APPLICATIONS ACCEPTED (RZ 2010-PR-014): October 20, 2010
APPLICATIONS AMENDED (RZ 2010-PR-014): February 2, 2011; June 9, 2011
APPLICATIONS ACCEPTED (RZ 2010-PR-014D & 04E): January 11, 2012
APPLICATION ACCEPTED (FDP 2010-PR-014D): August 14, 2012
PLANNING COMMISSION: January 30, 2013
BOARD OF SUPERVISORS: February 12, 2013
@ 3:30 pm

County of Fairfax, Virginia

January 17, 2013

STAFF REPORT

RZ 2010-PR-014-D and RZ 2010-PR-014-E
FDP 2010-PR-014-D

PROVIDENCE DISTRICT

APPLICANT: Georgelas Group LLC

EXISTING ZONING:
RZ 2010-PR-014-D: C-7, I-5, HC, SC
RZ 2010-PR-014-E: C-4, HC

PROPOSED ZONING:
RZ 2010-PR-014-D: PTC, HC, SC
FDP 2010-PR-014-D: PTC, HC, SC
RZ 2010-PR-014-E: PTC, HC

PARCEL(S):
RZ 2010-PR-014-D: 29-1 ((1)) 18C;
29-3 ((1)) 54A, 57, 57B, 57G
FDP 2010-PR-014-D: 29-3 ((1)) 54A
RZ 2010-PR-014-E: 29-3 ((1)) 63C

ACREAGE:
RZ 2010-PR-014-D: 9.86 acres
FDP 2010-PR-014-D: 3.52 acres
RZ 2010-PR-014-E: 7.39 acres

FAR/DENSITY:
RZ 2010-PR-014-D: 6.44 FAR (550-2,035 dwelling units)
FDP 2010-PR-014-D: 2.95 FAR (150-436 dwelling units)
RZ 2010-PR-014-E: 3.29 FAR (110-234 dwelling units under res. opt.)

PLAN MAP:
RZ 2010-PR-014-D: Transit Station Mixed Use and Park / Open Space
FDP 2010-PR-014-D: Transit Station Mixed Use
RZ 2010-PR-014-E: Transit Station Mixed Use

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

PROPOSAL:

RZ 2010-PR-014-D: To rezone five parcels to the Planned Tysons Corner Urban District (PTC District) for a mixed use development of seven buildings, including multi-family residential, office and hotel buildings ranging up to 400 feet in height, with ground floor retail and other uses.

FDP 2010-PR-014-D: To approve the final development plan on a portion of the land area of RZ 2010-PR-014-D for a single high-rise residential building, an interim park and an option to retain or remove an existing building.

RZ 2010-PR-014-E: To rezone to the PTC District to permit the addition of three additional buildings to an existing office park (two existing buildings to remain) adding office and hotel or residential uses, with possible ground floor retail / other uses.

STAFF RECOMMENDATIONS:

Staff recommends approval of RZ 2010-PR-014-D, subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends approval of FDP 2010-PR-014-D, subject to FDP conditions consistent with those contained in Appendix 2 and to the Board's approval of RZ 2010-PR-014-D.

Staff recommends approval of RZ 2010-PR-014-E, subject to the execution of proffers consistent with those contained in Appendix 3.

Staff recommends approval of the following modifications and waivers for both RZ 2010-PR-014-D and RZ 2010-PR-014-E:

- Modification of all trails and bike trails in favor of the streetscape and on-road bike lane system shown on the Plans;
- Waiver of Par. 3 of Sect. 17-201 of the Zoning Ordinance to provide any additional interparcel connections to adjacent parcels beyond that shown on the Plans and as proffered;
- Waiver of Par. 4 of Sect. 17-201 of the Zoning Ordinance requiring any further dedication and construction for widening of existing roads to address Comprehensive Plan requirements beyond that which is indicated in the Plans and proffers;
- Waiver of Par. 1 of Sect. 6-506 of the Zoning Ordinance requiring a minimum district size of 10 acres in the PTC District;

- Waiver of a service drive on Route 7;
- Modification of interior and peripheral parking lot landscaping requirements for interim surface lots, when shown on an approved FDP or as applies to interim uses for existing conditions;
- Waiver of Zoning Ordinance Section 16-403 requiring a final development plan as a prerequisite to a site plan in the PTC District for the following features as shown on the CDP: public improvement plans associated with public streets, interim park space previously proffered with RZ 2010-PR-014A and located on RZ 2010-PR-014E, and minor modifications to the existing buildings on RZ 2010-PR-014E;
- Waiver of Sect. 11-302 of the Zoning Ordinance to allow a private street to exceed 600 feet in length as shown on the CDP.
- Modification of Sect. 7-0802.2 of the PFM to allow for the projection of structural columns into parking stall (no more than 4% of the stall area);
- Waiver to allow the use of underground stormwater management and best management practices in a residential development, subject to Waiver #8158-WPFM-002-1;
- Modification of the 10 year tree canopy requirements in favor of that shown on the Plans and as proffered;
- Modification of the tree preservation target in favor of that shown on the Plans and as proffered; and
- Modification of Sect. 12-0702 1B (2) to permit the reduction of the minimum planter opening area for trees used to satisfy the tree cover requirement, in favor of that shown on the Plans and as proffered.

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

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

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

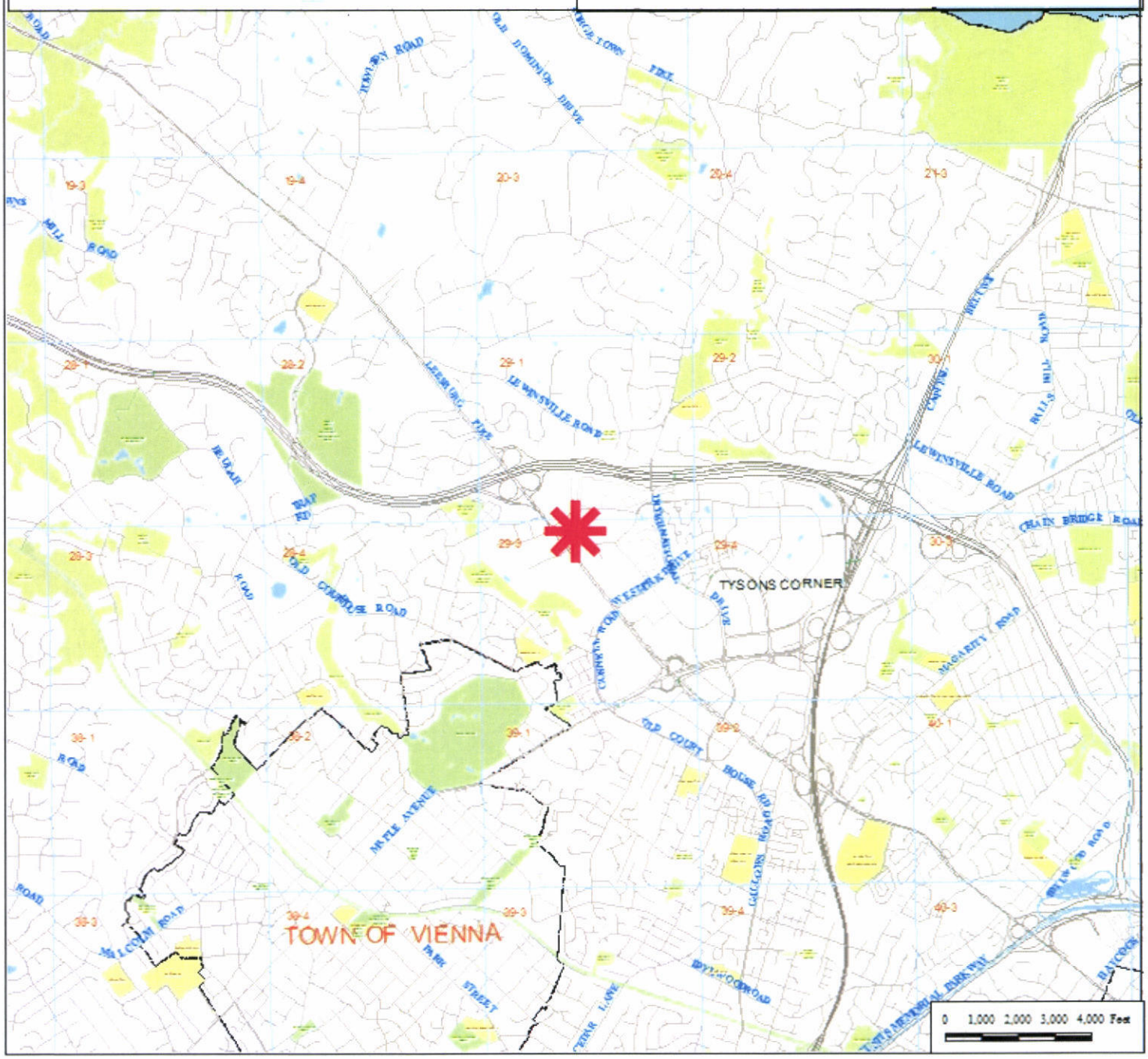
Tracy Strunk
X:\DPZ\Tysons-Core\CASES\Georgelas RZ 2010-PR-014\staff report RZ 2010-PR-014 D E FDP D.docx

Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Rezoning Application

RZ 2010-PR-014 D

Applicant:	GEORGELAS GROUP LLC
Accepted:	01/09/2012
Proposed:	MIXED-USE
Area:	9.86 AC OF LAND; DISTRICT - PROVIDENCE; ZIP - 22182
Located:	NORTHEAST QUADRANT OF THE INTERSECTION OF LEESBURG PIKE AND SPRING HILL ROAD
Zoning:	FROM C- 7 TO PTC, FROM I- 5 TO PTC
Overlay Dist:	SC, TYS, HC
Map Ref Num:	029-1- /01/ /0018C 029-1- /03/ /0054A /03/ /0057 /03/ /0057B /03/ /0057G



Rezoning Application

RZ 2010-PR-014 D

Applicant:	GEORGELAS GROUP LLC
Accepted:	01/09/2012
Proposed:	MIXED-USE
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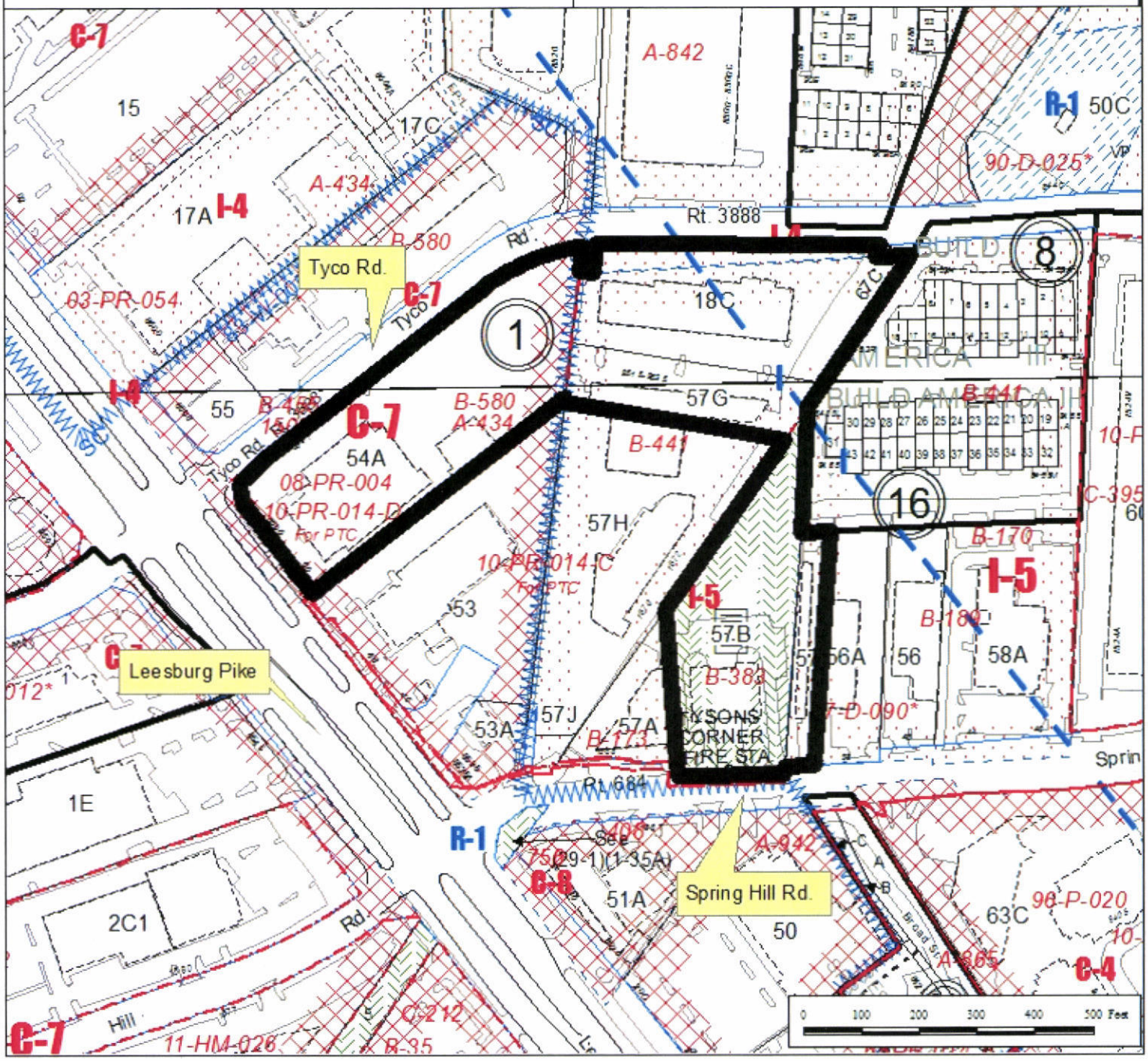
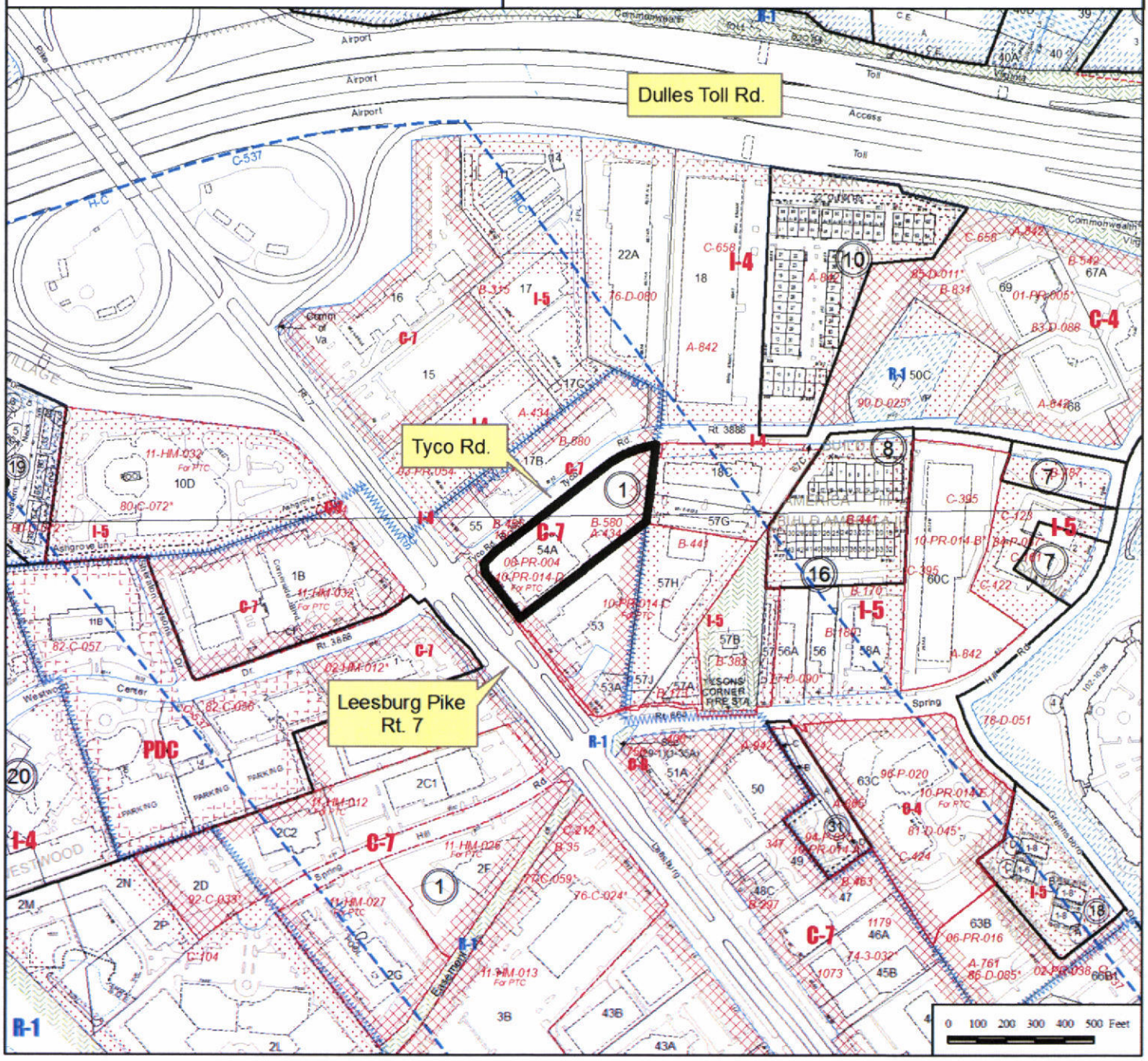
Zoning:	FROM C-7 TO PTC, FROM I-5 TO PTC
Overlay Dist:	SC, TYS, HC
Map Ref Num:	029-1- /01/ /0018C 029-1- /03/ /0054A /03/ /0057 /03/ /0057B /03/ /0057G



Final Development Plan

FDP 2010-PR-014D

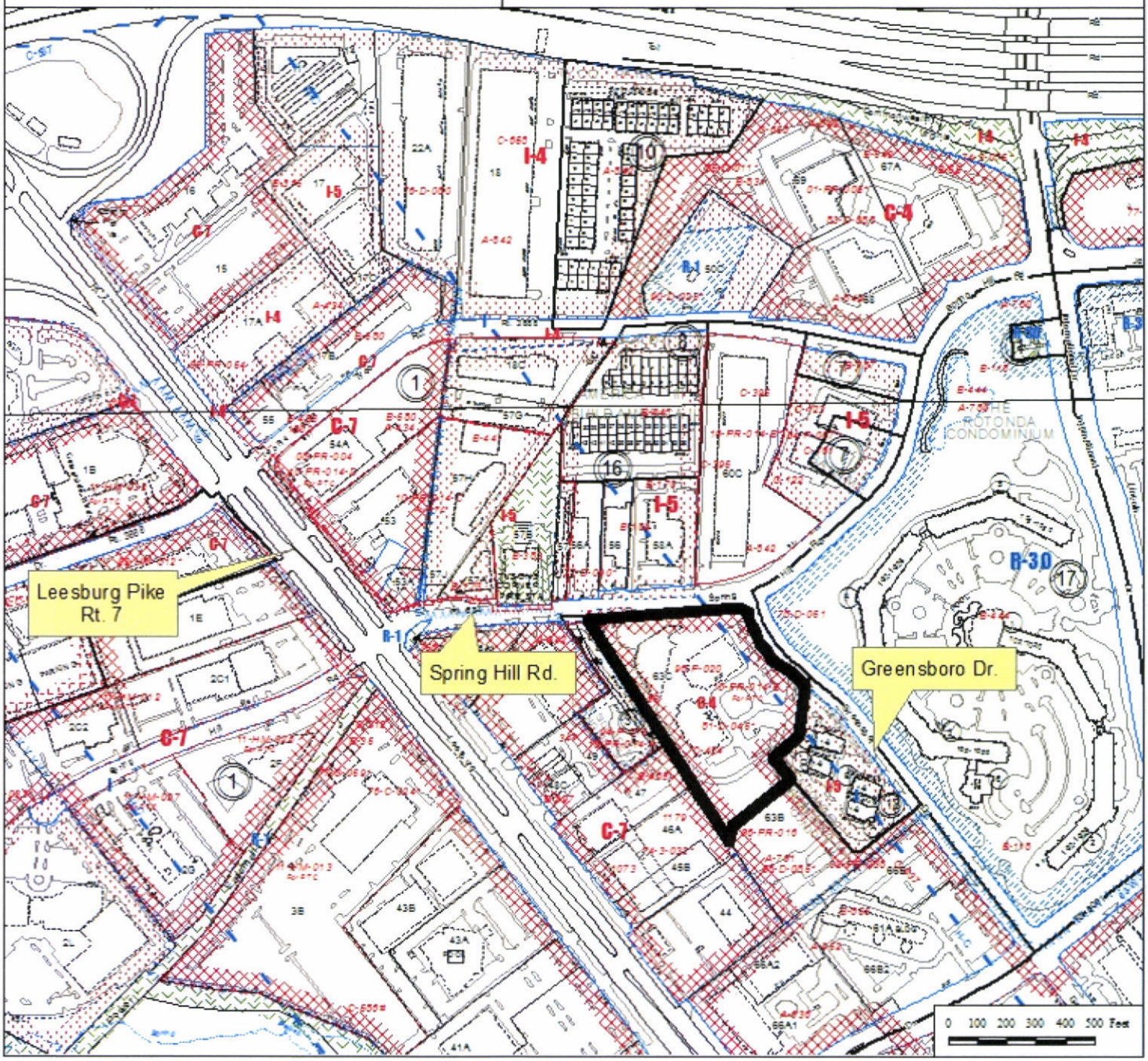
Applicant:	GEORGELAS GROUP LLC
Accepted:	08/14/2012
Proposed:	MIXED USE
Area:	3.52 AC OF LAND;DISTRICT - PROVIDENCE ZIP - 22182
Located:	EASTERN QUADRANT OF THE INTERSECTION OF LEESBURG PIKE WITH TYCO ROAD
Zoning:	PTC
Overlay Dist:	SC, TYS, HC
Map Ref Num:	029-3- /01/ /0054A



Rezoning Application

RZ 2010-PR-014E

Applicant:	GEORGELAS GROUP LLC
Accepted:	1/11/2012
Proposed:	MIXED-USE
Area:	7.39 AC OF LAND; DISTRICT - PROVIDENCE ZIP-22102
Located:	SOUTHWEST QUADRANT OF THE INTERSECTION OF SPRING HILL ROAD AND GREENSBORO DRIVE
Zoning:	FROM C- 4 TO PTC
Overlay Dist:	HC
Map Ref Num:	029-3-/01/ /0063C



SPRING HILL STATION

DEMONSTRATION PROJECT PART D

REZONING APPLICATION
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR-014-D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

DEMONSTRATION PROJECT SUBMISSION JULY 31, 2009
CDP SUBMISSION JUNE 22, 2010
REVISED AUGUST 24 2010
REVISED OCTOBER 14, 2010
AMENDED DECEMBER 20, 2010 - RINALDI ADDITION
REVISED MARCH 18, 2011
REVISED APRIL 25, 2011
REVISED NOVEMBER 30, 2011
REVISED JULY 13, 2012
REVISED OCTOBER 19, 2012
REVISED NOVEMBER 28, 2012
REVISED JANUARY 11, 2013

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C-2 REZONING KEY MAP
C-3 NOTES AND WAIVERS
C-3A TABULATIONS
C-4 OVERALL EXISTING CONDITIONS PLAN
C-5 CONTEXT PLAN
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C-6A CDP OPTION 2
C-7 INTERIM STREET ALT A WITH SECTIONS
C-7A INTERIM STREET ALT B WITH SECTIONS
C-7B INTERIM STREET ALT C WITH SECTIONS
C-8 STREET SECTION / CIRCULATION PLAN
C-9 EVM PLAN
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C-11 STORMWATER MANAGEMENT PLAN
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A-3.0 BELOW GRADE PARKING OUTLINE PLAN (OPTION 1 & OPTION 2)
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A-10.0 SHADOW STUDIES (OPTION 2 - MAXIMUM RESIDENTIAL)
A-11.0 PROPOSED DEVELOPMENT WITH NEIGHBORING PROPERTIES - OPTION 1
A-12.0 PROPOSED DEVELOPMENT WITH EXISTING CONTEXT - OPTION 1
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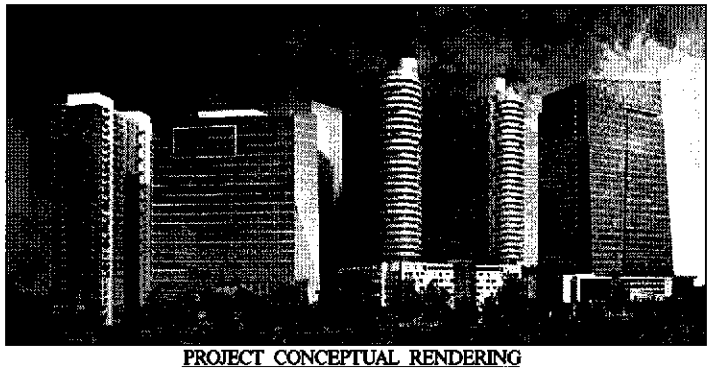

PROJECT CONCEPTUAL RENDERING

LANDSCAPE SHEETS:

L-1 STREET SECTIONS
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L-3 STREET SECTIONS
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L-6 STREET SECTIONS
L-7 OVERALL PARKS PLAN
L-8 OVERALL LANDSCAPE PLAN
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L-10 URBAN PARK SECTION
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L-18 PARK PLAN
L-19 PEDESTRIAN HIERARCHY PLAN
L-20 PEDESTRIAN & BICYCLE CIRCULATION

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 3198
e-mail wdg@wdgarch.com

Applicant
Georgelos Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 821 1540
fax 703 246 2195
e-mail:aaron@georgelosgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 442-7800
fax 703 787-2787
e-mail:cochran@vika.com

Landscape Architect
parker|rodriguez, Inc.
Contact: Dan Kwit
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548-5010
fax 703 548-5292
e-mail:dkwit@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkoske
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 6592
e-mail:mpinkoske@wjaeng.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528-4700
fax 703 525-3197
e-mail:ebaker@walshcolucci.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelos Group
8405 Greensboro Dr. #130
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (ACCEPTED)	10.14.10
CDP (REVISION)	12.20.10
CDP (REVISION)	3.18.11
CDP (REVISION)	4.25.11
CDP (REVISION)	4.29.11
CDP (REVISION)	5.6.11
CDP (REVISION)	5.27.11
CDP (REVISION)	7.6.11
CDP (REVISION)	8.5.11
CDP (REVISION)	8.22.11
CDP (REVISION)	11.30.11
CDP (REVISION)	7.13.12
CDP (REVISION)	10.19.12
CDP (REVISION)	11.28.12
CDP (REVISION)	01.11.13

©WDG Project No.:W40031

COVER SHEET
CDP - PART D

Scale:

C-1

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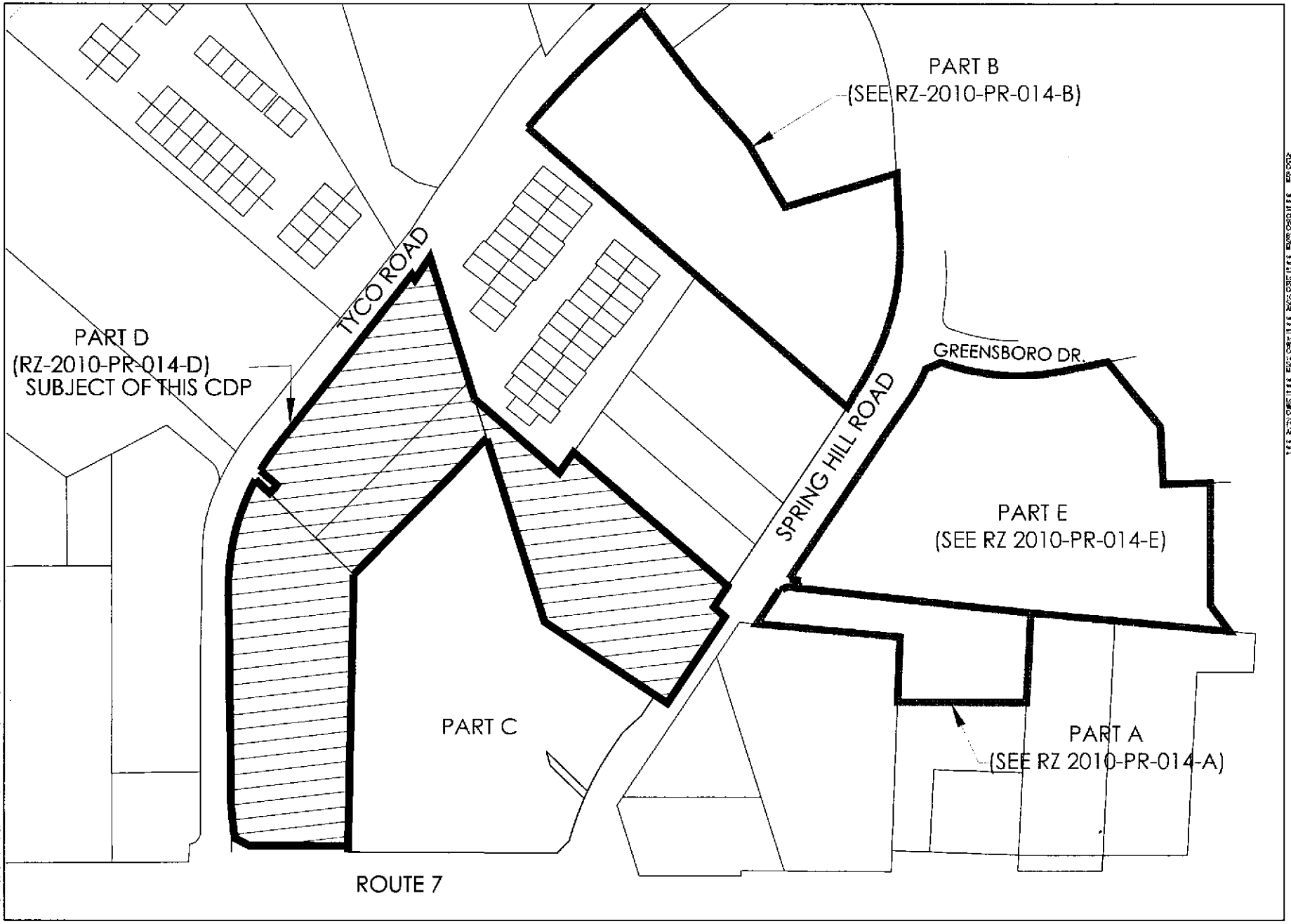

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgeles
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703.821.1540
fax 703.556.0185
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.847.7300
fax 703.847.1787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5086
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Abbott
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0738
e-mail cabbott@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

CDP	08.27.10
CDP (Resubmission)	08.24.10
CDP (ACCEPTED)	10.14.10
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CDP (REVISION)	7.13.12
CDP (REVISION)	10.18.12
CDP (REVISION)	11.28.12
CDP (REVISION)	01.11.13

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REZONING
KEY MAP
CDP- PART D

SCALE: 1"=80'

C-2

FILE: P:\Planning\Projects\2008\dwg\CDP PART D\2008 PART-D REZ MAP.dwg USER: Oliver DATE: Jan. 10 2013 TIME: 11:32 am

CDP GENERAL NOTES:

