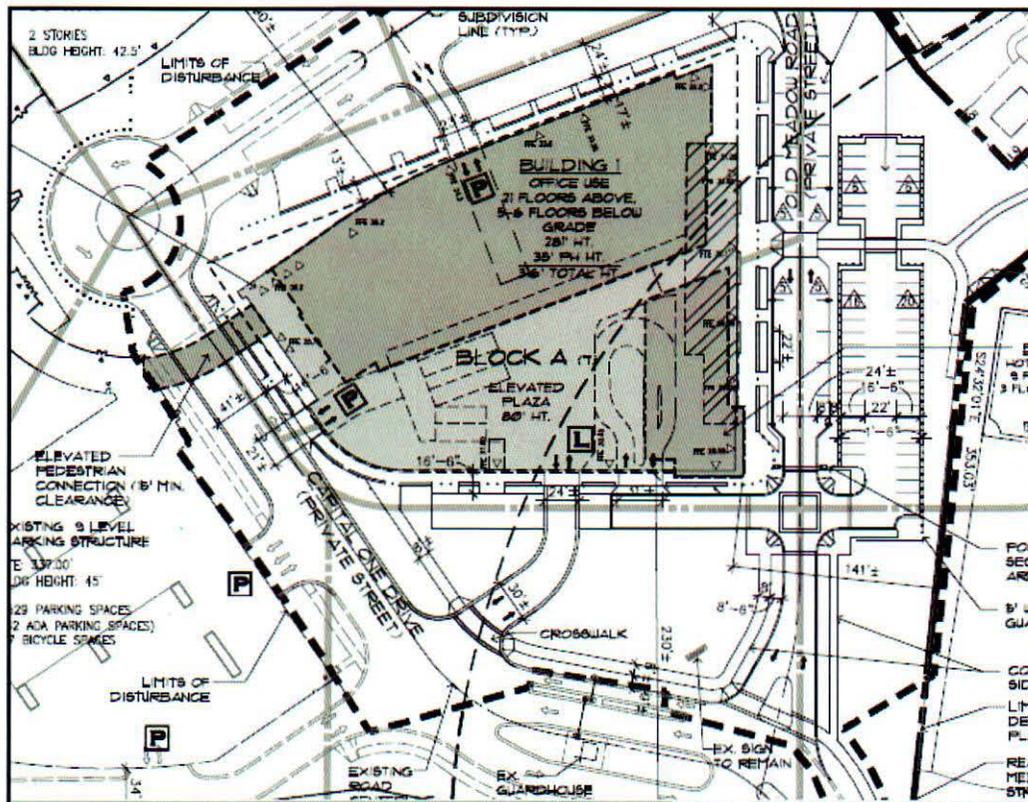


Figure 8. Final Development Plan

ANALYSIS

Land Use

The application is within the Transit Station Mixed-Use land use category on the Comprehensive Plan's Conceptual Land Use Map. The Plan defines the Transit Station Mixed-Use land category as follows:

“Transit Station Mixed-Use: These areas are generally located near the Metro stations. They are planned for a balanced mix of retail, office, arts/civic, hotel, and residential uses. The overall percentage of office uses throughout all of the

Transit Station Mixed-use areas should be approximately 65%. This target of office uses will help Tysons maintain a balance of land use and transportation over the next 20 years. Individual developments may have flexibility to build more than 65% office if other developments in the category are built or rezoned with a use mix that contains proportionately less office. The residential component should be on the order of 20% or more of the total development. It is anticipated that the land use mix will vary by TOD District or subdistrict. Some districts or subdistricts will have a concentration of offices and other areas will have a more residential character. In all cases, synergies between complementary land uses should be pursued to promote vibrant urban communities.”

The land use mix proposed for the subject application follows the recommendations for the Transit Station Mixed-Use Category. The mix of uses falls at 64% office, 24.7% residential, 8.4% hotel, 2.2% retail and 0.6% public facility. Staff believes that the land use mixes proposed are in conformance with the Comprehensive Plan.

Intensity

In TOD Districts, the Comprehensive Plan links intensity to a property’s distance from a Metro station. For sites within 1/4 mile of a station, the Plan does not specify a maximum FAR (pages 23-24, 26-27).

“The highest intensities in Tysons should be built in areas closest to the Metro station entrance. Intensities should decrease as the walking distance from the stations increases. This reflects evidence from other urban areas that transit ridership is correlated with walking distance to rail stations. Following this pattern, the intensity of redevelopment projects within 1/4 mile of the Metro stations should be determined through the rezoning process; in other words, no individual site within these areas should be subject to a maximum FAR.”

The subject property is located entirely within 1/4 mile of the Tysons East station and is not subject to a maximum intensity. It should be noted that the Comprehensive Plan recommends that floor area associated with public facilities not be included when calculating the intensity for applications in Tysons (Page 24).

“To encourage public-private partnerships, when building space is provided for a public facility, the floor area of the facility should not be counted toward a development’s allowable FAR.”

The proposed intensity for the subject application after excluding the proposed 30,000 square feet of public facility space is 3.88 FAR. This intensity is in conformance with the Comprehensive Plan.

Initial Development Level (IDL)

The Planning Commission Tysons Committee recently published a draft strawman document summarizing its work to date. The committee is currently soliciting public comments on this document, which can be accessed at:

http://www.fairfaxcounty.gov/planning/tysons_docs/tysonscornerstrawman061412.pdf

The committee's draft strawman lays out preliminary recommendations to the Board of Supervisors for funding transportation improvements in Tysons. The document also includes a preliminary recommendation regarding the IDL (pages 14-16). This draft recommendation is being provided for informational purposes only and is subject to change with subsequent Planning Commission and Board actions.

To address this issue, the Planning Commission is preparing a funding recommendation that, if implemented, would provide for the timely completion of all of the currently identified transportation improvements for the 2050 time period. Implementing the proposed funding solution would result in a circumstance where limiting office development to the 2030 level, or determining if the IDL should be linked to the amount of office use approved at the CDP or FDP, would no longer be necessary.

As the Planning Commission's recommendations for financing infrastructure (identified above) would address the increment beyond 2030, the Planning Commission recommends that "the Board direct staff to incorporate within the next Tysons-wide plan amendment text to increase or remove the current IDL of 45 million square feet of office use."

The following table summarizes the built and approved (both CDP and FDP actions) office floor area in Tysons and the office space proposed with the subject application.

Category	CDP/GDP Office GFA (sq. ft)	FDP/GDP Office GFA (sq. ft.)
Existing Development ¹	26,862,000	26,862,000
Approved, Unbuilt Development ²	5,782,089	5,474,689
RZ 2010-PR-021	3,182,153	502,036
Total Office GFA	35,826,242	32,838,725

¹ Report to Board of Supervisors on Tysons Corner, October 2011

² Excludes 596,000 sq. ft. of office previously approved (CDP and FDP) for the subject property, which is being superseded by the subject application.

The office space proposed for the subject application, combined with existing and approved development in Tysons, would not exceed the 45 million square feet set as the IDL for office uses in the Comprehensive Plan.

Phasing Development to Major Transportation Facilities

An important element of the Comprehensive Plan for Tysons is the guidance on phasing development to transportation improvements and public facilities (pages 29-31). Regarding transportation, the Plan states the following:

“Individual rezoning cases in Tysons should only be approved if the development is being phased to one of the following transportation funding mechanisms:

- A Tysons-wide CDA or a similar mechanism that provides the private sector’s share of the Tysons-wide transportation improvements needed by 2030;
- A smaller CDA or a similar mechanism that provides a significant component of the private sector’s share of the Tysons-wide improvements needed by 2030; or
- Other binding commitments to phase development to the funding or construction of one or more of the Tysons-wide improvements needed by 2030.”

The Capital One proposal addresses this provision of the Comprehensive Plan in two ways. First, the applicant proposes to dedicate, at the time of bid award for the project, 1.65 acres of land necessary for completion of the Jones Branch Connector (as Scotts Crossing Road will be known once the bridge linking it to Jones Branch Road is constructed). Some of the right-of-way needs are generated by the Capital One development itself as the increased intensity within the subject site will require greater capacity in both the through and turning movement on the existing roadway. However, staff notes that the Jones Branch Connector, which will provide an additional crossing over the Beltway, will also serve the needs of Tysons as a whole and not all of the 1.65 acres can be directly attributed to the applicant’s development. A bridge/ramp is currently under construction from the Beltway to Jones Branch Drive as a part of the express lane (High Occupancy Toll) project nearing completion on the Beltway. The connection from the Beltway east to Route 123 is an improvement specifically listed in Table 7, “Transportation Infrastructure, Programs and Services as They Relate to the Level of Development in Tysons,” in the Comprehensive Plan. The applicant has worked extensively with staff to provide the right-of-way necessary in order to accommodate the improvements along their frontage, since right-of-way could not be provided from the other side of Scotts Crossing Road due to the existing residences at the Gates of Mclean and environmental constraints associated with Scotts Run Stream.

In addition, the applicant has also proffered to “cooperate with and take all reasonable steps necessary to include the Property in one transportation special district... for the sole purpose of providing funds to Fairfax County for the private sector’s share of the costs of future transportation improvements to serve the Tysons Corner Urban Center.” The proffer goes on to state that “such cooperation shall include, but shall not be limited to, supporting the creation of such Transportation District and signing a petition requesting such, in conjunction with other landowners, if required by applicable law, to create such Transportation District.”

The Planning Commission Tysons Committee and the Tysons Partnership are continuing efforts to reach an agreement on a strategy for funding Tysons-wide transportation improvements. The applicant is proffering (Proffer 33) to support the creation of a Special Transportation Assessment District (STAD), albeit with a sunset clause noting that such a special tax district would expire in 2055. Staff has argued that a sunset clause based on timing is inappropriate since the tax district is based on providing the needed transportation improvements and not a particular date. However, at this point in time, it does appear likely that the transportation improvements would be funded by 2055.

Finally, in order to be consistent with the Planning Commission Tysons Committee’s recently published draft strawman recommendations on transportation funding, the applicant has also proffered that in the event the Board of Supervisors establishes a special tax district or general tax increase on Tysons Corner landowners for the express purpose of paying for all or a portion of the Table 7 transportation improvements to contribute the sum of \$5.63 per square foot for all net new non-residential development. In addition, the proffer contains a commitment to provision of a contribution of \$1,000.00 for each residential unit constructed on the subject site to Fairfax County for the Tysons Transportation Fund.

The strawman also discusses alternative funding mechanisms, including in-kind contributions. Such contributions would be in addition to Tysons Transportation Fund contributions which are intended to fund the Tysons street grid. The applicant only addresses additional contributions with the dedication of up to 1.65 acres of land for the construction of the Jones Branch Connector project. This dedication could be considered an in-kind contribution, but it is not equivalent to the contribution levels recommended in the committee’s draft, particularly given that a portion of the dedication is driven by the proposed development’s traffic impact.

Tysons Transportation Fund

In addition to the funding for major transportation facilities discussed above, the Board of Supervisors has had a long standing policy that development in Tysons should contribute to the existing Tysons Transportation Fund.

“Numerous small-scale improvements in Tysons Corner have been funded over the years through the Tysons Transportation Fund, a voluntary contribution for new commercial development. In 2009, the rate for this contribution was \$3.87 per square foot for non-residential development and \$859 per unit for residential development adjusted annually for inflation. However, this fund does not provide a stable and ongoing source of private sector funding. Moreover, it would generate only a small percentage of the funding needed for the improvements listed in Table 7 that are required for the continued development of Tysons Corner. As part of an overall strategy for funding transportation needs, the contribution rate for the Tysons Transportation Fund should be reassessed.”

As recommended in the Plan citation above, staff is reassessing the contribution rates for this fund. The Planning Commission Tysons Committee’s preliminary recommendation is to set the rate at \$6.44 per square foot of new non-residential development and \$1,000 per new dwelling unit. While these rates have not been officially adopted, they are consistent with the Comprehensive Plan recommendations.

Proffer 32 includes a two-tiered approach to contributing to the Tysons Transportation Fund. The applicant is proposing to contribute \$4.07 per non-residential square foot associated with the first phase of development (FDP 2010-PR-021) and \$6.44 per non-residential square foot for the remainder of the application. \$4.07 is the current rate for Tysons, which is anticipated to increase as part of the larger funding strategy. The applicant is also proposing to contribute \$1,000 per dwelling unit.

The applicant argues that the Capital One Expansion Phase represents square footage that was previously approved by SEA and, as such, is simply a redesign of entitled square footage, not new square footage. For that reason, the applicant believes that the proposed Capital One Expansion Phase (Block A) should be covered by the existing Tysons Transportation Fund rates and not the higher rates.

Staff believes that the new rate should also be applied to the entire subject application, not just the later phases. The recommendations for the new contribution rate were based on growth projections of all new development in Tysons. Staff notes that the grid of streets is vital for accommodating the traffic that will be generated in Tysons Corner. As such, staff is concerned about allowing the first phase of the subject application to contribute a lower rate as these exemptions could result in a shortfall when compared against the assumptions made when setting the recommended rates.

Phasing and Interim Conditions

Since the Plan contemplates that zoning approvals in Tysons will develop over time and in reaction to market conditions, it is likely that this development will occur in phases. Although Capital One is fortunate to own all of the land in their

zoning application, it is expected that even their development will occur in a piecemeal fashion with new owners/developers implementing the CDP. Unlike a typical zoning case where the development is imminent, build-out of the proposed development will likely occur over 20 or more years. As such, the applicant and staff have faced challenges in evaluating how well the development will satisfy the goals of the Comprehensive Plan during these phases. To that end, the applicant has provided a phasing plan in the CDP. The phases include block by block development, noting that each building could stand alone, and providing details of when expected commitments will come online and at what time.

Staff has evaluated these phasing plans by examining the street improvements that will be provided at each phase or building within a phase, the public space and facility amenities that will be provided with each building or phase, interim or temporary pedestrian linkages and the overall interim massing and architectural treatments as buildings come online one by one. To supplement the phasing diagrams, the applicant has proffered to identify with each FDP the specific proposed interim conditions both within and outside the FDP area and to ensure such conditions provide reasonable pedestrian connections, vehicular circulation, temporary landscaping and streetscapes, public park treatments, and screening/treatment of exposed or partially complete above-grade parking structures. A discussion of the phasing of certain features follows.

- *Roadway Phasing:* Portions of Old Springhouse Road and re-aligned Capital One Drive, as well as the entirety of Old Meadow Road, are to be dedicated as public streets. The phasing diagrams in the CDP provide information on when these sections will be constructed and dedicated as detailed below:
 - *Old Springhouse Road.* The public portions of Old Springhouse Road will be partially constructed with the first building in Block D or (Metro station phase) and/or Buildings 6 or 8 in Block C (residential phase). Partial construction refers to constructing the entirety of the pavement, but only the streetscape on the side adjacent to whatever building triggers the partial construction.
 - *Re-aligned Capital One Drive:* Capital One Drive will be realigned to the south with this application in order to intersect with Scotts Run Crossing (also known as the Jones Branch Connector). Capital One Drive will be constructed (realigned) with Buildings 6 or 7 in Block C (residential phase) or with the first building in Block B (Hotel and Civic Plaza Phase).
 - *Old Meadow Road:* Old Meadow Road is shown on several phases, including the current FDP. With the Block A (Capital One Headquarters Phase), the applicant has indicated partial construction of Old Meadow Road in the block adjacent to their building. The ultimate construction of Old Meadow Road north of Old Springhouse Road would be constructed with Building 6 in Block C. The construction and connection of Old Meadow Road to Route 123 will occur with Building 10 or 11, or with any building in Block B. Staff has requested that the applicant build more of the grid of streets up front, and has specifically noted that the connection

- from Old Meadow Road to Route 123 would add a critical link to Tysons road grid, and should be built with any new FDP on the site (including any building within the residential block).
- *Jones Branch Connector*: The applicant has included a phase entitled Jones Branch Connector Phase in order to show how the improved Scotts Crossing Road (also known as the Jones Branch Connector) can be accommodated on their site even if the rest of their development is not ready to proceed. Since the Jones Branch Connector connects over the Beltway, a bridge will be required, which, in turn, will affect Capital One Drive and will remove an access point to the Gates of Mclean. In addition, in order to access the Jones Branch Connector at-grade, Capital One Drive will need to be realigned to the south. A secondary access to Gates of Mclean will also be needed to replace the existing second entrance. The Jones Branch Connector Phase shows how, if the bridge connection over the beltway is constructed prior to adjacent construction related to Capital One development, that an interim driveway connection can be added on the site. At this time, staff recommends that the interim driveway needs to be slightly redesigned to intersect further away from the Capital One Drive intersection with the Jones Branch Connector. With such a redesign, this interim condition would be acceptable.
 - *Parks and Amenity Phasing*: Every block or phase of this development includes some sort of park space or elevated plaza. In Block A, the phase currently submitted as an FDP, an elevated plaza is to be constructed with Building 1. For the most part, elevated plazas are shown to be constructed with the building to which they are closest. This is usually due to the fact that the elevated area wouldn't exist until the parking structure is needed and constructed. For the park spaces within the rest of the development which are to be accessible to the public (including the Civic Plaza, Common Green and Metro Urban Park), the proffers provide that the park will be constructed and made accessible with the first occupancy permit of the final building in the phase. Finally, the community center is currently proffered to be provided with Building 3 (in Block B). In order to assure the center is provided in a timely manner, the applicant has also proffered to coordinate with the Providence District supervisor and planning commissioner with every submission of an FDP on the property in order to determine whether the center should be placed in another (earlier) building.
 - *Pedestrian Linkages*. The phasing diagrams show pedestrian linkages at each phase. With ultimate build-out of the development, sidewalks will be provided along each street and pedestrian paths provided between the park spaces. In addition, the proffers provide that sidewalks are to be reviewed as an interim condition with each FDP as buildings come online without the complete road system.

Staff finds that generally, given the foregoing and the commitments to revisit the phasing and interim conditions at the time of FDP, the proposed phasing is adequate to satisfy the Comprehensive Plan and Zoning Ordinance requirements. However, staff again suggests that the applicant provide the vehicular connection Old Meadow Road to Route 123 as early as possible.

Role of FDP

Future FDP applications will refine and further the plans and interim conditions as envisioned on the CDP. To that end, the proffers stipulate a series of development criteria which will be shown with each FDP. Specifically, tabulations, heights, the location of the public facilities, architectural details, build-to lines, refined conceptual utility plans, lighting, noise attenuation measures, parallel parking spaces, landscape plans, streetscape, interim building conditions, stormwater management, security, bicycle parking, parks and sustainable energy practices will all be described or shown on any FDP for the review and approval of the Planning Commission.

Affordable and Workforce Housing

The applicant is proposing to meet the Comprehensive Plan guidance for provision of affordable housing by proffering to adhere to the Board of Supervisors' Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010.

The applicant is committing to provide 20% workforce units based on the total number of units provided. Additionally, the applicant is proffering to providing the workforce units on-site and shall have a bedroom mix similar to that provided in the market rate units. The applicant has also proffered to contribute \$3.00 for each gross square foot of non-residential space (excluding retail and space reserved for public facilities) built on the subject site to the Fairfax County Board of Supervisors for the provision of affordable and/or workforce housing to serve Tysons. Given the provision of workforce housing and non-residential contributions, staff finds that the subject application meets this plan objective and that the workforce housing commitments proposed for the subject applications are in conformance with the Comprehensive Plan.

Public Facilities

The Comprehensive Plan's goal of attracting new residents to Tysons Corner means that further public services for these residents will be necessary. The Plan specifically notes that "making Tysons a livable place requires the provision of public services, infrastructure and utilities at a sufficient level for the envisioned urban environment."

The Plan further states:

“In addition to facilitating public facility objectives through zoning actions, it may be necessary for landowners throughout Tysons to work collaboratively and creatively through private-private partnerships to meet public facility objectives. Detailed plans for the provision of public facilities, including parks and athletic fields, for a district or subdistrict should be in place prior to or concurrent with the first rezoning approval in that district or subdistrict. Such plans should enumerate the public facilities needed in that district, the proposed locations for the facilities, their anticipated year of construction, and the private sector’s commitments toward the provision of those facilities. The public facilities plans should be coordinated with the County and land owners within the district or subdistrict.”

Staff has facilitated such a partnership between Capital One and the applicant for another pending rezoning in the Tysons East District, the Commons (RZ 2011-PR-017). In this arrangement, Capital One will provide a public facility that meets the Comprehensive Plan guidance for both its application and the Commons’ application. In turn, with its redevelopment, the Commons will provide full athletic field to satisfy its active recreation contribution, as well as a portion of Capital One’s contribution (0.5 of Capital One’s 0.86 athletic field need).

The applicant is proposing to construct a 30,000 square foot civic space, a community center, within the ground floor of Building 3 located in Block B. This space will be dedicated to the County. The applicant is proffering to limit all construction costs for this facility at \$11,500,000 with a \$500,000 contingency fund. After coordination with the Department of Neighborhood and Community Services (NCS), staff has determined that the program of the center, while subject to outreach with the new residents in Tysons Corner, would likely include an indoor basketball court, office space, kitchen facilities, meeting space and perhaps elderly or child care services. At present, the proffer dealing with provision of this community center notes that the interior will be “fully finished” to “include ceilings, lighting, plumbing, heating and cooling (HVAC), unpainted interior walls, electrical outlets, elevators, rest rooms, and all finishes, to include the gymnasium floor, any required bleachers, and basketball hoops.”

The CDP shows the community center will be located in Building 3, which is in Block B. Staff is generally satisfied with this location, as it is adjacent to the proposed ½ acre Civic Plaza and the community center will help to activate the plaza without excessive reliance on retail. The proffers, as currently written, do allow for the community center to be moved into a new building if Building 3 does not come online when the need for the community center is demonstrated.

Staff is concerned, however, about the hard cap the applicant has placed on the construction costs of the center because it creates uncertainty as to what kind of facility can actually be provided. As such, staff requested that the applicant

provide a cost estimate to determine what could be provided within these cost limitations. The applicant has submitted a preliminary cost estimate for this facility that raises some concerns about what costs will be counted toward the construction cap.

The applicant has also attributed costs to the center which would not be normally expected. Costs such as landscaping associated with the mixed-use building that houses the civic space should not be included within the construction cost cap. The applicant should provide staff with a construction cost estimate that includes anticipated features and amenities, which will likely be more cost effective to install at the time of construction. If these features exceed the cost cap, the applicant and staff should discuss increasing this cap or pursuing other methods to reduce costs.

While staff believes that the provision of this community center brings value to the future of Tysons, questions remain. At present, issues related to the adequacy of the budget remain outstanding. Without satisfactory resolution to these issues, staff is concerned that the proposed community center may not come into being, which would have a detrimental impact on all of Tysons.

Street Grid and Design

The Comprehensive Plan provides recommendations for a conceptual grid and for street cross sections for various street types. The application shows a grid layout for the entire site, with the FDP showing the portions of the grid to be constructed with the Capital One Expansion Phase (Block A). Specifically, the applicant proposes a street grid with three new local or collector streets and a service type street along its property line with the Beltway to serve their buildings and provide a secondary access for the Gates of McLean. The applicant proposed to phase in the construction of these streets as needed for the new buildings.

Generally, staff would prefer that the new streets be provided as soon as possible, even when not directly adjacent to a building as it is being constructed in order to provide more grid connections within Tysons. With regard to the Capital One Expansion Phase, the applicant has been asked to begin the grid of streets by constructing Old Meadow and Old Springhouse Roads to their ultimate condition. Staff believed that the provision of this street in its ultimate condition will provide a useful cue of the coming urban form. However, the applicant has noted that Old Springhouse Road between the proposed FDP building and the current parking garage will require regrading which will not be necessary until the parking structure is razed for the future building 12. As such, the applicant has elected to maintain the current entrance from Route 123, instead of straightening it out to the final condition.

Staff also requested that the applicant provide the ultimate Old Meadow Road link between Route 123 and the site at the next building after Block A, as this connection would greatly benefit the surrounding road network. However, the applicant continues to proffer that this connection will not be provided until the construction of Block B. Staff believes that this phasing results in a critical gap in the street grid that is vital to the functioning of the entire road transportation network in Tysons East.

Pedestrian Amenities

The Comprehensive Plan envisions a robust non-motorized transportation network for Tysons Corner. As described above, the application provides for sidewalk linkages on the proposed streets and along building frontages. These sidewalks are either part of the public right-of-way or are covered by public access easements, allowing for good pedestrian connections. In addition, the applicant has proposed a diagonal pathway, which will provide an additional pedestrian connection through the subject site, starting with the proposed back entrance to the Metro station through the Metro Urban Park, through Block C and its Common Green to Block B and the Civic Plaza.

The existing plan for the Tysons East Metro station shows only one exit/entrance for pedestrians on the north side of Route 123. The station was designed with the entrance facing Route 123, but no entrance was provided which would permit station access from the Capital One campus. The station and the area would be much better served with such an at-grade entrance to provide critical activation the site and better connectivity between the Metro station and the proposed development. There was originally a possibility of an entrance (or at least knock out panels) being provided on the mezzanine level of the station and Capital One had proposed to construct a bridge that would lead from the station over the Metro Park and Old Springhouse Road to Block C. As the current development proposal evolved over time, it became clear that the Metro park would be much better served by an at-grade entrance and staff has encouraged the applicant to pursue approval for such an entrance. However, by the time it was realized that this at grade entrance would be superior, the design of the stations had proceeded to such a point that any new design changes to the station would have been prohibitively expensive to the applicant. At this time, the applicant has committed to working diligently with WMATA to construct this back entrance at an early date once the rail line is delivered to WMATA. However, the applicant but has also placed a \$250,000 limit on their costs. While the applicant has provided a cost estimate detailing why they believe this cap is reasonable, staff is deeply concerned that the costs and fees could escalate above that number, which would result in the loss of this new entrance. The applicant has proposed a sidewalk along their office tower from the Route 123 entrance, but neither the applicant nor staff thinks this layout is ideal or preferred. Furthermore, without the back entrance, the proposed site layout will not have the critical connection to the station which makes the development truly transit-oriented.

If the entrance into the urban plaza is effectuated, staff finds that the pedestrian network is cohesive and functional on this site. In addition, the applicant has shown pedestrian linkages during the different phases of development, and these linkages will be reviewed with each FDP submitted. The current FDP, for instance, has sidewalks along the perimeter of the building and from the Metro station to the existing fields.

Bicycle Facilities

The Comprehensive Plan calls for on-street bicycle lanes on all four-lane sections of roads, as well as roads designated as collectors. Capital One Drive is a four-lane road and Old Meadow Road, while two lanes, is considered a collector given the volume of traffic it is expected to handle (up to 1000 trips during peak hour) in order to diffuse traffic from the Scotts Crossing Road/Route 123 intersection. Staff believes that many bicyclists will pass through the subject site in order to utilize the Jones Branch Connector bridge over the Beltway (since bikers cannot cross under the Beltway along Route 123). It should be noted that the proposed Jones Branch Connector will be designed with on-road bike lanes. Staff believes that Old Meadow Road (on both the north and south sides of Route 123) will be a highly-utilized bicycle route.

Originally, the applicant had not proposed any dedicated bicycle lanes on-site. The applicant had proposed to locate a floating bicycle lane along Capital One Drive. Under this proposal, a bicyclist would have dedicated area along the curb during peak travel hours when all lanes (including parking lanes) are be used for traffic. Then, during non-peak travel hours, this dedicated bike area would "float" to the area between the travel lane and parking lane when the outside lane is used for parking. Staff, however, found the floating bike lanes concept to be too confusing for it to adequately serve the bicycling community.

Staff has continued to encourage the applicant to provide bike facilities along Capital One Drive and Old Meadow Road in order to allow cyclists to access the Jones Branch Connector bridge without cycling through the crowded Metro station area along Route 123. The applicant has indicated that they cannot provide 5 more feet on both sides of Old Meadow due to the advanced design work already done on Blocks A and C. The applicant has further noted that any additional right-of-way along Old Meadow Road would shrink the Common Green in Block C such that the field and playground would be adversely impacted. In the week prior to publication of this staff report, the applicant submitted a proposal to place bicycle lanes along Old Springhouse Road which would link Old Meadow Road and the future Jones Branch Connector. Staff is currently evaluating this option. While there would still be no bike lanes along Old Meadow Road, using Old Springhouse Road rather than Capital One Drive as the east-west link to the Jones Branch Connector would shorten the distance that cyclists would have to travel on Old Meadow Road as a link between the residential neighborhoods to the south of 123 and the Jones Branch Connector bridge. While staff has reservations that Old Meadow Road and Capital One Drive will be underserved with regard to bicycle facilities, staff finds that the

applicant's option is adequate. The applicant has indicated that this proposal can be added to the CDP in a new submission after the Planning Commission hearing.

The proffers do commit the applicant to providing bicycle racks, bicycle lockers, and bicycle storage areas throughout the Property, with the specific locations to be determined at the time of FDP approval for each phase.

Transportation Demand Management (TDM)

In discussing the needed transportation improvements in Tysons Corner, the Comprehensive Plan begins with transit. The Plan does not focus only on the new Metrorail stations, but also on bus and circulator service, accommodation of bike users and creation of safe and attractive pedestrian linkages. In order to encourage use of all the transportation modes, the Plan recommends the implementation of TDM programs Tysonwide. Specifically, the Plan defines TDM as "a variety of strategies aimed at reducing the demand on the transportation system, particularly to reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, shoppers and visitors." The Plan notes that TDM is critical to its implementation and that "traffic needs to be minimized to decrease congestion within Tysons, to create livable and walkable spaces, and to minimize the effects of traffic on neighboring communities."

The applicant has proffered to meet the vehicle reduction goals listed in the Plan, which are as follows:

Year	0 to 1/8 Mile	1/8 to 1/4 Mile
2010 – 2020	45%	35%
2030 (84 million SF of GFA)	55%	45%
2040 (96 million SF of GFA)	60%	50%
2050 (113 million SF of GFA)	65%	55%

However, staff finds the proposed implementation of the TDM plan insufficient at this time. Though the applicant has agreed to help fund a Tysons Wide Transportation Management Association (TMA), as requested by staff, the proffers currently provide for a small contribution with each building. In order for any future Tysonwide TMA to be successful, there needs to be more up front funding, rather than piecemeal contributions with building by building. Staff continues to request that the applicant provide more funds earlier.

Staff is also concerned about the applicant's proposed remedy and penalty contributions to the TDM program. While staff has recommended that applicant set penalty rates which are lower than other existing TDM programs in the County, the applicant has not agreed to make the TDM remedy fund available sooner to mitigate and reduce vehicle trips as the TDM program begins to function (which is different than other existing TDM programs). Staff believes that the funds are better used during the stabilization phase than after a project fails to meet its goals. However, the applicant's program does not follow these recommendations. While the proffers now indicate that the applicant would receive a refund of the remedy fund after 5 years of successful trip reduction (i.e. meeting the stated goal), staff would prefer that remedy funds be retained until the applicant meets the ultimate goal of 55% for full build-out of the development for three years before any refund is provided. Staff feels the retention of the remedy fund until the final goals have been met provide more confidence in the TDM program as a whole. Without resolution of this issue, staff cannot support the TDM program.

Consolidated Traffic Impact Analysis (CTIA)

The Comprehensive Plan envisions an overall Level of Service (LOS) of "E" in Tysons Corner. In an effort to evaluate the traffic that could be expected throughout Tysons East (rather than just the traffic for any one development proposal), FCDOT conducted a CTIA to study the entire sector. By cooperating with the stakeholders in the area, the CTIA was able to refine the conceptual grid as approved in the Comprehensive Plan. In addition to the CTIA, the applicant also conducted its own individual traffic impact analysis (TIA) which has been reviewed by VDOT and County staff.

The individual TIA results were similar to the CTIA and the recommendations of the CTIA were incorporated into the Capital One CDP. However, the applicant's TIA showed build-out at 2020. In staff's opinion, the development is unlikely to be fully realized at that time. As such, staff notes that transportation linkages and improvements will need to be carefully reviewed at each FDP to ensure that the proper links are in place for the overall transportation network and to identify any interim traffic improvements which might be necessary. Nevertheless, staff is satisfied that the traffic analysis has been appropriately incorporated into the rezoning application and will continue to review the function and operational aspects of the proposed roads as each new building comes in for FDP review.

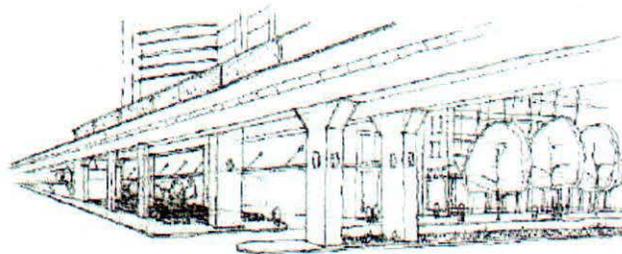
Parking

The parking tabulations provided by the applicant on the CDP show that 7,563 parking spaces will be provided on-site in parking structures. This parking will be spread across all the blocks in the proposed neighborhood. While the tabulations show that this application is providing fewer than the maximum number of parking spaces allowed, the applicant has proffered to conform to the Zoning Ordinance requirements on parking, which allows the applicant some leeway to provide more parking than depicted on the CDP. Staff continues to

urge the applicant to provide the fewest parking spaces needed to adequately support the uses on-site. The applicant has agreed to unbundle (or exclude) reserved parking spaces from at least the residential units, which, in staff's opinion, allows parking to be used more efficiently and provides an incentive for residents to reduce car ownership. Staff believes that shared parking between uses is important for design reasons (discussed below) and that the provision of fewer spaces will also help with the achievement of the site's TDM goals.

Staff also notes that besides the number of spaces, the location and screening of parking is important to creating a safe, attractive and active pedestrian streetscape. The applicant has chosen a design in which buildings are constructed on top of parking podiums, some of which are as tall as seven to eight stories. Staff raised concerns about the impact that these parking podiums would have on the streetlife and overall atmosphere of the development. As such, the CDP provides a strategy to ensure activated street edges at the ground plane, tree-lined streets and articulated and varied building masses at the upper levels of the buildings. Strategies and commitments include extending the building face to the ground level, wrapping the parking structures with other uses (residential, retail, lobby etc.) and use of vegetated walls or other 'high visual impact' architecture. Architectural commitments are further refined by providing a palette of materials to foster a high quality environment. In addition, the applicant has detailed streetscape along the street frontages and provided pocket parks and or larger parks as ways to break up the facades. Finally, in order to avoid blank walls of parking or excessive conflicts with pedestrians, the applicant has shown in the CDP that the ground floor plane will be predominantly developed with active uses such as retail, public facility, and hotel use.

Even with these commitments, staff expressed concern about specific areas within on the CDP and FDP where expanses of parking structure would be visible from the pedestrian realm or the Metro. In response, the applicant has provided depictions of the experience along Route 123 and has proffered that each FDP shall provide specific design information on building materials, architectural massing and fenestration, and specific features designed to activate the streetscapes. Staff notes that this illustration of the experience along Route 123 includes the edge conditions and the drawings indicate the general scale and character. Staff believes that this edge may be difficult to activate and reminds the applicant to use specific massing and architectural treatment when submitting an FDP.



B VIEW OF METRO EDGE AT RTE. 123 AND OLD MEADOW ROAD
SCALE: N.T.S.



C VIEW OF METRO EDGE AT RTE. 123 AND PEDESTRIAN CIRCULATION
SCALE: N.T.S.

Figure 9. Sketches of Edge Views

On the currently submitted FDP, the garage will be wrapped with active office, retail and/or hotel use along Old Meadow Road and Capital One Drive and applicant has further indicated that the garage structure visible above the ground plane along Old Springhouse Road will be treated with a vegetated wall. Details of these treatments are provided below.

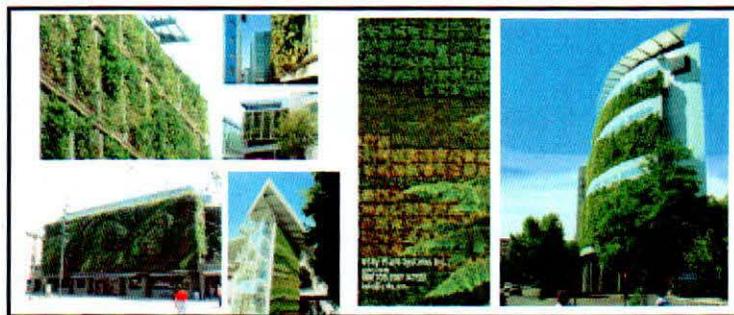


Figure 10 & 11. Illustrations of Vegetated Wall

Staff believes that this commitment to wrapping the parking structure in active uses and/or providing architectural features will help shield pedestrians from the barren parking structures walls. As such, staff finds the amount, location and screening associated with the parking in this application in general conformance with the recommendations in the Comprehensive Plan.

Building and Site Design

In reviewing the 14 buildings associated with the CDP, as well as the specifics related to Buildings 1 and 2 on the FDP, staff analyzed how well the site layout, design and architecture would contribute to the creation of an integrated neighborhood within Tysons East. The Comprehensive Plan guidance for building and site design includes elements such as build-to lines, bulk and massing and step-backs. This application generally adheres to these Plan guidelines or the purpose of the guidelines.

Staff notes that the applicant has developed a guiding document for their internal use, the Capital One Urban Design Guidelines (COUDG). While the COUDG are not proffered and are subject to change as the development evolves, a baseline of graphics and text from the COUDG has been included in the CDP package in order to ensure that the character and quality of the project as set forth in the CDP will be maintained as the project is developed. The COUDG expressly state that for any conflict between the guidelines and the CDP/Proffers, the CDP and proffers will govern. The COUDG provide staff a comfort level that there will be a unifying design process throughout the project. Staff has reviewed the guidelines and finds them supportive of the overall Plan design guidelines and generally helpful in understanding the urban design issues associated with the Capital One development. In staff's view, the COUDG will be a useful tool for future design teams as they develop the various parts of the neighborhood in subsequent FDPs.

The proposed CDP layout sites buildings along build-to lines that will create a consistent street wall. Staff also finds that the pedestrian hierarchy proposed by the applicant seems reasonable based on the expected activity at ground level retail and park space. In addition, the proffers note that architectural design elevations shall be presented for the review and approval of the Planning Commission with each FDP for the purpose of illustrating the general character of building massing, scale, façade articulation, general building envelope and fenestration treatment, materiality and material quality of the proposed FDP development, as well as the porosity and entry locations at the ground floor of each building. Many of the precedent images in the CDP are copied from the COUDG to illustrate and set a baseline for the general character, scale, material quality and treatment of features.

Staff has also reviewed the street grid as a way of evaluating the proper scale and form, the ground plane uses to ensure street activation, and articulation and massing of the buildings on the site. Staff has expressed concern over the narrowing of the street along portions of Old Springhouse and Old Meadow Roads. Staff encourages the applicant to explore continued design options at FDP which allow more light and air to reach the ground level. One potential solution would be the addition of on-street bike lanes along both these streets.

With regard to the FDP, staff finds the proposal in conformance with the concepts set forth in the proposed CDP. In particular, Buildings 1 and 2 present a good example of the challenges associated with 8 story high parking podium. The parking is wrapped by a hotel/retail use on Old Meadow Road, which provides an attractive experience along that new street. Along Old Springhouse Road, where the parking is not wrapped, the applicant has provided elevations, graphic examples and precedent photos of the proposed planted wall façade which will be used to mask the parking. In staff's view, this planting wall screens the above-grade parking structure and adds to the character of this building.

With regard to planted walls, the Tysons Corner Urban Design Guidelines and guidance from the DPWES Stormwater division encourage this type of building material and method for ecological and aesthetic reasons. A prominently located and significant amount of the façade for the parking structure in Block A is covered by the planted wall. However, because a commitment to the specific planting material and ultimate design for the planted wall has not been included in this FDP, staff recommends that the applicant bring these details back to DPZ (who will consult with OCR and the UFM) for review prior to building plan permit.

In terms of site design, staff finds that the connections and design of the site and grid will result in a high quality pedestrian experience. The applicant proposes a strategy to ensure activated street edges at the ground plane, tree-lined streets, and articulated and varied building masses in the upper levels of the buildings. Furthermore, this grid and site design provides a network of public urban park spaces that are physically and visually accessible from the Metro and the pedestrian realm.

Streetscape Design

As discussed above, an important part of the design of this site includes the streetscape design between the building and the streets. The Urban Design section of the Comprehensive Plan provides detailed guidance on streetscapes, depending on street type (local, collector, avenue), within Tysons Corner. As described above, the Plan defines three streetscape zones, including the building zone, the sidewalk and the landscape amenity panel, which were depicted in Figures 6 and 7. Each zone serves a distinct purpose and has varying dimension based on the street type and land use.

Staff finds that the proposed streetscapes meet the dimensions as described in the Comprehensive Plan and will include high quality amenities and street trees planted with sufficient soil volume to ensure their survival. Many of the tree spaces will also provide area for stormwater remediation.

Staff will continue to review the streetscape, including its character and dimensions, with each future FDP. The FDP currently submitted depicts streetscape along Old Meadow Road in its ultimate configuration. The interim landscaping and conditions along the existing and unchanged streets in the FDP are also adequate until further development is proposed or built. Along Old Springhouse Road adjacent to the applicant's residential block, it is likely that adjustments in the streetscape will be needed in order to accommodate two bus bays with shelters. Given the traffic volume expected within the site and the proposed bus operations, bus bays are needed so that passengers can get on and off the bus without blocking vehicular traffic. As such, it is possible that the streetscape could be pinched in the area of the bus bays and bus shelters, causing the buildings and streetscape to require redesign to meet the dimensions recommended in the Comprehensive Plan. It would be ideal if the applicant resolved this pinch point at this time, however, the applicant has chosen not to address this issue at this time. Therefore, this issue will need to be addressed with any FDP along Old Springhouse Road

Light bollards, security bollards and anti-ram walls are all depicted in the FDP. These structural elements in the streetscape are shown to be located outside of the sidewalk zone. However, these security devices will present obstacles for pedestrians trying to enter the streetscape area from parked cars and will be a prominent visual feature in the streetscape. Staff encourages the applicant to minimize the use of the anti-ram walls and to only consider them when absolutely necessary. Though bollards are not encouraged for the streetscape areas in general, staff prefers the use of the light bollards shown on Sheet 19 of the FDP as use as a security measure over the anti-ram walls because the bollards are not an obstacle to pedestrians.

Staff is concerned about how much the streetscape is interrupted for parking and loading entrances to the buildings. In order to limit these breaks in the streetscape, staff encourages the applicant to combine parking and loading entrances to the extent possible throughout the site. At this time, the applicant has limited the parking and loading entrances for the most part to Old Springhouse Road and the service road along Block B (though each street supports some parking and loading). The use of flared curb design at parking garage and loading entrances (as shown on the CDP) will help to minimize their negative impact on the streetscape. Additionally, the applicant has committed to using screens doors on the entrances to garages and the service areas to hide them from view when not in use.

With regard to Block A, staff has requested that the applicant reduce the number of parking structure entrances. As it stands, the FDP site shows three parking and/or loading entrances with a separate vehicle entrance to support their proposed drive-through financial institution in the parking garage. The applicant has stated that the design of the parking and loading for the building mandates the parking and loading locations be provided as shown and that the applicant cannot reduce the numbers beyond that currently depicted. Staff also recommends that with future FDPs, the applicant indicate how the paving materials at garage entries will be harmonious with adjacent paving to further minimize the appearance of the vehicular entry points. While in conformance with the Comprehensive Plan, staff would prefer that the applicant continue to explore options to reduce these breaks in the streetscape.

Building Height

The Plan states that building heights in Tysons should reflect the proposed intensity pattern. Under the Plan guidance, the tallest buildings are to be located within 1/8 mile of the Metro stations, with heights stepping down gradually as the distance from the stations increases. The Capital One property is located in Tiers 1 and 2 of the height tiers identified by the Comprehensive Plan. In Tier 1, the Comprehensive Plan recommends maximum heights ranging from 225 to 400 feet, in Tier 2 the maximum heights recommended are 175 feet to 225 feet.

The proposed development provides a varied skyline, which is acceptable from an urban design perspective, but the tallest buildings proposed (Buildings 4 and 12) are buildings which are the furthest away from the Metro on the site. Building 4, located within Tier 2, is shown at a maximum height of 293 feet, while Building 12 is shown at a maximum height of 395 feet. In fact, the Metro phase (so defined since it is closest to the new Metro station) includes what could be the shortest building on-site, a residential building which ranges between 75 and 175 feet.

Staff notes that the entire development is within ¼ mile of the Metro. In addition, given the preference for a varied and interesting skyline, staff is comfortable with the heights as shown on the CDP. Staff notes that the applicant has agreed not only to maximum allowable heights but minimum heights as well. The Comprehensive Plan specifically allows that heights may be increased for those buildings sited along the Capital Beltway (as is the case with Building 4). Staff requested that the applicant move height from Building 12 to Buildings 9 and/or 10, which are located closer to the Metro station. However, the shadow study from that requested study demonstrated that such a move would create shadows which would impact the adjacent neighbors slightly more than leaving Building 12 at its proposed height. It should be noted that the applicant has proffered to submit any future FDP for Buildings 10, 11 and 12 to the Providence District Supervisor for review of the proposed building height.

In light of the urban design considerations and overall layout of the property, staff finds that the heights proposed in this application are consistent with the recommendations of the Comprehensive Plan. Staff also notes that the height of the FDP buildings (281 feet and 110 feet) for Buildings 1 and 2 conforms with the CDP and the Comprehensive Plan.

Tree Canopy and Plantings

The Comprehensive Plan recommends increased tree planting in Tysons and recognizes that much of this new planting will be accomplished through the provision of street trees. In this case, the applicant has demonstrated that it will achieve more than the 10% tree coverage goal for a redevelopment as set forth in the Comprehensive Plan with the overall application at 13.1% and Block A at 12%. Because the FDP site is subject to future change for the realignment and reconstruction of Old Springhouse Road and Capital One Drive (which are in future phases), the applicant has committed to maintain the 12% tree canopy goal. The applicant has also agreed that all FDPs will provide tabulations to show how each FDP will forward the overall tree canopy goals.

The applicant has requested a deviation to the tree preservation goal, stating that preservation of existing on-site trees would make the goals of intensifying development near the Metro extremely difficult. Staff is generally supportive of the requested deviation. However, staff notes that there might be some further opportunity to preserve trees located within the Scotts Run stream valley or to possibly plant additional trees within on-site parks and/or offsite within the right-of-way abutting the site. Staff encourages the applicant to review the amount of trees at each FDP and look for creative ways to incorporate more plantings within the site. Nevertheless, staff finds that the new tree planting and preservation plan meets the recommendations of the Comprehensive Plan.

Water Quality and Quantity Treatment of Stormwater

The Comprehensive Plan's water quantity goals for the Tysons Corner Urban Center represent a departure from the typical County stormwater management quantity goals. The Comprehensive Plan states:

“Receiving waters downstream of Tysons should be protected by reducing runoff from impervious surfaces within Tysons. By using a progressive approach to stormwater management, downstream stormwater problems can be mitigated and downstream restoration efforts can be facilitated. Achieving a goal of retaining on-site and/or reusing the first inch of rainfall will ensure that runoff characteristics associated with the site will mimic those of a good forest condition for a significant majority of rainfall events.”

In addition, the Plan provides the following specific goals for redevelopment proposals:

- LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable.
- At a minimum, the first inch of rainfall should be retained on-site through infiltration, evapotranspiration and/or reuse. If, on a given site, the retention on-site of the first inch of rainfall is demonstrated not to be fully achievable, all available measures should be implemented to the extent possible in order to support this goal and achieve partial retention of the first inch of rainfall.
- At a minimum, stormwater management measures that are sufficient to attain both the stormwater design-quantity control and stormwater design-quality control credits 2 of the most current version of the LEED-NC or LEED-CS rating system (or the equivalent of these credits) should be provided."

As described above, this application features extensive use of LIDs and commits to seek stormwater management credit in obtaining the proffered LEED certification. By use of green roofs, the applicant has shown full retention of the first inch on both the CDP and FDP site. However, it should be noted that this commitment is limited in that the applicant notes that the first inch may not be attained if the changes to the PFM to allowing certain credits for techniques are not implemented and/or VDOT commitments to accept infiltration in the public right-of-way somehow do not materialize. In staff's view, the applicant should simply commit to the retention of the first inch as shown on the CDP, to the greatest extent practicable. Further details regarding techniques and credits for certain facilities will then be addressed with each FDP to determine whether the CDP goal can be attained.

The site is impacted by a RPA, associated with Scotts Run stream which is located in the southeast corner of the site. The subject RPA has been previously disturbed with impervious area and an approved plan shows the limits of disturbance and impervious surface. Citing this approved plan, the applicant has noted that the proposed redevelopment does not propose any more disturbance or impervious surfaces than what was previously approved. Given the previous disturbance, DPWES has indicated that any impact to the RPA would be governed by redevelopment, meaning so long as there is neither an increase in the disturbed area nor the impervious surfaces, no Chesapeake Bay Protection Ordinance exception is required. On Sheet 2 of the CDP, the applicant has noted that both the disturbed and impervious area will be decreased with this application. The applicant should be aware that any further impacts to the RPA could require submission of an RPA exception and as such, the applicant should make all efforts to reduce all impacts to this resource. In addition, as noted elsewhere in this report, the applicant has proffered to a stream restoration and/or stabilization with the first FDP for Block D.

Finally, the applicant has proposed the use of innovative BMPs throughout the site in order to treat the water quality overall and to reduce water runoff from the site. As such, staff finds that this issue has been adequately addressed by the CDP and proffered commitments.

Green Buildings

The Plan recommends that zoning proposals in this area provide green building commitments sufficient to attain, at a minimum, the United States Green Building Council's (USGBC) LEED certification or equivalent for residential buildings and that non-residential buildings achieve LEED Silver certification at a minimum. The applicant has provided a proposal to pursue LEED-NC Silver certification for office development and a proffered commitment to achieve LEED certification, or an equivalent, for all new residential development. Based on the proffered commitments, staff finds that this issue has been adequately addressed.

Energy/Resource Conservation

The Comprehensive Plan anticipates that zoning applications in Tysons Corner will include commitments to design elements and practices that will reduce the use of energy and water resources. The applicant's commitment to extensive use of green roofs supports this Plan language. The proposed proffers include a commitment to provide an assessment of the potential for shared energy systems for each FDP. Additionally, a proffer to assess the potential for provisions for providing infrastructure for electric vehicle charging stations is contained in the current proffer statement. Staff believes these commitments address the Plan recommendations.

Noise Impacts

The Policy Plan of the Comprehensive Plan seeks to minimize exposure to unhealthy noise impacts by recommending that noise levels be mitigated to 65 dBA for outdoor activity areas, 50 dBA for office environments, and 45 dBA for residences, schools, theaters and other noise sensitive uses. Given the site's location along the Beltway and the new Metro Silver Line, staff requested that the applicant assess the noise impacts to the site. The applicant provided a noise study which shows that the site is impacted by noise from the Metro and adjacent highways. The applicant has proffered that outdoor recreational areas will be mitigated to achieve 65 dBA or less and that noise sensitive uses within buildings (residential, hotel, child care) will achieve a sound level of 45 dBA or less. Noise impacts for office uses will be mitigated to 50 dBA or less. At the time of each FDP, the applicant has proffered to submit a noise study showing how the proffered noise levels will be achieved. As such, staff finds that this issue has been adequately addressed by the proffered commitments.

Urban Parkland Needs

The Plan for Tysons Corner calls for a comprehensive system of public open spaces to serve residents, visitors and workers. This system of public spaces should include parks of different types (pocket parks, civic plazas, common greens, recreation-focused parks, linear parks/trails, and natural resource areas) to enhance the quality of life, health and the environment for those who live, work and visit Tysons Corner. In the Tysons Corner Urban Center Areawide Recommendations, Environmental Stewardship Chapter, Parks and Recreation Section, Page 81, the Plan states the following:

“The provision of land should be proportionate to the impact of the proposed development on park and recreation service levels. An urban park land standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees will be applied.”

Applying the urban parkland standard to the proposed development and assuming an average household size of 1.75, there is a need for about 4.3 acres of urban parkland on-site. The development plan identifies 4.5 acres of on-site public park space, located primarily in three major new urban parks including the Civic Plaza, the Common Green and the Metro park. Other park space is scattered throughout the development in several pocket parks. The amount of urban parkland provided on-site meets the recommendations of the Comprehensive Plan. In addition, staff notes that the quality of these parks will be high, with quality materials for the hardscape as well as the landscape, well thought-out spaces that incorporate adjacent uses, and recreational amenities. The applicant has used the park spaces to help give form and character to their site, with pedestrian access mostly at grade to create a pedestrian-oriented and accessible experience. As such, staff is satisfied that the urban parkland on-site meets the recommendations of the Comprehensive Plan.

Athletic Fields

In addition to the need for urban parks, the Comprehensive Plan also recognizes the need for a variety of small and large recreational facilities in Tysons Corner to meet the need of new residents, workers and visitors. In the Tysons Corner Urban Center Areawide Recommendations, Environmental Stewardship Chapter, Parks and Recreation Section, Page 82, the Plan states the following:

“...recreational facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development in Tysons, with adjustments made for urban demographics and use patterns. Using 2050 development projections, anticipated urban field use patterns, optimal athletic

field design (lights and synthetic turf) and longer scheduling periods, the adjusted need for athletic fields to serve Tysons is a total of 20 fields. This adjusted need should be addressed through on-site development of needed facilities and/or through equivalent monetary or in-kind contributions to the Park Authority for facility development at nearby parks or other sites appropriate for park facilities. In general, the need for an athletic field is generated by the development of approximately 4.5 million square feet of mixed use development in Tysons.”

As described above, the new development proposed by this rezoning generates the need for 0.86 athletic fields. In order to help the applicant address this need, the County brokered a solution between the applicant and another rezoning applicant within Tysons East, the Commons. Under this arrangement, the Commons will provide an entire athletic field to meet both its field need (0.5) and 0.5 of Capital One’s field need. In turn, Capital One will provide a 30,000 SF community center, which will satisfy both its and the Common’s public facility requirements. However, even with this agreement, Capital One still must address the remaining field requirement of approximately one-third of a field.

The Plan suggests that “creative approaches can be used to ensure provision of recreational facilities, especially athletic fields that meet service level standards...[which] may include rooftop facilities.” The Plan also indicates a preference for recreational facilities to be provided on-site or an area that serves the new development. The Plan text specifically lays out a hierarchy of approaches:

“Provision of park land and facilities on-site is preferred. If on-site dedication and facility provision are not possible, an equivalent off-site dedication and facility construction within the same district should be sought as a substitution. Where it is not possible to locate facilities within the district, locations that serve Tysons may be substituted. As a last alternative, as for smaller sites, an equivalent monetary contribution to fund local public parks within Tysons may be substituted.”

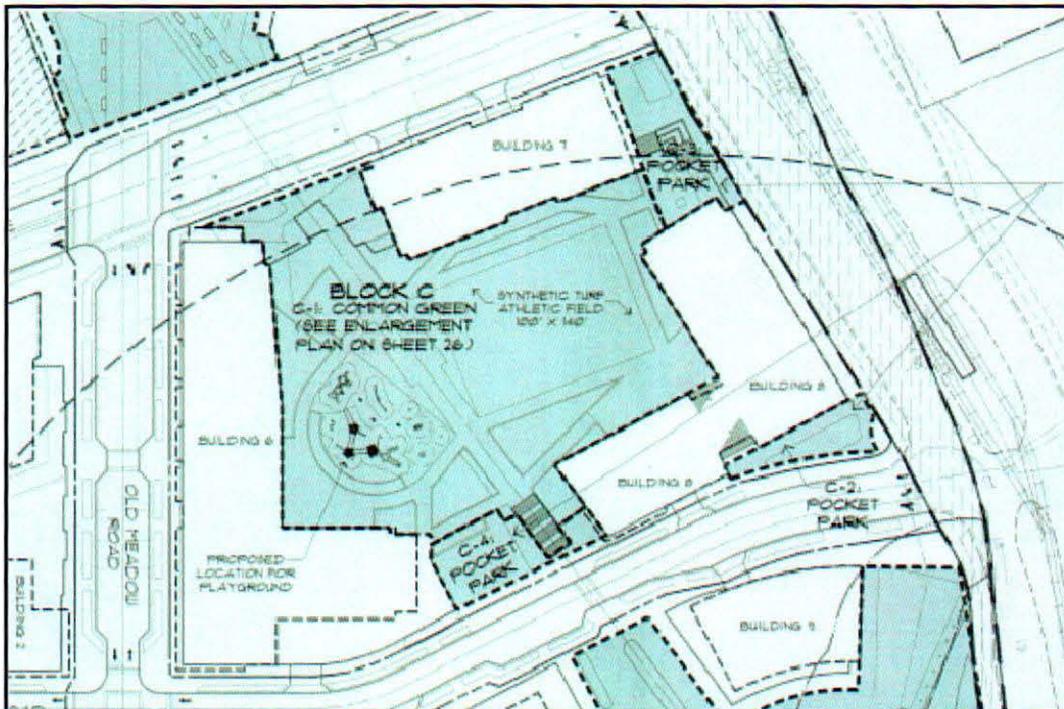


Figure 12. Common Green with Athletic Field

The application proposes a publicly accessible field on the Common Green in Block C, the residential block. This area is at-grade at its north end, along Capital One Drive and elevated 1-2 stories above street level along Old Springhouse Road. The field, which will have synthetic turf with lighting, is approximately 1/3 the size of a full-size athletic field. This size field can support youth practices, youth soccer up to age 9 and adult 5-on-5 soccer (known as futsal style). Under the applicant's proffers, the field would be publicly scheduled from 5 to 10 PM Monday through Friday and 8 AM to noon Saturdays and Sundays. The hours the applicant has offered for public scheduling equate to about half of the typical scheduled time that the Department of Neighborhood and Community Services (NCS) would normally schedule for this size field. The applicant's current proffers note that the area will be granted a public access easement for use. Given the lack of fields within Tysons, staff continues to urge the applicant to provide additional hours for scheduling on the weekends.

Recreational Facility Needs

Using adopted recreational facility standards found in the Parks and Recreation element (Appendix 2, Part B) of the Policy Plan, staff finds that the publicly accessible recreational facilities needed to support the proposed new development include one playground, one basketball court, 1.5 tennis courts (a half court could be provided with a practice wall), and about 2,500 square feet of indoor fitness/program space.

The development shows a good-sized children's play area in the Common Green. Two full-court basketball courts are shown on garage rooftop plazas next to planned office buildings in Blocks B and E. The two courts are mentioned in Proffer 46 as a possible recreational facility option (the alternative is a private indoor health club or gym) and, if provided, the courts are to be private facilities for residents. However, the proffer does not make clear if all residents and employees of the development will be permitted to use these courts. In staff's opinion, residents of the entire development should have access to these courts, as should all employees. Without a change to the proffers, staff does not feel that the basketball courts can count as a public recreational facility contribution.

The proposed community center discussed in Proffer 2 will include an approximately 9,000 SF indoor gymnasium that can meet the remainder of the sport court need for this application. The program space provided in this facility also meets the need for indoor fitness/program space.

Fairfax County Public Schools

The proposed development would be served by the Westgate Elementary School, Kilmer Middle School and Marshall High School. Kilmer is expected to be over capacity through 2016, with Marshall High School and Westgate Elementary undergoing renovations to increase capacity during that time. The total number of students generated by the proposed development was projected to be as follows:

	Students
Elementary	61
Middle	17
High	35
Total	113

The applicant has proffered a contribution of \$9,378 per expected student generated by each residential building. Because of the long timeframe expected for development of this application, staff recommends that the proffer commitment to be structured to refer to the school formula in place at the time of development.

Sanitary Sewer

As development in the Tysons Corner Urban Center is expected to increase dramatically based on the Comprehensive Plan recommendations, staff notes that off-site sewer upgrades might be necessary in the future. Such upgrades would be handled by a pro-rata share contribution. For on-site sewer needs, the applicant should be aware that they will be required to provide a sanitary sewer

capacity study to DPWES with site plan submission to determine if any upgrades are necessary and to rectify any inadequacies.

Fire and Rescue

The subject property is serviced by the Fairfax County Fire and Rescue Department Station #401, McLean. The requested rezoning currently meets fire protection guidelines, as determined by the Fire and Rescue Department. Using the Emergency Access Plan provided on Sheet 31 of the CDP, the Fire Marshal has reviewed the proposed development and determined that the requested rezoning and FDP currently meets fire access guidelines.

Fairfax Water

Fairfax Water has the ability to provide water service to the proposed development. There is an existing 24-inch water main in Magarity Road which is capable of providing adequate domestic and fire protection service to the property.

ZONING ORDINANCE PROVISIONS (Appendix 15)

The purpose and intent of the Planned Tysons Corner (PTC) District is to implement the mix of uses, densities and intensities under the redevelopment option set forth in the adopted Comprehensive Plan for the Tysons Corner Urban Center. These provisions require the applicant to demonstrate that the development furthers the vision of the Tysons Corner Urban Center as outlined in eight objectives that reflect the standards of the areawide recommendations contained in the Plan text (which were discussed in detail above).

The Zoning Ordinance provides requirements relating to parking, building height and bulk regulations, open space and intensity. All of these requirements reflect the recommendations of the Comprehensive Plan and have been discussed previously in the sections above. It is staff's opinion, as expressed in this analysis, that the application meets these standards.

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

Sect. 16-101 contains six general standards that must be met by a planned development. Sect. 16-102 contains three design standards to which all Conceptual and Final Development Plans are subject. These general and design standards include the same elements that are included in the Areawide Recommendations which are addressed above.

Overlay District Requirements

Highway Corridor (HC) (Sect. 7-600)

The Highway Corridor Overlay District puts additional restrictions on certain automobile-oriented uses, including drive-in financial institutions, fast food restaurants, quick-service food stores and service stations and service station/mini-marts. All of these uses are permitted by the PTC District when shown on an approved final development plan.

Staff believes that the appropriate time to evaluate these uses is at FDP (or FDPA) when details of the use can be more fully evaluated. At this time, the proposed FDP depicts a drive-in financial institution contained in the parking structure of the new buildings. Generally, none of the drive-in apparatus will be located on the outside of the building. However, the provision of separate drive aisles in and out of the drive-in has resulted in a break within the streetscape for yet another driveway. As discussed earlier in the report, the applicant has argued that the entrance and exit for the drive-in cannot be incorporated into the garage entrances associated with the parking and loading of the building as a whole. There will be no direct access from Route 123 to the drive-through. As such, while not ideal, staff generally finds that the drive-in financial institution meets the regulations of the HCOD, but continues to urge the applicant to look for ways to redesign the garage to limit curb cuts on Old Springhouse Road.

Waivers and Modifications Requested

- *Modification of Countywide Trail requirement for major paved trail along Capital Beltway*

In lieu of the major paved trail, the applicant is providing a secondary access drive with 5 foot sidewalk along the majority of the Capital Beltway frontage of this application property. The sidewalk will provide a useful pedestrian linkage between the subject site and the Gates of McLean (who will be served by the secondary access drive) even though drive and sidewalk will pass under the Jones Branch Connector Bridge. Therefore, staff can support the requested modification.

- *Modification of Section 2-414B requiring a 75-foot setback of commercial buildings from Interstate 495*

The Zoning Ordinance requires that commercial buildings be set back at least 75 feet from major highways such as Interstation 495. Staff believes that the imposition of this setback for this site would not be in keeping with the recommendations of the Comprehensive Plan which recommends intense development adjacent to the Metro station. In order to achieve the Plan goal, the applicant has proposed commercial buildings virtually at the property line adjacent to I-495 and has committed to mitigate interior and exterior noise levels

impacted by highway noise. As such, staff can support the requested modification.

- *Waiver of underground detention in a residential area*

Staff supports the underground detention for stormwater management in the higher density developments expected in Tysons Corner. In order to achieve the higher intensities envisioned by the Plan in limited land areas, staff believes that use of underground detention is necessary. Waiver request 6835-WPFM-001-1 has been reviewed by DPWES staff and recommended for approval, with the imposition of conditions found in the waiver report and including specifications for the design of the facilities, requirements for maintenance agreements and financial commitments to ensure funds are available for appropriate maintenance and any necessary reconstruction. With the implementation of these conditions, staff can support the requested waiver.

- *Modification of the public facilities manual to reduce planting width from 8 feet to 4 feet with structural planting cells*

Rather than provide a planting width of 8 feet for street trees, the applicant proposes to a planting width of 4 feet. In order to enhance survivability of the trees in these areas, the applicant proposes to employ structural planting cells. Planting details, similar to those suggested in the Tysons Corner Urban Design Guidelines, are provided in the plans, the CDP and FDP, and the proffers provide for adequate soil volumes for the trees. The Urban Forestry Management Division (UFMD) has reviewed and finds that the planting plan is adequate to support the health and survival of the trees. Therefore, staff is supportive of the requested waiver.

- *Deviation from tree preservation target to allow tree canopy to be provided through new tree planting.*

The tree preservation requirement in the PFM and County ordinance requires that sites provide their required 10-year tree canopy requirements through a combination of tree preservation and new planting. Generally, the proportion of trees to be preserved should be the same as the percentage of existing tree cover on-site. In this case, the site has 19.1% tree cover and therefore, 19.1% of the 10 year tree canopy should be provided in preserved trees. However, much of the existing vegetation on-site is either of poor quality or is landscaping on the existing site which cannot be retained if the site develops to the intensity envisioned under the Comprehensive Plan. Under the original CDP submission, the applicant had proposed a possible tree save area at the southwest corner of the property which was reviewed by the County and the applicant. Because this area is located near the stream, it was an obvious area for preservation. However, the existing trees in that area consist primarily of black walnut and ailanthus trees with vines consisting primarily of Japanese honeysuckle and wild grape growing through the canopy. With this forest in poor condition, UFMD did not feel the site met the standards for preserving trees and forested areas as specified in the PFM. Given the poor

quality of the existing on-site vegetation and the proposed high level of density, staff is supportive of the requested deviation but, as always, encourages the applicant to actively seek additional areas for plantings on-site.

- *Modification of the Public Facilities Manual (PFM) to reduce the distance from which trees can be planted adjacent to stormwater management easement;*

Staff continues to work with the applicant and DPWES to determine the exact locations, if necessary, to obtain such modification and will address at the time of public hearing.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

Overall, the rezoning proposal before staff and the Planning Commission achieves the goals of the Tysons Corner Comprehensive Plan and represents the kind of design approach — based on transportation improvements, pedestrian-oriented design, and quality park spaces — for which all developments in the County and in Tysons Corner should strive.

The project includes a thoughtful site layout with streets and park spaces providing the essential new form that is envisioned in the Comprehensive Plan. Staff notes that the streets, which will be so vital in accommodating pedestrians and vehicles, are to be dedicated to the state (VDOT) and that the applicant has spent considerable design effort in making three large park spaces open, accessible and attractive. The applicant has committed to providing a community center, which, when fully realized, will be an appreciated amenity to the employees and residents of Tysons Corner. In addition, the applicant has worked through extremely difficult design concepts to accommodate the new stormwater management concepts as envisioned by the Plan and has incorporated green building practices into the development to further concepts of sustainability which are described in the Plan. In general, this project meets much of the intent of the Comprehensive Plan for a pedestrian- and transit-oriented, mixed-use development.

Therefore, staff therefore finds these applications in harmony with the Comprehensive Plan and in conformance with the Zoning Ordinance provisions subject to execution of proffers consistent with the proffers in Appendix 1 as may be amended to address the following concerns:

- The TDM implementation plan does not satisfy the current County needs related to release of the remedy fund and upfront contributions to create a Tysons Wide TMA.

- Because the commitment to providing a “back entrance” to the Tysons East metro station is limited by a \$250,000 cost cap, staff remains concerned that the connection may not happen. This back entrance connection is vital to activating a large portion of the applicant’s site and making the development truly transit-oriented. As such, staff believes that the applicant should pursue the connection even if the costs exceed \$250,000.
- The issues related to the Tysons Road fund have not been adequately addressed. The applicant has proposed meeting the existing road club contribution for the first phase but has not proposed to meet the new contribution rate for the balance of the non-residential development. As such, approval of this application would severely undermine the ability of the County to provide the street grid network so necessary to its functionality as well as to the vision of Tysons Corner in the Comprehensive Plan.

In addition to these major issues, staff continues to urge the applicant to: (1) incorporate on-street parking and bicycle lanes along the proposed new streets as envisioned by the Plan; (2) commit to construct the connection from Old Meadow Road to Route 123 with any new FDP on the site; (3) commit to provide the community center without a hard cap on the cost; and (4) make the two proposed rooftop basketball courts accessible to residents and employees of the entire development.

Staff will continue to work with the applicant to address these issues and is hopeful that resolution will be forthcoming.

Recommendation

Staff recommends approval of PCA 92-P-001-08. Staff also recommends approval of RZ/FDP 2010-PR-021 subject to execution of proffers consistent with those found in Appendix 1 (as may be amended to address outstanding issues).

It should be noted that the main/trunk sewer lines serving this property may be inadequate. Should the Board approve this application, that approval in no way guarantees that sewer capacity will be available to serve this site when the property is developed.

Staff further recommends the approval of the following waivers and/or modifications for these applications:

- Modification of Section 2-414B of the Zoning Ordinance requiring a 75-foot setback of commercial buildings from Interstate 495;
- Modification of the Public Facilities Manual (PFM) to reduce the distance from which trees can be planted adjacent to stormwater management easement;
- Deviation from tree preservation target to allow tree canopy to be provided through new tree planting as depicted on the plan;

- Waiver of underground stormwater management (SWM) detention in a residential area;
- Modification of the PFM to reduce planting width from 8 feet to 4 feet with structural planting cells; and
- Waiver of the Countywide Trails Plan requirement to provide a regional trail alongside Interstate 495 in lieu of sidewalks shown on CDP.

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

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

APPENDICES

1. Draft Proffer Statement
2. Affidavits
3. Applicant's Statement of Justification
4. Plan Citations and Land Use Analysis
5. Transportation Analyses
6. Office of Community Revitalization Analysis
7. Environmental Analyses
8. DPWES Stormwater Management Analyses
9. Waiver #6835-WPFM-001-1 (Underground SWM)
10. Park Authority Analysis
11. Schools Analysis
12. Sanitary Sewer Analysis
13. Fire and Rescue Analysis
14. Fairfax Water Analysis
15. Selected Excerpts from the Zoning Ordinance
16. Glossary of Terms

CAPITAL ONE PROFFERS

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**CAPITAL ONE PROFFERS
RZ 2010-PR-021
PCA 92-P-001-08**

June 28, 2012

Pursuant to Section 15.2-2303 (A), Code of Virginia (1950, as amended) and Sect. 18-204 of the Zoning Ordinance of Fairfax County (1978, as amended), the property owner and applicant for themselves and their successors and/or assigns (collectively referred to as the "Applicant") in this Rezoning application ("RZ") and Proffer Condition Amendment application ("PCA") proffer that the development of the parcels under consideration and shown on the Fairfax County Tax Maps as Tax Map 29-4 ((5)) Parcel A2 (the "Property") shall be in accordance with the following conditions if, and only if, Rezoning application RZ 2010-PR-021 and the companion application PCA 92-P-001-08 (collectively, the "Application") are granted by the Board of Supervisors. In the event that the application is denied, these Proffers shall be immediately null and void and of no further force or effect on the Property.

GENERAL

1. Conceptual Development Plan. The Property shall be developed in substantial conformance with the proffered elements of the Conceptual Development Plan dated August 4, 2010, and revised through June 13, 2012, prepared by William H. Gordon & Associates and consisting of 34 sheets (the "CDP"). In addition to the specific Proffers contained herein, the proffered elements of the CDP shall be limited to the grid of streets, general location of access points to buildings, general location of the buildings, mix of uses, minimum and maximum building heights, the amount and general location of urban park land, and general quality and character of the streetscape (the "Proffered Elements"). Other elements of the CDP may be adjusted or modified with approval of future Final Development Plans ("FDP") in accordance with the provisions set forth in Section 16-402 of the Fairfax County Zoning Ordinance (the "Ordinance"), and these Proffers.
2. Minor Modifications. Minor modifications to the Proffered Elements of the CDP may be permitted pursuant to Par. 4 of Section 16-403 of the Ordinance when necessitated by sound engineering or when necessary as part of final site design, and when such modifications are determined to be in substantial conformance with the Proffered Elements and these Proffers, as determined by the Zoning Administrator.
3. Future Applications. Any portion of the Property may be the subject of a Conceptual Development Plan, Conceptual Development Plan Amendment, Final Development Plan, Final Development Plan Amendment, Proffered Condition Amendment, Rezoning, Special Exception, Special Permit, Variance or other zoning action without the joinder and/or consent of the owners of the other land areas, provided that such application complies with Section 18-204 paragraph 5 of the Zoning Ordinance. Previously approved proffered conditions or development conditions applicable to a particular portion of the Property which are not the subject of such an application shall remain in full force and effect.

PROPOSED DEVELOPMENT

4. Existing Development. The Property is approximately 26.21 acres in size and is developed with the existing Capital One corporate headquarters building, which contains approximately 479,500 square feet (excluding basement space) (the “Capital One Headquarters”), the 24,500 square-foot conference facility (the “Conference Facility”), a structured parking facility containing approximately 1,529 spaces (the “Existing Parking Garage”), temporary athletic fields and sport courts (the “Temporary Athletic Facilities”), and 35 surface parking spaces (the “Existing Surface Parking”) (collectively, the “Existing Development”). The Existing Development is shown on Sheet 4 of the CDP and may remain in operation indefinitely. In the event that only a portion of the Property is redeveloped subject to an approved FDP and site plan, the portion or portions of the Property not subject to the FDP, including the Existing Development, may continue in operation as shown on Sheet 4 of the CDP. The Applicant may also make minor modifications to the Existing Development as depicted on Sheet 4 of the CDP, such as to permit changes to the Temporary Athletic Facilities and to accommodate the future Jones Branch Connector improvements, subject to the approval of the Zoning Administrator. Any use which is permitted in the PTC district may also be permitted as an interim use subject to the Use Limitations in Section 6-505 of the Ordinance.

- A. Interior Improvements. For those buildings or structures existing on the Property as of the approval date of this Application, the Applicant may secure building permits for and make interior improvements to such buildings without triggering the requirement to reconstruct such buildings in conformance with the CDP or any approved FDP.
- B. Casualty. The Applicant may restore any building or structure existing as of the approval date of this Application that later is destroyed or damaged by casualty, subject to Article 15 of the Zoning Ordinance.
- C. Parking. The Existing Parking Garage may remain in operation and will continue to serve the Existing Development until and unless an FDP and site plan are approved showing its removal.

5. Density Credit. In addition to the 26.21-acre Property, the Applicant is utilizing previously reserved density credit for land dedications totaling approximately 3.01 acres, as illustrated by the building tabulations on Sheet 3 of the CDP.

6. Proposed Development. The development on the Property will supplement and partially replace the Existing Development, as more particularly described in the proposed phasing plan described below (collectively, the “Proposed Development”). The Proposed Development, which includes the Existing Development, shall not exceed 4,969,523 square feet of total GFA, which shall include a minimum of 800 dwelling units and up to 3,182,153 square feet of GFA of office space.

7. Phasing Plan. The Proposed Development will occur in phases as further described below (the “Phasing Plan”). The buildings, plazas, uses and other improvements shown on the

CDP shall be constructed in accordance with the phasing outlined in Paragraphs A – E of this Proffer and as more specifically described on Sheets 14 – 15 of the CDP. Each phase shall include the ultimate streetscape dimensions and design as depicted on the CDP in order to establish the important pedestrian elements identified in the Comprehensive Plan. With the submission of each FDP, the Phasing Plan will be updated to provide additional details, including providing existing structures and facilities, the anticipated order of future development, the completion of the street grid, establishment of streetscapes and pedestrian elements, construction of parks, and updated interim conditions.

A. Capital One Headquarters Expansion Phase (Block A).

Phase Summary	GFA Range (sf)	Min./Max. Heights	Max. Parking
Building 1 – Commercial Office	300,000 – 519,000 SF	150-281 feet	1,335
Building 1 – Retail	up to 8,500 SF	---	40
Building 2 – Hotel	50,000 – 81,500 SF	75-111 feet	135
Building 2 – Retail	up to 10,500 SF	---	28
Maximum for Phase	619,500 SF	---	1,538

B. Hotel/Civic Plaza Phase (Block B).

Phase Summary	GFA Range	Min./Max. Heights	Max. Parking
Building 3 – Commercial Office	200,000 – 292,500 SF	150 – 225 feet	647
Building 3 – Civic	up to 30,000 SF	---	30
Building 4 – Hotel/Conference	200,000 – 367,500 SF	150 – 293 feet	614
Building 4 – Retail	up to 2,300 SF	---	8
Building 5 – Commercial Office	300,000 – 396,500 SF	125 – 200 feet	878
Building 5 – Retail	up to 10,350 SF	---	37
Maximum for Phase	1,099,150 SF	---	2,214

C. Residential Commons Phase (Block C).

Phase Summary	GFA Range	Min./Max. Heights	Max. Parking
Building 6 – Residential	300,000 – 518,000 SF	150 – 221 feet	498
Building 6 – Retail	up to 26,300 SF	---	0
Building 7 – Residential	200,000 – 274,800 SF	125 – 221 feet	254
Building 7 – Retail	up to 5,000 SF	---	0
Building 8 – Residential	200,000 – 386,900 SF	125 – 231 feet	372
Building 8 – Retail	up to 12,500 SF	---	0
Maximum for Phase	1,223,500 SF	---	1,124

D. Metro Station Phase (Block D).

Phase Summary	GFA Range	Min./Max. Heights	Max. Parking
Building 9 – Residential	50,000 – 124,250 SF	75 – 175 feet	236
Building 9 – Retail	up to 3,850 SF	---	19
Building 10 - Commercial Ofc.	400,000 – 484,000 SF	200 – 305 feet	742
Building 10 – Retail	up to 28,100 SF	---	142
Maximum for Phase	640,200 SF	---	1,139

E. Financial Office Phase (Block E).

Phase Summary	Max. GFA	Min./Max. Heights	Max. Parking
Building 11 - Commercial Ofc.	200,000 – 329,850 SF	150 – 266 feet	296
Building 11 – Retail	up to 6,650 SF	---	11
Building 12 - Commercial Ofc.	400,000 – 786,000 SF	300 – 395 feet	1,344
Maximum for Phase	1,122,500 SF	---	1,651

8. Final Development Plans. FDPs for individual building sites or phases shall establish the minimum and maximum GFA for each building within the limits of the Phasing Plan set forth in Proffer 7 above. In addition, the following information shall be provided on each FDP, for review and approval of the Planning Commission:

- A. Tabulations. A tabulation indicating the development status of all property subject to the Proposed Development shall be provided with each FDP and site plan submitted for the Property. The tabulation shall include a listing of all existing and proposed buildings and facilities, along with the GFA and uses approved on the CDP, FDP and site plan as may be applicable. The tabulation shall be updated with each subsequent FDP and site plan submitted for the Property.
- B. Building Heights. Concurrent with the submission of an FDP for any portion of the Proposed Development that includes Buildings 10, 11 or 12, the Applicant shall submit the plans to the Providence District Supervisor’s office for review and comment of the proposed maximum height for the building(s).
- C. Public Facility. Until the Public Facility as set forth in Proffer 13 has been constructed, each FDP shall contain proposed phasing information for the Public Facility.
- D. Architecture. The specific architectural design information as described in Proffer 15. In addition, architectural design elevations shall be presented with each FDP for the purpose of illustrating the general character of building massing, scale, façade articulation, general building envelope and fenestration treatment, materiality and material quality of the proposed FDP development, as well as the

porosity, materiality, and entry locations at the ground floor of each building. Other details of building design (such as specific material or color selections, fenestration details, etc.) are subject to change in final architectural and site plans.

- E. Build-to Lines. Proposed Build-to Lines, including any proposed modifications to the Build-to Lines and/or the expanded streetscape areas as identified in Proffer 16.
- F. Conceptual Utility Plans. The Conceptual Utility Plans more specifically described in Proffer 18, including any anticipated conflict points between utility easements and proposed street trees and how these conflicts are proposed to be resolved.
- G. Lighting. Specific streetscape lights per Proffer 20.
- H. Noise Attenuation. A Noise Study and any proposed noise attenuation measures, as described in Proffer 23.
- I. Surface Parallel Parking Spaces. The final number and location of on-street parallel parking spaces to be constructed within the applicable FDP area, in accordance with Proffer 26.
- J. Landscape Plan. A revised Landscape Plan as described in Proffer 28.
- K. Streetscape. The details and any adjustments to the streetscapes as described in Proffer 29, including information regarding sight distance lines at all intersections and entrances included within the FDP.
- L. Interim Conditions and Standards. For each FDP submission that contains multiple buildings that will be constructed in stages, the Applicant shall provide detailed information on the proposed interim conditions and standards as described in Proffer 30.
- M. Stormwater Management. A detailed stormwater management plan, as described in Proffer 31.
- N. Right-of-Way Dedications. Any refinements to the right-of-way dedications described in Proffers 35 and 36.
- O. Security. A revised security plan as described in Proffer 36(E).
- P. Bicycle Parking. Specific locations for, and the number of, bicycle facilities to be provided as described in Proffer 43.
- Q. Publicly Accessible Parks and Recreational Facilities. The specific details on parks and recreational facilities included within the area of the FDP, as described in Proffers 47, 48 and 50.

- R. Sustainable Energy Practices. The sustainable energy practices described in Proffer 52.
9. Owners' Associations.
- A. Umbrella Owners' Association. Prior to the issuance of the first RUP or Non-RUP for the first building constructed with the Proposed Development that is not for the sole use of Capital One Bank and its subsidiaries, affiliates and/or successor companies, the Applicant shall establish an Umbrella Owners' Association (the "UOA"), whose members will consist of a representative of each owner of land and/or buildings within the Property. The UOA shall provide for applicable proffer, maintenance and replacement obligations, including but not limited to implementation of the Transportation Demand Management ("TDM") program, maintenance of private streets, sidewalks, streetscapes, publicly accessible private park areas and athletic facilities, stormwater management facilities not maintained as part of individual buildings, and any private utility systems.
- B. Homeowners' and Condominium Owners' Associations. For each residential building in which units are held for sale, the Applicant shall cause either a homeowners' association and/or a condominium owners' association ("HOA/COA"), as applicable, to be formed for that building. Each of these associations shall also be members of the UOA.
- C. Disclosures. UOA and HOA/COA documents (including budgets provided in any offering or sale materials) shall specify the proffer, maintenance and replacement conditions and obligations set forth in these Proffers. Purchasers shall be advised in writing of these proffer conditions and obligations prior to executing a contract of sale.
- D. UOA TDM Obligations. All residents, tenants, owners, employers and employees living, working, operating a business or owning property within the Property shall be advised of their continuing obligation to the TDM Plan described in Proffer 41. All UOA and HOA/COA members shall be informed of any funding obligations for the TDM program prior to executing a contract of sale and all such obligations shall be included in UOA and HOA/COA documents.
- E. UOA Expansion. Nothing in this Proffer shall be construed to prohibit expansion of the UOA to include neighboring properties, at the sole election of the UOA.
10. Mix of Uses. The Property shall consist of a mix of residential, office, retail, service and hotel uses as described in the CDP and these Proffers, subject to the limitation that the maximum square footage of all constructed uses on the Property shall not exceed 4,969,523 square feet of GFA. The Proposed Development may contain any use permitted by-right in the PTC District of the Zoning Ordinance, subject to compliance with any use limitations contained elsewhere in these Proffers. Additional special exception and/or special permit uses may be permitted without

a Proffer Condition Amendment, provided they are in substantial conformance with the CDP and these Proffers.

11. Retail and Personal Service Districts. Subject to FDP approval, the areas provided on the CDP that are designated for retail and personal service uses may include any non-residential uses permitted in the PTC district or uses accessory to the primary use.

12. Metrorail Tax District Buyout for Certain Residential Uses. At least sixty (60) days prior to recording residential condominium documents for any portion of the Property located within the Phase I Dulles Rail Transportation Improvement District (the "Phase I District"), the Applicant shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to record condominium documents for that portion of the Property. Prior to recording the condominium documents, the Applicant shall pay to Fairfax County a sum equal to the then-present value of Phase I District taxes that will be lost as a result of recording the condominium documents, in accordance with a formula approved by the Fairfax County Board of Supervisors.

PUBLIC FACILITIES

13. Public Facility. The Applicant shall design and construct a 30,000 square-foot space within a future building to be used by Fairfax County for community and/or recreational programs (the "Public Facility"). The Applicant has identified to Fairfax County and reserved space in Building 3 for the Public Facility. The Public Facility shall be constructed concurrently with Building 3 (unless modified in accordance with Proffer 13H below) and shall be accessible through a separate entrance with ADA accessibility.

A. Design and Scope. The Applicant shall design the Public Facility to include a gymnasium of approximately 9,000 square feet, and may contain, among other things, space for offices, meeting rooms, an exercise room, a game room, an arts/crafts room, a computer room, a multipurpose meeting room or rooms, a kitchen, restrooms, locker and storage space, and other related amenities. The Applicant shall design the interior of the Public Facility pursuant to the Fairfax County Guidelines for Architects and Engineers prepared by DPWES and dated September 2008 (the "Guidelines"), as amended, and such that the Public Facility is designed to be consistent with the quality of other reasonably comparable County facilities of similar use. All design documents are subject to County review and approval at each design phase as provided herein.

B. Total Construction Cost. The total construction cost to the Applicant of the Public Facility shall not exceed the sum of \$11,500,000.00, as adjusted on an annual basis by the Marshall & Swift Building Cost Index, with any adjustment beginning two (2) years from the date of approval of the Application to the date that a Non-RUP is issued for the Public Facility (the "Total Construction Cost"). For the purposes of this Proffer 13, Total Construction Cost of the Public Facility shall include hard construction costs of the Public Facility and the surrounding landscape and hardscape for the relevant building, design, special consultant services, permitting, construction administration services, quality control

inspections, required Special Inspections Program inspections, independent cost estimating, utility connections and/or relocations and new services, and all other costs related thereto. For those costs that are not unique to the Public Facility but are attributable to the construction of the building itself, the Applicant shall include in the Total Construction Cost the pro rata share of the expense attributable to the Public Facility, as measured by the fraction of Public Facility as compared to the overall rentable square feet in the remainder of the building. The Applicant will allocate 30 parking spaces for the Public Facility, and Total Construction Cost will include the pro rata share of these parking spaces as a ratio of the entire cost of constructing the associated parking deck. Total Construction Cost will also include the cost of any ancillary space to be used solely for the Public Facility, such as space for separate generators, stormwater management vaults, or ventilation systems. Total Construction Cost of the Public Facility shall not include clearing and grading, earthwork, costs to bring utilities to the building, costs associated with site-related LID facilities, landscaping and hardscaping of areas not associated with the Public Facility, and costs for easement preparation and recordation, all of which the Applicant shall bear. The Total Construction Cost shall include the building shell and fully finished interior for the Public Facility, to include ceilings, lighting, plumbing, heating and cooling (HVAC), unpainted interior walls, electrical outlets, elevators, rest rooms, and all finishes, to include the gymnasium floor, any required bleachers, and basketball hoops. The Total Construction Cost shall generally not include fixtures, furnishings, or equipment (except for those specified), which the Applicant shall not provide.

- C. Design and Review Process. The Applicant shall coordinate preparation of the design of and budget for the Public Facility with the Facilities Management Division of DPWES ("FMD") and other applicable agencies of Fairfax County, with FMD as the point of contact with responsibility for coordinating with other County agencies. Prior to such preparation of design and budget, the Applicant shall hold a pre-design conference with FMD to discuss scope and design parameters for the Public Facility. The Applicant shall submit design and budget documents to FMD for County review and approval consistent with the Guidelines and the provisions of this Proffer at the following points: Schematic Design (35%), Design Development (65%), 80% Construction Documents, and 100% Construction Documents. The Applicant shall address and, as applicable, incorporate all County review comments at each design phase, and shall provide a statement of probable construction cost prepared by a mutually agreed-upon independent, professional construction cost estimator at each design phase. Prior to the submission of the Schematic Design drawings, the Applicant shall convene a meeting with FMD to set a commercially reasonable schedule and process for review and comment on the submission sets of drawings and budget. The Applicant shall respond to all County plan review comments in writing, and shall incorporate such comments in the next design phase plan submission. Following Fairfax County approval of the 80% Construction Documents, no further design changes shall be made to the Public Facility except as may be required to adjust the scope of the Public Facility as provided herein. In the event of any disagreement between the Applicant and FMD as to whether the design of and/or

budget for the Public Facility is proceeding consistent with the Guidelines and/or the provisions of this Proffer, such issue shall be addressed by proffer interpretation request to the Zoning Administrator, whose decision may be subject to appeal as outlined in the Zoning Ordinance and the Code of Virginia.

D. Construction Bids. The Applicant shall submit the Schematic Design documents and detailed construction cost budget for the Public Facility to FMD prior to or concurrent with the submission of a site plan for the relevant building. Once the 100% Construction Documents and budget for the Public Facility have been approved by FMD, the Applicant shall then obtain a minimum of three (3) construction bids for the approved design of the Public Facility to ensure that the Total Construction Cost is bid within the Applicant's limit of \$11,500,000.00. Following receipt of the construction bids, the Applicant shall meet with the County to review the construction bids and thereafter provide the County the opportunity to verify the construction bids through an independent source. If the estimated Total Construction Cost exceeds \$11,500,000.00 at any design phase, or if the Applicant cannot obtain a construction bid for the approved design within the Applicant's \$11,500,000.00 limit, then the Applicant shall consent to one of the following remedies, at the County's sole election:

- i. Adjust the scope of the project so that it can be bid within the \$11,500,000.00 limit, which adjustment in scope shall not require a PCA;
- ii. Accept additional funding from the County as needed to fully fund the Total Construction Cost for the Public Facility;
- iii. In lieu of any further design and/or construction requirement for the Public Facility, the Applicant shall contribute to the County the sum of \$9,000,000.00, less all permissible documented costs incurred by the Applicant up to such time in furtherance of the design and construction of the Public Facility. In the event this option is selected, the Applicant shall contribute the total amount due to the County on a per-square-foot basis at the time of site plan approval for each building on the Property (excluding the square footage attributable to the Existing Development). For those portions of the Proposed Development that may already have been constructed at the time this option is selected, the Applicant shall contribute the required amount in a lump sum prior to site plan approval for the next building associated with the Proposed Development.

In the event the County does not select from the three remedies within 180 days of formal notification that the bid exceeds the limits of the Total Construction Cost, the Applicant may unilaterally select to proceed with the option defined in Proffer 13D(iii).

E. Contingency Fund. Once the Applicant has an acceptable construction bid in place as provided herein, the Applicant shall be responsible for a construction contingency of \$500,000.00 to cover, to the extent of the contingency, change

orders related only to design document ambiguities, errors, omissions or unforeseen construction conditions that could not have been reasonably foreseen through the due diligence of the contractor or subcontractors. In no event shall this construction contingency fund be allocated to augment the approved design and/or budget of the Public Facility.

- F. Permitting and Construction. Following receipt of a construction bid within the \$11,500,000.00 limit (or such higher amount as may result from the County allocating additional funds), the Applicant shall diligently proceed to obtain site plan and building permit approvals for the Public Facility. Following approval of the necessary permits for the Public Facility, the Applicant shall diligently proceed to construct the Public Facility as approved.
- G. Dedication. Following issuance of the Non-RUP for the Public Facility, the Applicant shall dedicate, convey, or lease the Public Facility in a manner acceptable to Fairfax County. The Public Facility shall be dedicated “as is, where is,” and concurrent with such dedication, the Applicant shall also assign to Fairfax County all of the Applicant’s warranty rights under construction contracts and engineering and design contracts for the Public Facility to which the Applicant is a party; provided, however, that Fairfax County, concurrently therewith, agrees to release the Applicant from all liability for any of the work done related to the Public Facility. The Applicant may elect to record a deed restriction prior to dedication or conveyance limiting the use of the Public Facility for public and/or recreational uses. The deed restriction may prohibit use of the Public Facility as a commercial office, retail use, fire station, permanent shelter or residential facility, or any other use other than the specific uses for which the Public Facility is being provided. Such dedication shall occur prior to bond release for the relevant phase.
- H. Changes to Location. The Applicant shall coordinate with the Providence District Supervisor and Planning Commissioner at the time of each FDP submission to determine whether the Public Facility, as defined in this Proffer 13, should remain in Building 3 or should be moved to another office building on the Property.

URBAN DESIGN GUIDELINES

14. Capital One Design Guidelines. In order to provide for the implementation of Tysons Corner Urban Design Guidelines and the concepts which further the design commitments provided throughout these Proffers and in the CDP, the applicant has submitted The Capital One Urban Design Guidelines dated April 2012, which are included by reference as Exhibit A. The CDP, which includes elements from the Capital One Design Guidelines, provides a base line of urban design elements that shall be utilized to implement the urban design vision for this neighborhood. All FDPs submitted shall be in substantial conformance with the Tysons Corner Design Guidelines and the urban design components of the CDP as determined by the Zoning Administrator, in consultation with OCR. In any instance of inconsistency between the Capital One Design Guidelines and the approved CDP/FDP and/or Proffers, the CDP/FDP and any related proffers shall govern.

BUILDING ARCHITECTURE

15. Architecture. Buildings shall be designed with high quality architecture and building materials. The exterior building materials used in the development of the new residential, office and hotel buildings shall consist of glass, steel, brick masonry, architectural pre-cast, stone masonry, architectural concrete and/or other materials of similar quality that are typically used on the exterior of Class A office buildings and residential and hotel buildings of a similar quality. No Exterior Insulation and Finish Systems (EIFS) shall be utilized on any of the new proposed residential, office or hotel buildings. Each FDP shall provide specific design information on building materials, architectural massing and fenestration, and specific features designed to activate the streetscapes as depicted on the CDP. Modifications may be made to the building architecture shown in an approved FDP subject to review and approval by the Zoning Administrator to establish consistency with the CDP and FDP. A minimum of ten percent (10%) of all residential dwelling units shall be designed and constructed with some Universal Design features. These elements shall be identified at the time of building plan submission.

At the time of site plan submission for each building, the Applicant shall study whether bird-friendly design strategies may be employed to reduce bird injury and death due to in-flight collisions with building and/or building elements. The strategies to be studied should make the building visible to birds in flight and reduce reflections that distract or confuse birds through the use of appropriate glazing treatments or architectural elements, including using color, texture, opacity, patterns, louvers, screens, or ultraviolet materials that are visible to birds. In addition, the Applicant shall study whether interior lighting should be reduced and direct lighting which is visible from the exterior should be eliminated to reduce a building's attractiveness to birds flying at night. The Applicant shall describe the results of its studies of bird-friendly design strategies, and to what extent any of the strategies will be implemented, in a narrative at the time of building permit issuance. To the extent strategies are identified but not implemented, the narrative shall describe the reason(s) for the exclusion of such strategies.

16. Build-to Lines. Build-to Lines have been established as depicted on Sheet 5 of the CDP to create an urban, pedestrian-oriented environment where buildings are located close to the street and pedestrian areas are located between buildings and streets. In general, building facades are intended to be configured in such a way as to provide a continuous street wall along this line, but modifications to either side of the Build-to Lines shall be permitted, provided such modifications are in general conformance with the CDP, as determined by the Zoning Administrator, and are shown on an approved FDP. Awnings and other architectural canopies attached to building frontages that project out from the Build-to Lines shall not extend beyond the building zone, shall provide adequate clearance for pedestrian movement and shall not conflict with street tree locations. At the time of FDP approval, the Applicant shall identify possible locations at the street level for expanded areas for outdoor dining adjacent to restaurants and cafes, and shall provide appropriate building zones for such uses in keeping with the Comprehensive Plan recommendations.

17. Building Heights. The minimum and maximum heights of the proposed buildings shall be in substantial conformance with the building heights indicated in Proffer 7. This height limit does not include penthouses, elevators or mechanical equipment rooms pursuant to Section 2-506 of the Zoning Ordinance. Penthouse structures shall be architecturally integrated with the

building and shall not exceed 25 feet in height for buildings that are 200 feet in height or less, or 35 feet for buildings that exceed 200 feet in height. The Applicant shall screen mechanical equipment located on the rooftops of the proposed buildings from ground level view, using opaque parapet walls and other screening walls, materials or devices.

18. Utility Locations. The locations of underground utilities including, but not limited to, water, sanitary sewer and storm sewer utility lines shall be installed within the street network to the maximum extent feasible as determined by DPWES or shall be placed in locations that do not conflict with the landscaped open space areas and streetscape elements shown on the CDP.

- A. Conceptual Utility Master Plan. A conceptual utility master plan (the “Conceptual Utility Master Plan”) overlaid on a landscape plan is provided on Sheet 32 of the CDP and includes general locations for all stormwater cisterns and vaults, electrical vaults, storm sewer lines, sanitary sewer lines, and conceptual locations for other utilities. Adjustments to the type and location of utilities shall be permitted at the time of FDP approval to avoid conflicts with street trees, utilities and other site engineering considerations.
- B. Conceptual Utility Plans. Conceptual utility plans (each a “Conceptual Utility Plan”) overlaid on a landscape plan will be provided with each FDP submission and will refine the general locations for all utilities included in the Conceptual Utility Master Plan, which shall be located in a manner that minimizes conflicts with trees.
- C. Conflicts. If there is no other option, utilities may be placed within open space or streetscape areas provided that the long-term health of trees and other plantings is ensured by the provision of sufficient soil volume as shown on the CDP, and as determined by the Urban Forestry Management Division of DPWES (“UFMD”).
- D. Access Points. Maintenance access points to stormwater management facilities and electric vaults beneath the streetscape shall be located outside the pedestrian walkway zone to the extent feasible, and shall be shown on the Conceptual Utility Plans submitted with each FDP. For access points located in the walkway zone, a removable panel or access manhole shall be employed utilizing similar paving materials as the surrounding streetscape, provided it does not impact ADA accessibility and is flush with the surrounding walkway. No part of this Proffer shall preclude the Applicant from incorporating venting mechanisms into the removable panel if such mechanisms are required by the applicable utility.

19. Telecommunications Equipment. Telecommunications equipment may be placed on the rooftops of proposed buildings. Any such facilities shall comply with applicable requirements of the Zoning Ordinance and be screened and/or set back sufficiently from the perimeter of the roof and penthouse such that they are not visible from the surrounding streets. Other screening measures should be used such as including the facilities as part of the architecture of the buildings, utilizing compatible colors, or employing telecommunications screening material and flush-mounted antennas. Telecommunications equipment may also be architecturally integrated into the facades of buildings where necessary to ensure on-street and/or open space coverage.

LIGHTING

20. Lighting. All on-site, outdoor and parking garage lighting levels shall meet or be less than that permitted under the Outdoor Lighting Standards of Section 14-900 of the Zoning Ordinance and shall include lighting fixtures consistent with the guidance contained in the Tysons Corner Urban Design Guidelines. All parking lot and building mounted security lighting shall utilize full cut-off fixtures. Wall-washer type lighting shall use fixtures with shielding such that the lamp surface is not directly visible. Streetscape lights shall be chosen from the options in the Tysons Corner Urban Design Guidelines, or suitable alternatives as approved on an applicable FDP.

21. Parking Structure Lighting. The Applicant shall utilize full cut-off, low-intensity or recessed lighting directionally shielded to mitigate the impact on adjacent residences for any lighting along the perimeter of an above-ground parking structure not constructed of solid walls. Such lighting shall comply with the requirements of Article 14 of the Zoning Ordinance.

22. Construction Lighting. During construction, the Applicant shall attempt to reduce glare from OSHA, VOSHA, VUSBA and local ordinance required superstructure lighting to the extent possible without violating aforementioned laws, regulations or policies.

NOISE ATTENUATION

23. Noise Attenuation. The Applicant shall reduce interior noise to a level of no more than 50 dBA for office and 45 dBA for residential, hotel, child care and other noise sensitive uses as defined by the Comprehensive Plan. In addition, the Applicant shall reduce exterior noise to a level of no more than 65 dBA. At the time of submission of each FDP, the Applicant shall submit a noise study addressing the buildings and outdoor recreation areas shown on the FDP (each a "Noise Study") to DPZ and DPWES for review and approval. Each Noise Study shall indicate the traffic and transit-related noise anticipated from the Capital Beltway and Dolley Madison Boulevard, to include the transit-related noise due to the Tysons East station. Each Noise Study shall include projected noise levels in the residential units, hotel rooms, and outdoor recreation areas shown on the submitted FDP and will be based on final site topography and conditions shown on the site plan, as opposed to existing topography and conditions. The following information shall be included in each Noise Study: the affected buildings, the affected outdoor recreation areas, the affected residential units and hotel rooms, and the noise attenuation measures to ensure that the affected indoor and outdoor areas meet the applicable standards for Noise Sensitive Uses in the Policy Plan in place for the Tysons Corner Urban Center. Noise attenuation measures to be used shall be included in each FDP submission.

A copy of each applicable approved Noise Study shall be included with the submission of the building plans for the construction of each building on the Property. The building plans shall identify the affected occupied spaces and the noise attenuation measures, including materials, to be provided to ensure that each affected occupied space meets the standards outlined below. Supporting information that documents that the proposed noise attenuation measures will be sufficient to attain the interior noise standards shall also be provided. The Applicant shall not obtain building permits until such time as DPZ and DPWES have approved the applicable Noise Study and the noise attenuation measures for each affected occupied space.

24. Noise Attenuation Standards. Each Noise Study shall be conducted using the approved standards for noise attenuation that are in place for the Tysons Corner Urban Center at the time of each applicable FDP.

PARKING

25. Parking. Parking on the Property shall be provided in accordance with the parking requirements for the PTC District set forth in Section 6-509 and Article 11 of the Ordinance. The exact number and location of spaces provided in each phase shall be refined with the approval of each FDP and shall be determined at the time of site plan approval based on the specific uses in each phase. The Applicant may reduce parking as part of the approval of each FDP, subject to the minimums contained in the Ordinance. If changes to the mix of uses at the time of site plan approval result in parking greater than that anticipated on the CDP, additional parking spaces may be provided to the extent they can be accommodated without increasing the height or mass of the parking structures shown on the CDP and refined as part of the FDP. Updated parking tabulations for the Property shall be provided with each FDP and site plan for the Property. Parking shall generally be located in close proximity to the respective uses and may have controlled access. At its sole option, the Applicant may elect to charge for parking within some or all of the parking decks, and on the portions of the street network that are privately owned.

The Applicant shall provide controlled access to residential parking garages and shall ensure that the control equipment is capable of counting vehicles entering and exiting all residential garages. The sale or lease rates of individual parking spaces shall be “unbundled” from the sale or lease rates of individual dwelling units, meaning that a dwelling unit’s purchase price or lease rate shall be exclusive of parking costs.

26. Surface Parallel Parking Spaces. The Applicant shall provide parallel surface parking spaces along the streets in the Proposed Development, as generally shown on the CDP. The final number and location of spaces shall be determined upon FDP approval for each phase of development. The Applicant reserves the right to restrict use of the parallel spaces provided along its private streets by posting appropriate signage or such other means as the Applicant determines appropriate for parallel surface spaces that are not required to satisfy the parking requirements for use as temporary or short term parking, car-sharing parking and/or similar uses. The Applicant shall maintain in good repair, and remove snow from, any surface parallel parking spaces on private streets.

SIGNAGE

27. Signage.

A. Advertising/Commercial Signage. The Applicant shall provide signage as permitted by Article 12 of the Zoning Ordinance, or as approved through a Comprehensive Sign Plan (“CSP”), at which time signage will be governed by such approval. The existing approved CSP for the Property shall remain in effect until and unless it is supplanted by a new CSP.

- B. Wayfinding Signage. The Applicant shall provide wayfinding signage through an applicable CSP. Wayfinding signage and elements shall be coordinated with the Tysons Partnership (or successor organization) to facilitate a consistent wayfinding and signage system throughout Tysons and/or the subdistrict. Wayfinding shall provide direction to locations of prominent attractions, parks, cultural arts destinations, and other public facilities/amenities. The placement of traffic control signage on public streets shall be coordinated with VDOT.
- C. Off-site Signage. As part of any future CSP, the Applicant reserves the right to seek approval for off-site signage, in accordance with Par. 2 of Sect. 12-210 of the Ordinance.

LANDSCAPING AND STREETSCAPES

28. Conceptual Landscape Plan. Sheet 9 of the CDP includes a conceptual landscape plan for the Property consisting of an overall plan and details regarding streetscapes, plazas, publicly accessible park areas including courtyards and private amenity areas (the “Conceptual Landscape Plan”). As part of each FDP submission, more detailed landscape plans for each building phase shall be provided in general conformance with the Conceptual Landscape Plan, with adjustments permitted so long as the quantity and quality of the landscaping provided and the function of the space remains consistent with the Conceptual Landscape Plan, as determined by the Planning Commission during FDP review. As part of the site plan submission for each building phase, the Applicant shall submit to the Urban Forestry Management Division (“UFMD”) of DPWES for review and approval a detailed landscape plan (each a “Final Landscape Plan”) that is in substantial conformance with the quantity and quality of plantings and landscaping materials shown on the approved FDP, and shall include, among other things, irrigation information (if applicable), design details for tree wells and other similar planting areas on structures and along streets. These details shall include the composition of planting materials, methods for providing suspended pavement over tree root zones to prevent soil compaction, and methods for ensuring the viability of plantings on structures.

29. Streetscapes. Streetscapes shall be installed throughout the Property as conceptually illustrated on Sheets 12 and 12A of the CDP. Streetscape elements shall include a landscaped amenity panel located immediately behind the face of curb, a clear pedestrian sidewalk adjacent to the landscape amenity panel, and a building zone between the pedestrian sidewalk and the face of the building that is designed to allow access to the building and/or additional landscaping adjacent to residential uses, storefront browsing, outdoor display, outdoor dining, and similar uses adjacent to retail and service uses. Streetscape elements may be adjusted at the time of FDP approval, provided the quality of the streetscape is consistent with that shown on the CDP.

- A. Street Trees. Tree planting sites are set forth on the CDP, subject to revision as may be approved on the FDP or at site plan review by UFMD. Where minimum planting widths of 8 feet cannot be provided, structural cell technology, or other measures acceptable to UFMD, shall be used to satisfy the following specifications for all planting sites:

- i. A minimum of 4 feet open surface width and 16 square feet open surface area for Category III and Category IV trees, with the tree located in the center of the open area;
 - ii. A minimum rooting area of 8 feet wide (may be achieved with techniques to provide un-compacted soil below pavement), with no barrier to root growth within four feet of the base of the tree;
 - iii. Soil volume for Category III and Category IV trees (as defined in Table 12.19 of the PFM) shall be 700 cubic feet per tree for single trees, but may be reduced to a minimum of 400 cubic feet where paving above root zones is necessary to accommodate pedestrian traffic or where utility locations preclude greater soil volume. For two trees planted in a contiguous planting area, a total soil volume of at least 600 cubic feet per tree shall be provided. For three or more trees planted in a contiguous area, the soil volume shall equal at least 500 cubic feet per tree. A contiguous area shall be any area that provides root access and soil conditions favorable for root growth throughout the entire area. Greater soil volumes are encouraged in areas of lower pedestrian volume;
 - iv. Soil specifications in planting sites shall be provided in the planting notes to be included in all site plan submissions;
 - v. All shade trees shall be a minimum of 3 to 3.5 inches in caliper at the time of planting; all flowering trees shall be a minimum of 2 inch caliper at the time of planting; and all new evergreen trees shall be a minimum of eight (8) feet in height at the time of planting;
 - vi. Tree zones may be installed with a fully automatic, drip irrigation system; and
 - vii. It is expected that street trees will have to be planted within existing utility easements, and the Applicant shall replace any street trees that are removed to facilitate repairs of utilities in these easements.
- B. Non-Invasive Plant Materials. Invasive species, as defined by the Fairfax County PFM, shall not be used on the Property.
- C. Sight Distance Considerations. Sight distances and anticipated road design speeds shall be depicted on the Landscape Plan submitted with each applicable FDP to demonstrate that the locations of all proposed street trees are viable. If determined at the time of site plan review that street tree locations conflict with sight distance requirements, the Applicant shall investigate whether limited pruning or minor adjustments to the locations of street trees will alleviate sight distance concerns. In the event VDOT does not approve the tree locations even after the changes anticipated above, the Applicant shall be permitted to relocate the affected street tree without the need for confirmation from DPZ, subject to approval by UFMD. If the deleted street tree(s) result in a tree canopy below 10%

on the Property, the street tree(s) must be accommodated in another location on the Property, as approved by DPZ in consultation with UFMD.

- D. Streetscape Furnishings, Materials and Lighting. Unified and high quality streetscape materials shall be provided and may include, but not be limited to, unit pavers, seat walls, tree space edging, lighting, traffic signal poles, benches, trash receptacles and other hardscape elements. A Streetscape Furnishing and Materials Plan shall be provided as part of all FDPs. These plans shall include general product information and approximate locations of furnishings and materials to be located in the streetscape between the building face and the curb, and in other public realm open spaces. Materials, furnishings, and lighting shall be compatible with the Capital One Design Guidelines and the Tysons Corner Urban Design Guidelines.
- E. Maintenance. The Applicant shall maintain in good repair and replace in kind, as needed, all pedestrian realm elements within the Proposed Development, to include any maintenance required to maintain ADA compliance. The pedestrian realm includes any public areas and all private spaces with public access easements and shall include all areas between the curb and the building facade. For any public areas, the Applicant shall enter into the appropriate agreement, in a form approved by the Office of the County Attorney, with the County (or other applicable public entity) to permit the Applicant to perform such maintenance. An alternative maintenance agreement, such as a Business Improvement District, may be entered into upon written agreement of both the County and the Applicant without the requirement for a PCA. Maintenance commitments shall include but are not limited to:
- i. All plantings including trees, shrubs, perennials, and annuals;
 - ii. All associated irrigation elements;
 - iii. All hard surfaces, including but not limited to paving and retaining walls;
 - iv. All streetscape furnishings including benches and bike racks;
 - v. All lighting fixtures;
 - vi. All special drainage features, such as Low Impact Development facilities;
 - vii. Snow removal;
 - viii. Trash recycling and litter removal;
 - ix. Leaf removal;
 - x. Any sign posts, traffic signal poles, pedestrian signal poles, mast arms, signal heads and control boxes that are not VDOT standard devices; and

- xi. All urban park amenities in the development including horticultural care, maintenance of all water features, irrigation, lighting, furnishings, paving, and art, with the exception of any urban park amenities that are transferred to FCPA.

As determined at the time of FDP approval, where the final streetscape design cannot be fully implemented during certain phases of development, the Applicant shall provide interim streetscape improvements as described in Proffer 30.

- F. Ownership. Portions of the streetscapes will be dedicated in fee simple to the County of Fairfax (or equivalent government body or agency), as shown on Sheets 12, 12A and 12B of the CDP, subject to the following conditions:
 - i. VDOT establishes clear guidelines, per the document entitled “Transportation Design Standards for Tysons Corner,” as approved by the Board of Supervisors on September 13, 2011 (and including any such amendments), to require utility companies, contractors, and other entities to restore streetscape features that are damaged or otherwise affected by construction work performed subject to a VDOT permit;
 - ii. VDOT will permit all stormwater and other facilities to be constructed and maintained as shown on the CDP, subject to the Applicant accepting maintenance responsibilities for said facilities;
 - iii. VDOT will permit the Applicant to continue using security bollards that are constructed within streetscape areas and shown on an approved FDP;
 - iv. The Applicant shall continue to maintain the streetscape facilities as described in this Proffer 29; and
 - v. Dedication of the streetscape facilities shall occur concurrently with dedication of the adjacent roadway, as specified in Proffer 36.
- G. Public Access. For streetscape areas that are privately owned, the Applicant shall dedicate public access easements, in a form approved by the Office of the County Attorney, for the area of the streetscape between the Build-to Line and the street, subject to the following conditions:
 - i. The Applicant may provide modified public access in the areas identified as building zones on Sheet 5 of the CDP, where sidewalk dining areas, retail browsing areas, and other related functions may be placed; and
 - ii. Public access easements shall not be required on certain private streetscape areas as designated on an approved FDP.

30. Interim Conditions and Standards. Due to the size of the Proposed Development and the time anticipated for completion, phased redevelopment may result in various interim conditions

on the Property. At the time of each FDP approval, the Applicant shall identify the specific proposed interim conditions both within and outside the FDP area and shall ensure such conditions provide reasonable pedestrian connections, vehicular circulation, temporary landscaping and streetscapes, public park treatments, and screening/treatment of exposed or partially complete above-grade parking structures.

- A. If an interim condition or phase includes partial demolition of an existing structure, the FDP for that phase shall include all or a portion of the existing structure, as applicable, to ensure revisions to parking and on-site circulation for the existing structure are adequate.
- B. If interim improvements not located within the FDP area are contemplated with any FDP, such FDP shall specify how and when such improvements shall be constructed. Such interim improvements include, but are not limited, to, interim athletic fields and fieldhouses, transportation improvements, entrances to the Tysons East Metro Station, relocated security gates, and/or guardhouses.
- C. Interim conditions shall comply with the following general standards, provided that the improvements are acceptable to Fairfax County, VDOT, and all other utility companies as may be applicable:
 - i. Construction of interim sidewalks a minimum of a five (5) feet in width and installation of interim street lights along the interim sidewalks, as needed to ensure a safe, convenient pedestrian path to the Metro Station;
 - ii. Installation of street trees, with a minimum size of 2 inch caliper, approximately every 50 feet, to the extent feasible based on existing conditions and utility easements. Interim street tree planting shall not be required to meet the minimum planting width/area standard for permanent street trees;
 - iii. Provision of interim designs for publicly accessible open spaces shall include interim landscaping, pedestrian pathways, seating, signage and recreational facilities as determined at FDP;
 - iv. Provision of peripheral and interior parking lot landscaping in accordance with Article 13-203 of the Zoning Ordinance for interim surface parking lots, unless waived or modified at the time of FDP or site plan approval;
 - v. Application of a screening system (which may be removable) where above grade garage structures that will be interior when later phases are complete are exposed at phase lines. This screening system shall be applied to all levels above grade and shall be composed of an architecturally designed system that may reflect basic architectural lines of the permanent facades, and that shall partially obscure the garage view from outside the garage until the next phase is constructed. The specific screening system to be utilized for each building shall be determined at the time of FDP approval and graphically depicted on the FDP. Alternate temporary garage

screening and the use of banners and or temporary art works as a part of the screening system may be approved with FDP approval;

- vi. Grading and seeding of areas on the Property where existing improvements are removed to accommodate a portion of the Proposed Development, and are not scheduled to commence construction within 12 months; and
- vii. Where appropriate, provision of attractive temporary construction fencing, which may include public art, signage or wayfinding elements. Signage shall be in keeping with Article 12 of the Zoning Ordinance or alternatively in accordance with an approved Comprehensive Sign Plan.

STORMWATER MANAGEMENT

31. Stormwater Management. Stormwater management measures for the Property shall be designed with the goal of protecting the downstream receiving waters in the Tysons Corner area from further degradation while providing sufficient controls to proportionately improve the condition of said receiving waters. The Applicant shall provide for stormwater detention (“SWM”) and Best Management Practices (“BMP”) in a system made up of several measures including green roofs, underground detention vaults, cisterns and low impact development (“LID”) facilities (collectively, the “SWM Facilities”). The specific SWM Facilities shall be determined at the time of each FDP approval and subsequent site plan approval, and as may be approved by DPWES. Each FDP shall include the location and preliminary design of the SWM Facilities, including access points to underground vaults. It is understood that interim or temporary SWM and BMP measures may be required during early stages of the Proposed Development.

A SWM program for the Property was previously approved with Site Plan # 6835-SP-04 (the “Approved Site Plan”), prior to the construction of the Existing Development. The pre-development condition for the approved SWM program consisted of approximately nine buildings and associated surface parking lots and roadways. The previously approved SWM program establishes the baseline condition for the Proposed Development since the Existing Development and the present infrastructure has already been implemented based on the Approved Site Plan.

The SWM Facilities shall be designed to provide a reduction in peak flow and volume from the peak release rates. Stormwater management plans for the Property shall at a minimum be designed to achieve the current stormwater management design credits for LEED. Additionally, the first inch of rainfall for each building shall be captured and reused to the extent practicable during final design of each building.