1. THE SUBJECT PROPERTIES SHOWN HEREON ARE IDENTIFIED ON TAX MAP 29-3 & 29-1 AS TAX MAP NUMBERS 29-1-01-0018C, 29-3-01-0064A, 29-3-01-0067, 29-3-01-0057B AND 29-3-01-0057G ARE ZONED C-7, HC AND SC (AS TO PARCEL 64A) AND I-5, HC (AS TO PARCELS 18C, 67, 57B AND 57G). THE PROPERTIES SHOWN HEREON ARE CURRENTLY IN THE NAME OF: RMC TYCO LLC, BY DEED RECORDED IN D.B. 12465 AT PG. 802 (PARCEL 18C); BP REALTY LP, BY DEED RECORDED IN D.B. 18774 AT PG. 803 (PARCEL 64A); MCLEAN SELF STORAGE LLC, BY DEED RECORDED IN D.B. 11114 AT PG. 878 (PARCEL 67); FAIRFAX COUNTY BOARD OF SUPERVISORS, BY DEED RECORDED IN DEED BOOK 4437 AT PAGE 43 (PARCEL 57B); AND RMC TYCO LLC, BY THE DEED RECORDED IN D.B. 12606 AT PG. 383 (PARCEL 57G) ALL AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.
2. THE HORIZONTAL DATUM IS VIRGINIA STATE GRID NORTH.
3. THE TOPOGRAPHY SHOWN HEREON IS BASED ON AN AERIAL TOPOGRAPHIC SURVEY AND THE CONTOUR INTERVAL IS TWO (2) FEET. THIS INFORMATION HAS NOT BEEN FIELD VERIFIED BY VIKA, INC.
4. THE BOUNDARY INFORMATION WAS PREPARED FROM RECORD INFORMATION.
5. PUBLIC WATER AND SANITARY SEWER ARE AVAILABLE AND WILL BE EXTENDED AS NEEDED TO SERVE THE DEVELOPMENT.
6. STORM WATER MANAGEMENT AND BMP FACILITIES FOR THE PROPOSED DEVELOPMENT WILL BE PROVIDED ON SITE IN SUCH A MANNER AS TO ALLOW PHASED CONSTRUCTION. AT ALL PHASES OF CONSTRUCTION AN ADEQUATE STORM DRAINAGE SYSTEM IN ACCORDANCE WITH THE PUBLIC FACILITIES MANUAL STANDARDS AND DESIGN CRITERIA OF FAIRFAX COUNTY WILL BE PROVIDED. THE APPLICANT THEREFORE RESERVES THE RIGHT TO PROVIDE TEMPORARY STORM WATER MANAGEMENT AND BMP FACILITIES SHOULD THE DEVELOPMENT BE COMPLICATED IN PHASES. THESE FACILITIES MAY INCLUDE, BUT ARE NOT LIMITED TO INFILTRATION FACILITIES, RUNOFF REDUCING BMPS, BIORETENTION, VEGETATED ROOFS AND/OR UNDERGROUND VAULTS. THESE TEMPORARY FACILITIES SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE CURRENT FAIRFAX COUNTY SWM/BMP STANDARDS IN EFFECT AT THE TIME OF THE SITE PLAN FOR THE SPECIFIED FACILITY. SEE SHEETS C-10 THRU C-14A.
7. TO THE BEST OF OUR KNOWLEDGE, NO GRAVE SITES OR STRUCTURES MARKING BURIAL SITES ARE PRESENT ON THE SUBJECT PROPERTY.
8. TO THE BEST OF OUR KNOWLEDGE, NO HAZARDOUS OR TOXIC SUBSTANCES ARE KNOWN TO EXIST ON THE SUBJECT PROPERTY. AND FURTHER, TO THE BEST OF OUR KNOWLEDGE, THE USES PRESENTED HEREON WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCES AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/ DEPARTMENT OF WASTE MANAGEMENT VA. 672-10- VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS AS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS, PART 280.
9. THE SITE IS CURRENTLY IMPROVED WITH FIVE COMMERCIAL BUILDINGS AND A FIRE STATION.
10. NO PORTION OF THE SUBJECT PROPERTY IS LOCATED WITHIN A COUNTY DESIGNATED R.P.A. ZONE. THERE IS NO FLOOD PLAIN MAPPED ON THE SUBJECT PROPERTY.
11. THERE ARE NO SCENIC ASSETS OR NATURAL FEATURES ON THE SITE WORTHY OF DELINEATION.
12. LIMITS OF CLEARING AND GRADING WILL BE SHOWN ON THE FDPs.
13. THE DEVELOPMENT CONFORMS TO THE PROVISIONS OF ALL APPLICABLE STANDARDS WITH THE EXCEPTION OF THOSE WAIVERS AND MODIFICATIONS REQUESTED HEREON.
14. LANDSCAPING AND TREE COVER REQUIREMENTS WILL BE PROVIDED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 13 OF THE ZONING ORDINANCE, UNLESS MODIFIED OR WAIVED. LANDSCAPING MAY BE MODIFIED WITH FDP AND FINAL ENGINEERING AND DESIGN, BUT THE QUANTITIES, LEVEL OF QUALITY AND GENERAL CHARACTER WILL REMAIN CONSISTENT WITH THAT SHOWN HEREON AND AS SET FORTH IN THE PROFFERED CONDITIONS. A DETAILED LANDSCAPE PLAN WILL BE SUBMITTED IN CONJUNCTION WITH THE SITE PLAN(S).
15. FOOTPRINTS REPRESENTED HEREON ARE APPROXIMATE AND MAY BE MODIFIED. THE SIZE AND SHAPE OF THE BUILDINGS ARE PRELIMINARY AND MAY VARY AS A RESULT OF FDP AND FINAL ENGINEERING, DESIGN AND/OR FINAL DEVELOPMENT PROGRAM REFINEMENTS, PROVIDED EACH SHALL REMAIN IN SUBSTANTIAL CONFORMANCE WITH THE CDP. THE LOCATION OF SIDEWALKS, TRAILS AND UTILITIES ARE GRAPHICALLY SHOWN AND ARE PRELIMINARY IN NATURE. MODIFICATIONS MAY OCCUR WITH FINAL ENGINEERING AND DESIGN, SUBJECT TO DPWES, VDOT, AND/OR FCDOT APPROVAL. BUILDING HEIGHTS REPRESENTED IN THE TABULATION AND/OR GRAPHICALLY ON THE SHEETS ARE TO BE CONSIDERED MAXIMUM HEIGHTS.
16. RECREATIONAL AMENITIES PROVIDED FOR THE PROPOSED DEVELOPMENT INCLUDE, BUT ARE NOT LIMITED TO: PARKS; PLAZAS; LANDSCAPED DECKS; SWIMMING POOLS; COURTYARD GARDENS; OUTDOOR ENTERTAINMENT; WATER FEATURES; OUTSIDE EATING AREAS; AND PEDESTRIAN/BICYCLE CIRCULATION SYSTEM, INCLUDING SPECIALTY PAVING AND PEDESTRIAN CROSSWALKS; AND LANDSCAPING THROUGHOUT THE SITE, INCLUDING PERENNIAL BEDS, LAWN, AND SEATING AREAS. ADDITIONAL SITE FEATURES AND SIMILAR FEATURES SUCH AS PLAZA DEVELOPMENT, GAZEBOS, FENCING, BALCONIES, RETAINING WALLS, CORNICES, TRELLISES, ENTRANCE SIGNS, LIGHTS, WALLS, AND/OR ROOF-TOP PLANTING AREAS NOT REPRESENTED HEREON MAY BE PROVIDED.
17. THE PROPOSED DEVELOPMENT ON THE SUBJECT PROPERTY WILL NOT POSE ANY ADVERSE EFFECT ON ADJACENT OR NEIGHBORING PROPERTIES.
18. THE PROJECT WILL MEET THE PARKING REQUIREMENTS AS SET FORTH IN ARTICLE 6-508 AND ARTICLE 11 OF THE ZONING ORDINANCE, AS DETERMINED BY THE ZONING ADMINISTRATOR AND SHALL BE PROVIDED IN A COMBINATION OF ABOVE GRADE PARKING STRUCTURES, BELOW GRADE PARKING STRUCTURES, AND PRIVATE ON-STREET SPACES TO THE EXTENT AUTHORIZED. THE NUMBER OF PARKING SPACES PROVIDED HEREON MAY BE ADJUSTED AT SITE PLAN BASED ON THE FINAL DEVELOPMENT PROGRAM IN ACCORDANCE WITH EXISTING PROFFERS. THE APPLICANT RESERVES THE RIGHT TO PROVIDE COMMERCIAL PAID PARKING IN SURFACE PARKING LOTS ON AN INTERIM BASIS IN CONFORMANCE WITH PROFFERS AND AS SHOWN ON THE FDP.
19. SIGNAGE WILL BE PROVIDED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 12 OF THE ZONING ORDINANCE OR PURSUANT TO AN APPROVED COMPREHENSIVE SIGN PLAN, AS MAY BE APPROVED BY THE PLANNING COMMISSION.
20. TRANSITIONAL SCREENING WITHIN THE TYSONS URBAN CENTER IS NOT REQUIRED AS SET FORTH IN ZONING ORDINANCE SEC. 6-510-4-C.
21. PARKING LOT LANDSCAPING AND TREE COVER REQUIREMENTS WILL BE PROVIDED IN ACCORDANCE WITH ZONING ORDINANCE ARTICLE 13 UNLESS WAIVED BY THE DIRECTOR OF DPWES.
22. APPLICANT RESERVES THE RIGHT TO DETERMINE FINAL NUMBER OF UNITS WITHIN THE RANGE SHOWN, THE GFA OF EACH BUILDING, AND THE FINAL MIX OF USES WITH A FINAL SITE PLAN. BUILDING FOOTPRINT(S) AND ASSOCIATED PARKING MAY BE MODIFIED ACCORDINGLY AS SHOWN ON THE FDP.
23. MINOR MODIFICATIONS MAY BE MADE TO THE SITE PLAN PER SECTION 18-204 OF THE ZONING ORDINANCE.
24. THE SUBJECT PROPERTY MAY BE SUBJECT TO SUBDIVISION FOR THE PURPOSE OF SALE, JOINT VENTURE OR PHASING, AND THE PROPOSED SUBDIVISION SHOWN ON CDP MAY BE MODIFIED ADMINISTRATIVELY BY THE DIRECTOR OF DPWES WITHOUT REQUIRING MODIFICATION OF THE CDP OR PRELIMINARY PLAN. THE PROJECT MAY BE PHASED AND SUBDIVIDED BETWEEN DIFFERENT OWNERSHIP GROUPS.
25. APPLICANT RESERVES THE RIGHT TO LOCATE A TEMPORARY SALES TRAILER(S) ON THE PROPERTY DURING THE CONSTRUCTION AND SALES PERIOD IN ACCORDANCE WITH SECTION 8-808 OF FAIRFAX COUNTY ORDINANCE.
26. THE SUBJECT PROPERTY MAY BE DEVELOPED WITH USES PERMITTED IN THE PTC ZONING DISTRICTS AS SET FORTH IN THE PROFFERS. SPECIAL EXCEPTION AND SPECIAL PERMIT USES ALLOWED IN PTC DISTRICT SHALL BE PERMITTED AS APPROVED.
27. IT IS CURRENTLY ANTICIPATED THAT PHASED CONSTRUCTION OF THE PROPOSED DEVELOPMENT WILL COMMENCE AS SOON AS ALL NECESSARY COUNTY APPROVALS AND PERMITS ARE OBTAINED. THE EXACT SCHEDULE IS NOT KNOWN AT THIS TIME. BUILD-OUT WILL PROCEED IN ACCORDANCE WITH MARKET CONDITIONS SUBJECT TO LIMITATIONS CONTAINED IN THE PROFFERS. WITHIN EACH PHASE OF BUILD-OUT, INFRASTRUCTURE, AMENITIES AND DWELLING UNITS MAY PROCEED BEFORE COMPLETION OF ACTIVITY WITHIN OTHER PHASES, SO LONG AS CONSTRUCTION IS IN ACCORDANCE WITH THE PROFFERS.
28. THE SUBJECT PROPERTY IS WITHIN A TOD DISTRICT. SEE SHEET C-5 FOR DELINEATION'S FROM THE METRO STATION ENTRANCE.
29. THERE ARE NO EXISTING MAJOR UTILITY EASEMENTS ON THE SITE WHICH WERE CREATED AFTER THE EFFECTIVE DATE OF THE ZONING ORDINANCE PER SECTION 2-308.
30. EXISTING ENTRANCES TO EXISTING LAND USES SHALL BE PERMITTED TO REMAIN UNTIL SUCH TIME AS THOSE PROPERTIES REDEVELOP.
31. CROSSWALKS SHOWN ARE SUBJECT TO VDOT REVIEW & APPROVAL.
32. PARKING LANES SHOWN ARE SUBJECT TO VDOT REVIEW & APPROVAL.
33. TREE ROOT BARRIERS WILL BE REQUIRED FRO TREE PITS ADJACENT TO TRAVEL WAYS
34. ALL EXISTING SIGNAL MODIFICATION OR NEW SIGNALS ARE SUBJECT TO VDOT APPROVAL.
35. ON-STREET HANDICAPPED SPACE LOCATION SUBJECT TO VDOT REVIEW AT FINAL SITE PLAN.
36. THE APPLICANT RESERVES THE RIGHT TO PROVIDE LOADING SPACES IN EXCESS OF THAT SHOWN HEREON, PROVIDED THEY DO NOT NEGATIVELY IMPACT THE STREETSCAPE SHOWN HERE ON.

PUBLIC FACILITIES MANUAL

WAIVERS / MODIFICATION REQUESTS

1. WAIVER OF PFM SECTION 6-0303.8, TO ALLOW STORMWATER MANAGEMENT FACILITIES (SWM AND BMP) TO BE PROVIDED WITHIN UNDERGROUND SYSTEMS WITHIN THE RESIDENTIAL BLOCKS OF THE PROPOSED DEVELOPMENT.
2. WAIVER OF PFM SECTION 7-0403.4 REQUIRING THE MINIMUM WIDTH OF 30 FEET FOR PRIVATE STREET AND COMMERCIAL ENTRANCES CONNECTING TO VDOT ROADWAYS, AS ALLOWED BY APPROVAL OF THE DIRECTOR OF DPWES AT THE TIME OF SITE PLAN.
3. MODIFICATION OF PFM SECTION 7-0800 TO ALLOW TANDEM/VALET PARKING SPACES, CONTROLLED BY BUILDING MANAGEMENT, AND THAT SUCH SPACES MAY COUNT TOWARD REQUIRED PARKING.
4. MODIFICATION OF SECTION 7-0802.2 PARKING GEOMETRIC STANDARDS TO ALLOW FOR UP TO A 4% PROJECTION OF STRUCTURAL COLUMNS WITHIN PARKING STRUCTURES INTO THE REQUIRED PARKING STALL AREA. THE PARKING STALLS AFFECTED BY SUCH STRUCTURAL COLUMNS SHALL COUNT TOWARD THE NUMBER OF REQUIRED PARKING SPACES.
5. WAIVER OF SECTION 8-0201.3 REQUIRING TRAILS AND BIKE TRAILS SHOWN ON THE COMPREHENSIVE TRAILS PLAN IN FAVOR OF THE STREETSCAPE AND ON-ROAD BIKE TRAIL SYSTEM SHOWN ON THE CDP.
6. MODIFICATION OF SECTION 12-0508 TREE PRESERVATION TARGET, AS ALLOWED BY DEVIATIONS DESCRIBED IN SECTION 12-0508.3A(1).
7. MODIFICATION OF SECTION 12-0510-4E-(3) TO PERMIT REDUCTION OF THE MINIMUM PLANTING AREA FROM EIGHT (8) FEET, TO A MINIMUM OF SIX (6) FEET IN ORDER FOR TREES TO SATISFY THE TREE COVER REQUIREMENT. REFER TO LANDSCAPE PLANS HEREIN FOR GRAPHIC OF THE PROPOSED PLANTING AREA.
8. MODIFICATION OF SECTION 12-0511 FOR REQUIRED TEN PERCENT TREE CANOPY COVERAGE ON INDIVIDUAL LOTS / LAND BAYS, TO ALLOW FOR CANOPY TO BE CALCULATED ON THE OVERALL CDP DEVELOPMENT AREA, AS DEMONSTRATED ON THE CDP HEREIN.
9. MODIFICATION OF SECTION 12-0510.4B TO ALLOW FOR TREES LOCATED ABOVE ANY PROPOSED PERCOLATION TRENCH OR BIO-RETENTION AREAS TO COUNT TOWARDS COUNTY TREE COVER REQUIREMENTS.

PFM SECTION 6 - STORMWATER AND BMP CODE REQUIREMENTS

DEVIATIONS / MODIFICATION OF REQUIRED SWM AND BMP CRITERIA BY THE DIRECTOR, DPWES AS OUTLINED IN THE "STORMWATER MANAGEMENT DESIGN PFM DEVIATIONS NARRATIVE" OUTLINED ON STORMWATER MANAGEMENT SHEETS AND AS FOLLOWS:

A. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1304.4I TO ALLOW UTILIZATION OF INFILTRATION RATES LESS THAN 0.52 IN/HR FOR DESIGN OF INFILTRATION SYSTEMS UTILIZED TO MEET THE COMPREHENSIVE PLAN REQUIREMENT FOR RETENTION OF THE FIRST 1" OF RUNOFF ON-SITE.

B. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1306.3F TO ALLOW FOR ANY DETENTION FACILITY LOCATED WITHIN A BUILDING OR GARAGE STRUCTURE TO BE GOVERNED BY BUILDING CODE REQUIREMENTS FOR ACCESS AND MAINTENANCE.

C. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1307.2C TO ALLOW FOR INSTALLATION OF BIO-RETENTION FACILITIES THAT UTILIZE INFILTRATION TO BE CONSTRUCTED ON IN-SITU FILL MATERIAL, PROVIDED FIELD TESTS SHOW ADEQUATE INFILTRATION RATES EXIST FOR IN-SITU MATERIAL.

D. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1307.2E TO SET THE MINIMUM HORIZONTAL SETBACKS FROM BUILDING FOUNDATIONS BE REDUCED TO ZERO (0) FEET IN ORDER TO FACILITATE INSTALLATION OF BIO-RETENTION SYSTEMS IN AN URBAN ENVIRONMENT SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.

E. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1307.2F TO ALLOW INSTALLATION OF BIO-RETENTION FACILITIES IN THE VICINITY OF LOADING DOCKS, VEHICLE MAINTENANCE AREAS OR OUTDOOR STORAGE AREAS TO ACCOMMODATE THE URBAN ENVIRONMENT SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.

F. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1307.2G TO ALLOW FOR THE MAXIMUM DRAINAGE AREAS TO BIO-RETENTION FILTERS UTILIZED FOR RETENTION OF THE FIRST 1" OF RUNOFF BE ELIMINATED IN ORDER TO ACCOMMODATE ROOFTOP RUNOFF PIPED TO PROPOSED STRUCTURES.

G. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1309.2C TO ALLOW INSTALLATION OF TREE BOX FILTERS IN THE VICINITY OF LOADING DOCKS, VEHICLE MAINTENANCE AREAS OR OUTDOOR STORAGE AREAS TO ACCOMMODATE THE URBAN ENVIRONMENT SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.

ZONING ORDINANCE

WAIVER / MODIFICATION REQUESTS

ZONING ORDINANCE ARTICLE 2 - GENERAL REGULATIONS

- WAIVER / MODIFICATION OF SECTION 2-506-2 TO ALLOW FOR A PARAPET WALL, CORNICE OR SIMILAR PROJECTION TO EXCEED THE HEIGHT LIMIT ESTABLISHED BY MORE THAN THREE (3) FEET, AS INDICATED ON THE CDP AND AS MAY BE INDICATED ON THE FDP.

ZONING ORDINANCE ARTICLE 6 - PLANNED DEVELOPMENT DISTRICT REGULATIONS

- WAIVER OF ZONING ORDINANCE SECTION 6-508.1 FOR A 10 ACRE MINIMUM DISTRICT SIZE.

ZONING ORDINANCE ARTICLE 10 - ACCESSORY USES, ACCESSORY SERVICES USES, AND HOME OCCUPATIONS

- AS ALLOWED WITHIN ZONING ORDINANCE SECTION 10-104.3.E APPLICANT REQUESTS A WAIVER OF THE MAXIMUM FENCE HEIGHT FROM SEVEN FEET TO FOURTEEN FEET AROUND ACCESSORY USES / STRUCTURES LOCATED WITHIN THE REAR YARD FOR THOSE AREAS OF FENCING ASSOCIATED WITH ANY PROPOSED SPORTS COURTS AND URBAN PLAZA AREAS AS INDICATED ON THE CDP OR AS MAY BE INDICATED ON AN FDP.

ZONING ORDINANCE ARTICLE 11 - PARKING AND LOADING

- MODIFICATION OF SECTION 11-202(4) REQUIRING MINIMUM DISTANCE OF FORTY FEET (40') OF A LOADING SPACE IN PROXIMITY TO DRIVE AISLES, TO THAT AS DEMONSTRATED ON THE CDP.
- WAIVER OF THE MAXIMUM LENGTH OF PRIVATE STREETS AS PROVIDED IN PARAGRAPH 2 OF SECTION 11-302 OF THE ZONING ORDINANCE TO ALLOW PRIVATE STREETS IN EXCESS OF 600 FT. IN LENGTH.

ZONING ORDINANCE ARTICLE 13 - LANDSCAPING

- MODIFICATION / WAIVER OF INTERIOR PARKING LOT LANDSCAPE REQUIREMENTS (SECTION 13-202-8) FOR INTERIM SURFACE LOTS, AS ALLOWED PER SECTION 13-202, PARA 6, TO THAT SHOWN ON THE CDP.

  FOR INTERIM SURFACE PARKING LOTS: INTERIOR LANDSCAPING WILL BE DEMONSTRATED ON SUBSEQUENT FDP APPLICATIONS AND WILL UTILIZE EXISTING VEGETATION WITHIN PARKING LOTS, TO THE EXTENT POSSIBLE.

- MODIFICATION OF PERIPHERAL LANDSCAPE REQUIREMENTS (SECTION 13-203-8) FOR INTERIM SURFACE LOTS AS ALLOWED BY SECTION 13-203, PARA 3, TO THAT SHOWN ON THE CDP AND DESCRIBED BELOW:

  FOR INTERIM SURFACE PARKING LOTS: PERIPHERAL LANDSCAPING WILL BE DEMONSTRATED ON SUBSEQUENT FDP APPLICATIONS AND WILL UTILIZE EXISTING VEGETATION WITHIN PARKING LOTS, TO THE EXTENT POSSIBLE.

- MODIFICATION OF THE TYSON'S CORNER URBAN CENTER STREETSCAPE DESIGN IN FAVOR OF THAT SHOWN ON THE CDP.
- THE APPLICANT REQUESTS A MODIFICATION FROM THE TREE PRESERVATION TARGET PER ZONING ORDINANCE SECTION 13-400. THIS MODIFICATION IS PERMITTED BASED ON TWO (2) ALLOWABLE DEVIATIONS IN THE FAIRFAX COUNTY PUBLIC FACILITIES MANUAL. THE FIRST IS §12-0507.3A(1), WHICH STATES, "MEETING THE TREE PRESERVATION TARGET WOULD PRECLUDE THE DEVELOPMENT OF USES OR DENSITIES OTHERWISE ALLOWED BY THE ZONING ORDINANCE." THE SECOND IS §12-0507.3A(3), WHICH STATES, "CONSTRUCTION ACTIVITIES COULD BE REASONABLY EXPECTED TO IMPACT EXISTING TREES OR FORESTED AREAS USED TO MEET THE TREE PRESERVATION TARGET TO THE EXTENT THEY WOULD NOT LIKELY SURVIVE IN A HEALTHY AND STRUCTURALLY SOUND MANNER FOR A MINIMUM OF 10-YEARS IN ACCORDANCE WITH THE POST-DEVELOPMENT STANDARDS FOR TREES AND FORESTED AREAS PROVIDED IN §12-0403." SPECIFIC TREES TO BE PRESERVED ARE IDENTIFIED ON THE CDP.

ZONING ORDINANCE ARTICLE 16 - DEVELOPMENT PLANS

- WAIVER OF ZONING ORDINANCE SECTION 16-402 REQUIRING THE SUBMISSION OF A FINAL DEVELOPMENT PLAN APPLICATION ASSOCIATED WITH THE SUBMISSION OF ALL PUBLIC ROADWAY, AND INFRASTRUCTURE PHASING EXHIBIT IMPROVEMENT PLANS SHOWN WITHIN THE CDP.

ZONING ORDINANCE ARTICLE 17 - SITE PLAN

WAIVER OF SECTION 17-201-(3)(B) REQUIRING ADDITIONAL INTER-PARCEL ACCESS TO ADJOINING PARCELS (OTHER THAN THOSE SHOWN ON THE CDP).

- WAIVER OF SECTION 17-201-(7) REQUIRING NO PARKING SIGNS ALONG TRAVEL WAYS AT 100' INTERVAL, SO AS NOT TO CREATE VISUAL SIGN CLUTTERS, MEANS AND METHOD OF PARKING CONTROL SIGNAGE TO BE DETERMINED AT FINAL SITE PLAN WITH APPROVAL OF THE DIRECTOR OF DPWES.
- WAIVER AND/OR MODIFICATION OF SECTION 17-201 ALL TRAILS AND BIKE TRAILS IN FAVOR OF THE STREETSCAPE AND ON-ROAD BIKE TRAIL SYSTEM SHOWN ON THE CDP.
- IN ACCORDANCE WITH SECTION 17-0201, WAIVER OF SERVICE ROAD ALONG ROUTE 7.
- THE APPLICANT REQUESTS A DETERMINATION OF ZONING ORDINANCE SECTION 17-201 PARAGRAPH (4), PRIOR TO SITE PLAN APPROVAL, REQUIRING ANY FURTHER DEDICATION AND CONSTRUCTION OF WIDENING FOR EXISTING ROADS BEYOND THAT WHICH IS INDICATED ON THE CDP. DEDICATION AND IMPROVEMENTS SHOWN ON THE CDP SHALL BE DEEMED TO MEET ALL COMPREHENSIVE PLAN POLICY PLAN REQUIREMENTS.
- IN ACCORDANCE WITH ZONING ORDINANCE SECTION 17-201 (7), THE APPLICANT RESERVES THE RIGHT, WITH COUNTY APPROVAL, TO ESTABLISH PARKING CONTROL, SIGNS, AND PARKING METERS ALONG PUBLIC AND PRIVATE STREETS WITHIN AND ADJACENT TO THE DEVELOPMENT.
- IN ACCORDANCE WITH ZONING ORDINANCE SECTION 17-201 (12) (13) AND (14), THE APPLICANT REQUESTS THE IMPROVEMENTS TO BE PROVIDED IN A PHASED SEQUENCE AS OUTLINED IN THE CDP AND PROFFERS AND TO BE DETERMINED WITH THE FDP IN ACCORDANCE WITH THE TYSONS URBAN STREET STANDARDS.

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
Mclean, VA 22102
tel 703.821.1540
fax 703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Dan Avrit
101 N. Union Street Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6280
e-mail davrit@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc
Contact: Mike Pinkoske
1420 Spring Hill Road Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mrpinkoske@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd. 13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station

PROVIDENCE DISTRICT FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
Mclean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (ACCEPTED)	10.14.10
CDP (REVISION)	12.20.10
CDP (REVISION)	3.18.11
CDP (REVISION)	4.25.11
CDP (REVISION)	4.29.11
CDP (REVISION)	5.5.11
CDP (REVISION)	5.27.11
CDP (REVISION)	7.5.11
CDP (REVISION)	8.5.11
CDP (REVISION)	8.22.11
CDP (REVISION)	11.30.11
CDP (REVISION)	7.13.12
CDP (REVISION)	10.19.12
CDP (REVISION)	11.28.12
CDP (REVISION)	01.11.13

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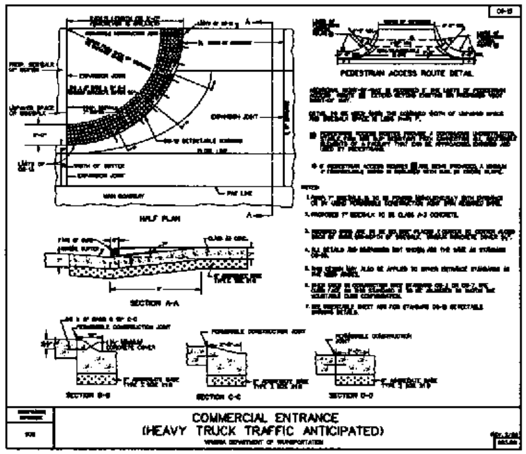
CDP -NOTES AND WAIVERS PART D

Scale:

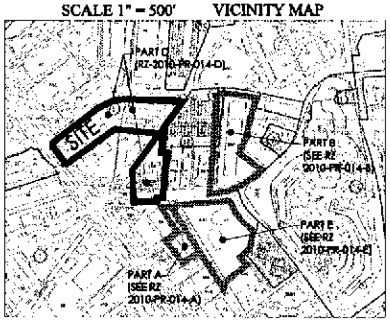
C-3

FILE: \Planning\Projects\7018\dwg\CDP PART D\7018-CDP-PART-D -NOTES.dwg USER: cochran DATE: Jan. 11 2013 TIME: 08:23 am

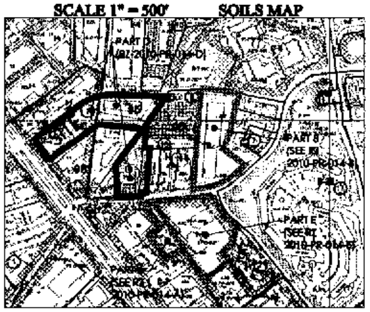
GARAGE / LOADING ENTRANCE DETAIL



SCALE 1" = 500' VICINITY MAP



SCALE 1" = 500' SOILS MAP



SOILS MAP DATA

SOIL ID NUMBERS	SOIL SERIES NAME	FOUNDATION SUPPORT	SUBSURFACE DRAINAGE	SLOPE STABILITY	ERODABILITY	PROBLEM CLASS
95	URBAN LAND	NOT RATED	NOT RATED	NOT RATED	NOT RATED	NOT RATED

PART D- SITE TABULATIONS

Site Area	9.86100 AC or 429,545 SF
Area of Density Credit	0.07516 AC or 3,274 SF
Total Area for Density Purposes	9.93616 AC or 432,819 SF

Existing Zoning
- C-7 (Regional Retail Commercial District)
- I-5 (General Industrial District)
- HC (Highway Corridor Overlay District)
- SC (Sign Control Overlay District)

Proposed Zoning
- PTC (Planned Tysons Corner Urban District)
- HC (Highway Corridor Overlay District)
- SC (Sign Control Overlay District)

PART D - LAND USE MIX AND FAR

Use	Bonus GFA	Total GFA	FAR	Percentage of Total
Option 1		2,114,000 - 2,786,000	4.88 - 6.44	
–Office	189,953 [1]	600,000 - 1,272,000	1.39 - 2.94 [1]	29 - 46%
–Retail/Service	–	83,000	0.19	~ 3%
–Hotel	–	189,000	0.44	6 - 9%
--Residential	-	1,242,000	2.87	45 - 59%
Option 2		2,344,000 - 2,781,000	5.42 - 6.43	
--Office	–	400,000 - 837,000	0.94 - 1.94	17 - 30%
–Retail/Service	–	83,000	0.19	~ 3%
–Residential	—	1,861,000	4.30	67 - 79%

[1] Proposed office GFA of 1,272,000 under Option 1 includes a bonus of 189,953 SF for a total office FAR of 2.94. The office bonus exceeding 2.50 FAR is requested based on the public facility contribution of a fire station with RZ 2010-PR-014B which significantly exceeds the expected public facility contribution for the combined applications RZ 2010-PR-014 Parts A, B, D and E. In addition, while office uses in Part D (Option I) and Part E exceed 2.50 FAR, office use in the combined Parts A, B, D and E applications is less than 2.50 FAR.

RZ 2010-PR-014 - Overall Land Use Mix and FAR for Parts A, B, D & E

	Office	Hotel	Residential	Retail Service	Total
Part A	–	–	430,000	5,000	436,000
Part B [1]					
Option 1	–	–	1,720,000	18,100	1,738,100
Option 2	–	–	1,576,500	18,100	1,594,600
Part D					
Option 1	600,000 - 1,272,000	189,000	1,242,000	83,000	2,114,000 - 2,786,000
Option 2	400,000 - 837,000	–	1,861,000	83,000	2,344,000 - 2,781,000
Part E					
Option 1	631,170 - 851,170	135,000	–	23,000	789,170 – 1,009,170
Option 2	631,170 - 851,170	–	225,000	7,000	863,170 - 1,083,170
TOTAL					
Option 1	1,231,170 - 2,123,170	324,000	3,392,000	130,100	5,077,270 - 5,969,270
% of Total	24 - 36%	5 - 6%	57 - 67%	~ 3%	100.0%
FAR [2]	1.60 - 1.99	0.30	3.17	0.12	4.75 - 5.58
TOTAL					
Option 2	1,031,170 - 1,688,170	–	4,092,600	114,100	5,237,770 - 5,894,770
% of Total	20 - 29%	–	78 - 69%	~2%	100.0%
FAR [2]	0.98 - 1.58	–	3.82	0.11	4.90 - 5.51

[1] Part B also includes a fire station with a potential GFA of 25,000. However, this GFA is not included in the Part B totals. As specified in the Comprehensive Plan, the floor area of a public facility does not count toward a development 's allowable FAR.

[2] FAR was calculated based on a total area for density purposes of 1,070,360 SF or 24.57 acres.

PART D - DEVELOPMENT TABULATIONS

Building	Maximum Building Height/ Podium Height [1]	Stories [2]	Use [3]	GFA by Use	Building GFA [4]	Dwelling Units	WDUs [5]	Parking Permitted/Provided < ¼ Mile to Metro [6] [7]		Parking Permitted/Provided ¼ - ½ Mile to Metro [6] [8]		Loading Spaces [9]
								Min.	Max.	Min.	Max.	
D1	400/60	31	Office Retail/Service	200,000 - 436,000 15,000	215,000 - 450,000	–	--	0 0	320 - 696 60	--	--	2
D2 A	370/60	35	Residential Retail/Service	412,000 10,000	422,000	150 - 436	30 - 87	150 - 436 0	213 - 619 30	--	--	2
D2 B	380/60	35	Residential Retail/Service	400,000 13,000	413,000	150 - 436	30 - 87	150 - 436	213 - 619 45			2
D3 Option 1	285	24	Office Retail/Service	200,000 - 435,000 15,000	215,000 - 450,000	–	--	--	--	0 0	400 - 872 60	2
D3 Option 2	370/60	30	Residential Retail/Service	430,000 15,000	445,000	150 - 478	30 - 96	--	--	150 - 478 0	213 - 678 60	2
D4	300	30	Residential Retail/Service	430,000 6,000	436,000	150 - 478	30 - 96	–	--	150 - 478 0	213 - 678 6	2
D5 Option 1	380/60	35	Hotel Retail/Service	189,000 11,000	200,000	–	--	0 0	166 35	--	-	1
D5 Option 2	380/60	35	Residential Retail/Service	189,000 11,000	200,000	100 - 207	20 - 41	100 - 207 0	142 - 294 35	--	--	1
D6	400/60	31	Office Retail/Service	200,000 - 402,000 13,000	213,000 - 415,000	--	--	0 0	300 - 643 45	--	-	2
TOTALS Option 1			Office Hotel Residential Retail/Service	600,000 - 1,272,000 189,000 1,242,000 83,000	2,114,000 - 2,786,000	450 - 1,350	110 - 270	300 - 872	1,474 - 2,986	150 - 478	678 - 1,618	13
TOTALS Option 2			Office Residential Retail/Service	400,000 - 837,000 1,861,000 83,000	2,344,000 - 2,781,000	700 - 2036	140 - 407	400 - 1079	1,430 - 3,003	300 - 956	492 - 1,422	13

[1] Maximum building heights are measured from average grade and do not include mechanical penthouse and architectural features. Maximum building heights do include the podium and any social rooms/usable area on the roof penthouse level.

[2] The numbers of stories shown are conceptual and may be adjusted provided the maximum building height is not exceeded.

[3] Retail/Service use as indicated in this tabulation may include a variety of other commercial uses such as, but not limited to, eating establishments and fast food restaurants. (See Proffers.)

[4] The square footage for individual buildings is conceptual. The Applicant reserves the right to transfer square footage between buildings provided the maximum building heights and overall site FAR are not exceeded. See the proffers for details.

[5] Twenty (20) percent of all dwelling units will be Workforce Dwelling Units (WDUs). The actual number of WDUs will be determined at final site plan based on the total number of dwelling units provided.