Plans shall make use of certain LID techniques that will aid in runoff volume reduction and promote reuse throughout the site. As a part of the LID techniques proposed, the Applicant shall provide green roof (intensive and/or extensive) on approximately forty (40) percent of all rooftop areas. Green roofs shall be installed in keeping with PFM specifications. The areas of rooftop covered by green roofs will contribute a 45%-60% runoff volume reduction for storms equal to

or less than one inch of rainfall; as currently proposed by the Virginia Department of Conservation and Recreation. Other LID techniques may include, but shall not be limited to, installation of tree box filters, infiltration, pervious hardscapes and/or streetscapes and stormwater reuse for landscape irrigation and mechanical/plumbing applications.

At the time of each FDP submission, the Applicant shall provide calculations showing the proposed volume reductions and shall work cooperatively with DPWES and DPZ to ensure that the first inch of rainfall is retained or reused to the maximum extent practicable.

TRANSPORTATION

32. Tysons Transportation Fund. The Applicant shall provide a contribution to Fairfax County of \$4.07 per net new non-residential square foot for the development associated with the Capital One Headquarters Expansion Phase, and a contribution of \$6.44 per square foot for all other net new non-residential development. In addition, the Applicant shall provide a contribution to Fairfax County of \$1,000.00 for each residential unit constructed on the Property. The contribution associated with each building shall be paid in a lump sum, based on the actual gross floor area of non-residential space and/or the actual number of residential units in the building, with payment to occur prior to the issuance of the first RUP or Non-RUP for each building. This contribution shall not apply to any public-use facilities constructed on the Property, including the Public Facility described in Proffer 13.

33. Special Transportation Assessment District. The Applicant will cooperate with efforts to and/or take all reasonable steps necessary to include the Property in one transportation special district, including, but not limited to, a transportation improvement district, service district, community development authority or similar entity (collectively the "Transportation District"), established by governmental action for the sole purpose of providing funds to Fairfax County for the private sector's share of the costs of future transportation improvements to serve the Tysons Corner Urban Center; provided, however, this commitment shall not require the Applicant to cooperate with or participate in a district beyond the existing Phase I Dulles Rail Transportation Improvement District (the "Phase I District") that may be proposed for the purpose of funding Phase II or any further extension of Metrorail service to Dulles Airport or beyond. Such cooperation shall include, but shall not be limited to, supporting the creation of such Transportation District and/or signing a petition requesting such, in conjunction with other landowners, if required by applicable law, to create such Transportation District. The obligations of the Applicant under this Proffer shall only apply if the proposed Transportation District meets all of the following criteria:

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

other year the Transportation District tax rate or the value of any other special assessment may not exceed \$0.29 per \$100 of assessed value.

- B. Such Transportation District, combined with the Applicant's contribution of the Jones Branch Connector dedication described in Proffer 35 will satisfy the Applicant's share of transportation improvements contained in Table 7 of the adopted Comprehensive Plan for the Tysons Corner Urban Center.
- C. The duration of such Transportation District will expire on or before January 1, 2055.
- D. In the event the Board of Supervisors ever establishes, on its own initiative, a special tax district or general tax increase on Tysons Corner landowners for the express purpose of paying for all or a portion of the Table 7 transportation improvements, the commitments outlined in this Proffer 33 shall be extinguished.

34. Table 7 Contribution. In the event the Board of Supervisors establishes, on its own initiative, a special tax district or general tax increase on Tysons Corner landowners for the express purpose of paying for all or a portion of the Table 7 transportation improvements, the Applicant shall contribute the sum of \$5.63 per square foot for all net new non-residential development. In addition, the Applicant shall provide a contribution of \$1,000.00 for each residential unit constructed on the Property to Fairfax County for the Tysons Transportation Fund. The contribution associated with each building shall be paid in a lump sum, based on the actual gross floor area of non-residential space and/or the actual number of residential units in the building, with payment to occur prior to the issuance of the first RUP or Non-RUP for each building. This contribution shall not apply to any public-use facilities constructed on the Property, including the Public Facility described in Proffer 13.

35. The Jones Branch Connector Project. The Applicant has designed the Proposed Development to accommodate FCDOT and VDOT plans for the future Jones Branch Connector bridge project, which will connect Scotts Crossing Road and Jones Branch Drive (the "Jones Branch Connector"). Within 60 days of a formal bid award by FCDOT or VDOT to construct the Jones Branch Connector project, the Applicant shall dedicate in fee simple at no cost to Fairfax County or the Commonwealth of Virginia a portion of the Property shown on Sheet 3 of the CDP, up to a maximum of 1.65 acres, for the construction of the Jones Branch Connector (the "Jones Branch Dedication"). The actual land area to be dedicated, which shall in no case exceed the 1.65-acre area shown on Sheet 3 of the CDP, shall be based upon the approved design plans in place for the Jones Branch Connector at the time of full construction funding, which shall depict the final amount and configuration of the dedication. The Applicant shall also dedicate any temporary construction or grading easements required for construction of the JBC, at no cost to the County.

- A. Gates of McLean Access Road. Sheet 15C of the CDP identifies a secondary access road for Gates of McLean residents that connects with the proposed grid of streets on the Property between the existing conference center and Building 3 (the "Secondary Access Road"). The Applicant shall construct the portion of the Secondary Access Road that is shown on the Property prior to the issuance of an

RUP or Non-RUP for the first building constructed as part of the Hotel/Civic Plaza Phase. If the off-site portion of the Secondary Access Road has been permitted but not constructed, the Applicant shall construct it at the same time, with the Secondary Access Road open to traffic prior to the issuance of an RUP or Non-RUP for the first building constructed with that phase.

- B. Interim Gates of McLean Access Road. In the event the Jones Branch Connector is constructed prior to the Hotel/Civic Plaza Phase, the Applicant shall construct a temporary connection to the Secondary Access Road on its Property, as shown on Sheet 14 of the CDP. Construction of this temporary connection is subject to construction by the Jones Branch Connector project of the off-site portion of the Secondary Access Road that connects to the temporary connection on the Property.
- C. Maintenance and Snow Removal. If permitted by VDOT or FCDOT, the Applicant shall provide appropriate maintenance and snow removal for the off-site portion of the Secondary Access Road from the time it is constructed, from the Gates of McLean property line to the Applicant's property line. If required, the Applicant shall enter into an appropriate agreement with VDOT or FCDOT to provide such maintenance and snow removal to commonly accepted industry standards.
- D. Table 7 Credit for Jones Branch Dedication. In the event the STAD is established as described in Proffer 33, the Applicant's contribution of the Jones Branch Dedication shall satisfy the Applicant's contributions to the Table 7 improvements identified in the Comprehensive Plan, with the exception of the STAD contributions. In the event the STAD is not established and the Applicant is required to make cash contributions to Table 7 improvements as described in Proffer 34, the market value of property associated with the Jones Branch Dedication (as measured at the time of zoning approval) shall be first deducted from any contributions due.

36. Internal Grid of Streets and Road Improvements. The Applicant shall construct the internal grid of streets for the Property in phases, as outlined in the Phasing Plan. The internal grid of streets shall consist of the streets identified on the CDP as Capital One Drive, Old Meadow Road, and Old Springhouse Road. The internal grid shall also include the on-site portion of the Gates of McLean Access Road.

- A. Public Streets and Streetscapes. The Applicant shall dedicate right-of-way for Old Meadow Road, portions of Capital One Drive and portions of Old Springhouse Road (the "Public Streets"), to a point inclusive of the landscape amenity panel and sidewalk as shown on Sheets 14 and 15 of the CDP. The Public Streets shall be designed and constructed to be generally consistent with the document entitled "Transportation Design Standards for Tysons Corner," as approved by the Board of Supervisors on September 13, 2011 (and including any subsequent amendments) or to such standard as may be approved on the FDP. The Applicant shall work diligently with VDOT and the County during the FDP

and site plan approval processes to ensure that the improvements proposed to the Public Streets and the area of the landscape amenity panel/sidewalk can be accepted into the VDOT system for maintenance. As may be necessary with respect to all of the Public Streets, the Applicant shall dedicate and convey to the Board in fee simple right-of-way, as applicable, including the area of the landscape amenity panel/sidewalk, at the time of site plan approval, with the following exceptions:

- i. If, at the time of site plan approval, it is determined that parking garages, stormwater management facilities, utility vaults or other similar facilities proposed to be located beneath or within the landscape amenity panel/sidewalk prevent VDOT and/or the County from accepting the landscape amenity panel/sidewalk as part of the public right-of-way, only right-of-way measuring eighteen (18) inches from the proposed face of curb line shall be dedicated to the County in fee simple and a public sidewalk and utility easement in a form acceptable to the County Attorney, over the area of the amenity panel/sidewalk shall be granted to the County. This easement shall allow for the installation of signage necessary for safety and operation of the street as well as parking regulation equipment by VDOT and/or the County. In addition, the Applicant shall provide easements within any privately-owned amenity panel/sidewalk area for bus shelters identified on the CDP or any subsequent FDP, as determined at the time of site plan.
- ii. If, at the time of site plan approval, it is unclear whether parking garages, stormwater management facilities, utility vaults or other similar facilities proposed to be located beneath or within the landscape amenity panel/sidewalk will be acceptable to VDOT and/or the County, only right-of-way measuring eighteen (18) inches from the proposed face of curb line shall be dedicated to the County in fee simple and right-of-way for potential future dedication of the landscape amenity panel and sidewalk areas shall be reserved. A temporary public access easement in a form acceptable to the County Attorney shall be recorded over the reserved landscape amenity panel/sidewalk areas until such time as such areas are dedicated in fee simple. Conveyance of the amenity panel/sidewalk areas to the Board shall occur following construction of the street and streetscape improvements and final street acceptance inspection by the County and/or VDOT subject to the stipulations in these Proffers.
- iii. Should it be determined following final street acceptance inspection that the landscape amenity panel and sidewalk areas are not acceptable to VDOT and/or the County to be included in the right-of-way, the reservation of potential future dedication of the landscape amenity panel and sidewalk areas shall be released and a public sidewalk and utility easement, in a form acceptable to the County Attorney, shall be granted in its place. This easement shall allow for the installation of signage necessary for safety and operation of the street as well as parking regulation equipment by VDOT

and/or the County. In addition, the Applicant shall provide easements within any privately-owned amenity panel/sidewalk area for bus shelters identified on the CDP or any subsequent FDP, as determined at the time of site plan.

- B. Public Street Standards. All Public Streets proposed herein shall be subject to VDOT approval and be in general conformance with the standards included in Attachment C (Transportation Design Standards for Tysons Corner Urban Center) of the Memorandum of Agreement approved by the Board of Supervisors on September 11, 2011, as may be amended (the "MOA").
- C. Private Streets and Streetscapes. Portions of Capital One Drive and Old Springhouse Road, and the associated streetscapes for each street (the "Private Streets"), as shown on Sheets 14 and 15 of the CDP, shall remain privately owned and maintained, and shall be designed and constructed to be generally consistent with the CDP. The Applicant shall maintain in good repair and replace, as needed, the paving and other elements associated with the Private Streets. The Private Streets shall be constructed and maintained to the standards contained in the PFM.
- D. Timing of Dedications. The Public Streets shall be dedicated consistent with the phasing schedule on Sheets 14 and 15 of the CDP. Each Public Street shall be accepted into the State system prior to bond release for the applicable phase. Until and unless each Public Street is accepted into a public maintenance system, it shall be considered a Private Street and the Applicant shall dedicate and record a temporary public access easement in a form acceptable to the Office of the County Attorney over all affected street and sidewalk areas until such time as the right-of-way is accepted into public maintenance as outlined in this Proffer 36. The Applicant shall not be required to dedicate temporary public access easements for any Private Streets that are within secure areas, as designated on an approved FDP. Nothing in this Proffer shall prevent the Applicant from constructing or dedicating any portion of the Public Streets in advance of the required time shown on the CDP, provided the Public Street is shown on an approved FDP and subject to acceptance by VDOT or an equivalent government agency.
- E. Security. The Applicant may be permitted to maintain or relocate the security guardhouses and gates that are located on the Private Streets within the Property as part of the Existing Development, subject to an approved FDP clearly delineating the locations of these facilities. The Applicant may also install security walls and bollards, subject to FDP approval. Minor modifications shall be permitted to these security facilities periodically to permit the Applicant to respond to new or different security threats, subject to approval by the Zoning Administrator.
- F. Definition of "Construct." For the purposes of this Proffer, the term "construct" shall mean that the committed road improvement is open for use by the public for travel, whether or not the improvement has been accepted for public maintenance.

- G. Street Names. The Applicant reserves the right to provide different names for the streets than shown on the CDP.
- H. Joint Maintenance and Reciprocal Easement Agreements. Prior to or concurrent with the establishment of the UOA, the Applicant shall prepare and record reciprocal easements, joint maintenance agreements, or other covenants to provide for the ongoing maintenance of the private portions of the internal grid of streets.

37. Traffic Signal. The Applicant shall install a traffic signal at the intersection of Capital One Drive and Old Meadow Road prior to the first RUP or Non-RUP for the final building of the Hotel/Civic Plaza Phase. The Applicant shall provide VDOT with the requisite traffic signal plans for review and approval. All right-of-way associated with signal equipment (poles, equipment, boxes, etc.) located on the Property that is not already dedicated shall be subject to traffic signal easements permitting maintenance by VDOT and the County, as applicable. If the County, upon request of the Applicant or on its own initiative, determines that the signal installation as proffered will be detrimental to traffic operations, the Zoning Administrator may (1) agree to a later date for completion of the traffic signal installation or (2) permit the Applicant to proceed without the signal installation.

38. Improvements to Route 123. Concurrent with the first FDP submission following the Capital One Headquarters Expansion Phase, the Applicant shall submit plans for a raised median on the northbound lanes of Dolley Madison Boulevard between the travel lanes and the dual left turn lanes for the purpose of restricting left turn movements for vehicles exiting the Capital Beltway onto northbound Dolley Madison Boulevard. If approved by VDOT, the Applicant shall construct the improvement prior to the issuance of an RUP or Non-RUP for the first building associated with the relevant phase. The Zoning Administrator may elect to delay or waive this improvement in the event VDOT withholds timely approval for this improvement despite diligence on the part of the Applicant, or if there are construction delays despite the Applicant's best efforts.

39. Old Meadow Road Safety Improvements. Prior to FDP approval for any development phase that includes Building 10 and/or Building 11, the Applicant shall submit to FCDOT for review and approval a plan proposing safety improvements for the portion of Old Meadow Road between Old Springhouse Road and Dolley Madison Boulevard. The safety improvements shall include a median and channelization of the loading entrances that front Old Meadow Road. If approved by FCDOT, with concurrence by VDOT and the Fire Marshal, the Applicant shall construct the approved safety improvements prior to issuance of the first Non-RUP for the relevant phase.

40. Congestion Management Plans.

- A. The Applicant shall prepare and implement a construction congestion management plan during construction of each phase, as appropriate, through its development/construction manager and the Transportation Coordinator (as defined in Proffer 41), so as to provide safe and efficient pedestrian and vehicle

circulation at all times on the Property and on the public roadways adjoining the Property (each a "Congestion Management Plan").

- B. Each Congestion Management Plan shall identify anticipated construction entrances, construction staging areas, construction vehicle routes and procedures for coordination with FCDOT and/or VDOT concerning construction material deliveries, lane closures, and/or other construction related activities to minimize disturbance on the surrounding road network.
- C. Each Congestion Management Plan shall also require the Applicant to coordinate its construction activities throughout construction with VDOT, FCDOT, the Dulles Rail Project Entities and the entities constructing the HOT lanes project, and to monitor the off-site transit and roadway improvements (including, but not limited to, the Dulles Rail, the Capital Beltway and HOT Lanes projects) and adjust the Applicant's Congestion Management Plans accordingly.
- D. Such Congestion Management Plans shall be prepared by a qualified professional and submitted for review and comment to the Providence District Supervisor and the Providence District Planning Commissioner, FCDOT and DPWES upon submission of the initial site plan for each phase. In addition, the Transportation Coordinator shall coordinate any adjustments to the TDM Plan (as defined in Proffer 41) as necessary to address each Congestion Management Plan.

TRANSPORTATION DEMAND MANAGEMENT

41. Transportation Demand Management. The Applicant shall fund, implement, and administer a TDM program as described in this Proffer and as further outlined in the "Capital One TDM Plan" prepared by UrbanTrans Consultants, Inc. dated June 13, 2012, which is attached hereto and made a part of these Proffers as Exhibit B (the "TDM Implementation Plan"). Modifications, revisions and supplements to the TDM Implementation Plan, including the Transportation Demand Management Work Plan ("TDMWP") may be approved by FCDOT and can be made without the need for a PCA.

The Applicant or any successor, including the UOA, shall remain obligated under this Proffer until such time as two consecutive post stabilization trip generation analyses reveal that the applicable trip reduction objectives are being met (the "Applicant Control Period"). For purposes of this Proffer, stabilization shall be defined to occur upon the later of one year following issuance of the last initial RUP for a dwelling unit to be constructed in the Proposed Development or one year following issuance of the last Non-RUP for floor area representing 80% of full occupancy of the final non-residential building to be constructed in the Proposed Development ("Stabilization").

If, subsequent to the approval of the Proposed Development, a Tysons-wide TDM entity is established for the purpose of administering TDM programs in the Tysons Corner Urban Center, then the Applicant, with approval from FCDOT, and without requiring a PCA, may join or otherwise become associated with such entity and transfer all functions of this TDM program to the new entity whereupon this Proffer shall be void and of no further force or effect.

- A. Objective. The objective of this TDM program shall be to reduce the vehicle trips generated by the office and residential uses within the Proposed Development during weekday peak hours by meeting the percentage trip reduction goals set forth in Table 12 of the Implementation Plan and as further refined below. The percentage trip reduction goals shall apply to the number of dwelling units and new office space proposed and reflected on any FDPs submitted for the Property. The Applicant or the UOA, as applicable, shall meet the vehicle trip reduction targets noted below. The trip reduction targets become applicable upon the development reaching the “Initial Development,” which is defined as the year following issuance of the first RUP or Non-RUP for the first new building constructed on the Property. Vehicle trip reduction targets are set as follows:

Year	0 to 1/8 Mile from Station	1/8 to ¼ Mile from Station
2010 – 2020	45%	35%
84 million SF of GFA (2030)	55%	45%
96 million SF of GFA (2040)	60%	50%
113 million SF of GFA (2050)	65%	55%

If through an amendment to the Comprehensive Plan, the Board of Supervisors should subsequently adopt a goal for trip reductions that is lower than that committed to in this Proffer, then the provisions of this Proffer shall be adjusted accordingly. In this event, no PCA will be required.

A TDM penalty fund, as described in Section 3.6 of the Implementation Plan, will be posted by the Applicant to ensure continued efforts of the TDM Program to meet the proffered goals. The TDM Penalty Fund is either a letter of credit or cash escrow established through an account into which the Applicant will deposit penalty payments as may be required to be paid pursuant to the TDM Proffer for non-attainment of trip reduction goals.

If, upon Stabilization of the Proposed Development, the percentage trip reduction goals are not being met, remedies and penalties will be enforced. During the period prior to Stabilization, if the percentage trip reduction goals are not being met, remedies only will be applied. Following the Applicant Control Period (ACP), if the percentage trip reduction goals are not being met, then only remedies will be applied against the Applicant or the UOA, as applicable.

- B. The Applicant or the UOA, as applicable, shall verify that the proffered trip reduction objectives are being met through the provision of person surveys, traffic counts and/or other such methods as may be reviewed and approved by FCDOT. The procedures for implementation of the surveys and traffic counts and the timing for the surveys and traffic counts are defined in Section 5 of the Implementation Plan. FCDOT may postpone surveys and traffic counts due to levels of occupancy or other outside factors. In the event that survey and traffic

count data conflict, traffic count data will be utilized to verify compliance with the proffered trip reduction objectives.

- C. The Applicant or the UOA, as applicable, will summarize the results of the TDM Program annually on February 15th for FCDOT as outlined in Section 5.1 of the Implementation Plan. Should the Applicant or UOA fail to provide a TDM Program summary on or before February 15th of each year the county may charge the Applicant or UOA a fine of \$100 per day until the day upon which the TDM Program Summary is submitted to FCDOT.
- D. If the applicable trip reduction goal is not met in any year following Initial Development for any building on the property, then the Applicant shall coordinate with FCDOT to address and implement such remedial measures as may be developed in accordance with the Implementation Plan and annual TDM Work Plan. In addition, funds for remedial TDM measures will be drawn from the TDM Remedy Fund at the following rate for each building exceeding trip reduction goals:

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

At no point shall the amount of penalties assessed exceed the amount of funds available in the Remedy Fund

- E. If any building within the development achieves its trip reduction goals for five consecutive years, any Remedy Funds that were deposited in association with that building and still remaining after any previously assessed penalties shall be returned to the Applicant. All remaining Remedy Funds shall be returned to the Applicant at the end of the Applicant Control Period.
- F. If after the second remedial evaluation cycle during the Applicant Control Period and upon Stabilization of the Proposed Development, the Applicant has not met the applicable TDM trip reduction goal for the Property, the Applicant shall be assessed a penalty according to the following scale:

Exceeded Trip Goals	Penalty
1% to 3%	5% of Penalty Fund
3.1% to 6%	10% of Penalty Fund
6.1% to 10%	15% of Penalty Fund
Over 10%	20% of Penalty Fund

At no point shall the amount of penalties assessed exceed the amount of funds deposited into the Penalty Fund as outlined in Item I.

- G. At the conclusion of the Applicant Control Period all funds remaining in the Penalty Fund shall be returned to the Applicant.
- H. The Applicant shall contribute the sum of forty cents (\$0.40) per square foot for commercial space and thirty cents (\$0.30) per square foot for residential space toward the Remedy Fund. Funds will be contributed on a pro rata basis upon issuance of the first RUP or Non-RUP for each new office or residential building.
- I. The Applicant shall contribute the sum of ten cents (\$0.10) per square foot for commercial space and five cents (\$0.05) per square foot for residential space toward the Penalty Fund. Funds will be contributed on a building-by-building basis upon issuance of the first RUP or Non-RUP for each new office or residential building.
- J. The Applicant shall contribute the sum of ten cents (\$0.10) per square foot for commercial space and five cents (\$0.05) per square foot for residential space toward the TMA Start-up Fund, based on the maximum approved GFA. The Applicant shall contribute the funds as follows:
 - i. A sum equal to one half of the total TMA contribution with the issuance of the first RUP or Non-RUP for the first new building on the Property
 - ii. The remaining funds shall be contributed in equal installments with the issuance of the first RUP or Non-RUP for the next four buildings on the Property.

The Applicant shall contribute the sum of two cents (\$0.02) per square foot for commercial and residential space toward the Incentive Fund. Funds will be allocated on a building-by-building basis upon issuance of the first RUP or Non-RUP for each new office or residential building. All funds remaining in the Incentive Fund at the end of the Applicant Control Period shall be returned to the Applicant.

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

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

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

PEDESTRIAN AND BICYCLE IMPROVEMENTS

43. Bicycle Facilities. The Applicant shall provide bicycle racks, bicycle lockers, and bicycle storage areas throughout the Property, with the specific location and number of facilities to be determined at the time of FDP approval for each phase. The total number of storage spaces provided shall be consistent with the Fairfax County Policy and Guidelines for Bicycle Parking, and shall be shown on each FDP. The Applicant shall construct a multi-modal bicycle hub, which may contain such amenities as a bicycle station and facilities for bicycle sharing. Details on the multi-modal bicycle hub will be provided with the FDP for the Metro Station Phase, and the hub will be fully constructed and operational prior to the issuance of the first RUP or Non-RUP for the final building within that phase.

44. Pedestrian Crosswalks and Signals. If approved by FCDOT and VDOT, the Applicant will install pedestrian countdown signals at intersections within the internal grid of streets described in Proffer 36. The Applicant will also install crosswalks across Route 123 at the intersection with Old Meadow Road, on both sides of the intersection, provided VDOT approves adding the crosswalks at these locations, and provided any such improvement only requires alterations to the intersection striping, and does not require any alterations or improvements to the intersection geometry or the traffic signals.

PUBLIC TRANSPORTATION

45. Bus Shelters. If requested by Fairfax County, the Applicant shall construct a bus shelter in the streetscape along Old Springhouse Road prior to issuance of the first RUP for the Residential Commons Phase. The design of such bus shelter shall be coordinated with Fairfax County such that it is compatible with a Tysons-wide bus shelter strategy, and shall make provisions for electrical conduit for the purpose of providing real-time bus arrival information. In addition, the Applicant shall provide all reasonable construction and grading easements at no cost to the County, as determined by FCDOT.

46. Metrorail Station-Related Facilities.

A. At-Grade Pedestrian Connection. Prior to the issuance of the first Non-RUP for the hotel associated with the Capital One Headquarters Expansion Phase, an at-grade pedestrian connection (the "At-Grade Connection") shall be constructed as generally shown on Sheet 27A of the CDP. The design for the At-Grade Connection shall be further refined in the site plan for the Capital One Headquarters Expansion Phase. Should the cost estimate furnished by WMATA to construct the At-Grade Connection exceed \$250,000, the Applicant shall notify DPZ in writing and, if requested, discuss potential changes in the scope or design details to reduce the costs. If no agreement can be reached with WMATA within six months from the time DPZ is notified, the Applicant may elect at any time after that date to contribute to Fairfax County the sum of \$250,000 in lieu of

constructing the At-Grade Connection, upon written assurances that the contribution will be used only for the At-Grade Connection described in this Proffer.

- B. Fees for Connections. The At-Grade Connection is envisioned to provide public benefits and will serve several neighboring land bays in addition to the Property. In the event WMATA, Fairfax County, or the Metropolitan Washington Airports Authority (“MWAA”) changes its existing policy and charges the Applicant a fee for the purpose of providing or maintaining any connection to the Metro Station, the Applicant shall be released from all responsibility for constructing the At-Grade Connection, as described in this Proffer 46, and shall instead proceed with the notification and contribution process described in Proffer 46(A) above.
- C. Disapproval by WMATA. If WMATA disapproves the Applicant’s plans for the At-Grade Connection, the Applicant shall be released from all responsibility for constructing the At-Grade Connection, as described in this Proffer 46.
- D. Unavoidable Delay. For the purposes of this Proffer 46, upon demonstration by the Applicant that, despite diligent efforts or due to factors beyond the Applicant’s control, the required improvement has been delayed (such as the inability to secure necessary permission from WMATA, despite the Applicant’s best efforts) beyond the required times set forth in this Proffer, the Zoning Administrator may agree to a later date for dedication/completion of the improvement.

PARKS AND RECREATIONAL FACILITIES

47. Publicly Accessible Parks and Recreational Facilities. Consistent with the Phasing Plans on Sheets 14 – 15 of the CDP, the Applicant shall provide park spaces and recreational facilities on the Property that will be open and accessible to the general public. For areas that are not specifically dedicated to the Fairfax County Park Authority (“FCPA”) for park purposes, the Applicant shall retain the area(s) in fee simple, record public access easement(s) ensuring that the park space is open to the public for periods of times consistent with traditional Fairfax County parks subject to usual and customary rules and regulations, and provide for perpetual private maintenance. The Applicant shall also enter into an agreement with FCPA to plan and coordinate activities and events within the publicly accessible park areas. Prior to recording any deed restrictions on the Property that would restrict the use of the publicly accessible park areas, the Applicant shall submit such deed restriction to the County Attorney for review and approval. A wayfinding and signage system shall be developed in coordination with FCPA, subject to approval as a Comprehensive Sign Plan (“CSP”), and shall be installed by the Applicant as approved to ensure the public can easily identify and access all publicly accessible park spaces. Construction of these publicly accessible parks and recreational facilities shall occur as set forth in this Proffer 47. Publicly accessible parks and facilities shall be provided as generally shown on Sheets 25 – 28 of the CDP and in accordance with the Capital One Design Guidelines, with more specific details provided at the time of FDP approval. Additional or substitute recreational facilities to those listed below may be approved with the FDP provided such facilities result in an equivalent or enhanced quality of recreational opportunities.

- A. Capital One Headquarters Expansion Phase. An urban pocket park of approximately 0.05 acres will be constructed between the existing conference center and Building 1 prior to the first RUP or Non-RUP for the final building associated with this phase, as generally shown on Sheet 28 of the CDP.
- B. Hotel/Civic Plaza Phase. Prior to the issuance of the first RUP or Non-RUP for Building 4, a civic plaza of approximately 0.63 acres will be constructed for the space adjacent to Buildings 3, 4, and 5 in the Hotel/Civic Plaza Phase, as generally shown on Sheet 25 of the CDP. Additional phasing details will be provided on the FDP for this phase.
 - i. Traffic Limitations. The civic plaza shall remain closed to motorized vehicular traffic, except that emergency and maintenance vehicles shall be permitted limited access through removable barriers or some other means of access for emergency and maintenance operations.
- C. Residential Commons Phase.
 - i. Common Green. Prior to the issuance of the first RUP for the final building associated with this phase, a common green shall be installed of approximately 1.55 acres, and will contain passive recreation areas for residents and guests. The common green shall also encompass an active recreation area with a recreational field and a playground, as generally shown on Sheet 26 of the CDP and as further described in Proffer 50 below. Additional phasing details will be provided on the FDP for this phase.
 - ii. Pocket Park. Prior to the issuance of the first RUP for the final building associated with this phase, the Applicant shall construct three pocket parks totaling approximately 0.33 acres using primarily softscape features, including shade trees. The features and treatment of these pocket parks is generally shown on Sheet 28 of the CDP. Additional phasing details will be provided on the FDP for this phase.
- D. Metro Station Phase Urban Park. Prior to the issuance of the first RUP or Non-RUP for the final building associated with this phase, the Applicant shall install a park of approximately 1.66 acres for use as both an urban park and as a stream valley park. The park shall combine water features, a gently sloping hardscape area and walkways to encourage visitors to explore the more natural areas around the Scotts Run Stream Valley, and shall be constructed as generally shown on Sheets 27 and 27A of the CDP. Additional phasing details will be provided on the FDP for this phase.
- E. Financial Office Phase. Prior to the issuance of the first RUP or Non-RUP for the final building associated with this phase, two pocket parks shall be constructed containing approximately 0.63 acres, and shall be located between the two office buildings associated with this phase. The features and treatment of pocket parks

is generally shown on Sheet 28 of the CDP. Additional phasing details will be provided on the FDP for this phase.

48. Private Amenities and Recreational Facilities for Residential Uses. The Applicant shall provide on-site recreational facilities for the future residents of the Property. Pursuant to Par. 2 of Section 6-110 of the Zoning Ordinance, the Applicant shall expend a minimum of \$1,700.00 per market-rate and workforce residential unit on such recreational facilities. Prior to final bond release for the final phase of the Proposed Development, the balance of any funds not expended on-site, as determined by DPWES, shall be contributed to the FCPA for the provision of recreational facilities serving Tysons Corner.

At the time of each FDP submission, the Applicant shall propose specific facilities and amenities that will be provided for each residential building, or shared between two or more buildings for the use and enjoyment of the residents of the building/buildings. Amenities to be provided may include but shall not be limited to:

- A. Private exterior recreational areas or courtyards on the upper level of parking podiums with seating areas, specialty landscaping, lawn and/or shaded areas and hardscape areas, volleyball courts, pickleball courts, putting greens, bocci courts, boules courts, board table games, or similar recreational facilities as may be approved with each FDP.
- B. Private exterior recreational areas on the roof or podium level with a swimming pool, lounge deck, and shade structure.
- C. Interior fitness center, a minimum of 1,000 square feet in size, furnished with exercise equipment such as stationary bicycles, treadmills, weight machines, free weights, and other equipment, but not necessarily staffed.
- D. A club room and/or entertainment center for resident gatherings.

49. Fitness Facilities. The Applicant shall provide fitness facilities that include a sport court or sport courts, by choosing one of the two alternatives below:

- A. Health Club Alternative. The Applicant may include a health club or gym containing up to 60,000 square feet of GFA. If provided, the health club would include at least one full-size basketball court and one full-size tennis court, and shall be open for use by residents of the Proposed Development and the general public through a paid membership or paid use arrangement. This facility would be intended to serve the needs of leagues and individuals.
- B. Sport Court Alternative. The Applicant may include two half-court basketball courts and one tennis court (or equivalent sport courts or facilities as determined at the time of FDP approval, or as subsequently determined by the Zoning Administrator) as part of the private recreational amenities for residents. Should this option be implemented, the cost to build the sport courts may be counted toward the minimum recreational expenditures described in Proffer 48.

50. On-site Recreational Field. Prior to issuance of the first RUP for the last building in the Residential Commons Phase, the Applicant shall provide a synthetic turf recreational field (the “Recreational Field”) as shown within the Common Green on Sheet 26 of the CDP. Additional phasing details will be provided with the FDP for the Residential Commons Phase. The Recreational Field shall be provided subject to the following conditions:

- A. Lighting. The Applicant shall provide lights for the Recreational Field and shall ensure the lights are available until at least 10:00 pm nightly. At its sole option, the Applicant may employ electronic devices designed to reduce or eliminate the lights during times when the field is not in use.
- B. Scheduling. The Applicant shall permit Fairfax County to schedule use of the Recreational Field. The Recreational Field will be available for use by the general public between the hours of 5:00 pm and 10:00 pm from Monday through Friday, and between the hours of 8:00 am and 12:00 noon on Saturdays and Sundays. During all other times, the Recreational Field shall only be open to residents or members of the UOA.
- C. Preferential Scheduling. Fairfax County shall provide preferred scheduling for residents and members of the UOA during those times when the general public may use the Recreational Field.
- D. Maintenance. The Applicant shall be responsible for maintenance and replacement of the Recreational Field.
- E. Agreement. Prior to the time the Recreational Field is established, the Applicant and Fairfax County shall enter into an agreement, consistent with this Proffer, to formalize the details of scheduling, maintenance, and liability insurance.

GREEN BUILDING PRACTICES

51. Green Building Certifications. For each office or hotel building, the Applicant shall provide documentation to the Environment and Development Review Branch of DPZ demonstrating attainment of, at a minimum, “LEED Silver” certification (or equivalent) by the U.S. Green Building Council’s Leadership in Energy and Environmental Design – New Construction (“LEED”) prior to bond release for each respective phase. Each residential building shall attain, at a minimum, “LEED Certified” or equivalent. In addition:

- A. The Applicant shall include a U.S. Green Building Council Leadership in Energy and Environmental Design (“LEED”) accredited professional as a member of the design team for each office building. The LEED accredited professional shall work with the team to incorporate LEED design elements into the project so that each non-residential building will be positioned to attain LEED Silver certification. At the time of site plan submission, the Applicant shall provide documentation to the Environment and Development Review Branch of the Department of Planning and Zoning (“DPZ”) demonstrating compliance with the commitment to engage such a professional.

- B. The Applicant shall include, as part of the site plan submission and building plan submission for each building, a list prepared by the LEED accredited professional of specific credits that the Applicant anticipates attaining within the LEED rating system determined to be applicable to the project. The LEED accredited professional shall provide certification statements at both the time of site plan review and the time of building plan review indicating that the items on the list should meet at least the minimum number of credits necessary to position each building to attain the proffered level of LEED certification.
- C. Prior to issuance of the first Non-RUP or RUP for each building, the Applicant shall provide to the Environment and Development Review Branch of DPZ a letter from the LEED accredited professional certifying that a green building maintenance reference manual has been prepared for use by future building occupants, that this manual has been written by a LEED accredited professional, that copies of this manual shall be provided to all future building occupants and that this manual, at a minimum:
- i. Provides a narrative description of each green building component, including a description of the environmental benefits of that component and including information regarding the importance of maintenance and operation in retaining the attributes of a green building.
 - ii. Provides, where applicable, product manufacturer's manuals or other instructions regarding operations and maintenance needs for each green building component, including operational practices that can enhance energy and water conservation.
 - iii. Provides, as applicable, either or both of the following:
 - a. Maintenance staff notification process for improperly functioning equipment; or
 - b. A list of local service providers that offer regularly scheduled service and maintenance contracts to assure proper performance of green building-related equipment and the structure, to include, where applicable, the HVAC system, water heating equipment, water conservation features, sealants, and caulks.
 - iv. Provides contact information that building occupants can use to obtain further guidance on each green building component.
 - v. Prior to issuance of the first Non-RUP for each office building, or the final RUP for each residential building the Applicant shall provide an electronic copy of the manual in PDF format to the Environment and Development Review Branch of DPZ.
- D. Green Building Escrow. Prior to building permit approval, the Applicant will execute a separate agreement and post, for each building covered by this Proffer,

a green building escrow, in the form of a letter of credit from an accredited financial institution, in the amount of \$2.00/square foot of GFA (the "Green Building Escrow"). The Green Building Escrow will be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of LEED certification, by the USGBC, under the applicable version of the LEED 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 certification will be sufficient to satisfy this commitment. At the time LEED certification is demonstrated to the Environment and Development Review Branch of DPZ, the escrowed funds shall be released to the Applicant.

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

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

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

- E. Waiver of Escrow. As an alternative to providing a Green Building Escrow, as described in this Proffer, the Applicant may choose at its sole discretion to pursue a certification higher than LEED Silver, in which case a LEED or equivalent-accredited professional will provide certification statements at the time of building plan review confirming that the items on the list of specific credits will meet at least the minimum number of credits necessary to attain LEED Silver certification.

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

SUSTAINABLE AND SHARED ENERGY

52. Sustainable Energy Practices. To promote efficient, renewable and sustainable energy practices, the Applicant shall provide the following information with each FDP submission:

- A. Shared Energy. For any FDP that includes more than one building, an assessment of the potential, within the area subject to the FDP, of shared energy systems, including but not limited to combined heat and power (CHP) (co-generation), micro-CHP, distributed energy resources, and district heating and/or cooling, and, if a shared energy strategy will not be pursued, a narrative discussion regarding the reason(s) for this outcome. For single-building FDP submissions and for other FDPs where shared energy systems will not be pursued, an assessment of the potential for incorporation into building designs of measures that will cause these buildings to be "shared energy ready," that would permit buildings to be incorporated into a broader shared energy network in the future.
- B. Electric Vehicle Charging Infrastructure. An assessment of the feasibility and costs associated with the provision of space and infrastructure required for the future provision of electric vehicle charging stations that would become accessible to future users of parking facilities in the area subject to the respective FDP. Based on the results of this assessment, the Applicant will consider the provision of space and infrastructure to provide areas for some "electric-vehicle ready" parking spaces in the affected parking decks. "Electric-vehicle ready" means the provision of space, conduit banks, conduits and access points allowing for easy installation of vehicle charging stations in the future, but does not include the installation of transformers, switches, wiring, or charging stations.

PUBLIC SCHOOLS CONTRIBUTIONS

53. Public Schools Contribution. Per the Residential Development Criteria Implementation Motion adopted by the Board of Supervisors on September 9, 2002, and revised July, 2006, the Applicant shall contribute \$9,378 per expected student generated by each residential building (based on an assumed rate of 0.087 students per multifamily high-rise unit) to the Fairfax County School Board to be utilized for capital construction and capacity enhancements to schools in the Tysons Corner area that serve the development. The contributions shall be made on or before the issuance of the first RUP for each residential building on the Property, and shall be based on

the actual number of residential units in each building. In the event fewer residential units are built than estimated at the time of payment, the overpayment amount shall be applied to the public schools contribution for future phases of the Proposed Development.

54. Notification of Construction. At the time of site plan submission for each residential building or buildings, the Applicant shall notify the facilities planning division of the Fairfax County Public Schools (“FCPS”) of the approximate timing for construction of the residential units, and the number of residential units anticipated in each building.

ENVIRONMENT

55. Scotts Run Restoration. Prior to bond release for the Metro Station Phase, the Applicant shall provide stream bank restoration using “natural channel stream design concepts” to the maximum extent practicable as defined in Sec. 10.1-560 of the Code of Virginia for the portion of Scotts Run located within the Property (the “Stream Restoration”). This design shall accommodate the stream crossing and existing easements while maintaining the wetlands in that area, shall accommodate existing and expected future off-site flows within a stable channel, and shall be reviewed in accordance with Sec. 10.1-561. The conceptual design will be depicted on the first FDP for the Metro Station Phase and the Applicant shall prepare a detailed plan (the “Stream Restoration Plan”) to submit with the first site plan for the Metro Station Area. The Stream Restoration Plan shall be reviewed by DPWES if necessary, and shall be approved by the U.S. Army Corps of Engineers (“COE”) and the Virginia Department of Environmental Quality. Written documentation of COE and DEQ approval of the Stream Restoration Plan shall be provided to DPWES prior to site plan approval. Specific success criteria (the “Success Criteria”), maintenance and monitoring criteria (the “Maintenance and Monitoring Criteria”), and information regarding reports on these criteria (the “Monitoring Reports”) shall also be included in the Stream Restoration Plan.

Subject to written approval by the Providence District Supervisor, the Applicant may satisfy the Stream Restoration requirement in this Proffer 55 by electing to participate in a regional plan to restore a larger portion of Scotts Run that is promulgated by the private sector or the County.

56. Tree Preservation and Planting Fund Contribution. To promote enhancement of the Fairfax County Tree Canopy through growth of trees on private and public land, the Applicant will contribute at the time of the first site plan approval \$.002 (two tenths of a cent) per square foot of the maximum proposed GFA as stated in Proffer 6 to the Fairfax County Tree Preservation and Planting Fund “TPPF”). This donation to the TPPF will supply tree saplings, volunteer support, and information to landowners with which they can enhance tree canopy on their property. Additionally, this donation will enable educational activities in Fairfax County Public Schools, should they choose to participate.

AFFORDABLE AND WORKFORCE DWELLING UNITS

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

58. Workforce Dwelling Units. In addition to any ADUs that may be required pursuant to these Proffers, the Applicant shall also provide for-sale and/or rental housing units on the Property in accordance with the Board of Supervisors' Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010. Workforce Dwelling Units ("WDUs") shall be provided such that the total number of ADUs, if any, plus the total number of WDUs results in not less than twenty percent (20%) of the total residential units constructed as part of the Proposed Development. The 20% applies to the total number of dwelling units to be constructed on the Property. If ADUs are provided in the development, both the ADUs and the ADU bonus units shall be deducted from the total number of dwelling units on which the WDU calculation is based.

- A. WDU Specifications. The WDUs generated by each residential building on the Property may be provided within said building, or may be provided in a separate residential building on the Property. The WDUs generated by each residential building on the Property shall be provided within said building. However, the Applicant reserves the right to consolidate the WDUs into one or more buildings with the buildout of the Property and thereby increase the number of WDU units in one or more buildings beyond twenty percent (20%) with a corresponding decrease in the number of WDU units in the other buildings. The WDUs shall have a bedroom mix similar to that provided in the market rate units. A minimum of ten percent (10%) of the dwelling units designated as ADUs and WDUs shall be designed and constructed with Universal Design features, as determined by the Applicant. Additionally, in the event that parking spaces are assigned to individual market rate dwelling units, at least one (1) parking space shall be designated for use by each ADU and/or WDU in the development.
- B. Agreements. Notwithstanding the foregoing, should the Board's policies related to WDUs in Tysons Corner be amended, the Applicant reserves the right, at its sole discretion, to opt in to the new policies, in whole or in part, without the need for a PCA and, if the Applicant so opts into any such new policies, the provisions of this Proffer which relate to the new policies of the Board which Applicant has elected to opt into shall no longer be effective. Furthermore, the Applicant reserves the right to enter into a separate binding written agreement with the appropriate Fairfax County agency as to the terms and conditions of the administration of the WDUs following approval of this Application. Such an agreement shall be on terms mutually acceptable to both the Applicant and the County and may occur after the approval of this Application. Neither the Board nor any other County agency shall be obligated to execute such an agreement. If such an agreement is executed by all applicable parties, then the WDUs shall be administered solely in accordance with such an agreement and the provisions of this Proffer as it applies to WDUs shall become null and void. Such an agreement and any modifications shall be recorded in the Fairfax County land records.
- C. Non-residential Affordable Housing Contribution. The Applicant shall contribute \$3.00 for each square foot of non-residential space (excluding retail and space reserved for public facilities) built on the Property to the Fairfax County Board of Supervisors for the provision of affordable and/or workforce housing to serve

Tyson's. Such contribution shall be made prior to the issuance of the first Non-RUP for each non-residential building, and shall be based on the actual gross floor area of non-residential space constructed in each building. This Proffer shall not apply to the Existing Development or to any public use facilities, including the Public Facility described in Proffer 13.

MISCELLANEOUS

59. Advance Density Credit. The Applicant reserves density credit as may be permitted by the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance for all eligible dedications described herein, including the Jones Branch Dedication described in Proffer 35.

60. Escalation. All monetary contributions specified in these Proffers shall escalate on an annual basis from the base month of January 2013 and change effective each January 1 thereafter, based on changes in the Consumer Price Index for all urban consumers [1982-84=100] (not seasonally adjusted) ("CPI-U"), both as permitted by Va. Code Ann. Section 15.2-2303.3. This Proffer 60 shall not apply to the TDM program described in Proffer 41 or the STAD Assessment described in Proffer 33.

61. Severability. Any of the phases and/or buildings may be the subject of a Proffered Condition Amendment ("PCA"), Special Exception ("SE"), Special Permit ("SP"), Conceptual Development Plan ("CDP"), Conceptual Development Plan Amendment ("CDPA"), Final Development Plan ("FDP") or Final Development Plan Amendment ("FDPA") without joinder and/or consent of the owners of the other phases or buildings, provided that such PCA, SE, SP or FDPA does not materially adversely affect the other phases or buildings. Previously approved zoning applications applicable to a particular land bay that is not the subject of such a PCA, SE, SP or FDPA shall otherwise remain in full force and effect.

62. Successors and Assigns. These Proffers will bind and inure to the benefit of the Applicant and his successors and assigns. Each reference to "Applicant" in this proffer statement shall include within its meaning and shall be binding upon Applicant's successor(s) in interest and/or developer(s) of the site or any portion of the site.

63. Tyson's Partnership. The Applicant and successors shall become a member in the Tyson's Partnership, or its residential equivalent.

64. Security. Upon request, the Applicant will share its security surveillance recordings with Fairfax County law enforcement authorities. The Applicant will follow common channel protocols for voice, wireless, and data surveillance. The Applicant reserves the right to withhold information in the limited instances where its voluntary disclosure would jeopardize trade secrets or violate other legal protections (for instance, privacy laws, legal privileges, etc.)

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

66. Applicant's Diligence. Notwithstanding the foregoing, upon demonstration by the Applicant that, despite diligent efforts or due to factors beyond the Applicant's control, the

required transportation, publicly accessible park areas, athletic field improvements, or other proffered improvements have been delayed (due to, but not limited to an inability to secure necessary permission for utility relocations and/or VDOT approval for traffic signals, necessary easements, site plan approval, etc.) beyond the time frames specified, the Zoning Administrator may agree to a later date for completion of these improvement(s).

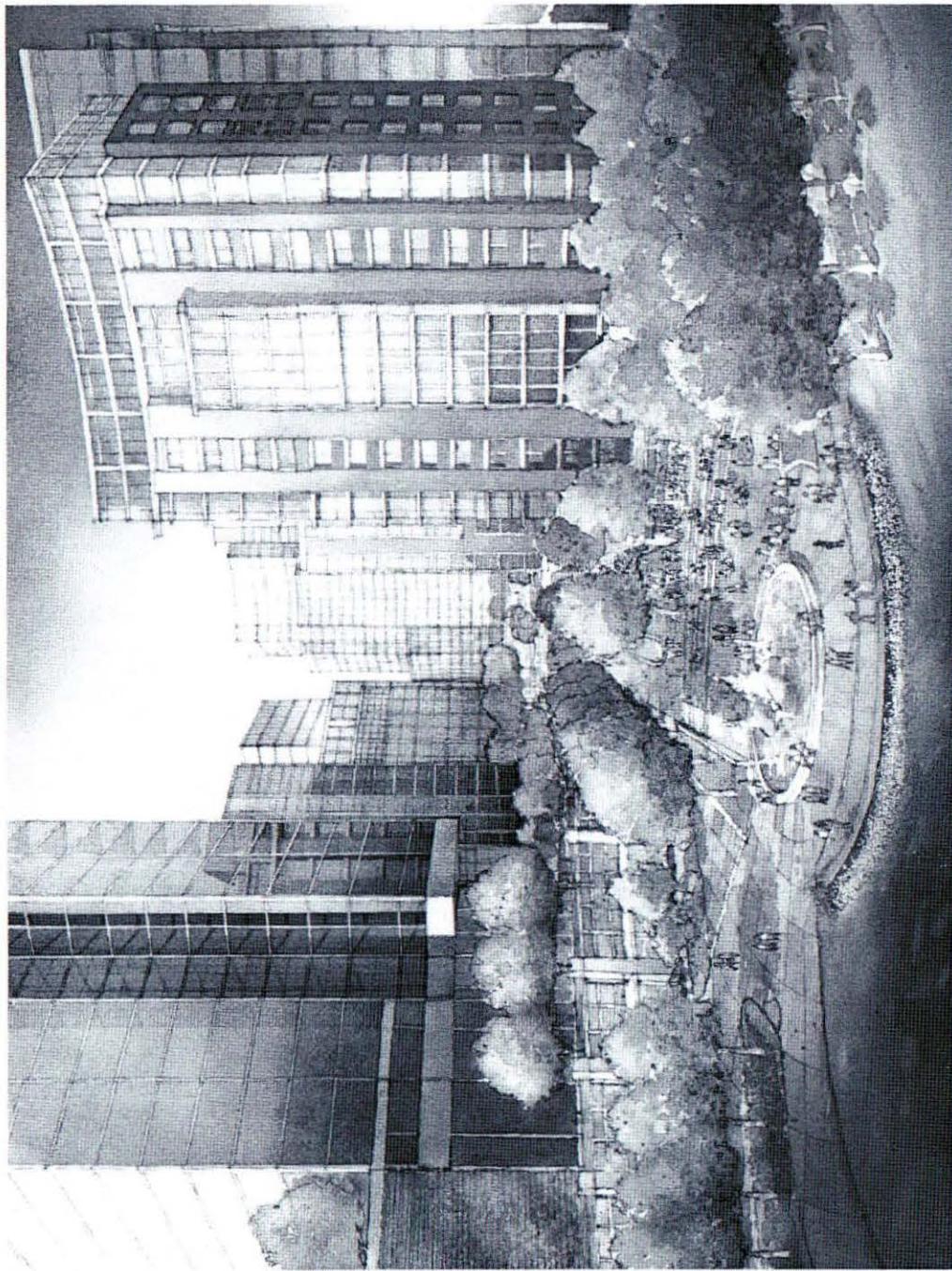
Signatures on following pages

CAPITAL ONE BANK (USA), NATIONAL ASSOCIATION
a national banking association
Owner of Tax Map # 29-2 ((5)) A2

By: _____
Name: _____
Title: _____

446048 v13/RE

CAPITAL ONE - TYSONS CORNER EAST
DESIGN GUIDELINES



REZONING AFFIDAVIT

DATE: June 20, 2012
 (enter date affidavit is notarized)

I, Shane M. Murphy, 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 *110745a*

in Application No.(s): RZ 2010-PR-021
 (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)
Capital One Bank (USA), N.A. Agents: Barry L. Mark Helene C. Cejas Jory A. Berson Daniel Ray Mortensen Lynne M. Goldberg James E. Dawson (former)	4851 Cox Road Glen Allen, VA 23060	Applicant/Title Owner

(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 20, 2012
 (enter date affidavit is notarized)

110795a

for Application No. (s): RZ 2010-PR-021
 (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)
Wetland Studies and Solutions, Inc. Agents: Michael S. Rolband Frank R. Graziano Mark W. Headly	5300 Wellington Branch Drive, Suite 100 Gainesville, VA 20155	Wetlands Consultant/Agents
Bonstra/Haresign Architects LLP Agents: David T. Haresign John K. Edwards Sarah C. Stough David C. Baker (former)	1710 Connecticut Avenue, NW, Suite 400 Washington, DC 20009	Architect/Agents
Gorove/Slade Associates, Inc. Agents: Christopher M. Tacinelli Felice B. Brychta Chad A. Baird Cheryl L. Sharp	3914 Centreville Road, Suite 330 Chantilly, VA 20151	Traffic Consultant/Agents
UrbanTrans Consultants, Inc. Agents: Justin B. Schor (former) William R. Obermann (former) Samuel A. Salkin (former) Larry (nmi) Filler Matthew S. Kaufman Avram P. Ramage Joddie A. Gray	2200 Pennsylvania Ave, NW East Tower, 4th Floor Washington, DC 20037	Transportation Consultant/Agents
Grubb & Ellis Company (former) Agents: Christopher A. Ewing	1551 N. Tustin Ave., Suite 300 Santa Ana, CA 92705	Project Consultant/Agents
Cooley LLP Agents: Antonio J. Calabrese Mark C. Looney Colleen P. Gillis Snow Jill S. Parks Shane M. Murphy Brian J. Winterhalter Jeffrey A. Nein Ben I. Wales Molly M. Novotny	Reston Town Center, One Freedom Square 11951 Freedom Drive, Suite 1500 Reston, VA 20190	Attorneys/Agents

(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 20, 2012
 (enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-021
 (enter County-assigned application number (s))

110795a

(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)
Kramer Consulting Services, PC (former) Agents: Jeffrey J. Kramer Charles E. Westberg, Jr. Donald T. Darnell	3271 M Street, NW Washington, DC 20007	Development Manager/Agent
Cassidy Turley Washington LLC Agents: Gary (nmi) Helminski Vikrant (nmi) Yalavarti Jeffrey J. Kramer Charles E. Westberg, Jr. Donald T. Darnell	2001 Pennsylvania Ave, NW, Suite 800 Washington, DC 20004	Development Manager/Agent
William H. Gordon Associates, Inc. Agents: Robert W. Walker Omer F. Syed J. Scott Peterson Joseph W. McClellan Brian A. Cipriano Jeremiah D. Kamerer Steven C. Pandish Feiquan (NMI) Luo James P. Williams	4501 Daly Drive, Suite 200 Chantilly, VA 20151	Engineer/Agents
Newmark Grubb Knight Frank Agent: Christopher A. Ewing	125 Park Ave. New York, NY 10017	Project Consultant/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 20, 2012
(enter date affidavit is notarized)

110795a

for Application No. (s): RZ 2010-PR-021
(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)
Capital One Bank (USA), N.A.
4851 Cox Road
Glen Allen, VA 23060

DESCRIPTION OF CORPORATION: (check one statement)

- [x] 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)

Capital One Financial Corporation

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

Albert A. Ciafre, VP Amy D. Cook, Asst. Sec. Ann Fritz Hackett, Dir. Jonathan W. Witter, Pres.
Daniel H. Rosen, Man. VP Dorothy (nmi) Broadman, Off. Gary L. Perlin, Dir. Lewis (nmi) Hay III, Dir.
Heidi M. Andrion, CCRO Peter J. Neilson, Off Jory A. Berson, CHRO Murray P. Abrams, EVP
James R. Tietjen, Chf. Aud. Michael C. Slocum, Pres. Michael J. Wassmer, EVP Richard D. Fairbank, Chair. & CEO
Pamela M. Koch, VP Rena M. Friske, CPO & VP Peter A. Schnell, CCO & CRO Ryan M. Schneider, Dir.

(check if applicable) [x] 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 20, 2012
(enter date affidavit is notarized)

110795a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

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

Robert M. Alexander, CIO	Stephen (nmi) Mugford, EVP	Sanjiv (nmi) Yajnik, Pres.	Ian (nmi) Cunningham, Man. VP
Stephen (nmi) Linchan, Treas.	Heather M. Cox, EVP	Warrenetta C. Baker, CTO	Timothy T. Janes, Off.
William J. McDonald, EVP	W. Ronald Dietz, Dir.	Andres L. Navarrete, Asst. Sec. & Chief Couns.	

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

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

Vicki (nmi) Swanson, Asst. Contr.	Robert P. Livingston, Off.	John G. Finneran Jr., GC & Sec.	Heather N. Joyner, VP & Dir.
Charles L. George, Off.	Daniel Ray Mortensen, SVP	Frank G. LaPrade III, CESO	John (nmi) McNain, VP
James H. McFadden, Off.	Michael (nmi) Zamsky, CCCO	Stephen T. Gannon, Dep. GC	Stephen J. Hulme, CFO
Thomas A. Feil, CIO & Asst. Treas.	Laura N. Bailey, Man. VP	Matthew H. Neels, CCO & Off.	R. Scott Blackley, Contr. & Off.

(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 20, 2012
(enter date affidavit is notarized)

110795a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

Capital One Financial Corporation
1680 Capital One Drive
McLean, VA 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 SHAREHOLDER: (enter first name, middle initial, and last name)

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

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

Albert A. Ciafre, VP	Amy D. Cook, Asst. Sec.	R. Scott Blackley, Off. & Contr.	F. Aubray Thacker, SVP & Sen Acc Off
Daniel H. Rosen, Man. VP	Dorothy (nmi) Broadman, Off.	Gary L. Perlin, CFO & Off.	Lewis (nmi) Hay III, Dir.
Heidi M. Andron, CCRO	Peter J. Neilson, Off.	Heather N. Joyner, VP	Ann Fritz Hackett, Dir.

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

Capital One Financial Corporation (continued)
1680 Capital One Drive
McLean, VA 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)

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

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

James R. Tietjen, Chf. Aud.	Peter E. Raskind, Dir.	Timothy T. Janes, Off.	Murray P. Abrams, EVP
Pamela M. Koch, VP	Rena M. Friske, CPO & P	Peter A. Schnall, CRO	Richard D. Fairbank, Chair., CEO & Pres.
Robert M. Alexander, CIO	Ryan M. Schneider, Pres.	Sanjiv (nmi) Yajnik, Pres.	Michael C. Slocum
Stephen (nmi) Linehan, Treas.	Pierre E. Leroy, Dir.	Warrenetta C. Baker, CTO	Jonathan W. Witter, Pres.