[6] The minimum required and maximum permitted parking spaces for each use were calculated in accordance with Sect. 6-509 of the Ordinance, which is restated below for the primary uses proposed on the CDP. Multi-family residential parking was based on an average mix of 60% 0-1 bedroom units and 40% 2 bedroom units. It is understood that some commercial uses have different parking rates than the retail/service category shown below. At the time of site plan, parking will be provided based on the specific GFA, uses, number of units and mix of bedroom types and the minimum and maximum rates set forth in Section 6-509 of the Ordinance.

Primary Use	Parking Permitted/Provided < ¼ Mile to Metro		Parking Permitted/Provided ¼ - ½ Mile to Metro	
	Min	Max	Min	Max
Office	0	1.6	0	2
Hotel	0	1.0	0	1
Retail/Service	0	8/1000 GFA, excluding the first 5,000 GFA	0	6/1000 GFA excluding the first 5,000 GFA
Multi-family Residential				
0-1 BR	1	1.3/Unit	1/Unit	1.3/Unit
2 BR	1	1.6/Unit	1/Unit	1.6/Unit

[7] Buildings D1, D2A, D2B, D5 and D6 are located within the ¼ mile of the Metro

[8] Buildings D3 and D4 are located between ¼ and ½ mile of the Metro

[9] [illegible]

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
Mclean, VA 22102
tel 703.821.1540
fax 703.226.3195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Dan Avrit
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5280
e-mail davrit@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkoske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mrpinkoske@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@arl.thelandlawyers.com

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CDP (REVISION)	11.28.12
CDP (REVISION)	01.11.13

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CDP PART D TABULATIONS

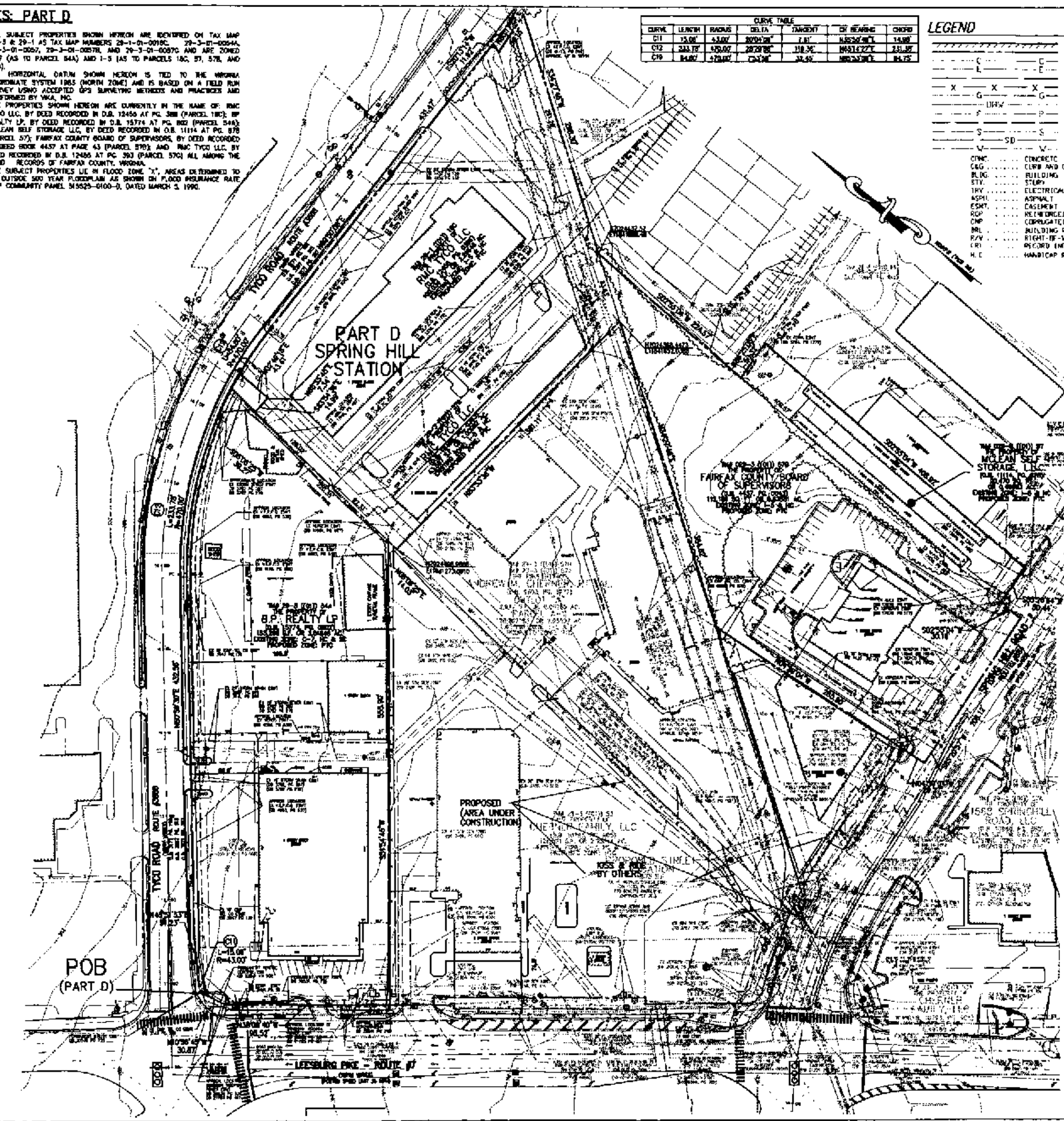
Scale:

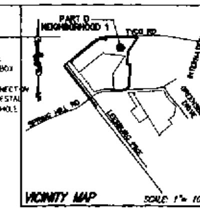
C-3A

FILE: P:\Planning\Projects\7018\cad\CDP PART D\7018-CDP-PART-D -NOTES.dwg USER: cochran DATE: Jan. 11 2013 TIME: 09 29 am

NOTES: PART D

1. THE SUBJECT PROPERTIES SHOWN HEREON ARE IDENTIFIED ON TAX MAP 29-3 & 29-1 AS TAX MAP NUMBERS 29-1-01-0018C, 29-3-01-0054A, 29-3-01-0057, 29-3-01-0057B, AND 29-3-01-0057G AND ARE ZONED C-7 (AS TO PARCEL 54A) AND I-5 (AS TO PARCELS 18C, 57, 57B, AND 57G).
2. THE HORIZONTAL DATUM SHOWN HEREON IS TIED TO THE VIRGINIA COORDINATE SYSTEM 1983 (NORTH ZONE) AND IS BASED ON A FIELD RUN SURVEY USING ACCEPTED GPS SURVEYING METHODS AND PRACTICES AND PERFORMED BY VIKA, INC.
3. THE PROPERTIES SHOWN HEREON ARE CURRENTLY IN THE NAME OF: RMC TYCO LLC, BY DEED RECORDED IN D.B. 12455 AT PG. 388 (PARCEL 18C); BP REALTY LP, BY DEED RECORDED IN D.B. 15774 AT PG. 802 (PARCEL 54A); MCLEAN SELF STORAGE LLC, BY DEED RECORDED IN D.B. 11114 AT PG. 878 (PARCEL 57); FAIRFAX COUNTY BOARD OF SUPERVISORS, BY DEED RECORDED IN DEED BOOK 4437 AT PAGE 43 (PARCEL 57B); AND RMC TYCO LLC, BY DEED RECORDED IN D.B. 12455 AT PG. 393 (PARCEL 57G) ALL AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.
4. THE SUBJECT PROPERTIES LIE IN FLOOD ZONE "X", AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOODPLAIN AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL 515525-0100-D, DATED MARCH 5, 1990.





PROPERTY TABULATION PART D			
TAX MAP #	AREA (SF)	AREA (AC)	EXISTING ZONE
29-1 (01) 0018C	100,034	2.29646	I-5
29-3 (01) 0054A	153,265	3.51848	C-7
29-3 (01) 0057	20,470	0.46993	I-5
29-3 (01) 0057B	112,189	2.57551	I-5
29-3 (01) 0057G	43,587	1.00062	I-5
APPLICATION AREA PART D:	429,545	9.86100	
DENSITY CREDITS PART D			
DESCRIPTION/TYPE	AREA (SF)	AREA (AC)	DEED BOOK/PAGE
DENSITY CREDIT:	3,274	0.07516	(D.B. 20611 PG. 187)
DENSITY CREDITS AREA PART D:	3,274	0.07516	

TOTAL APPLICATION AREA	429,545	9.86100
TOTAL APPLICATION AREA INCLUDING DENSITY CREDITS	432,819	9.93516

COMMONWEALTH OF VIRGINIA
1/11/2013
J. THOMAS HARDING
Lic. No. 1808
LAND SURVEYOR

LEGAL DESCRIPTION: (PART D)

TAX MAP 029-1 ((01)) 0018C, 029-3 ((01)) 0054A, 029-3 ((01)) 0057, 029-3 ((01)) 0057B, AND 029-3 ((01)) 0057G.

BEING ALL OF THE PROPERTY OF B. P. REALTY, LP RECORDED IN DEED BOOK 15774 AT PAGE 802, ALL OF THE PROPERTY OF FAIRFAX COUNTY BOARD OF SUPERVISORS RECORDED IN DEED BOOK 4437 AT PAGE 43, ALL OF THE PROPERTY OF RMC TYCO, LLC AS RECORDED IN DEED BOOK 12455 AT PAGES 388 & 393, AND ALL OF THE PROPERTY OF MCLEAN SELF STORAGE, LLC RECORDED IN DEED BOOK 11114 AT PAGE 878 ALL AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING FOR THE SAME AT A POINT MARKING A POINT AT THE INTERSECTION OF LEESBURG PIKE – ROUTE #7 AND TYCO ROAD – ROUTE 3660 (WIDTH VARIES); THENCE LEAVING SAID INTERSECTION AND RUNNING WITH THE COMMON LINE BETWEEN SAID TYCO ROAD AND THE AFORESAID PROPERTY OF B.P. REALTY, LP (D.B. 15774, PG. 802) AND CONTINUING WITH THE COMMON LINE BETWEEN SAID TYCO ROAD AND THE AFORESAID PROPERTY OF RMC TYCO LLC (D.B. 12455, PG. 388) THE FOLLOWING TWELVE (12) COURSES AND DISTANCES

1. 15.06 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 43.00 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 35°50'49" EAST, 14.98 FEET TO A POINT; THENCE
2. NORTH 45°51'53" EAST, 51.23 FEET TO A POINT; THENCE
3. NORTH 50°58'30" EAST, 432.56 FEET TO A POINT; THENCE
4. 233.78 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 470.00 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 85°14'27" EAST, 231.38 FEET TO A POINT; THENCE
5. SOUTH 06°06'25" WEST, 39.27 FEET TO A POINT; THENCE
6. SOUTH 83°54'36" EAST, 14.99 FEET TO A POINT; THENCE
7. NORTH 85°38'45" EAST, 7.34 FEET TO A POINT; THENCE
8. NORTH 02°49'16" EAST, 43.14 FEET TO A POINT; THENCE
9. 64.80 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 470.00 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 85°53'08" EAST, 64.75 FEET TO A POINT; THENCE
10. NORTH 89°50'08" EAST, 431.47 FEET TO A POINT; THENCE
11. SOUTH 20°15'14" WEST, 11.92 FEET TO A POINT; THENCE
12. NORTH 85°17'25" EAST, 54.19 FEET TO A POINT; THENCE LEAVING THE AFORESAID TYCO ROAD AND CONTINUING WITH THE PROPERTY OF RMC TYCO, LLC (D.B. 12455, PG. 393)
13. SOUTH 34°27'46" WEST, 298.30 FEET TO A POINT LYING ON THE WESTERLY LINE OF BUILD AMERICA THREE CONDOMINIUM; THENCE LEAVING THE AFORESAID PROPERTY OF RMC TYCO, LLC (D.B. 12455, PG. 393) AND RUNNING WITH SAID BUILD AMERICA THREE CONDOMINIUM THE FOLLOWING TWO (2) COURSES AND DISTANCES
14. SOUTH 02°35'04" WEST, 224.57 FEET TO A POINT; THENCE
15. NORTH 89°25'09" EAST, 50.32 FEET TO A POINT MARKING THE NORTHWESTERLY CORNER OF THE PROPERTY OF SUNBELT EQUIPMENT & RENTALS, INC. RECORDED IN DEED BOOK 9630 AT PAGE 335 AMONG THE AFOREMENTIONED LAND RECORDS; THENCE RUNNING WITH THE WESTERLY LINE OF SAID SUNBELT EQUIPMENT & RENTALS, INC. (D.B. 9630, PG. 335)
16. SOUTH 02°35'04" WEST, 408.92 FEET TO A POINT LYING ON THE NORTHERLY RIGHT OF WAY LINE OF AFORESAID SPRING HILL ROAD–ROUTE 684 (WIDTH VARIES); THENCE LEAVING AFORESAID SUNBELT EQUIPMENT & RENTALS, INC. (D.B. 9630, PG. 335) AND RUNNING WITH SAID SPRING HILL ROAD– ROUTE 684 THE FOLLOWING FOUR (4) COURSES AND DISTANCES
17. SOUTH 65°20'54" WEST, 50.44 FEET TO A POINT; THENCE
18. SOUTH 02°56'04" WEST, 38.16 FEET TO A POINT; THENCE
19. SOUTH 65°20'57" WEST, 206.12 FEET TO A POINT; THENCE
20. NORTH 24°39'04" WEST, 29.27 FEET TO A POINT MARKING THE SOUTHEASTERLY CORNER OF THE PROPERTY OF 1568 SPRINGHILL ROAD LLC AS RECORDED IN DEED BOOK 10880 AT PAGE 880 AMONG THE AFORESAID LAND RECORDS; THENCE LEAVING SAID NORTHERLY RIGHT OF WAY LINE OF AFORESAID SPRING HILL ROAD– ROUTE 684 (WIDTH VARIES) AND RUNNING WITH SAID 1568 SPRINGHILL ROAD, LLC (DB 10880 PG 880)
21. NORTH 04°39'04" WEST, 285.90 FEET TO A POINT LYING ON THE SOUTHEASTERLY LINE OF THE PROPERTY OF ANDREW M. CHERNER, ET. AL. AS RECORDED IN DEED BOOK 9803 AT PAGE 1277 AMONG THE AFORESAID LAND RECORDS; THENCE LEAVING THE AFORESAID PROPERTY OF 1568 SPRINGHILL ROAD, LLC (DB 10880 PG 880) AND RUNNING WITH SAID THE PROPERTY OF ANDREW M. CHERNER, ET. AL. (DB 9803 PG 1277) THE FOLLOWING TWO (2) COURSES AND DISTANCES
22. NORTH 34°27'48" EAST, 384.03 FEET TO A POINT; THENCE
23. NORTH 83°53'36" WEST, 391.11 FEET TO A POINT LYING ON THE SOUTHEASTERLY LINE OF THE PROPERTY OF CHERNER FAMILY, LLC AS RECORDED IN DEED BOOK 10793 AT PAGE 903 AMONG THE AFORESAID LAND RECORDS; THENCE LEAVING THE AFORESAID PROPERTY OF ANDREW M. CHERNER, ET. AL. (DB 9803 PG 1277) AND RUNNING WITH SAID PROPERTY OF CHERNER FAMILY, LLC (DB 10793 PG 903) THE FOLLOWING TWO (2) COURSES AND DISTANCES
24. NORTH 08°06'29" EAST, 14.03 FEET TO A POINT; THENCE
25. SOUTH 81°54'45" WEST, 535.90 FEET TO A POINT LYING ON THE NORTHERLY LINE OF THE AFORESAID LEESBURG PIKE – ROUTE #7; THENCE LEAVING THE AFORESAID CHERNER FAMILY, LLC (DB 10793 PG 903) AND RUNNING WITH SAID NORTHERLY LINE OF LEESBURG PIKE – ROUTE #7 THE FOLLOWING TWO (2) COURSES AND DISTANCES
26. NORTH 38°08'40" WEST, 195.50 FEET TO A POINT; THENCE
27. NORTH 10°08'46" WEST, 30.87 FEET TO THE POINT OF BEGINNING CONTAINING 429,546 SQUARE FEET OR 9.86100 ACRES OF LAND.

AN ADDITIONAL 3,274 SQ. FT. OR 0.07516 ACRES HAS BEEN RESERVED FOR DENSITY CREDIT ASSOCIATED WITH AREAS OF STREET DEDICATION RECORDED IN DEED BOOK 20611 AT PAGE 187 AMONG THE AFORESAID LAND RECORDS. FOR A TOTAL AREA FOR DENSITY PURPOSES OF 432,819 SQUARE FEET OR 9.93516 ACRES.

GRAPHIC SCALE
(IN FEET)
1 inch = 80 ft.

P:\Surveys\LDD3-PROJECTS\7018-SV1\dwg\V7018-CP.dwg 1/10/2013 2:01:49 PM EST

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
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Mclean, VA 22102
tel 703.821.3540
fax 703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, INC.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
Mclean, VA 22102

CDP		08.22.10
CDP (Resubmission)		08.24.10
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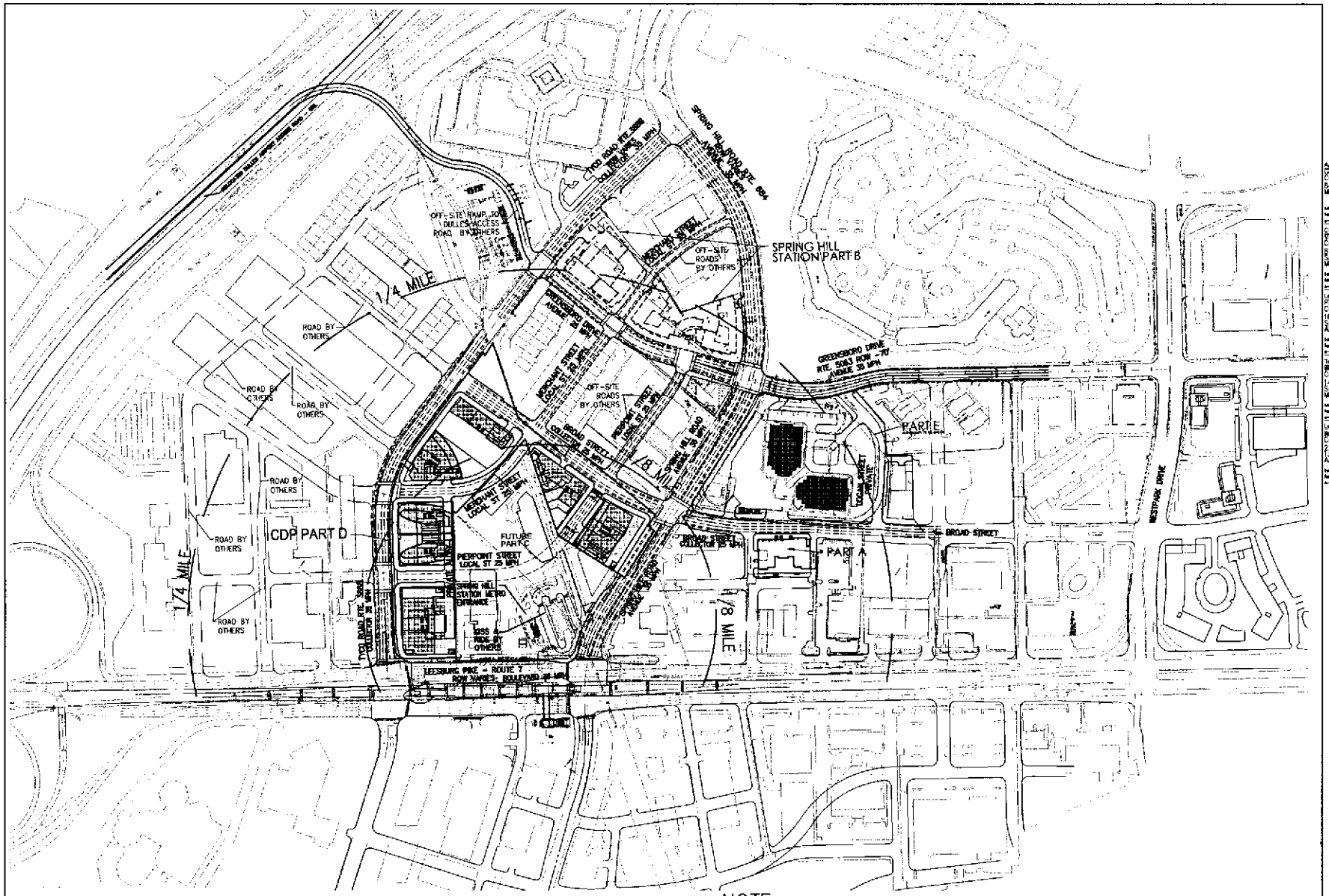
CDP	(REVISION)	11.28.12
CDP	(REVISION)	1.11.13

WDG Project No. WA08051

PART D
EXISTING CONDITIONS PLAN
Scale: 1"=80'

C-4



NOTE:
ALL OF PART D IS WITHIN 1/4 MILE OF METRO

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2199
e-mail wdg@wdgarch.com

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Georgelas Group LLC
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8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
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Bohler Engineering
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8180 Greensboro drive
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McLean, VA 22102
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fax 703.761.2787
e-mail rcochran@bhe.com

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tel 703.548.5010
fax 703.548.5280
e-mail avitt@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkoske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.6623
e-mail mpinkoske@wellsnets.com

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Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

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McLean, VA 22102

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CDP (REVISION)	01.11.13

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OVERALL CONTEXT PLAN CDP PART-D

Scale: 1"=160'

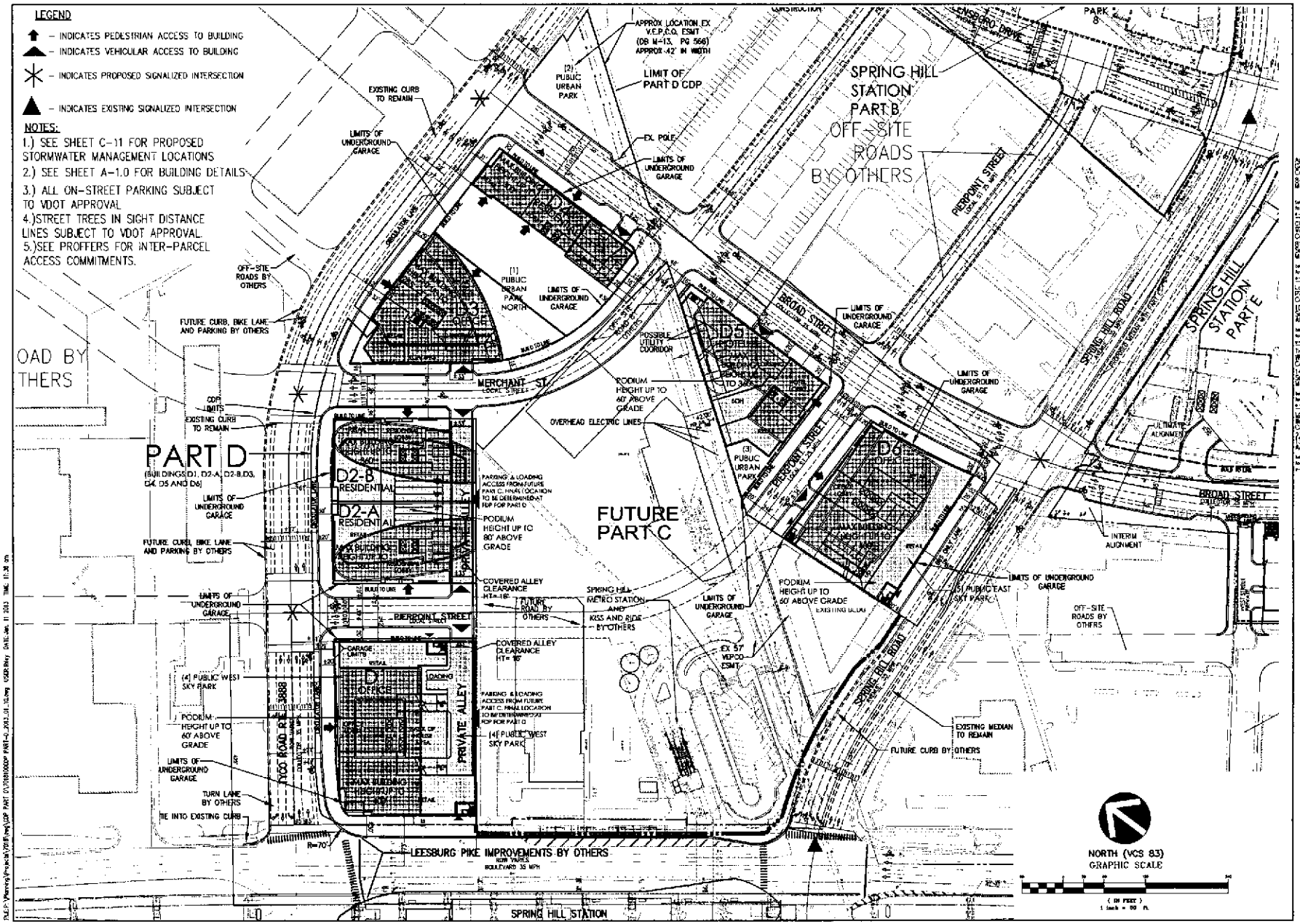
C-5

LEGEND

- INDICATES PEDESTRIAN ACCESS TO BUILDING
- INDICATES VEHICULAR ACCESS TO BUILDING
- INDICATES PROPOSED SIGNALIZED INTERSECTION
- INDICATES EXISTING SIGNALIZED INTERSECTION

NOTES:

1.) SEE SHEET C-11 FOR PROPOSED STORMWATER MANAGEMENT LOCATIONS
2.) SEE SHEET A-1.0 FOR BUILDING DETAILS
3.) ALL ON-STREET PARKING SUBJECT TO VDOT APPROVAL
4.)STREET TREES IN SIGHT DISTANCE LINES SUBJECT TO VDOT APPROVAL.
5.)SEE PROFFERS FOR INTER-PARCEL ACCESS COMMITMENTS.



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WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2108
e-mail wdg@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeades
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 821 1549
fax 703 356 0108
e-mail Aaron@georgeadesgroup.com

Civil Engineer
Wiles, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 442 7800
fax 703 741 4987
e-mail rcochran@wiles.com

Landscape Architect
Parkerrodriguez, Inc.
Contact: Don Kent
101 N. Union Street
Suite 330
Alexandria, VA 22314
tel 703 548 2010
fax 703 548 0286
e-mail dkent@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc
Contact: Mike Finnicake
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail mfinnicake@wellsandassociates.com

Land/Zoning Attorney
Bean, Kinney & Korman, PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 525 4700
fax 703 525 3197
e-mail ebaker@bkl.thelandlawyers.com

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CDP	(REVISION)	11.26.12
CDP	(REVISION)	01.11.13

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CDP
OPTION 1
PART D

Scale

C-6

LEGEND

- INDICATES PEDESTRIAN ACCESS TO BUILDING
- INDICATES VEHICULAR ACCESS TO BUILDING
- INDICATES PROPOSED SIGNALIZED INTERSECTION
- INDICATES EXISTING SIGNALIZED INTERSECTION

NOTES:

1.) SEE SHEET C-11 FOR PROPOSED STORMWATER MANAGEMENT LOCATIONS
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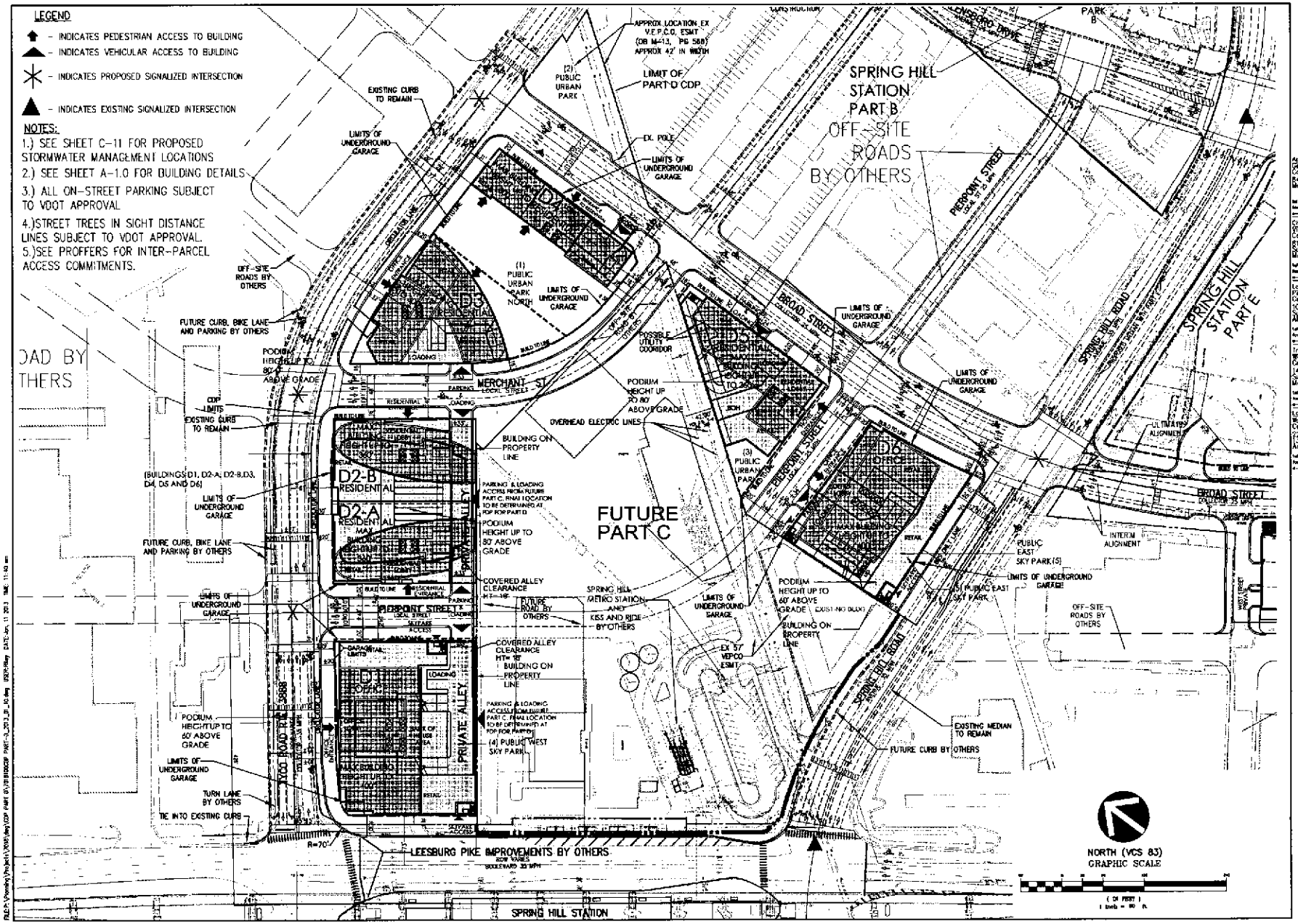

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Applicant
georgakis Group LLC
Contact: Aaron Georgakis
8405 Greensboro Dr. #130
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e-mail aaron@georgakisgroup.com

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McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
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Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
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CDP	REVISION	10.18.12
CDP	REVISION	11.28.12
CDP	REVISION	01.11.13

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CDP
OPTION 2
PART D

Scale:

C-6A

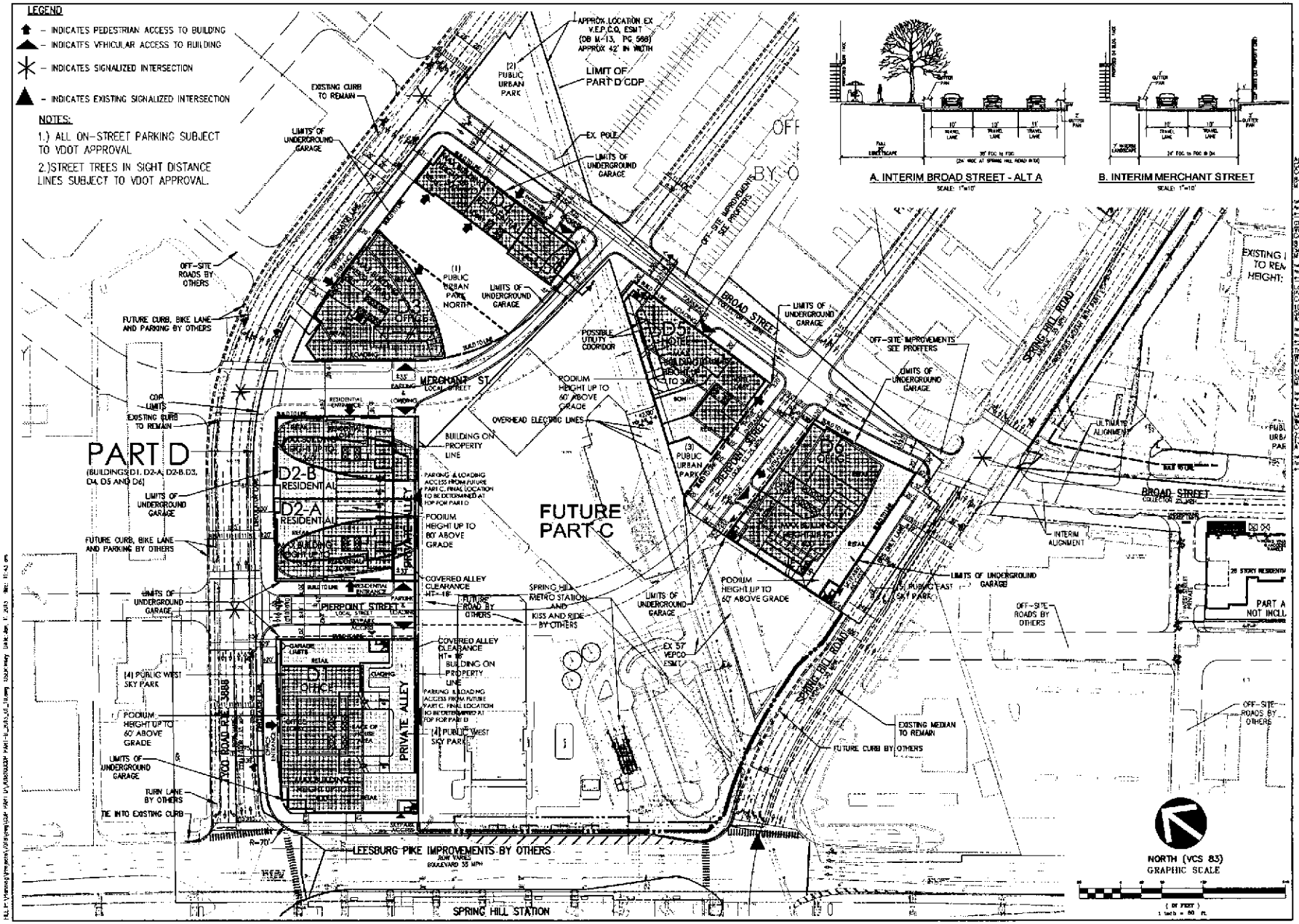
LEGEND

- INDICATES PEDESTRIAN ACCESS TO BUILDING
- INDICATES VEHICULAR ACCESS TO BUILDING
- INDICATES SIGNALIZED INTERSECTION
- INDICATES EXISTING SIGNALIZED INTERSECTION

NOTES:

1.) ALL ON-STREET PARKING SUBJECT TO VDOT APPROVAL

2.)STREET TREES IN SIGHT DISTANCE LINES SUBJECT TO VDOT APPROVAL.



WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 6300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant:
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703 821 1549
fax 703 226 0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Wka, Inc
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 447 7500
fax 703 767 7201
e-mail cochran@wka.com

Landscape Architect
Parkerrodriguez, Inc.
Contact: Don Avitt
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 2180
e-mail davitt@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc
Contact: Mike Pinkerton
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 7592
e-mail mpinkerton@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528 1700
fax 703 525 3197
e-mail ebaker@walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

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CDP (REVISION)	11.28.12
CDP (REVISION)	01.11.13

WDG Project No: 1140003

CDP INTERIM STREET ALT 'A'

Scale:

C-7

LEGEND

- INDICATES PEDESTRIAN ACCESS TO BUILDING
- INDICATES VEHICULAR ACCESS TO BUILDING
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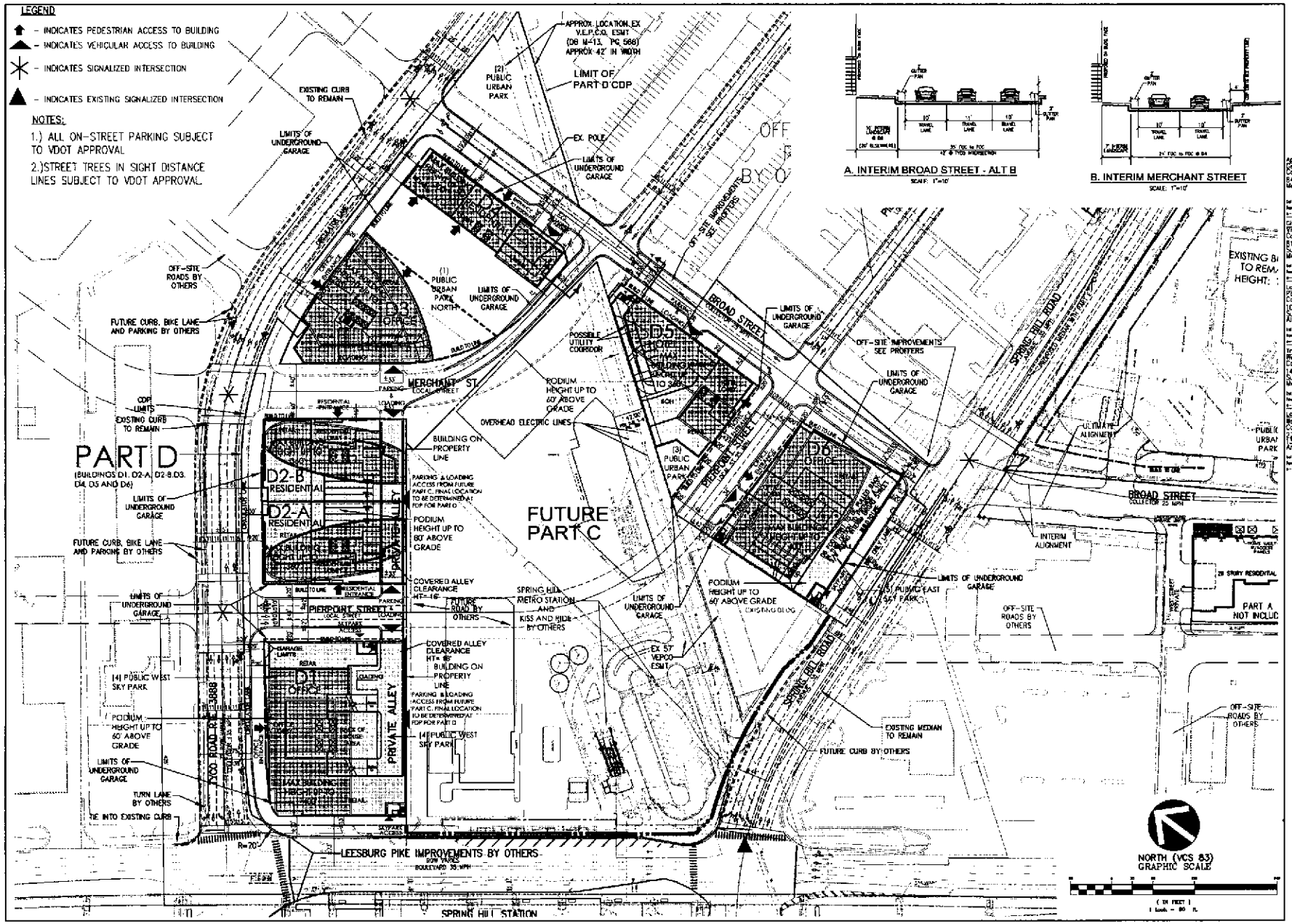

A. INTERIM BROAD STREET - ALT B

SCALE: 1"=10'

B. INTERIM MERCHANT STREET

SCALE: 1"=10'

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 3188
e-mail wdg@wdgarch.com

Applicant
Georgetos Group LLC
Contact: Aaron Georgetos
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 821-1540
fax 703.226.0195
e-mail aaron@georgetosgroup.com

Civil Engineer
VHB, INC.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 442 7800
fax 703 797 9127
e-mail cochran@vhb.com

Landscape Architect
Fernandez&Quez, INC.
Contact: Dan Avitt
101 N. Union Street
Suite 340
Alexandria, VA 22314
tel 703.548.5010
fax 703.518.0260
e-mail avitt@porker@fdquez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pirtosiak
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0793
e-mail mpirtosiak@wellsite.com

Land Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528 4700
fax 703 525 3197
e-mail ebaker@walsh-colucci-lawyers.com

Spring Hill Station

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The Georgetos Group
8405 Greensboro Dr. #130
McLean, VA 22102

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CDP (REVISION)	01.11.13

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CDP INTERIM STREET ALT 'B' PART D

Scale:

C-7A

LEGEND

- INDICATES PEDESTRIAN ACCESS TO BUILDING
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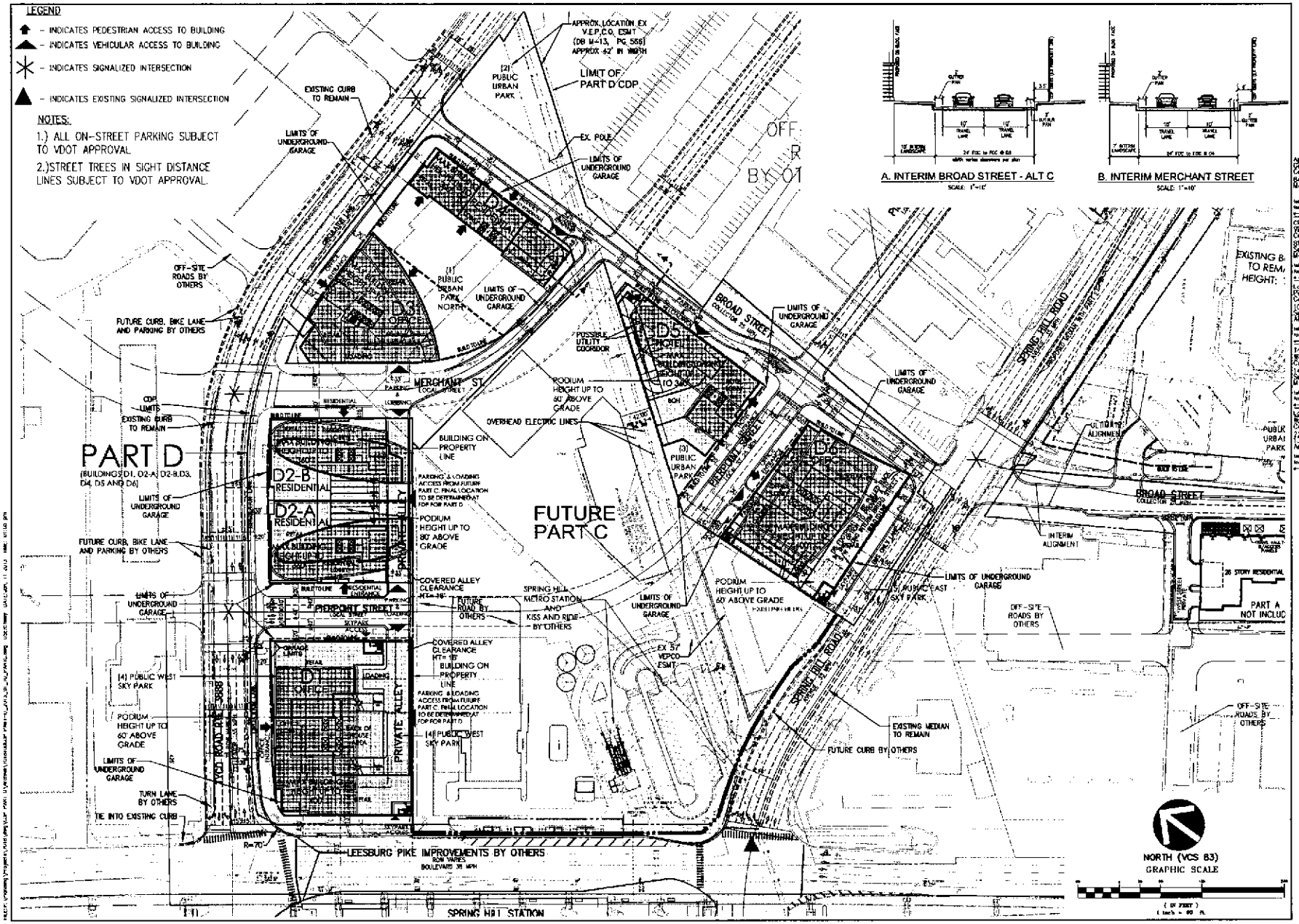

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Suite 300
Washington DC 20036
tel 202 857 6300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant:
Georgetos Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
fax 703.790.0195
e-mail Aaron@georgelosgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Carlson/Rodriguez, INC.
Contact: Don Avril
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.549.2010
fax 703.548.8280
e-mail donavril@carlsonrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Plakosky
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mplakosky@wells-wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.1700
fax 703.528.1697
e-mail ebaker@walshcolucci.com

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McLean, VA 22102

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CDP (REVISION)	11.26.12
CDP (REVISION)	01.11.13

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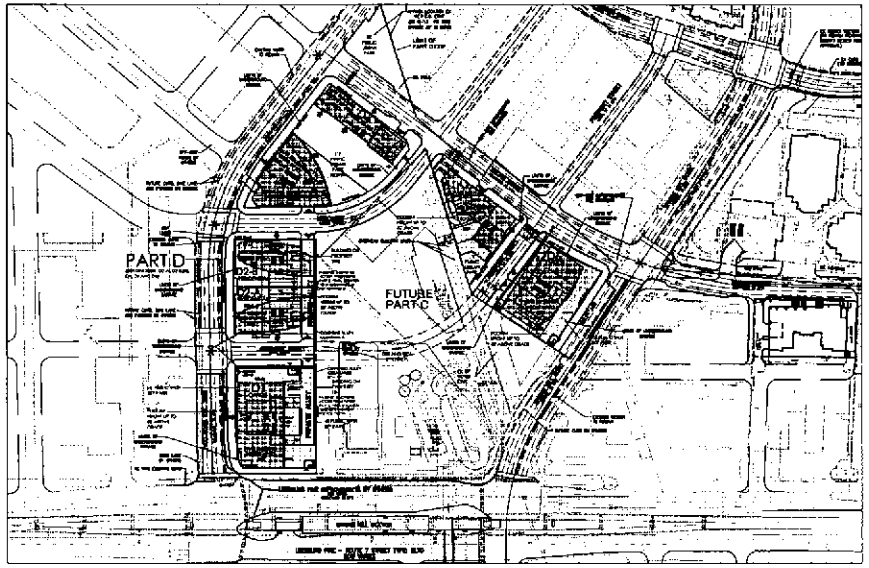
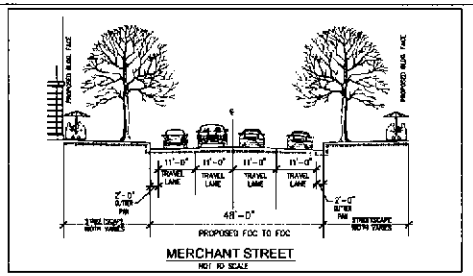
CDP INTERIM STREET ALT 'C' PART D

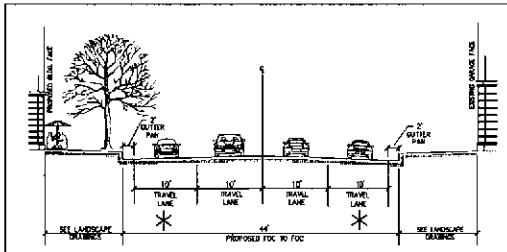
Scale:

C-7B



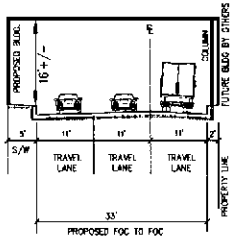


MERCHANT STREET
NOT TO SCALE

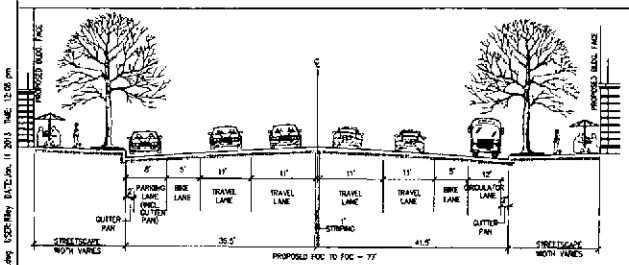


PIERPOINT STREET
SCALE: 1"=10'

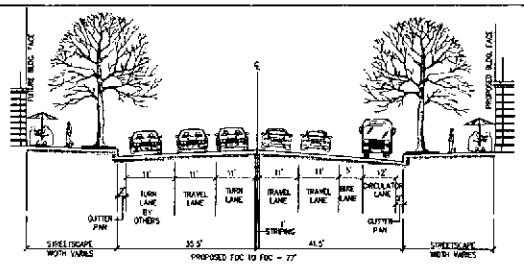
* = NON-PEAK PARKING LANE



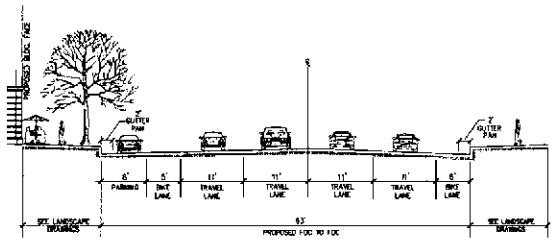
PRIVATE COVERED ALLEY @ D1/D2A/D2B
NOT TO SCALE



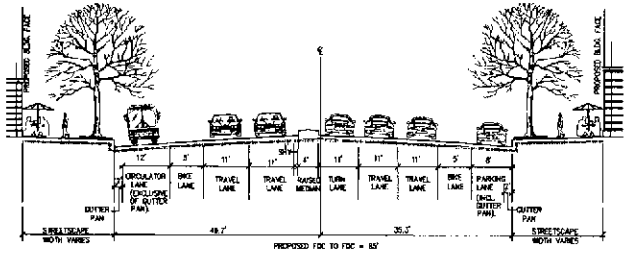
TYCO ROAD (NORTH OF PIERPOINT STREET)
NOT TO SCALE



TYCO ROAD (SOUTH OF PIERPOINT STREET)
NOT TO SCALE



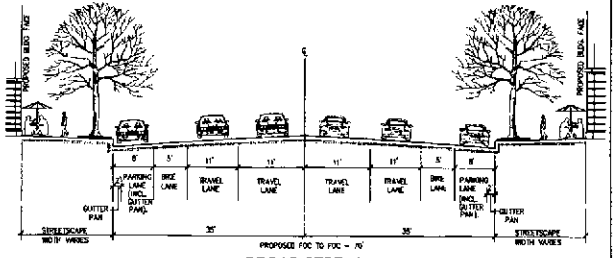
BROAD STREET
(PARKING ONE SIDE)
NOT TO SCALE



SPRING HILL ROAD
NOT TO SCALE

SEE LANDSCAPE SHEETS FOR STREETSCAPE DIMENSIONS

SEE SHEETS C-7 THRU C-7B FOR INTERIM STREET SECTIONS



BROAD STREET
(PARKING BOTH SIDES)
NOT TO SCALE

WDG ARCHITECTURE
WDG Architecture, PLLC
1225 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 8100
fax 202 463 2196
email wdg@wdgarch.com

Applicant:
Georgetown Group LLC
Contact: Aaron Georgeus
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 871 1540
fax 703 556 0195
email aaron@georgetowngroup.com

Civil Engineer:
Walsh, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 447 7809
fax 703 761 2787
email cochran@walsh.com

Landscape Architect:
Parkhurst Rodriguez, Inc.
Contact: Dir. Avril
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 2010
fax 703 548 6280
email avril@parkrodriguez.com

Traffic Consultant:
Wells + Associates, Inc
Contact: Mike Pinkoske
8403 Spring Hill Road
Suite 100
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0298
email mpinkoske@wjaeti.com

Land Zoning Attorney:
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
5th Floor
Arlington, VA 22201
tel 703 528 4700
fax 703 525 3197
email ebaker@walshcolucci.com

Spring Hill Station

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CDP (REVISION)	01.11.13

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STREET SECTION/ CIRCULATION PLAN PART D

Scale:

C-8

FILE:P:\Planning\Projects\PHS\dwg\CDP PART D\Archive\PHS-DCDP PART-D_2013_01_10_PMETC.dwg LSDP.Mary, DATE:Jan. 11 2013 TIME:12:06 pm

EXISTING VEGETATION TABLE PART-D

EVM INDEX	COVER TYPE	SUCCESSIONAL STAGE	AREA	COVER CONDITION	PRIMARY SPECIES	COMMENTS
"A"	DEVELOPED/ MAINTAINED	N/A	90,876 SF (2.0862 AC)	GOOD	SEE COVER TYPE TABLE	DEVELOPED PARCEL AND PUBLIC USE (FIRESTATION) WITH LAWN, LANDSCAPED & OPEN SPACE AREAS.
"B"	UPLAND FOREST	LONG-TERM SUB-CLIMAX	40,952 SF (0.9401 AC)	GOOD	SEE COVER TYPE TABLE	SEMI-MATURE WOOD STAND BORDERED BY OTHER DEVELOPED PARCELS.
"C"	DEVELOPED/ MAINTAINED	N/A	297,717 SF (6.8346 AC)	N/A	SEE COVER TYPE TABLE	DEVELOPED AS WAREHOUSE & LIGHT INDUSTRY. ALL AREAS ARE DEVELOPED AS PAVED HARDSCAPE.
TOTAL AREA	-	-	429,545 SF (9.8610 AC)	-	-	-

PART-D VEGETATION COVER TYPES

"A" PRIMARY SPECIES
Acer rubrum— Red Maple
Acer saccharinum — Silver Maple
Cornus — Dogwood
Pinus virginana — Virginia Pine
Quercus palustris — Pin Oak
Tilia — Linden
Thuja occidentalis — White Cedar

"B" PRIMARY SPECIES
Acer rubrum— Red Maple
Acer saccharinum — Silver Maple
Albizia julibrissin — Mamosa
Carya glabra — Pignut Hickory
Juniperus virginiana — Eastern Red Cedar
Pinus strobus — Eastern White Pine
Picea abies — Norway Spruce
Prunus serotina — Black Cherry
Robina pseudoacacia — Black Locust
Zelkova serrata — Japanese Zelkova

"C" PRIMARY SPECIES
Acer — Maple
Cornus— Dogwood
Ginkgo biloba — Ginko
Juniperus — Juniper
Magnolia acuminata — Cucumber
Magnolia Quercus palustris — Pin Oak
Prunus serotina — Black Cherry
Robinia pseudoacacia — Black Locust
Tilia — Linden

VIKA

ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS • SURVEYORS • SUSTAINABLE DESIGN

October 19, 2012

Mr. Michael Knapp, Director UFMD
Forest Conservation Branch, DPWES
Department of Public Works and Environmental Services
Land Development Services, Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503

RE: ***Tree Preservation Target Deviation Request***
Spring Hill Station Demonstration Project
Part D
CDP/RZ 2010-PR-014D
VIKA # VV7018C

Dear Mr. Knapp:

This letter is to request a deviation to the Tree Preservation Target (TPT) requirements for the above referenced site. In the Fairfax County Comprehensive Plan, adopted on June 22, 2010, the referenced site is located within the Tysons Corner Urban Center. The referenced FDP plan submittal is associated with Neighborhood 1, Part D. This deviation is requested in whole and is based under the following two allowable deviation conditions as outlined in the Fairfax County Public Facilities Manual (PFM). They are as follows:

> 12-0508.3A(1) - where meeting the Tree Preservation Target would preclude the development of uses or densities otherwise allowed by the Zoning Ordinance.
>
> 12-508.3A(3) - where construction activities could be reasonably expected to impact existing trees or forested areas used to meet the Tree Preservation Target to the extent these would not likely survive in a healthy and structurally sound manner of a minimum of 10 years in accordance with the post development standards for trees and forested areas provided in PFM 12-0403 and 12-0404.

Portions of the existing vegetation on the referenced site had been planted with the development of the property while portions of the existing vegetation on this site are remnant wooded areas that were not cleared during the development process. Neighborhood 1, Part D will be razed of all existing features. The redevelopment will include major redesign of the utility infrastructure, the street grids, both on and off site, as well a variety urban components such as building types and uses, active and passive recreation and metro transportation improvements.

The basis for this deviation is warranted as a result of the site engineering necessary within this portion of the Tysons Corner Urban Center redesign. The TPT vegetation requirements cannot be fulfilled with preservation of existing vegetation as part of the redevelopment of Neighborhood 1 Part D. Therefore, it is requested here that UFMD deem that the tree TPT requirements will be hereby satisfied with the planting of the new 10 year tree canopy requirements. The 10-year tree canopy calculations will be provided in accordance with the Tysons Corner Urban Center recommendations. Therefore, the new landscape specified with this redevelopment will meet the 10-year tree canopy requirements. Please refer to the project landscape plans, tabulations and computations in this submittal.

VIKA, incorporated
8180 Greensboro Drive, Suite 200 • McLean, Virginia 22102 • 703.442.7800 fax 703.761.2787
McLean, VA • Germantown, MD • Washington, DC
www.vika.com

Mr. Michael Knapp, Director UFMD
Forest Conservation Branch, DPWES
RE: ***Spring Hill Station***
Target Deviation Request
Part D
RZ 2010-PR-014
VIKA # VV7018F
July 5, 2012
Page 2 of 2

Thank you for your time and attention and should you have any questions or need additional information, please do not hesitate to contact our office.

Sincerely,
VIKA, Inc.

Nelson P. Kirchner, RLA
Landscape Architect/ISA Certified Arborist
Associate

NPK/nck

cc: Dan Avrit, RLA. - Parker Rodriguez
Robert R. Cochran, Associate Principal - VIKA, Inc
Todd Nelson, Urban Forester II, Fairfax County UFMD

[illegible]

PART - D

Table 12.3 - Tree Preservation Target Calculations and Statement			
Step		Totals	Reference
A	Pre-development area of existing tree canopy (from existing vegetation map)(SF) =	60,686	see § 12-0508.2
B	Percentage of gross site area covered by existing tree canopy =	14%	
C	Percentage of 10-year tree canopy required for site =	10%	see Table 12.4
D	Percentage of the 10-year tree canopy requirement that should be met through tree preservation =	14%	
E	Proposed percentage of canopy requirement that will be met through tree preservation =	0%	
F	Has the Tree Preservation Target minimum been met?	No	Provide Yes or No
G	If No for line F, then a request to deviate from the Tree Preservation Target shall be provided on the plan that states one or more of the justifications listed in § 12-0508.3 along with a narrative that provides a site-specific explanation of why the Tree Preservation Target cannot be met. Provide sheet number where deviation request is located.	C-8	Provide sheet number, see § 12-0508.3
H	If step G requires a narrative, it shall be prepared in accordance with § 12-0508.4	YES	see § 12-0508.4
I	Place this information prior to the 10-year Canopy Calculations as per instructions in Table 12.10.		

\\192.168.10.4\eng\DATA\7000-9000\V7018C\(10-yr Tree Canopy Reqmts Part-D.1.xls]NH No 1

PART-D EVM NARRATIVE

APPROXIMATELY 86% OF THIS NEIGHBORHOOD HAS BEEN DEVELOPED THAT IS RETAIL AND LIGHT INDUSTRIAL/WAREHOUSE SERVICE ESTABLISHMENTS.

AREA-A: THIS AREA IS DEVELOPED AND HAS A USE AS A FIRE STATION. THIS SITE HAD BEEN LANDSCAPED AT THE TIME OF DEVELOPMENT. THE VEGETATION IS MAINTAINED AND SHOWS GOOD HEALTH AND VIGOR.

AREA-B: THIS AREA IS A REMNANT UPLAND FOREST WOOD STAND. THERE ARE VARIOUS LEVELS OF VEGETATION MATURITY. EARLY SUCCESSIONAL, SUB-CLIMAX AND SUB-MATURITY. TRUNK CALIPER VARIES FROM 6" TO 22". THIS VEGETATION IS A MIX OF HARDWOOD AND CONIFEROUS PINE. THIS AREA IS NOT MAINTAINED. SOME OF THE TREES IN THIS AREA HAVE BEEN "TOPPED" LIKELY DURING PAST STORM EVENTS. AREA-B HAS A SIGNIFICANT PROPORTION OF ESTABLISHED INVASIVE PLANT MATERIAL. THIS VEGETATION SHOWS AVERAGE HEALTH FOR UNMAINTAINED PLANT MATERIAL. AREA-B SHOULD NOT BE CONSIDERED A PRIORITY AREA FOR PRESERVATION.

AREA-C: AREA-C HAS BEEN DEVELOPED WITH RETAIL/WAREHOUSE/LIGHT INDUSTRIAL DEVELOPMENT. THERE WAS VIRTUALLY NO LANDSCAPING OR TREE PRESERVATION WITH THIS DEVELOPMENT. THERE IS REMNANT AND VOLUNTEER VEGETATION THAT EXIST BETWEEN PARKING AND TRAVEL LANE AREAS. ALONG THE ROUTE 7 RIGHT-OF-WAY TWO GINKGOS HAD BEEN PLANTED. THE HEALTH AND CONDITION OF THE EXISTING VEGETATION IN AREA-C SHOWS STRESS, POOR FORM AND SYMMETRY AND LOW MAINTENANCE. THERE IS A HIGH PROPORTION OF ESTABLISHED INVASIVE PLANT MATERIAL WITHIN AREA-C. THE VEGETATION WITHIN AREA-C SHOULD NOT BE CONSIDERED A PRIORITY FOR TREE PRESERVATION.

CDP PART-D IS PROPOSED TO BE ZONED PTC AND IS SPECIFIED FOR COMPLETE REDEVELOPMENT WHERE THE EXISTING BUILDINGS, PARKING COMPOUND AREAS AND VEGETATION WILL BE REMOVED. THIS SITE WILL NOT MEET THE TREE PRESERVATION TARGET REQUIREMENTS. AS PART OF THIS APPLICATION SUBMITTAL AND IN ACCORDANCE WITH PFM 12-0508.4, A TREE PRESERVATION TARGET DEVIATION REQUEST IS INCLUDED FOR FAIRFAX COUNTY UFMD REVIEW AND APPROVAL.

PLAN PREPARED BY: NELSON P. KIRCHNER, RLA
ISA CERTIFIED ARBORIST NO. MA-4720AM
SIGNATURE ______ DATE 1/10/12

GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
Mclean, VA 22102
tel 703.821.1640
fax 703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, Inc.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6260
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
Mclean, VA 22102

CDP	08.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Revision)	12.20.10
CDP (Revision)	03.16.11
CDP (Revision)	04.25.11
CDP (Revision)	07.13.12
CDP (Revision)	10.19.12
CDP (Revision)	11.28.12
CDP (Revision)	01.11.13

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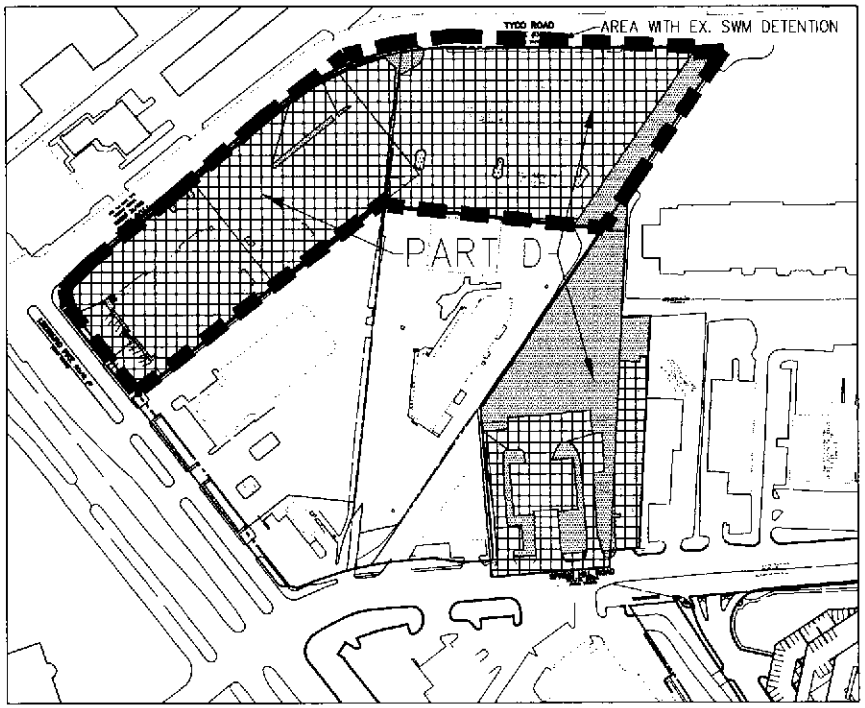
WDG Project No: WAM031

EXISTING VEGETATION MAP CDP PART D

Scale: 1"=50'

C-9



CURRENT EXISTING CONDITION EXHIBIT

LEGEND

IMPERVIOUS AREA = 327,521 SF (7.52 AC) = 76%

PERVIOUS AREA = 102,024 SF (2.34 AC) = 24%

EXISTING CONDITIONS (PRE-DEVELOPMENT) PFM DETENTION CHECK

IMPERVIOUS AREA = 59,285 SF (1.36 AC) = 14%
*PERVIOUS AREA = 370,260 SF (8.5 AC) = 86%

*THE AREA OF THE SITE THAT HAS EXISTING DETENTION FACILITIES (SHOWN HERE) WILL BE CONSIDERED 100% PERVIOUS (PRE-EXISTING CONDITIONS) FOR OUR EXISTING CONDITIONS PFM CALCULATIONS.