(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 20, 2012
(enter date affidavit is notarized)

110745 a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

Capital One Financial Corporation (continued)
1680 Capital One Drive
McLean, VA 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 SHAREHOLDER: (enter first name, middle initial, and last name)

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

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

William J. McDonald, EVP	W. Ronald Dietz, Dir.	Andres L. Navarrete, Asst. Sec. & Chief Couns.
Vicki (nmi) Swanson, Asst. Contr.	Matthew H. Neels, CCO & Off.	John G. Finneran Jr., GC, Sec. & Off.
Daniel Ray Mortensen, SVP	Frank G. LaPrade III, CESO	Jack M. Forestell, EVP Stephen (nmi) Mugford, EVP

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

Capital One Financial Corporation (continued)
1680 Capital One Drive
McLean, VA 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)

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

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

James H. McFadden, Off.	Michael (nmi) Zamsky, CCO	Stephen T. Gannon, EVP & Dep. GC	Jory A. Berson, CHRO
Thomas A. Feil, CIO & Asst. Treas.	Bradford H. Warner, Dir.	Caren (nmi) Puckett, Off.	Patrick W. Gross, Dir.
Brian Thomas Cole, CFO	E.R. Campbell, Dir.	Mayo A. Shattuck III, Dir.	
Colin J. Ruh, CFO	Suzanne (nmi) Hammett, CCO		

(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 20, 2012
(enter date affidavit is notarized)

110795a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

William H. Gordon Associates, Inc.
4501 Daly Drive
Chantilly, VA 20151

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)

William H. Gordon
Joseph W. McClellan
R. Steven Hulsey

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)

Gorove/Slade Associates, Inc.
3914 Centreville Road, Suite 330
Chantilly, VA 20151

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)

Christopher M. Tacinelli
Chad A. Baird
Daniel B. VanPelt
Erwin N. Andres

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)

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(enter date affidavit is notarized)

110795a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

Wetland Studies and Solutions, Inc.
5300 Wellington Branch Drive, Suite 100
Gainesville, VA 20155

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)

Michael S. Rolband

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)

Grubb & Ellis Company (former)
1551 N. Tustin Ave, Suite 300
Santa Ana, CA 92705

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)

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)

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110745a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

UrbanTrans Consultants, Inc.
2200 Pennsylvania Ave, NW
East Tower, 4th Floor
Washington, DC 20037

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)

Aaron D. Gaul Matthew S. Kaufman
Jessica E. Hindman
Joddie A. Gray

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)

Kramer Consulting Services, PC (former)
3271 M Street, NW
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 THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Jeffrey J. Kramer

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)

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(enter date affidavit is notarized)

110745a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

Cassidy Turley Washington LLC
2001 Pennsylvania Ave, NW, Suite 800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Cassidy Turley, Inc.

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)

Cassidy Turley, Inc.
7700 Forsyth Blvd, 9th Floor
St. Louis, MO 63105

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)

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 20, 2012
(enter date affidavit is notarized)

110745a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

Newmark Grubb Knight Frank
125 Park Ave.
New York, NY 10017

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)

BGC Partners, Inc.

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)

BGC Partners, Inc.
499 Park Avenue
New York, NY 10022

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)

BGC Partners, Inc. is a publicly traded company on NASDAQ (trading under the symbol BGCP).

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 20, 2012
(enter date affidavit is notarized)

110795a

for Application No. (s): RZ 2010-PR-021
(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)

Cooley LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive, Suite 1500
Reston, VA 20190

(check if applicable) [x] 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)

- List of names and titles of partners including Gian-Michele a Marca, Jane K. Adams, Maureen P. Alger, Thomas R. Amis, Mazda K. Antia, Orion (nmi) Armon, Gordon C. Atkinson, Michael A. Attanasio, Jonathan P. Bach, Charles J. Bair, Celia Goldwag Barenholtz, Frederick D. Baron, Matthew S. Bartus, James A. Beldner, Keith J. Berets, Connie N. Bertram, Laura Grossfield Birger, Thomas A. Blinka, Ian B. Blumenstein, Barbara L. Borden, Jodie M. Bourdet, Wendy J. Brenner, Matthew J. Brigham, James P. Brogan, Nicole C. Brookshire, Matthew D. Brown, Alfred L. Browne III, Matthew T. Browne, Peter F. Burns, Robert T. Cahill, Antonio J. Calabrese, Christopher C. Campbell, William Lesse Castleberry, Lynda K. Chandler, Dennis (nmi) Childs

(check if applicable) [x] 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 Attachment to Par. 1(c)

DATE: June 20, 2012
(enter date affidavit is notarized)

110745a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

Cooley LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive
Reston, VA 20190

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

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

William T. Christiansen, II
Sean M. Clayton
Samuel S. Coates
Alan S. Cohen
Jeffrey L. Cohen
Thomas A. Coll
Joseph W. Conroy
Jennifer B. Coplan
Carolyn L. Craig
John W. Crittenden
Janet L. Cullum
Nathan K. Cummings
John A. Dado
Benjamin G. Damstedt
Craig E. Dauchy
Wendy (nmi) Davis
Renee R. Deming
Darren K. DeStefano
Jennifer Fonner DiNucci
Michelle C. Doolin
Christopher (nmi) Durbin
John C. Dwyer
Shannon (nmi) Eagan
Robert L. Eisenbach, III
Gordon H. Empey
Sonya F. Erickson
Lester J. Fagen
Brent D. Fassett
David J. Fischer
M. Wainwright Fishburn, Jr.
Richard H. Frank
Steven L. Friedlander
Thomas J. Friel, Jr.
Francis (nmi) Fryscak
Koji F. Fukumura
James F. Fulton, Jr.
William S. Galliani
W. Andrew H. Gantt III
Stephen D. Gardner

Jon E. Gavenman
Kathleen A. Goodhart
Lawrence C. Gottlieb
Shane L. Goudey
William E. Grauer
Jonathan G. Graves
Eric (nmi) Grossman
Kenneth L. Guernsey
Patrick P. Gunn
Jeffrey M. Gutkin
John B. Hale
Danish (nmi) Hamid
Bernard L. Hatcher
Matthew B. Hemington
Cathy Rae Herschopf
John (nmi) Hession
Gordon (nmi) Ho
Suzanne Sowachka Hooper
Lila W. Hope
Mark M. Hrenya
Christopher R. Hutter
Jay R. Indyke
Craig D. Jacoby
Eric C. Jensen
Mark L. Johnson
Robert L. Jones
Barclay J. Kamb
Richard S. Kanowitz
Kimberly J. Kaplan-Gross
Jeffrey S. Karr
Sally A. Kay
Heidi M. Keefe
Kevin F. Kelly
Jason L. Kent
Charles S. Kim
Kevin M. King
James C. Kitch
Michael J. Klisch
Jason M. Koral

Barbara A. Kosacz
Kenneth J. Krisko
John S. Kyle
Carol Denise Laherty
Mark F. Lambert
Matthew E. Langer
Samantha M. LaPine
John G. Lavoie
Robin J. Lee
Ronald S. Lemieux
Natasha (nmi) Leskovsek
Shira Nadich Levin
Alan (nmi) Levine
Michael S. Levinson
Stephanie (nmi) Levy
Elizabeth L. Lewis
Michael R. Lincoln
James C. T. Linfield
Chet F. Lipton
Cliff Z. Liu
Samuel M. Livermore
Douglas P. Lobel
J. Patrick Loofbourrow
Mark C. Looney
Robert B. Lovett
Andrew P. Lustig
Lori (nmi) Mason
Thomas O. Mason
Keith A. McDaniels
Michael J. McGrail
John T. McKenna
Bonnie Weiss McLeod
Mark A. Medearis
Laura M. Medina
Daniel P. Meehan
Beatriz (nmi) Mejia
Craig A. Menden
Erik B. Milch
Robert H. Miller

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

Rezoning Attachment to Par. 1(c)

DATE: June 20, 2012
(enter date affidavit is notarized)

110745a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

Cooley LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive
Reston, VA 20190

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

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

Chadwick L. Mills
Patrick J. Mitchell
Ali M.M. Mojdehi
Ann M. Mooney
Timothy J. Moore
William B. Morrow, III
Howard (nmi) Morse
Frederick T. Muto
Ryan E. Naftulin
Stephen C. Neal
William H. O'Brien
Thomas D. O'Connor
Ian (nmi) O'Donnell
Kathleen (nmi) Pakenham
Nikesh (nmi) Patel
Timothy G. Patterson
Amy Elizabeth Paye
Anne H. Peck
D. Bradley Peck
David G. Peinsipp
Nicole K. Peppe
Susan Cooper Philpot
Benjamin D. Pierson
Frank V. Pietrantonio
Mark B. Pitchford
Michael L. Platt
Christian E. Plaza
Anna B. Pope
Marya A. Postner
Steve M. Przesmicki
Seth A. Rafkin
Frank F. Rahmani
Marc (nmi) Recht
Danielle Naftulin Reed
Thomas Z. Reicher

Michael G. Rhodes
Michelle S. Rhyu
John W. Robertson
Ricardo (nmi) Rodriguez
Kenneth J. Rollins
Richard S. Rothberg
Adam J. Ruttenberg
Thomas R. Salley III
Jessica Valenzuela Santamaria
Glen Y. Sato
Martin S. Schenker
Joseph A. Scherer
William J. Schwartz
Audrey K. Scott
John H. Sellers
Ian R. Shapiro
Michael N. Sheetz
Jordan A. Silber
Brent B. Siler
Stephen R. Smith
Colleen P. Gillis Snow
Tower C. Snow, Jr.
Whitty (nmi) Somvichian
Wayne O. Stacy
Neal J. Stephens
Donald K. Stern
Anthony M. Steigler
Steven M. Strauss
Myron G. Sugarman
Christopher J. Sundermeier
Ronald R. Sussman
C. Scott Talbot
Mark P. Tanoury
Gregory C. Tenhoff
Michael E. Tenta
Timothy S. Teter

Michael S. Tuscan
Miguel J. Vega
Erich E. Veitenheimer III
Aaron J. Velli
Lois K. Voelz
Emily Woodson Wagner
David A. Walsh
David M. Warren
Mark B. Weeks
Steven K. Weinberg
Mark R. Weinstein
Thomas S. Welk
Peter H. Werner
Christopher A. Westover
Francis R. Wheeler
Brett D. White
Andrew (nmi) Williamson
Peter J. Willsey
Mark Windfeld-Hansen
Nancy H. Wojtas
Jessica R. Wolff
Nan (nmi) Wu
Babak (nmi) Yaghmaie
Kevin J. Zimmer

Additions:

DeAnna D. Allen
Joseph M. Drayton
Jacqueline I. Grise
Lyle (nmi) Roberts
Marc G. Schildkraut
Andrew S. "Drew" Williamson
Christina (nmi) Zhang

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

Rezoning Attachment to Par. 1(c)

DATE: June 20, 2012
(enter date affidavit is notarized)

110745a

for Application No. (s): RZ 2010-PR-021
(enter County-assigned application number (s))

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

Bonstra/Haresign Architects LLP
1710 Connecticut Avenue, NW, Suite 400
Washington, DC 20009

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

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

William J. Bonstra, General Partner
David T. Haresign, General Partner

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

REZONING AFFIDAVIT

DATE: June 20, 2012
(enter date affidavit is notarized)

110745a

for Application No. (s): RZ 2010-PR-021
(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 20, 2012
(enter date affidavit is notarized)

110745a

for Application No. (s): RZ 2010-PR-021
(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.)

- John G. Lavoie of Cooley LLP provided an in-kind contribution in excess of \$100 to "Penny Gross For Supervisor."

- On October 2, 2011, 4501 Daly L.P. contributed in excess of \$100 to Frey for Fairfax County Board of Supervisors. Although 4501 Daly L.P. is not associated with this application, its General Partner, William H. Gordon, is also a shareholder of William H. Gordon Associates, Inc., which corporation is an agent of the applicant listed in Paragraph 1(a).

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

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

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

WITNESS the following signature:

(check one)

Shane M. Murphy
 Applicant Applicant's Authorized Agent

Shane M. Murphy, Esq.

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

Subscribed and sworn to before me this 20th day of June 2012, in the ~~State~~ Comm. of Virginia, County/City of Fairfax.

My commission expires: 10/31/2014

Beth C. Lyles
Notary Public
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #322548
Com. Exp. Oct. 31, 2014



County of Fairfax, Virginia

MEMORANDUM

Office of the County Attorney
Suite 549, 12000 Government Center Parkway
Fairfax, Virginia 22035-0064
Phone: (703) 324-2421; Fax: (703) 324-2665
www.fairfaxcounty.gov

DATE: June 25, 2012

TO: Suzanne Lin, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Bette R. Crane, Paralegal *[Signature]*
Office of the County Attorney

SUBJECT: Revised Affidavit
FDP 2010-PR-021
Applicant: Capital One Bank (USA) N.A.
PC Hearing Date: 7/25/12
BOS Hearing Date: None scheduled

REF.: 113656

Attached is an affidavit which has been approved by the Office of the County Attorney for the above-referenced case. Please include this affidavit dated 6/20/12, which bears my initials and is numbered 113656a, when you prepare the staff report.

Thank you for your cooperation.

Attachment

cc: (w/attach) Laura Gumkowski, Planning Technician I (sent via email)
Zoning Evaluation Division
Department of Planning and Zoning

REZONING AFFIDAVIT

DATE: June 20, 2012
(enter date affidavit is notarized)

I, Shane M. Murphy, 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 113656a

in Application No.(s): FDP 2010-PR-021
(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)
Capital One Bank (USA), N.A. Agents: Barry L. Mark Helene C. Cejas Jory A. Berson Daniel Ray Mortensen Lynne M. Goldberg James E. Dawson (former)	4851 Cox Road Glen Allen, VA 23060	Applicant/Title Owner

(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 20, 2012
 (enter date affidavit is notarized)

11/3/12

for Application No. (s): FDP 2010-PR-021
 (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)
Wetland Studies and Solutions, Inc. Agents: Michael S. Rolband Frank R. Graziano Mark W. Headly	5300 Wellington Branch Drive, Suite 100 Gainesville, VA 20155	Wetlands Consultant/Agents
Bonstra/Haresign Architects LLP Agents: David T. Haresign John K. Edwards Sarah C. Stough David C. Baker (former)	1710 Connecticut Avenue, NW, Suite 400 Washington, DC 20009	Architect/Agents
Gorove/Slade Associates, Inc. Agents: Christopher M. Tacinelli Felice B. Brychta Chad A. Baird Cheryl L. Sharp	3914 Centreville Road, Suite 330 Chantilly, VA 20151	Traffic Consultant/Agents
UrbanTrans Consultants, Inc. Agents: Justin B. Schor (former) William R. Obermann (former) Samuel A. Salkin (former) Larry (nmi) Filler Matthew S. Kaufman Avram P. Ramage Joddie A. Gray	2200 Pennsylvania Ave, NW East Tower, 4th Floor Washington, DC 20037	Transportation Consultant/Agents
Grubb & Ellis Company (former) Agents: Christopher A. Ewing	1551 N. Tustin Ave., Suite 300 Santa Ana, CA 92705	Project Consultant/Agents
Cooley LLP Agents: Antonio J. Calabrese Mark C. Looney Colleen P. Gillis Snow Jill S. Parks Shane M. Murphy Brian J. Winterhalter Jeffrey A. Nein Ben I. Wales Molly M. Novotny	Reston Town Center, One Freedom Square 11951 Freedom Drive, Suite 1500 Reston, VA 20190	Attorneys/Agents

(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 20, 2012
(enter date affidavit is notarized)

113650a

for Application No. (s): FDP 2010-PR-021
(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)
Kramer Consulting Services, PC (former) Agents: Jeffrey J. Kramer Charles E. Westberg, Jr. Donald T. Darnell	3271 M Street, NW Washington, DC 20007	Development Manager/Agent
Cassidy Turley Washington LLC Agents: Gary (nmi) Helminski Vikrant (nmi) Yalavarti Jeffrey J. Kramer Charles E. Westberg, Jr. Donald T. Darnell	2001 Pennsylvania Ave, NW, Suite 800 Washington, DC 20004	Development Manager/Agent
William H. Gordon Associates, Inc. Agents: Robert W. Walker Omer F. Syed J. Scott Peterson Joseph W. McClellan Brian A. Cipriano Jeremiah D. Kamerer Steven C. Pandish Feiquan (NMI) Luo James P. Williams	4501 Daly Drive, Suite 200 Chantilly, VA 20151	Engineer/Agents
Newmark Grubb Knight Frank Agent: Christopher A. Ewing	125 Park Ave. New York, NY 10017	Project Consultant/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 20, 2012
(enter date affidavit is notarized)

1136Sea

for Application No. (s): FDP 2010-PR-021
(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)

Capital One Bank (USA), N.A.
4851 Cox Road
Glen Allen, VA 23060

DESCRIPTION OF CORPORATION: (check one statement)

- [x] 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)

Capital One Financial Corporation

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

Albert A. Ciafre, VP Amy D. Cook, Asst. Sec. Ann Fritz Hackett, Dir. Jonathan W. Witter, Pres.
Daniel H. Rosen, Man. VP Dorothy (nmi) Broadman, Off. Gary L. Perlin, Dir. Lewis (nmi) Hay III, Dir.
Heidi M. Andrion, CCRO Peter J. Neilson, Off. Jory A. Berson, CHRO Murray P. Abrams, EVP
James R. Tietjen, Chf. Aud. Michael C. Slocum, Pres. Michael J. Wassmer, EVP Richard D. Fairbank, Chair. & CEO
Pamela M. Koch, VP Rena M. Friske, CPO & VP Peter A. Schnall, CCO & CRO Ryan M. Schneider, Dir.

(check if applicable) [x] 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 20, 2012
(enter date affidavit is notarized)

113656a

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

Robert M. Alexander, CIO	Stephen (nmi) Mugford, EVP	Sanjiv (nmi) Yajnik, Pres.	Ian (nmi) Cunningham, Man. VP
Stephen (nmi) Linehan, Treas.	Heather M. Cox, EVP	Warrenetta C. Baker, CTO	Timothy T. Janes, Off.
William J. McDonald, EVP	W. Ronald Dietz, Dir.	Andres L. Navarrete, Asst. Sec. & Chief Couns.	

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

Vicki (nmi) Swanson, Asst. Contr.	Robert P. Livingston, Off.	John G. Finneran Jr., GC & Sec.	Heather N. Joyner, VP & Dir.
Charles L. George, Off.	Daniel Ray Mortensen, SVP	Frank G. LaPrade III, CESO	John (nmi) McNain, VP
James H. McFadden, Off.	Michael (nmi) Zamsky, CCO	Stephen T. Gannon, Dep. GC	Stephen J. Hulme, CFO
Thomas A. Feil, CIO & Asst. Treas.	Laura N. Bailey, Man. VP	Matthew H. Neels, CCO & Off.	R. Scott Blackley, Contr. & Off.

(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 20, 2012
(enter date affidavit is notarized)

11365ten

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

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

Nancy J. Icely, VP Gary L. Perlin, CFO, Capital One Financial Corporation
Chad M. Eisele, CFO
Ian D. Hanning, CFO, Canada

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

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

Brian Thomas Cole, CFO, Europe
Caren (nmi) Puckett, Off.
F. Aubrey Thacker, Off.
Robert D. Golden, Sen. Dir.

(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 20, 2012
(enter date affidavit is notarized)

113656a

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

Capital One Financial Corporation
1680 Capital One Drive
McLean, VA 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 SHAREHOLDER: (enter first name, middle initial, and last name)

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

Albert A. Ciafre, VP	Amy D. Cook, Asst. Sec.	R. Scott Blackley, Off. & Contr.	F. Aubray Thacker, SVP & Sen Acc Off
Daniel H. Rosen, Man. VP	Dorothy (nmi) Broadman, Off.	Gary L. Perlin, CFO & Off.	Lewis (nmi) Hay III, Dir.
Heidi M. Andrion, CCRO	Peter J. Neilson, Off.	Heather N. Joyner, VP	Ann Fritz Hackett, Dir.

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

Capital One Financial Corporation (continued)
1680 Capital One Drive
McLean, VA 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)

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

James R. Tietjen, Chf. Aud.	Peter E. Raskind, Dir.	Timothy T. Janes, Off.	Murray P. Abrams, EVP
Pamela M. Koch, VP	Rena M. Friske, CPO & P	Peter A. Schnall, CRO	Richard D. Fairbank, Chair., CEO & Pres.
Robert M. Alexander, CIO	Ryan M. Schneider, Pres.	Sanjiv (nmi) Yajnik, Pres.	Michael C. Slocum
Stephen (nmi) Linehan, Treas.	Pierre E. Leroy, Dir.	Warrenetta C. Baker, CTO	Jonathan W. Witter, Pres.

(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 20, 2012
(enter date affidavit is notarized)

113656a

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Capital One Financial Corporation (continued)
1680 Capital One Drive
McLean, VA 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 SHAREHOLDER: (enter first name, middle initial, and last name)

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)
William J. McDonald, EVP W. Ronald Dietz, Dir. Andres L. Navarrete, Asst. Sec. & Chief Couns.
Vicki (nmi) Swanson, Asst. Contr. Matthew H. Neels, CCO & Off. John G. Finneran Jr., GC, Sec. & Off.
Daniel Ray Mortensen, SVP Frank G. LaPrade III, CESO Jack M. Forestell, EVP Stephen (nmi) Mugford, EVP

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Capital One Financial Corporation (continued)
1680 Capital One Drive
McLean, VA 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)

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)
James H. McFadden, Off. Michael (nmi) Zamsky, CCO Stephen T. Gannon, EVP & Dep. GC Jory A. Berson, CHRO
Thomas A. Feil, CIO & Asst. Treas. Bradford H. Warner, Dir. Caren (nmi) Puckett, Off. Patrick W. Gross, Dir.
Brian Thomas Cole, CFO E.R. Campbell, Dir. Mayo A. Shattuck III, Dir.
Colin J. Ruh, CFO Suzanne (nmi) Hammett, CCO

(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 20, 2012
(enter date affidavit is notarized)

113656a

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

William H. Gordon Associates, Inc.
4501 Daly Drive
Chantilly, VA 20151

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)

William H. Gordon
Joseph W. McClellan
R. Steven Hulsey

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)

Gorove/Slade Associates, Inc.
3914 Centreville Road, Suite 330
Chantilly, VA 20151

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)

Christopher M. Tacinelli
Chad A. Baird
Daniel B. VanPelt
Erwin N. Andres

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 20, 2012
(enter date affidavit is notarized)

113656a

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

Wetland Studies and Solutions, Inc.
5300 Wellington Branch Drive, Suite 100
Gainesville, VA 20155

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)

Michael S. Rolband

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)

Grubb & Ellis Company (former)
1551 N. Tustin Ave, Suite 300
Santa Ana, CA 92705

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)

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 20, 2012
(enter date affidavit is notarized)

11 3656a

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

UrbanTrans Consultants, Inc.
2200 Pennsylvania Ave, NW
East Tower, 4th Floor
Washington, DC 20037

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)

Aaron D. Gaul Matthew S. Kaufman
Jessica E. Hindman
Joddie A. Gray

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)

Kramer Consulting Services, PC (former)
3271 M Street, NW
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 THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Jeffrey J. Kramer

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 20, 2012
(enter date affidavit is notarized)

113656a

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

Cassidy Turley Washington LLC
2001 Pennsylvania Ave, NW, Suite 800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Cassidy Turley, Inc.

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)

Cassidy Turley, Inc.
7700 Forsyth Blvd, 9th Floor
St. Louis, MO 63105

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)

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 20, 2012
(enter date affidavit is notarized)

113657ea

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

Newmark Grubb Knight Frank
125 Park Ave.
New York, NY 10017

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)

BGC Partners, Inc.

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)

BGC Partners, Inc.
499 Park Avenue
New York, NY 10022

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)

BGC Partners, Inc. is a publicly traded company on NASDAQ (trading under the symbol BGCP).

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 20, 2012
(enter date affidavit is notarized)

113656a

for Application No. (s): FDP 2010-PR-021
(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)
Cooley LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive, Suite 1500
Reston, VA 20190

(check if applicable) [X] 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)

- | | | |
|--------------------------|-------------------------|---------------------------|
| Gian-Michele a Marca | Keith J. Berets | Nicole C. Brookshire |
| Jane K. Adams | Connie N. Bertram | Matthew D. Brown |
| Maureen P. Alger | Laura Grossfield Birger | Alfred L. Browne III |
| Thomas R. Amis | Thomas A. Blinky | Matthew T. Browne |
| Mazda K. Antia | Ian B. Blumenstein | Peter F. Burns |
| Orion (nmi) Armon | Barbara L. Borden | Robert T. Cahill |
| Gordon C. Atkinson | Jodie M. Bourdet | Antonio J. Calabrese |
| Michael A. Attanasio | Wendy J. Brenner | Christopher C. Campbell |
| Jonathan P. Bach | Matthew J. Brigham | William Lesse Castleberry |
| Charles J. Bair | James P. Brogan | Lynda K. Chandler |
| Celia Goldwag Barenholtz | | Dennis (nmi) Childs |
| Frederick D. Baron | | |
| Matthew S. Bartus | | |
| James A. Beldner | | |

(check if applicable) [X] 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 Attachment to Par. 1(c)

DATE: June 20, 2012
(enter date affidavit is notarized)

113657ea

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

Cooley LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive
Reston, VA 20190

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

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

William T. Christiansen, II
Sean M. Clayton
Samuel S. Coates
Alan S. Cohen
Jeffrey L. Cohen
Thomas A. Coll
Joseph W. Conroy
Jennifer B. Coplan
Carolyn L. Craig
John W. Crittenden
Janet L. Cullum
Nathan K. Cummings
John A. Dado
Benjamin G. Damstedt
Craig E. Dauchy
Wendy (nmi) Davis
Renee R. Deming
Darren K. DeStefano
Jennifer Fonner DiNucci
Michelle C. Doolin
Christopher (nmi) Durbin
John C. Dwyer
Shannon (nmi) Eagan
Robert L. Eisenbach, III
Gordon H. Empey
Sonya F. Erickson
Lester J. Fagen
Brent D. Fasset
David J. Fischer
M. Wainwright Fishburn, Jr.
Richard H. Frank
Steven L. Friedlander
Thomas J. Friel, Jr.
Francis (nmi) Fryscak
Koji F. Fukumura
James F. Fulton, Jr.
William S. Galliani
W. Andrew H. Gantt III
Stephen D. Gardner

Jon E. Gavenman
Kathleen A. Goodhart
Lawrence C. Gottlieb
Shane L. Goudey
William E. Grauer
Jonathan G. Graves
Eric (nmi) Grossman
Kenneth L. Guernsey
Patrick P. Gunn
Jeffrey M. Gutkin
John B. Hale
Danish (nmi) Hamid
Bernard L. Hatcher
Matthew B. Hemington
Cathy Rae Hershcopf
John (nmi) Hession
Gordon (nmi) Ho
Suzanne Sowachka Hooper
Lila W. Hope
Mark M. Hrenya
Christopher R. Hutter
Jay R. Indyke
Craig D. Jacoby
Eric C. Jensen
Mark L. Johnson
Robert L. Jones
Barclay J. Kamb
Richard S. Kanowitz
Kimberly J. Kaplan-Gross
Jeffrey S. Karr
Sally A. Kay
Heidi M. Keefe
Kevin F. Kelly
Jason L. Kent
Charles S. Kim
Kevin M. King
James C. Kitch
Michael J. Klisch
Jason M. Koral

Barbara A. Kosacz
Kenneth J. Krisko
John S. Kyle
Carol Denise Laherty
Mark F. Lambert
Matthew E. Langer
Samantha M. LaPine
John G. Lavoie
Robin J. Lee
Ronald S. Lemieux
Natasha (nmi) Leskovsek
Shira Nadich Levin
Alan (nmi) Levine
Michael S. Levinson
Stephanie (nmi) Levy
Elizabeth L. Lewis
Michael R. Lincoln
James C. T. Linfield
Chet F. Lipton
Cliff Z. Liu
Samuel M. Livermore
Douglas P. Lobel
J. Patrick Loofbourrow
Mark C. Looney
Robert B. Lovett
Andrew P. Lustig
Lori (nmi) Mason
Thomas O. Mason
Keith A. McDaniels
Michael J. McGrail
John T. McKenna
Bonnie Weiss McLeod
Mark A. Medearis
Laura M. Medina
Daniel P. Meehan
Beatriz (nmi) Mejia
Craig A. Menden
Erik B. Milch
Robert H. Miller

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

Rezoning Attachment to Par. 1(c)DATE: June 20, 2012
(enter date affidavit is notarized)

113656

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)Cooley LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive
Reston, VA 20190(check if applicable) The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g., **General Partner, Limited Partner, or General and Limited Partner**)Chadwick L. Mills
Patrick J. Mitchell
Ali M.M. Mojdehi
Ann M. Mooney
Timothy J. Moore
William B. Morrow, III
Howard (nmi) Morse
Frederick T. Muto
Ryan E. Naftulin
Stephen C. Neal
William H. O'Brien
Thomas D. O'Connor
Ian (nmi) O'Donnell
Kathleen (nmi) Pakenham
Nikesh (nmi) Patel
Timothy G. Patterson
Amy Elizabeth Paye
Anne H. Peck
D. Bradley Peck
David G. Peinsipp
Nicole K. Peppe
Susan Cooper Philpot
Benjamin D. Pierson
Frank V. Pietrantonio
Mark B. Pitchford
Michael L. Platt
Christian E. Plaza
Anna B. Pope
Marya A. Postner
Steve M. Przesmicki
Seth A. Rafkin
Frank F. Rahmani
Marc (nmi) Recht
Danielle Naftulin Reed
Thomas Z. ReicherMichael G. Rhodes
Michelle S. Rhyu
John W. Robertson
Ricardo (nmi) Rodriguez
Kenneth J. Rollins
Richard S. Rothberg
Adam J. Rutenberg
Thomas R. Salley III
Jessica Valenzuela Santamaria
Glen Y. Sato
Martin S. Schenker
Joseph A. Scherer
William J. Schwartz
Audrey K. Scott
John H. Sellers
Ian R. Shapiro
Michael N. Sheetz
Jordan A. Silber
Brent B. Siler
Stephen R. Smith
Colleen P. Gillis Snow
Tower C. Snow, Jr.
Whitty (nmi) Somvichian
Wayne O. Stacy
Neal J. Stephens
Donald K. Stern
Anthony M. Steigler
Steven M. Strauss
Myron G. Sugarman
Christopher J. Sundermeier
Ronald R. Sussman
C. Scott Talbot
Mark P. Tanoury
Gregory C. Tenhoff
Michael E. Tenta
Timothy S. TeterMichael S. Tuscan
Miguel J. Vega
Erich E. Veitenheimer III
Aaron J. Velli
Lois K. Voelz
Emily Woodson Wagner
David A. Walsh
David M. Warren
Mark B. Weeks
Steven K. Weinberg
Mark R. Weinstein
Thomas S. Welk
Peter H. Werner
Christopher A. Westover
Francis R. Wheeler
Brett D. White
Andrew (nmi) Williamson
Peter J. Willsey
Mark Windfeld-Hansen
Nancy H. Wojtas
Jessica R. Wolff
Nan (nmi) Wu
Babak (nmi) Yaghmaie
Kevin J. Zimmer

Additions:

DeAnna D. Allen
Joseph M. Drayton
Jacqueline I. Grise
Lyle (nmi) Roberts
Marc G. Schildkraut
Andrew S. "Drew" Williamson
Christina (nmi) Zhang(check if applicable) There is more partnership information and Par. 1(c) is continued further on a "Rezoning Attachment to Par. 1(c)" form.

Rezoning Attachment to Par. 1(c)

DATE: June 20, 2012
(enter date affidavit is notarized)

11 Weston

for Application No. (s): FDP 2010-PR-021
(enter County-assigned application number (s))

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

Bonstra/Haresign Architects LLP
1710 Connecticut Avenue, NW, Suite 400
Washington, DC 20009

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

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

William J. Bonstra, General Partner
David T. Haresign, General Partner

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

REZONING AFFIDAVIT

DATE: June 20, 2012
(enter date affidavit is notarized)

113656a

for Application No. (s): FDP 2010-PR-021
(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 20, 2012
(enter date affidavit is notarized)

11365ba

for Application No. (s): FDP 2010-PR-021
(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.)

- John G. Lavoie of Cooley LLP provided an in-kind contribution in excess of \$100 to "Penny Gross For Supervisor."
- On October 2, 2011, 4501 Daly L.P. contributed in excess of \$100 to Frey for Fairfax County Board of Supervisors. Although 4501 Daly L.P. is not associated with this application, its General Partner, William H. Gordon, is also a shareholder of William H. Gordon Associates, Inc., which corporation is an agent of the applicant listed in Paragraph 1(a).

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

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

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

WITNESS the following signature:

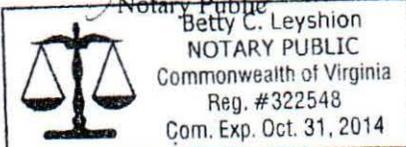
(check one) Applicant Applicant's Authorized Agent

Shane M. Murphy, Esq.
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 20th day of June, 2012, in the ~~State~~ Comm. of Virginia, County/~~City~~ of Fairfax.

My commission expires: 10/31/2014

Betty C. Leyslion
Notary Public
Betty C. Leyslion
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #322548
Com. Exp. Oct. 31, 2014





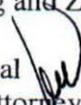
County of Fairfax, Virginia

MEMORANDUM

Office of the County Attorney
Suite 549, 12000 Government Center Parkway
Fairfax, Virginia 22035-0064
Phone: (703) 324-2421; Fax: (703) 324-2665
www.fairfaxcounty.gov

DATE: June 25, 2012

TO: Suzanne Lin, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Bette R. Crane, Paralegal 
Office of the County Attorney

SUBJECT: Revised Affidavit
PCA 92-P-001-08
Applicant: Capital One Bank (USA) N.A.
PC Hearing Date: 7/25/12
BOS Hearing Date: 9/25/12

REF.: 110796

Attached is an affidavit which has been approved by the Office of the County Attorney for the above-referenced case. Please include this affidavit dated 6/20/12, which bears my initials and is numbered 110796a, when you prepare the staff report.

Thank you for your cooperation.

Attachment

cc: (w/attach) Laura Gumkowski, Planning Technician I (sent via email)
Zoning Evaluation Division
Department of Planning and Zoning

REZONING AFFIDAVIT

DATE: June 20, 2012
(enter date affidavit is notarized)

I, Shane M. Murphy, 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

110796a

in Application No.(s): PCA 92-P-001-08
(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)
Capital One Bank (USA), N.A. Agents: Barry L. Mark Helene C. Cejas Jory A. Berson Daniel Ray Mortensen Lynne M. Goldberg James E. Dawson (former)	4851 Cox Road Glen Allen, VA 23060	Applicant/Title Owner

(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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(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)
Wetland Studies and Solutions, Inc. Agents: Michael S. Rolband Frank R. Graziano Mark W. Headly	5300 Wellington Branch Drive, Suite 100 Gainesville, VA 20155	Wetlands Consultant/Agents
Bonstra/Haresign Architects LLP Agents: David T. Haresign John K. Edwards Sarah C. Stough David C. Baker (former)	1710 Connecticut Avenue, NW, Suite 400 Washington, DC 20009	Architect/Agents
Gorove/Slade Associates, Inc. Agents: Christopher M. Tacinelli Felice B. Brychta Chad A. Baird Cheryl L. Sharp	3914 Centreville Road, Suite 330 Chantilly, VA 20151	Traffic Consultant/Agents
UrbanTrans Consultants, Inc. Agents: Justin B. Schor (former) William R. Obermann (former) Samuel A. Salkin (former) Larry (nmi) Filler Matthew S. Kaufman Avram P. Ramage Joddie A. Gray	2200 Pennsylvania Ave, NW East Tower, 4th Floor Washington, DC 20037	Transportation Consultant/Agents
Grubb & Ellis Company (former) Agents: Christopher A. Ewing	1551 N. Tustin Ave., Suite 300 Santa Ana, CA 92705	Project Consultant/Agents (FORMER)
Cooley LLP Agents: Antonio J. Calabrese Mark C. Looney Colleen P. Gillis Snow Jill S. Parks Shane M. Murphy Brian J. Winterhalter Jeffrey A. Nein Ben I. Wales Molly M. Novotny	Reston Town Center, One Freedom Square 11951 Freedom Drive, Suite 1500 Reston, VA 20190	Attorneys/Agents

(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 20, 2012
 (enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
 (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)
Kramer Consulting Services, PC (former) Agents: Jeffrey J. Kramer Charles E. Westberg, Jr. Donald T. Darnell	3271 M Street, NW Washington, DC 20007	Development Manager/Agent (FORMER)
Cassidy Turley Washington LLC Agents: Gary (nmi) Helminski Vikrant (nmi) Yalavarti Jeffrey J. Kramer Charles E. Westberg, Jr. Donald T. Darnell	2001 Pennsylvania Ave, NW, Suite 800 Washington, DC 20004	Development Manager/Agent
William H. Gordon Associates, Inc. Agents: Robert W. Walker Omer F. Syed J. Scott Peterson Joseph W. McClellan Brian A. Cipriano Jeremiah D. Kamerer Steven C. Pandish Feiquan (NMI) Luo James P. Williams	4501 Daly Drive, Suite 200 Chantilly, VA 20151	Engineer/Agents
Newmark Grubb Knight Frank Agent: Christopher A. Ewing	125 Park Ave. New York, NY 10017	Project Consultant/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 20, 2012
(enter date affidavit is notarized)

110796 a

for Application No. (s): PCA 92-P-001-08
(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)

Capital One Bank (USA), N.A.
4851 Cox Road
Glen Allen, VA 23060

DESCRIPTION OF CORPORATION: (check one statement)

- [x] 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)

Capital One Financial Corporation

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

Albert A. Ciafre, VP Amy D. Cook, Asst. Sec. Ann Fritz Hackett, Dir. Jonathan W. Witter, Pres.
Daniel H. Rosen, Man. VP Dorothy (nmi) Broadman, Off. Gary L. Perlin, Dir. Lewis (nmi) Hay III, Dir.
Heidi M. Andrion, CCRO Peter J. Neilson, Off Jory A. Berson, CHRO Murray P. Abrams, EVP
James R. Tietjen, Chf. Aud. Michael C. Slocum, Pres. Michael J. Wassmer, EVP Richard D. Fairbank, Chair. & CEO
Pamela M. Koch, VP Rena M. Friske, CPO & VP Peter A. Schnall, CCO & CRO Ryan M. Schneider, Dir.

(check if applicable) [x] 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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

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

Robert M. Alexander, CIO	Stephen (nmi) Mugford, EVP	Sanjiv (nmi) Yajnik, Pres.	Ian (nmi) Cunningham, Man. VP
Stephen (nmi) Linehan, Treas.	Heather M. Cox, EVP	Warrenetta C. Baker, CTO	Timothy T. Janes, Off.
William J. McDonald, EVP	W. Ronald Dietz, Dir.	Andres L. Navarrete, Asst. Sec. & Chief Couns.	

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

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

Vicki (nmi) Swanson, Asst. Contr.	Robert P. Livingston, Off.	John G. Finneran Jr., GC & Sec.	Heather N. Joyner, VP & Dir.
Charles L. George, Off.	Daniel Ray Mortensen, SVP	Frank G. LaPrade III, CESO	John (nmi) McNain, VP
James H. McFadden, Off.	Michael (nmi) Zamsky, CCCC	Stephen T. Gannon, Dep. GC	Stephen J. Hulme, CFO
Thomas A. Feil, CIO & Asst. Treas.	Laura N. Bailey, Man. VP	Matthew H. Neels, CCO & Off.	R. Scott Blackley, Contr. & Off.

(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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

Nancy J. Icely, VP Gary L. Perlin, CFO, Capital One Financial Corporation
Chad M. Eisele, CFO
Ian D. Hanning, CFO, Canada

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

Capital One Bank (USA), N.A. (continued)
4851 Cox Road
Glen Allen, VA 23060

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)

Capital One Financial Corporation

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

Brian Thomas Cole, CFO, Europe
Caren (nmi) Puckett, Off.
F. Aubrey Thacker, Off.
Robert D. Golden, Sen. Dir.

(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 20, 2012
(enter date affidavit is notarized)

10796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Capital One Financial Corporation
1680 Capital One Drive
McLean, VA 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 SHAREHOLDER: (enter first name, middle initial, and last name)

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)
Albert A. Ciafre, VP Amy D. Cook, Asst. Sec. R. Scott Blackley, Off. & Contr. F. Aubray Thacker, SVP & Sen Acc Off
Daniel H. Rosen, Man. VP Dorothy (nmi) Broadman, Off. Gary L. Perlin, CFO & Off. Lewis (nmi) Hay III, Dir.
Heidi M. Andriou, CCRO Peter J. Neilson, Off. Heather N. Joyner, VP Ann Fritz Hackett, Dir.

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Capital One Financial Corporation (continued)
1680 Capital One Drive
McLean, VA 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)

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)
James R. Tietjen, Chf. Aud. Peter E. Raskind, Dir. Timothy T. Janes, Off. Murray P. Abrams, EVP
Pamela M. Koch, VP Rena M. Friske, CPO & P Peter A. Schnall, CRO Richard D. Fairbank, Chair., CEO & Pres.
Robert M. Alexander, CIO Ryan M. Schneider, Pres. Sanjiv (nmi) Yajnik, Pres. Michael C. Slocum
Stephen (nmi) Linehan, Treas. Pierre E. Leroy, Dir. Warrenetta C. Baker, CTO Jonathan W. Witter, Pres.

(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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

Capital One Financial Corporation (continued)
1680 Capital One Drive
McLean, VA 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 SHAREHOLDER: (enter first name, middle initial, and last name)

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

William J. McDonald, EVP	W. Ronald Dietz, Dir.	Andres L. Navarrete, Asst. Sec. & Chief Couns.
Vicki (nmi) Swanson, Asst. Contr.	Matthew H. Neels, CCO & Off.	John G. Finneran Jr., GC, Sec. & Off.
Daniel Ray Mortensen, SVP	Frank G. LaPrade III, CESO	Jack M. Forestell, EVP Stephen (nmi) Mugford, EVP

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

Capital One Financial Corporation (continued)
1680 Capital One Drive
McLean, VA 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)

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

James H. McFadden, Off.	Michael (nmi) Zamsky, CCCC	Stephen T. Gannon, EVP & Dep. GC	Jory A. Berson, CHRO
Thomas A. Feil, CIO & Asst. Treas.	Bradford H. Warner, Dir.	Caren (nmi) Puckett, Off.	Patrick W. Gross, Dir.
Brian Thomas Cole, CFO	E.R. Campbell, Dir.	Mayo A. Shattuck III, Dir.	
Colin J. Ruh, CFO	Suzanne (nmi) Hammett, CCCC		

(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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

William H. Gordon Associates, Inc.
4501 Daly Drive
Chantilly, VA 20151

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)

William H. Gordon
Joseph W. McClellan
R. Steven Hulsey

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)

Gorove/Slade Associates, Inc.
3914 Centreville Road, Suite 330
Chantilly, VA 20151

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)

Christopher M. Tacinelli
Chad A. Baird
Daniel B. VanPelt
Erwin N. Andres

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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

Wetland Studies and Solutions, Inc.
5300 Wellington Branch Drive, Suite 100
Gainesville, VA 20155

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)

Michael S. Rolband

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)

Grubb & Ellis Company (former)
1551 N. Tustin Ave, Suite 300
Santa Ana, CA 92705

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)

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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

UrbanTrans Consultants, Inc.
2200 Pennsylvania Ave, NW
East Tower, 4th Floor
Washington, DC 20037

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)

Aaron D. Gaul Matthew S. Kaufman
Jessica E. Hindman
Joddie A. Gray

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)

Kramer Consulting Services, PC (former)
3271 M Street, NW
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 THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Jeffrey J. Kramer

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 20, 2012
(enter date affidavit is notarized)

1107960

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

Cassidy Turley Washington LLC
2001 Pennsylvania Ave, NW, Suite 800
Washington, DC 20004

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Cassidy Turley, Inc.

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)

Cassidy Turley, Inc.
7700 Forsyth Blvd, 9th Floor
St. Louis, MO 63105

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)

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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

Newmark Grubb Knight Frank
125 Park Ave.
New York, NY 10017

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)

BGC Partners, Inc.

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)

BGC Partners, Inc.
499 Park Avenue
New York, NY 10022

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)

BGC Partners, Inc. is a publicly traded company on NASDAQ (trading under the symbol BGCP).

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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(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)

Cooley LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive, Suite 1500
Reston, VA 20190

(check if applicable) [X] 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)

- List of names and titles of partners including Gian-Michele a Marca, Jane K. Adams, Maureen P. Alger, Thomas R. Amis, Mazda K. Antia, Orion (nmi) Armon, Gordon C. Atkinson, Michael A. Attanasio, Jonathan P. Bach, Charles J. Bair, Celia Goldwag Barenholtz, Frederick D. Baron, Matthew S. Bartus, James A. Beldner, Keith J. Berets, Connie N. Bertram, Laura Grossfield Birger, Thomas A. Blinka, Ian B. Blumenstein, Barbara L. Borden, Jodie M. Bourdet, Wendy J. Brenner, Matthew J. Brigham, James P. Brogan, Nicole C. Brookshire, Matthew D. Brown, Alfred L. Browne III, Matthew T. Browne, Peter F. Burns, Robert T. Cahill, Antonio J. Calabrese, Christopher C. Campbell, William Lesse Castleberry, Lynda K. Chandler, Dennis (nmi) Childs

(check if applicable) [X] 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 Attachment to Par. 1(c)

DATE: June 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

Cooley LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive
Reston, VA 20190

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

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

William T. Christiansen, II
Sean M. Clayton
Samuel S. Coates
Alan S. Cohen
Jeffrey L. Cohen
Thomas A. Coll
Joseph W. Conroy
Jennifer B. Coplan
Carolyn L. Craig
John W. Crittenden
Janet L. Cullum
Nathan K. Cummings
John A. Dado
Benjamin G. Damstedt
Craig E. Dauchy
Wendy (nmi) Davis
Renee R. Deming
Darren K. DeStefano
Jennifer Fonner DiNucci
Michelle C. Doolin
Christopher (nmi) Durbin
John C. Dwyer
Shannon (nmi) Eagan
Robert L. Eisenbach, III
Gordon H. Empey
Sonya F. Erickson
Lester J. Fagen
Brent D. Fassett
David J. Fischer
M. Wainwright Fishburn, Jr.
Richard H. Frank
Steven L. Friedlander
Thomas J. Friel, Jr.
Francis (nmi) Fryscak
Koji F. Fukumura
James F. Fulton, Jr.
William S. Galliani
W. Andrew H. Gantt III
Stephen D. Gardner

Jon E. Gavenman
Kathleen A. Goodhart
Lawrence C. Gottlieb
Shane L. Goudey
William E. Grauer
Jonathan G. Graves
Eric (nmi) Grossman
Kenneth L. Guernsey
Patrick P. Gunn
Jeffrey M. Gutkin
John B. Hale
Danish (nmi) Hamid
Bernard L. Hatcher
Matthew B. Hemington
Cathy Rae Hershcopf
John (nmi) Hession
Gordon (nmi) Ho
Suzanne Sowachka Hooper
Lila W. Hope
Mark M. Hrenya
Christopher R. Hutter
Jay R. Indyke
Craig D. Jacoby
Eric C. Jensen
Mark L. Johnson
Robert L. Jones
Barclay J. Kamb
Richard S. Kanowitz
Kimberly J. Kaplan-Gross
Jeffrey S. Karr
Sally A. Kay
Heidi M. Keefe
Kevin F. Kelly
Jason L. Kent
Charles S. Kim
Kevin M. King
James C. Kitch
Michael J. Klisch
Jason M. Koral

Barbara A. Kosacz
Kenneth J. Krisko
John S. Kyle
Carol Denise Laherty
Mark F. Lambert
Matthew E. Langer
Samantha M. LaPine
John G. Lavoie
Robin J. Lee
Ronald S. Lemieux
Natasha (nmi) Leskovsek
Shira Nadich Levin
Alan (nmi) Levine
Michael S. Levinson
Stephanie (nmi) Levy
Elizabeth L. Lewis
Michael R. Lincoln
James C. T. Linfield
Chet F. Lipton
Cliff Z. Liu
Samuel M. Livermore
Douglas P. Lobel
J. Patrick Loofbourrow
Mark C. Looney
Robert B. Lovett
Andrew P. Lustig
Lori (nmi) Mason
Thomas O. Mason
Keith A. McDaniels
Michael J. McGrail
John T. McKenna
Bonnie Weiss McLeod
Mark A. Medearis
Laura M. Medina
Daniel P. Meehan
Beatriz (nmi) Mejia
Craig A. Menden
Erik B. Milch
Robert H. Miller

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

Rezoning Attachment to Par. 1(c)

DATE: June 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

Cooley LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive
Reston, VA 20190

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

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

Chadwick L. Mills
Patrick J. Mitchell
Ali M.M. Mojdchi
Ann M. Mooney
Timothy J. Moore
William B. Morrow, III
Howard (nmi) Morse
Frederick T. Muto
Ryan E. Naftulin
Stephen C. Neal
William H. O'Brien
Thomas D. O'Connor
Ian (nmi) O'Donnell
Kathleen (nmi) Pakenham
Nikesh (nmi) Patel
Timothy G. Patterson
Amy Elizabeth Paye
Anne H. Peck
D. Bradley Peck
David G. Peinsipp
Nicole K. Peppe
Susan Cooper Philpot
Benjamin D. Pierson
Frank V. Pietrantonio
Mark B. Pitchford
Michael L. Platt
Christian E. Plaza
Anna B. Pope
Marya A. Postner
Steve M. Przesmicki
Seth A. Raftkin
Frank F. Rahmani
Marc (nmi) Recht
Danielle Naftulin Reed
Thomas Z. Reicher

Michael G. Rhodes
Michelle S. Rhyu
John W. Robertson
Ricardo (nmi) Rodriguez
Kenneth J. Rollins
Richard S. Rothberg
Adam J. Rutenberg
Thomas R. Salley III
Jessica Valenzuela Santamaria
Glen Y. Sato
Martin S. Schenker
Joseph A. Scherer
William J. Schwartz
Audrey K. Scott
John H. Sellers
Ian R. Shapiro
Michael N. Sheetz
Jordan A. Silber
Brent B. Siler
Stephen R. Smith
Colleen P. Gillis Snow
Tower C. Snow, Jr.
Whitty (nmi) Somvichian
Wayne O. Stacy
Neal J. Stephens
Donald K. Stern
Anthony M. Steigler
Steven M. Strauss
Myron G. Sugarman
Christopher J. Sundermeier
Ronald R. Sussman
C. Scott Talbot
Mark P. Tanoury
Gregory C. Tenhoff
Michael E. Tenta
Timothy S. Teter

Michael S. Tuscan
Miguel J. Vega
Erich E. Veitenheimer III
Aaron J. Velli
Lois K. Voelz
Emily Woodson Wagner
David A. Walsh
David M. Warren
Mark B. Weeks
Steven K. Weinberg
Mark R. Weinstein
Thomas S. Welk
Peter H. Werner
Christopher A. Westover
Francis R. Wheeler
Brett D. White
Andrew (nmi) Williamson
Peter J. Willsey
Mark Windfeld-Hansen
Nancy H. Wojtas
Jessica R. Wolff
Nan (nmi) Wu
Babak (nmi) Yaghmaie
Kevin J. Zimmer

Additions:

DeAnna D. Allen
Joseph M. Drayton
Jacqueline I. Grise
Lyle (nmi) Roberts
Marc G. Schildkraut
Andrew S. "Drew" Williamson
Christina (nmi) Zhang

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

Rezoning Attachment to Par. 1(c)

DATE: June 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(enter County-assigned application number (s))

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

Bonstra/Haresign Architects LLP
1710 Connecticut Avenue, NW, Suite 400
Washington, DC 20009

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

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

William J. Bonstra, General Partner
David T. Haresign, General Partner

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

REZONING AFFIDAVIT

DATE: June 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(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 20, 2012
(enter date affidavit is notarized)

110796a

for Application No. (s): PCA 92-P-001-08
(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.)
- John G. Lavoie of Cooley LLP provided an in-kind contribution in excess of \$100 to "Penny Gross For Supervisor."
- On October 2, 2011, 4501 Daly L.P. contributed in excess of \$100 to Frey for Fairfax County Board of Supervisors. Although 4501 Daly L.P. is not associated with this application, its General Partner, William H. Gordon, is also a shareholder of William H. Gordon Associates, Inc., which corporation is an agent of the applicant listed in Paragraph 1(a).

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

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

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

WITNESS the following signature:

(check one) [] Applicant [x] Applicant's Authorized Agent
Shane M. Murphy, Esq.
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 20th day of June, 2012, in the ~~State~~ Comm. of Virginia, County/~~City~~ of Fairfax.

My commission expires: 10/31/2014

Betty C. Leyslion
Notary Public
Betty C. Leyslion
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #322548
Com. Exp. Oct. 31, 2014

**Capital One
Tysons Corner Rezoning Application
June 30, 2011**

RECEIVED
Department of Planning & Zoning

JUL 11 2011

Zoning Evaluation Division

I. Introduction

Capital One Bank (USA), National Association ("Capital One") is the title owner of 26.2 acres of land in Tysons Corner, Fairfax County's business center. The property is located southeast of the Capital Beltway (I-495), north of Dolley Madison Boulevard (Route 123) and west of Scotts Crossing Road. The site is more specifically identified as Fairfax County Tax Map 29-4 ((5)), Parcel A2 (the "Capital One Property" or the "Property"). The Capital One Property is developed with a 14-story, 479,500 square-foot iconic office building that serves as Capital One's corporate headquarters, an associated 24,500 square-foot conference facility and an adjacent nine-level structured parking garage.

Capital One was founded in 1988 by Richard Fairbank, based on his belief that the power of information, technology, and testing could be harnessed to bring highly customized financial products directly to consumers. Headquartered in Tysons Corner, Capital One is positioned to be the 5th largest bank by deposits in the United States and the largest online bank, offering a broad spectrum of financial products and services to consumers, small businesses, and commercial clients. With the acquisition of Chevy Chase Bank, Capital One has added approximately 1,000 branch locations in Virginia, Maryland, and the District of Columbia, as well as in New York, New Jersey, Louisiana, and Texas. Capital One also has international businesses in the United Kingdom and Canada, and recently announced it would seek to acquire online bank ING Direct.

Capital One has been widely recognized for its entrepreneurial culture, progressive workplace, and community engagement. The company was named to *Fortune Magazine's* list of "Top Companies for Leaders," ranking second in North America and fifth globally. In addition, Capital One has been named to *Fortune's* "100 Best Companies to Work For" and "20 Great Employers for New Grads." In addition, Capital One was named to *Business Week's* "Best Places to Launch a Career," *Working Mother's* "100 Best Companies" and *DiversityInc's* "Top 50 Companies for Diversity."

Among its many community initiatives, Capital One has been recognized for its partnership with the Fairfax County Public Schools and Junior Achievement in the "Finance Park" program, which teaches middle school students the tenets of money management. To date, the program has served 33,000 students. After hosting the program for several years at its own headquarters, Capital One contributed toward the costs associated with constructing a permanent 20,000 square-foot financial literacy center in Fairfax, which was recently completed and will serve 14,000 students per year. Capital One has also voluntarily maintained temporary athletic fields on its campus that benefit youth athletic leagues, including McLean Youth Soccer, Vienna Youth Soccer, and the Northern Virginia Travel League.

According to the *Washington Business Journal*, Capital One is the largest company in Tysons Corner by revenue, and the eighth largest company in the region, where it employs more than 2,000 people. Capital One employs 28,000 worldwide.

II. Background

In 2000, Capital One undertook a major consolidation of its Northern Virginia sites, ultimately choosing to locate its corporate headquarters on a 29.2-acre property in Tysons Corner, the thriving information and technology hub of the Washington Metropolitan Region. To that end, Capital One secured a Proffer Condition Amendment and Special Exception to the existing West*Gate zoning approvals on the Property (the "PCA"), permitting four office buildings and a total of 1,100,000 square feet of office development. Subsequent to the approval of the PCA, Capital One dedicated approximately three acres of land to Fairfax County and the Virginia Department of Transportation ("VDOT") for the Tysons-McLean Transit Station and Capital Beltway improvements, reserving density credit consistent with Section 2-308 of the Zoning Ordinance.

In 2003, Capital One completed the existing 14-story, 479,500 square foot office building and a partially above-grade parking deck as the first phase of a multi-year, phased development plan. Shortly thereafter, the 24,500 square foot conference facility was constructed as an extension of the office building. As an interim condition of the first phase, Capital One voluntarily installed a well-landscaped open space, which includes a pond, picnic facilities and several sports fields and courts. The sports facilities were constructed primarily for the benefit of Capital One's employees, but in keeping with the company's dedication to the community, several little league teams have been granted ongoing permission to use the fields until the overlapping phases of development are ultimately constructed.

The later phases of the approved development and PCA, which include three additional office buildings containing a maximum of 596,000 square feet and associated above-grade parking decks, have not yet been constructed. Because the existing PCA plan was devised almost a decade ago, when construction of the Metrorail Project was far from certain, it was much more prudent to anticipate and plan for an office park with several above-ground parking decks, rather than the transit-oriented, mixed-use prototype that is possible today.

For several years after its construction, Capital One's Tysons Corner headquarters operated well below its designed capacity. Since 2010, due in part to the company's recent acquisitions of Chevy Chase Bank and North Fork Bank, Capital One has moved several hundred additional employees to its headquarters, which now includes over 1,000 employees. With these expansions, the headquarters building has reached capacity as steady growth continues throughout Capital One's core businesses. Despite the Metrorail Project's earlier uncertainty, it has since become a reality and construction of the four stations slated for Tysons Corner is well underway.

Against the background of these significant changes within Tysons Corner, Capital One has thoroughly explored its options, concluding that the development program approved with the earlier PCA no longer meets its long-term goals. The Tysons Corner Comprehensive Plan (the "Comprehensive Plan"), adopted on June 22, 2010, creates an excellent and timely opportunity to re-plan the remainder of the Capital One campus to an exciting, vibrant, transformative, transit-oriented, mixed-use development embraced by the Tysons Task Force, the Fairfax County Staff, Planning Commission and Board of Supervisors.

III. The Proposed Master Plan

The current Comprehensive Plan is the result of over five years of exhaustive vetting by residents, Fairfax County's Planning and Transportation Staff, the Planning Commission and Board. The Comprehensive Plan envisions a walkable, urban environment served by a multitude of transit options, where residents and workers are not overly dependent on the automobile.