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

WDG ARCHITECTURE
WDG Architecture, PLLC
1055 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
fax 703.726.0195
e-mail aaron@georgelasgroup.com

Civil Engineer
Vika, Inc
Contact: Robert P. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail rpcochran@vika.com

Landscape Architect
ParkerRodriguez, INC
Contact: Carl M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6280
e-mail carlparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@mjwells.com

Land/Zoning Attorney
Walsh, Colucci, Lubeley, Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

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The Georgelas Group
8405 Greensboro Dr. #130
McLean, VA 22102

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CDP (Revised)	11.28.12
CDP (Revised)	01.11.13

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EXISTING CONDITIONS SWM PLAN

Scale: AS SHOWN

C-10

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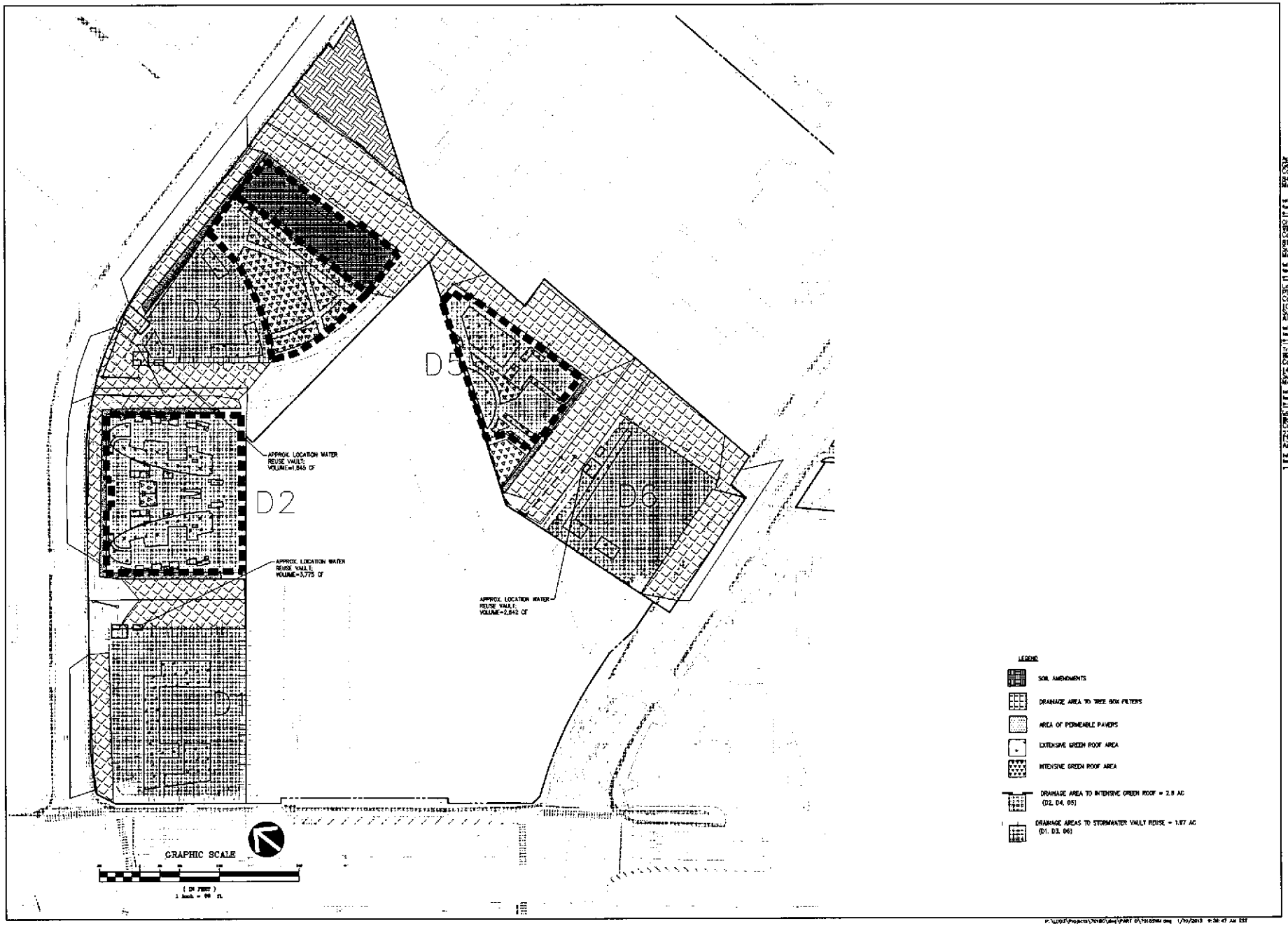

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2195
e-mail wdg@wdgarch.com

Applicant
Georgetos Group LLC
Contact: Aaron Georgetos
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 821 1540
fax 703 238 9106
e-mail Aaron@georgetosgroup.com

Civil Engineer
Bohler Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 442 7800
fax 703 761 2787
e-mail cochran@bhcs.com

Landscape Architect
Parker Rodriguez, Inc.
Contact: Trini G. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 5290
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells & Associates, PC
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0738
e-mail ckabatt@wells.com

Land/Zoning Attorney
John Cook, Lesley Lynch & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th floor
Arlington, VA 22201
tel 703 528 4700
fax 703 525 3197
e-mail ebaker@lll.thelandlawyers.com

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STORMWATER MANAGEMENT PLAN

Scale: 1" = 60'

C-11

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TYSONS CORNER COMPREHENSIVE PLAN STORMWATER CONFORMANCE CHECKLIST NARRATIVE

THE PURPOSE OF THIS NARRATIVE IS TO DETAIL THE PROCESS BY WHICH THE SUBJECT SITE MEETS, EXCEEDS, OR PROVIDES TO THE MAXIMUM EXTENT PRACTICABLE THE RUNOFF REDUCTION REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN.

COMPREHENSIVE PLAN STORMWATER MANAGEMENT GOALS:

- THIS STORMWATER MANAGEMENT NARRATIVE EXPLAINS HOW THIS PLAN PROPOSES TO MEET THE STORMWATER REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN.
- THIS NARRATIVE DESCRIBES THE VARIOUS STRATEGIES BY WHICH THE VARIOUS GOALS ARE TO BE MET (E.G. VEGETATIVE ROOF AND URBAN BIO-RETENTION (TREE PITS)) AS WELL AS THOSE STRATEGIES WE EVALUATED BUT WERE UNABLE TO IMPLEMENT DUE TO SITE CONSTRAINTS.

COMPREHENSIVE PLAN STORMWATER MANAGEMENT GOALS	RESPONSE
STORMWATER MANAGEMENT AND WATER QUALITY CONTROLS FOR REDEVELOPMENT SHOULD BE DESIGNED TO RETURN WATER INTO THE GROUND WHERE SOILS ARE SUITABLE OR REUSE IT, WHERE ALLOWED, TO THE EXTENT PRACTICABLE. REDUCTION OF STORMWATER RUNOFF VOLUME IS THE SINGLE MOST IMPORTANT STORMWATER DESIGN OBJECTIVE FOR TYSONS.	INFILTRATION SHALL NOT BE USED ON THE PROJECT DUE TO ITS IMPRACTICALITY. AREAS ON SITE AVAILABLE FOR INFILTRATION ARE VERY LIMITED DUE TO THE LARGE PROPOSED UNDERGROUND GARAGES ON EACH BLOCK. THE APPLICATION AREA TOTALS 5.88 ACRES, 4.72 ACRES (OR 80%) OF WHICH ARE COVERED BY THE EXTENTS OF THE UNDERGROUND GARAGE. ADDITIONALLY, ANOTHER 2.87 ACRES (OR 35%) OF THE SITE WILL BE PUBLIC ROADWAYS. IN THE REMAINING 10% OF THE APPLICATION AREA INFILTRATION IS IMPRACTICABLE DUE TO VARIOUS SITE CONSTRAINTS. REUSE WILL BE IMPLEMENTED ON BUILDINGS D1, D3, AND D6.
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."	THE TARGET GOAL OF THE RUNOFF REDUCTION METHOD IS TO CAPTURE AND CONTROL THE FIRST INCH OF RAINFALL. TO THIS EXTENT FIVE MAIN STORMWATER MANAGEMENT STRATEGIES HAVE BEEN UTILIZED: VEGETATIVE ROOFS, PERMEABLE PAVEMENT, ROOFTOP RAINWATER HARVESTING, URBAN BIO-RETENTION (TREE PITS) AND STORMWATER PLANTERS. • THE EXTENSIVE VEGETATIVE ROOFS HAVE BEEN DESIGNED PER DCR SPEC #5 AND ARE USED TO TREAT VEGETATIVE ROOF AREAS. • THE INTENSIVE ROOF AREAS INCLUDE ELEMENTS FROM DCR SPECIFICATIONS BUT ARE MODIFIED PER DETAILS SHOWN ON THE CDP TO TREAT BOTH VEGETATED AS WELL AS NON-VEGETATED ROOF AREAS. • THE URBAN BIO-RETENTION TREE PITS AND STORMWATER PLANTERS HAVE BEEN DESIGNED PER DCR SPEC #9 APPENDIX 9A WITH MODIFICATION OF CERTAIN ELEMENTS PER THE DETAIL WITHIN THIS CDP. THE TREE PITS ARE UTILIZED TO TREAT THE ROADWAY RUNOFF AS WELL AS THE SURROUNDING STREETSCAPE. • THE STORMWATER PLANTERS (DETAILED ON THE CDP) ARE USED TO TREAT IMPERVIOUS BUILDING ROOF AREAS WHERE GREEN ROOF IS IMPRACTICABLE (TIER 3). • THE PERMEABLE PAVEMENT (LEVEL ONE) HAS BEEN DESIGNED PER DCR SPEC #7 AND WILL ONLY CAPTURE ITS FOOTPRINT AREA. • RAINWATER WILL BE HARVESTED FROM BUILDINGS D1, D3, AND D6 ROOF AREAS. THE WATER WILL BE REUSED FOR COOLING TOWER AND IRRIGATION DEMANDS. SIZING COMPUTATIONS HAVE BEEN PROVIDED THAT VERIFY THE REQUIRED STORAGE HAS BEEN MET FOR EACH ALTERNATIVE (SEE RAINFALL DESIGN VALUE SIZING NARRATIVE ON THIS SHEET). EACH OF THESE PRACTICES IS ADEQUATELY SIZED FOR THE PROPOSED DRAINAGE AREAS TO THEM. THESE PRACTICES COMBINED YIELD AN ENTIRE ONSITE RETAINED RAINFALL DEPTH OF 0.98" (1.08" WITH OFF SITE TREATMENT; 2.70" WHEN CONSIDERING THE LEED SPECIFIED RAINFALL EVENT). ALL AREAS OF THE DEVELOPED SITE THAT HAVE THE POTENTIAL FOR A GREEN ROOF HAVE BEEN UTILIZED FOR SUCH PURPOSES. FOR TREATMENT OF THE PROPOSED ROADWAY THE STREETSCAPES HAVE BIO-RETENTION TREE PITS PROVIDED FOR TREATMENT AND RETENTION. A TOTAL CONTROLLED AREA OF 4.88 ACRES OR 87% OF THE SITE HAS BEEN CAPTURED AND DEMONSTRATES "TO THE MAXIMUM EXTENT PRACTICABLE" WE HAVE MET THE TYSONS CORNER COMPREHENSIVE PLAN GOAL TO RETAIN/REUSE THE FIRST INCH OF RAINFALL.
REDEVELOPMENT PROJECTS IN TYSONS SHOULD INCORPORATE INNOVATIVE STORMWATER MANAGEMENT MEASURES IN A MANNER THAT WILL, FIRST AND FOREMOST, OPTIMIZE REDUCTION OF STORMWATER RUNOFF VOLUME AND CONTROL OF PEAK FLOWS FOR THE REMAINING STORMWATER THAT CANNOT BE COMPLETELY CAPTURED ON-SITE."	THE RUNOFF REDUCTION PRACTICES SHALL BE USED IN CONFORMANCE WITH THE APPLICABLE DCR SPECIFICATION (IF ONE EXISTS) THAT GOVERNS THEM. THE EXTENSIVE VEGETATIVE ROOF, URBAN BIO-RETENTION TREE PITS, PERMEABLE PAVEMENT, AND STORMWATER PLANTERS HAVE BEEN DESIGNED IN ACCORDANCE WITH THEIR RESPECTIVE SPECIFICATION.
"AT A MINIMUM, STORMWATER MANAGEMENT MEASURES THAT ARE SUFFICIENT TO ATTAIN BOTH THE STORMWATER DESIGN-QUANTITY CONTROL AND STORMWATER DESIGN-QUALITY CONTROL CREDITS OF THE MOST CURRENT VERSION OF THE LEED-NC OR LEED-CS RATING SYSTEM (OR THE EQUIVALENT OF THESE CREDITS) SHOULD BE PROVIDED. IF, ON A GIVEN SITE, THE ATTAINMENT OF THE STORMWATER DESIGN LEED CREDITS (OR EQUIVALENT) IS DEMONSTRATED NOT TO BE FULLY ACHIEVABLE, ALL AVAILABLE MEASURES SHOULD BE IMPLEMENTED TO THE EXTENT POSSIBLE IN SUPPORT OF THIS GOAL."	LEED STORMWATER CREDITS 6.1 AND 6.2 SHALL BE OBTAINED THROUGH THE USE OF THE VEGETATIVE ROOF, PERMEABLE PAVEMENT, AND THE URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). EACH PRACTICE PROVIDES BOTH QUANTITY AND QUALITY CONTROL. ADDITIONALLY, POTENTIAL LEED REUSE VAULTS HAVE BEEN SHOWN ON THE PLANS (BUILDINGS D1, D3, AND D6) AS IT IS OUR INTENT TO ACHIEVE LEED CERTIFICATION. A WAIVER HAS BEEN SUBMITTED FOR PFM SECTION 6-0303.6 TO ALLOW AN UNDERGROUND VAULT TO BE LOCATED IN A RESIDENTIAL DEVELOPMENT. SIMILARLY, AS THE FINAL LEED BOUNDARIES HAVE NOT YET BEEN IDENTIFIED; THE COMPUTATIONS PROVIDED ON SHEETS C-13 THRU C-19E ARE BASED ON THE TOTAL SITE AREA BROKEN DOWN BY BLOCK. THE LEED BOUNDARIES WILL BE IDENTIFIED AT THE FDP LEVEL WITH REVISED COMPUTATIONS FOR EACH SEPARATE BOUNDARY TO SHOW COMPLIANCE.
"EQUIVALENT APPROACHES MAY INCORPORATE COORDINATED STORMWATER MANAGEMENT ON MULTIPLE DEVELOPMENT SITES AND/OR OFF-SITE CONTROLS. ADDITIONAL STORMWATER MANAGEMENT EFFORTS SHOULD BE ENCOURAGED."	THIS SUBJECT APPLICATION PROPOSES BIO-RETENTION TREE PITS WITHIN THE PROPOSED STREETSCAPE OF THE APPLICATION AREA. THESE BIO-RETENTION TREE PITS CAPTURE AND TREAT THE FIRST INCH OF RAINFALL FROM THE PROPOSED STREETS AND EXISTING OFFSITE STREETS AND ROW (SEE OFFSITE FACILITIES SECTION IN THE NARRATIVE). THERE ARE NO SHARED STORMWATER MANAGEMENT ALTERNATIVES WITH THIS APPLICATION.
"LID TECHNIQUES OF STORMWATER MANAGEMENT SHOULD ALSO BE INCORPORATED INTO NEW AND REDESIGNED STREETS WHERE ALLOWED AND PRACTICABLE."	LOW IMPACT DEVELOPMENT (LID) TECHNIQUES ARE PROVIDED FOR IN THE STREET DESIGN VIA THE URBAN BIO-RETENTION (TREE PIT). THESE TREE PITS PROVIDE BOTH QUANTITY AND QUALITY CONTROL AS OUTLINED BY DCR SPEC #9 AND MODIFIED TO MEET TYSONS URBAN DESIGN GUIDELINES.
"RESTORATION AND/OR STABILIZATION OF DEGRADED STREAMS ON DEVELOPMENT SITES SHOULD BE PURSUED WHERE FEASIBLE; RESTORATION AND STABILIZATION TECHNIQUES THAT INCORPORATE ECOLOGICALLY AND AESTHETICALLY BENEFICIAL, VEGETATED APPROACHES ARE PREFERRED. OFF-SITE EFFORTS TO RESTORE AND/OR STABILIZE STREAMS IN TYSONS CORNER SHOULD ALSO BE ENCOURAGED. THE ABOVE GUIDELINES ARE INTENDED TO IMPROVE STORMWATER MANAGEMENT CONTROLS SUFFICIENTLY TO ALLOW FOR IMPROVEMENTS TO THE HABITAT AND RECREATIONAL VALUES OF STREAMS IN TYSONS CORNER THROUGH NATURAL RESTORATIVE PROCESSES AND/OR THROUGH RESTORATION PROJECTS."	THIS SUBJECT APPLICATION DOES NOT PROPOSE ANY STREAM RESTORATION AS IT HAS NO OPEN CHANNELS OR STREAMS WITHIN ITS BOUNDARY. IT IS BELIEVED THAT ANY STREAM RESTORATION SHOULD BE COMPREHENSIVE IN MANNER AND NOT PROVIDED IN PIECE MEAL FORM TO BETTER PROVIDE AESTHETIC AND RECREATIONAL VALUE TO TYSONS CORNER.

COMPREHENSIVE PLAN IMPLEMENTATION

THE TYSON'S CORNER COMPREHENSIVE STORMWATER MANAGEMENT PLAN SHALL BE IMPLEMENTED VIA THE USE OF URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS), PERMEABLE PAVEMENT, ROOFTOP RAINWATER HARVESTING, AND VEGETATIVE ROOFS. THE ROADWAY ROW AND STREETSCAPE SHALL BE CONTROLLED, WHERE POSSIBLE, BY TREE PITS THAT ARE STRATEGICALLY PLACED TO MAXIMIZE RUNOFF INTERCEPTION. THE BUILDING ROOF AREAS FOR D2, D4, AND D5 SHALL BE CONTROLLED BY A VEGETATIVE ROOF THAT HAS BEEN DESIGNED TO TREAT BOTH VEGETATIVE AND NON-VEGETATIVE AREAS. ROOF AREAS IMPRACTICABLE FOR GREEN ROOF HAVE BEEN DISCONNECTED WHERE POSSIBLE TO STORMWATER PLANTERS. THE BUILDING ROOF AREAS FOR D1, D3, AND D6 SHALL BE CONTROLLED BY VEGETATIVE ROOFS THAT ARE DESIGNED TO TREAT VEGETATIVE AREAS AND ALSO BY ROOFTOP RAINWATER HARVESTING. BELOW IS A BREAKDOWN OF THE IMPLEMENTATION ITEMS ON THE STORMWATER CONFORMANCE CHECK LIST:

> THE COMPUTATIONS PROVIDED ON SHEET C-19 CALCULATE THE REQUIRED TREATMENT VOLUME OF 1" OF RAINFALL OVER THE ENTIRE SITE CDP AREA.

> THE STORMWATER MANAGEMENT DESIGN FOR THIS SITE SHALL INCLUDE PRACTICES THAT ARE DOCUMENTED IN THE DCR RUNOFF REDUCTION MANUAL. THIS SUBJECT APPLICATION PROPOSES MODIFICATIONS OF THE DCR STORMWATER PLANTER FOR IMPLEMENTATION WITH HIGH RISE CONSTRUCTION.

> ACCESS TO THE STORMWATER BMP FACILITIES SHALL BE PROVIDED FOR BY ROOF TOP ACCESS FOR THE VEGETATIVE ROOFS AND STREET ACCESS FOR THE TREE PITS AND PERMEABLE PAVEMENT. ACCESS TO THE STORMWATER PLANTERS SHALL BE PROVIDED VIA ROOFTOP (PODIUM) ACCESS. THE STORMWATER VAULTS WILL BE ACCESSED THROUGH THE GARAGE AND ALSO STREETSCAPE AREAS.

> THE TREE PITS, VEGETATIVE ROOFS, STORMWATER VAULT, PERMEABLE PAVEMENT AND STORMWATER PLANTERS SHALL BE PRIVATELY MAINTAINED.

> THE DESIGN SHALL CREATE A SAFE ENVIRONMENT FOR THE PUBLIC. THE EXTENSIVE VEGETATIVE ROOF AREAS SHALL NOT HAVE PUBLIC ACCESS WHEREAS THE TREE PITS SHALL BE PROVIDED WITH A GRATE OR FENCE TO PREVENT PEDESTRIAN CONFLICTS. INTENSIVE GREEN ROOFS AND STORMWATER PLANTERS WILL BE DESIGNED AS PART OF ROOFTOP AND AT GRADE AMENITIES AND WILL NOT CREATE A SAFETY CONCERN.

> THIS PROJECT SHALL BE CONSTRUCTED IN PHASES. EACH PHASE SHALL HAVE INDEPENDENT SWM CONTROLS THAT MEET TO THE MAXIMUM EXTENT PRACTICABLE THE GOALS OF THE TYSONS CORNER COMPREHENSIVE PLAN. THE PHASED CONSTRUCTION AND SWM CONTROLS WILL BE IDENTIFIED IN MORE DETAIL AT FDP AND SITE PLAN LEVEL, BUT WILL REMAIN IN GENERAL CONFORMANCE WITH THE CDP TREATMENT PROVIDED.

> CERTAIN PFM REQUIREMENTS SHALL NEED TO BE WAIVED IN ORDER TO MEET THE OVERALL CONCEPT OF THE PTC COMPREHENSIVE PLAN. A DETAILED LIST OF WAIVERS IS AS FOLLOWS:

1. A WAIVER TO ALLOW STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMPS) TO BE SATISFIED BY UNDERGROUND SYSTEMS FOR THE PROPOSED RESIDENTIAL DEVELOPMENT, AS REFERENCED IN SECTION 6-0303.6 OF THE PFM. A WAIVER HAS BEEN SUBMITTED UNDER A SEPARATE COVER.
2. A WAIVER OF PFM SECTION 6-1304.3F TO REDUCE THE MINIMUM HORIZONTAL SETBACKS FROM BUILDING FOUNDATIONS IN ORDER TO FACILITATE INSTALLATION OF THE PERMEABLE PAVEMENT SYSTEM SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.
3. ALL REQUESTED DEVIATIONS OF PFM SECTION 6-1306.3F TO ALLOW FOR ANY DETENTION FACILITY LOCATED WITHIN A BUILDING OR GARAGE STRUCTURE TO BE GOVERNED BY BUILDING CODE REQUIREMENTS FOR ACCESS AND MAINTENANCE.
4. ALL REQUESTED DEVIATIONS OF PFM SECTION 6-1307.2E TO SET THE MINIMUM HORIZONTAL SETBACKS FROM BUILDING FOUNDATIONS BE REDUCED TO FOUR (4) FEET IN ORDER TO FACILITATE INSTALLATION OF BIO-RETENTION SYSTEMS IN AN URBAN ENVIRONMENT SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.

> SWM VAULTS SHALL BE PLACED INSIDE OF THE PARKING GARAGE AND THE ACCESS POINTS SHALL EXTEND BEYOND THE BUILDING FACE WHERE IT SHALL NOT ADVERSELY IMPACT LANDSCAPING OR THE SIDEWALK ZONE.

> A 4'X4' ACCESS DOOR SHALL BE PROVIDED FOR EACH CHAMBER OF THE LEED REUSE VAULT FOR MAINTENANCE.

DESIGN OF BEST MANAGEMENT PRACTICES

- **INFILTRATION BMP'S**

THERE ARE NO INFILTRATION BMP'S PROPOSED WITH THIS APPLICATION. THIS IS DUE TO THE FACT THAT INFILTRATION IS NOT FEASIBLE ON 84% OF THE DEVELOPED SITE DUE TO UNDERGROUND GARAGES AND ROADWAYS. INFILTRATION IS IMPRACTICABLE BECAUSE OF LIMITED CONTIGUOUS AREAS ON THE REMAINING 16% OF THE SITE AREA FOR PRACTICES DUE TO PROPOSED UTILITIES, VAULTS, AND STREETSCAPES. ALL RUNOFF REDUCTION SHALL BE CONTROLLED BY URBAN BIO-RETENTION, PERMEABLE PAVEMENT (LEVEL I), AND VEGETATIVE ROOF SYSTEMS.

- **RAINWATER HARVESTING**

RAINWATER HARVESTING HAS BEEN PROVIDED WITH THIS SITE. IT WILL BE USED FOR COOLING TOWER REUSE IN BUILDINGS D1, D3, AND D6. THESE BUILDINGS ARE NOT RESIDENTIAL AND WILL THEREFORE HAVE A HIGHER COOLING TOWER DEMAND.

- **RUNOFF REDUCTION PRACTICES**

THE PROPOSED RUNOFF REDUCTION PRACTICES SHALL INCLUDE VEGETATIVE ROOFS, PERMEABLE PAVEMENT (LEVEL I) AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). BELOW IS A BREAKDOWN OF THE RUNOFF REDUCTION PRACTICES ITEMS ON THE STORMWATER CONFORMANCE CHECK LIST:

> RUNOFF REDUCTION BMP'S IN THE FORM OF URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS) SHALL BE PROVIDED WITH UNDER-DRAINS AND A SUBSURFACE STONE LAYER AS DETAILED IN DCR SPEC#9

> THE BIO-RETENTION TREE PITS AND STORMWATER PLANTERS SHALL CONFORM TO DCR SPEC#9 WITH MODIFICATIONS REQUIRED BY THE URBAN NATURE OF THE SITE. THE EXTENSIVE VEGETATIVE ROOF SYSTEM SHALL CONFORM TO DCR SPEC #5. THE PERMEABLE PAVEMENT SHALL CONFORM TO DCR SPEC #7.

> AS MENTIONED EARLIER DUE TO SITE CONSTRAINTS THE ENTIRE 1.0" OF RAINFALL COULD NOT BE CAPTURED/CONTROLLED FOR THE SITE AS A WHOLE. THE PROPOSED PLANS CAN ACCOUNT FOR 0.98" AS CAN BE SEEN ON THE TYSONS STORMWATER CONFORMANCE SPREADSHEET (SEE SHEET C-13).

- **TIER 2 INNOVATIVE BMP'S (ACCEPTED IN OTHER JURISDICTIONS)**

THERE ARE NO TIER 2 NEW OR INNOVATIVE BMP'S BEING PROPOSED WITH THIS SUBJECT APPLICATION. AS MENTIONED PREVIOUSLY SITE CONSTRAINTS LIMIT THE APPLICABILITY OF VARIOUS BMP PRACTICES.

- **TIER 3 INNOVATIVE BMP'S (NON-APPROVED)**

THE INTENSIVE GREEN ROOF SYSTEM PROVIDED WITH THESE PLANS SHALL BE A TIER 3 DESIGN SINCE THEY ARE DESIGNED TO TREAT BOTH VEGETATIVE AND NON-VEGETATIVE AREAS. AS SUCH THE SOIL HAS BEEN INCREASED TO ACCOUNT FOR THIS ADDITIONAL AREA RUNOFF. AS CAN BE SEEN ON SHEETS C-13, 0.89 INCHES OF THE FIRST 1.0 INCH RAINFALL DEPTH SHALL BE CONTROLLED BY THIS TIER 3 APPROACH WITH A 0.98 AC DRAINAGE AREA (0.58 AC OF WHICH IS TIER 1). ADDITIONALLY, STORMWATER PLANTERS ARE PROPOSED WITH THIS APPLICATION WHICH SHALL BE A TIER 3 DESIGN. THESE PLANTERS ARE A DCR DESIGN (SPEC #9 URBAN BIORETENTION) MODIFIED TO DISCONNECT TOWER ROOF WATER TO A PODIUM OR AT GRADE. AS CAN BE SEEN ON SHEET C-13, 0.15 INCHES OF THE FIRST 1.0 INCH RAINFALL DEPTH SHALL BE CONTROLLED BY THIS TIER 3 APPROACH. IF AT SITE PLAN TIME THIS DESIGN CONCEPT IS NOT FEASIBLE IT IS REQUESTED THAT OFFSITE TREATMENT BE ALLOWED IN THE FORM OF TREE PIT TREATING RUNOFF FROM THE EXISTING PUBLIC TYCO ROAD. THIS AREA SHALL ADD AN ADDITIONAL 0.05 INCH OF RAINFALL DEPTH CONTROLLED THEREBY PARTIALLY MITIGATING THE RAINFALL DEPTH LOST PROVIDED THE TIER 3 INTENSIVE GREEN ROOF IS NOT FEASIBLE AT SITE PLAN. SEE SHEET C-13 AND C-14 FOR COMPUTATIONS AND DETAILS.

- **OFFSITE OR SHARED FACILITIES**

CURRENTLY THE SUBJECT APPLICATION DOES NOT PROPOSE THE USE OF OFFSITE OR SHARED SWM FACILITIES. HOWEVER, THE TREE PITS CAN ACCOMMODATE ADDITIONAL STREET RUNOFF FROM TYCO ROAD APPROXIMATELY 0.36 AC). AS CAN BE SEEN ON SHEET C-13 THIS WILL YIELD AN ADDITIONAL 0.03 INCH OF THE 1.00 INCH RAINFALL DEPTH CONTROLLED.

- **CONFORMANCE WITH COMPREHENSIVE PLAN STORMWATER GOALS**

IT IS THE BELIEF OF THE UNDERSIGNED ENGINEER THAT THIS SITE PLAN ADEQUATELY HANDLES, TO THE MAXIMUM EXTENT POSSIBLE, THE RUNOFF REDUCTION REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN. BELOW IS SUMMARY OF THE RUNOFF REDUCTION PRACTICES UTILIZED IN THE STORMWATER MANAGEMENT PLAN AND THEIR CONFORMANCE TO THE OVERALL GOAL OF THE COMPREHENSIVE STORMWATER MANAGEMENT PLAN FOR THIS SUBJECT APPLICATION.

> AS MENTIONED PREVIOUSLY THE PROPOSED DESIGN SHALL NOT CONTROL/CAPTURE THE FIRST ENTIRE 1.0" OF RAINFALL. THIS SUBJECT APPLICATION PROPOSES TO CONTROL CAPTURE, TO THE MAXIMUM EXTENT PRACTICABLE, THE FIRST 0.98" OF RAINFALL (1.08" WITH OFF SITE TREATMENT; 2.88" WHEN CONSIDERING THE LEED SPECIFIED RAINFALL EVENT).

> THIS PROPOSED DESIGN SHALL OPTIMIZE, TO THE MAXIMUM EXTEND FEASIBLE, RUNOFF REDUCTION VIA THE EMPLOYMENT OF VEGETATIVE ROOFS, PERMEABLE PAVEMENT, AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS).

> AS MENTIONED PREVIOUSLY SITE CONSTRAINTS HAVE LIMITED THE USE OF MANY BMP'S PRACTICES (SUCH AS INFILTRATION)

> THE PROPOSED DESIGN DOES HELP CONTROL PEAK FLOW BY REDUCING THE RUNOFF VOLUME AND AS SUCH THE PEAK DISCHARGED IS REDUCED. ADDITIONALLY, POTENTIAL LEED REUSE VAULTS HAVE BEEN SHOWN SUCH THAT IF AT THE TIME OF FDP/FINAL ENGINEERING IT IS FOUND TO BE NECESSARY TO FURTHER REDUCE THE RUNOFF VOLUME OF THE 2YR AND 10YR, 24 HOUR DESIGN STORMS.

> STREET RUNOFF HAS BEEN ADDRESSED VIA THE USE OF URBAN BIO-RETENTION (TREE PITS) THAT ARE DESIGNED IN ACCORDANCE WITH DCR SPEC #9.

> STREAM STABILIZATION AND RESTORATION HAS NOT BEEN PROPOSED WITH THIS SUBJECT APPLICATION DUE TO THE NEED OF A COMPREHENSIVE STREAM RESTORATION PROGRAM.

> THIS SUBJECT APPLICATION SHALL CONFORM TO THE PFM'S SWM REQUIREMENTS FOR ADEQUATE OUTFALL, DETENTION, WATER QUALITY, AND OVERLAND RELIEF. SEE SHEETS C-10 THRU C-15 FOR DETAILS.

- **SUPPLEMENTAL INFORMATION/JUSTIFICATION REQUEST**

WHILE IT IS NOT PRACTICABLE TO RETAIN ALL OF THE SUBJECT SITE, INCLUDING AREAS OF THE SITE PERIPHERY, DUE TO VARIOUS CONSTRAINTS INCLUDING SITE GRADING, OTHER COMPREHENSIVE PLAN REQUIREMENTS, AND VDOT REQUIREMENTS, COMPLIANCE WITH THE COMPREHENSIVE PLAN GOAL FOR CAPTURING/RETAINING THE FULL 1-INCH RAIN EVENT CAN BE MET ON SITE BY CAPTURING OFFSITE AREAS IF THE RUNOFF REDUCTION MEASURES AND COMPUTATIONS SHOWN HEREIN ARE APPROVED BY THE COUNTY. IF THE RUNOFF REDUCTION MEASURES AND/OR COMPUTATIONS SHOWN HEREIN ARE NOT APPROVED BY DPWES, THE APPLICANT WILL WORK WITH THE COUNTY TO RETAIN THE FIRST 1-INCH OF RAINFALL TO THE EXTENT PRACTICABLE IN ACCORDANCE WITH THE COMPREHENSIVE PLAN GOAL.

IN FURTHERANCE OF THE APPLICANT'S COMMITMENTS HEREIN AND WHILE IT INTENDS TO MEET THE 1-INCH RETENTION GOAL USING THE TECHNIQUES SHOWN, IT RESERVES THE RIGHT TO UTILIZE ANY COMBINATION OF LID (EXISTING AND FUTURE) MEASURES TO MEET THIS GOAL SUBJECT TO THE REVIEW AND APPROVAL OF DPWES AT TIME OF SITE PLAN.

RECOGNIZING THAT RUNOFF REDUCTION TECHNOLOGIES ARE RELATIVELY NEW AND STILL EVOLVING, THE APPLICANT'S FINAL DESIGN DEVELOPMENT AND/OR DPWES COMMENTS ON THE SITE PLAN MAY RESULT IN CHANGES TO THE LID MEASURES SHOWN ON THE CDP AND/OR FDP, INCLUDING, BUT NOT LIMITED TO, ELIMINATION OR ADDITION OF MEASURES SO LONG AS THESE CHANGES DO NOT AFFECT THE GRID OF STREETS, THE GENERAL LOCATION OF THE POINTS OF ACCESS TO EACH BLOCK, THE GENERAL LOCATION OF THE BUILDINGS, THE BUILD-TO LINES, THE MINIMUM AMOUNT AND GENERAL LOCATION OF PUBLICLY-ACCESS URBAN PARK LAND AS MAY BE APPLICABLE FOR EACH BLOCK AND THE GENERAL QUALITY AND CHARACTER OF THE STREETSCAPE ALONG THE PUBLIC AND PRIVATE STREETS WITHIN AND ABUTTING THE SUBJECT PROPERTY AND AS OTHERWISE SPECIFIED IN THE PROFFERS.

BMP NARRATIVE

THE SUBJECT SITE DRAINS ENTIRELY INTO THE REGIONAL STORMWATER POND D-67. THIS POND MEETS ALL REQUIREMENTS OF BMP FOR THE ENTIRE DRAINAGE SHED. SEE SHEET 14A FOR POND INFORMATION.

MINIMUM STORMWATER INFORMATION FOR REZONING, SPECIAL EXCEPTION, SPECIAL PERMIT AND DEVELOPMENT PLAN APPLICATIONS

The following information is required to be shown or provided in all zoning applications, or a waiver request of the submission requirement with justification shall be attached. Note: Waivers will be acted upon separately. Failure to adequately address the required submission information may result in a delay in processing this application.

This information is required under the following Zoning Ordinance paragraphs:

Special Permits (8-011 2J & 2L)	Special Exceptions (9-011 2J & 2L)
Cluster Subdivision (9-615 1G & 1N)	Commercial Revitalization Districts (9-622 2A (12) & (14))
Development Plans PRC District (16-302 3 & 4L)	PRC Plan (16-303 1E & 1O)
FDP P Districts (except PRC) (16-502 1F & 1Q)	Amendments (18-202 10F & 10I)

☒ 1. Plat is at a minimum scale of 1"=50' (unless it is depicted on one sheet with a minimum scale of 1"=100').

☒ 2. A graphic depicting the stormwater management facility(ies) and limits of clearing and grading accommodate the stormwater management facility(ies), storm drainage pipe systems and outlet protection, pond spillways, access roads, site outfalls, energy dissipation devices, and stream stabilization measures as shown on Sheet N/A (STORM VAULTS)

☒ 3. Provide:

Facility Name/ Type & No.	On-site area served (acres)	Off-site area served (acres)	Drainage area (acres)	Footprint area (sf)	Storage Volume (cf)	If pond, dam height (ft)
D1	0.90	0	0.90	755	3189	
D3	0.44	0	0.44	589	2392	
D6	0.63	0	0.65	528	2658	
Totals					8239 CF (TOTAL)	

☒ 4. Onsite drainage channels, outfalls and pipe systems are shown on Sheet C-15. Pond inlet and outlet pipe systems are shown on Sheet C-15

☒ 5. Maintenance access (road) to stormwater management facility(ies) are shown on Sheet N/A. Type of maintenance access road surface noted on the plat is N/A (asphalt, geoblock, gravel, etc.)

☒ 6. Landscaping and tree preservation shown in and near the stormwater management facility is shown on Sheet N/A

☒ 7. A "stormwater management narrative" which contains a description of how detention and best management practices requirements will be met is provided on Sheet C-12

☒ 8. A description of the existing conditions of each numbered site outfall extended downstream from the site to a point which is at least 100 times the site area or which has a drainage area of at least one square mile (640 acres) is provided on Sheet C-15

☒ 9. A description of how the outfall requirements, including contributing drainage areas of the Public Facilities Manual will be satisfied is provided on Sheet C-15

☒ 10. Existing topography with maximum contour intervals of two (2) feet and a note as to whether it is an air survey or field run is provided on Sheets C-4

☒ 11. A submission waiver is requested for ALLOW STORM VAULTS TO SERVE RESIDENTIAL UNITS

☐ 12. Stormwater management is not required because ______

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
Mclean, VA 22102
703.821.1540
703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.442.7800
703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.6280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0739
e-mail ckabatt@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.4700
703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
Mclean, VA 22102

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SWM NARRATIVE

C-12

APPLICATION OVERALL SWM COMPUTATIONS–TYSONS CORNER CONFORMANCE SPREADSHEET

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgelas Part D

Description: D.A. 'A' - D1, D.A. 'B' - D2, D.A. 'C' - D3 & D4, D.A. 'D' - D5, D.A. 'E' - D6

Post-Development Land Cover

(see instructions highlighted in yellow)

Drainage Area A

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)			0.10		0.10
Impervious Cover (acres)			1.55		1.55
				Total	1.65

Drainage Area B

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)			0.09		0.09
Impervious Cover (acres)			1.65		1.65
				Total	1.74

Drainage Area C

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)			0.19		0.19
Impervious Cover (acres)			3.26		3.26
				Total	3.45

Drainage Area D

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)			0.07		0.07
Impervious Cover (acres)			1.31		1.31
				Total	1.38

Drainage Area E

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)			0.07		0.07
Impervious Cover (acres)			1.57		1.57
				Total	1.64

Rv Coefficients

Land Cover Type *	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils
Forest / Preserved Open Space - Undisturbed, protected forest and open space or reforested land	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

** See the instructions tab for a definition of each land cover type.*

Land Cover Summary

Forest / Preserved Open Space (ac)	0.00
Weighted Rv (forest)	0.00
% Forest	0%
Managed Turf (acres)	0.52
Weighted Rv (turf)	0.22
% Managed Turf	5%
Impervious Cover (acres)	9.34
Rv (impervious)	0.95
% Impervious	95%
Total Site Area (acres)	9.86
Site Rv	0.91

Rainfall / Runoff Summary

Target Rainfall to Retain Onsite (inches)	1.0
1-inch Rainfall Volume for entire site (cf)	35,792
Volume Not Converted to Runoff (cf)	3,168
1-inch Runoff Volume for entire site (cf)	32,624

Runoff Reduction Summary

Target Runoff Reduction Volume (cf)	32,624
Runoff Reduction Volume Achieved (cf)	31,784
Total Runoff Volume Retained (cf)	34,952
Total Area of Site Captured in a BMP* (acres)	9.53

Conformance with Comprehensive Plan Goal

Total Site Area Captured by a BMP (%)	97%
Rainfall Depth Retained Onsite (inch)	0.98

*SEE BELOW FOR TABLE IDENTIFYING ALTERNATE/ADDITIONAL STORMWATER OPTIONS

TOTAL RUNOFF REDUCTION REQUIRED	35,792 CFT	SEE OVERALL COMPUTATIONS SHEET (SHOWN HERE)
TOTAL RUNOFF REDUCTION PROVIDED	34,952 CFT	
RAINFALL DEPTH RETAINED ONSITE	0.98 IN	
SITE AREA	9.86	

OFFSITE ALTERNATIVES TO MITIGATE SHORTAGE

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA RV	1" VOL REQUIRED (CF)	VOL AVAILABLE (CF)	POTENTIAL RUNOFF RETAINED (INCHES)	VOLUME RETAINED	EQUIVALENT DEPTH RETAINED
BIORETENTION (TREES)	0.68	0.95	3615	28438	1.62	3639	0.06
						TOTAL =	0.06

ADDITIONAL STORAGE PROVIDED IN PROPOSED RUNOFF REDUCTION PRACTICES

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA RV	1" VOL REQUIRED (CF)	VOL PROVIDED (CF)	RUNOFF RETAINED (INCHS	EXCESS VOLUME	EQUIVALENT DEPTH RETAINED
GREEN ROOF	1.72	0.95	5431	12654	2.17	6622	0.13
PERMEABLE PAVEMENT	0.25	0.95	862	496	0.58	0	0.00
BIORETENTION (TREES)	3.50	0.95	12070	39472	3.19	26402	0.74
DISCONNECTION TO SWM PLANTER	1.54	0.95	5311	10789	2.00	1894	0.13
RAINWATER HARVESTING	2.17	0.95	7488	8238	1.10	750	0.03
*SHALL NOT EXCEED 3.2" WHEN CONSIDERING THE LEED SPECIFIED RAINFALL EVENT					TOTAL EXCESS VOL	35764	1.03

OVERALL APPLICATION BREAKDOWN BY PRACTICE

LOW IMPACT DEVELOPMENT PRACTICE	INCHES CONTRIBUTED TO OVERALL		
GREEN ROOF - EXTENSIVE	0.39	IN	TIER 1
PERMEABLE PAVEMENT	0.01	IN	
BIORETENTION (TREES)	0.34	IN	
RAINWATER HARVESTING	0.05	IN	
SOIL AMENDMENTS	0.03	IN	
RAINFALL NOT CONVERTED TO RUNOFF	0.05	IN	0.14 IN
GREEN ROOF - INTENSIVE	0.08	IN	TIER 2
DISCONNECTION TO SWM PLANTER	0.13	IN	0.24 IN
TOTALS	0.98	IN	

OVERALL APPLICATION BREAKDOWN BY BLOCK

DRAINAGE AREA	BLOCK	INCHES RETAINED
A	D1	0.86
B	D2	1.06
C	D3/D4	0.96
D	D5	0.96
E	D6	0.99

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2199
e-mail wdg@wdgarch.com

Applicant
Georgelas Group, LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
703.821.1540
703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.442.7800
703.761.2787
e-mail cochran@vika.com

Landscape Architect
Porterrodriguez, INC.
Contact: Trish M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.6280
e-mail porter@porterrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
14201 Spring Hill Road
Suite 690
McLean, Virginia 22102
703.917.6620
703.917.0789
e-mail ckabatt@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.4700
703.525.3197
e-mail ebaker@thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. #130
McLean, VA 22102

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CDP (Revised)	01.11.13

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SWM COMPUTATIONS

C–13

BUILDING D1–DRAINAGE AREA 'A' SWM SUMMARY

DRAINAGE AREA 'A' LEED COMPUTATIONS

THESE LEED COMPUTATIONS ARE BASED UPON THE LEED BOUNDARY BEING THE SAME AS THE SITE AREA. PLEASE NOTE THAT AT FINAL DESIGN THIS BOUNDARY MAY CHANGE BASED UPON LEED REQUIREMENTS.

TOTAL RUNOFF VOLUME (EXISTING CONDITIONS):

2 YR: 1.65 AC x (2.86 IN / 12 IN/FT) x 43,560 SQ FT/AC = 17,130 CF

TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS):

2 YR: 1.65 AC x (2.86 IN / 12 IN/FT) x 43,560 SQ FT/AC = 17,130 CF

TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE):

PER LEED, POST-DEVELOPMENT VOLUME FOR THE 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME.*
THEREFORE, ANY ADDITIONAL VOLUME WILL BE MET THROUGH A REUSE VAULT.

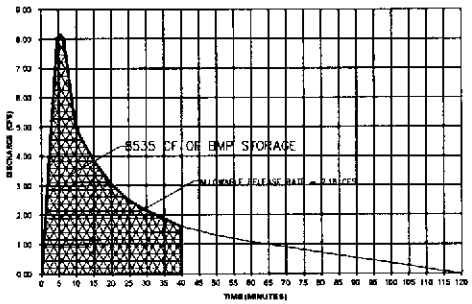
2 YR: 17,130 CF – (0.75)* 17,130 CF = 4,283 CF
REDUCTION TAKEN FOR GREEN ROOF STORAGE VOLUME
10,403 SF EXTENSIVE GREEN ROOF (4" DEPTH, 0.3 POROSITY) = 1040 CF

REDUCTION TAKEN FOR TREE PIT STORAGE VOLUME = 7,495 CF
= 4,283 CF–(1040+7495) CF IS LESS THAN 0 SO LEED REQUIREMENT IS MET

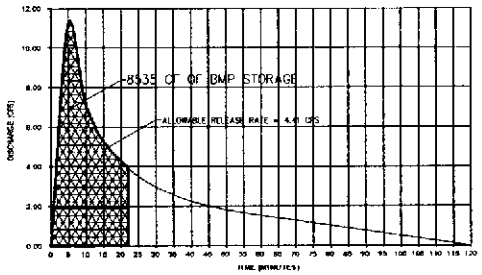
PFM COMPLIANCE

* PER FAIRFAX 2011 SOILS MAP, SOIL TYPE IS URBAN LAND - SOIL TYPE ASSUMED TO BE TYPE C

3 - YEAR HYDROGRAPH



10 - YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE

PER FAIRFAX COUNTY, THE PEAK RELEASE RATE FOR THE POST-DEVELOPED 2-YR AND 10-YR DESIGN STORMS WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN 75% THE EXISTING CONDITION PEAK RELEASE RATE:

SITE AREA = 1.65 ACRES
i2 = 5.45 in/hr, i10 = 7.27 in/hr
c2 = 0.32, c10 = 0.49 (EXISTING)

Q2 = 0.32 X 5.45 X 1.65 = 2.89 X (0.75) = 2.18 CFS
Q10 = 0.49 X 7.27 X 1.65 = 5.86 X (0.75) = 4.41 CFS

BMP STORAGE ALLOWS FOR A SMALLER RELEASE RATE THAN WHAT IS REQUIRED. THEREFORE, THE PFM REQUIREMENT IS SATISFIED.

*EX CONDITIONS ALLOWABLE RELEASE FOUND BY TAKING THE AREAS OF SITE WITH DETENTION MEASURES AS GOOD CONDITION OPEN SPACE (CN=74) RATHER THAN AS WHAT EXISTS CURRENTLY

D.A. 'A' 1" SUMMARY

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgelos Part D

Drainage Area A Post-Development Land Cover	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	0.00	0.00	0.00	0.00
Managed Turf	0.00	0.00	0.10	0.00	0.10
Impervious Cover	0.00	0.00	1.55	0.00	1.55
D.A. Total (acres)					1.65

Rv (Turf) = 0.22
Rv (Impervious) = 0.95
Y - model = 0.90
Runoff from 1" Rainfall (cf) = 5,626

Data input cells highlighted

Apply Runoff Reduction Practices	Description of Area	Roof Area Contributing to RWH (ac)	Design Rainfall for RWH (in)	Max Volume Captured by Practice (cf)	RWHS Credit	Input % RR from Model	Estimate RWH RR % Credit: Estd % Credit	Volume Received from Upstream Practices (cf)	Total Volume Received by Practice (cf)	Avg Daily Downstream Demand (gallons)	Available Cistern Volume (gallons)	Runoff Reduction Vol (cf)	Remaining Volume (cf)	Downstream Practice
Rooftop Rainwater Harvesting	Roof area without vegetated roof	0.92	1.00	3,173	Estimate Runoff Reduction % Using Spreadsheet	N/A	0	3,173	3,173	7,982	23,850	2,997	347	

Apply Runoff Reduction Practices	Description of Area	Impervious Cover to Contributing D.A. (ac)	Managed Turf to Contributing D.A. (ac)	Max Volume Received by Practice (ft³)	Description of Credit	% Credit	Volume Received from Upstream Practices (ft³)	Total Volume Received by Practice (ft³)	Surface Area of Practice (ft²)	Storage Vol Provided by Practice (ft³)	Runoff Reduction Vol (ft³)	Remaining Volume (ft³)	Downstream Practice
Vegetated Roof	10403 s/f of Extensive Green Roof, 4" depth, 0.3 Porosity	0.24	N/A	828	Subtract 100% of provided storage vol	100%	N/A	828	N/A	1,040	828	0	
Bioretention - DCR Level 2 Design Spec (enhanced)	4400 s/f tree pits assuming 4' depth Max ponding depth 6" and soil porosity 0.3 Typical drainage area 0.92 Acres (ac)	0.40		1,379	Subtract 100% of provided storage vol	100%	0	1,379	N/A	7,495	1,379	0	
Totals:		1.56	0.00										

Total Drainage Area Treated (acres): 1.56

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 5,200

See Site Data and Summary Tab for Site Results

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelos Group, LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. #130
McLean, VA 22102
703 821 1540
703 556 0195
e-mail Aaron@georgelosgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703 442 7800
703 787 9905
e-mail cochran@vika.com

Landscape Architect
Parkerrodriguez, INC.
Contact: Terri M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703 548 5010
703 548 5780
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kaboll
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703 917 6620
703 917 6592
e-mail ckaboll@mwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
11th Floor
Arlington, VA 22201
703 528 4700
703 525 3197
e-mail ebaker@arl.thelawfirm.com

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CDP (Revised)	01.11.13

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SWM COMPUTATIONS

C–13A

BUILDING D2–DRAINAGE AREA 'B' SWM SUMMARY

DRAINAGE AREA 'B' LEED COMPUTATIONS

THESE LEED COMPUTATIONS ARE BASED UPON THE LEED BOUNDARY BEING THE SAME AS THE SITE AREA. PLEASE NOTE THAT AT FINAL DESIGN THIS BOUNDARY MAY CHANGE BASED UPON LEED REQUIREMENTS.

TOTAL RUNOFF VOLUME (EXISTING CONDITIONS):

2 YR: 1.74 AC x (2.86 IN / 12 IN/FT) x 43,560 SQ FT/AC = 18,064 CF

TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS):

2 YR: 1.74 AC x (2.86 IN / 12 IN/FT) x 43,560 SQ FT/AC = 18,064 CF

TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE):

PER LEED, POST-DEVELOPMENT VOLUME FOR THE 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME.* THEREFORE, ANY ADDITIONAL VOLUME WILL BE MET THROUGH A REUSE VAULT.

2 YR: 18,064 CF – (0.75)* 18,064 CF = 4,516 CF

REDUCTION TAKEN FOR GREEN ROOF STORAGE VOLUME
2000 SF INTENSIVE GREEN ROOF (4' DEPTH, 0.3 POROSITY)
28000 SF EXTENSIVE GREEN ROOF (4" DEPTH, 0.3 POROSITY)

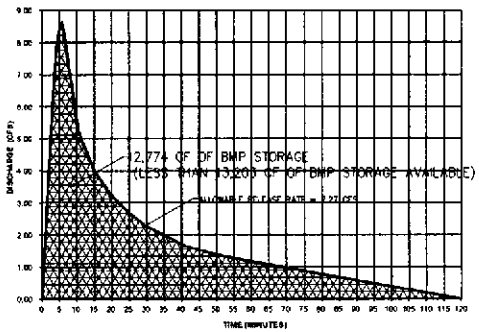
REDUCTION TAKEN FOR TREE PIT STORAGE VOLUME = 6,771 CF

REDUCTION TAKEN FOR PERMEABLE PAVEMENT STORAGE = 232 CF
= 4516 CF–(6200+6771+232) CF IS LESS THAN 0 SO LEED REQUIREMENT IS MET

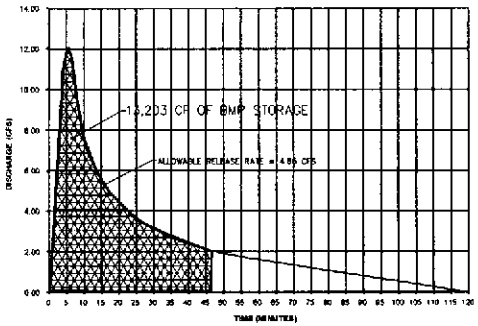
PFM COMPLIANCE

* PER FAIRFAX 2311 SOILS MAP, SOIL TYPE IS URBAN LAND– SOIL TYPE ASSUMED TO BE TYPE C

2 - YEAR HYDROGRAPH



10 - YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE

PER FAIRFAX COUNTY, THE PLAC RELEASE RATE FOR THE POST-DEVELOPED 2-YR AND 10-YR DESIGN STORMS WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN 75% THE EXISTING CONDITION PEAK RELEASE RATE.

SITE AREA = 1.74 ACRES
I2 = 5.45 in/hr, I10 = 7.27 in/hr
c2 = 0.32, c10 = 0.49 (EXISTING)

Q2 = 0.32 X 5.45 X 1.74 = 3.03 X (0.75) = 2.27 CFS
Q10 = 0.49 X 7.27 X 1.74 = 6.20 X (0.75) = 4.65 CFS

BMP STORAGE ALLOWS FOR A SMALLER RELEASE RATE THAN WHAT IS REQUIRED. THEREFORE, THE PFM REQUIREMENT IS SATISFIED.

*EX CONDITIONS ALLOWABLE RELEASE FOUND BY TAKING THE AREAS OF SITE WITH DETENTION MEASURES AS GOOD CONDITION OPEN SPACE (CN=74) RATHER THAN AS WHAT EXISTS CURRENTLY

D.A. 'B' 1" SUMMARY

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgetos Part D

Drainage Area B Post-Development Land Cover

	Area (acres)	Pre-D Land Cover C	Post-D Land Cover C	Volume
Impervious Cover	0.52	0.95	0.95	0.49
D.A. Total (acres)	1.74			

Runoff Rate 2" Rainfall (cfs) = 6.2768

Apply Runoff Reduction Practices

Description of Area	Area Contributing to BMP (ac)	Curve Number Pre-Dev	Max Volume Captured by Practice (cf)	BMP Curve Number	Area % Impervious Treated	% Volume Reduced from Total Volume Pre-Dev	Volume Reduced from Total Volume Post-Dev	Total Volume Reduced by Practice (cf)	Volume Reduced Post-Dev (cf)	Volume Reduced Pre-Dev (cf)	Runoff Reduction Pre-Dev	Remaining Volume (cf)	Unaccounted Volume
Runoff Reduction Practices		1.74	0	SELECT PRE-DESIGN OPTIONS			0	0			0	0	

Apply Runoff Reduction Practices

Description of Area	Impervious Cover to Practice (ac)	Maximum Runoff Contributing to Practice (ac)	Max Volume Captured by Practice (cf)	Description of Practice	% Volume Reduced from Total Volume Post-Dev	% Volume Reduced from Total Volume Pre-Dev	Total Volume Reduced by Practice (cf)	Volume Reduced Post-Dev (cf)	Volume Reduced Pre-Dev (cf)	% Runoff Reduction Pre-Dev	Remaining Volume (cf)	Unaccounted Volume
Green Roof	0.64	N/A	7,200	Subtract 100% of provided storage and	100%	N/A	7,237	N/A	5,100	2,287	0	
Permeable Pavement - DCIP Level 1 Storage Space	0.52	N/A	414	Reduce all through porous stone pavement by 0.00 (1.0 of pavement)	N/A	N/A	414	0.00	N/A	232	0	
Bioretention - DCIP Level 2 Storage Space (underdrain)	0.47		1,621	Subtract 100% of provided storage and	100%	0	1,621	N/A	1,772	1,621	0	
Tree Pit	0.50	N/A	1,724	Subtract 100% (full) of provided storage and	100%	0	1,724	N/A	2,732	1,724	0	
Totals:	1.73	0.00										

Total Drainage Area Treated (acres): 1.73

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 6,766

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2106
e-mail
wdg@wdgarch.com

Applicant
Georgetos Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. P130
McLean, VA 22102
703 821 1540
703 556 0195
e-mail aaron@georgelosgroup.com

Civil Engineer
Bohler Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703 447 7800
703 761 2787
e-mail cochran@bhlcs.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Trish M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703 548 5010
703 548 2280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kahoff
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
703 917 6620
703 917 0739
e-mail chqhoff@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703 528 4700
703 525 3197
e-mail ebaker@walshcolucci.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelos Group
8405 Greensboro Dr. P130
McLean, VA 22102

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CDP (Revised)	01.11.13

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SWM COMPUTATIONS

C–13B

BUILDINGS D3 & D4–DRAINAGE AREA 'C' SWM SUMMARY

DRAINAGE AREA 'C' LEED COMPUTATIONS

THESE LEED COMPUTATIONS ARE BASED UPON THE LEED BOUNDARY BEING THE SAME AS THE SITE AREA. PLEASE NOTE THAT AT FINAL DESIGN THIS BOUNDARY MAY CHANGE BASED UPON LEED REQUIREMENTS.

TOTAL RUNOFF VOLUME (EXISTING CONDITIONS):

2 YR: 3.45 AC x (2.64 IN / 12 IN/FT) x 43,560 SQ FT/AC = 33,062 CF

TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS):

2 YR: 3.45 AC x (2.86 IN / 12 IN/FT) x 43,560 SQ FT/AC = 35,817 CF

TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE):

PER LEED, POST-DEVELOPMENT VOLUME FOR THE 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME.*

THEREFORE, ANY ADDITIONAL VOLUME WILL BE MET THROUGH A REUSE VAULT.

2 YR: 35,817 CF – (0.75)* 33,062 CF = 11,021 CF

REDUCTION TAKEN FOR GREEN ROOF STORAGE VOLUME

18,503 SF INTENSIVE GREEN ROOF (4" DEPTH, 0.3 POROSITY)
5040 SF EXTENSIVE GREEN ROOF (4" DEPTH, 0.3 POROSITY)

REDUCTION TAKEN FOR TREE PIT STORAGE VOLUME = 14,173 CF

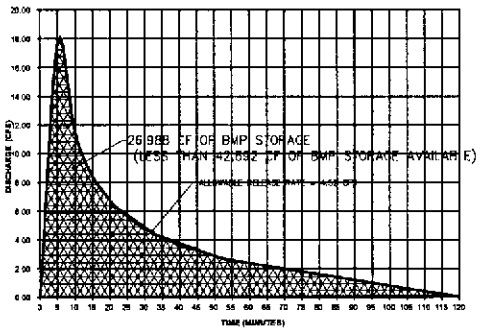
REDUCTION TAKEN FOR PERMEABLE PAVEMENT STORAGE = 160 CF

= 11,021 CF–(28,559+14,173+160) CF IS LESS THAN 0 SO LEED REQUIREMENT IS MET

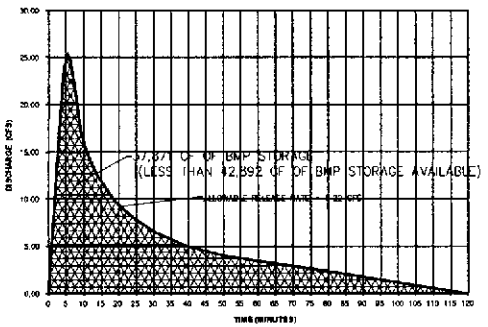
PFM COMPLIANCE

* PER FAIRFAX 2011 SOILS MAP, SOIL TYPE IS URBAN LAND– SOIL TYPE ASSUMED TO BE TYPE C

2 - YEAR HYDROGRAPH



10 - YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE

PER FAIRFAX COUNTY, THE PEAK RELEASE RATE FOR THE POST-DEVELOPED 2-YR AND 10-YR DESIGN STORMS WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN 75% THE EXISTING CONDITION PEAK RELEASE RATE.

SITE AREA = 3.45 ACRES
i2 = 5.45 in/hr, i10 = 7.27 in/hr
c2 = 0.32, c10 = 0.49 [EXISTING]

Q2 = 0.32 X 5.45 X 3.45 = 6.02 X (0.75) = 4.52 CFS
Q10 = 0.49 X 7.27 X 3.45 = 12.29 X (0.75) = 8.22 CFS

BMP STORAGE ALLOWS FOR A SMALLER RELEASE RATE THAN WHAT IS REQUIRED. THEREFORE, THE PFM REQUIREMENT IS SATISFIED.

*EX CONDITIONS ALLOWABLE RELEASE FOUND BY TAKING THE AREAS OF SITE WITH DETENTION MEASURES AS GOOD CONDITION OPEN SPACE (CN=74) RATHER THAN AS WHAT EXISTS CURRENTLY

D.A. 'C' 1" SUMMARY

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgetos Part D

Drainage Area C Post-Development Land Cover	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Total = Proposed Cover Totals	0.00	0.00	0.00	3.45	3.45
Impervious Cover	0.00	0.00	0.00	2.36	2.36

D.A. Total (acres) 3.45

Runoff over 1" Rainfall (cf) = 11,204

Apply Runoff Reduction Practices	Description of Area	Roof Area (sq. feet)	Drainage Impervious (Acres)	Max Volume Captured by Practice (cf)	Making Credit	Impervious Cover Treated (sq. feet)	% Credit	Volume Reduced by Practice (cf)	Total Volume Reduced (cf)	Treatment Train (Enter Area % Credit) Area Drain Treated	Runoff Reduction Volume (cf)	Remaining Volume (cf)	Downstream Practices
Existing Rainwater Harvesting	[illegible]	0.00	0.00	1,000	Estimate Runoff Volume with Using Spreadsheet		0%	0	1,000	4,000	10,000	1,000	[illegible]

Apply Runoff Reduction Practices	Description of Area	Impervious Cover Treated (sq. feet)	Managed Turf (sq. feet)	Max Volume Captured by Practice (cf)	Description of Credit	% Credit	Volume Reduced by Practice (cf)	Total Volume Reduced (cf)	Surface Area (sq. ft)	Storage Vol. Provided (cf)	Runoff Reduction (cf)	Remaining Volume (cf)	Downstream Practices
Vegetated Roof	[illegible]	0.12	N/A	4,14	Potential 100% of provided storage vol.	100%	73 %	4,14	N/A	824	4,14	0	
Permeable Pavement, DCR Level 1 Design Spec.	[illegible]	0.06	N/A	278	Reduce vol. through permeable pavement (by 0.00 cf / cf of permeable pavement)	N/A	N/A	278	3,500	624	278	1,95	
Bioretention, DCR Level 2 Design Spec (enhanced)	[illegible]	1.25		4,351	Potential 100% of provided storage vol.	100%	0	4,351	N/A	31,000	4,351	0	
[illegible]	[illegible]	1.01	N/A	3,580	Potential 100% of provided storage vol.	100%	0	3,580	N/A	28,000	3,580	0	
Shed Roofs by Right and Left Slope in AND Drains to Vegetated DCR Swale Depending	[illegible]	0.75		1,207	Reduce volume by 0.00 cu. ft per sq. ft. of conservation area	N/A	0	1,207	15,324	N/A	1,000	208	N/A
	Totals:	3.39	0.00		Potential % Credit of provided storage vol.		0	0	N/A		0	0	

Total Drainage Area Treated (acres) 3.39

Runoff Reduction Volume Achieved for Drainage Area A (cu.ft) Ready: 10,000

See Site Data and Summary Table for Results

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2195
e-mail wdg@wdgarch.com

Applicant
Georgetos Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
703.821.1540
703.226.0185
e-mail Aaron@georgetosgroup.com

Civil Engineer
VHB, INC.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.442.7800
703.761.2787
e-mail cochran@vhb.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Irini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.8280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabell
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0739
e-mail ckabell@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh P.
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.4700
703.525.3167
e-mail ebaker@walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetos Group
8405 Greensboro Dr. P130
McLean, VA 22102

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CDP (Revised)	10.19.12
CDP (Revised)	11.28.12
CDP (Revised)	01.11.13

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SWM COMPUTATION

C–13C

BUILDING D5–DRAINAGE AREA 'D' SWM SUMMARY

DRAINAGE AREA 'D' LEED COMPUTATIONS

THESE LEED COMPUTATIONS ARE BASED UPON THE LEED BOUNDARY BEING THE SAME AS THE SITE AREA. PLEASE NOTE THAT AT FINAL DESIGN THIS BOUNDARY MAY CHANGE BASED UPON LEED REQUIREMENTS.

TOTAL RUNOFF VOLUME (EXISTING CONDITIONS):

2 YR: 1.38 AC x (1.21 IN / 12 IN/FT) x 43,560 SQ FT/AC = 6,061 CF

TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS):

2 YR: 1.38 AC x (2.86 IN / 12 IN/FT) x 43,560 SQ FT/AC = 14,327 CF

TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE):

PER LEED, POST-DEVELOPMENT VOLUME FOR THE 2 YEAR STORM MUST NOT EXCEED THE EXISTING CONDITIONS VOLUME (EX. SITE IS GREATER THAN 50% PERVIOUS). THEREFORE, ANY ADDITIONAL VOLUME WILL BE MET THROUGH A REUSE VAULT.

2 YR: 14,327 CF – 6,061 CF = 8266 CF

REDUCTION TAKEN FOR GREEN ROOF STORAGE VOLUME

5752 SF INTENSIVE GREEN ROOF (4" DEPTH, 0.3 POROSITY)
5943 SF EXTENSIVE GREEN ROOF (4" DEPTH, 0.3 POROSITY)

REDUCTION TAKEN FOR TREE PIT STORAGE VOLUME = 5,018 CF

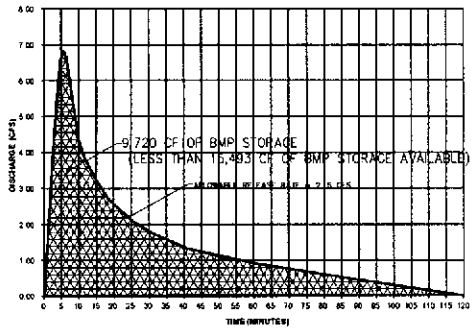
REDUCTION TAKEN FOR PERMEABLE PAVEMENT STORAGE = 103 CF

= 8266 CF–(10,372+5018+103) CF IS LESS THAN 0 SO LEED REQUIREMENT IS MET

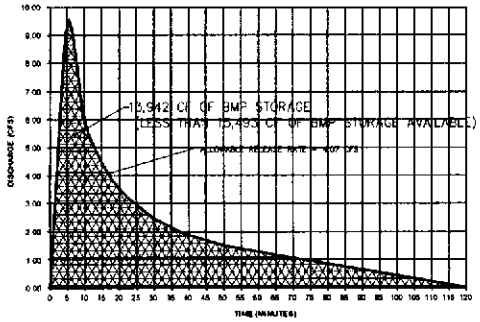
PFM COMPLIANCE

* PER FAIRFAX 2011 SOILS MAP, SOIL TYPE IS URBAN LAND. SOIL TYPE ASSUMED TO BE TYPE C

2 - YEAR HYDROGRAPH



10 - YEAR HYDROGRAPH



D.A. 'D'

Total Site Area (Ac): 1.38

Amount of Soil Available Per Hydrologic Soil Group*

Type A	Type B	Type C	Type D
0	0.00	1.38	0

*For Soils Not Approximately 100% Type C

Base Line Flow Rates

Land Use - Existing Conditions (0% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
-	-	79	-

Per County Adequate Outfall Determination Formula for the conversion from CN to rational method C factor (C):

C = (-1*Ln((1.7-(5/(P+0.8)))/P))

where

P = 24-hour rainfall depth for design storm

S = (1000/CN) - 10

Weighted CN for site: 79

5 Min CN to C Conv: 1.00

Design Storm 24-hr Rainfall Depth (in)

2-yr	10-yr	5-yr
3.2	5.2	2.7

Equivalent C

2-yr	10-yr	5-yr
0.58	0.64	0.52

5 Minute Tc

Design Storm Rainfall Intensity (i)

2-yr	10-yr	5-yr
5.46	7.27	3.27

in/hr

Existing Conditions Peak Flow Rates

2-yr	10-yr	5-yr
4.49	9.39	3.49

cfs

Proposed Flow Rates

Land Use - Proposed Conditions (19% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
-	-	93	-

Per County Adequate Outfall Determination Formula for the conversion from CN to rational method C factor (C):

C = (-1*Ln((1.7-(5/(P+0.8)))/P))

where

P = 24-hour rainfall depth for design storm

S = (1000/CN) - 10

Weighted CN for site: 87

5 Min CN to C Conv: 0.58

Design Storm 24-hr Rainfall Depth (in)

2-yr	10-yr	5-yr
3.2	5.2	2.7

Equivalent C

2-yr	10-yr	5-yr
0.88	0.95	0.87

5 Minute Tc

Design Storm Rainfall Intensity (i)

2-yr	10-yr	5-yr
5.46	7.27	3.27

in/hr

Proposed Conditions Peak Flow Rates

2-yr	10-yr	5-yr
6.73	9.89	3.88

cfs

ALLOWABLE RELEASE RATE

PER FAIRFAX COUNTY, THE PEAK RELEASE RATE FOR THE POST-DEVELOPED 2-YR AND 10-YR DESIGN STORMS WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN 75% THE EXISTING CONDITION PEAK RELEASE RATE.