The Comprehensive Plan identifies the Tysons East Transit Station Area, where the Capital One Property is located, as a signature eastern gateway for the Tysons Corner Urban Center. The area is defined by its focus on Scotts Run, which is envisioned as an urban park surrounded by urban mixed-use development including office, residential, hotel and community retail uses. Whereas the development associated with the 2000 PCA is internally oriented and limited to office use, Capital One's Proposed Master Plan (the "Proposed Master Plan") takes the campus in an entirely different direction, creating the blueprint for a vibrant urban center located contiguous to the Tysons East Transit Station.

The Proposed Master Plan is entirely consistent with the Comprehensive Plan's transformative vision for Tysons. It creates a harmonious balance of offices, street-level retail, civic space, public parks and residences unified by an integrated, multi-modal transportation network and connected open spaces.

A. Uses and Density

The mixed-use development contains a FAR of 3.90 (4,969,523 square feet of total development) carefully designed and integrated over the 26.2 acres. In addition to the 1.1 million square feet of office space that is currently approved for the Property (and for which Capital One has already underwritten significant proffer obligations), the Proposed Master Plan includes 2 million square feet of office and nearly 1.3 million square feet of residential development, containing between 984 and 1,297 apartments and condominiums. Consistent with the Tysons Comprehensive Plan, heights for the office buildings range from 225 to 400 feet, whereas the residential buildings in the interior of the site range from 120 to 210 feet. As the Property falls entirely within ¼ mile of the Tysons East Transit Station, the Comprehensive Plan recommends no specific FAR cap for the Property.

The Capital One Property is designated "Transit Station Mixed-Use" under the Comprehensive Plan and the proposed mix of uses mirrors its recommendations of office uses up to 65% with a minimum residential component of 20%. Capital One's Proposed Master Plan includes 64% commercial office, 26% residential, 1.7% community retail, 1.1% civic uses and 7% hotel. It also focuses the most intense office development closest to the Tysons East Transit Station, thereby encouraging Metro ridership. With such a varied mix of uses, Capital One's Proposed Master Plan accomplishes the pattern of land use envisioned for the areas closest to the Metrorail stations in Tysons Corner.

The Proposed Master Plan incorporates the existing Capital One headquarters building into the future layout of the Property. Because Capital One has already underwritten and implemented significant proffered commitments for the 504,000 square feet of office space that includes the headquarters building, the company anticipates very few additional proffers or changes related to this existing pipeline development.

B. Residential Uses

By including a significant residential component, Capital One is fostering the stated goal in the Comprehensive Plan of increasing the number of residents in Tysons Corner. Increasing the ratio of residents to jobs is one of the primary drivers of the Comprehensive Plan Amendment. The Proposed Master Plan envisions that 20% of the total residential units will be classified as workforce dwelling units, which ensures that adequate housing choices are available to residents with a variety of income levels.

C. Retail, Restaurants, and Hotels

To encourage residents and employees to accomplish their routine errands, find restaurants, discover entertainment opportunities and shop without using personal vehicles, up to approximately 86,000 square feet of ground-floor community retail and restaurants will be carefully planned and developed at key locations throughout the Property. Furthermore, a civic component containing up to a total of approximately 55,000 square feet will offer below-market, rentable space to local colleges, universities and non-profits to encourage additional access to higher education. A landmark hotel and conference center is envisioned to serve visitors and companies with offices in Tysons Corner.

D. Parking

In accordance with Fairfax County's recent shift in methodology, parking will be more limited than what is available today and will be provided through a combination of above and below-grade structures that are tastefully integrated into the architecture of the buildings.

E. Pedestrian Amenities and Connectivity

Because vehicular and pedestrian connectivity are essential elements of the Comprehensive Plan, Capital One's Proposed Master Plan includes a hierarchy of local streets and pathways. It boasts direct pedestrian connections to the Tysons East Transit Station, including a connection to the Colshire and Old Meadow Sub-districts via the Metro bridge over Dolley Madison Boulevard.

A temporary at-grade connection to the transit station is expected to open prior to the first phase of construction, subject to the proper agreements with Metro. In the event such a temporary connection is constructed, it will be maintained for the duration of the development process, with relocations of the connection as necessary to construct future phases. A permanent at-grade connection (which is also subject to an agreement with Metro) will be established with specific phase described below.

F. Parks and Open Space

A network of urban parks, plazas and green space is a critical feature of the Proposed Master Plan, with nearly 5 acres of publicly-accessible parkland and at least 35% open space. As soon as they exit the station, rail patrons will find themselves at a gateway public park, where they can make their way along a green pedestrian network, through the residential block and toward a new civic plaza at the intersection of Old Meadow Road and Capital One Drive.

The pedestrian network ultimately showcases the larger Scotts Run Stream Valley Park, which is a key feature of The Scotts Run Crossing sub-district. As such, the Scotts Run Stream Valley Park will be highlighted, updated and markedly improved from its current state, and its anticipated design as a more natural feature within an urban environment will be fully embraced. These urban design amenities will be blended with low-impact development techniques to create an overall development that respects and enhances the natural environment.

The Proposed Master Plan proposes a model project that embodies the new Comprehensive Plan. It takes into account the guiding planning principles crafted by the Tysons Land Use Task Force and executes the vision that was later refined by County Staff, the Planning Commission and the Board. The resulting development will create an urban landscape that provides quality open space and parks, shopping and dining opportunities, active recreation facilities and civic-oriented spaces.

G. Signs

Signage associated with the Proposed Master Plan will be in accordance with Article 12 of the Zoning Ordinance. Capital One reserves the right to file one or more Comprehensive Sign Plans in the future to determine signage for all or a portion of the Property.

IV. Phasing

The Proposed Master Plan will be implemented in phases, as Capital One's core business expands and as financial markets return to normal activity. Five distinct phases have been identified for the Proposed Master Plan, with public facilities, a new street grid and parks constructed incrementally within each of the phases. The state of the financial and real estate markets will be the primary factor that will determine the order in which each phase is developed. Certain blocks or phases may be constructed in conjunction with other ventures.

A. Phase 1: Capital One Headquarters Expansion Phase

This phase of the Proposed Master Plan represents the area most likely to be constructed in the near term. Capital One proposes a new, 15-story office building ("Building 1"), which will be connected to its headquarters building by an elevated walkway. Also in this phase will be a 10-story residential high-rise building ("Building 2") that may include corporate apartments for Capital One employees who are on short-term or long-term assignments in Tysons. Buildings 1 and 2 have been designed to share a parking podium. The shared parking structure will be wrapped by residential development and civic use space, complemented by ground-floor retail.

This Capital One Headquarters Expansion Phase anticipates construction of a portion of Old Meadow Road, which will intersect with Capital One Drive in two locations. As part of this construction, one of the temporary rectangular athletic fields will be removed. The diamond field and the rectangular practice field will remain. Streetscape treatments will be added to the circular civic plaza between the existing Capital One building and Building 1. An at-grade connection to the transit station is anticipated to be constructed with (or prior to) this phase, contingent on entering into an acceptable agreement with Metro to permit the connection. Capital One is planning to dedicate approximately 45,000 square feet of space in Building 1 to civic uses, to include educational or other community programs.

B. Phase 2: Residential Commons Phase

The Residential Commons Phase includes the majority of the residential units in the Proposed Master Plan. This block is in the optimal location on the Property for residential development because it is located away from the Capital Beltway and is adjacent to the Scotts Run Stream Valley Park, yet it is also largely within 1/8 mile of the Tysons East Transit Station.

This phase contains three high-rise residential buildings arranged around a partially-elevated courtyard, which will contain active recreation elements. During this phase, the remaining temporary athletic fields will be removed from the Property, and will be replaced by two rectangular non-regulation playing fields contained entirely within the common green. The first field will have dimensions of 100 feet by 150 feet, and is approximately 1/2 the size of a rectangular athletic field. The second field will have dimensions of 48 feet by 81 feet, and is approximately 1/4 the size of a regular rectangular

field. Capital One is extremely excited that these facilities will be located within 1/8 of a mile of the Tysons-McLean Transit Station.

Capital One also intends to significantly change the grid of streets as part of this phase. The remaining portion of Old Meadow Road will be constructed as a connection between the two segments of Capital One Drive and will be lined with ground floor retail space. In addition, the portion of Old Springhouse Road that connects to Scotts Crossing Road will be constructed, thereby creating a complete street grid that circles the residential block. Construction of that portion of the grid will, in turn, create three separate access points to the Capital One Property – two access points on Scotts Crossing Road, and one access point on Dolley Madison Boulevard. Capital One will create or maintain the at-grade temporary connection to the transit station shown on the Proposed Master Plan, subject to approval by or agreement with Metro.

C. Phase 3: Metro Station Phase

The construction of this phase will lead to several dramatic and positive changes to the Capital One property. In anticipation of the construction of an additional residential building overlooking Scotts Run, an urban park will be constructed to connect the Capital One Property to the natural area comprising the Scotts Run Stream Valley Park. The urban park will feature soft changes in grade, a mixture of hardscape and softscape, a water feature, and other quality urban amenities to encourage pedestrians to linger in the outdoor environment. The park, edged with community retail uses, will form a public node that connects the Tysons East Transit Station to the pedestrian path that, in turn, leads into the Residential Commons.

This phase also includes a 22-story office building that will be constructed adjacent to the Tysons-McLean Transit Station.

In addition, the final legs of Old Meadow Road (connecting to Dolley Madison Boulevard) and Old Springhouse Road (connecting to Capital One Drive) will be installed as part of this phase. A permanent at-grade connection to the transit station will be constructed with this phase, subject to agreement with Metro, and significant landscape improvements are anticipated under the rail guideway, subject to approval by the County and/or Metro.

D. Phase 4: Hotel/Civic Plaza Phase

This phase includes two additional office buildings and a landmark 600-room hotel with conference facilities. It also includes a substantial civic plaza that forms another key public focal point at the terminus of the pedestrian walkway, which proceeds through the residential commons to Scotts Run Park and the Tysons East Transit Station.

Prior to or with construction of this phase, Capital One Drive will be realigned to the south, permitting full development of the block and permitting an eventual alignment with the expected improvements to Scotts Crossing Road. In addition, the Proposed Master Plan

accommodates connections to Scotts Crossing Road from the Gates of McLean condominiums. These connections are anticipated as a part of the construction of improvements to Scotts Crossing Road presently under design by the Fairfax County Department of Transportation ("FCDOT"). The westernmost connection is a secondary access point that will proceed under the improved Scotts Crossing Road extension (within existing VDOT right-of-way), and will proceed on to the Capital One Property between the existing conference center and Building 3.

E. Phase 5: Financial Office Phase

This phase of the Proposed Master Plan includes the construction of two additional office buildings, one of which is an iconic office tower, as well as an elevated plaza with recreational space. The Old Springhouse Road streetscape will be extended along the frontage of this block. Construction of the iconic tower will necessitate demolition of the parking garage that serves the existing headquarters building. Both new buildings will be constructed next to the elevated Metrorail guideway.

V. Zoning Ordinance Criteria

To be rezoned to the PTC zoning district, an applicant is required to demonstrate compliance with the Comprehensive Plan by adhering to a tiered intensity of development, contributing to a network of open spaces and urban parks, promoting environmental stewardship, implementing an urban grid of streets that complements development on adjacent properties, reducing the number of single occupancy vehicle trips by limiting the amount of provided parking, contributing to public facilities, applying the urban design guidelines specified in the Plan and contributing to the workforce and affordable housing policies. Capital One's Proposed Master Plan furthers the vision for Tysons Corner by contributing to each of these critical elements.

A. Tiered Development Intensity

The Proposed Master Plan furthers the Comprehensive Plan recommendation that the highest intensities should be concentrated closest to the four Tysons transit stations. Capital One's 26.2-acre campus is located partially within 1/8 mile and entirely within ¼ mile of the Tysons East Transit Station. The Proposed Master Plan proposes a blended intensity of 3.90 FAR spread across 12 separate buildings with a mix of uses, but locates the most intense commercial office buildings within 1/8 mile of the Tysons East station and along the Capital Beltway, with the residential block placed in the center of the site. The Plan specifically permits such an arrangement within the Scotts Run Crossing Subdistrict because of the extensive elevated rights-of-way surrounding the Property, giving it an average grade of 25 to 35 feet below the Capital Beltway, the Dulles Rail Line, and the Scotts Crossing extension.

County officials have stated a preference for moving the residential portion of the Proposed Master Plan out of the 200-foot setback required for residential development along the Capital Beltway. As a result, Capital One amended its plans, which originally

depicted the shorter residential units along the Beltway, with the taller hotel and office buildings in the center of the Property.

The Proposed Master Plan envisions a total of approximately 3.2 million square feet of office space (approximately 64% of the development), most of which is concentrated within 1/8 mile of the transit station and around the existing Capital One headquarters building at the intersection of the Capital Beltway and Dolley Madison Boulevard.

Approximately 1.3 million square feet of multi-family residential development will be clustered in the center of the Property, as well as above the retail base. Capital One understands the County's preference to locate residential development away from the Capital Beltway and as a result has chosen to place residential development completely outside of the required 200-foot buffer. A landmark hotel with at least 600 rooms will anchor the site along the Capital Beltway, while the adjoining public pedestrian plaza will accommodate an additional 80,000 square feet of civic amenities to serve the new residents and employees.

B. Open Space and Urban Parks

Open space and urban parks are a very important component of the Proposed Master Plan. The Proposed Master Plan provides nearly 35% open space in a series of public and private plazas throughout the site. The pedestrian experience is extremely important to the success of any transit-oriented development, and the design itself revolves around an interconnected, walkable neighborhood.

A central feature of the Proposed Master Plan is a pedestrian-oriented park directly adjacent to the entrance to the Tysons-McLean Metrorail station at the intersection of Scotts Run Park, Dolley Madison Boulevard, and Scotts Crossing Road. This park will serve as a gateway to the larger Scotts Run Stream Valley Park, as well as a portal to the future development on the Capital One campus. It will serve as the starting point for a green pedestrian pathway through the primary residential block to the new public civic plaza at the intersection of Old Meadow Road and Capital One Drive. The pathway negotiates a grade change from the transit station entrance to the civic plaza through an interconnected sequence of terraces and stairs, while also incorporating a community green above the primary residential structured parking platform.

The civic plaza at the end of this sequence will accommodate a variety of public amenities and anchor the pedestrian-oriented retail. Furthermore, retail will extend all the way down Old Meadow Road toward Dolley Madison Boulevard where the pedestrian network rejoins the transit station through a landscaped plaza and walkway that integrates the multipurpose trail along Scotts Run and Dolley Madison Boulevard.

C. Environmental Stewardship

Capital One is fully committed to the environment in every facet of its corporate operations. The current campus already benefits from several low-impact development techniques, including an innovative vegetated roof on its conference center and a system designed to re-use rainwater for on-site irrigation. The Proposed Master Plan will continue a similar commitment to the natural environment by incorporating substantial commitments to environmental stewardship, including:

- Vegetated (“green”) roofs on many of the proposed buildings;
- Interior block courtyards;
- Pervious pedestrian pathways;
- LEED Silver certification for all commercial office structures;
- LEED certification for all residential structures;
- Innovative stormwater management techniques designed to capture and infiltrate or clean the first inch of rainfall;
- Low Impact Development techniques; and,
- Innovative streetscape design to reduce runoff.

Working with other major landowners in Tysons East, Capital One is exploring a plan to restore and revitalize a portion of Scotts Run Stream. This natural resource is a cornerstone of any future development on the campus and will benefit future residents and visitors alike.

D. Urban Grid of Streets

An urban grid of streets is an integral part of any urban design and is of particular importance in the redevelopment of Tysons Corner, where the current suburban design includes long blocks and wide streets that create barriers to the free movement of pedestrians and give motorists fewer options to move around congested roadways.

The Proposed Master Plan includes an urban street grid primarily made up of local streets that will intersect Dolley Madison Boulevard and Scotts Crossing Road at key locations to facilitate travel into and out of the area. The Proposed Master Plan also proposes a hierarchy of vehicular and pedestrian circulation paths that create urban blocks with appropriate scale and density.

For a multitude of reasons, Capital One envisions that the on-site grid of streets will be maintained privately, rather than being turned over to VDOT for public maintenance. First, such an arrangement permits additional flexibility and creativity for future development, permitting changes to the street grid without requiring concurrence from VDOT to vacate public streets. Second, VDOT’s maintenance of public streets throughout Northern Virginia is widely considered to be sub-par, given its budgetary constraints. Private street maintenance can eliminate these budgetary pressures and provide much more satisfactory maintenance. These factors, combined with the fact that many urban developments (such as Reston Town Center) continue to maintain private streets, argue in

favor of permitting private streets within the Capital One property, subject to appropriate maintenance standards and public access easements.

The existing signalized intersection at Dolley Madison Boulevard and what today is Capital One Drive will be retained and upgraded. The portions of Capital One Drive that intersect Dolley Madison Boulevard will be relocated and renamed Old Meadow Road, passing under the new elevated rail guideway and continuing as the primary street traversing the site. The ceremonial portion of Capital One Drive will be realigned to intersect with Scotts Crossing Road at a new signalized intersection that will match the grade of the proposed Scotts Crossing overpass, where it will also meet a realigned entrance to the Gates of McLean condominium complex. Old Springhouse Road will also be improved as a local street running parallel to the guideway for the rail line and will link the existing Capital One headquarters building to future development along Scotts Run Park and to a second, new signalized intersection with Scotts Crossing Road.

Each of these streets will vary in street width, details, and sectional development, as appropriate for its use. The street grid is augmented by a major pedestrian circulation path linking Scotts Run Park with a new civic plaza at the intersection of the retail area along Old Meadow Road.

The proposed grid of streets differs from and improves upon the conceptual street grid included in the Plan in several key respects. On Scotts Crossing Road, the proposed street grid maintains two access points for the Gates of McLean, as well as a connection to the Cleveland site owned by Cityline Partners. The exact location of each of those connections was heavily discussed with FCDOT as part of the preliminary design of the improvements to Scotts Crossing Road.

The proposed street grid eliminates a proposed new intersection with Dolley Madison Boulevard shown on the Comprehensive Plan's conceptual street grid. The proposed intersection would be located between the intersection with Capital One Drive/Old Meadow Road, and Scotts Crossing Road/Colshire Drive. Introducing a new signalized intersection in this particular location would create additional unacceptable traffic congestion along Dolley Madison Boulevard, while providing no real benefit to drivers. Due to the now-existing location of the Tysons-McLean Metro Station, the only location for an interchange here would also be uncomfortably close to the Scotts Crossing Stream Valley Park, and could require significant construction activities within the resource protection area to create a roadway that meets the Comprehensive Plan's streetscape standards. To improve upon site circulation, Capital One has elected to convert this roadway into a wide pedestrian avenue, which will connect the Capital One development with the Tysons-McLean Transit Station, eventually linking with the aerial connection that originates from the kiss and ride on the opposite side of Dolley Madison Boulevard. In this way, it also assures a connection with developments on the east side of Dolley Madison Boulevard. Assuming concurrence by Metro officials, this critical connection would remove Dolley Madison Boulevard as an impediment to greater pedestrian circulation within the area, providing better integration with the developments throughout the remainder of the Tysons East district.

Lastly, the proposed street grid eliminates an unnecessary connection to the back side of the existing Capital One building. Providing this connection would be unwieldy considering the fact that the existing building is slated to remain on the Property, and is unnecessary considering the pedestrian-friendly layout for that area, which also includes an elevated plaza to serve Building 11 and Building 12.

The proposed grid of streets complies with the Plan's guidance for the grid of streets in that it maintains conceptual connections with adjoining properties to preserve quality development for those properties, carefully constructs regular intersections without excessively skewed angles or dog legs, and maintains compact block sizes with a pedestrian-friendly environment that provides excellent access to the adjacent Tysons East Metro station.

E. Transportation Demand Management

Because the Capital One Property will be redeveloped as a mixed-use, transit oriented development ("TOD"), the amount of trip reduction varies for residential versus commercial uses. Research and experience recommend that trip reduction factors assigned to the site be distinct for each use. For that reason, the target vehicle trip reduction for the interim 2020 phase should be a combined 40%. For the final 2030 phase, reductions can be expected of 50% combined.

For residential uses, research from a study published by the Transportation Cooperative Research Program (Arrington and Cervero, 2008) of the Transportation Research Board found that residential TOD sites in the Washington Metropolitan region experience a high level of trip reduction by virtue of their location near transit. On average the traffic generated by these sites are 40% lower than the estimates provided by the ITE Trip Generation Manual. Other national research (Renne, 2005) surveyed hundreds of TOD households in peer cities to the Washington DC region (cities in the "Mature, Heavy Rail" category).

In addition to Washington DC, these regions include Miami, San Francisco, and Atlanta. For these regions, the average use of transit, walking, and bicycling to work was 29 percent, which encompasses both the internal trip capture ability of these sites as well as the provision of frequent transit service. One key finding of this national research is that TODs must be part of a larger string of TODs in order to be most effective. The vision for the redevelopment of Tysons Corner contained within the Comprehensive Plan is consistent with this finding. For commercial land uses, a transit oriented development yields similar benefits depending on the support of employers. A 1994 study (Rutherford et al., 1994) shows that in areas with high transit availability and high employer support of TDM services, a worksite can experience a 28.4 percent vehicle trip reduction factor. The introduction of additional TDM strategies such as telework programs can help increase vehicle trip reduction for an estimated total of 40 to 45 percent trip reduction.

F. Public Facilities Contributions

Capital One expects to make the following contributions to public facilities:

- Up to 0.87 acre of right-of-way for the Scotts Crossing connector road (subject to receiving density credit under Section 2-308 of the Zoning Ordinance and applicable credits to the Tysons Transportation Fund);
- A potentially significant contribution to higher education by sharing space with local community colleges or universities that are interested in expanding course offerings in Tysons Corner;
- Follow the Comprehensive Plan recommendations by constructing on-site athletic fields;
- A commitment to contribute a pro rata amount to efforts to restore and revitalize Scotts Run; and,
- The provision of publicly-accessible urban parks and civic plazas.

G. Streetscape and Urban Design Guidelines

The Proposed Master Plan embraces the urban design guidelines in the Comprehensive Plan. In doing so, it will create a sense of place and identity for the Tysons East neighborhood that is both vibrant and pedestrian-oriented, while also of appropriate urban scale for a transit-oriented development. A reconfigured street grid will accommodate a variety of engaging and integrated streetscapes. When completed, the grid of streets will encourage pedestrian-friendly activity in both the office and residential blocks by carefully locating parking and loading entrances to minimize curb cuts. Consistent street walls at build-to lines establish discrete urban blocks throughout the property, with ground floors devoted to visually and physically accessible community retail, restaurants, civic uses and lobbies. Building massing has been articulated appropriate to each building's use, with residential blocks utilizing lower ground floor platforms and carefully proportioned towers lining retail streets and green courtyards. Office towers are largely pushed to the site's periphery along the Capital Beltway and will help screen the elevated guideway for the Metro extension and the elevated Scotts Crossing overpass.

Parking is primarily located in below grade garages and in above-grade platforms for the office towers. Ground floor retail, civic uses, hotel space, single-loaded residential uses and extensive green screens wrap the above-grade parking along the major pedestrian streets to visually remove parking from the pedestrian environment.

H. Workforce and Affordable Housing

Because the residential buildings on the Capital One property are expected to be high-rise multi-family dwellings, they are specifically excluded from the County's Affordable Dwelling Unit ordinance. However, the recommendations for workforce housing in the Comprehensive Plan apply and Capital One will provide the recommended 20% workforce housing requirement on-site.

VI. Tysons Comprehensive Plan – Major Elements

Successful execution of the Comprehensive Plan depends on the achievement of its necessary elements, including compliance with the prescribed mix and arrangement of uses, provision of affordable and workforce housing, incorporation of green-building and stormwater management objectives, consolidation of properties, construction of transportation improvements, consideration of urban design guidelines, provision of urban parks, active recreation facilities and public facilities. As Tysons will develop in phases over many years, it is also important that each project not preclude development on adjacent properties. Capital One's Proposed Master Plan embodies the vision for Tysons Corner by carefully and comprehensively addressing each of these critical components.

A. Mix and arrangement of uses

As noted above, the Capital One property is located partially within 1/8 mile and wholly within ¼ mile of the Tysons-McLean Transit Station and is designated as "Transit Station Mixed-Use" under the Comprehensive Plan. In Transit Station Mixed-Use areas, the office component should not exceed 65% of the overall development, and a minimum residential component of 20% should be provided. Capital One's Proposed Master Plan includes 64% commercial office, 26% residential, 1.7% community retail, 1.1% civic uses, and 7% hotel. As such, it conforms to the land use pattern outlined in the Comprehensive Plan.

Further, as recommended in the Comprehensive Plan, the Proposed Master Plan locates the most intense commercial office buildings within 1/8 mile of the Tysons East Transit Station and along the Capital Beltway, and places the residential block in the center of the site and away from the Capital Beltway.

B. Affordable and workforce housing

As noted above, Capital One expects to meet the workforce housing requirement by providing adequately-sized workforce housing units on-site, with a mix of bedrooms similar to the overall mix for the market units. Price controls will comply with the Board's Workforce Dwelling Unit Administrative Policy Guidelines. Construction of Workforce Dwelling Units will occur simultaneously with the construction of selected residential buildings as part of the Proposed Master Plan.

C. Green building expectations

Consistent with the emphasis that Capital One has historically placed on protecting natural resources, the Proposed Master Plan contains extensive commitments to the environment. In 2005, Capital One installed one of the first vegetated or "green" roofs in Fairfax County on the existing conference center. More recently, the company installed an extensive system of pumps that permits reuse of rainwater in conjunction with on-site irrigation for the grounds and athletic fields. Capital One intends to carry many of these commitments forward in the Proposed Master Plan, which envisions a series of green and reflective roofs on each of the proposed buildings, bio-retention and low-impact measures to treat stormwater quality, and additional measures that promote less reliance on motor

vehicles. In conformance with the recommendations contained in the Comprehensive Plan, each of the new commercial office buildings on the Property will attain LEED Silver Certification (or its equivalent). Consistent with the Policy Plan, all residential buildings will attain a level of at least LEED Certified (or its equivalent).

D. Stormwater management

Current LEED standards require a redevelopment site to implement a Stormwater Management Plan that promotes the capture and retention of the stormwater runoff from the first inch of rainfall using acceptable Best Management Practices ("BMPs") with 80% Total Suspended Solids ("TSS") removal efficiency. To meet this requirement, three types of BMPs are proposed for the Capital One property: green roofs, natural open space, and bio-retention basins with an infiltration capacity. With these proposed BMPs, the requirements of the Public Facilities Manual ("PFM") and LEED stormwater quality controls will be met. As BMP designs evolve during the detailed design phase, other BMP options, including structured BMPs, may also be offered in the range of potential solutions.

LEED standards also require the post-development runoff discharge rate and volume to be at least 25% less than the pre-development values for the 2-year 24-hour design storm. The proposed BMPs discussed above (green roofs, natural open space, and bio-retention basins), will help alleviate the runoff discharge rate and volume. Furthermore, green roofs and heavy vegetation in the natural open space will greatly reduce the runoff generation. The bio-retention basins with an infiltration capacity reduce the runoff rate and volume through two functions: infiltration and storage.

A meaningful portion of the total roof area of the buildings on the Property will be vegetated. Bio-retention facilities will be located in streetscapes, parks and common areas to promote sustainable practices in an urban environment. These facilities will meet the site's PFM requirements, LEED requirements, and will also blend stormwater management into open space areas such as streetscapes and parks.

E. Consolidation performance objectives

The Areawide Guidance section of the Comprehensive Plan stresses the need to commit to a functioning grid of streets both on-site and off-site and to demonstrate how adjacent properties can be developed in conformance with the Comprehensive Plan. In the Scotts Run Crossing Sub-District of the Tysons East District, the goal for consolidation of parcels or coordinated development plans is 20 acres, which is easily met by Capital One's 26.2-acre property. Furthermore, Capital One is bounded on all sides by regional transportation arteries, which creates natural boundaries for certain local streets.

Capital One will continue to coordinate with all landowners within Tysons East, and particularly with those on the opposite side of Scotts Crossing Road: the Gates of McLean Condominium Association and the Cleveland site owned by Cityline Properties. As part of the extension of Scotts Crossing Road proposed by the County, the entrances to the Gates of

McLean and the Cleveland site will need to be relocated. Capital One is proposing to locate its two entrances on Scotts Crossing Road so that they will align directly with future entrances to the Gates of McLean and the Cleveland site, respectively. Such an alignment will create full, signalized intersections for both neighboring properties, which will greatly enhance their accessibility. In addition, Capital One has proposed a secondary vehicular access point to the Gates of McLean that will partially traverse Capital One's property.

F. Transportation

The Proposed Master Plan will be implemented in phases, with transportation improvements incorporated into each phase to add necessary multimodal capacity. Perhaps the most important improvements are the regional improvements to Scotts Crossing Road, which will be extended over the Capital Beltway and aligned with Jones Branch Drive. Capital One continues to work with FCDOT, VDOT and its neighbors as FCDOT designs an alignment for Scotts Crossing Road that respects all property owners and minimizes disruptions to the area's residents. Capital One has proposed one such alignment to FCDOT and has offered to dedicate the necessary right-of-way to the County at the appropriate time, should that particular alignment be selected. In return for dedicating this right-of-way, Capital One requests density credit under Section 2-308 of the Zoning Ordinance and applicable credits to the Tysons Transportation Fund.

The grid of streets is also an important piece of the Proposed Master Plan. The street network will be phased to the various development blocks so that as part of each phase, the grid of streets will become more robust and will direct more vehicle trips through the Capital One property, rather than forcing vehicles onto Dolley Madison Boulevard or Scotts Crossing Road. The grid of streets will also create an inviting streetscape for pedestrians and will foster easy connections to the Metrorail station.

The Traffic Impact Analysis ("TIA"), which is being submitted to FCDOT and VDOT under separate cover, includes assumptions for the year 2020 (interim condition) and 2030 (full build-out). Assumptions for the year 2020 include construction of the Capital One Headquarters Expansion Phase, the Residential Commons Phase and the Metro Station Phase. No changes to the location of Capital One Drive or Scotts Crossing Road are anticipated. Civic space is included, in the form of shared space for higher educational classes, and the total interim condition Transportation Demand Management ("TDM") goal is 35% reduction for Capital One Buildings Only. As the Residential Commons and Metro Station Phases are developed and early mixed use ensues, the total interim condition TDM goal is 40% site wide.

For build-out in approximately 2030, the TIA assumes that all five phases will have been constructed and Capital One Drive will have been relocated as required by construction of the Scotts Crossing Drive connector. For 2030, TDM reductions will increase to 50% site wide.

Although the TIA has made certain assumptions for the purposes of traffic management, Capital One would like to reserve the right to phase the project in accordance with market demand as long as it meets all of its proffer obligations.

G. Urban design

As the primary eastern gateway to the entire Tysons area, the Capital One property has a unique opportunity to establish an identifiable sense of place. Utilizing a reconfigured grid of streets integrated with clear and inviting pedestrian pathways, the Proposed Master Plan promotes a heightened level of connectivity between the Scotts Run Stream Valley Park, the Tysons-McLean Transit Station, and the new residential, civic and hotel blocks in the interior of the site. Along with a direct pedestrian connection to the Metrorail station at ground level (and with it a direct connection to the Colshire and Old Meadow Sub-Districts via the Metro bridge over Dolley Madison Boulevard), the Proposed Master Plan envisions a direct pedestrian pathway through the primary residential block which will terminate at the new public civic plaza at the intersection of Old Meadow Road and Capital One Drive. In addition to mediating the grade change from the Metro entrance to the civic plaza through a sequence of terraces, bridges and stairs, the pathway will incorporate the green roof courtyard formed by the primary residential structured parking platform.

The civic plaza at the end of this sequence will accommodate a variety of public amenities and will anchor the pedestrian-oriented retail. Furthermore, retail will extend all the way down Old Meadow Road toward Dolley Madison Boulevard where the pedestrian network rejoins the transit station through a landscaped plaza and walkway that integrates the multipurpose trail along Scotts Run and Dolley Madison Boulevard.

The pedestrian and vehicular networks are defined and strengthened by a consistent urban street wall, punctuated by pocket parks in various key places. Featuring attractive and accessible retail uses, civic space, and residential and office lobbies, the ground floor streetscape creates an engaging environment that extends out to carefully configured sidewalk and street sections appropriate to the surrounding land uses. Above-grade parking is largely pushed above street level and behind civic, hotel and single-loaded residential buildings. On non-residential streets, extensive green screens above ground floor pedestrian and vehicular entrances prevent above grade parking in those locations from creating dead zones in the streetscape. Rising above street level platforms at the build-to lines, office, residential and hotel towers are set back to create a skyline varied in both material and height. The towers will also be configured to preserve light and air throughout the development.

Residential towers rise from 120 feet to 210 feet and face retail streets, plazas and green parks. Larger office and hotel towers are located at the periphery of the site along the Capital Beltway, the elevated transit line and the elevated Scotts Crossing overpass, where they capture the higher densities and taller buildings appropriate for this transit-oriented development, at 225 feet to 400 feet.

H. Urban park standards

The Comprehensive Plan recommends an urban park standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees. With an estimated 984 to 1,230 dwelling

units, and 2 million square feet of additional office uses, the Capital One Property is expected to generate the need for 4.62 acres of parkland at full build-out. As part of the Proposed Master Plan, Capital One proposes to exceed the recommended amount by providing nearly 5 acres of urban parkland, divided among each block of the development as follows:

1. *Block A – Pocket Park.* An urban pocket park of approximately 0.05 acres will be associated with the new development on Block A. The park will be constructed with the development of the Capital One Headquarters Expansion Phase and will be installed between the existing conference center and the additional headquarters office building. As an urban pocket park, this area will be constructed with a combination of hardscape and softscape, creating a unique environment primarily designed for Capital One employees, residents, and other guests.
2. *Block B – Civic Plaza.* A civic plaza of 0.63 acres will be designed for the space adjacent to Buildings 3, 4, and 5 in the Hotel/Civic Plaza Phase.
3. *Block C – Common Green.* A common green will be installed with construction of the Residential Commons Phase. The area will be approximately 1.55 acres, and will contain passive recreation areas for residents and guests who wish to have a picnic, read on a warm day, or play an informal game of Frisbee. Active recreation area, in the form of two rectangular practice fields, will also be installed within the common green and may be scheduled during specific times of the day for use by community groups and athletic leagues. A children’s playground is also anticipated on a more protected leg of the park adjacent to park-level residential common space.
4. *Block C – Pocket Parks.* Three pocket parks containing 0.33 acres of land will be constructed primarily with softscape features, including shade trees. These are located at strategic points along the pedestrian network, including key connection points mediating grade changes into the common green.
5. *Block D – Urban Park.* An approximately 1.66-acre portion of the Capital One property will be set aside for use as both an urban park and as a stream valley park. The park will combine water features, a gently sloping hardscape area and walkways to encourage visitors to explore the more natural areas around the Scotts Run Stream Valley. This urban park is one of the focal points of the development and is envisioned as a gathering place where the natural elements of a restored Scotts Run Stream will meet with an urban oasis of hardscape and softscape, emphasized by a multitude of shade trees.
6. *Block E – Pocket Parks.* The final pocket parks will be located in the Financial Office Phase, and will connect the area between the two office towers. The parks will be used by residents and employees, and will total 0.63 acres.

I. Active recreation facilities

For over five years, Capital One has maintained temporary on-site athletic fields for the benefit of McLean Youth Soccer, Vienna Youth Soccer, and the Northern Virginia Travel League. Capital One continues to underwrite all expenses for construction and maintenance of these fields, and will continue to do so to the best of its ability until the fields are ultimately removed for construction of specific phases within the Proposed Master Plan. The Proposed Master Plan has been specifically designed with the idea that the temporary athletic fields may remain in place until their removal is required by construction of certain phases. Although ultimate phasing of construction will be determined by market demand, Capital One does not currently anticipate removing the temporary athletic fields during earlier phases of construction.

The Proposed Master Plan accommodates active recreational fields within the Residential Commons Phase. During that phase, a rectangular practice field of 100 feet by 150 feet will be constructed for use by the community. This field will be approximately $\frac{1}{2}$ the size of a full-size athletic field. In addition, Capital One proposes another athletic field adjacent to the first that will be 48 feet by 81 feet and is approximately $\frac{1}{4}$ the size of a full-size athletic fields. Capital One will request credit equal to 0.75 athletic fields for constructing and maintaining these synthetic fields for use by the general public and residents of the Property.

Space for an indoor health club is also proposed to be reserved within the Proposed Master Plan, although its exact location and timing of construction is subject to market forces.

J. Public facilities

Capital One is prepared to set an example for other projects in Tysons Corner by accommodating the following public facilities:

- Up to 0.87 acre of right-of-way for the Scotts Crossing connector road (subject to receiving density credit under Section 2-308 of the Zoning Ordinance and applicable credits to the Tysons Transportation Fund);
- A potentially significant contribution to higher education by sharing space with local community colleges or universities that are interested in expanding course offerings in Tysons Corner;
- Follow the Comprehensive Plan recommendations by constructing on-site athletic fields;
- A commitment to contribute a pro rata amount to efforts to restore and revitalize Scotts Run; and
- The provision of publicly-accessible urban parks and civic plazas.

K. Harmony with other properties

The Capital One property is bounded by the Capital Beltway, Dolley Madison Boulevard, and Scotts Crossing Road. The Capital Beltway is an Interstate Highway that will soon have six lanes in each direction. Dolley Madison Boulevard is a primary road that already has four travel lanes in each direction, plus associated turn lanes. Scotts Crossing Road is planned to be partially elevated to travel over the Capital Beltway, where it will connect to Jones Branch Drive. The Tysons East Metrorail station and the surrounding tracks for the rail line run along Dolley Madison Boulevard and have a combined maximum height of approximately 50 feet above the prevailing grade. These existing and planned transportation nodes create natural boundaries for the Capital One Property and naturally limit its integration with surrounding properties.

The grid of local streets for the Capital One Property will meet these natural boundaries at the edges of its property. However, several key intersections will help form a street grid to serve adjacent properties; Capital One will continue to work with affected property owners to ensure these alignments meet their needs.

Due to the Scotts Crossing extension over the Capital Beltway, FCDOT's proposed improvements to Scotts Crossing Road will require a realignment of the current intersection at Capital One Drive. Capital One has proposed an alignment and spacing of intersections along Scotts Crossing Road that will allow it to accommodate future entrances to the Cleveland site and the Gates of McLean Condominiums.

VII. Conceptual Development Plan Criteria

Exhibit A details each of the Conceptual Development Plan ("CDP") criteria contained in the Fairfax County Zoning Ordinance, and provides details about how the application meets each of the required criteria.

VIII. West*Gate Partial Proffer Condition Amendment

The Capital One property currently remains part of the larger West*Gate zoning approvals. As a result, the Property is subject to various proffered commitments associated with RZ 92-P-001, and its respective progeny. The approved West*Gate proffers are based on the previous version of the Comprehensive Plan for Tysons Corner, and restrict the overall 110-acre property to an FAR of 0.65, a limit that is no longer desirable or appropriate for the Capital One property given its proximity to the Tysons East Transit Station. The C-3 zoning district associated with the West*Gate approvals is no longer the preferred zoning designation in Tysons Corner. Instead, landowners within Tyson Corner's 1,700 acres who wish to avail themselves of the redevelopment options offered in the Comprehensive Plan must rezone their properties to the new PTC zoning district.

Over time, the zoning approvals for West*Gate have been modified with respect to density, land area, and other important features. Most recently, the Board of Supervisors approved a partial proffer condition amendment to remove 19.63 acres of land owned by The Mitre Corporation from the West*Gate approvals. Without removal of this property from West*Gate, MITRE's proposal at the time would have exceeded the remaining density

available under the West*Gate proffers. Likewise, Capital One's Proposed Master Plan envisions a development program at an intensity that is not only consistent with the approved Comprehensive Plan but is also highly desirable for both Capital One and the County. However, this development intensity will far exceed the intensity permitted under the existing West*Gate approvals.

The existing proffers for the West*Gate approvals permit a maximum FAR of 0.65 on the 110.69 acre property. Removing the Capital One property from the West*Gate approvals will not have an adverse impact on the overall 0.65 FAR density cap for the remainder of the West*Gate acreage, nor will it result in any single land bay exceeding the 1.0 FAR limit in the proffers. After removing the Capital One acreage, the remaining land area will have an FAR of 0.53.

All applicable West*Gate proffers relevant to the Capital One property have been fulfilled for the first phase of development, including transportation proffers requiring significant land dedications to the Dulles Rail and Capital Beltway construction projects, the implementation of Transportation Demand Management programs, and cash contributions to Tysons-wide transportation projects.

IX. Waivers and Modifications

A. Zoning Ordinance Section 2-414 – Setback Requirements

Capital One requests a waiver of the 75-foot setback for commercial buildings along the Capital Beltway to the layout shown on the CDP. Because the Comprehensive Plan envisions an urban area with dense development, the Proposed Master Plan shows commercial offices and the hotel within the 75-foot setback, at approximately the same distances as the existing Capital One headquarters building. Capital One has specifically designed its proposal so that all residential buildings are outside the required 200-foot setback. A noise study has been included with the application.

B. Public Facilities Manual Section 12-0514.6B – Utility Easements

Capital One requests a modification of the PFM requirements prohibiting trees from being placed within five feet of the boundary of a public sewer or public utility easement. With the urban nature of Capital One's proposal, this separation requirement is not achievable in certain locations without sacrificing desirable urban amenities such as additional tree cover and streetscape treatments.

C. Public Facilities Manual Section 12-0509.4E(5) – Tree Planting Width

Capital One requests a modification of Section 12-0509.4E(5) of the PFM to permit a reduction in tree planting width from 8 feet to 6 feet with structural soil amendments and/or structural cells approved by the Urban Forester.

D. Countywide Trails Plan – Regional Trail

The Countywide Trails Plan shows a regional trail alongside Interstate 495. Given the urban nature of this development, such a trail is not necessary.

E. Chesapeake Bay Exception Request

Capital One is also pursuing a Chesapeake Bay Exception request within the context of a separate application to address the encroachment into the Resource Protection Area ("RPA") based on previous development plans.

F. Underground Stormwater Detention Waiver

The Applicant hereby requests a waiver of Section 6-0303.8 of the PFM to permit the use of underground stormwater detention in residential areas.

G. Pumping of Stormwater

The Applicant hereby requests permission to pump underground stormwater management and/or water reuse facilities.

X. Conclusion

The Proposed Master Plan is entirely consistent with the Comprehensive Plan's transformative vision for Tysons Corner. It creates a harmonious balance of offices, street-level retail, civic space, and residences unified by an integrated multi-modal transportation network and connected open spaces. Capital One respectfully requests favorable consideration of this exciting application.

Shane M. Murphy
Cooley LLP

Date

**Capital One
Tysons Corner Final Development Plan
Capital One Headquarters Expansion Phase
June 30, 2011**

RECEIVED
Department of Planning & Zoning
JUL 01 2011
Zoning Evaluation Division

I. Introduction

Capital One Bank (USA), National Association ("Capital One") is the title owner of 26.2 acres of land in Tysons Corner, Fairfax County's business center. The property is located southeast of the Capital Beltway (I-495), north of Dolley Madison Boulevard (Route 123) and west of Scotts Crossing Road. The site for the proposed Final Development Plan ("FDP") is more specifically identified as a 12.77-acre portion of Fairfax County Tax Map 29-4 ((5)), Parcel A2 (the "FDP Property" or the "Property"). Within the FDP Property is the existing 14-story, 479,500 square-foot iconic office building that serves as Capital One's corporate headquarters, an associated 24,500 square-foot conference facility and an adjacent nine-level structured parking garage.

The FDP is submitted pursuant to RZ 2010-PR-021, the Capital One Master Plan (the "Master Plan"), which is still pending. The FDP includes construction of the initial phase of the Master Plan, which is identified as the Capital One Headquarters Expansion Phase ("Phase 1") of the Master Plan.

II. Background

Capital One was founded in 1988 by Richard Fairbank, based on his belief that the power of information, technology, and testing could be harnessed to bring highly customized financial products directly to consumers. Headquartered in Tysons Corner, Capital One is positioned to be the 5th largest bank by deposits in the United States and the largest online bank, offering a broad spectrum of financial products and services to consumers, small businesses, and commercial clients. With the acquisition of Chevy Chase Bank, Capital One has added approximately 1,000 branch locations in Virginia, Maryland, and the District of Columbia, as well as in New York, New Jersey, Louisiana, and Texas. Capital One also has international businesses in the United Kingdom and Canada, and recently announced it would seek to acquire online bank ING Direct.

Capital One has been widely recognized for its entrepreneurial culture, progressive workplace, and community engagement. The company was named to *Fortune Magazine's* list of "Top Companies for Leaders," ranking second in North America and fifth globally. In addition, Capital One has been named to *Fortune's* "100 Best Companies to Work For" and "20 Great Employers for New Grads." In addition, Capital One was named to *Business Week's* "Best Places to Launch a Career," *Working Mother's* "100 Best Companies" and *DiversityInc's* "Top 50 Companies for Diversity."

Among its many community initiatives, Capital One has been recognized for its partnership with the Fairfax County Public Schools and Junior Achievement in the "Finance

Park” program, which teaches middle school students the tenets of money management. To date, the program has served 33,000 students. After hosting the program for several years at its own headquarters, Capital One contributed toward the costs associated with constructing a permanent 20,000 square-foot financial literacy center in Fairfax, which was recently completed and will serve 14,000 students per year. Capital One has also voluntarily maintained temporary athletic fields on its campus that benefit youth athletic leagues, including McLean Youth Soccer, Vienna Youth Soccer, and the Northern Virginia Travel League.

According to the *Washington Business Journal*, Capital One is the largest company in Tysons Corner by revenue, and the eighth largest company in the region, where it employs more than 2,000 people. Capital One employs 28,000 worldwide.

For several years after its construction, Capital One’s Tysons Corner headquarters operated well below its designed capacity. Since 2010, due in part to the company’s acquisitions of Chevy Chase Bank and North Fork Bank, and more recently the proposed acquisition of ING Direct, Capital One has moved several hundred additional employees to its headquarters, which now includes over 1,000 employees. With these expansions, the headquarters building has reached capacity as steady growth continues throughout Capital One’s core businesses. This healthy growth has led Capital One to accelerate development of the Capital One Headquarters Expansion Phase, as shown on the pending Master Plan, which includes additional office space, a residential building, retail and civic space.

III. Proposed Development

Phase 1 consists of two separate buildings connected to a single parking structure that is partially above-grade and partially below-grade. The existing Capital One headquarters building and associated parking structure are shown as part of the FDP Property and will be retained (the parking structure will be removed as part of a future FDP).

Building 1 is a 511,112 square-foot office building that will nearly double the size of Capital One’s headquarters campus. The new building is anticipated to solidify Capital One’s presence in Tysons Corner. Due to Capital One’s anticipated space needs, the new building is proposed to be a maximum height of 266 feet, making the new building taller than the existing building.

Contained within the 511,112 square-foot office building is 43,737 square feet of civic space that will likely be utilized by a local college, university, or non-profit organization.

Building 2 is a residential structure that will provide approximately 67 market-rate housing units. This residential building, which is currently intended to serve as corporate residences for Capital One employees, will likely be constructed after the new office building, which is the most immediate need. Up to 6,314 square feet of retail space has also been reserved in the ground floor of Building 2.

Consistent with federal banking regulations, Capital One is required to maintain a publicly-accessible bank branch at its headquarters. As such, Capital One has designed a drive-in branch that will be located on the southeast corner of Building 2, with vehicular circulation and stacking to take place within the associated parking deck.

IV. Zoning Ordinance Criteria

As part of a rezoning application to the PTC zoning district, an applicant is required to demonstrate compliance with the Comprehensive Plan by adhering to a tiered intensity of development, contributing to a network of open spaces and urban parks, promoting environmental stewardship, implementing an urban grid of streets that complements development on adjacent properties, reducing the number of single occupancy vehicle trips by limiting the amount of provided parking, contributing to public facilities, applying the urban design guidelines specified in the Plan and contributing to workforce and affordable housing policies. The FDP submission, which adheres to the development program set forth in Capital One's pending Master Plan, furthers the vision for Tysons Corner by contributing to each of these critical elements.

A. Tiered Development Intensity

The Master Plan furthers the Comprehensive Plan recommendation that the highest intensities should be concentrated closest to the four Tysons transit stations, with certain exceptions. The FDP Property is located partially within 1/8 mile and partially within ¼ mile of the Tysons-McLean Transit Station. Building 1 will be a maximum of 266 feet in height, and Building 2 will be a maximum of 96 feet in height.

Capital One understands the County's preference to locate residential development away from the Capital Beltway and as a result has chosen to place the residential development associated with the Proposed Master Plan completely outside of the required 200-foot buffer, which places the residential development closer to the Tysons-McLean station. As such, some of the taller office buildings, including the office building associated with Phase 1, have instead been located within ¼ mile of the Tysons-McLean station. The Comprehensive Plan specifically permits such an arrangement within the Scotts Run Crossing Subdistrict because of the extensive elevated rights-of-way surrounding the Property, giving it an average grade of 25 to 35 feet below the Capital Beltway, the Dulles Rail Line, and the proposed Scotts Crossing extension.

B. Open Space and Urban Parks

Open space and urban parks are a very important component of the Master Plan. Phase 1 includes a small urban pocket park that will be located between the existing Capital One building and the Phase 1 facilities. Also as part of Phase 1, Capital One anticipates leaving the remainder of the property (including the property not associated with the FDP) as open space. The existing diamond athletic field, the smaller rectangle field, and the sport courts will remain.

C. Environmental Stewardship

Capital One is fully committed to the environment in every facet of its corporate operations. The existing development already benefits from several low-impact development techniques, including an innovative green roof on its conference center and a system designed to re-use rainwater for on-site irrigation. Phase 1 will continue a similar commitment to the natural environment by incorporating substantial commitments to environmental stewardship.

Consistent with the emphasis that Capital One has historically placed on protecting natural resources, the Phase 1 facilities contain extensive commitments to the environment. In 2005, Capital One installed one of the first vegetated or "green" roofs in Fairfax County on the existing conference center. The office building on Phase 1 similarly proposes an extensive green roof, as well as LEED Silver certification. The residential building will be LEED certified as well.

D. Urban Grid of Streets

An urban grid of streets is an integral part of any urban design and is of particular importance in the redevelopment of Tysons Corner, where the current suburban design includes long blocks and wide streets that create barriers to the free movement of pedestrians and give motorists fewer options to move around congested roadways.

The FDP implements the first phase of the enhanced grid of streets envisioned in the Capital One Master Plan by constructing a portion of Old Meadow Road on the northern boundary of the FDP Property. Old Meadow Road will connect the two sides of existing Capital One Drive, which will remain unchanged in this phase. In future phases, the portion of Capital One Drive on the eastern boundary of the FDP Property will be relocated and will become Old Springhouse Road. Old Meadow Road will then be extended and realigned, intersecting Dolley Madison Boulevard at the present location of Capital One Drive. The portion of Capital One Drive on the western boundary of the FDP Property will also be relocated closer to Building 1 in future phases.

For a multitude of reasons, Capital One envisions that the grid of streets within the FDP Property, including the proposed section of Old Meadow Road, will be maintained privately, rather than being turned over to VDOT for public maintenance. First, such an arrangement permits additional flexibility and creativity for future development, permitting changes to the street grid without requiring concurrence from VDOT to vacate public streets. Second, VDOT's maintenance of public streets throughout Northern Virginia is widely considered to be sub-par, given its budgetary constraints. Private street maintenance can eliminate these budgetary pressures and provide much more satisfactory maintenance. These factors, combined with the fact that many urban developments (such as Reston Town Center) continue to maintain private streets, argue in favor of permitting private streets within the Capital One property, subject to appropriate maintenance standards and public access easements.

E. Transportation Demand Management

The Capital One Property has an existing transportation demand management program in place for the existing Capital One headquarters building that will continue for all of the Phase 1 facilities.

F. Public Facilities Contributions

Phase 1 of the Master Plan provides nearly 45,000 square feet of civic space within Building 1 to be utilized indefinitely by a local college, university, or non-profit organization. Rental rates and other terms for use of the space are still under discussion.

G. Streetscape and Urban Design Guidelines

The Master Plan embraces the urban design criteria in the Comprehensive Plan and in Capital One's own Urban Design Guidelines. In doing so, it will create a sense of place and identity for the Tysons East neighborhood that is both vibrant and pedestrian-oriented, while also of appropriate urban scale for a transit-oriented development. A reconfigured street grid will accommodate a variety of engaging and integrated streetscapes. When completed, the grid of streets will encourage pedestrian-friendly activity in both the office and residential blocks by carefully locating parking and loading entrances to minimize curb cuts. Consistent street walls at build-to lines establish discrete urban blocks throughout the property, with ground floors devoted to visually and physically accessible community retail, restaurants, civic uses and lobbies. Building massing has been articulated appropriate to each building's use, with residential blocks utilizing lower ground floor platforms and carefully proportioned towers lining retail streets and green courtyards. Office towers are largely pushed to the site's periphery along the Capital Beltway and will help screen the elevated guideway for the Metro extension and the elevated Scotts Crossing overpass.

Parking is primarily located in below grade garages and in above-grade platforms for the office towers. Ground floor retail, civic uses, hotel space, single-loaded residential uses and extensive green screens wrap the above-grade parking along the major pedestrian streets to visually remove parking from the pedestrian environment.

For Phase 1, the urban streetscape begins to take form with the construction a portion of Old Meadow Road. Capital One Drive will remain in its same alignment until future phases, but Capital One plans to create usable urban open spaces between Building 1 and the existing Conference Center. An elevated pedestrian walkway will create easy access between the two office buildings and will enhance the security and privacy of Capital One's critical operations.

H. Workforce and Affordable Housing

Because the residential buildings on the Capital One property are expected to be high-rise multi-family dwellings, they are specifically excluded from the County's

Affordable Dwelling Unit ordinance. However, the recommendations for workforce housing in the Comprehensive Plan apply and Capital One will provide the recommended 20% workforce housing requirement on-site. Because the residential building associated with Phase 1 is primarily intended for use by Capital One, no workforce housing is anticipated. Additional workforce housing will be provided in future phases.

VI. Tysons Comprehensive Plan - Major Elements

Successful execution of the Tysons Corner Comprehensive Plan depends on the achievement of its necessary elements, including compliance with the prescribed mix and arrangement of uses, provision of affordable and workforce housing, incorporation of green-building and stormwater management objectives, consolidation of properties, construction of transportation improvements, consideration of urban design guidelines, provision of urban parks, active recreation facilities and public facilities. As Tysons will develop in phases over many years, it is also important that each project not preclude development on adjacent properties. Capital One's Master Plan embodies the vision for Tysons Corner by carefully and comprehensively addressing each of these critical components. The development of Phase 1 incrementally advances each of these goals.

A. Mix and arrangement of uses

The FDP property is located partially within 1/8 mile and partially within ¼ mile of the Tysons-McLean Metrorail Station. The entire Capital One property is designated as "Transit Station Mixed-Use" under the Comprehensive Plan. Phase 1 includes a mix of office, residential, civic and retail uses.

B. Affordable and workforce housing

As noted above, Capital One expects to meet the workforce housing requirement by providing adequately-sized workforce housing units on-site, with a mix of bedrooms similar to the overall mix for the market units. Price controls will comply with the Board's Workforce Dwelling Unit Administrative Policy Guidelines. Construction of Workforce Dwelling Units is not envisioned for Phase 1, but is anticipated to take place during future phases.

C. Green building expectations

Consistent with the emphasis that Capital One has historically placed on protecting natural resources, the Phase 1 facilities contain extensive commitments to the environment. In 2005, Capital One installed one of the first vegetated or "green" roofs in Fairfax County on the existing conference center. The office building on Phase 1 proposes an extensive green roof and LEED Silver certification. The residential building will be LEED certified as well.

D. Stormwater management

The FDP Property is within the Scotts Run Watershed. A prior site plan entitled "Capital One Phase I" (6385-SPV-04) modified the existing BMP pond and was approved for this site, providing a total drainage area of 27.5 ac with an associated C-Factor of 0.62. The existing on-site BMP facility was constructed with aforementioned site plan. The FDP site Property drains to the existing facility. The pond has a footprint area of 20,150 SF and an approximate storage volume of 90,000 CF. The existing BMP facility adequately serves the proposed improvements associated with the FDP.

The runoff curve number for existing condition of the FDP Property is 91 with 80% impervious area, and the runoff curve number for the proposed condition is 81 with 64% impervious area. The curve number and impervious percentage for the Phase 1 improvements are much lower than those for the existing condition. The PFM and LEED 3.0 requirements for stormwater quantity control have been achieved without any additional stormwater management facility. Although additional stormwater management facilities are not required for this application, the Applicant reserves the right to include underground stormwater management and if necessary, pump the stormwater to the site storm drainage system. The pump could be privately maintained.

The outfall area of this project beyond the onsite BMP facility includes a piped drainage system that outfalls into a SWM pond, which eventually outfalls into Scotts Run. At the confluence of the site's outfall and Scotts Run, the receiving watercourse exceeds 100 times the area of that portion of the FDP Property.

E. Consolidation performance objectives

The Areawide Guidance section of the Comprehensive Plan stresses the need to commit to a functioning grid of streets both on-site and off-site and to demonstrate how adjacent properties can be developed in conformance with the Comprehensive Plan. In the Scotts Run Crossing Sub-District of the Tysons East District, the goal for consolidation of parcels or coordinated development plans is 20 acres, which was easily met by the Master Plan for Capital One's 26.2-acre property. Furthermore, Capital One is bounded on all sides by regional transportation arteries, which creates natural boundaries for certain local streets.

Through Phase 1 and future phases, Capital One will continue to coordinate with all landowners within Tysons East, and particularly with those on the opposite side of Scotts Crossing Road: the Gates of McLean Condominium Association and the Cleveland site owned by Cityline Partners.

F. Transportation

A Traffic Impact Analysis ("TIA") was submitted earlier with the Proposed Master Plan. A separate TIA is not required for an FDP submission.