SITE AREA = 1.38 ACRES
I2 = 5.45 in/hr, I10 = 7.27 in/hr
c2 = 0.36, c10 = 0.54 (EXISTING)

Q2 = 0.36 X 5.45 X 1.38 = 2.86 X (0.75) = 2.15 CFS
Q10 = 0.54 X 7.27 X 1.38 = 5.42 X (0.75) = 4.07 CFS

BMP STORAGE ALLOWS FOR A SMALLER RELEASE RATE THAN WHAT IS REQUIRED. THEREFORE, THE PFM REQUIREMENT IS SATISFIED

D.A. 'D' 1" SUMMARY

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-16-2012

File Name: Georgelas Parcel D

Drainage Area D Post-Development Land Cover

	HSG A Soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Total / Proposed Open Space	0.00	0.00	0.00	0.00	0.00
Managed Turf	0.00	0.00	0.77	0.00	0.77
Impervious Cover	0.00	0.00	0.71	0.00	0.71
D.A. Totals (acres)					1.38

Runoff Area, 1" Rainfall (cf) = 4,875

Runoff Volume, 1" Rainfall (cf) = 4,875

Runoff Volume, 2" Rainfall (cf) = 10,372

Runoff Volume, 10" Rainfall (cf) = 30,372

Runoff Volume, 100" Rainfall (cf) = 100,372

Apply Runoff Reduction Practices	Description of Area	Real Area Contributing to Practice (acres)	Design Runoff for RRR (in)	Max. Volume Captured by Practice (cf)	Remarks Green	Initial Abs. Rate (in/hr)	% Clogged	Volume Reduced from Abs. Loss Practice (cf)	Total Volume Provided by Practice (cf)	Design Rainfall % Capture: Fraction Equivalent	Available Capacity Equivalent	Runoff Reduction Vol. (cf)	Remaining Volume (cf)	Downstream Practices
Rooftop Rainwater Harvesting			1.00	0	RAINWATER HARVESTING METHOD			0	0			0	0	

Apply Runoff Retention Practices	Description of Area	Impervious Cover in Contributing D.A. (ac.)	Managed Turf in Contributing D.A. (ac.)	Max. Volume Retained by Practice (cf)	Description of Credit	% Credit	Volume Retained from Abs. Loss Practice (cf)	Total Volume Provided by Practice (cf)	Surface Vol. Provided by Practice (cf)	Storage Vol. Provided by Practice (cf)	Runoff Reduction Vol. (cf)	Remaining Volume (cf)	Downstream Practices
Vegetated Roof	Roof drainage area to green or extensive green roof. 50% of extensive green roof	0.00	N/A	2,342	Subtract 100% of provided storage vol.	100%	N/A	2,342	N/A	2,342	2,342	0	
Permeable Pavement - DCR Level 1 Design Spec	2200 sf permeable pavement	0.00	N/A	172	Reduce vol. for air gap and sand. Amount by 0.06 cf/sf of permeable pavement.	N/A	N/A	172	2,288	114	103	69	
Bioretention - DCR Level 2 Design Spec (enhanced)	1662 sf area area. Assuming 4' pond depth, 48in providing depth, 4" and 1 sf/ft. C.F. Typical drainage area is 0.5 ac.	0.62		2,130	Bioretention 1 Bioretention	100%	0	2,130	N/A	2,130	2,130	0	
Totals:		0.62	0.00										

Total Drainage Area Treated (acres): 1.38

Runoff Reduction Volume Achieved for Drainage Area A (cf/CN Runoff): 4,488

See Site Data and Summary Sheet for Site Details

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2188
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #150
McLean, VA 22102
703 821 1540
703 226 0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
DKG, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703 442 7800
703 761 7167
e-mail cochran@dkg.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Thiri M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703 548 5010
703 548 5260
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703 917 6620
703 917 0739
e-mail ckabatt@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703 528 4700
703 525 3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. #150
McLean, VA 22102

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CDP (Revised)	01.11.13

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SWM COMPUTATIONS

C–13D

BUILDING D6–DRAINAGE AREA 'E' SWM SUMMARY

DRAINAGE AREA 'E' LEED COMPUTATIONS

THESE LEED COMPUTATIONS ARE BASED UPON THE LEED BOUNDARY BEING THE SAME AS THE SITE AREA. PLEASE NOTE THAT AT FINAL DESIGN THIS BOUNDARY MAY CHANGE BASED UPON LEED REQUIREMENTS.

TOTAL RUNOFF VOLUME (EXISTING CONDITIONS):

2 YR: 1.64 AC x (2.35 IN / 12 IN/FT) x 43,560 SQ FT/AC = 13,990 CF

TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS):

2 YR: 1.64 AC x (2.86 IN / 12 IN/FT) x 43,560 SQ FT/AC = 17,026 CF

TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE):

PER LEED, POST-DEVELOPMENT VOLUME FOR THE 2 YEAR STORM

MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME.*

THEREFORE, ANY ADDITIONAL VOLUME WILL BE MET THROUGH A REUSE VAULT.

2 YR: 17,026 CF – (0.75)* 13,990 CF = 6,534 CF

REDUCTION TAKEN FOR GREEN ROOF STORAGE VOLUME

2898 SF EXTENSIVE GREEN ROOF (4" DEPTH, 0.3 POROSITY) = 290 CF

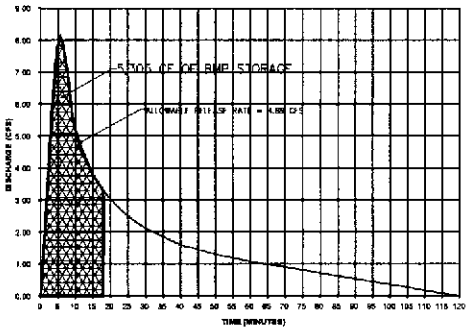
REDUCTION TAKEN FOR TREE PIT STORAGE VOLUME = 5,015 CF

= 6,534 CF–(290+5015) CF = 1,228 CF WILL BE MET IN REUSE VAULT

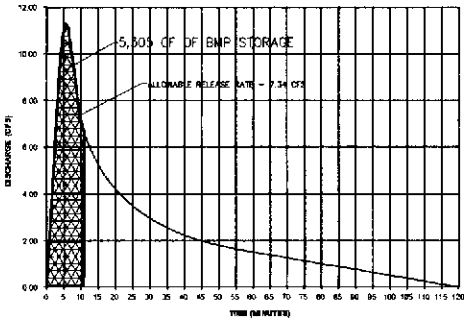
PFM COMPLIANCE

* PER FAIRFAX 2011 SOILS MAP, SOIL TYPE IS URBAN LAND– SOIL TYPE ASSUMED TO BE TYPE C

2 - YEAR HYDROGRAPH



10 - YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE

PER FAIRFAX COUNTY, THE PEAK RELEASE RATE FOR THE POST-DEVELOPED 2-YR AND 10-YR DESIGN STORMS WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN 75% THE EXISTING CONDITION PEAK RELEASE RATE.

SITE AREA = 1.64 ACRES

I2 = 5.45 in/hr, I10 = 7.27 in/hr

c2 = 0.73, c10 = 0.62 (EXISTING)

Q2 = 0.73 X 5.45 X 1.64 = 6.52 X (0.75) = 4.89 CFS

Q10 = 0.62 X 7.27 X 1.64 = 9.78 X (0.75) = 7.34 CFS

BMP STORAGE ALLOWS FOR A SMALLER RELEASE RATE THAN WHAT IS REQUIRED. THEREFORE, THE PFM REQUIREMENT IS SATISFIED.

D.A. 'E' 1" SUMMARY

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-16-2012

Site Name: Georgelas Part D

Drainage Area 'E' Post-Development Land Cover: Total Area: 1.64 acres; Total Impervious Area: 0.97 acres; Total Pervious Area: 0.67 acres; Impervious Cover: 59.1

D.A. Total (acres): 1.64 Runoff Area 1" Runoff unit = 4.89

Apply Runoff Reduction Practices	Description of Area	Total Area (acres)	Design Runoff Depth (in)	Max Volume Treatable by Practice (cf)	Rq'd % Reduction	Required % Reduction Taken	% Credit	Total Volume Reduced by Practice (cf)	Total Volume Reduced by Practice (ac-ft)	Avg Daily Runoff (cf)	Annual Runoff Volume (cf)	Runoff Reduction Volume (cf)	Remaining Volume (cf)	Description
Bioretention/Rainwater Harvesting	Roof area without Vegetated Roof	0.77	1.00	2,798	Remaining Rq'd Reduction to Meet Rq'd Reduction		100%	0		2,798	8,627	8,627	2,798	
		0.77											2,798	

Apply Runoff Reduction Practices	Description of Area	Impervious Area (acres)	Impervious Area (ac-ft)	Max Volume Treatable by Practice (cf)	Rq'd % Reduction	% Credit	Total Volume Reduced by Practice (cf)	Total Volume Reduced by Practice (ac-ft)	Avg Daily Runoff (cf)	Annual Runoff Volume (cf)	Runoff Reduction Volume (cf)	Remaining Volume (cf)	Description
Vegetated Roof	2,898 sf extensive (assumed 4" depth, 0.3 Porosity) Total Volume = 290 cf; Assumed 4" depth, Max providing depth in tree pit is 5.0 feet; Assumed 4" depth, Max providing depth in tree pit is 5.0 feet; Tree pit storage (area 8'x8') Actual 24"	0.04	0.03	291	Current 100% of provided storage will	100%	N/A	291	N/A	290	291	291	0
Bioretention - DAR Level 2 (single tree, underdrain)		0.76		2,723	Current 100% of provided storage will	100%	0	2,723	N/A	3,973	2,723	2,723	0
	Totals:	1.81	0.09										
Total Drainage Area Impervious		1.81											

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 8,627

See Site Data and Summary Table for Site Results

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
703.821.1540
703.226.0195
e-mail aaron@georgelasgroup.com

Civil Engineer
VKA, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.447.7809
703.761.2787
e-mail cochran@vka.com

Landscape Architect
Parker Rodriguez, Inc.
Contact: Irene M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.8280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabelt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0739
e-mail ckabelt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.4700
703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

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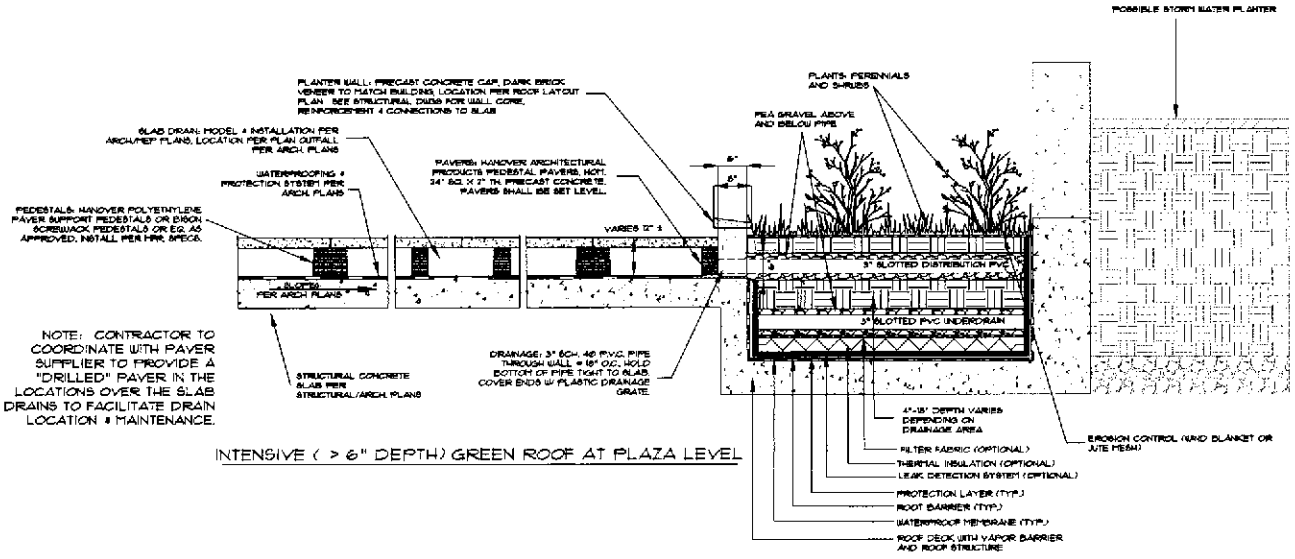
CDP (Revised)	10.19.12
CDP (Revised)	11.26.12
CDP (Revised)	01.11.13

WDG Project No: NA08031

SWM COMPUTATIONS

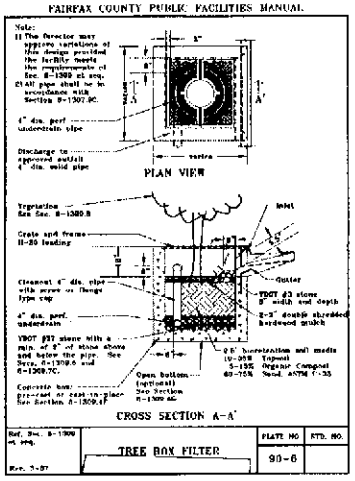
C–13E

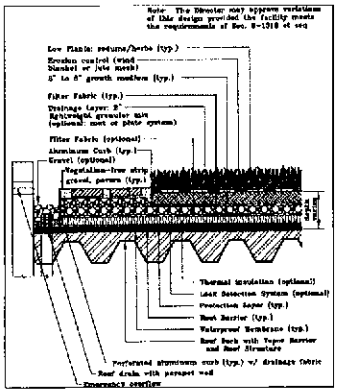


NOTE: CONTRACTOR TO COORDINATE WITH PAVER SUPPLIER TO PROVIDE A "DRILLED" PAVER IN THE LOCATIONS OVER THE SLAB DRAINS TO FACILITATE DRAIN LOCATION & MAINTENANCE.

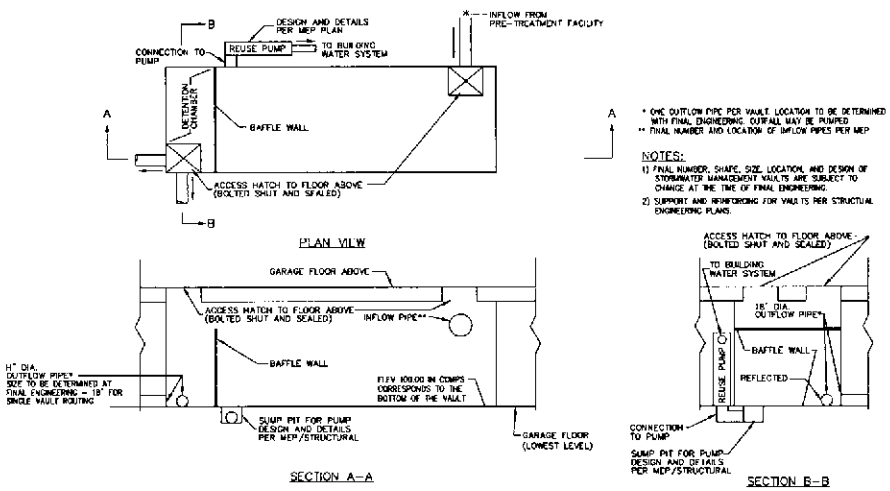
INTENSIVE (> 6" DEPTH) GREEN ROOF AT PLAZA LEVEL

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL





EXTENSIVE GREEN ROOF CROSS SECTION
NOT TO SCALE



* ONE OUTLOW PIPE PER VAULT. LOCATION TO BE DETERMINED WITH FINAL ENGINEERING. OUTFALL MAY BE PUMPED
** FINAL NUMBER AND LOCATION OF INFLOW PIPES PER MEP

NOTES:
1) FINAL NUMBER, SHAPE, SIZE, LOCATION, AND DESIGN OF STORMWATER MANAGEMENT VAULTS ARE SUBJECT TO CHANGE AT THE TIME OF FINAL ENGINEERING.
2) SUPPORT AND REINFORCING FOR VAULTS PER STRUCTURAL ENGINEERING PLANS.

REUSE/DETENTION FACILITY DETAIL
NOT TO SCALE

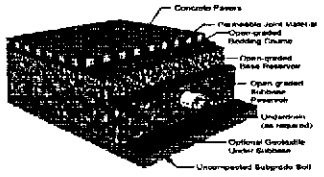


Figure 7.2. Typical Detail (Brown, Smith, 2008)

PERVIOUS PAVEMENT DETAIL

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant:
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
703 821 1540
703 356 0185
e-mail Aaron@georgelasgroup.com

Civil Engineer:
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703 442 7800
703 761 2787
e-mail cochran@vika.com

Landscape Architect:
Parkin/Rodriguez, PC
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703 548 3010
703 548 9220
e-mail parker@parkinrodriguez.com

Traffic Consultant:
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703 917 6620
703 917 0738
e-mail ckabatt@wellsite.com

Land/Zoning Attorney:
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703 528 4700
703 525 3167
e-mail ebaker@walsh.thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

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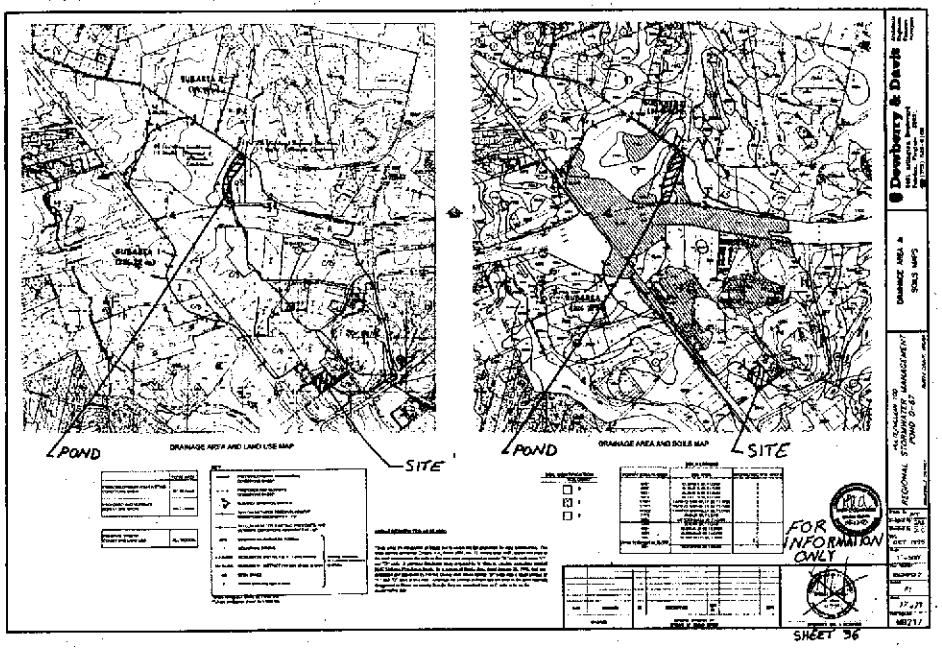
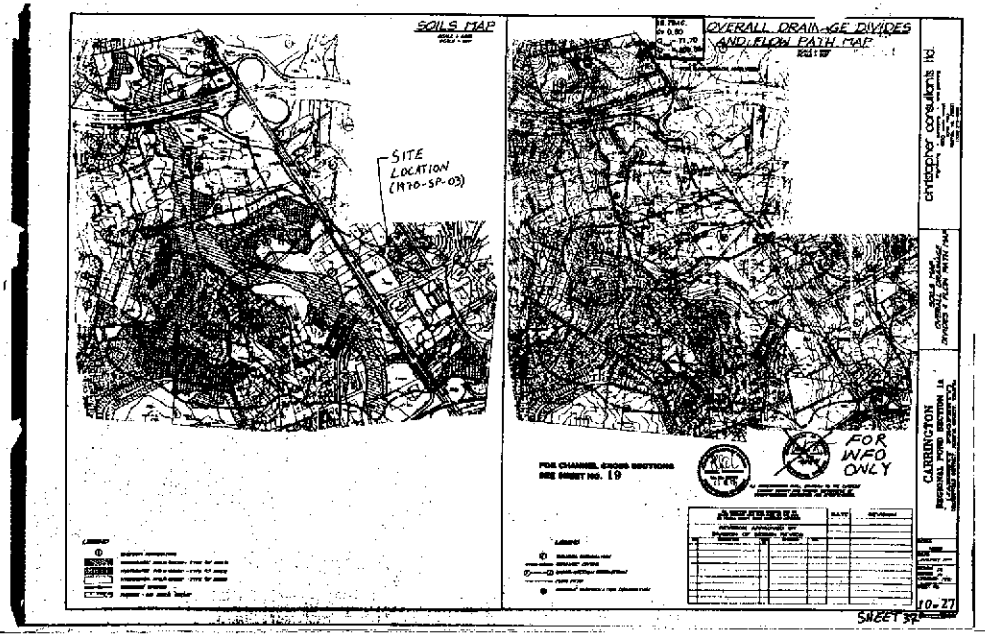
SWM DETAILS

C-14





WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202.857.8300
fax 202.463.2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group, LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
fax 703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 250
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parker/Rodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.8280
e-mail parker@parkerrodriguez.com

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Wells + Associates, Inc.
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tel 703.917.6620
fax 703.917.0738
e-mail ckabatt@wellsinc.com

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Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@gtl.thelandlawyers.com

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CDP (Revised)	01.11.13

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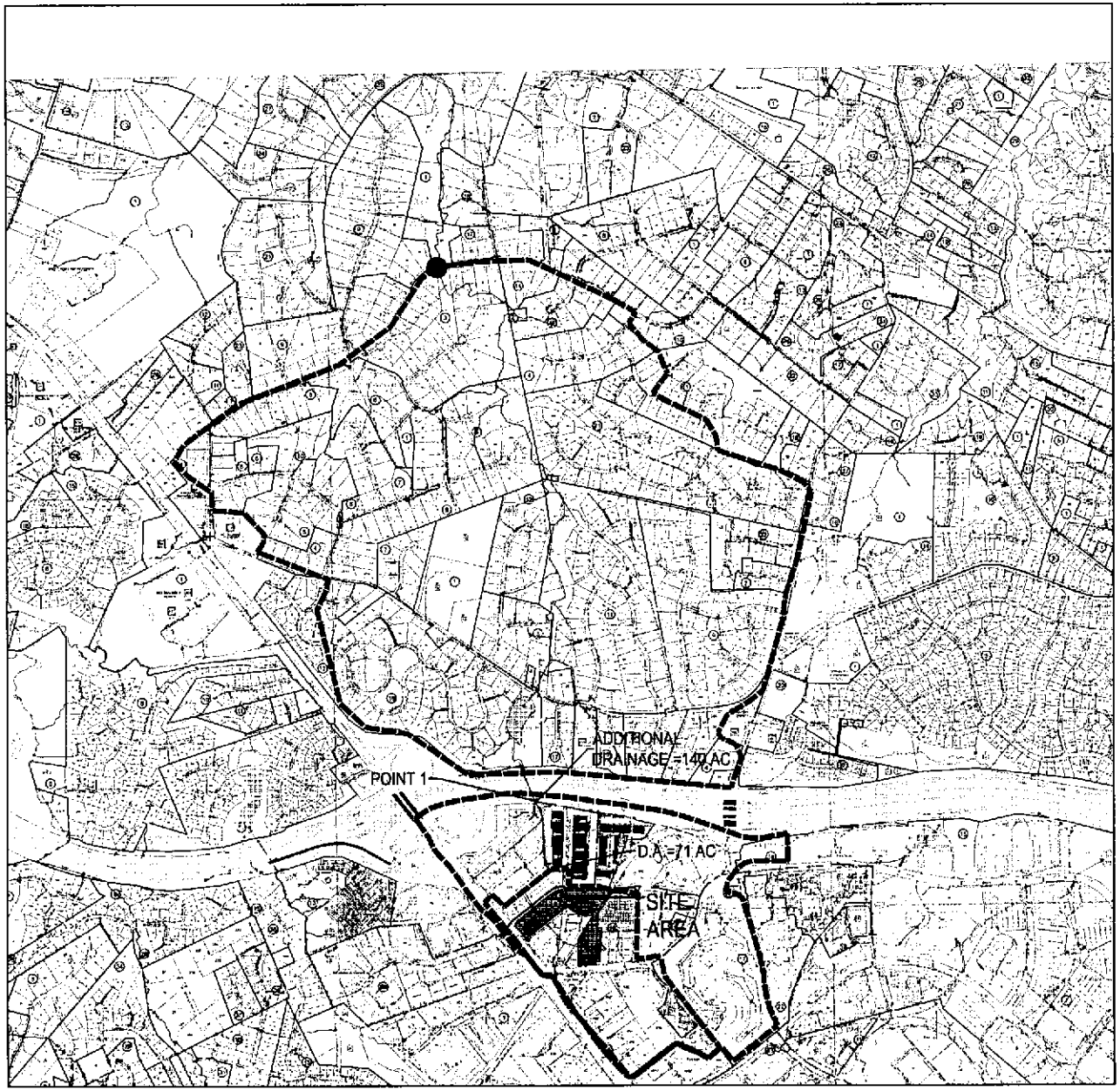
POND OUTFALL INFORMATION

Scale: AS SHOWN

C-14A



OUTFALL DESCRIPTIONS

THIS WATERSHED MAP INCLUDES THE CDP SITE AREA PLUS CONTRIBUTING SUBSHEDS AS SHOWN ON THIS PLAN. THE ADEQUACY OF OUTFALL FOR NEIGHBORHOOD 1, PART D, IS BASED UPON THE PREMISE THAT AN ADEQUATE OUTFALL IS IN PLACE. THE OUTFALL FOR N1 IS A PART CLOSED CONDUIT SYSTEM FLOWING NORTH WHERE IT CONVERGES WITH NEIGHBORHOOD 2. THE COMBINED OUTFALL RE-ENTERS A CLOSED CONDUIT SYSTEM FLOWING NORTH TO A BOX CULVERT CONVEYING RUNOFF FROM APPROXIMATELY 211 ACRES UNDER THE DULLES ACCESS ROAD. THE OUTFALL BECOMES FLOOD PLAIN AT THE DULLES ACCESS ROAD BOX CULVERT OUTFALL ON THE NORTH SIDE OF THE ROAD. THIS FLOW IS CONVEYED TO EXISTING REGIONAL POND D-67 (PULTE MCLEAN 180). THE POND OUTFALLS INTO ROCKY RUN, CONTINUING NORTH TO A POINT THAT HAS A DRAINAGE AREA OF 713 ACRES. THE STUDY AREA INDICATED ON THIS SHEET IS APPROXIMATELY 924 ACRES, WHICH IS WELL OVER ONE SQUARE MILE (640 ACRES). PLEASE NOTE THAT AT SITE PLAN, IT IS ANTICIPATED THAT THE EXTENT OF THE ADEQUATE OUTFALL REVIEW SHALL BE TO POINT 1 WHICH REPRESENTS A CONFLUENCE OF 900 OR MORE PER PFM 6-0203.2A.

LEGEND:

DENOTES CDP N1 PART D

DRAINAGE LINE

GRAPHIC SCALE

(IN FEET)
1 inch = 600 ft.

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2195
e-mail
wdg@wdgarch.com

Applicant:
Georgelos Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703.821.1540
fax 703.356.0195
e-mail Aaron@georgelosgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5290
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

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McLean, VA 22102

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CDP (Revised)	01.11.13

WDG Project No: WA08031

ADEQUATE OUTFALL MAP—PART D

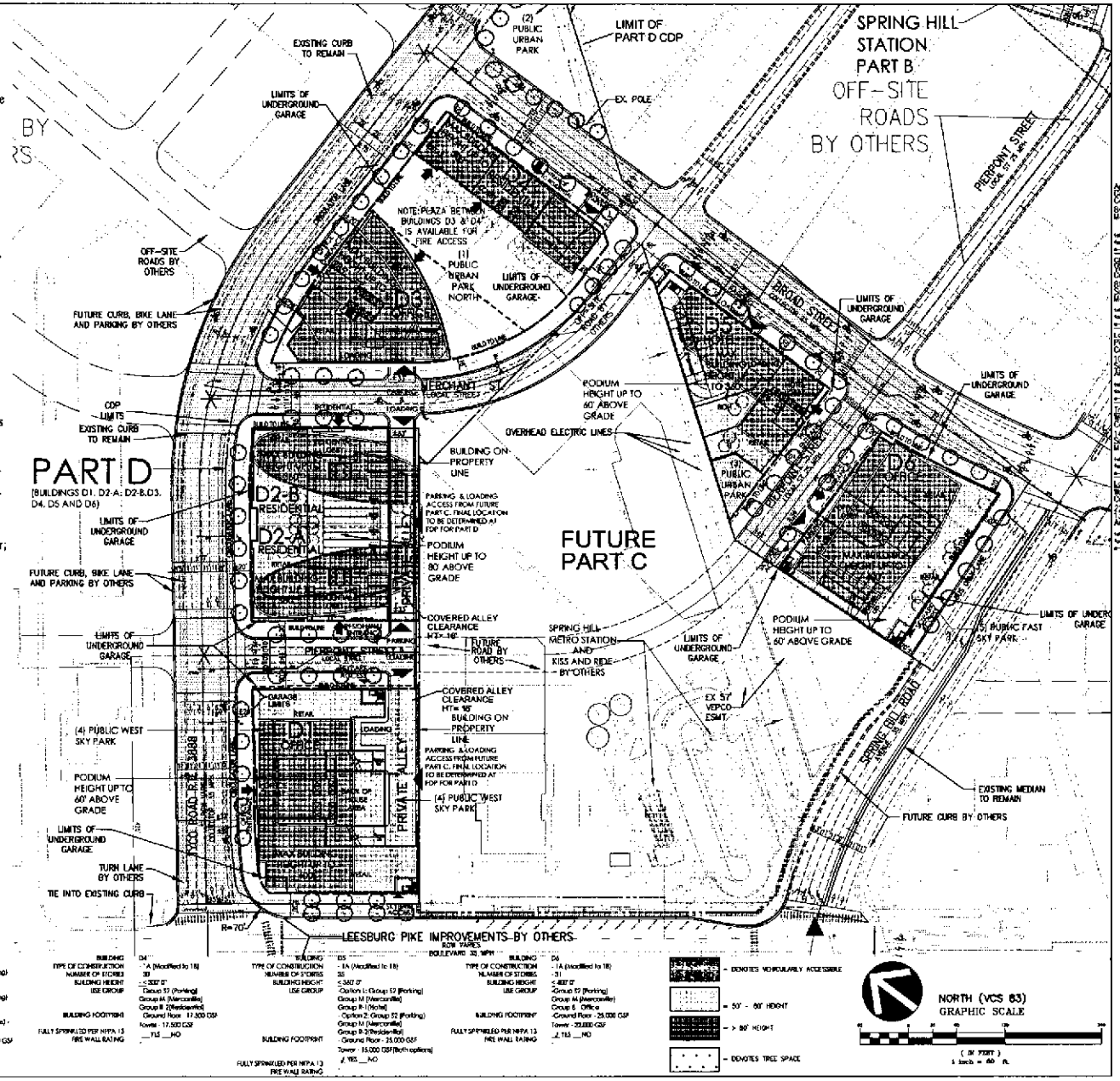
Scale: 1"=600'

C—15

P:\1993\Projects\70MC\dwg\PART D\PART D-ADEQUATE OUTFALL.dwg 1/11/2013 9:58:59 AM EST

Fire Access Sheet Requirements

1) All roads proposed by the project, as well as adjoining roads; the classifications of the roads (i.e. arterial, collector, etc.) should be noted. **(PROVIDED)**
2) Location and dimensions of all fire access lanes and turnarounds; vehicle access to the rear of buildings, including interior courtyards for stick-build, donut-shaped buildings, needs to be shown. **(PROVIDED)**
3) Arrow diagrams indicating where emergency vehicles can access buildings. **(PROVIDED)**
4) Dimensions of the distance between the portions of the roadway that are accessible to fire trucks and the façades of the buildings. The target distance is between 15 and 30 feet separation. **(PROVIDED)**
5) Improvements planned for the area between the portions of the roadway that are accessible to fire trucks and the facades of the buildings, including parking lanes, garage podiums, landscaped areas, steep slopes, sidewalks, plazas, yards, outdoor seating areas, steps, planters, sculptures, etc. **(TO BE PROVIDED AT FDP)**
6) Clear identification of building footprints, cantilevered extensions, penthouses, balconies, patios, etc. **(PROVIDED)**
7) Heights of the proposed buildings; for buildings with multiple heights due to step backs, the height and number of stories of each building segment should be clearly noted. **(PROVIDED)**
8) Location of overhead utility lines. **(PROVIDED)**
9) Identification of construction type for each building; for multiple buildings located on a single garage podium, the construction type for each building must be identified - the garage podium can be identified as a block, with each building identified separately. Each portion of structure with a different construction type is considered a separate building. Structures that are separated by a fire wall are also considered separate buildings. **(PROVIDED)**
10) Type of building skin material (combustible/non-combustible), type of sprinklers (Type 13; if 13R please explain), and roof type (Class A preferred). **(PROVIDED)**
11) Location of proposed building entrances, both pedestrian and vehicular; access doors and elevators, including medevac elevators, should be shown on the FDP. Also, any interior routes available for emergency vehicle use, such as suitably sized driveways through parking garages and courtyards, should be delineated. **(TO BE PROVIDED)**
12) Loading areas and whether they are accessible to emergency vehicles. **(PROVIDED)**
13) Access to active courtyards (especially with pools, tennis courts, etc.) needs to be shown - how will the medical staff get there, with their equipment, quickly? **(TO BE PROVIDED AT FDP)**