G. Urban design

The Master Plan embraces the urban design criteria in the Comprehensive Plan and in Capital One's own Urban Design Guidelines. In doing so, it will create a sense of place and identity for the Tysons East neighborhood that is both vibrant and pedestrian-oriented, while also of appropriate urban scale for a transit-oriented development. A reconfigured street grid will accommodate a variety of engaging and integrated streetscapes. When completed, the grid of streets will encourage pedestrian-friendly activity in both the office and residential blocks by carefully locating parking and loading entrances to minimize curb cuts. Consistent street walls at build-to lines establish discrete urban blocks throughout the property, with ground floors devoted to visually and physically accessible community retail, restaurants, civic uses and lobbies. Building massing has been articulated appropriate to each building's use, with residential blocks utilizing lower ground floor platforms and carefully proportioned towers lining retail streets and green courtyards. Office towers are largely pushed to the site's periphery along the Capital Beltway and will help screen the elevated guideway for the Metro extension and the elevated Scotts Crossing overpass.

Parking is primarily located in below grade garages and in above-grade platforms for the office towers. Ground floor retail, civic uses, hotel space, single-loaded residential uses and extensive green screens wrap the above-grade parking along the major pedestrian streets to visually remove parking from the pedestrian environment.

For Phase 1, the urban streetscape begins to take form with the construction a portion of Old Meadow Road. Capital One Drive will remain in its same alignment until future phases, but Capital One plans to create usable urban open spaces between Building 1 and the existing Conference Center. An elevated pedestrian walkway will create easy access between the two office buildings and will enhance the security and privacy of Capital One's critical operations.

H. Urban park standards

An urban pocket park of approximately 0.05 acres will be associated with the new development in Phase 1. The park will be installed between the existing conference center and the additional headquarters office building. As an urban pocket park, this area will be constructed with a combination of hardscape and softscape, creating a unique environment primarily designed for Capital One employees, residents, and other guests.

I. Active recreation facilities

For over five years, Capital One has maintained temporary on-site athletic fields for the benefit of McLean Youth Soccer, Vienna Youth Soccer, and the Northern Virginia Travel League. Capital One continues to underwrite all expenses for construction and maintenance of these fields, and will continue to do so to the best of its ability until the fields are ultimately removed for construction of specific phases within the Proposed Master Plan. The Proposed Master Plan has been specifically designed with the idea that the majority of the temporary athletic fields may remain in place until their removal is

required by construction of certain phases. Construction of the Phase 1 facilities will require the removal of the existing large rectangular field. The diamond field, the smaller rectangular field and the sport courts will remain until its removal is necessitated by future phases of development.

J. Public facilities

Phase 1 of the Master Plan provides nearly 45,000 square feet of civic space within Building 1 to be utilized indefinitely by a local college, university, or non-profit organization. Rental rates and other terms for use of the space are still under discussion.

K. Harmony with other properties

The Capital One property is bounded by the Capital Beltway, Dolley Madison Boulevard, and Scotts Crossing Road. The Capital Beltway is an Interstate Highway that will soon have six lanes in each direction. Dolley Madison Boulevard is a primary road that already has four travel lanes in each direction, plus associated turn lanes. Scotts Crossing Road is planned to be partially elevated to travel over the Capital Beltway, where it will connect to Jones Branch Drive. The Tysons East Metrorail station and the surrounding tracks for the rail line run along Dolley Madison Boulevard and have a combined maximum height of approximately 50 feet above the prevailing grade. These existing and planned transportation nodes create natural boundaries for the Capital One Property and naturally limit its integration with surrounding properties.

The grid of local streets for the Capital One Property will meet these natural boundaries at the edges of its property. However, several key intersections will help form a street grid to serve adjacent properties; Capital One will continue to work with affected property owners to ensure these alignments meet their needs.

Due to the Scotts Crossing extension over the Capital Beltway, FCDOT's proposed improvements to Scotts Crossing Road will require a realignment of the current intersection at Capital One Drive. Capital One has proposed an alignment and spacing of intersections along Scotts Crossing Road that will allow it to accommodate future entrances to the Cleveland site and the Gates of McLean Condominiums.

VII. Final Development Plan Criteria

Exhibit A details each of the FDP criteria contained in the Fairfax County Zoning Ordinance, and provides details about how the application meets each of the required criteria.

VIII. Conclusion

The Proposed Master Plan is entirely consistent with the Comprehensive Plan's transformative vision for Tysons Corner. It creates a harmonious balance of offices, street-level retail, civic space, and residences unified by an integrated multi-modal transportation

network and connected open spaces. Capital One respectfully requests favorable consideration of this exciting application.

 6.30.2011
Shane M. Murphy Date
Cooley LLP

462973 v1/RE

5. *The alignment of Old Meadow Road will be required to properly align with the street south of Rt. 123 in the final design.*

The alignment of Old Meadow Road was determined by the piers for the Metrorail project. Old Meadow Road was aligned to the extent possible recognizing there will be some lane transition until redevelopment occurs on the other side of the intersection.

6. *The lanes do not properly align where Old Springhouse Road crosses Scotts Crossing Road.*

The alignment for the intersection of Old Springhouse Road and Scotts Crossing Road was carefully coordinated with FCDOT as part of the JBC project. The alignment of lanes for the future development to the north recognizes that there is some transition required for the intersection and across the right-of-way for Scotts Crossing Road.

7. *The Right of Way and Limited Access lines along I-495 need to be clearly labeled. The note on the plans does not identify the myriad of lines along the I-495 frontage on sheet 3.*

Comment acknowledged. This change has been added to Sheet 3 of the CDP.

8. *Site entrances on public streets need to provide a width adequate for two way traffic.*

The parking garage entrances on public streets within the site are approximately 24' wide and loading entrances are 20' wide, which are all adequate for two way traffic.

9. *The additional entrance for the condos which crosses this site will need to be a CG-11 type street entrance.*

Comment acknowledged. This will be addressed as part of the FDP plans for the site.

10. *The traffic circle in front of the Cap One building will need to be signed for No Parking and No Stopping.*

The traffic circle in front of the existing Capital One building will be on a private section of Capital One Drive and Old Springhouse Road.



County of Fairfax, Virginia

MEMORANDUM

DATE: June 25, 2012

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: *Sterling Wheeler*
Sterling R. Wheeler, Chief
Policy and Plan Development Branch, DPZ

SUBJECT: Land Use Analysis: RZ/CDP/FDP 2010-PR-021, Capital One Bank

This memorandum, prepared by Matthew Ladd, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Concept Development Plan (CDP), Final Development Plan (FDP) and Rezoning (RZ) applications dated August 4, 2010, as revised through June 13, 2012, and the latest proffers dated June 15, 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.

DESCRIPTION OF THE APPLICATION

The subject rezoning application proposes a mixed-use, transit-oriented development located adjacent to the Tysons East Metro station, in the Tysons Corner Urban Center. The applicant proposes to rezone a 26.2 acre parcel from its current zoning of C-3 to the Planned Tysons Corner Urban (PTC) District. The applicant has filed a CDP for the entire site. The site is currently developed with a 14-story office building and associated parking structure, as well as several temporary playing fields. Under this application, the office building would remain, but the parking structure would be ultimately razed for redevelopment. The temporary fields will also be removed as development comes on-line. The development includes approximately 4.5 million square feet of new development in addition to the approximately 500,000 square feet of existing office uses. The total proposed land uses, including existing development, are approximately 3.2 million square feet of office space, 1.2 million square feet of residential space (with dwelling units ranging from a minimum of 800 to a maximum of 1,230), 420,000 square feet of hotel space, 110,000 square feet of ground floor retail, and 30,000 square feet for a community center. The application proposes three new public streets that serve the development and the surrounding area and a network of parks and plaza spaces, including a civic plaza adjacent to the Metro station and Scotts Run, a common green with athletic field in an interior courtyard surrounded by residential buildings, and another civic plaza adjacent to a proposed hotel.

The applicant has also submitted a FDP request for one block of development, called Block A or the Capital One Expansion Phase on the CDP. The FDP shows a 21-story (281 feet in height) office building and a 9-story (111 feet in height) hotel building. These buildings are both proposed to be built into an 8-story (80 feet in height) parking structure with a private park space on top. The FDP

also features a drive-through bank which will be located entirely within the parking structure. While the buildings shown on in this FDP represent the ultimate condition as shown on the CDP, many of the surrounding streets and landscaping will be revised with later FDP submissions to complete the ultimate layout of the site.

LOCATION AND CHARACTER OF THE AREA

The application property is located in the Scotts Run Crossing Subdistrict of the Tysons East District, as shown in the Tysons Corner Urban Center section of the Comprehensive Plan. The subject property is bounded three existing roadways. It is northwest of Dolley Madison Boulevard (Route 123), east of the Capital Beltway (I-495), southwest of Scotts Crossing Road. Scotts Crossing Road currently dead ends at the Beltway, but it is planned to be reconfigured as a bridge that would extend across the Beltway to connect the Tysons East District and the North Central District.

Land uses to the southeast of the subject property, across Route 123, include office buildings, Scotts Run and its associated stream valley park, and the future kiss and ride lot that will serve the Metro Station. Uses to the northeast of the subject property, across Scotts Crossing Road, include the Gates of McLean residential condominium community, a Resource Protection Area (RPA) associated with Scotts Run, and a vacant office building that is currently being used as staging for Metro construction. Some of the office buildings surrounding the subject property are proposed for redevelopment in pending PTC rezoning applications (RZ 2011-PR-009 and 010). Uses to the west, across the Beltway, include office buildings and the McLean Hilton Hotel.

COMPREHENSIVE PLAN CITATIONS:

Land Use

The Comprehensive Plan Area-wide Recommendations for Tysons may be accessed at:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf>

The Comprehensive Plan District Recommendations for Tysons may be accessed at:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons2.pdf>

In the Fairfax County Comprehensive Plan, 2011 Edition, Area II, Tysons Corner Urban Center, District Recommendations, as amended through June 22, 2010, on pages 150-154, the Plan states:

“Tysons East

Tysons East serves as a signature gateway for those coming to Tysons from the east. The defining focus of Tysons East will be Scotts Run Stream Valley Park, which is envisioned to be a great urban park and natural resource amenity surrounded by a mix of uses including office, residential, hotel, support retail and services. In addition, the area is a good location for institutional and public uses, such as educational and recreational facilities.

Scotts Run Stream Valley Park will be expanded through the stream valley and in adjacent areas to provide better access and connectivity throughout the Tysons East District. The park will become a major linear urban park and trail system with a variety of landscapes including wooded hills, meadows and ponds. It will provide a range of experiences, such as enjoying the outdoors and scenery, arts, performances and programs or participating in recreation. Intimate gardens with shady places of retreat could provide relief and gathering places for families, visitors and workers in Tysons.

Public and institutional facilities such as professional education, recreational, health and sports amenities should be located in this district. These amenities will be essential for attracting “creative class” households whose jobs could be located in Tysons.

The district is composed of four interconnected subdistricts, with all but one having direct access to Scotts Run. There are two office mixed use subdistricts and two urban residential subdistricts. One of the office mixed use subdistricts is Scotts Run Crossing, which is north of Route 123 abutting the Tysons East Metro station; the other is the Colshire Subdistrict south of Route 123. The two residential mixed use subdistricts are Old Meadow and Anderson.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the areawide and subdistrict guidance can be satisfied by development proposals...

SCOTTS RUN CROSSING AND COLSHIRE SUBDISTRICTS

The Scotts Run Crossing Subdistrict is comprised of about 58 acres and is bounded by the Dulles Airport Access Road (DAAR) on the north, Route 123 on the east and south, and the Capital Beltway on the west...

Redevelopment Option

Both subdistricts are planned to substantially redevelop with a mix of uses, with office as the predominant use. Each subdistrict is envisioned to become a mixed use area with an increased intensity and diversity of land use including more office and the addition of hotel, residential, support retail, and public and institutional uses. Because a key feature in both subdistricts is Scotts Run, redevelopment proposals should be designed in a manner that ensure this open space will become a more accessible resource-based urban park and areawide amenity. Redevelopment in these subdistricts should also contribute to stream and riparian buffer restoration efforts along Scotts Run.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- As indicated above, the vision for these subdistricts is to redevelop with significantly more intense office development, with the highest intensities near the Metro station. These subdistricts are also envisioned to become more diverse in land uses, to include hotel, residential and support retail uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
 - In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.
 - When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.
- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets.

- In the Scotts Run Crossing Subdistrict, two circulation improvements are planned -- a new ramp from the DAAR and the extension of Scotts Run Road over the Beltway. The location and configuration of Scotts Run Road may be adjusted at the time of development approval so as to preserve and make use of the existing right-of-way. Redevelopment along these alignments should provide right-of-way or otherwise accommodate these improvements, and should make appropriate contributions toward their construction costs...
- For both subdistricts, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.
- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- In addition, a specific public facility need is the provision of a fire station; this facility should be accommodated in this area's redevelopment.
- Building heights in these subdistricts range from 105 feet to 400 feet, depending upon location, as described below and conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations...
 - The Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR and Route 123. It is positioned along the Capital Beltway, and has an average grade 25 to 35 feet below the Beltway, the planned extension of Scotts Run Road over the Beltway, and the elevated Metro station. As a result, this subdistrict's building heights are between 175 and 400 feet. Building heights should be highest closest to the Metro station or along the Capital Beltway.

- A potential circulator alignment extends through these subdistricts, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.”

TYSONS COMPREHENSIVE PLAN LAND USE CATEGORY (page 22):
Transit Station Mixed Use

TYSONS COMPREHENSIVE PLAN BUILDING HEIGHT TIER (page 116):
Tier 1 (225’ – 400’) and Tier 2 (175’ – 225’)

LAND USE ANALYSIS

The land use analysis evaluates whether the application is in general conformance with Comprehensive Plan objectives such as land use, intensity, and consolidation.

Land Use

The subject application is designated as the Transit Station Mixed Use land use category on the Comprehensive Plan’s Conceptual Land Use Map for Tysons (page 22). The Plan defines the Residential Mixed Use land use category as follows (page 21-23):

“**Transit Station Mixed Use:** These areas are generally located near the Metro stations. They are planned for a balanced mix of retail, office, arts/civic, hotel, and residential uses. The overall percentage of office uses throughout all of the Transit Station Mixed Use areas should be approximately 65%. This target of office uses will help Tysons maintain a balance of land use and transportation over the next 20 years. Individual developments may have flexibility to build more than 65% office if other developments in the category are built or rezoned with a use mix that contains proportionately less office. The residential component should be on the order of 20% or more of the total development. It is anticipated that the land use mix will vary by TOD District or subdistrict. Some districts or subdistricts will have a concentration of offices and other areas will have a more residential character. In all cases, synergies between complementary land uses should be pursued to promote vibrant urban communities.”

The subject application proposes the following land use mix:

Land Use	Gross Floor Area (sq. ft.)	Percentage of Land Use	Land Use FAR (based on total site area including previously dedicated land)
Office	3,182,153	64.0%	2.50
Residential	1,229,608 (1,230 DUs maximum)	24.7%	0.97
Hotel	416,886	8.4%	0.33
Retail	110,876	2.2%	0.09
Public Facility	30,000	0.6%	0.02
Totals¹	4,969,523	100%	3.90

¹ Percentages and FAR may not add up to totals due to rounding.

The land use mix above is based on a maximum buildout of the subject property. The applicant is also proffering to a minimum floor area for each building (Proffer 7, June 15, 2012, Phasing Plan) and proffering to construct a minimum of 800 dwelling units on the property (Proffer 6, June 15, 2012, Proposed Development). These proffers will ensure that a balanced land use mix is maintained if the maximum development potential is not realized for the site.

The land use mix proposed for the subject applications follows the recommendations for the Transit Station Mixed Use category and is in general conformance with the Comprehensive Plan.

Intensity

In TOD Districts, the Comprehensive Plan links intensity to a property’s distance from a Metro station. For sites within 1/4 mile of a station, the Plan does not specify a maximum floor area ratio (FAR) (pages 23-24, 26-27).

“The highest intensities in Tysons should be built in areas closest to the Metro station entrance. Intensities should decrease as the walking distance from the stations increases. This reflects evidence from other urban areas that transit ridership is correlated with walking distance to rail stations. Following this pattern, the intensity of redevelopment projects within 1/4 mile of the Metro stations should be determined through the rezoning process; in other words, no individual site within these areas should be subject to a maximum FAR.”

The subject property is located entirely within 1/4 mile of the Tysons East station and is not subject to a maximum intensity. It should be noted that the Comprehensive Plan recommends that floor area

associated with public facilities not be included when calculating the intensity for applications in Tysons (page 24).

“To encourage public-private partnerships, when building space is provided for a public facility, the floor area of the facility should not be counted toward a development’s allowable FAR.”

The proposed intensity for the subject application after excluding the proposed 30,000 square feet of public facility space is 3.88 FAR. This intensity is in general conformance with the Comprehensive Plan.

Initial Development Level

The Comprehensive Plan sets an initial development level for office uses in Tysons and recommends that a Tysons-wide summary of existing and approved development be provided with all rezoning applications in Tysons (pages 24-26). On March 29, 2011, the Board of Supervisors directed the Planning Commission, working with staff, to develop a process to address the initial development level and other issues such as transportation funding.

The Planning Commission Tysons Committee recently published a draft strawman document summarizing its work to date. The committee is currently soliciting public comments on this document, which can be accessed at:

http://www.fairfaxcounty.gov/planning/tysons_docs/tysonscornerstrawman061412.pdf

The committee’s draft strawman lays out preliminary recommendations to the Board of Supervisors for funding transportation improvements in Tysons. The document also includes a preliminary recommendation regarding the initial development level (pages 14-16). This draft recommendation is being provided for informational purposes only and is subject to change with subsequent Planning Commission and Board actions.

“To address this issue, the Commission has proposed a funding recommendation that, if implemented, would provide for the timely completion of all of the currently identified transportation improvements for the 2050 time period. Implementing the proposed funding solution would result in a circumstance where limiting office development to the 2030 level, or determining if the IDL should be linked to the amount of office use approved at the CDP or FDP, would no longer be necessary.

RECOMMENDATION:

As the Planning Commission’s recommendations for financing infrastructure (identified above) addresses the increment beyond 2030, the Planning Commission recommends:

26) The Board direct staff to incorporate within the next Tysons-wide plan amendment text to increase or remove the current IDL of 45 million square feet of office use.”

The following table summarizes the built and approved (both CDP and FDP actions) office floor area in Tysons and the office space proposed with the subject application.

Category	CDP/GDP Office GFA (sq. ft)	FDP/GDP Office GFA (sq. ft.)
Existing Development ¹	26,862,000	26,862,000
Approved, Unbuilt Development ²	5,782,089	5,474,689
RZ 2011-PR-021	3,182,153	502,036
Total Office GFA	35,826,242	32,838,725

¹ Report to Board of Supervisors on Tysons Corner, October 2011

² Excludes 596,000 sq. ft. of office previously approved (CDP and FDP) for the subject property, which is being superseded by the subject application.

The office space proposed for the subject application, combined with existing and approved development, would not exceed the 45 million square feet set as the initial development level for office uses in the Comprehensive Plan.

Phasing Development to Transportation and Public Facilities

An important element of the Comprehensive Plan for Tysons is the guidance on phasing development to transportation improvements and public facilities (pages 29-31). Regarding transportation, the Plan states the following:

“Individual rezoning cases in Tysons should only be approved if the development is being phased to one of the following transportation funding mechanisms:

- A Tysons-wide CDA or a similar mechanism that provides the private sector’s share of the Tysons-wide transportation improvements needed by 2030;
- A smaller CDA or a similar mechanism that provides a significant component of the private sector’s share of the Tysons-wide improvements needed by 2030; or
- Other binding commitments to phase development to the funding or construction of one or more of the Tysons-wide improvements needed by 2030.”

The Plan also recognizes the critical role that the Tysons Transportation Fund plays in funding transportation improvements and the need to increase the contribution rate as part of a comprehensive funding strategy (page 71):

“Numerous small-scale improvements in Tysons Corner have been funded over the years through the Tysons Transportation Fund, a voluntary contribution for new commercial development. In 2009, the rate for this contribution was \$3.87 per square foot for non-residential development and \$859 per unit for residential development adjusted annually for inflation. However, this fund does not provide a stable and ongoing source of private sector

funding. Moreover, it would generate only a small percentage of the funding needed for the improvements listed in Table 7 that are required for the continued development of Tysons Corner. As part of an overall strategy for funding transportation needs, the contribution rate for the Tysons Transportation Fund should be reassessed.”

The Planning Commission Tysons Committee and the Tysons Partnership are continuing efforts to reach an agreement on a strategy for funding Tysons-wide transportation improvements. The applicant is proffering (Proffer 33, June 15, 2012, Special Transportation Assessment District) to support the creation of a Special Transportation Assessment District (STAD), but there is no contingency for the event that such a district is not created. Since the implementation of a STAD is not certain, the applicant should commit to phase development to the funding or construction of transportation improvements.

As an alternative to phasing development, the applicant should consider revising its proffers to be consistent with the Planning Commission Tysons Committee’s recently published draft strawman recommendations on transportation funding (web link provided in the Initial Development Level section). These draft recommendations are consistent with the vision of the Comprehensive Plan. The strawman document recommends that landowners and developers in Tysons should collectively fund \$506 million of the Tysons-wide road improvements recommended in the Comprehensive Plan. Of this total, the committee is recommending that half (\$256 million) be generated by a Tysons-wide tax district. The committee is recommending that the other half (\$256 million) be funded by properties seeking redevelopment within Tysons. The draft strawman recommends that properties seeking redevelopment should contribute the equivalent of either \$6.48 per square foot or \$5.63 per non-residential square foot and \$1,000 per dwelling unit for Tysons-wide road improvements. The document also discusses alternative funding mechanisms, including in-kind contributions. Such contributions would be in addition to Tysons Transportation Fund contributions that are intended to assist in the completion of the Tysons street grid.

The committee’s strawman recommendations are still in draft form and subject to change, but it is anticipated that the Planning Commission and Board of Supervisors will endorse a funding strategy prior to the public hearings on the subject application. The applicant’s draft proffers do address a Tysons-wide tax district, the STAD discussed above. The proffers also address additional contributions to Tysons-wide road improvements with the dedication of up to 1.65 acres of land for the construction of the Jones Branch Connector project. While this dedication could be considered as an in-kind contribution, it is not equivalent to the contribution levels recommended in the committee’s draft. As the discussions on transportation funding continue, it is expected that the applicant will revise the proffers to be consistent with the approach that is ultimately recommended by the Board.

Proffer 32 (June 15, 2012, Tysons Transportation Fund) includes a two-tiered approach to contributing to the Tysons Transportation Fund. The applicant is proposing to contribute \$4.07 per non-residential square foot (the current rate for Tysons) for the first phase of development (FDP 2010-PR-021) and \$6.44 per non-residential square foot for the remainder of the application. The

applicant is also proposing to contribute \$1,000 per market rate dwelling unit, which would exclude the 20% workforce dwelling units being proffered.

As recommended in the Plan citation above, staff is reassessing the contribution rates for this fund. The Planning Commission Tysons Committee's preliminary recommendation is to set the rate at \$6.44 per square foot of new non-residential development and \$1,000 per new dwelling unit. While these rates have not yet been adopted, they are consistent with the Comprehensive Plan recommendation that the rates be revised based on anticipated funding needs.

The new rates should be applied to the entire subject application, not just the later phases and market rate dwelling units. The recommendations for the new contribution rate were based on growth projections of all new development in Tysons. Allowing the first phase of the subject application to contribute a lower rate and exempting 20% of the total dwelling units from contributions could result in a shortfall of \$1.7 million when compared against the assumptions made when setting the recommended rates.

The issue of phasing development to transportation improvements is not yet resolved. It is anticipated that as the transportation funding recommendations are finalized, the applicant will revise the proffers to be in conformance with the Comprehensive Plan goals.

Affordable and Workforce Housing

The applicant is proposing to meet the Comprehensive Plan guidance for the provision of affordable and workforce housing (pages 33-35 and appended to this memo) by proffering to adhere to the Board of Supervisors' Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010. These guidelines may be accessed at:

http://www.fairfaxcounty.gov/dpz/tysonscorner/tysons_wdu_policy_guidelines_final_signed.pdf

The applicant is committing to provide 20% affordable and workforce units (WDUs) based on the total number of units provided (Proffer 55, June 15, 2012, Workforce Dwelling Units). Because this subject property is located completely within 1/4 mile of a Metro station and is not subject to a maximum intensity, there is no bonus intensity associated with this provision and no units are exempt from the 20% calculation. The applicant is requesting the flexibility to provide WDUs in a building separate from the building that generated the need. The Plan allows for such flexibility, as long as the WDUs are provided concurrently with the market rate units (page 34):

“The WDUs should be provided concurrently with market rate units or with some form of surety that they will be built.”

The Plan also recommends that applicants contribute \$3.00 per non-residential square foot toward affordable housing opportunities in Tysons (page 35):

“Non-residential development throughout Tysons should contribute a minimum of \$3.00 per nonresidential square foot (adjusted annually based on the Consumer Price Index) or at least 25 cents per nonresidential square foot over a period of time to be determined at the time of rezoning to a housing trust fund that will be used to create affordable and workforce housing opportunities in Tysons. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in Tysons through a partnership. If non-residential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

The provision of workforce housing should be viewed as a collective responsibility that will directly benefit employers in Tysons. New office, retail, and hotel developments will benefit from having a range of affordable housing opportunities within a short commuting distance of the jobs in Tysons.”

The applicant is proffering to contribute \$3.00 per square foot of non-residential space (Proffer 55C, June 15, 2012, Workforce Dwelling Units, Non-residential Affordable Housing Contribution) consistent with the Comprehensive Plan recommendations.

If the applicant commits to provide WDUs concurrently with market rate units, the application will be in general conformance with the Comprehensive Plan guidance on affordable and workforce housing.

Coordinated Development and Parcel Consolidation

The Comprehensive Plan’s consolidation guidance for the subject application is as follows (Tysons East Scotts Run Crossing Recommendations, page 152):

“Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

- In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.

- When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.”

The subject application includes 26 acres and meets the 20 acre consolidation goal in the Plan’s District Recommendations. It also includes areas within 1/8 mile and 1/4 mile from the Tysons East station. The Comprehensive Plan sets five specific objectives for consolidations (page 36):

“In all cases, consolidations or coordinated development plans should meet the following objectives:

- Commitment to a functioning grid of streets both on-site and off-site;
 - Conceptual engineering of streets that demonstrate connectivity to surrounding areas and satisfy the guidance in the Transportation section should be completed. Such engineering should be done in coordination with land owners in the surrounding area, and the proposed street alignments should be included in an official map, as described in the Transportation section.
 - If an official map has already been adopted for the area, the development proposal should be in conformance with the street alignments in the map.
- Provision of parks and open space as set forth in the Environmental Stewardship section of the Areawide Recommendations, either on-site or within the subdistrict through a partnership;
- Provision of land and/or building space for public facilities as set forth in the Public Facilities section of the Areawide Recommendations;
- Conformance with the guidance in the Urban Design section and any urban design guidelines for the district or subdistrict; and
- Demonstration of how adjacent parcels could be redeveloped in a manner that is compatible with the proposal and in conformance with the Plan.”

The subject application meets the first objective by providing a functioning street grid and working with County staff and other land owners in the Tysons East district through the Consolidated Traffic Impact Analysis (CTIA) process. In addition to providing a grid on-site, the applicant has worked with Cityline Partners, the owner of an adjacent site across Scotts Crossing Road, to relocate Old Springhouse Road to better align with a proposed street in the rezoning application for Cityline’s site.

The subject application meets the second objective by providing parks on-site, including 2 plazas and a common green. The quality of these parks and other park-related Plan objectives are being evaluated by Park Authority staff.

The subject application meets the third objective by providing 30,000 square feet within a mixed-use building for community and recreational programs. This is discussed further in the Public Facilities section of this memo.

The subject application meets the fourth objective by generally conforming to the Plan's urban design guidance, as described in the Urban Design section of this memo.

The subject application includes views of a massing model that include redevelopment proposals for surrounding properties that have submitted rezoning proposals. The application does not demonstrate how the Gates of McLean, located to the north, could redevelop in conformance with the Comprehensive Plan. However, the application is separated from this property by Scotts Crossing Road and the applicant has taken several steps to reduce the impacts on the adjacent property. First, the applicant is proffering to dedicate up to 1.65 acres for the expansion of Scotts Crossing Road across the Capital Beltway. This critical Tysons-wide transportation improvement can thus be accomplished with minimal property impacts to the Gates of McLean. Second, the applicant is proffering to construct an access road for the Gates of McLean to replace the access point that will be lost when the extension of Scotts Crossing Road is constructed.

The subject application is in general conformance with the Comprehensive Plan guidance for consolidation and coordinated development.

Public Facilities

The Comprehensive Plan's strategy for implementing public facilities to serve Tysons is to focus on dedications of land or building space with the initial rezoning applications in a district (page 91).

"Practices employed by the County in the past to provide space for public facilities in largely undeveloped suburban areas cannot be relied upon in an intensely developed area where most of the land is privately owned. In Tysons it will be critical that the land area or spaces for public uses are incorporated within private developments at no cost to the public sector.

While facilities may actually be constructed throughout the planning horizon based upon need, it is critical that space for most, if not all, of these facilities be secured as soon as possible. Therefore, rezoning proposals, through proffers, should commit to provide the necessary land and/or space to ensure that places will be available to construct facilities in concert with the pace of growth."

The Plan also encourages collaboration between land owners to better implement public facility objectives (page 91-92).

"In addition to facilitating public facility objectives through zoning actions, it may be necessary for landowners throughout Tysons to work collaboratively and creatively through private-private partnerships to meet public facility objectives."

While not a partnership in the traditional sense, the subject applicant is collectively meeting the Plan's public facility and athletic field objectives in coordination with another applicant in the Tysons East district (RZ 2011-PR-017, "The Commons"). When considered as a whole, these applications will be providing a full-size athletic field, a half-size athletic field, and a 30,000 square foot community center. The subject application is proffering to provide the half-size athletic field and the community center on-site. The Commons application, which is scheduled for public hearing in October, is proffering to provide the full-size athletic field on-site. These commitments are sufficient to meet the public facility and athletic field recommendations in the Comprehensive Plan for both applications, subject to proffers for public access for the athletic fields that are acceptable to the Park Authority.

The 30,000 square foot community center within the subject application is proposed to be built within an office building in the subject property. This space will be dedicated to the County. The applicant is proffering to cap construction costs at \$11,500,000 with a \$500,000 contingency fund. The applicant has submitted a preliminary cost estimate for this facility that raises some concerns about what costs will be counted toward the construction cap. For example, the cost estimate includes per square foot contributions toward affordable housing and the Tysons Transportation Fund that would not apply to public facility uses. In Proffer 13B (June 15, 2012, Public Facility, Total Construction Cost) the applicant proposes to include the following in the Total Construction Cost:

"For the purposes of this Proffer 13, Total Construction Cost of the Public Facility shall include hard construction costs of the Public Facility and the surrounding landscape and hardscape for the relevant building, design, special consultant services, permitting, construction administration services, quality control inspections, required Special Inspections Program inspections, independent cost estimating, utility connections and/or relocations and new services, and all other costs related thereto. For those costs that are not unique to the Public Facility but are attributable to the construction of the building itself, the Applicant shall include in the Total Construction Cost the pro rata share of the expense attributable to the Public Facility, as measured by the fraction of Public Facility as compared to the overall rentable square feet in the remainder of the building."

Costs such as landscaping associated with the mixed use building that houses the civic space should not be included within the construction cost cap. The applicant should provide staff with a construction cost estimate that includes anticipated features and amenities, which will likely be more cost effective to install at the time of construction. If these features exceed the cost cap, the applicant and staff should discuss increasing this cap or pursuing other methods to reduce costs.

The applicant's proffers also include an escalation clause on the public facility construction cost cap. This clause sets the start date for calculating escalation at five years after the rezoning is approved. This provision is not acceptable because the construction cost estimates being provided are based on 2012 costs. This clause should be modified to begin escalation when the rezoning is approved.

The public facility commitments proposed for the subject applications are in general conformance with the Comprehensive Plan, subject to revised proffers for the community center and athletic field determined to be acceptable to the County.

Parking

The Comprehensive Plan provides recommendations on maximizing the efficiency of parking to encourage transit use, walking, and bicycling; to limit the urban design impacts of parking; and to ensure that parking is priced such that spaces are available for those who choose to drive. The Plan recommends specific strategies for managing parking on pages 65-66:

“As the Tysons Corner area is developed, and the land use and transportation infrastructure matures, parking requirements should be examined to determine if they are adequate for the changing conditions. Rather than supplying parking for each individual use, parking should be treated as a common resource for multiple uses. Implementing this practice will reap many advantages in creating a more walkable environment. Providing transit service, an effective mix of uses, and an appropriate network of sidewalks will reduce automobile use and, consequently, the need to provide parking.

Additional methods listed below should be pursued to ensure the appropriate amount of parking is provided.

- Encouraging shared parking arrangements across parcel lines.
- Creating a parking management entity to coordinate shared parking efforts, enforce parking regulations, apply parking pricing strategies where beneficial, and monitor parking demand and supply regularly.
- Securing parking management agreements such as parking pricing.
- Unbundling parking from commercial and residential leases and sales.
- Allowing on-street parking, and where appropriate, counting those spaces towards parking requirements.
- Implementing “Smart Parking” technology to maximize parking utilization.
- Providing preferential parking for carpools, vanpools, and car-sharing vehicles.
- Reductions for shared parking on mixed use sites.”

Previous drafts of the proffers did not adequately address this issue, but the most recent draft includes a proffer (Proffer 25A, June 15, 2012, Parking, Residential Parking Spaces) that commits to unbundle parking from the sale or lease of residential dwelling units. This means that a dwelling units purchase price or lease rate will be exclusive of parking costs. In addition to helping the applicant achieve its transportation demand management goals, this strategy can reduce the cost of housing for residents who do not need a parking space (or multiple spaces).

URBAN DESIGN ANALYSIS

Several urban design issues have been identified and are discussed below.

Street Grid and Design

The Comprehensive Plan provides recommendations for both street grids (pages 46-47, 96, and appended to this memo) and street cross sections (pages 48-56).

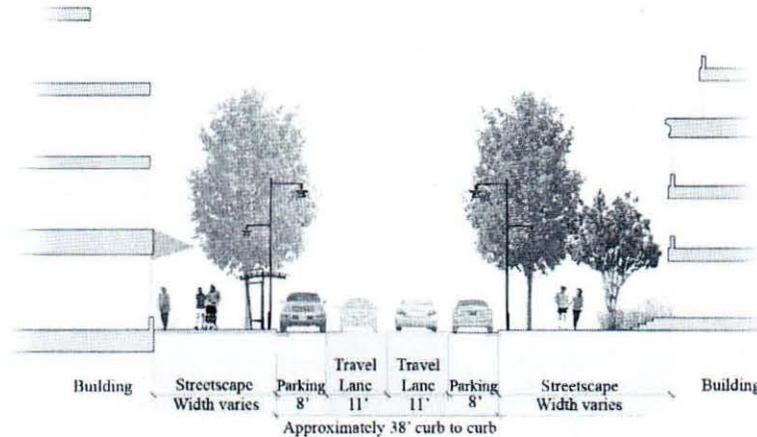
The application provides a street grid as envisioned in the Comprehensive Plan. The resulting blocks are generally in conformance with the Plan, which recommends block lengths ranging from 400 to 600 feet long and perimeters of less than 2,000 feet. Additionally, the longest blocks in the application (approximately 590 and 650 feet) feature mid-block pedestrian crossings, as recommended in the Plan.

The application includes three new streets: Capital One Drive, Old Meadow Road (extended from south of Route 123), and Old Springhouse Road. It also includes a widening of Scotts Crossing Road to accommodate increased multi-modal use when this street is extended across the Capital Beltway to Jones Branch Drive.

Capital One Drive is proposed as a local street with two travel lanes and two on-street parking lanes. Between Scotts Crossing Run and Old Meadow Road this street also includes striped bike lanes. The parking and bike lanes in this section are proposed to convert to travel lanes during the peak traffic periods in an arrangement called a “floating bike lane” that has been implemented in other cities. During the peak periods, the bike facility shifts to be adjacent to the curb. The applicant has designed these lanes to be 5 feet wide during the peak periods and 9 feet wide during off-peak periods, and the lanes will be clearly marked. While the Comprehensive Plan does not specifically address this approach, it generally meets the Plan goals for on-street bicycle lanes.

Old Meadow Road is designed as a local street with two travel lanes and two parking lanes. It meets the Comprehensive Plan recommendations for the design of a local street, as shown in Figure 8, “Local Street Section,” on page 55 of the Comprehensive Plan and provided below:

Figure 8
Local Street section



Old Springhouse Road is designed as a local street with one travel lane in each direction and a parking lane on the south side. This design is not consistent with the Comprehensive Plan, which recommends parking lanes on both sides of local streets (as shown in the image above). The north side of this street is proposed to be a transfer point for the circulator and other buses to the Tysons East Metro station. With no parking lane on the north side of the street, buses will need to stop in the only eastbound travel lane. The application currently shows the “Approximate Location of Potential Bus Drop Off” within the streetscape area. If the applicant intends to utilize this area for buses, the streetscape width would be reduced below the minimum recommended in the Plan (see Streetscape Design section). The applicant should redesign the street section and parking podiums to accommodate a parking/bus lane and bring the design of Old Springhouse Road into conformance with the Plan. As an alternative, the applicant could proffer to provide adequate space for bus stops when an FDP for Blocks C or D is submitted.

The widening and extension of Scotts Crossing Road (also known as the Jones Branch Connector) is generally in conformance with the avenue section in the Comprehensive Plan. This section is being designed by the Fairfax County Department of Transportation in coordination with the applicant. The applicant is proposing to dedicate up to 1.65 acres along its northeastern boundary to accommodate the widening. The current proposal for this street is 2 travel lanes in each direction, turn lanes at key intersections, dedicated lanes for the transit circulator system, and bike lanes in each direction. On-street parking, which the Plan recommends for all avenues, is not being proposed because the section is already 111 feet wide due to the width of the dedicated circulator right-of-way. Widening this section further to accommodate parking, as recommended in the Plan, could make the section difficult for pedestrians to cross in an area that is adjacent to a Metro station.

The proposed street grid is in general conformance with the Comprehensive Plan. The proposed street design is an outstanding issue which can be addressed by adding a parking/bus lane to Old Springhouse Road.

Streetscape Design

The Urban Design section of the Comprehensive Plan provides detailed guidance on streetscapes (pages 96-108 and appended to this memo). The Plan defines three streetscape zones: the landscape amenity panel, sidewalk, and building zone. Each zone serves a distinct purpose and has varying dimensions based on the adjacent street type and land use.

All three of the new streets proposed within the application area are designed as local streets. The proposed streetscape dimensions for these streets are consistent with Comprehensive Plan guidance. However, as noted in the Street Grid and Design section of this memo, the need for a parking/bus lane on the north side of Old Springhouse Road would require reducing the streetscape from 20 feet to approximately 12 feet. This would not meet the streetscape standards for a local street as recommended in the Comprehensive Plan (16 feet minimum width) and would likely mean that street trees could not be planted on this side of the street. The applicant should redesign this street to conform to both the recommended street and streetscape dimensions.

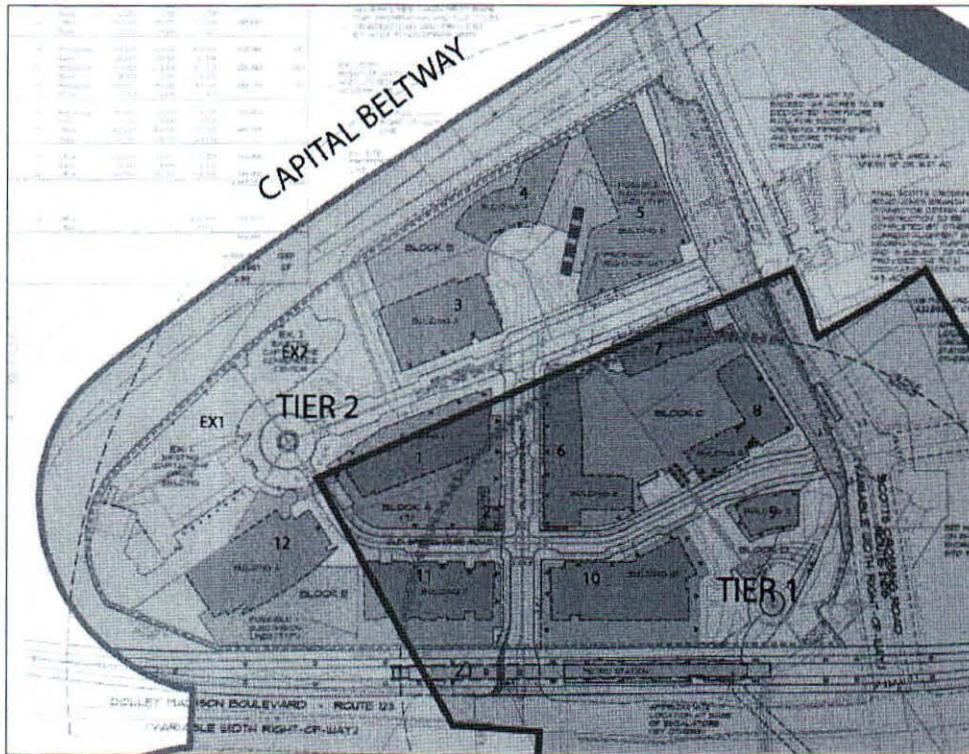
The streetscape dimensions for Scotts Crossing Road are consistent with the Plan recommendations for avenues.

In the context of the overall goals of the Comprehensive Plan, the streetscape designs proposed in the subject applications are in general conformance with the Plan, subject to resolution of the parking/bus lane issue on Old Springhouse Road.

Building Height

The subject property is split between two designations on the Comprehensive Plan's Conceptual Building Heights Map (page 116). The portion of the site closest to the Metro station is in Tier 1 (recommended maximum heights ranging from 225 to 400 feet), and the portion of the site closest to the Capital Beltway is in Tier 2 (recommended maximum heights ranging from 225 to 400 feet).

The following graphic shows the Conceptual Building Heights Map overlaid on the application area:



The following table compares the maximum heights recommended in the Conceptual Building Heights Map to that proposed range of heights for each building.

Building	Proposed Use	Comprehensive Plan Maximum Building Height Range (feet)	Proposed Building Height Range (feet)
EX1	Office (existing)	175 – 225	205
EX2	Office (existing)	175 – 225	42.5
1	Office/Retail	225 – 400	150 – 281
2	Hotel/Retail	225 – 400	75 – 111
3	Office/Civic	175 – 225	150 – 225
4	Hotel/Retail	175 – 225	150 – 293
5	Office/Retail	175 – 225	125 – 200
6	Residential/Retail	225 – 400	150 – 221
7	Residential/Retail	225 – 400	125 – 221
8	Residential/Retail	225 – 400	125 – 231
9	Residential/Retail	225 – 400	75 – 175
10	Office/Retail	225 – 400	200 – 305
11	Office/Retail	225 – 400	150 – 266
12	Office	175 – 225	300 - 395

In addition to the height guidance in the Areawide Recommendations, the District Recommendations for the subject property address building height (page 154).

“The Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR and Route 123. It is positioned along the Capital Beltway, and has an average grade 25 to 35 feet below the Beltway, the planned extension of Scotts Run Road over the Beltway, and the elevated Metro station. As a result, this subdistrict’s building heights are between 175 and 400 feet. Building heights should be highest closest to the Metro station or along the Capital Beltway.”

Based on the designations in the Conceptual Building Heights Map, Buildings 4 and 12, which are shaded in the table above, exceed the recommended maximums. Building 4 is located along the Capital Beltway, and the Plan recommendations for this subdistrict support additional height in that location. Building 12 is just outside of the conceptual boundary between Tier 1 and Tier 2. The pre-staffing comments for the application recommended shifting some of the density and additional height from Building 12 to Buildings 1, 10 and 11, which are located closer to the Metro station and are in Tier 1. The applicant demonstrated that doing so would create additional shadows in the civic plaza and common green adjacent to Buildings 1 and 10. Staff agrees that given the conceptual nature of the map and the potential impacts to open space, the proposed height of Building 12 is consistent with the Plan’s vision for this area.

When considered in the overall context of the application, the building heights proposed in the subject application are in general conformance with the Comprehensive Plan.

ADDITIONAL PLAN CITATIONS

In the Fairfax County Comprehensive Plan, 2011 Edition, Area II, Tysons Corner Urban Center, as amended through June 22, 2010, Areawide Recommendations, beginning on page 33, the Plan states:

“Affordable Housing

A critical aspect of the vision is to provide housing choices and ensure that a population with a variety of income levels has the ability to live in Tysons. The Policy Plan states that affordable housing should be located close to employment opportunities and should be a vital element in high density and mixed use development projects. A specific objective in the Policy Plan is to encourage affordable and workforce housing in Tysons. Affordable housing may include Affordable Dwelling Units (ADUs) required pursuant to the Zoning Ordinance and Workforce Dwelling Units (WDUs) administered consistent with the Board’s administrative policy guidelines for such units, or other such price controlled units that the Board deems to meet the intent of these provisions.

All projects with a residential component that seek to utilize the redevelopment option in the District Recommendations should provide 20% affordable and workforce dwelling units. These projects are allowed a 20% residential floor area bonus and flexibility in how and where Workforce Dwelling Units can be provided within Tysons.

Because development proposals within 1/4 mile of the Metro stations are not subject to a maximum intensity, the FAR proposed for rezoning applications in these areas is considered to include the bonus floor area allowed for meeting the affordable and workforce housing expectations.

For Affordable Dwelling Units (ADUs), the provisions of Part 8 of Article 2 of the Fairfax County Zoning Ordinance shall apply, unless the dwelling units proposed in the development are specifically exempted from compliance with the ADU Program.

For Workforce Dwelling Units (WDUs), the following housing conditions and the guidelines in the Housing section of the Policy Plan (except as modified below) apply to any residential development built under the redevelopment option, regardless of whether or not the development elects to utilize the available bonus density.

- 20% of the residential units in new developments should be affordable to households with incomes ranging from 50 to 120 percent of AMI (Area Median Income), as set forth in Table 1. Within 1/4 mile of the Metro stations, the 20% applies to the total number of dwelling units to be constructed in the proposed development. Beyond 1/4 mile of the Metro stations, any units created with bonus floor area should be excluded from the 20% WDU calculation. In a development that is required to provide ADUs, the ADUs and ADU bonus units may be deducted from the total number of dwelling units on which the WDU calculation is based.
- If required by the Zoning Ordinance, ADUs may be counted toward the 20% affordable housing objective identified in the previous bulleted item, above. Any such ADUs could be used to satisfy the lower income tiers identified in Table 1 for WDUs.

Table 1
Income Tiers for Workforce Dwelling Units

101-120% of AMI	5% of total units
81-100% of AMI	5% of total units
71-80% of AMI	5% of total units
61-70% of AMI	3% of total units
< 50-60% of AMI	2% of total units

- A maximum 20% increase in residential floor area is allowed for achieving the workforce housing objective. In mixed use developments, some of this increase in floor area may be used for commercial purposes. The percentage of non-residential and residential bonus floor area should be similar to the project's overall land use mix. In order to provide more flexibility with the bonus, the Policy Plan's size restrictions on bonus market rate units do not apply within Tysons.
- The WDUs provided should have a similar mix in the number of bedrooms as the market rate units. The minimum unit size of WDUs should be consistent with the Policy Plan.
- WDUs should be price controlled as set forth in the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines, adopted October 15, 2007 or as amended.
- WDUs are preferred to be provided on-site. However, developers may aggregate land for workforce housing off-site and/or transfer to others the responsibility for creating such units in building structures where the advantages of financing and operating affordable and workforce housing can be realized. Units provided in this manner should be located within Tysons, should be in general conformance with the applicable land use, intensity, public facility and urban design objectives, and should include all of the income tiers set forth in Table 1.
- Efforts should be made to preserve market rate housing units that are affordable to households earning below 120% of AMI. Land owners may meet their affordable housing objective by purchasing existing units and preserving their affordability as set forth in the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines, adopted October 15, 2007 or as amended. Redevelopment of existing housing units should satisfy Objective 11 in the Land Use section of the Policy Plan, including increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems.
- The WDUs should be provided concurrently with market rate units or with some form of surety that they will be built.
- Cash contributions in lieu of providing WDUs are not desired.
- Programs that capitalize either the development of housing or the incomes of households, such as low income housing tax credits, tax-exempt housing bonds, tax increment financing, tax abatement, or a County housing fund should be considered.

- Flexibility in the total number of WDUs provided may be considered for projects that meet additional housing needs that have been identified by the County. Examples include providing a higher proportion of units in the lowest income tiers or providing units with more bedrooms than would otherwise be expected. Such proposals should be evaluated on a case-by-case basis.
- Creative strategies for achieving housing objectives should be considered. This could include a system similar to wetlands banking in which a developer builds additional affordable and workforce dwelling units and the credit for providing the units is sold to another developer who has an obligation to provide affordable housing. Another strategy could be incorporating units into public buildings. Facilities for populations with special needs, including those who are homeless, should also be considered.

Non-residential development throughout Tysons should contribute a minimum of \$3.00 per nonresidential square foot (adjusted annually based on the Consumer Price Index) or at least 25 cents per nonresidential square foot over a period of time to be determined at the time of rezoning to a housing trust fund that will be used to create affordable and workforce housing opportunities in Tysons. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in Tysons through a partnership. If non-residential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

The provision of workforce housing should be viewed as a collective responsibility that will directly benefit employers in Tysons. New office, retail, and hotel developments will benefit from having a range of affordable housing opportunities within a short commuting distance of the jobs in Tysons.”

In the Fairfax County Comprehensive Plan, 2011 Edition, Area II, Tysons Corner Urban Center, as amended through June 22, 2010, Areawide Recommendations, beginning on page 96, the Plan states:

“Grid of Streets

Tysons currently consists of large superblocks with a relatively small number of streets. This places excessive reliance on the street system to move vehicle traffic, and the large block size inhibits transit use, pedestrian and bicycle movement. A grid of streets with smaller block sizes is typical in urban areas. It disperses vehicle traffic and improves mobility for pedestrians and bicyclists. A smaller block size will make a more walkable Tysons by creating convenient and short walk distances. A grid of streets concept is shown in Map 7. A perfect grid is unlikely in Tysons Corner due to the alignment of existing roads and topographical constraints. However, where possible, a grid of streets should be planned.

In planning the grid of streets, the following should be taken into consideration:

- Maximize continuity within the grid of streets.
- Avoid intersections with an acute angle, awkward dog legs, and intersections with more than four legs.
- Provide good pedestrian access to Metro stations.
- Block sizes should generally be within a 400 foot to 600 foot range with a maximum perimeter length of 2,000 feet.
- Any block longer than 600 feet should contain a mid-block pedestrian connection.
- Service streets should have sufficient rights-of-way to provide for a pleasant pedestrian environment where applicable.
- Block faces along Route 7 and Route 123 should ideally be 600 feet.
- Where possible, even spacing between intersections should be maintained.

With the provisions described above, the street network in Tysons Corner will be enhanced and will provide for greater network density and more direct connections between various locations, as well as better accommodating both cars and pedestrians. This network will contain more secondary (i.e., local and collector) streets, providing more choices for connectivity than the existing arterial network. Research and experience indicates that in areas with a fine grid of streets and a mix of land uses, people use transit more and make fewer auto trips than their neighbors in typical suburbs.”

In the Fairfax County Comprehensive Plan, 2011 Edition, Area II, Tysons Corner Urban Center, as amended through June 22, 2010, Areawide Recommendations, beginning on page 96, the Plan states:

“Street Grid and Block Pattern

The street grid will be the primary organizing element of the new urban Tysons. In contrast to the existing pattern of large, suburban blocks, new development should create smaller blocks through an interconnected system of streets. This street system will be more walkable, provide travel choices for pedestrians and motorists, and have breaks in building massing to help create a built environment that is appropriately scaled for pedestrian activity.

In order to implement the grid of streets and an urban block pattern, all proposals should provide for planned road improvements that follow the grid of streets and street types contained in the Transportation section.

In areas where preliminary design studies have identified the layout of new streets on an official street map, redevelopment plans should create a street and block network in accordance with the map. In cases where this is not feasible, the development team should work with staff to develop a response that achieves a level of connectivity that meets plan goals. In areas where such design studies have not been completed, the street and block network should follow the recommendations in the Transportation section and the following block size recommendations:

- Blocks should have a maximum perimeter of 2,000 feet, measured at the curb.
- Any block side longer than 600 feet should have a mid-block pedestrian connection.
- Examples include a pedestrian walkway, a service street with a sidewalk, or a publicly-accessible walkway through a building.
- The ratio of the longest side of a block to the shortest side is ideally less than 2:1 and should be no greater than 3:1.
- Due to topography and other existing conditions, some blocks may not be rectangular.

Streetscape Design

Attractive streetscapes include a well-designed road edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design should vary by the type of street and the adjacent land use, and should create a unifying theme along each of the roads to visually and physically link the various districts and sub-districts of Tysons.

Elements of streetscapes include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to enhance the quality of the pedestrian environment. The integration of the Metro station entrances into the streetscape is especially important to the success of the urban environment. The public realm at the station entrances should be attractive, highly visible, and able to safely accommodate high amounts of pedestrian activity.

Below are general recommendations for all streetscapes, which are followed by design recommendations for each individual streetscape type (Boulevards, Avenues, Collectors, and Local Streets). With the exception of International Drive, this hierarchy of streets is consistent with Map 7 and Table 3 in the Transportation section. International Drive should be considered a Boulevard streetscape type.

General Streetscape Recommendations

Definition of Streetscape Zones: The streetscape is composed of three zones (see illustrated streetscape cross-sections). The *landscape amenity panel* is located next to the curb and includes trees, lighting, bus stops, bicycle racks, parking meters, traffic signs, refuge strips, and other urban living infrastructure. The *sidewalk* is reserved for pedestrian movement and should not contain any street furniture. The *building zone* is located between the sidewalk and the building facade. The character of the building zone is determined by the adjacent land use.

Underground Utilities and Stormwater Infrastructure: Utilities and stormwater infrastructure should be placed underground and should be coordinated with future roadway improvements and sidewalks to foster a pedestrian-friendly environment. Such infrastructure should be located under sidewalks, parking lanes, or the building zone; it should not be located under street trees. To achieve this goal, detailed site analysis should take place early in the development process to avoid conflicts between utilities and proposed street tree locations. New development should provide underground utility conduits or provide commitments to facilitate future improvements. Utility boxes for phone, cable, electricity, natural gas, information systems and/or other services should be located to the rear or side of the development, along service alleys, within buildings, or placed in sub-grade vaults.

Street Lighting: Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to LEED light pollution requirements and County ordinances. Light fixtures should be full

cutoff and use energy-saving technology. Street lights should be located so as to not conflict with street trees at their projected maturity.

Design Alternatives: Where pre-existing site constraints might limit the ability of a development to satisfy all streetscape recommendations, some limited variation may be permitted if the proposed alternative meets or exceeds the standards established by this plan. Where flexibility is granted, the streetscape should include acceptable sidewalk widths, and an acceptable amount and location of street trees.

Streetscape Dimensions: In general, areas with higher pedestrian activity, such as major retail streets and the areas surrounding Metro stations should have wider sidewalks to accommodate increased pedestrian activity. Above all, consistent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages.

Public Safety: When locating street trees, other plantings, and amenities in proximity to roadways or within medians, safety and sight distance should be taken into consideration.

Streetscape Maintenance: Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner to maintain the entire streetscape area. In addition, when the streetscape is not entirely within the right-of-way, additional right-of-way or a public access easement may need to be provided for the portion of the streetscape located on private property.

Pedestrian Crossings: At pedestrian crossings, special pavement should be designed to create a well-delineated, ADA accessible and safe area for pedestrians to cross the street. Crossings at major streets should be highly visible and timed with signalized crossing systems. When medians are provided, they should be designed to create a safety island for pedestrians waiting to finish crossing the street.

Median Landscape Strip: New streets in Tysons are not expected to include medians except where they would facilitate pedestrian crossings. Where medians are provided, they should be planted with attractive landscaping. Consideration should be given to the use of attractive Low Impact Development techniques for stormwater remediation in this area.

On-Street Parking: Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a refuge strip. The refuge strip will allow passengers to exit parked cars without having to step into planted areas. Trees should be spaced appropriately to allow car doors to swing open without obstruction.

Planting in the Pedestrian Realm: Street trees should be planted in an environment that promotes healthy root growth and should be spaced no more than 50 feet apart. Only those varieties that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions such as pollution should be used. In addition to trees, vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Consideration should be given to the use of a broad palette of native and drought tolerant species. Supplemental plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hardscaped pedestrian access points. Where appropriate, special pavement treatments or hardscape elements may be considered to achieve both root-friendly design and pedestrian walkability within the streetscape. Irrigation should be provided.

Low Impact Development Techniques: Streetscape design should include innovative stormwater remediation design elements such as bioretention, permeable pavements, and incorporation of water collection and storage.

Street Furniture and Other Elements: Street furniture selections, such as benches, water fountains, and bike racks, should be consistent within each district. This may include the model, size, and finish. Fixed elements, such as light poles and parking meters, should be aligned within the landscape amenity panel so as to minimize the disruption of pedestrian flow...

Avenue, Collector, and Local Street Streetscapes

While avenues, collectors, and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. See Figures 11a, 11b and 12a and 12b.

For local streets, traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk "bulb outs" at intersections may be appropriate.

The following recommendations are provided for achieving the streetscape character for avenues, collectors, and local streets:

Landscape amenity panel: This zone should be a minimum of 8 feet wide along avenues and collectors and a minimum of 6 feet wide along local streets. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses.

Sidewalk: Sidewalks along avenues and collectors should be a minimum of 8 feet wide. Sidewalks along local streets should be a minimum of 6 feet wide.

Building Zone: This width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses."



County of Fairfax, Virginia

MEMORANDUM

DATE: June 21, 2012

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Angela Kadar Rodeheaver, Chief
Site Analysis Section, DOT *MAD for AKIR*

FILE: 3-4(RZ 2010-PR-021)

SUBJECT: SECOND ADDENDUM RZ 2010-PR-021/PCA 92-P-001-08; Capital One Bank
Land Identification Map: 29-4-((05))-A2

This department has reviewed the Conceptual Development Plan (CDP) revised through June 13, 2012; Final Development Plan (FDP) revised through June 13, 2012; and proffers revised through June 15, 2012.

Based on the information available for review, there appears to be multiple deficiencies associated with this application. The magnitude and number of these deficiencies leads this agency to recommend denial of this application. The issues are outlined below.

Transportation Demand Management (TDM)

- TDM is considered to be an essential tool for addressing transportation impacts associated with the land use densities in the Tysons Plan Amendment. TDM has the capability of reducing single-occupancy vehicular trips and promoting the use of alternative modes of transportation. Ensuring that an aggressive TDM program is pursued by new development in Tysons is critical to achieving the urban vision for Tysons that can be sustained by the transportation network. The Capital One site is located within 1/4 mile radius of the Tysons East Metrorail station, with large portions of the development within a 1/8 mile radius of the Metrorail station. Developments like Capital One, with close proximity to a Metrorail station and that propose a mix of land uses, are expected to have the most aggressive TDM programs in Tysons. The Capital One TDM program has adopted the trip reduction goals stated in the Tysons Plan Amendment.

Capital One has also modified their TDM program to reflect the County's new TDM approach that focuses more heavily on providing TDM program remedies and establishing a Tysons-wide Transportation Management Association (TMA). To this end, the applicant has proffered to remedy and penalty funds as well as contributions towards the creation of a TMA. Despite the applicant's progress with regards to TDM, the following issues will need to be addressed:

- The TDM Implementation Plan sets forth the bulk of the TDM program elements, monitoring provisions, and budgeting. FCDOT has provided comments on the Implementation Plan, but a revised version has not been provided for review. Because of the importance of this document in setting forth the TDM program, staff review is critical.
- The applicant's latest proffers indicate that contributions to the TMA will be done on a building-by-building basis. This timing is unacceptable since the contribution is intended to serve as the startup funds for the TMA. Providing contributions on a piecemeal basis is not conducive to the efficient creation of a TMA. A contribution

- reflective of the entire development should instead be provided at first RUP or non-RUP.
- The proffers also indicate that after five consecutive years of meeting trip reduction goals, the remaining remedy funds will be returned to the applicant. An agreement pertaining to the release of remedy funds is still being discussed. A potential recommendation is for funds to be released after three consecutive years and be contingent upon FCDOT approval only.

Transportation Funding

- The Tysons Transportation Fund is needed to help fund the extensive grid network proposed for Tysons. The amount the applicant has stipulated for the Capital One Headquarters Expansion Phase, \$4.07, is not adequate in satisfying that need. FCDOT staff has proposed a higher rate of \$6.44 for non-residential square footage, which was included in the applicant's proffers for all subsequent phases following the Capital One Expansion Phase. It is staff's recommendation that the \$6.44 rate should be applied uniformly to all development phases including the Capital One Expansion Phase.
- A second component of transportation funding is a financing mechanism for Table 7 Tysons-wide transportation improvements. The applicant's proffers contain a provision for a special transportation assessment district (STAD), yet a funding mechanism for these improvements has not been finalized and discussions continue with Fairfax County officials, staff, and Tysons landowners. Without a final determination on the funding mechanism it is unclear whether a commitment to a special transportation assessment district will be adequate. Further, the proffer language includes multiple conditions that appear to heavily restrict any future STAD such as length of duration and assessment level. It is anticipated that the funding plan for Tysons will be approved by the Board of Supervisors and be enforced by ordinance or separate agreement. The proffers for specific applications should not be dictating or restricting the terms of the financing agreement for Tysons.

Complete Streets and Street Cross Sections

- The Tysons Plan Amendment advocates for streets that accommodate all users including automobiles, transit, pedestrian, and bicycle. Through the Consolidated Traffic Impact Analysis, Old Meadow Road and Capital One Drive were identified as important collector streets due to their level of traffic and importance to the overall Tysons East grid. As a collector, the Tysons Plan Amendment recommends cross sections for two- and four lane roads that include on-street parking and on-road bike lanes. The current design of Old Meadow Road and Capital One Drive, however, are not in conformance with the Tysons Plan Amendment cross section recommendations.
 - Dedicated on-street parking that is available all-day is absent from portions of Capital One Drive and limited on Old Springhouse Road, a local street. On Capital One Drive, the applicant has instead provided on-street parking to be accommodated in a converted travel lane during off-peak hours only.
 - Bike lanes are not accommodated on Capital One Drive or Old Meadow Road. The combination of these streets is expected to be an important bike route to reach the areas west of Route 123 that will be subject to higher density redevelopment. Further, this provides a more direct link to the proposed bus, bike, and pedestrian bridge over I-495 to link to the Tysons Corner Mall area.

Instead of providing on-street bike lanes on Capital One Drive and Old Meadow Road, as recommend for these types of streets in the Tysons Plan Amendment, the applicant has proposed bike facility alternatives including a floating bike lane, on-street bike lane

on Route 123, and a cycle track on Route 123. For various reasons outlined below these alternatives are unsatisfactory. This issue remains unresolved.

- The latest version of the CDP includes a floating bike lane on Capital One Drive. The floating bike lane concept shifts the location of a five foot bike lane during peak and off-peak time periods. During off-peak, the bike lane would be located between the on-street parking and the single travel lane. In the peak, when a second travel lane is needed, the location would shift to the area between the second travel lane and the curb. The shifting bike lane and associated striping, may present additional confusion on the high-volume roadway. It is FCDOT staff's position that a clearly demarcated bike lane enhances the safety of bicyclists and the travelling public, as well as traffic operations on higher volume streets. Further, this proposal does not provide a comprehensive and connected bicycle network for this site. Old Meadow Road remains without any bicycle facility and thus an important portion of the bicycle route in this site is absent. To use Old Meadow Road a bicyclist has no other choice than to travel as a vehicle in the single available lane. Old Meadow Road is expected to carry approximately 1000 to 500 vehicles in the peak hour. The addition of bicycle traffic would negatively impact traffic capacity on what is already expected to be a street with limited capacity.
- A five foot bike lane was proposed on Route 123 as an alternative to providing a bike lane on site. Route 123, because of its classification as primary roadway and boulevard, would not be suitable for an on-road bike facility.
- The applicant has proposed a ten foot cycle track along one block of Route 123. The design provided by the applicant is too short in length and does not address the need for a continuous bicycle facility. Furthermore, the block where the cycle track is located is adjacent to the Tysons East Metrorail Station and two bus bays. A significant amount of pedestrian and transit traffic is expected to be generated at this location. As currently designed, the cycle track is located between the station entrance and the bus access requiring pedestrians to continually cross the cycle track to reach the bus area. This configuration presents safety and operational concerns for pedestrians and cyclists. Though a cycle track concept was evaluated as part of the Tysons Bicycle Master Plan, it is our agency's position that a cycle track as proposed by the applicant cannot serve as a substitute for on-road bike lanes for Capital One Drive and Old Meadow Road, a route that offers the best bicycle route alternative to Scotts Crossing Road to reach the area west of Route 123.
- Street cross sections should be done in conformance with the Transportation Design Standards for Tysons Corner Urban Center. Any necessary exceptions to VDOT standards should be identified and will need to be approved by VDOT. To date, the applicant has identified a potential waiver needed for narrow gutter pans on Old Meadow Road. The applicant notes that in the event the narrow gutter pans are not approved, the travel lane would be reduced to 10 feet. The Transportation Design Standards stipulate that 10 foot lanes are recommended for streets residential in character. Old Meadow Road does not meet this criterion and will require 11 foot lanes. In addition to the one waiver identified, a comprehensive list of waivers and exceptions should be provided to staff for review. VDOT approval of waivers and exceptions should be secured prior to future FDP approvals associated with this development.

Circulator and Transit Access

- The Capital One site is located immediately adjacent to the Tysons East Metrorail Station. Because of this, transit access should be accommodated to the greatest degree possible on the site. The Circulator Study has identified an area along Old Springhouse Road, between Buildings 6 and 8, as a potential bus stop area. The applicant's latest CDP includes a note for a

“potential bus drop off.” At least two bus bays adjacent to the travel lane will be needed in this approximate location to accommodate a future circulator or similar transit service. At the time of Final Development Plan (FDP), buildings and streetscape will have to be modified from what is currently shown on the CDP to accommodate the bus shelter area and necessary streetscape width. The applicant has agreed to provide construction and grading easements and electrical conduit needed for the installation of any transit shelter.

- The applicant's proffer includes a cost maximum for the construction of a second entrance to the Tysons East Metrorail station. It is FCDOT's position that a maximum should not be placed on the construction of this feature.

Roadway Phasing

- Public grid streets should be completed and dedicated as soon as possible in this development. The traffic volumes anticipated in this area necessitate that road links are available and built to their ultimate condition in early development phases. According to Sheet 15A of the CDP, the portion of Old Meadow Road closest to Route 123 will remain private until the third building phase. This leaves an important piece of the internal street grid undeveloped and outside of public ownership for an undetermined amount of time. There appears to be no impediment to constructing and dedicating this link in the prior development phase. The second building development phase should thus be revised to dedicate this portion of roadway and construct it in its ultimate condition.
- The applicant has agreed to construct a temporary access driveway and future access road that would connect the Capital One grid streets to the Gates of McLean once the Jones Branch Connector is completed. In the applicant's Residential Commons Phase it is expected that portions of the site's ultimate grid will be available for use and begin to attract vehicular traffic. At that time the temporary access driveway may pose a safety concern since the driveway's entrance is only 100 feet removed from the intersection of Capital One Drive and Scotts Crossing Road. This configuration compromises the stopping sight distance for vehicles on Capital One Drive. As a solution the applicant should either construct the future access road in the Residential Commons Phase or redesign the entrance of the temporary driveway so that it is further removed from the intersection.

Traffic Impact Analysis

- A Consolidated Traffic Impact Analysis (CTIA) for Tysons East was conducted by FCDOT. The analysis evaluated the combined impact of rezoning applications and future traffic growth in the Tysons East area. The recommendations of the Tysons East CTIA are reflected in the Capital One CDP. In addition to the CTIA, the applicant also completed a traffic impact analysis (TIA) for their development per state regulations. The TIA evaluated partial build out in 2020 and full build out of the development in 2030. The lane configuration recommendations from the applicant's individual TIA are comparable to those of the CTIA. Since the applicant's individual TIA had only partial build out in 2020, the transportation network will have to be carefully evaluated as portions of the development are submitted for FDP to ensure that the existing transportation network is adequate and that any potential interim transportation improvements are addressed.

Public Right-of-Way

The provision of public streets is critical to providing essential access and flexibility for the future transportation network in Tysons Corner. The sidewalks adjoining such streets are equally critical to the transportation network. Portions of Old Meadow Road, Capital One Drive, and Old Springhouse Road on the Capital One site offer substantial connectivity for the Tysons East area. As such, they are being proposed by the applicant as public streets. The CDP has

been revised to appropriately delineate the right-of-way extent to the back-of-sidewalk for all public streets. The applicant's proffers indicate that the streetscape will be under public ownership, but there are conditions placed on this action that are in excess of the Transportation Design Standards for Tysons Corner Urban Center or that are subject to VDOT permitting. It is unacceptable for the proffer to condition the provision of public sidewalks and streetscapes with these stipulations.

Jones Branch Connector

- The applicant and staff held multiple discussions about the alignment and lane configuration for Scotts Crossing Road and the Jones Branch Connector. As a result, the applicant made revisions to their proposed buildings in the interest of accommodating the future Circulator in exclusive right-of-way and the anticipated traffic volumes. The current CDP reflects those discussions. Furthermore, the applicant has agreed to provide any necessary construction and grading easements.
- The Jones Branch Connector is expected to connect Scotts Crossing Road to the I-495 Express Lanes and Jones Branch Drive in the Tysons North Central area. This improvement, which is identified in the Tysons Plan Amendment Table 7, is a crucial link between Tysons North Central and Tysons East that will enhance accessibility to the planned grid of streets for Tysons. The applicant has significant frontage along Scotts Crossing and has committed to dedicate 1.65 acres of right-of-way towards the completion of the Jones Branch Connector. The associated proffers, however, stipulate that the applicant's responsibility for dedication is extinguished in 2030. While it is anticipated that the Jones Branch Connector will be constructed prior to 2030, the applicant should not restrict their commitment to dedication. The right-of-way for this project should also be provided at project funding rather than at bid award. The proffers should be revised accordingly.
- During the course of the Jones Branch Connector project, the construction of an access road from Gates of McLean to the Capital One property was identified as an important connection to replace the secondary access for the Gates of McLean. The Jones Branch Connector project will construct the portion of the access road needed to connect to the temporary drive aisle that will be provided by the applicant. Staff recommended that the remaining portion of the access road should be constructed by Capital One with development on Block B. The applicant has proffered accordingly to the construction of the access road with the Block B phase. Considering the safety concerns identified earlier in this memo, however, the construction of this access road at an earlier time, such as with the dedication of Capital One Drive and Old Meadow Road or a redesign of the temporary access's entrance to Capital One Drive, would be preferable. This access road should be improved with sidewalks and landscaping so that it serves as a safe and attractive walkway. The CDP should be revised to show the access road's construction by the applicant as well as the provision of a public access easement for the portion on the Capital One site and leading to the intersection of Old Meadow Road and Capital One Drive.

Security

- The applicant has made reference to security concerns on-site. The CDP includes a photograph of bollards intended for the site, yet their location is not indicated in the CDP. Further, the most recent proffers have also added security walls. The applicant should provide a plan sheet that identifies the location of any security features.
- Proffers submitted by the applicant restrict the provision of public access to sidewalks and private streets that are located within "Capital One's security perimeter." Aside from the fact that this perimeter remains undefined, there are significant concerns presented by the potential to restrict public access on sidewalks and streets that should instead assist in creating an accessible and urban environment in Tysons East.

Entrances

- Loading entrances near the intersection of Old Meadow Road and Route 123 that may allow left turn movements still present a potential conflict with traffic operations. To alleviate this condition, the median on Old Meadow Road should be extended to the intersection of Old Meadow Road and Old Springhouse. Otherwise, these entrances should be removed or relocated.
- The parking entrance for Building 7 in Block C will conflict with traffic on Capital One Drive and further reduce capacity. Because the parking for the entire block is shared and can be accessed from other locations along the block, the applicant should relocate the entrance to eliminate this conflict.

Other CDP Comments

- Sight distance lines should be displayed for driveway entrances as well as intersections. Sign locations should also be added to the sight distance analysis.
- A flush median is shown on a portion of Capital One Drive. Flush medians may not offer sufficient pedestrian refuge. In general, a median does not appear to be necessary on this street.
- The circulation plan shows an existing walkway to remain on Route 123 between Scotts Crossing Road and the Metro Station. Considering the importance of providing pedestrian access to the Metro Station, an improvement to the sidewalk in this location to ensure consistent streetscape would be desirable.
- There is only one pedestrian crosswalk across Route 123 at Old Meadow Road shown on Sheet 11. The applicant, however, has agreed to provide an additional crosswalk in this location subject to VDOT approval.
- In discussions with VDOT, and as part of Capital One's TIA, a need for a barrier-separated left turn into Old Meadow Road from Route 123 was identified. The applicant has included this improvement in their proffer, but the CDP should be revised to demonstrate this off-site improvement as well.
- While a functional drawing of the roadway network was provided by the applicant and sent to VDOT for review, official comments from VDOT on this drawing have not been received.

Other FDP Comments

- The existing striping on Scotts Crossing Road near the Cleveland site entrance is problematic. Traffic exiting the Cleveland site appears to conflict with traffic turning left into Capital One's maintenance entrance. This existing condition should be remedied by either striping the left turn lane currently shown or modifying the medians to provide greater direction for vehicles and shifting the left turn lane to the east.
- A public access easement should be provided for the portion of Old Meadow Road that access the surface parking for the athletic fields.
- Bicycle parking quantity and locations are not sufficiently identified. Bicycle parking should be provided in garages and clearly depicted on the FDP. The amount of surface and garage bicycle parking should also be present on FDP sheets for review.

Other Proffer Comments

- The internal grid streets that are intended to be public should be clearly described in the proffer so that they adequately detail the number of lanes, parking conditions, and any additional transportation improvements.

Ms. Barbara Berlin, Director
June 21, 2012
Page 7 of 7

- Many aspects of this application are expected to be resolved at the FDP stage including transportation infrastructure improvements and the transit facilities. Because of the importance of these issues it is our recommendation that the any FDP associated with this development also receive approval from the Board of Supervisors.
- A multi-modal transportation hub, which may include a bicycle station and bicycle sharing, is recommended in the Tysons Plan Amendment for areas near Metro stations. Capital One, because of its proximity to the Tysons East Metrorail Station, has made a proffer commitment to provide construction details for this facility with the FDP of their Metro Station Phase. Despite language, it remains unclear that the applicant will, in fact, provide the facility.

AKR/MEC



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

GREGORY A. WHIRLEY
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

March 6, 2012

Ms. Barbara Berlin
Director of Planning and Zoning
Office of Comprehensive Planning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5511

Re: RZ 2010-PTC-2 Capital One
Tax Map # 29-4((05)) 000A2
Fairfax County

Dear Ms. Berlin:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, your proposed rezoning was submitted to the Virginia Department of Transportation (VDOT) for review on December 5, 2011, and received on January 25, 2012.

We have evaluated the rezoning and prepared comments on the results of our evaluation. The comments present our key findings as well as detailed comments on the future transportation improvements which will be needed to support the current and planned development in the study area.

Our comments are attached to assist the Planning Department, the Planning Commission and the Board of Supervisors in their decision making process regarding the rezoning.

Please arrange to have these comments included in the official public records, and to have both this letter and the VDOT comments placed in the official file for this rezoning. VDOT will make these documents available to the public through various means, and may post them to the VDOT website.

Please contact me if you have any further questions regarding these comments.

Sincerely,

A handwritten signature in cursive script that reads "Kevin Nelson".

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver

527Info2010-PTC-2rz2CapitalOne3-6-12BB



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

GREGORY A. WHIRLEY
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

March 6, 2012

Ms. Barbara Berlin
Director of Planning and Zoning
Office of Comprehensive Planning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5511

Re: RZ 2010-PTC-2 Capital One
Chapter 527 Comments
Tax Map # 29-4((05)) 000A2
Fairfax County

Dear Ms. Berlin:

VDOT has reviewed the above plan and traffic impact study submitted on December 5, 2011, and received on January 25, 2012. This site is located east of I-495, north of Route 123 (Dolley Madison Boulevard), and south and west of Scotts Crossing Road. The site currently consists of an office building with approximately 479,500 square feet of space, a conference center with approximately 24,500 square feet of space and a parking garage. Currently, access to these buildings is provided along existing Capital One Drive, which intersects Route 123 opposite Old Meadow Road, and intersects Scotts Crossing Road just south of its terminus. The proposed rezoning of this property would allow for a transit station mixed-use development with approximately 2,708,580 square feet of new office space, 1,230 new residential units, 90,520 square feet of retail, a 614-room hotel, and approximately 54,840 square feet of new civic space. For purposes of the analysis, there were two phases considered for this project; the first phase is anticipated to be completed in 2020 with full build-out completed in 2030. Full build-out of the development will generate approximately 2,248 trips during the weekday morning peak hour and 2,660 trips during the weekday afternoon peak hour. The development will generate approximately 20,267 average weekday daily trips.

Accuracy of the Traffic Impact Analysis

The methodologies and assumptions used in the traffic impact analysis are based upon the results of a scope of work meeting held by VDOT and the locality. We have following minor comments which will not impact the results in the report:

1. Figure 20 (Future Conditions) shows some background roadway improvements for the intersections of Scotts Crossing Road with the Gates of McLean Driveway and the WestGroup Driveway. The text does not describe these planned geometric improvements between the existing and future conditions.

2. Figure 23 shows a different geometric configuration for the northbound approach of Scotts Crossing Road at the Gates of McLean Driveway than used in the Synchro analysis. The Synchro analysis configuration is consistent with the rest of the study.
3. Figure 25 shows a different geometric configuration for the northbound approach of Scotts Crossing Road at the Gates of McLean Driveway than used in the Synchro analysis. However, this time the Figure 25 configuration is consistent with the rest of the study.
4. Figure 30 shows a different geometric configuration for the northbound approach of Scotts Crossing Road with the Gates of McLean Driveway than used in the Synchro analysis. The Synchro analysis configuration is consistent with the rest of the study.

Comments on the Recommended Improvements

5. All locations where overlaps or other signal operation changes have been proposed will require signal modification plans.
6. Most of the proposed mitigation measure recommendations involve changing signal timings. Retiming of individual signals can have a system wide impact on the network. Therefore, the impact of such an action should be analyzed for entire corridor or network. Also, other mitigation measures should be considered in the event signal timing changes are not implemented.

Additional VDOT Recommendations/Comments

7. Although a signal appears warranted based on the analysis for the projected traffic, we recommend a signal warrant study be re-examined no earlier than one year prior to build out of the project. The signal warrant study needs to be provided in a separate booklet and alternatives other than a traffic signal should be provided in the study. As of July 1, 2009, all warrant studies should be signed and sealed by a professional engineer registered in the Commonwealth of Virginia.
8. At the Route 123/Old Meadow Road intersection, the eastbound left turn lane should be extended along Dolly Madison Boulevard to Old Meadow Road/Capital One Drive if it does not interfere with the WMATA plan.
9. Provide a separate northbound left turn lane from Scotts Crossing Road into Old Springhouse Road. The study shows projected left turn traffic volumes of 313 and 444 (AM Peak Hour) for Year 2020 and 2025, warranting a left turn lane. Although Fairfax County desires to have narrow roadway sections as their policy, the left turn lane is needed for the safe operation of the roadway.

10. The proposed signal at Scotts Crossing Road/WestGroup Driveway/Old Springhouse Road would be too close to the existing traffic signal at Route 123 (Dolley Madison Boulevard) and Scotts Crossing Road. This spacing may not meet the signal spacing standards in the access management standards for the Tysons area. Therefore, an operational analysis of the two signals is required before initiating the design of the proposed signal.

Concerns

11. We also need a coordinated approach to consider the impact of other projects (for which TIA's are under review) in close proximity to this site.

In general, the TIA is consistent with the 527 guidelines. Please contact me if you have any further questions regarding these comments.

Sincerely,



Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver

527Info2010-PTC-2rz2CapitalOneComments3-6-12BB



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

June 21, 2012

GREGORY A. WHIRLEY
COMMISSIONER

To: Ms. Barbara Berlin
Director, Zoning Evaluation Division

From: Kevin Nelson
Virginia Department of Transportation – Land Development Section

Subject: RZ 2010-PR-021 & PCA 1992-P-001-08 Capital One Bank NA
Tax Map # 29-4((05)) A2

All submittals subsequent to the first submittal shall provide a response letter to the previous VDOT comments. Submittals without comment response letters are considered incomplete and will be returned without review.

I have reviewed the above plan submitted on June 7, 2012, and received June 7, 2012. The following comments are offered in addition to those provided on May 7, 2012:

15. VDOT does not support the L shaped intersection from Capital One Drive to Old Meadow Road.
16. The right turn lane on Old Meadow Road at Rt. 123 continues to be too short for practical use.
17. Why isn't the Old Meadow Road connection moved one segment east between the Metro piers to provide more separation of this intersection from the I-495 interchange?
18. The proposed western access for the "Gates" property should be a public street. VDOT does not want a privately maintained street in VDOT right of way.
19. Scotts Run crossing should be fully constructed to the ultimate condition between Capital One Drive and Rt. 123.
20. Parking on the site should be reduced to provide more encouragement in meeting the TDM goals.
21. An Interchange Modification request should be considered to evaluate the possibility of a spur off of the I-495 ramp which could provide access to the eastbound left turn lanes into the site. The median separator for the left turn lanes on Rt. 123 would still be required.

If you have any questions, please call me.

cc: Ms. Angela Rodeheaver
fairfaxrezoning2010-PR-021rz5CapitalOneBankNA6-21-12BB

We Keep Virginia Moving



County of Fairfax, Virginia

MEMORANDUM

DATE: June 21, 2012

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

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

SUBJECT: OCR Comments (ADDENDUM #1)
RZ/FDP 2010 PR-021

The Office of Community Revitalization (OCR) has reviewed the above referenced rezoning, including the CDP and FDP marked as "Received" by the Planning and Zoning Department on June 13, 2012 and Draft Proffers dated June 15, 2012. The following analysis and recommendations are offered for consideration regarding this application and are an addendum to OCR's memo dated May 31, 2012.

RZ 2010 PR-021

General Comments:

The overall design meets the Urban Design intent of the Comprehensive Plan for a pedestrian oriented mixed-use development. The applicant has provided a connected and well-designed street grid that will result in a high quality pedestrian experience. This includes a strategy to ensure activated street edges at the ground plane, tree lined streets, and articulated and varied building masses in the upper levels of the buildings. The streetscapes will include high quality amenities and street trees planted with sufficient soil volume to ensure their survival. Many of the tree spaces provide area for stormwater remediation. Furthermore, this design provides a network of public urban park spaces that are physically and visually accessible from the Metro and the pedestrian realm and that will include a variety of spaces in which the public can find respite, socialize, and recreate.

The Capital One Urban Design Guidelines (COUDG), dated April 2012, are generally helpful in understanding the urban design issues associated with the Cap One development; a baseline of graphics and text from the COUDG has been included in the CDP package for ease of review and to ensure that the goals set forth in the CDP will be followed through with as the



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12055 Government Center Parkway, Suite 1048
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project is developed. The COUDG will be a useful tool for future design teams as they develop the various parts of the neighborhood in subsequent FDPs.

The applicant has made an effort to work with the Dulles Rail Project and commits to work with WMATA to provide an at-grade connection to Metro that provides an essential pedestrian access connection between the Metro station and the site, benefiting both the Cap One site, as well as neighboring projects. Further coordination efforts from the Applicant and staff should continue to ensure that this connection is made in the first phase of this development.

It is appreciated that the applicant is proposing a creative solution to stormwater remediation as suggested by Fairfax County DPWES including the substantial use of green roofs, as well as innovative reuse strategies and LID elements in the parks and streetscape thus achieving the Comprehensive Plan goal of retaining, infiltrating or reusing the first inch of rainwater on site. In addition to the environmental benefits, this approach will reduce the size of stormwater detention facilities that could conflict with the streetscape. The applicant is encouraged to commit to expanding upon the stormwater solutions at each subsequent FDP to incorporate water features in public and private spaces that can double as aesthetically pleasing collection, recirculation, and evapotranspiration elements.

Generally the building form is in line with the vision for Tysons. Most of the buildings meet the step back guidelines given in the Comprehensive Plan. The intent of the step back guidance is to provide light and air to public spaces such as parks and streetscape. Of particular concern is the street edge along the two narrowest streets, Old Springhouse Road and Old Meadow Road, where 70 foot buildings facades line the street. The applicant is encouraged to use methods of varied architectural massing shifts at lower levels to allow light and air to reach the streetscape when developing future FDP designs.

Section G of the COUDG and sheet 34 of the CDP illustrate and describe the quality of the building articulation and massing that would avoid blank podium walls along the streetscape. They also provide plan diagrams (also shown in the CDP on page 33) that indicate where highly articulated building facades should be prioritized. These diagrams insure that future building design will meet a performance standard for an architectural design that will result in a dynamic street edge, skyline, and pedestrian realm.

Building heights are varied, although the tallest buildings are not located at the Metro. From an urban design perspective, this is acceptable when reviewed in context with the entire project.

Detailed Comments:

1. Drawing Notes:

- a. **COMMENT ADDRESSED AS REQUESTED ON SHEET 2 OF THE CDP, JUNE 13, 2012.** The applicant should add the following (*underlined and italicized*) to sheet 2, note 25: “The proffered elements of the CDP should be limited to....and general quality, character *and dimensions* of the streetscape (the proffered elements).”
- b. Sheet 5. Add the following label and arrow call out for the proposed rear access to the metro station: *Proposed ground level, rear access point to Metrorail station subject to Metro/Wmata review and approval.*
- c. Sheet 2; note 29 should be revised. Proffer #18, D. dated June 15 and the images shown on sheet 19A of the FDP, 2012 sufficiently describe the desired appearance and quality of the utility access points that are desired by OCR and the applicant. However, the note should be revised as follows:
 - i. Storm Vault Access: For access points located in the streetscape, removable panels or access manholes are desired *and* the applicant *shall graphically depict these panels in future FDP's and shall* request a waiver of the PFM's four foot by four foot access opening requirement in association with future site plans to allow consideration of *the proposed or* other accessibility options for maintenance and access of those vaults. *If such waiver is denied, the applicant shall provide a solution that is acceptable to DPWES.*

2. Street Grid and Block Pattern:

- a. Block D exceeds the Comprehensive Plan maximum perimeter length of 2000 feet by approximately 20 feet. Block B is just at a 2000 feet perimeter length. The application is very close to the Comprehensive Plan recommendation and reasonably spaced pedestrian connections and urban parks are provided to break up the blocks; from an urban design perspective, this is acceptable.
- b. Block D exceeds 600 feet in length and a mid-block connection is provided.
- c. Blocks C and A do not adhere to the Comprehensive Plan suggested 2:1 or 3:1 block size ratios; however, reasonable pedestrian connections are provided and the ratios are considered acceptable from an urban design perspective.

3. Pedestrian Hierarchy:

- a. The Pedestrian Circulation Plan on sheet 11 articulates the intent for the pedestrian hierarchy on the site. This, along with the Porosity and Streetscape

Integration Diagram and the Façade Articulation diagram from the COUDG and the CDP on page 33, lay out a promising site and building design methodology. The plan includes widened streetscapes in several areas which is appropriate to accommodate outdoor dining and retail browsing.

- b. The pedestrian hierarchy plan on sheet 11 and the Building Porosity Diagram on G-7 of the COUDG and on page 33 of the CDP show “major street level pedestrian circulation”, “streetscape activity” and “maximum building porosity” all happening along the south side of Old Springhouse. Staff agrees with this assessment and the applicant has accommodated the appropriate streetscape dimension in this location. There are, however, multiple garage and loading entrances located here that could affect pedestrian safety and the quality of the streetscape experience. The applicant has responded to previous OCR comments by reducing the frequency and size of the loading and garage entries that were originally proposed for buildings 10 and 11. The applicant has also minimized the driveway entrance and pedestrian conflicts as much as possible given the complicated garage, loading, drive-thru bank circulation and the security access requirements for the buildings.

4. Urban Parks:

- a. Block D Urban Park: A commitment has been made to restore the portion of Scott’s Run that is on the applicant’s property. It is appreciated that, as noted in Proffer 35 A, in an effort to foster a comprehensive restoration of the stream valley, the Applicant has expressed willingness to participate in a possible future regional effort to restore a larger part of the Scott’s Run Stream Valley.
- b. B-1 Civic Plaza: From an urban design perspective, the design elements suggested in the concept images and the placement of the planting areas indicate that this space, as conceptually designed, could be an interesting and effective part of the proposed urban park system. This is predicated upon Proffer # 45. B. i which indicates that vehicular access is restricted only to emergency vehicles. This park, however, will be shaded for many of the time frames shown in the shadow analysis. At the time of FDP review, more detailed plans should indicate how this park’s design features will work considering the shady condition. This should include plants that thrive in shade and/or seasonal amenities such as a small ice skating rink or other amenity which will help energize the space in the winter while taking advantage of the shady, cold environment.

5. Streetscape Design:

- a. To insure that architectural projections such as canopies or other architectural elements that extend out from the build-to line do not conflict with pedestrian circulation and/or street tree canopies, the following proffer commitment should be made:

i. **COMMENT ADDRESSED AS REQUESTED IN PROFFER 16 DATED JUNE 15, 2012.** (Proffer 17 May 7, 2012) should include the following: “...Canopies attached to the building frontage shall not extend beyond the building zone.....”

- b. **COMMENT ADDRESSED AS REQUESTED IN PROFFER 28 A. iii DATED JUNE 15, 2012.** The applicant’s street tree soil volume proffer (Proffer 29 A. iii May 7, 2012) is appropriate. To insure that both a healthy environment for street trees and sufficient area for pedestrian movement are provided, the following edits should be included. (See underline and ~~strikethrough~~ below.)

“Soil volume for Category III and Category IV trees (as defined in Table 12.19 of the PFM) shall be 700 cubic feet per tree for single trees, but may be reduced to a minimum of 400 cubic feet in Primary and Secondary Pedestrian Zones where paving above tree rooting zones is necessary to accommodate pedestrian traffic or where utility locations preclude greater soil volumes. Minimum soil volumes of 700 cubic feet will be achieved in areas of lower pedestrian volume and where pavement is not required over tree rooting zones. For two trees planted in a contiguous planting area, a total soil volume of at least 600 cubic feet per tree shall be provided. For three or more trees planted in a contiguous area, the soil volume shall equal at least 500 cubic feet per tree. A contiguous area shall be any area that provides root access and soil conditions favorable for root growth throughout the entire area. ~~Greater soil volumes are encouraged in areas of lower pedestrian volume.”~~

6. Building Design:

- a. The building massing as generally depicted in the sections on sheets 18 and 19 is generally acceptable. The sections on sheets 18 and 19 demonstrate varied building heights and step backs that generally conform with the Comprehensive

Plan's Urban Design recommendations. The applicant has also provided photographic precedent images on sheet 33. Section G-8 of the COUDG and page 34 of the CDP include diagrams that successfully demonstrate a performance standard for building articulation and fenestration and to which future FDP designs should conform.

- b. The parking screen that faces the Metro and Rt. 123 and which is shown in the Diagram on G-18 of the COUDG is noted on page G-11 as a "High Visual Impact Façade". A perspective sketch and precedent images that describe the qualities of a High Visual Impact Façade have been provided. More detailed site- and building-specific elevations for these facades should be submitted at the time of FDP review to specifically demonstrate how a High Visual Impact Façade will be achieved in the building's design.

7. Building Heights:

- a. **COMMENT ADDRESSED AS REQUESTED ON SHEET 3 OF THE CDP, AND SHEET 3 OF THE FDP DATED JUNE 13, 2012.** The building heights for Block A (both parking podium and the tower) are inconsistent between the FDP (281' Building 1, 100' Parking and Hotel) and the CDP (268' Building 1, 80' Parking and Hotel). Parking tabs and building heights should be coordinated so that both the CDP and the FDP indicate the same building heights and parking spaces.
- b. Typically 20' – 25' tall mechanical penthouses are expected. The applicant has justified these large mechanical penthouses as an infrastructure requirement for such tall buildings. The detailed illustrative drawings for Block A (sheets 23-26 of the FDP and page G-13 of the COUDG) show that the mechanical features have been well incorporated into the design of the building façade. This performance standard is laid out in the COUDG on page G-5.
- c. The Comprehensive Plan states that the tallest buildings should be closest to the Metro. This application's tallest building, Building 12, is a short walk from the Metro, not at the Metro. The second highest building, Building 10, is adjacent to the Metro and the Urban Park, which will allow more sun to access the park due to its proposed scale. . The applicant has provided varied building heights in this neighborhood as demonstrated in the site sections. It is for these reasons that, from an Urban Design perspective, the building heights proposed in this application are acceptable.
- d. Shadow Analysis: The shadow analysis demonstrates that the two major urban parks for this development are exposed to the sun for an adequate amount of

time to create an inviting park setting. The Civic Plaza in Block B is significantly shaded and the applicant will need to address this in the context of the FDP design for the park in order to create an inviting space during the cold winter months.

7. Parking Design:

- a. Buildings 10 and 11 have exposed parking garages at grade and the treatment of these podiums have been described in conceptual perspective sketches and precedent images. These elevations should be detailed further at the FDP stage, as noted in 6. b. above.
- b. The use of flared curb design at parking garage and loading entrances (as shown in the CDP) will help to minimize their negative impact on the streetscape. Additionally, the applicant has committed to using attractive screens doors on the entrances to garages and the service areas to hide them from view when not in use. At FDP, the applicant should indicate how the paving materials at garage entries will be harmonious with adjacent sidewalk paving and further minimize the appearance of the vehicular entry points.

8. Interim Conditions:

- a. A surface parking lot east of Building 1 is shown on Phase 1. The applicant states that this parking is for the bank customers and the interim ball field participants and cannot be accommodated in the structured parking. While surface parking lots are discouraged in Tysons, this parking lot is acceptable due to its interim use in nature.

9. Miscellaneous: The applicant is encouraged to include a proffer to support the County's pilot program to sponsor a Tree Seedling and Tree Canopy education program to foster tree growth in on private land.

FDP 2010 PR-021

General Comments:

1. The residential building wrapping the garage will activate the street edge and provide a good precedent for architectural form in Tysons.

2. The proposed use of LIDs in the streetscape and the use of 400 – 700 cubic feet of soil volume for the tree spaces are appreciated and will create an innovative, sustainable, and tree-lined streetscape in this neighborhood.

Detailed Comments:

1. **Building Heights:** **COMMENT ADDRESSED AS REQUESTED ON SHEET 3 OF THE CDP, AND SHEET 3 OF THE FDP DATED JUNE 13, 2012.** As stated above, the building heights for Block A (both parking podium and the tower) in the FDP (281' Building 1, 100' Parking and Hotel) do not match the CDP (268' Building 1, 80' Parking and Hotel). Parking tabs and building heights should be coordinated so that both the CDP and the FDP indicate the same building heights and parking provided.
2. **Elevation - Planted Wall:** The applicant has provided elevations, graphic examples and precedent photos of the planted wall façade which is proposed on sheets 10C, and sheets 16 and 33 to 35 of the CDP which are helpful to describe the nature and function of this building element. The Tysons Corner Urban Design Guidelines and guidance from the DPWES Stormwater division encourage this type of building material and method for ecological and aesthetic reasons. A prominently located and significant amount of the façade is covered by the planted wall. It is a critical element that screens the above-grade parking structure and adds to the character of this building. The applicant has also shown both an entirely planted wall and an option to incorporate planted wall elements together with architectural details to screen the parking structure beyond. Because a commitment to the materiality proposed for screening this important façade is not included in this FDP, the applicant should bring forward the building plan for administrative review and approval by the Planning Commission to determine compliance with the design shown in the FDP.
3. **Vehicular Access Points:** The applicant was challenged to minimize the vehicular access points for this building both for pedestrian safety and to create a more appealing, pedestrian-friendly building façade at the street level. The applicant was unable to consolidate the vehicular entrances for this building because of traffic patterns for the drive-through bank, grades and security access limitations.
4. **Interim Streetscape and Site Design:**
 - a. The applicant has included a portion of the streetscape along the length of the Old Springhouse façade as an interim condition, which helps enhance the aesthetic environment and pedestrian experience of the development.

- b. The applicant has provided an interim park concept south of Block A. The trees and benches will be a useful and attractive interim park amenity. The design could be improved by better integrating the sign and planting (shown in the southeast corner of the park) into the layout of the trees and benches.

5. Streetscape Furnishings:

- a. Light Bollards, Security Bollards, and Anti-ram walls are all noted on the Urban Design Amenity page 19. These structural elements in the streetscape are shown clear of the sidewalk zone; however, they will present obstacles for pedestrians trying to enter the streetscape area from parked cars and will be a prominent visual feature in the streetscape. The applicant is encouraged to minimize the use of the anti-ram walls and to only consider them when absolutely necessary. Though bollards are not encouraged for the streetscape areas in general, the light bollards shown on sheet 19 are preferred over the anti-ram walls to deter vehicles from entering the streetscape. The applicant should:
 - i. Include images of the security bollards on this page.
 - ii. Show a section (adapted from sheet 10C) and elevation detail for the anti-ram walls on this page.
 - iii. Indicate and label the location of the anti-ram walls on all plans.
- b. Although the benches and litter/recycling receptacles that are shown on page 19A are different than those suggested in the Tysons Corner Urban Design Guidelines, they are appropriate for this neighborhood.
- c. **COMMENT ADDRESSED AS REQUESTED IN PROFFER 27 B. DATED JUNE 15, 2012.** A proffer commitment should be made to participate with the Tysons Partnership and the County to coordinate any future efforts for wayfinding signage.
- d. The bike rack shown on the left image (sheet 19) does not meet the design parameters given by FCDOT and should be avoided in the public right-of-way.

CC: Suzanne Lin, DPZ/PD

Lucia Bowes Hall, Revitalization Program Manager, OCR OCR File



County of Fairfax, Virginia

MEMORANDUM

DATE: June 26, 2012

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief *PN*
Environment and Development Review Branch, DPZ

SUBJECT: REVISED ENVIRONMENTAL ASSESSMENT for: RZ/FDP 2010-PR-021
and PCA 92-P-001-08 Capital One Bank, NA

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the above referenced development plans as revised through June 12, 2012. Possible solutions to remedy identified environmental impacts are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

COMPREHENSIVE PLAN CITATIONS:

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, Policy Plan, 2011 Edition, Environment section as amended through July 27, 2010, page 7 through 17:

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

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County’s streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/



- Minimize the amount of impervious surface created. . . .
- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.
- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements. . . .
- Maximize the use of infiltration landscaping within streetscapes consistent with County and State requirements. . . .

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations. . . .

In order to protect the Chesapeake Bay and other waters of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas", within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations. . . .

The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. In Fairfax County, RPAs include the following features:

- water bodies with perennial flow;
- tidal wetlands;
- tidal shores;
- nontidal wetlands contiguous with and connected by surface flow to tidal wetlands or water bodies with perennial flow;
- a buffer area not less than 100 feet in width around the above features; and
- as part of the buffer area, any land within a major floodplain. . . .

Objective 3: Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance, as applied to Chesapeake Bay Preservation Areas adopted by the Board of Supervisors

Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.

Policy a: Identify, protect and restore an Environmental Quality Corridor system (EQC). . . Lands may be included within the EQC system if they can achieve any of the following purposes:

- **Habitat Quality:** The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest. This may include: habitat for species that have been identified by state or federal agencies as being rare, threatened or endangered; rare vegetative communities; unfragmented vegetated areas that are large enough to support interior forest dwelling species; and aquatic and wetland breeding habitats (i.e., seeps, vernal pools) that are connected to and in close proximity to other EQC areas.
- **Connectivity:** This segment of open space could become a part of a corridor to facilitate the movement of wildlife and/or conserve biodiversity. This may include natural corridors that are wide enough to facilitate wildlife movement and/or the transfer of genetic material between core habitat areas.
- **Hydrology/Stream Buffering/Stream Protection:** The land provides, or could provide, protection to one or more streams through: the provision of shade; vegetative stabilization of stream banks; moderation of sheet flow stormwater runoff velocities and volumes; trapping of pollutants from stormwater runoff and/or flood waters; flood control through temporary storage of flood waters and dissipation of stream energy; separation of potential pollution sources from streams; accommodation of stream channel evolution/migration; and protection of steeply sloping areas near streams from denudation.
- **Pollution Reduction Capabilities:** Preservation of this land would result in significant pollutant reductions. Water pollution, for example, may be reduced through: trapping of nutrients, sediment and/or other pollutants from runoff from adjacent areas; trapping of nutrients, sediment and/or other pollutants from flood waters; protection of highly erodible soils.

and/or steeply sloping areas from denudation; and/or separation of potential pollution sources from streams.

The core of the EQC system will be the County's stream valleys. Additions to the stream valleys should be selected to augment the habitats and buffers provided by the stream valleys, and to add representative elements of the landscapes that are not represented within stream valleys. The stream valley component of the EQC system shall include the following elements:

- All 100 year flood plains as defined by the Zoning Ordinance;
- All areas of 15% or greater slopes adjacent to the flood plain, or if no flood plain is present, 15% or greater slopes that begin within 50 feet of the stream channel;
- All wetlands connected to the stream valleys; and
- All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope measured perpendicular to the stream bank. The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the flood plain boundary and a point fifty feet up slope from the flood plain. This measurement should be taken at fifty foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation. . . .

The following efforts within EQCs support the EQC policy and should be encouraged:

- Stream stabilization and restoration efforts where such efforts are needed to improve the ecological conditions of degraded streams. Natural channel design methods should be applied to the greatest extent possible and native species of vegetation should be used.
- Replanting efforts in EQCs that would restore or enhance the environmental values of areas that have been subject to clearing; native species of vegetation should be applied.
- Wetland and floodplain restoration efforts.
- Removal of non-native invasive species of vegetation from EQCs to the extent that such efforts would not be in conflict with county ordinances; such efforts should be pursued in a manner that is least disruptive to the EQCs.

Other disturbances to EQCs should only be considered in extraordinary circumstances and only where mitigation/compensation measures are provided that will result in a clear and substantial net environmental benefit. In addition, there should be net benefits relating to most, if not all, of the EQC purposes listed above that are applicable to the proposed disturbances.”

Fairfax County Comprehensive Plan, 2011 Edition, Tysons Corner Urban Center, as amended through June 22, 2010, Areawide Recommendations: Environmental Stewardship, under Stormwater Management, page 74:

“Tysons Corner is located in the headwaters area of several of the county’s watersheds. Watershed management plans have been prepared for each of these watersheds; these plans identify a comprehensive set of projects needed to improve stream habitat conditions. These efforts are intended to be pursued independent of development proposals and are not dependent upon such proposals for implementation. However, the provision of effective stormwater management controls for new development and redevelopment projects in these watersheds is imperative to the success of watershed planning efforts. Redevelopment offers considerable opportunities to improve upon past stormwater management practices.

Receiving waters downstream of Tysons should be protected by reducing runoff from impervious surfaces within Tysons. By using a progressive approach to stormwater management, downstream stormwater problems can be mitigated and downstream restoration efforts can be facilitated. Achieving a goal of retaining on-site and/or reusing the first inch of rainfall will ensure that runoff characteristics associated with the site will mimic those of a good forest condition for a significant majority of rainfall events.

Measures to reach this goal may include application of Low Impact Development (LID) Techniques (including but not limited to rain gardens, vegetated swales, porous pavement, vegetated roofs, tree box filters, and water reuse). The incorporation of LID practices in the rights-of-way of streets will also support this goal; such efforts should be pursued where allowed. There is also a potential for the establishment of coordinated stormwater management approaches to address multiple development sites.”

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Environment, as amended through July 27, 2010, pages 19 and 20:

“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 b. Ensure that zoning proposals for nonresidential development and zoning proposals for multifamily residential development of four or more stories within the Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas as identified on the Concept

Map for Future Development incorporate green building practices sufficient to attain certification through the LEED program or its equivalent, where applicable, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;
- Development involving a change in use from what would be allowed as a permitted use under existing zoning;
- Development at the Overlay Level; or
- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.”

Fairfax County Comprehensive Plan, 2011 Edition, Tysons Corner Urban Center, as amendment through June 22, 2010, Areawide Recommendations: Environmental Stewardship, under Green Buildings, page 76:

“Non-residential development in Tysons should achieve LEED Silver certification or the equivalent, at a minimum. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices. . . .

In addition to green buildings, green roofs (also referred to as vegetated roofs) can enhance the natural environment within Tysons. Green roofs use the traditionally unused part of the building to grow vegetation. Public benefits of green roofs include increased stormwater retention, reduced greenhouse gas emissions, and improved air quality through filtration of airborne particles. Where green roofs are not provided, other roofing systems containing highly reflective materials may be considered, as they can reduce heat absorption and thereby conserve energy and reduce related greenhouse gas emissions.”

Fairfax County Comprehensive Plan, 2011 Edition, Tysons Corner Urban Center as amended through June 22, 2010, Areawide Recommendations: Environmental Stewardship, pages 73-74 and 84-85:

“Tysons’ redevelopment should be pursued in a manner that will reduce greenhouse gas emissions to help achieve 80% greenhouse gas reductions within the region by 2050 in accordance with the Cool Counties Climate Stabilization Initiative adopted by the Fairfax County Board of Supervisors. These reductions can only be attained through reductions in energy use and associated greenhouse gas emissions from transportation and buildings. Innovative energy efficiency and conservation strategies should be incorporated into all redevelopment projects.

Toward this end, the following are but a few examples of efforts that could be considered: on-site generation of electricity, such as from solar, wind or geothermal sources (thereby reducing the need for power from the electrical grid); the use of community energy distribution systems; transit-oriented development design; the use of energy efficient heating and cooling systems; and the application of enhanced building commissioning to provide early and ongoing verification of system performance. Numerous other strategies as outlined in green building rating systems such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program are available to support energy-efficient development and conservation.

More compact development, like that proposed in the concept for Tysons, uses less energy than low density, suburban style development. For residential housing, the energy consumption rates decrease on a per capita basis as the density increases. In addition, green building design, as encouraged through green building rating systems with third party verification such as the LEED program, reduces energy consumption and encourages innovations in water and wastewater technology. A combination of these and other strategies can have a significant impact on resource consumption for individual buildings, and can contribute to a more sustainable Tysons Corner. . . .

Green Building Design and Energy/Resource Conservation

.....

All redevelopment projects in Tysons should incorporate design elements and practices that will reduce the use of energy and water resources. There are numerous strategies available that are outlined in green building rating systems such as the LEED program, and strategies such as these should be pursued in support of or in addition to efforts to attain LEED Silver certification or its equivalent. The following are examples of efforts that could be pursued:

- Transit-oriented development design
- Transportation demand management programs
- On-site renewable energy generation, such as solar, wind and/or geothermal systems
- If/when on-site renewable energy generation is not cost effective at the time of building design, the provision of building designs that will facilitate future retrofits for on-site energy generation if/when such efforts will become cost effective
- Orientation of buildings for solar access
- Energy-conscious landscape design (e.g., natural landscaping; shading)
- Water-efficient landscaping
- The use of energy efficient heating, ventilation and air conditioning systems

- Enhanced building commissioning to provide early and ongoing verification of system performance
- The use of energy efficient lighting systems
- The use of energy conserving building materials
- The provision of vegetated and/or highly reflective roofs
- The use of community energy distribution systems through which energy/heat generated on one site will be shared among buildings on other nearby sites
- The use of water-conserving plumbing fixtures
- The use of harvested stormwater runoff for irrigation
- Where consistent with building codes, the use of grey water
- The use of information and communications technology to improve the efficiency and economy of building operations.
- If/when the provision of information and communications technology efforts is not cost effective at the time of building design, the design of buildings to include conduits supporting the future installation of such measures

Setting Future Environmental Goals for Tysons

Tysons should endeavor to remain the leader in environmental stewardship. As such, the Plan should include flexibility to accommodate new strategies and technologies as they emerge, such as district energy systems, alternative energy sources, cogeneration, microgrids, district-scale environmental performance measures, innovative stormwater management and stream restoration practices, innovative green building practices and innovative approaches in the provision and design of park facilities and other open spaces. In order to encourage the use of new technologies as they become available, the Environmental Stewardship Guidelines will need to be regularly reviewed and updated.”

In the Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Environment, as amended through February 27, 2010, page 11, the Plan states:

“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.

Policy b: Reduce noise impacts in areas of existing development.

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.”

ENVIRONMENTAL ANALYSIS:

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions.

Water Quality

The recommended Comprehensive Plan measures intended to address water quality and quantity control appear to have been adequately provided at this time. The measures are intended to address the requirements of the Public Facilities Manual (PFM), recommendations of the Comprehensive Plan on LEED stormwater design quantity control credit and retention of the 1 inch of rain onsite. At this time the applicant has indicated that 100% of that goal can be met for the Final Development Plan. Specifics for meeting this recommendation of the Comprehensive Plan will be provided with each subsequent FDP. Department of Public Works and Environmental Services (DPWES) staff has provided a variety of alternatives to meet this Comprehensive Plan expectation and DPZ relies on DPWES guidance to ensure that the applicant has expended all practicable alternatives. As such, we feel that any final designs to meet this element of the overall stormwater management guidance should be clearly demonstrated to DPWES staff. Staff also feels that the proffers associated with this application clearly define continuing efforts on the part of the applicant to meet this goal with all future Final Development Plans (FDPs).

The development plan package includes a stormwater management narrative, tabulations and calculations that appropriately reference two stormwater management goals as set forth in the Comprehensive Plan text for the Tysons Corner Urban Center: 1) the on-site retention of the first inch of rainfall and/or reuse; and 2) the attainment of the LEED Stormwater Design-Quantity Control credit. (It is assumed that the Stormwater Design-Quality Control credit would be satisfied through the on-site retention of the first inch of rainfall). A combination of stormwater management approaches, including green roof areas, porous pavers and stormwater reuse is being proposed.

With respect to stormwater reuse concepts, it is recommended that DPWES staff with Building Code review/interpretation responsibilities participate in the discussion to ensure the appropriateness and viability of any concept that will be pursued.

Environmental Quality Corridor (EQC)/Resource Protection Area (RPA)

While both EQC and RPA lines are clearly delineated on the development plans, the proffer related to any potential restoration of this area remains vague, at best. While any restoration within the RPA will be subject to review from staff within DPWES, the EQC area is based on guidance contained in the Environment Section of the Policy Plan and therefore, implementation of the EQC policy is subject to review and recommendations from staff in DPZ. The applicant has provided a commitment to address stream restoration measures as part of the FDP for the Metro Station phase of the proposed development. As an alternative, the applicant has agreed to participate in a regional plan to restore Scotts Run.

Green Buildings

The subject property is located within the Tysons Corner Urban Center. The Comprehensive Plan recommends that zoning proposals in this area provide green building commitments sufficient to attain, at a minimum, the United States Green Building Council's (USGBC) LEED certification or equivalent for residential buildings and LEED Silver certification for non-residential development. The applicant has committed to pursue at a minimum LEED-NC Silver certification for non-residential development and LEED certification or an equivalent for all new residential development. Staff feels that this issue has been adequately addressed based on the proffered commitments.

Energy/Resource Conservation

The proposed proffers include a commitment to provide an assessment of the potential for shared energy systems for each FDP. Additionally, a proffer to assess the potential for provisions for providing infrastructure for electric vehicle charging stations is contained in the current proffer statement.

Noise

The site will be impacted by traffic and transit related noise. The applicant previously provided a proffer to address general noise guidance and commitments. The previously provided proffer did not specify what noise levels will be attained, at a minimum, to ensure conformance with the guidance contained in the Comprehensive Plan. While Comprehensive Plan guidance regarding transportation generated noise in the Tysons Corner Urban Center may ultimately be revised as a result of an ongoing study, there is currently no expectation that mitigated noise levels for interior and exterior noise levels will be altered. As such, staff recommended that the proffer be amended to specify that interior noise levels for noise sensitive uses, such as, residential, hotel, childcare, places of worship, etc. achieve a minimum level of 45 dBA DNL and for outdoor activity areas a minimum level of 65 dBA DNL. The applicant has recently modified commitments to specify these noise attenuation levels in

Barbara Berlin
RZ/FDP 2010-PR-021
PCA 92-P-001-08
Capital One Bank, NA
Page 12

accordance with Policy Plan guidance. Staff feels that the applicant's commitments regarding noise mitigation have been adequately addressed.

PGN:JRB



County of Fairfax, Virginia

MEMORANDUM

DATE: June 22, 2012

TO: Suzanne Lin, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Elfatih Salim, Stormwater Engineer
Stormwater Planning Division (SWPD)
Department of Public Works and Environmental Services (DPWES)

SUBJECT: Rezoning Application #RZ 2010-PR-021 concurrent with Proffered Condition Amendment Application #PCA 92-P-001-08; Capital One Bank; Conceptual Development Plan revised June 16, 2012; Scotts Run Watershed; LDS Project #006835-ZONA-001-3; Tax Map #029-4-05-00-0000-A2; Providence District

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

Chesapeake Bay Preservation Ordinance (CBPO)

There is a 1993 Resource Protection Area (RPA) on the western part of the site that was re-delineated (plan #006835-RPA-001 approved June 17, 2010). The proposed RPA encroachments are based on the redevelopment criteria. CBPO § 118-3(C) states that redevelopment is allowed within RPAs only if there is no increase in the amount of impervious area within the RPA and no further encroachment within the RPA and shall conform to the criteria set forth in Chapter 118 of the County code.

Floodplain and Drainage

There are regulated major and FEMA floodplains on the site. Any use or topographic improvements in this major floodplain require an approved letter of floodplain determination from the Director of Fairfax County Department of Public Works and Environmental Services. Show if the proposed development encroaches into the FEMA Zone AE floodplain as a Letter of Map Change (LOMC) may be required.

Downstream Drainage Complaints

Although the downstream conveyance channel (Scotts Run) is experiencing severe erosion, there are no downstream drainage complaints on file. Design alternatives for the Scotts Run Stream Restoration project are being discussed in a separate effort.

Stormwater Quantity and Quality Control

The applicant proposed satisfying stormwater management requirements by using green roofs,

Department of Public Works and Environmental Services
Land Development Services, Site Development and Inspection Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
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bioretention, rainwater harvesting and stormwater detention. The CDP must show locations and preliminary sizing computations of these stormwater management systems following the ZO requirements {ZO § 16-501-2-K(6)} and the PFM Chapter 6 guidelines.

The Applicant in his letter dated June 15, 2012 stated that 100% retention will be achieved for of the 1-inch stormwater retention goal. The CDP and FDP must be able to retain the 1 inch rainfall at the site area of 20.8 acres without the reservations the engineer has assumed at the June 15 memorandum. Soil infiltration testing was suggested but never performed. In addition, permeable pavements could be the viable alternative to all internal roads and parking areas even with an infiltration rate of less than 0.5 inches per hour.

The applicant is proposing and submitted a PFM modification request to allow stormwater management to be satisfied by underground facilities in residential developments (PFM § 6-1303.8). Such request may only be approved by the Board of Supervisors in conjunction with the approval of a rezoning, proffered condition amendment, special exception or special exception amendment. The cost of 20-year maintenance and replacement must be included in the PFM modification request. Access to underground chambers must be provided to meet the intent of PFM § 6-1306.3H. Alternative designs may be permitted unless not approved by DPWES.

All stormwater management facilities must be privately maintained and a private maintenance agreement will be required before the construction plan approval.

Downstream Drainage System

The applicant provided on sheets #20A the CDP a drainage map and description of the downstream drainage system from the site to a drainage point that has a drainage area of one square mile. A detailed analyses will be required when applicant submit the construction plans to the County for review and approval.

The applicant assumed that the downstream drainage system is inadequate and is adopting the detention method to address the outfall inadequacy. PFM § 6-0204.1B(3) states that "In cases where the downstream facilities are inadequate and the developer proposes to use the detention method, in accordance with § 6-0203.4C, provide sufficient information to (i) establish the existence of a defined channel or man-made drainage facility to receive the concentrated discharge from the development site, and (ii) demonstrate at least the minimum required proportional improvement, as described in § 6-0203.4C(1), will be achieved".

These comments are based on the 2011 version of the Public Facilities Manual (PFM). A new stormwater management ordinance and updates to the PFM's stormwater requirements are under development. 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.

cc: Don Demetrius, Chief, Watershed Projects Evaluation Branch, SWPD, DPWES
Judy Cronauer, Chief, SDID Central Branch, SDID, LDS, DPWES
Zoning Application File





County of Fairfax, Virginia

MEMORANDUM

DATE: June 22, 2012

TO: Suzanne Lin, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Elfatih Salim, Senior Engineer III
Site Development and Inspection Division
Department of Public Works and Environmental Services

SUBJECT: Capital One; Rezoning Application #RZ/CDP 2010-PR-021;
Conceptual Development Plan and Final Development Plan received
May 24, 2012, Tax Map #029-4-05-00-0000-A2; Providence District

REFERENCE: Waiver #6835-WPFM-001-1 for the Location of Underground Facilities
in Residential Areas

We have reviewed the referenced submission for consistency with Section 6-0303.8 of the Public Facilities Manual (PFM) which restricts use of underground stormwater management facilities located in a residential development (Attachment B). The Board of Supervisors (Board) may grant a waiver after taking into consideration possible impacts on public safety, the environment and the burden placed on prospective property owners for maintenance and replacement. Underground stormwater management facilities located in residential developments allowed by the Board:

- shall be privately maintained;
- shall be disclosed as part of the chain of title to all future owners responsible for maintenance of the facilities;
- shall not be located in a County storm drainage easement; and,
- shall have a private maintenance agreement, in a form acceptable to the Director of the Department of Public Works and Environmental Services (DPWES), executed before the construction plan is approved.

The owners of Capital One have submitted a rezoning application to allow a minimum of 800 multi-family units. The property owner feels that this project is a high density infill development and due to the site constraints are not conducive to above-ground detention facilities.

Department of Public Works and Environmental Services
Land Development Services, Environmental and Site Review Division
12055 Government Center Parkway, Suite 535
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Phone 703-324-1720 • TTY 703-324-1877 • FAX 703-324-8359



ANALYSIS

An analysis of the possible impacts on public safety, the environment and the burden placed on the owners for maintenance and replacement is as follows.

Impacts on Public Safety – The underground facilities are proposed to be located within the site on common Umbrella Owners' Association (UOA) property. The access points to the underground facilities must be locked restricting access to the underground chambers by children.

If it is the intent of the Board to approve the waiver request, the property owner shall provide liability insurance in an amount acceptable to Fairfax County as a waiver condition. A typical liability insurance amount is \$1,000,000 against claims associated with underground facilities. The private maintenance agreement shall also hold Fairfax County harmless from any liability associated with the facilities. In addition, locking manholes and doors must be provided at each access point.

Impacts on the Environment – The surrounding areas are developed and the underground facility would outfall into an existing piped storm drainage system. The underground storage would be below access roads and parking garages. Staff does not believe that there will be any adverse impact on the environment from the underground facilities.

Burden Placed on Property Owner for Maintenance and Future Replacement – Underground storage facilities are normally required to be off-line. With an off-line design, should a facility become clogged, the storm drain system could continue to operate. When in-line facilities become clogged, the storm drain system's operations would cease. The storm drain system would back up and could overflow. Flooding may be possible depending on the intensity and duration of the storm event.

A minimum height of 72-inch for underground stormwater structures is generally required to facilitate maintenance (PFM § 6-1306.3H). Accessibility to the underground facilities is a concern in that sufficient head room is necessary for maintenance purposes. The current plats show more than 72-inch height for the proposed underground stormwater management vaults.

If it is the intent of the Board to approve the waiver request, the property owner must execute a maintenance agreement prior to site plan approval. Staff recommends the property owner be required to establish a financial plan for the operation, inspection, and maintenance of the underground facilities. The property owner should be required to establish a fund for the annual maintenance. Staff recommends that the property owner provide an initial deposit in an escrow account in an amount equal to the estimated costs for the first 20 years of maintenance of the facility. The engineer has provided \$32,000 as an estimate of 20 years of annual maintenance cost for the

underground facilities; staff finds this estimate reasonable. Before site plan approval, \$32,000 should be placed into escrow to fund 20 years of maintenance. These monies would not be available to the owner until bond release.

The property owner should also be required, as a waiver condition, to address future replacement of the underground facilities as part of its private maintenance agreement with the County. In order to maximize the useful life of the underground facility, the property owner must be required to construct the underground facilities with reinforced concrete products only. A replacement cost fund, based on an estimated 50-year lifespan for concrete products, should be established. The replacement reserve fund must be separate from the annual maintenance fund to ensure the monies are available at the time replacement is necessary and have not been previously spent on maintenance activities. The engineer has estimated the construction cost of these underground facilities to be \$900,000; staff finds this estimate reasonable. The owner would be expected to contribute \$900,000 to fund the replacement cost of the underground stormwater management facilities.

Staff further recommends that the minimum height of the underground facility be no less than 72-inch in height.

RECOMMENDATION

DPWES recommends that the Board approve the waiver to locate underground facilities at Capital One, and a residential area. If it is the intent of the Board to approve the waiver, DPWES recommends the approval be subject to Waiver #6835-WPFM-002-1 Conditions, Capital One, dated March 21, 2012, as contained in Attachment A.

If you have any questions, or need further assistance, please contact me at 4-1720.

ATTACHED DOCUMENTS:

Attachment A – Waiver #006835-WPFM-002-1 Conditions, Capital One, dated March 21, 2012

Attachment B – PFM Section 6-0303.8

cc: Robert A. Stalzer, Deputy County Executive
James Patteson, Director, DPWES
Michele Brickner, Director, Land Development Services, DPWES
Steve Aitcheson, Director, Maintenance and Stormwater Management Division,
DPWES
Judy Cronauer, Chief, Central Branch, Site Development and Inspection Division,
DPWES
Zoning Application File (6835-ZONA-001)
Waiver File

Waivers #6835-WPFM-001-1 Conditions

Capital One
RZ 2010-PR-021
March 21, 2012

1. The underground facilities shall be constructed in accordance with the development plan as modified by these conditions and approved by the Director of the Department of Public Works and Environmental Services (DPWES).
2. The underground facilities shall be located as shown on the approved CDP/FDP, as determined by DPWES.
3. The underground facilities shall be constructed of reinforced concrete products only and incorporate safety features, including locking manholes and doors, as determined by DPWES at the time of construction plan submission.
4. The underground facilities shall be constructed with a minimum interior height of 72-inch to facilitate maintenance.
5. The underground facilities shall be privately maintained and shall not be located in a County storm drain easement.
6. A private maintenance agreement, as reviewed and approved by the Fairfax County Attorney's Office, shall be executed and recorded in the Land Records of the County. The private maintenance agreement shall be executed prior to final plan approval.

The private maintenance agreement shall address:

- County inspection and all other issues as may be necessary to insure that the applicant maintains the facilities in good working condition acceptable to the County to control stormwater generated from the development of Capital One Street.
- A condition that the applicant, their successors, or assigns shall not petition the County to take future maintenance or replace the underground facilities.
- Establishment of a reserve fund, for future replacement of the underground facilities.
- Establishment of procedures to follow to facilitate inspection by the County, i.e. advance notice procedure, whom to contact, who has the access keys, etc.
- A condition that the applicant provides and continuously maintains, liability insurance. The typical liability insurance amount is at least \$1,000,000, against claims associated with underground facilities.
- A statement that Fairfax County shall be held harmless from any liability associated with the facilities.

7. Operation, inspection, and maintenance procedures associated with the underground facilities shall be incorporated in the site construction plan, private maintenance agreement, and documents, which insure safe operation, inspection, and maintenance of the facilities.
8. Prior to final construction plan approval, the developer shall escrow sufficient funds which will cover a 20-year maintenance cycle and replacement of the underground facilities. These monies shall not be made available to the management company until after final bond release.
9. The applicant and its successors and assigns shall disclose, as part of the chain of title, to all future property owners, the presence of the underground stormwater facilities and the responsibility for operation, inspection, maintenance and replacement of such facilities, by including the following language within the documents:

"The applicant and its successors and assigns are responsible for the operation, inspection, maintenance, and replacement of the underground stormwater facilities as set forth in the documents and a private maintenance agreement entered into with the County."

Attachment B

The Public Facilities Manual (PFM) Section 6-0303.8 (24-88-PFM, 83-04-PFM)

Underground detention facilities may not be used in residential developments, including rental townhouses, condominiums and apartments, unless specifically waived by the Board of Supervisors (Board) in conjunction with the approval of a rezoning, proffered condition amendment, special exception, or special exception amendment. In addition, after receiving input from the Director regarding a request by the property owner(s) to use underground detention in a residential development, the Board may grant a waiver if an application for rezoning, proffered condition amendment, special exception, and special exception amendment was approved prior to, June 8, 2004, and if an underground detention facility was a feature shown on an approved proffered development plan or on an approved special exception plat. Any decision by the Board to grant a waiver shall take into consideration possible impacts on public safety, the environment, and the burden placed on prospective owners for maintenance of the facilities. Any property owner(s) seeking a waiver shall provide for adequate funding for maintenance of the facilities where deemed appropriate by the Board. Underground detention facilities approved for use in residential developments by the Board shall be privately maintained, shall be disclosed as part of the chain of title to all future homeowners (e.g. individual members of a homeowners or condominium association) responsible for maintenance of the facilities, shall not be located in a County storm drainage easement, and a private maintenance agreement in a form acceptable to the Director must be executed before the construction plan is approved. Underground detention facilities may be used in commercial and industrial developments where private maintenance agreements are executed and the facilities are not located in a County storm drainage easement.



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, Park Planning Branch, PDD *SS*

DATE: June 22, 2012

SUBJECT: RZ 2010-PR-021 w/PCA 92-P-001-8, Capital One – **Addendum #3**
 Tax Map Numbers: 29-4 ((5)) A2

The Fairfax County Park Authority staff has reviewed the revised Conceptual Development Plan dated June 13, 2012 and revised proffers dated June 15, 2012. This addendum is provided in addition to comments previously provided in memos dated March 3, 2011, July 22, 2011, April 19, 2012 and May 14, 2012 regarding impacts to park and recreation resources.

BACKGROUND

Park Authority staff appreciates the applicant's efforts towards planning for an integrated urban park system onsite within their proposed development adjacent to the McLean Metro station in the Tysons East district. The amount of urban parkland provided onsite meets the recommendations of the Comprehensive Plan to offset the impact of proposed residential and commercial uses. The 4½ acres of proposed onsite urban park space includes small pocket parks, a civic plaza, common green with recreational facilities and a signature urban park adjacent to the Metro station and a segment of the Scotts Run stream. This planned variety of urban park spaces will provide for a diversity of activities and programming opportunities to meet the outdoor recreation and leisure needs of the people who will live, work and visit there.

ATHLETIC FIELD NEED

Comprehensive Plan Recommendation

The Comprehensive Plan provides guidance for provision of 20 new athletic fields to meet the needs of a growing Tysons Corner by the year 2050. This translates to one new field per every 4.5 million square feet of new GFA. Based on this Comprehensive Plan guidance, the proposed development, with about 3,848,075 million square feet of new GFA proposed, generates the need for 0.86 athletic fields.

The Plan suggests that “creative approaches can be used to ensure provision of recreational facilities, especially athletic fields that meet service level standards. This may include indoor and rooftop facilities.”

The Plan also indicates a preference for new athletic field facilities to be provided onsite or in an area that serves the new development and provides a hierarchy of approaches, with onsite facilities being the most preferred option, followed by off-site dedication and facility construction within the same district and then, finally, other locations that serve Tysons Corner.

Applicant's Proposal

The applicant has demonstrated a good faith effort to satisfy the Plan guidance by providing a small onsite facility within the proposed development and by providing a significant indoor public facility (public community center with basketball gym) in a creative arrangement that allows another applicant to provide a new full size, athletic field elsewhere within the Tysons East district. The public facility contribution is credited towards 0.50 of the 0.86 athletic field need, leaving the small onsite facility to meet the remaining 0.36 field need.

The small rectangle field being provided onsite is located in the Common Green park central to the residential block (Block C) on the roof of a parking podium that encompasses the entire block. The proposed facility is a 100' x 140' synthetic turf rectangle without striping that can be used for soccer practices and games for children up to age 9 or for adult 5-on-5 soccer. The applicant has agreed to provide field lights that will remain on until 10 pm when the field is in use. Limited on-street parking will be available on some of the streets surrounding the park. No public bathrooms will be provided, but retail establishments with bathrooms may be nearby. The applicant has agreed to allow the County to schedule use of the field Monday - Thursday evenings from 6-10 pm and Saturdays from 8 a.m. – noon. All other times would be reserved by the property owner for their own use or no scheduled use.

Remaining Issues to be Resolved

Scheduling: The total number of hours the applicant has offered for public scheduling of the onsite athletic field facility each week is 20. Fairfax County's Department of Neighborhood & Community Services (NCS), the agency that handles all the County's field scheduling, typically schedules lit fields for 60 hours each week (5-11 pm M-F and 8am-11pm Sa/Su). Therefore, the applicant's proffer only meets one third of scheduling time needs. Given the applicant's desire for lights to be turned off at 10:00 pm, The Park Authority, on behalf of NCS, requests that the public scheduling agreement include the hours of 5-10 pm Monday through Friday and 8 am – 10 pm on Saturday and Sunday. In order to ensure that residents of the development are able to use the field, NCS can provide preferential scheduling to user groups coming from within the development.

Liability: The applicant has indicated in the draft proffers the intent to enter into private agreements with users to address damages, rules of use, liability and insurance. The Park Authority is opposed to the applicant placing such limitations on public use of the onsite athletic field facility. The applicant's primary concerns in regard to player injury and property damage can be addressed through the public field scheduling process. While neither the Park Authority nor the County will indemnify or hold harmless the property owner for personal or property damage or injury, user groups must show proof of insurance when scheduling fields through the County. In addition, in conformance with standard commercial business practice and consistent

with the owner's intent to make the facility available to the public outside of the County's scheduling rights, the owner should carry all insurance and add the Park Authority and the County as additional insureds (at no or little cost). This will be necessary, for example, for the onsite public playground being provided in the Common Green park that will be generally open for public use without County scheduling.

With regard to the issue of property damage, NCS has a policy in place that monetary compensation must be paid for damage caused by scheduled field users. When damage does occur, NCS bills the users for the cost of repairs. This is a compelling argument for allowing more scheduling hours by NCS, as unscheduled/walk-on users cannot be held to the same policy.

Maintenance & Replacement: The applicant has indicated a willingness to be responsible for perpetual maintenance of all of the onsite public park spaces and regular maintenance of the onsite athletic field. The applicant should also commit to lifecycle replacement of the synthetic turf, lights and other park facilities, as needed.

Field Striping: The small synthetic turf rectangle field proposed by the applicant is shown as a solid green panel and does not include built-in field striping. Without stripes, the field cannot be used for regulation league games. Therefore, scheduled field users should be allowed to provide their own field marking and equipment including, for example, goals, cones, flags, and temporary spray-on striping.

Parking: Some of the individuals making use of the onsite athletic field will arrive by car. The Park Authority's standard number of parking spaces required per athletic field is 50. That number can be reduced to 20 since the proposed field is located just 1/8 mile from Metro, is adjacent to a proposed bus bay and there will be some parking spaces available on the nearby streets. Therefore, the applicant should provide 20 dedicated parking spaces for scheduled athletic field users within the parking garage below the residential block where the field is located.

EVALUATION

The proposed onsite athletic field, at 100' x 140' is larger than a U9 soccer field, but smaller than U10, therefore it is equivalent to about 1/3 of a full-size field. With full public scheduling this facility could count towards the applicant's remaining 0.36 athletic field need not being met by the public facility arrangement (the onsite community center with basketball gym). However, on a percentage basis, the applicant is offering only 33% of the needed hours of public athletic field scheduling. Therefore, the onsite field counts as 0.12 field equivalent ($0.36 \times 0.33 = 0.12$) and the applicant's proposal falls short by about 1/4 field.

To meet the unmet 1/4 field need, the applicant should commit to allowing the County to schedule the proposed onsite field from 5-10 pm Monday through Friday and 8am-10pm Saturday and Sunday. Alternatively, the applicant could make a contribution of \$3,000,000* to offset the need for the County to acquire land and build athletic field facilities to meet the 1/4 field need not being met onsite.

*This number is derived from staff's estimate of \$10m to acquire 2 acres of land in Tysons Corner and \$2m to construct a full-size field with necessary infrastructure and support facilities ($\$12m \times 0.25 = \$3m$).

SUMMARY OF RECOMMENDATIONS

Key outstanding issues identified include the following:

1. Scheduling – The applicant’s commitment to public scheduling should include the hours of 5-10 pm Monday through Friday and 8am-10pm Saturday and Sunday. If the applicant instead chooses to build a facility that is unusable by the public 2/3 of the time, a contribution of \$3,000,000 should be made to the Park Authority to fund the purchase of land and construction of athletic field facilities elsewhere in Tysons Corner.
2. Liability – The property owner should carry insurance covering the possibility of user injury and property damage in all of the onsite public park spaces and add the Park Authority and the County as additional insureds. Neither the Park Authority nor the County will indemnify or hold harmless the property owner for personal or property damage or injury. User groups will be required to show proof of insurance when scheduling the onsite field through the County.
3. Maintenance & Replacement – The applicant should commit to lifecycle replacement of the synthetic turf, lights and other park facilities, as needed.
4. Field Striping – The applicant should commit to allowing scheduled field users to provide their own field marking and equipment including, for example, goals, cones, flags, and temporary spray-on striping.
5. Parking - The applicant should provide 20 dedicated parking spaces for scheduled athletic field users within the parking garage below the residential block where the field is located.

FCPA Reviewer: Andrea L. Dorlester, AICP
DPZ Coordinator: Suzanne Lin

Copy: Chris Leonard, Director, Neighborhood and Community Services (NCS)
Karen Avvisato, Manager, Athletic Services Branch, NCS
Elizabeth Teare, Deputy County Attorney
David Bowden, Director, Planning and Development Division, FCPA
Julie Cline, Manager, Land Acquisition and Management Branch, FCPA
Chron Binder
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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, Park Planning Branch, PDD

DATE: May 14, 2012

SUBJECT: RZ 2010-PR-021 w/PCA 92-P-001-8, Capital One – **Addendum #2**
Tax Map Numbers: 29-4 ((5)) A2

The Fairfax County Park Authority staff has reviewed the revised Development Plan dated March 9, 2012, and draft proffers dated May 7, 2012. This addendum is provided in addition to comments previously provided in memos dated March 3, 2011, July 22, 2011, and April 19, 2012 regarding impacts to park and recreation resources. Park Authority staff provides specific comments on the draft proffers as follows:

1. Phasing – There are some inconsistencies between what is shown on the CDP and what is stated in the proffers regarding phasing of development and timing of delivery of the public park spaces. In addition, timing of delivery of the public park spaces should always be with issuance of the first occupancy permit for the building tied to delivery of a park space, not with issuance of the final occupancy permit as stated in the proffers.
 - a. Proffer 44, Item B – The phasing of the civic plaza is noted to occur with issuance of final occupancy permit for the phase (Block B), but on the CDP (p. 15C) it is noted that the civic plaza will be completed with Building 4. The proffers should indicate that the civic plaza will be substantially complete and open to the public with issuance of the first occupancy permit for Building 4.
 - b. Proffer 44, Item C-i. – The phasing of the common green park is noted to occur with issuance of final occupancy permit for the phase (Block C). The proffers should indicate that the common green park will be substantially complete and open to the public with issuance of the first occupancy permit for the last building constructed in the phase.
 - c. Proffer 44, Item D – The phasing of the Metro Station urban park is noted to occur with issuance of final occupancy permit for the phase (Block D). The proffers should indicate that the Metro urban park will be substantially complete and open to the public with issuance of the first occupancy permit for the last building constructed in the phase.

2. Programming – Proffer 44 indicates that “The Applicant shall also enter into an agreement with FCPA to plan and coordinate activities and events within the publicly accessible park areas.” The Park Authority asks that the applicant specify in the proffers a minimum number of days per year that scheduling will occur.
3. Scotts Run Stream Valley – Proffer 44, Item D discusses the Metro Station urban park that is adjacent to a segment of Scotts Run Stream Valley, but does not mention stream stabilization, restoration or enhancement, until later in the proffers under the heading of “Environment” (Proffer 52). Mention should be made of the commitment to stream restoration and reference to Proffer 52 in Proffer 44. Also, on the CDP, a tree-save area is identified in the undisturbed portion of the RPA that falls within the planned park, but there is no note about clean-up (invasive species removal) or enhancement (supplemental planting) and no mention of bank stabilization.
4. Sport Courts – There is an inconsistency between what is shown on the CDP and what is stated in the proffers. The CDP shows one full basketball court on the roof of a parking garage in Block B (although it is labeled as two half courts). Proffer 46, Item B states a commitment to providing two half-court basketball courts and one tennis court (or equivalent). The CDP should show where two full courts could be located onsite and the proffers should mention a commitment to providing two full sport courts (or equivalent – to allow for half courts or new types of sports that may become popular, such as pickleball).
5. On-site Recreational Field – As it stands right now, the proposal for an onsite facility does not meet the criteria expected for an athletic field to be considered public and meet the need generated by the proposed development.
 - a. Lights – Proffer 47, Item A commits to providing lights for the field until “at least 10:00 pm nightly” but the applicant may turn off the lights if the field is not in use. This is problematic when the applicant also retains control over scheduling of the facility (see note c below). If the applicant desires that lights not be used at night, they can choose not to schedule the field for use at night. Lighting control systems used by the Park Authority allow for lights to be turned on and off by field users after being preprogrammed. Additionally, the CDP does not provide any details about the location of light poles or level of illumination. Therefore, staff cannot evaluate whether the lighting provided will be sufficient for sports use.
 - b. Turf material – The CDP (p. 26) labels the onsite field as “synthetic turf or lawn area” but Proffer 47 states that the applicant shall provide a “synthetic turf recreational field.” The note on the CDP leaves the possibility open for the use of grass/natural turf. If the field is to be for public use and count towards the athletic field need, it should have synthetic turf.
 - c. Scheduling – In order for the onsite field to count towards a portion of the athletic field need generated by the proposed development, scheduling authority must be granted to the County (through NCS). Under this arrangement, the applicant (or umbrella owners association) may be granted a certain percentage of time for scheduling community programs and events (similar to the agreement at Arrowbrook Park).

- d. Maintenance and Use Agreements – The applicant wishes to retain the right to charge user fees and enter into agreements with users regarding liability and insurance. If the field is to be a truly public use, the applicant cannot charge user fees. In a public scheduling situation, users are not expected to provide their own liability insurance. Alternatives for managing liability will have to be discussed further.

FCPA Reviewer: Andrea L. Dorlester, AICP

DPZ Coordinator: Suzanne Lin

Copy: Cindy Walsh, Director, Resource Management Division

Chron Binder

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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, Park Planning Branch, PDD

DATE: March 26, 2012

SUBJECT: RZ 2010-PR-021 w/PCA 92-P-001-8, Capital One Master Plan - **Addendum**
Tax Map Numbers: 29-4 ((5)) A2

The Fairfax County Park Authority staff has reviewed the revised Development Plan dated March 9, 2012, draft proffers dated March 12, 2012, and Design Guidelines dated March 2012 for the above referenced application. This addendum provides comments regarding impacts to Park Authority resources in addition to comments previously provided in memos dated March 3, 2011 and July 22, 2011.

BACKGROUND

The Development Plan dated March 9, 2012 shows a total of 4,465,523 square feet of new development on 29.22 acres in the immediate vicinity of the planned Tysons East Metro Station. The plan includes 1,230 new multi-family dwelling units and 3,739,915 square feet of new commercial uses including the 504,000 square feet of existing office use on the property. Based on the average projected multi-family household size of 1.75 in the Tysons Corner Urban Center, the development could add up to 2,153 new residents to the Providence Supervisory District.

ANALYSIS AND RECOMMENDATIONS

Urban Parkland Needs:

The Plan for Tysons Corner calls for a comprehensive system of public open spaces to serve residents, visitors and workers. This system of public spaces should include parks of different types (pocket parks, civic plazas, common greens, recreation-focused parks, linear parks/trails, and natural resource areas) to enhance the quality of life, health and the environment for those who live, work and visit Tysons Corner. In the Tysons Corner Urban Center Areawide Recommendations, Environmental Stewardship Chapter, Parks and Recreation Section, Page 81, the Plan states the following:

“The provision of land should be proportionate to the impact of the proposed development on park and recreation service levels. An urban park land standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees will be applied.”

Applying the urban parkland standard to the proposed development and assuming an average household size of 1.75, there is a need for about 4.3 acres of urban parkland onsite. The development plan identifies 4.5 acres of onsite public park space, located primarily in three major new urban parks including a civic plaza, common green and civic urban park adjacent to the Metro station. Other park space is scattered throughout the development in several pocket parks.

Page F-3 of the Capital One Design Guidelines document includes an "Open Space Design" concept map. The urban park typologies assigned to each of the three major park spaces (in Blocks B, C & D) are inconsistent with the typologies identified for each park space on the CDP. Typologies should be assigned to the park spaces as follows:

Block B – This park space is half an acre in size and, due to its design and location, most closely aligns with the Pocket Park type of urban park. The CDP and Design Guidelines identify it as a Civic Plaza, but it does not meet the locational criteria for Civic Plazas in the urban parks typology. Therefore, the urban park in Block B should be identified on the CDP and in the Design Guidelines as a Pocket Park.

Block C – This 1.5-acre park space is identified on the CDP as a Common Green and in the Design Guidelines as a Recreation Park. The space is located on top of a parking podium but does meet grade on the North side. The CDP shows a children's play area and a small synthetic turf rectangular open play area. This park best meets the criteria for a Common Green park and should be identified as such on the CDP and in the Design Guidelines.

Block D – This 1.5-acre park space provides the best location for performances, events and open air markets due to its adjacency to Metro and potential for high levels of pedestrian activity. Therefore, it should be identified on the CDP and in the Design Guidelines as a Civic Plaza. The combination of hardscape and softscape areas planned for this space is appropriate since it contains a portion of the Scotts Run stream and Resource Protection Area (RPA) and is consistent with the Civic Plaza classification.

Evaluation – The amount of urban parkland provided onsite meets the recommendations of the Comprehensive Plan. The typologies identified for the three major park spaces should be consistent on the CDP and in the Design Guidelines. The 0.5-acre urban park in Block B should be identified as a Pocket Park, the 1.5-acre park in Block C should be identified as a Common Green, and the 1.5-acre park in Block D should be identified as a Civic Plaza.

Athletic Field Needs:

In addition to the need for new urban parks, the Comprehensive Plan also recognizes the need for a variety of small and large recreational facilities to meet the need of new residents, workers, and visitors to Tysons Corner. In the Tysons Corner Urban Center Areawide Recommendations, Environmental Stewardship Chapter, Parks and Recreation Section, Page 82, the Plan states the following:

“...recreational facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development in Tysons,

with adjustments made for urban demographics and use patterns. Using 2050 development projections, anticipated urban field use patterns, optimal athletic field design (lights and synthetic turf) and longer scheduling periods, the adjusted need for athletic fields to serve Tysons is a total of 20 fields...In general, the need for an athletic field is generated by the development of approximately 4.5 million square feet of mixed use development in Tysons.”

The proposed development generates a need for one new athletic field. A small (100' x 140') synthetic turf rectangle is shown in the Common Green park space proposed for Block C. The setting, surrounded on all sides by tall, 20-story buildings is not ideal for athletic field uses; however, the proposed facility could support youth soccer practice for children ages 9 and under. The space could also be used as an open play area typical of the Common Green type of park, supporting spontaneous “pickup” games of soccer, flag football or Frisbee, for example. In Proffer 47, the applicant states the intent to maintain private scheduling, to charge user fees, and to provide limited lighting. For these reasons, the proposed open play area will be primarily for private use, is limited to small game usage and cannot count towards the public athletic field requirement. The space does have value towards offsetting the urban park land need as a Common Green park as discussed above.

Proffer 2 addresses the contribution of a 30,000 square foot Civic Space to be provided within a building in Block B as a Community Center with indoor gymnasium. The proffer cover memo (dated 3-12-12) discusses this public facility (item #2) and states that in return for providing significantly more than their share of the public facility requirement “...Capital One expects to be relieved of any specific commitment to fund or construct an athletic field.” Staff understands that Capital One is providing the community center both to meet its own public facility requirement and that of the LCOR/Commons application. In return, the LCOR/Commons application, which generates a need for half an athletic field, will construct and dedicate a full size athletic field on its property. The excess half field capacity provided by LCOR/Commons can be counted towards half of the athletic field requirement generated by the Capital One application.

Evaluation – The applicant has not yet demonstrated a commitment to fulfill 100% of the need for public athletic fields generated by the proposed new development. The attempt to meet the Plan’s hierarchy (onsite, within the district, in or near Tysons) for provision of athletic fields falls short due to the small size and limitations on public use of the open play area in the Common Green park. Only half of the generated need for a full field will be met through provision of a field on the LCOR/Commons site. To make up the shortfall, the applicant must provide or fund land and construction of a half field equivalent or improve existing fields within or near Tysons Corner.

Other Recreational Facility Needs:

Using adopted recreational facility standards found in the Parks and Recreation element (Appendix 2, Part B) of the Policy Plan, publicly accessible recreational facilities needed to support the proposed new development include one playground, one basketball court, 1.5 tennis courts (a half court could be provided with a practice wall), and about 2,500 square feet of indoor fitness/program space.

The development shows a good-sized children's play area in the Common Green park at the heart of Block C. Two half-court basketball courts are shown on garage rooftop plazas next to planned office buildings in Blocks B and E. The two half-courts are mentioned in Proffer 46 as an option (the alternative is a private indoor health club or gym) and, if provided, they are to be private facilities for residents. It is not clear which residents this applies to. All residents of all proposed residential buildings shown on the plan should have access to these courts as well as all employees of all the commercial buildings in the development.

The Community Center Civic Space discussed in Proffer 2 will include an indoor gymnasium that can meet the remainder of the sport court need for this application. The applicant should coordinate with the Department of Neighborhood and Community Services (NCS) regarding the appropriate size of the gymnasium. The program space provided in this facility also meets the need for indoor fitness/program space.

Evaluation – In order to count as a public recreational facility contribution, the two half basketball courts should be made accessible and available to all residents and employees of all buildings within the development.

SUMMARY OF RECOMMENDATIONS

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

- The amount of urban parkland provided onsite meets the recommendations of the Comprehensive Plan.
- The typologies identified for the three major park spaces should be consistent on the CDP and in the Design Guidelines. The 0.5-acre urban park in Block B should be identified as a Pocket Park, the 1.5-acre park in Block C should be identified as a Common Green, and the 1.5-acre park in Block D should be identified as a Civic Plaza.
- The intent to maintain private scheduling, charge user fees, and provide limited lighting renders the proposed open play area in the Common Green Park in Block C as a private use and therefore it cannot count towards the public athletic field requirement.
- The applicant has not yet demonstrated a commitment to fulfill 100% of the need for public athletic fields generated by the proposed new development. The applicant should commit to provide or fund land and new facility development or upgrades to existing nearby fields to offset the additional half field need not being met by the application.
- In order to count as a public recreational facility contribution, the two half basketball courts should be made accessible and available to all residents and employees of all buildings within the development.

FCPA Reviewer: Andrea L. Dorlester, AICP
DPZ Coordinator: Suzanne Lin

Copy: Cindy Walsh, Director, Resource Management Division
Chron Binder
File Copy



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

FAIRFAX COUNTY
 PUBLIC SCHOOLS

November 7, 2011

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

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

SUBJECT: RZ/FDP 2010-PR-021, Capital One

ACREAGE: 24.77 acres

TAX MAP: 29-4 ((5)) A2

PROPOSAL: Rezone property from the C-3 District to the PTC District to permit a mix of uses to include office, retail, and residential.

COMMENTS: The proposed rezoning area is within the Westgate Elementary School, Kilmer Middle School, and Marshall 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
Westgate ES	397	557	566	-169	707	-310
Kilmer MS	1,116	1,134	1,094	22	1,369	-253
Marshall HS	1,511/2,000*	1,623	1,650	-139	1,974	26

*Capacity and enrollment are based on the FCPS FY 2013-17 draft CIP to be adopted by the School Board.
 Renovation at Marshall High is anticipated to be complete for the 2014-15 school year, which will increase the school's capacity

The school capacity chart shows a snapshot in time for projected 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.

It is noted that Westgate Elementary is on the upcoming bond referendum for planning and construction funding for the renovation of the school, which is anticipated to increase the school's capacity to 750 student spaces and address the projected capacity deficit. The completion date of this renovation is beyond the five year CIP planning period. Marshall High School currently is being renovated and the renovation is expected to be completed for the 2014-15 school year. The renovation is expected to increase capacity at the school to address the overcrowding.

Beyond the six year projection horizon, enrollment projections are not available. It is noted that the Tysons Westpark rezoning application also is anticipated to yield new students and will also impact the capacity Kilmer and Marshall.

The rezoning application proposes to rezone property from the C-3 District to the PTC District to permit a mix of uses to include office, retail, and a maximum of 1,297 high-rise multi-family residential units.

The chart below shows the number of projected students by school level based on the current countywide student yield ratio.

School level	High-rise multi-family ratio	Proposed # of units (max.)	Student yield
Elementary	.047	1,297	61
Middle	.013	1,297	17
High	.027	1,297	35

113 Total

SUMMARY:

Suggested Proffer Contribution

The rezoning application is anticipated to yield a total of 113 new students. Based on the approved proffer formula guidelines, the students generated would justify a proffer contribution of \$1,059,714 (113 students x \$9,378) in order to address capital improvements for the receiving schools.

In the application, the applicant states that the financial and real estate markets will be the primary factor that determines the order in which each phase is developed. Since the school proffer amount is updated on a regular basis, it is strongly recommended that the developer make a proffer contribution based on the school proffer amount in effect at the time of site plan approval.

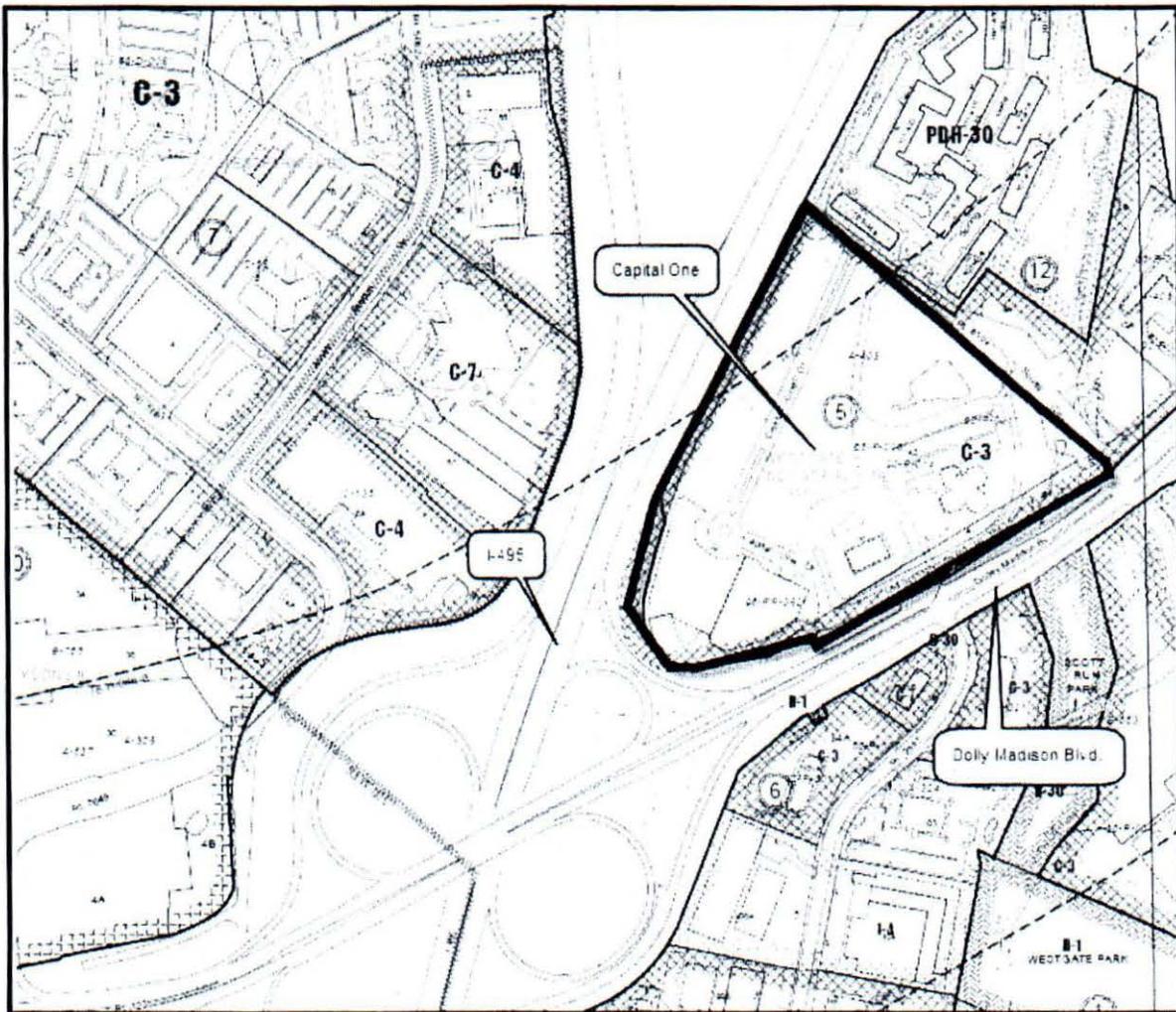
It also is recommended that all proffer contributions be directed to FCPS to use at its discretion for schools serving the Tysons Corner area given that it is unknown when the residential development will occur and if the present school assignments will remain at the time of occupancy. Also recommended is for notification to 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.

It is noted that in order to address future student growth in the Tysons Corner area, FCPS has been working with Fairfax County staff to identify and reserve a future elementary school location in Tysons Corner. Tysons Corner is located within several elementary school boundaries and these schools will not have sufficient capacity to accommodate future student growth from the redevelopment. It is envisioned that students residing in Tysons Corner will be serviced by an elementary school located in Tysons and expansion of the middle and high schools.

Attachment: Locator Map

cc: Patricia S. Reed, School Board Member, Providence District
 Ilryong Moon, School Board Member, At-Large
 James L. Raney, School Board Member, At-Large
 Martina A. Hone, School Board Member, At-Large
 Dean Tistadt, Chief Operating Officer, FCPS
 Jim Kacur, Cluster II, Assistant Superintendent
 Julie Kindelan, Principal, Westgate Elementary School
 Douglas Tyson, Principal, Kilmer Middle School
 Jay W. Pearson, Principal, Marshall High School

Fairfax County Public Schools
Office of Facilities Planning Services





FAIRFAX COUNTY
PUBLIC SCHOOLS

Department of Facilities and Transportation Services
Office of Design and Construction Services
Gatehouse Administration Center, Suite 3500
8115 Gatehouse Road
Falls Church, Virginia 22042

November 2, 2011

Barbara C. Berlin, AICP
Director
Zoning Evaluation Division
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 800
Fairfax, Virginia 22035

Ladies and Gentlemen:

Re: Below Listed Recently Filed Development Plan Analysis

FDP 2010-PR-021

This office has reviewed the subject development plan application, and has no comments with respect to school acquisition.

Sincerely yours,


Weldon Spurling, II, PE

WS/vm

cc: Facilities Planning Services, FCPS, (w/attach.)
File



County of Fairfax, Virginia

MEMORANDUM

DATE: October 31, 2011

TO: Suzanne Lin
Zoning Evaluation Division
Department of Planning & Zoning

FROM: Lana Tran, P.E.
Wastewater Planning & Monitoring Division
Department of Public Works & Environmental Services

SUBJECT: Sanitary Sewer Analysis Report

REFERENCE: Application No. FDP2010-PR-021
Tax Map No. 029-4((05)) lot A2 part

This rezoning application is within Tysons Corner Urban Center (see attached map). As such, prior to site plan submission, the applicant shall be required to provide sewer capacity analysis study to Wastewater Planning and Monitoring Division of all the lines within the Urban Center which its site contributes flow to. If it is determined that any of the lines within the Tysons Corner Urban Center were inadequate, the applicant will be required to perform necessary upgrades prior to or concurrent with site plan submission.

For sanitary trunk sewers that serve the attributed discharge from the Tysons Corner Urban Center, the projected wastewater flow is anticipated to increase significantly, resulting in potentially overloading the system. To accommodate the added flow, pipe improvement will be necessary in the future, hence, the possibility of pro-rata share may be applicable.

If you have any questions or comments, please do not hesitate to contact me at (703) 324-5008.

Department of Public Works and Environmental Services
Wastewater Planning & Monitoring Division
12000 Government Center Parkway, Suite 358
Fairfax, VA 22035-0052
Phone: 703-324-5030, Fax: 703-324-3946





County of Fairfax, Virginia

MEMORANDUM

DATE: July 25, 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 Applications
RZ 2011-PR-009 RZ 2011-PR-010 RZ 2011-PR-011 and Proffered Condition
Amendment Application PCA-92-P-001-09

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 #401, McLean
2. After construction programmed _____ this property will be serviced by the fire station _____
3. In summary, the Fire and Rescue Department considers that the subject rezoning application property:
 - a. currently meets fire protection guidelines.
 - b. will meet fire protection guidelines when a proposed fire station becomes fully operational.
 - c. does not meet current fire protection guidelines without an additional facility; however, a future station is projected for this area.
 - d. does not meet current fire protection guidelines without an additional facility. The application property is _____ of a mile outside the fire protection guidelines. No new facility is currently planned for this area.

Proudly Protecting and
Serving Our Community

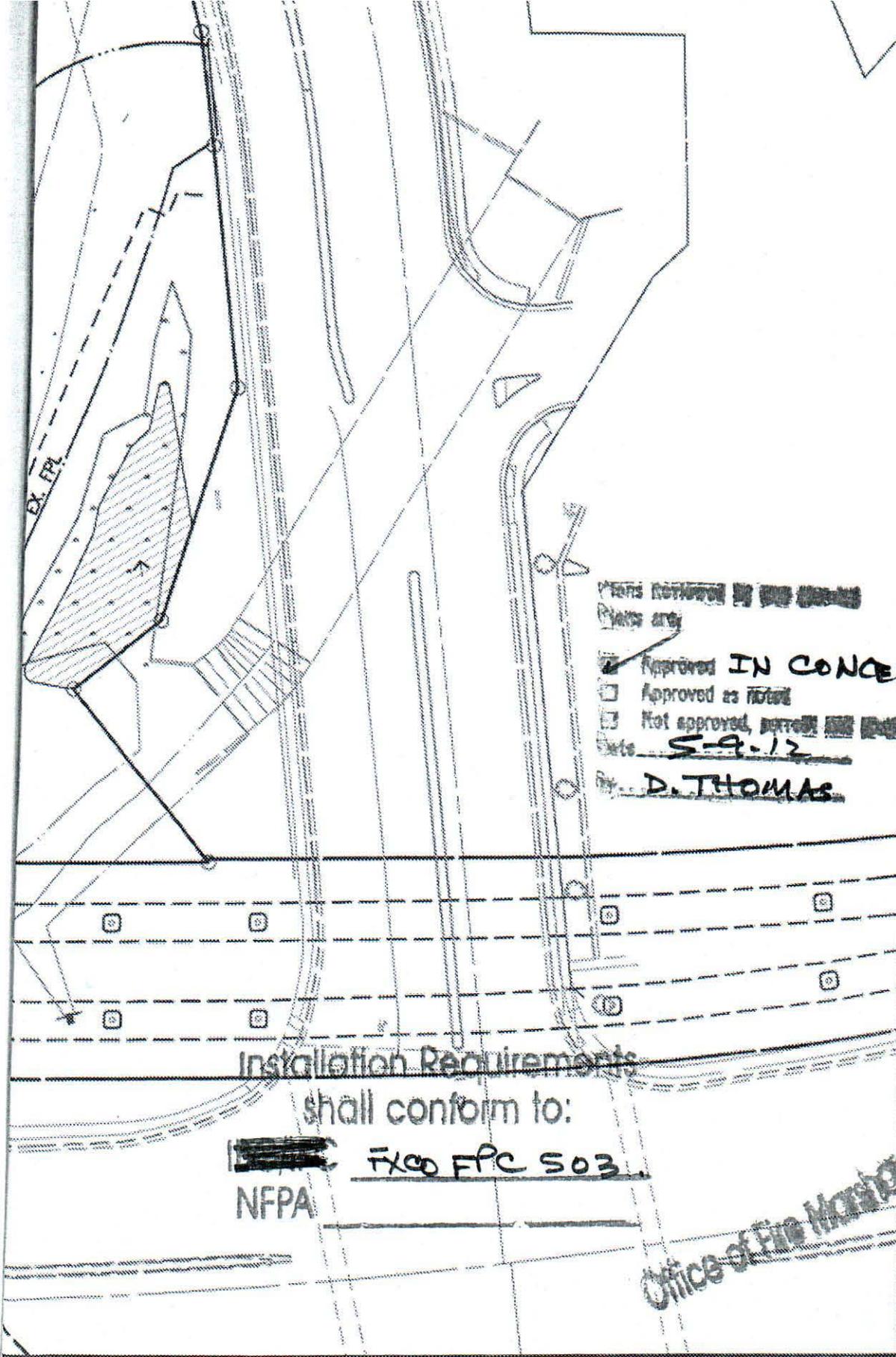
Fire and Rescue Department
4100 Chain Bridge Road
Fairfax, VA 22030
703-246-2126
www.fairfaxcounty.gov/fire



EMERGENCY ACCESS PLAN

CAPITAL ONE MASTER

FINAL DEVELOPMENT

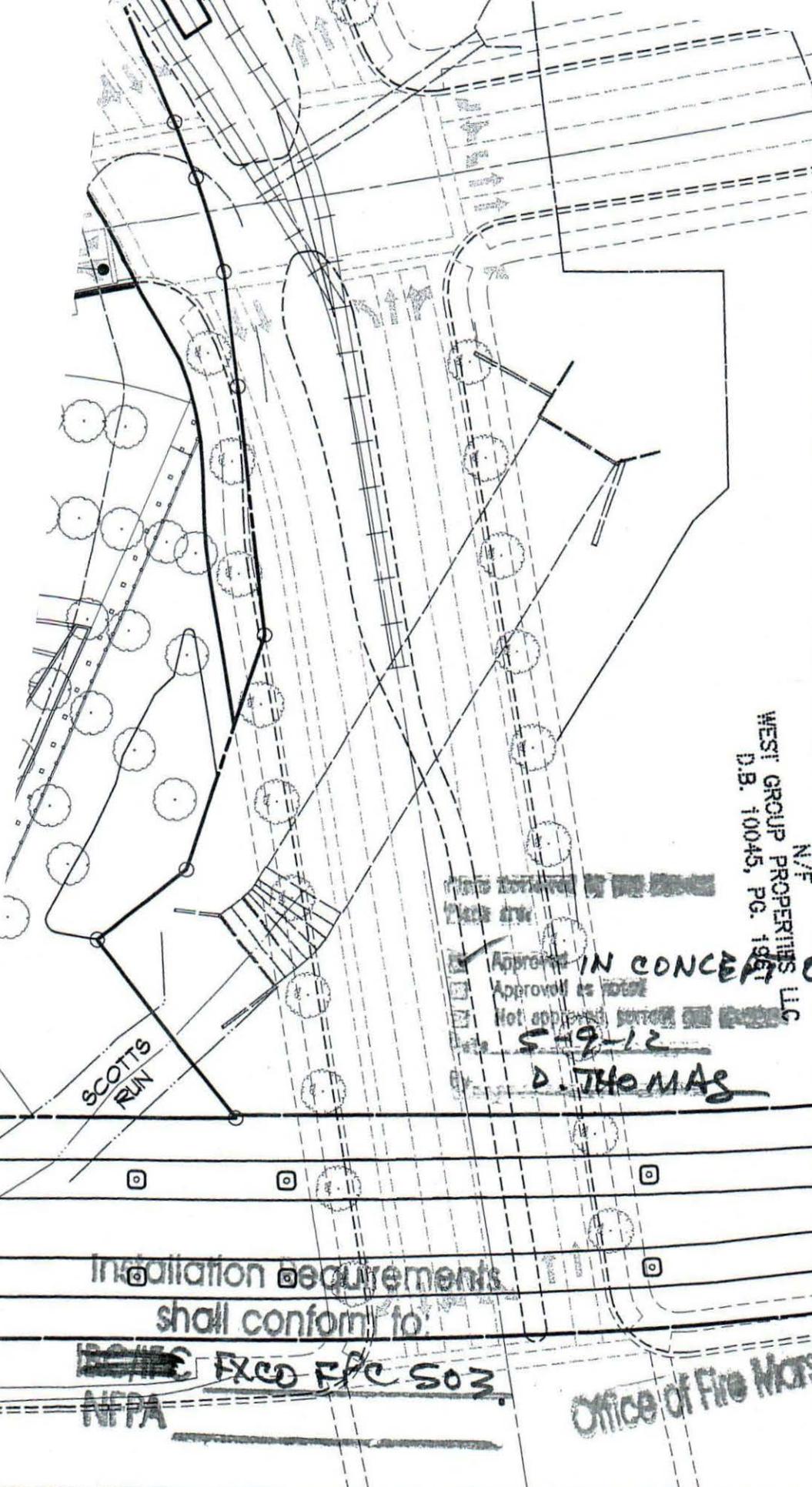


Plans reviewed by [redacted]
 Plans are
 Approved **IN CONCEPT ONLY**
 Approved as noted
 Not approved, per [redacted]
 Date 5-9-12
 By D. THOMAS

Installation Requirements
 shall conform to:
 [redacted] FX00 FPC 503
 NFPA

Office of Fire Marshal

SCALE	
DATE	JUNE 2
DRAWN	OS/JPW/
CHECKED	
JOB #	17
CAD FILE	1101F-1
SHEET #	28 of



N/F
 WEST GROUP PROPERTIES LLC
 D.B. 10045, PG. 196

THIS DOCUMENT IS THE PROPERTY OF THE DESIGN FIRM AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE DESIGN FIRM.

Approved IN CONCEPT ONLY
 Approved as noted
 Not approved
 5-19-12
 D. THOMAS

Installation requirements shall conform to:

~~NFPA~~ ~~FXCO~~ ~~FPC~~ ~~SO3~~
 NFPA

EMERGENCY ACCESS PLAN

CAPITAL ONE MASTERP
CONCEPTUAL DEVELOPMENT PL
RZ 2010-PR-021
 PROVIDENCE DISTRICT - FAIRFAX COUNTY VIRG

SCALE	1"=60'
DATE	AUGUST 4, 2010
DRAWN	OS/JPW/CG
CHECKED	OS/RW
JOB #	1798-1101
CAD FILE	1101-FM.dwg
SHEET #	31 of 34

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org
October 26, 2011

**PLANNING & ENGINEERING
DIVISION**

Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

Ms. Barbara C. Berlin, Director
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

Re: FDP 2010-PR-021
Capital One
Tax Map: 29-4

Dear Ms. Berlin:

Fairfax Water would like to reiterate its comments submitted in our January 21, 2011 letter to you, regarding Capital One (copy enclosed). Please note that as of April 1, 2011, Fairfax Water's commodity rate as shown in paragraph 3 in our previous response letter has increased from \$1.93 per 1,000 gallons to \$2.04 per 1,000 gallons.

If you have any questions regarding this information, please contact Dave Guerra Chief, Plan Review at (703) 289-6343.

Sincerely,



Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosures (as noted)

cc: Rob Walker, William H. Gordon Associates
Shane Murphy, Cooley, LLP

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

January 21, 2011

Ms. Barbara Berlin, Director
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

Re: RZ 2010-PR-021
PCA 92-P-001-08
Capital One
Tax Map: 29-4

Dear Ms. Berlin:

Fairfax Water is uniquely able to provide high-quality water service to the Capital One development. In the past, water service to this site has been provided by the City of Falls Church Department of Public Utilities (City); however, the site is located in Fairfax County. We believe that future water service for the proposed redevelopment should be provided by Fairfax Water instead of the City for the following reasons:

1. Fairfax Water has an existing 24-inch water main in Magarity Road approximately 4,600 feet from the site that is capable of providing adequate domestic and fire protection service as shown on the attached water system map.
2. Fairfax Water has a fully integrated transmission network allowing ample flow to be routed to the site from multiple independent sources. Fairfax Water's programmed investment in transmission and distribution system development provides the Capital One site access to service through 42-inch and 24-inch diameter transmission mains from a large pumping facility at Tysons Corner. The Capital One site also has access to water storage facilities located at Tysons Corner, Penderwood, and Fairfax Hospital. Alternative supplies are available from a variety of additional sources including pumping facilities at Fairfax Circle or Annandale. Having a variety of supply options increases service reliability, provides for sufficient domestic and fire protection capacity, and maintains adequate delivery pressure irrespective of demand.

Ms. Barbara Berlin
January 20, 2011
Page Two

3. Customers served by Fairfax Water enjoy the lowest commodity rate for water in the Washington Metropolitan area. Currently Fairfax Water customers pay \$1.93 per 1,000 gallons while the City's customers pay \$3.03 per 1,000 gallons.
4. Although not currently doing so, in the past the City has charged a higher rate to its customers located in Fairfax County than to its customers located in the City.
5. Fairfax Water operates as a true enterprise fund. All water system revenues are returned to the water system to support infrastructure reinvestment and system improvements.
6. Fairfax Water is governed by a Board appointed by the Fairfax County Board of Supervisors. Citizens of Fairfax County whose water service is provided by the City have no representation in the decisions made regarding the water system that serves them.
7. Fairfax Water owns and operates two state of the art treatment facilities, sourced by two separate watersheds, the Occoquan Reservoir and the Potomac River. These plants produce superb quality water that meets and surpasses all current and anticipated regulations.

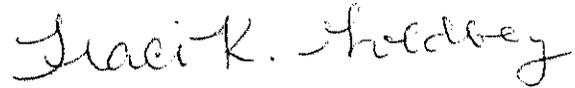
As you may know, there is no legal impediment to Fairfax Water's serving this property. All previous legal disputes between Fairfax Water and the City have now been resolved. Under a consent decree entered February 25, 2010 in the Circuit Court of Fairfax County, the City agreed that Fairfax Water may provide water service anywhere within the City's previous service area in Fairfax County, and that the City would not unreasonably interfere with the ability of any customer or developer to obtain service from Fairfax Water.

As the area surrounding the future Tysons East Metro Station undergoes transformation and redevelopment, the increased land-use density and investment warrant public infrastructure commensurate with the high standards of Fairfax County. Accordingly, the proposed project should be served by the highest level of water service available. Again, Fairfax Water is uniquely able to provide that level of service.

Ms. Barbara Berlin
January 20, 2011
Page Three

If you have any questions regarding this information, please contact Dave Guerra
Chief, Plan Review at (703) 289-6343.

Sincerely,



Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosures (as noted)

cc: Rob Walker, William H. Gordon Associates
Shane Murphy, Cooley LLP

bcc: Jamie Bain Hedges, Fairfax Water
Stuart Raphael, Hunton and Williams

6-500 PTC PLANNED TYSONS CORNER URBAN DISTRICT

6-501

Purpose and Intent

The PTC District is established for the Tysons Corner Urban Center as defined in the adopted comprehensive plan to implement the mix of uses, densities and intensities under the redevelopment option set forth in the adopted comprehensive plan. The PTC District regulations are designed to provide the necessary flexibility to transform the designated Tysons Corner Urban Center area from a suburban office park and activity center into an urban, mixed-use, transit, bicycle and pedestrian oriented community to promote high standards in urban design, layout and construction and to otherwise implement the stated purpose and intent of this Ordinance. To create mixed-use downtowns near mass transit, higher development intensities are to occur within approximately one half (½) mile of the four Metrorail Station entrances, identified as Transit Oriented Development (TOD) Districts in the adopted comprehensive plan. The remaining areas, the Non-Transit Oriented Development (Non-TOD) Districts, are to be developed into lively urban neighborhoods that include an appropriate mix of uses, densities and intensities that are compatible to adjacent communities. In both TOD and Non-TOD Districts, development should be designed in an integrated manner that will enhance the urban character. Smaller, freestanding structures are generally discouraged and shall only be considered when such use is designed in an urban form that creates or enhances an appropriate street edge and implements the stated purpose and intent of the district.

To be granted this zoning district, the applicant shall demonstrate the development furthers the vision of the Tysons Corner Urban Center, as identified in the adopted comprehensive plan, by meeting, at a minimum, the following objectives.

1. Contribute to a tiered intensity of development having the highest intensities located closest to the transit stations and provide the mix of residential, office and commercial uses necessary to achieve a vibrant, urban environment.
2. Contribute to the network of open space and urban parks, to include stream valley parks, pocket parks, common greens, civic plazas and athletic fields for the workers and residents of Tysons.
3. Promote environmental stewardship by implementing green building design; efficient, renewable and sustainable energy practices; incorporating low impact development strategies, such as innovative stormwater management and green roofs; and achieving the tree canopy goals for Tysons.
4. Further the implementation of the urban grid of streets and the described street hierarchy for Tysons.
5. Reduce the amount of single occupant vehicle trips by limiting the amount of provided parking, encouraging shared parking arrangements among uses, permitting the inclusion of managed tandem parking spaces, and implementing various Transportation Demand Management strategies, such as transit subsidies, carpool and vanpool services, employee shuttles, car-sharing programs and bicycle accommodations.
6. Contribute to the necessary public facilities to support the projected job and population growth, including schools, fire and police services, a library, public utilities, and an arts center.

7. Contribute to the specified streetscape and apply the urban design guidelines specified for build-to lines, building articulation, fenestration, ground floor transparency and parking design to create an integrated urban, pedestrian-friendly environment.
8. Contribute to implementing the workforce and affordable housing policies for Tysons to provide housing to various income levels.

To these ends, a development proposal within the Tysons Corner Urban Center that utilizes the redevelopment option as set forth in the adopted comprehensive plan shall only be considered by the Board in conjunction with a rezoning application to this district. Such rezoning to and development under this district will be permitted only in accordance with development plans prepared and approved in accordance with this Part and the provisions of Article 16.

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.

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 planned development district, 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.
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		