Building Data

	D1	D2-A	D2-B	D3 (option 1, option 2)	D4	D5	D6
BUILDING TYPE OF CONSTRUCTION	1A (Modified to 1B)	-	-	- 1A (Modified to 1B)	- A (Modified to 1B)	- 1A (Modified to 1B)	- 1A (modified to 1B)
NUMBER OF STORIES	31	-	-	- 24, 30	30	33	- 31
BUILDING HEIGHT	≤ 400' 0"	-	-	- ≤ 399' 0", ≤ 300' 0"	- ≤ 300' 0"	≤ 400' 0"	≤ 400' 0"
USE GROUP	- Group S2 (Parking) Group M (Mercantile) Group B-Office	- Group S2 (Parking) Group M (Mercantile) Group R-2(Residential)	- Group S2 (Parking) Group M (Mercantile) Group R-2(Residential)	- Option 1: Group S2 (Parking) Group M (Mercantile) Group B - Office - Option 2: Group S2 (Parking) Group M (Mercantile) Group R-2(Residential)	- Group S2 (Parking) Group M (Mercantile) Group R-2(Residential) Ground floor - 17,300 GSF	- Option 1: Group S2 (Parking) Group M (Mercantile) Group R-1 (Hotel) - Option 2: Group S2 (Parking) Group M (Mercantile) Group R-2(Residential)	- Group S2 (Parking) Group M (Mercantile) Group B - Office Ground floor - 25,000 GSF
BUILDING FOOTPRINT	- Ground floor - 50,800 GSF - tower - 39,000 GSF	-	-	- Option 1: Ground floor - 25,000 GSF - tower (1-23) - 25,000; (1-30) 19,000 GSF	- Tower - 17,500 GSF	- Ground floor - 25,000 GSF - Tower - 15,000 GSF (both options)	- Tower - 22,000 GSF
FULLY SPRINKLED PER NFPA 13	✓ YES __ NO	-	-	✓ YES __ NO	__ YES __ NO	✓ YES __ NO	✓ YES __ NO
FIRE WALL RATING	-	-	-	-	-	-	-

LEGEND

- INDICATES PEDESTRIAN ACCESS TO BUILDING
- INDICATES VEHICULAR ACCESS TO BUILDING
- INDICATES PROPOSED SIGNALIZED INTERSECTION
- INDICATES EXISTING SIGNALIZED INTERSECTION
- DENOTES VEHICULARLY ACCESSIBLE
- 50' - 80' HEIGHT
- > 80' HEIGHT
- DENOTES TREE SPACE

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail
wdg@wdgarch.com

Applicant:
Georgelos Group LLC
Contact: Aaron Georgelos
8405 Greenboro Dr. #130
McLean, VA 22102
703 821 1540
703 821 0195
e-mail aaron@georgelosgroup.com

Civil Engineer:
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703 442 7800
703 761 2797
e-mail cochran@vika.com

Landscape Architect:
Parker Rodriguez, INC.
Contact: Tara M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703 548 5010
703 548 8180
e-mail parker@parkerrodriguez.com

Traffic Consultant:
Wells + Associates, Inc.
Contact: Chris Kalbott
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703 917 6620
703 917 0739
e-mail ckalbott@wells.com

Land/Zoning Attorney:
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703 528 1700
703 592 1305
e-mail ebaker@walshcolucci.com

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CDP (REVISION)	8.5.11
CDP (REVISION)	8.22.11
CDP (REVISION)	11.30.11
CDP (REVISION)	2.13.12
CDP (REVISION)	10.19.12
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CDP (REVISION)	01.11.13

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FIRE ACCESS PLAN
PART – D

Scale:

C–16

LEGEND

- INDICATES PEDESTRIAN ACCESS TO BUILDING
- INDICATES VEHICULAR ACCESS TO BUILDING
- INDICATES SIGNALIZED INTERSECTION
- INDICATES EXISTING SIGNALIZED INTERSECTION

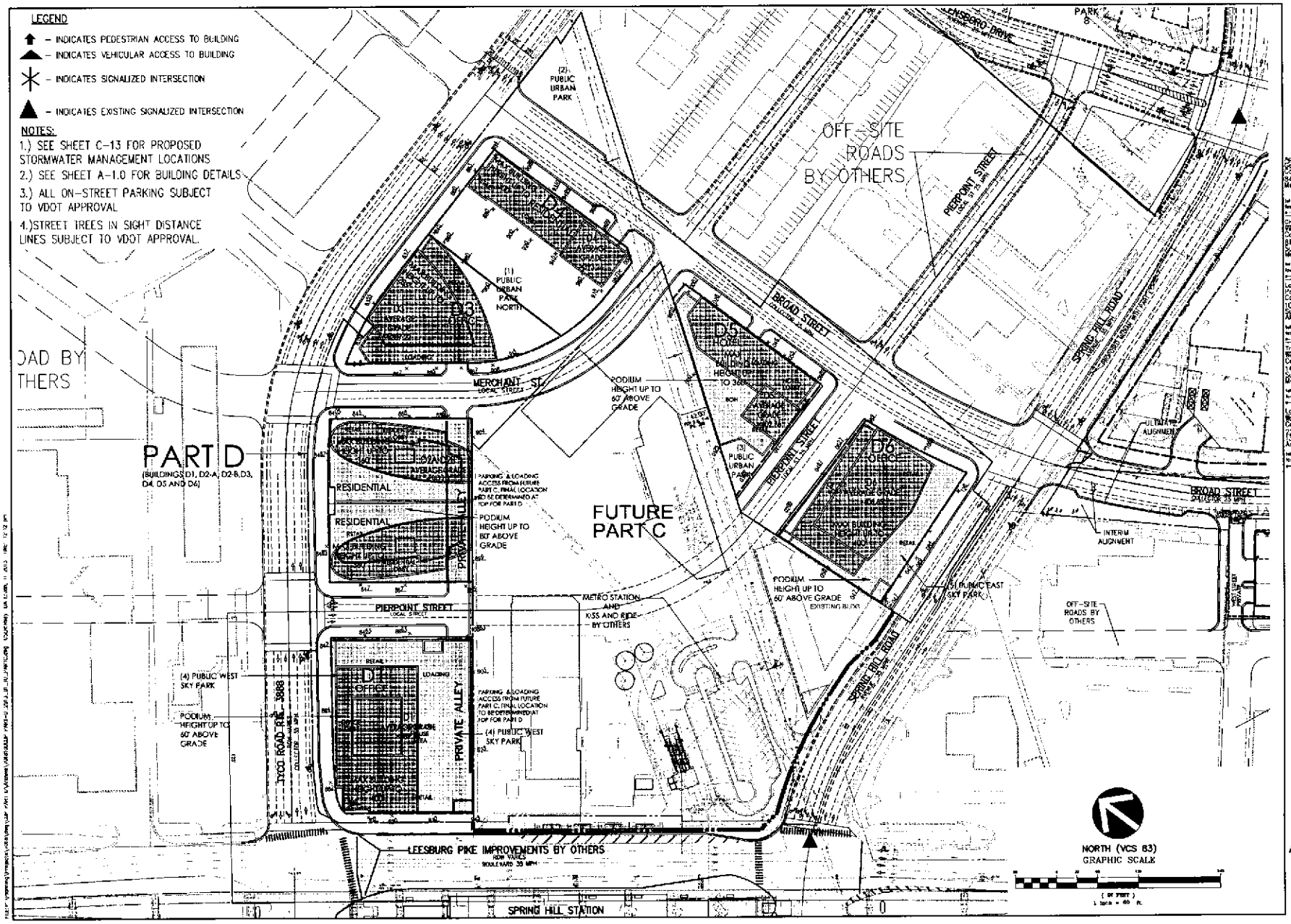
NOTES:

1.) SEE SHEET C-13 FOR PROPOSED STORMWATER MANAGEMENT LOCATIONS

2.) SEE SHEET A-1.0 FOR BUILDING DETAILS

3.) ALL ON-STREET PARKING SUBJECT TO VDOT APPROVAL

4.)STREET TREES IN SIGHT DISTANCE LINES SUBJECT TO VDOT APPROVAL.



WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC
20036
tel 202 857 8300
fax 202 463 2188
e-mail
wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703.821.1540
fax 703.248.0095
e-mail aaron@georgelasgroup.com

Civil Engineer
Bkg, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.767.7899
e-mail cochran@bkg.com

Landscape Architect
Parker Rodriguez, Inc.
Contact: Dan Avitt
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5082
e-mail davitt@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkosky
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mpinkosky@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@thelandlawyers.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

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CDP	(REVISION)	11.28.12
CDP	(REVISION)	01.11.13

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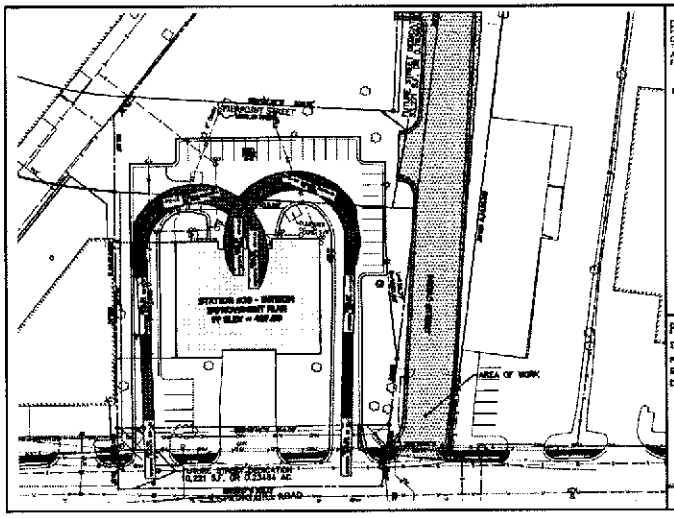
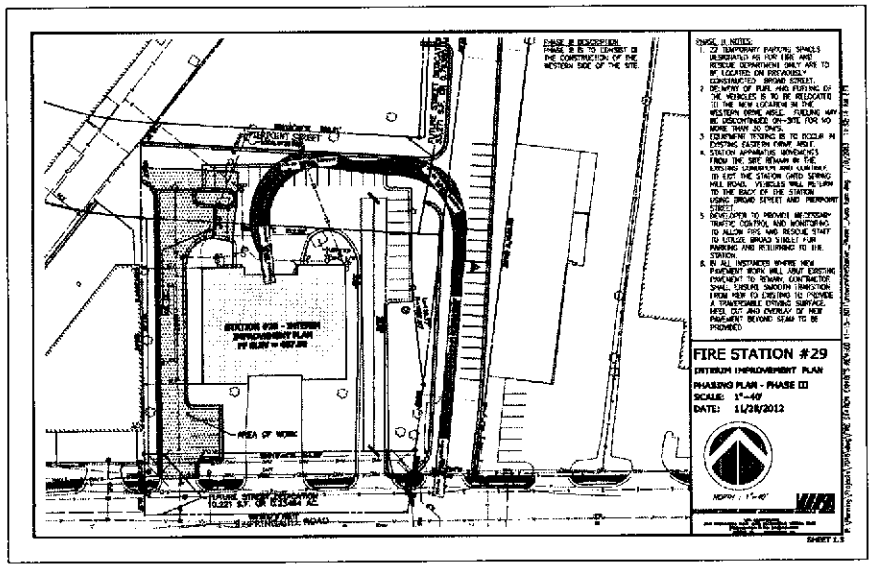
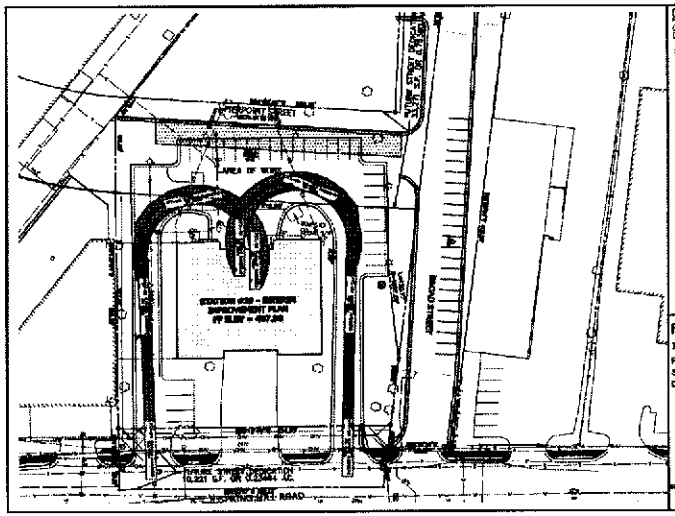
PART D AVERAGE GRADE EXHIBIT

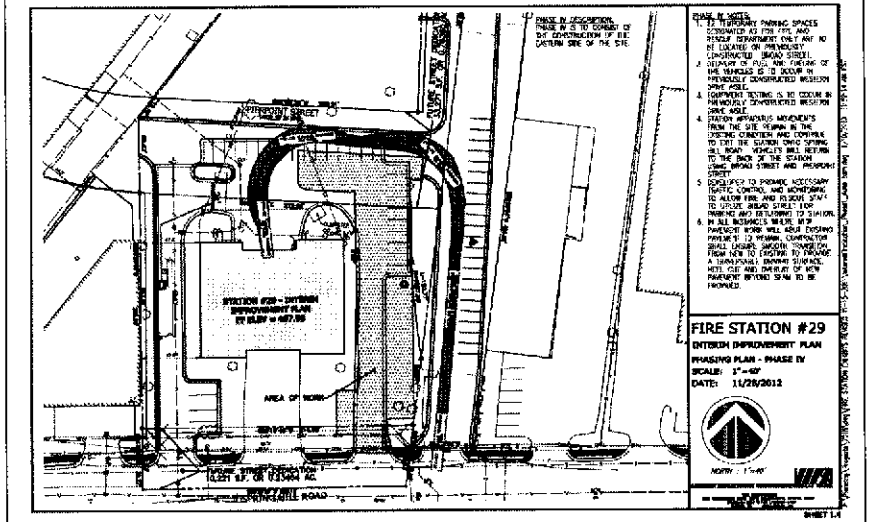
Scale

C-17









WDG ARCHITECTURE
WDG Architecture PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2100
e-mail wdg@wdgarch.com

Applicant
Georgelos Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703.821.1540
fax 703.556.0185
e-mail aaron@georgelosgroup.com

Civil Engineer
RBD, INC.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 700
McLean, VA 22102
tel 703.447.7909
fax 703.761.9797
e-mail rrcochran@rbg.com

Landscape Architect
Parkers/Rodriguez, INC.
Contact: Don Avrit
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6280
e-mail donavrit@parkersrodriguez.com

Traffic Consultant
Wells + Associates, INC.
Contact: Mike Pinkosky
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mpinkosky@wells-associates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelos Group
8405 Greensboro Dr. P130
McLean, VA 22102

CDP	08.22.10
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CDP (REVISION)	1.13.12
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CDP (REVISION)	11.28.12
CDP (REVISION)	01.11.13

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CDP – PART D
INTERIM FIRE STATION PLAN

Scale:

C–18

LEGEND

- INDICATES PEDESTRIAN ACCESS TO BUILDING
- INDICATES VEHICULAR ACCESS TO BUILDING
- INDICATES PROPOSED SIGNALIZED INTERSECTION
- INDICATES EXISTING SIGNALIZED INTERSECTION

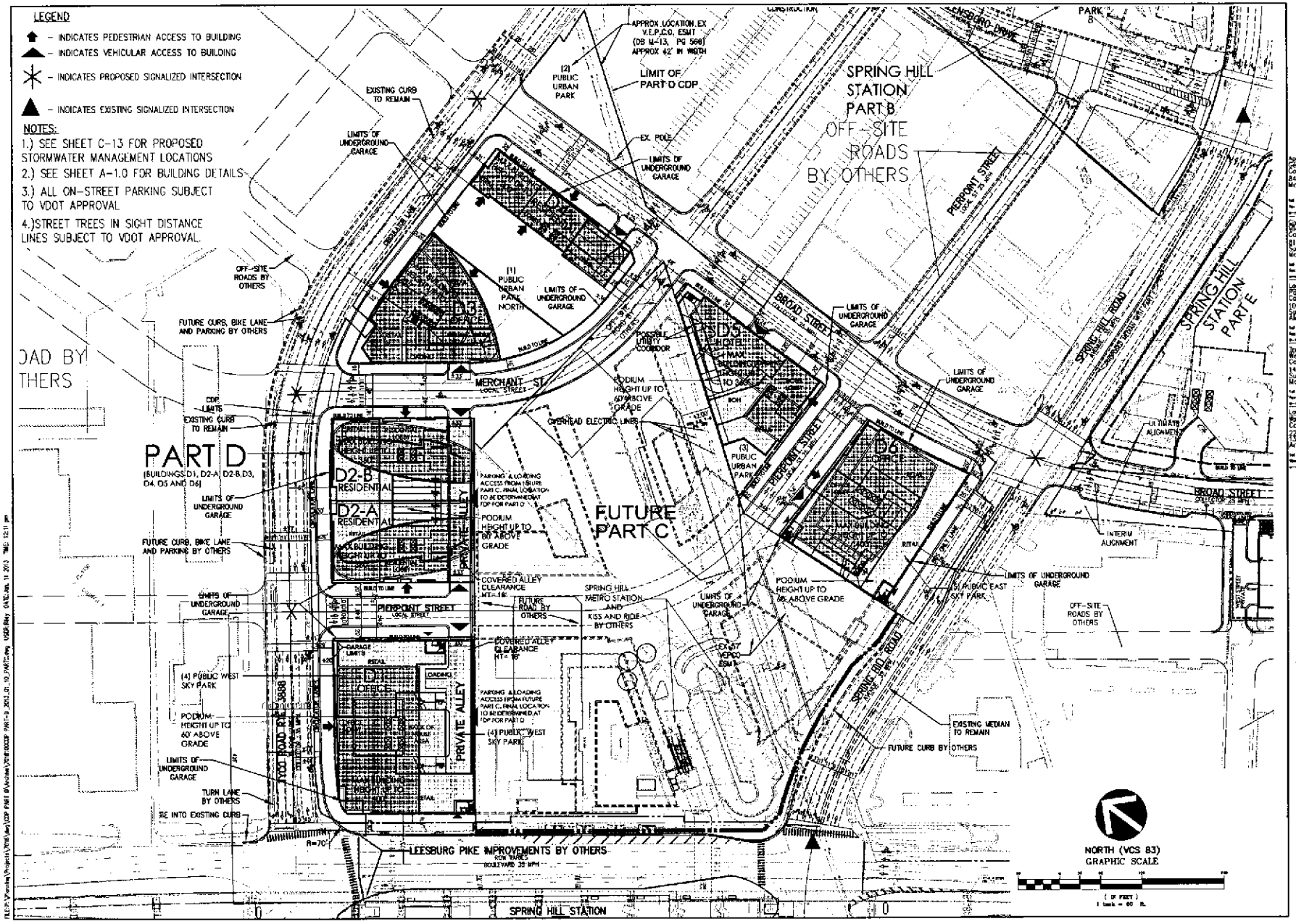
NOTES:

1.) SEE SHEET C-13 FOR PROPOSED STORMWATER MANAGEMENT LOCATIONS

2.) SEE SHEET A-1.0 FOR BUILDING DETAILS

3.) ALL ON-STREET PARKING SUBJECT TO VDOT APPROVAL

4.)STREET TREES IN SIGHT DISTANCE LINES SUBJECT TO VDOT APPROVAL.



WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703 821 1540
fax 703 734 0196
e-mail agorgelas@georgelasgroup.com

Civil Engineer
Wiks, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 447 7800
fax 703 797 7989
e-mail rcochran@wiks.com

Landscape Architect
Parkerrodriguez, INC
Contact: Mari M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 6280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabelt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail ckabelt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528-4700
fax 703 525-3197
e-mail ebaker@walshcolucci.com

Spring Hill Station

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FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

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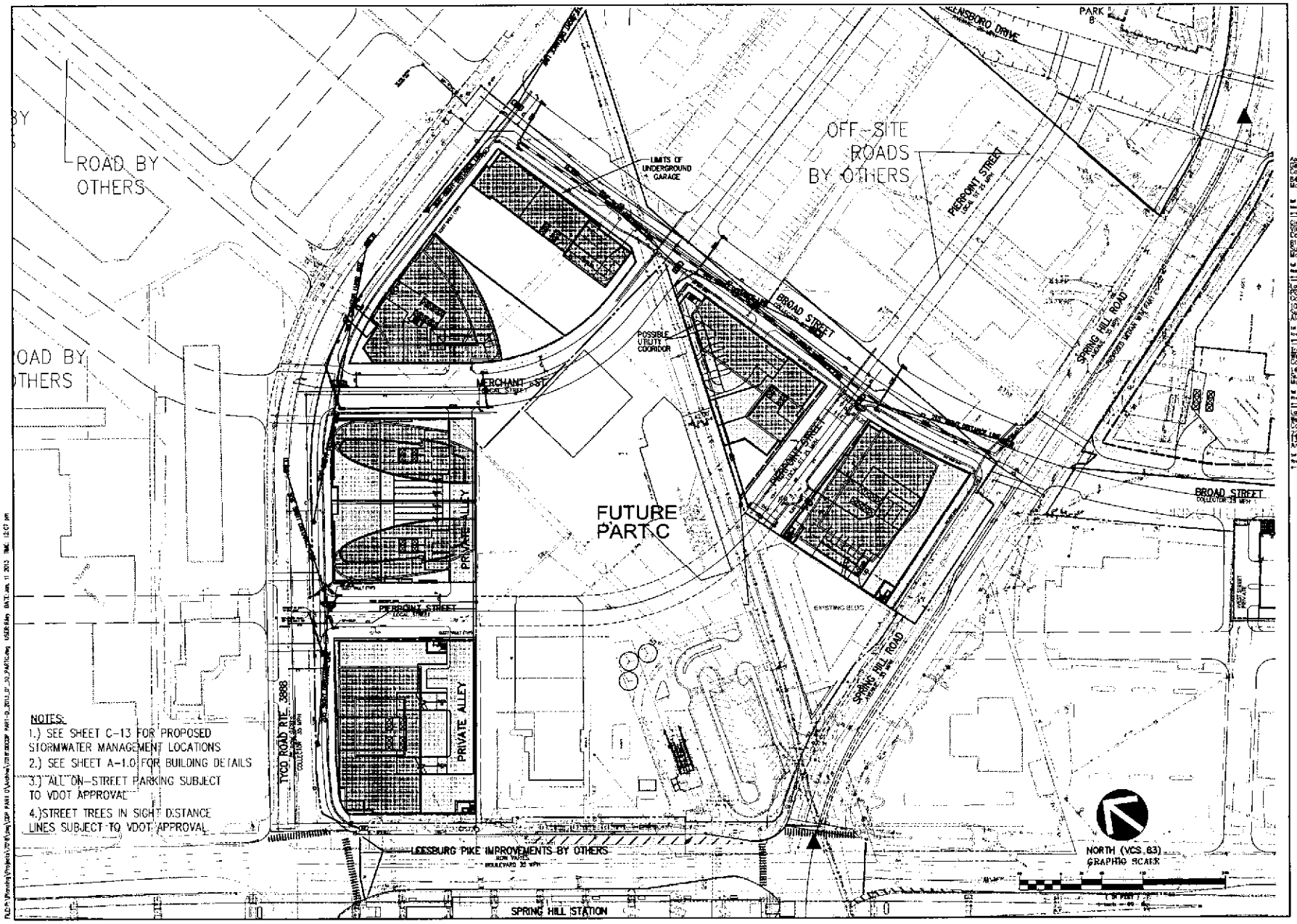
CDP PART D WITH PART C LAYOUT

Scale:

C-19



NOTES:

1.) SEE SHEET C-13 FOR PROPOSED STORMWATER MANAGEMENT LOCATIONS

2.) SEE SHEET A-1.0 FOR BUILDING DETAILS

3.) ALL ON-STREET PARKING SUBJECT TO VDOT APPROVAL

4.) STREET TREES IN SIGHT DISTANCE LINES SUBJECT TO VDOT APPROVAL

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 483 2188
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
703.821.1540
703.256.0185
e-mail aaron@georgelasgroup.com

Civil Engineer
Bohler, PC
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.442.7800
703.797.1897
e-mail cochran@bkci.com

Landscape Architect
Parker Rodriguez, Inc.
Contact: John D. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5015
703.548.5086
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kaiser
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0739
e-mail chaiser@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.4700
703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. #130
McLean, VA 22102

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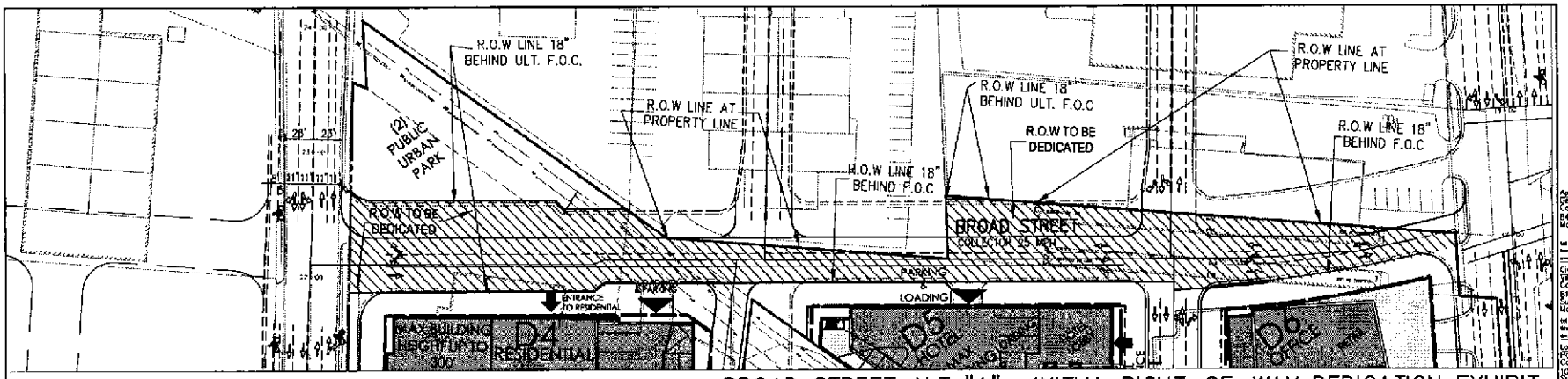
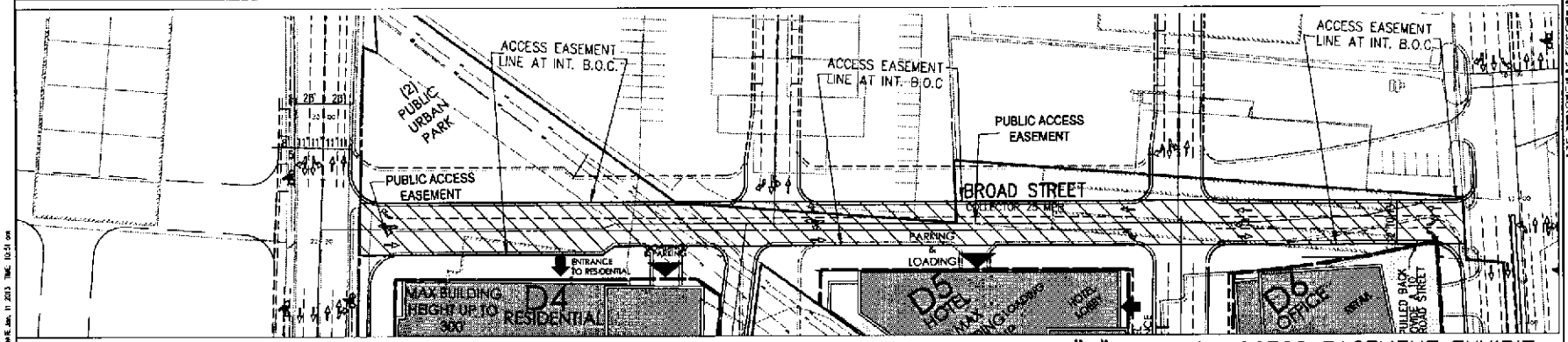
PART D
CONCEPT
UTILITES

Scale:

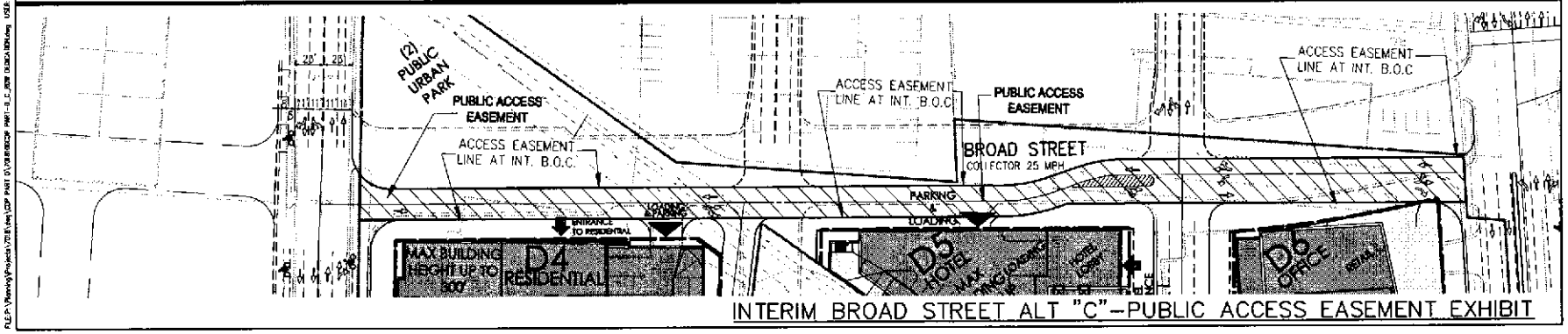
C-20



BROAD STREET ALT "A" –INITIAL RIGHT-OF-WAY DEDICATION EXHIBIT



INTERIM BROAD STREET ALT "B"–PUBLIC ACCESS EASEMENT EXHIBIT



INTERIM BROAD STREET ALT "C"–PUBLIC ACCESS EASEMENT EXHIBIT

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 3168
e-mail wdg@wdgarch.com

Applicant
Georgeades Group LLC
Contact: Aaron Georgeades
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 821 1340
fax 703 556.0195
e-mail aaron@georgeadesgroup.com

Civil Engineer
VKA, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 700
McLean, VA 22102
tel 703 447 7907
fax 703 761 2797
e-mail cochran@vka.com

Landscape Architect
Parkerrodriguez, Inc.
Contact: Don Avent
101 N. Union Street
Suite 330
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 5280
e-mail avent@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Parkosky
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail mparkosky@wells.com

Legal/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528 1700
fax 703 528 6255
e-mail ebaker@walshcolucci.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgeades Group
8405 Greensboro Dr. #130
McLean, VA 22102

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BROAD STREET DEDICATION / EASEMENT EXHIBIT

Scale: 1" = 40'

C-21

FILE:P:\Working\Projects\VDB\Dwg\CDP PART 01\VDBBROCDP PART-II_ROW DEDICATION.dwg USER:cochran DATE: Jan. 11 2013 TIME: 10:21 am

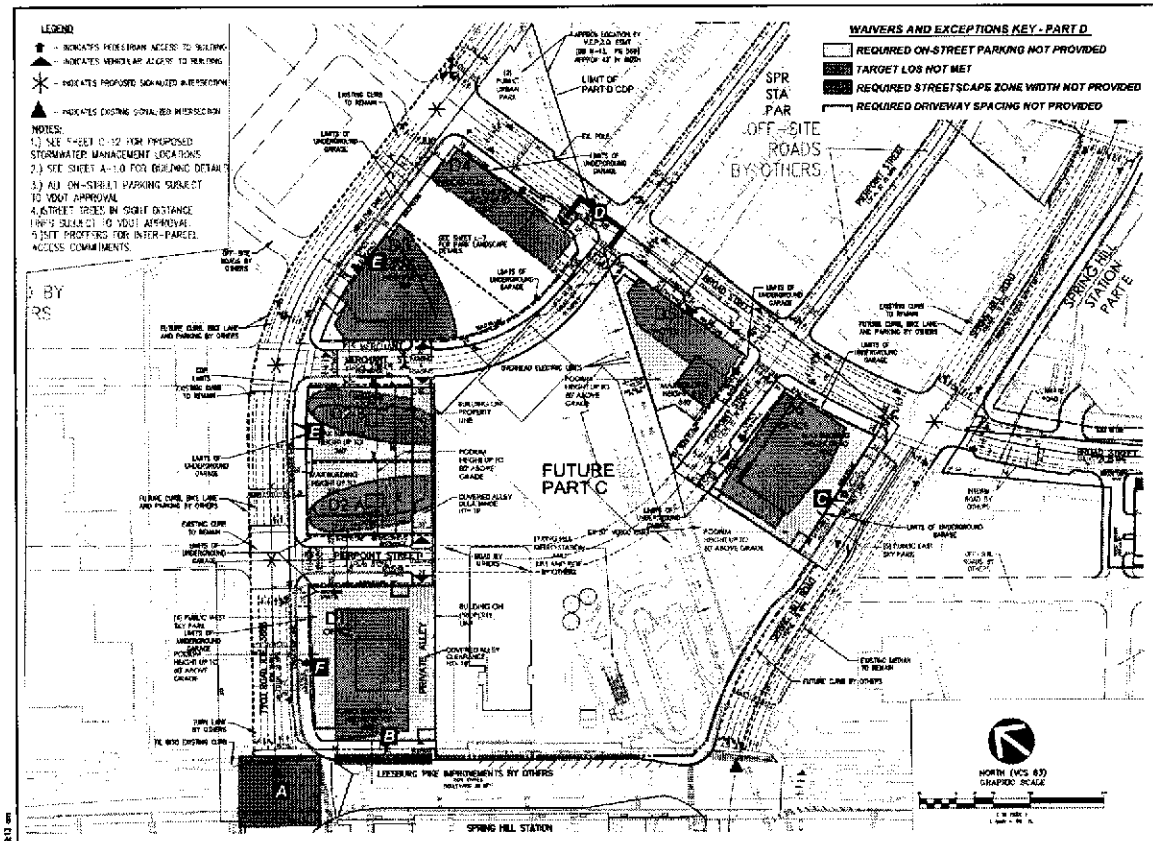
LEGEND

- INDICATES PEDESTRIAN ACCESS TO BUILDING
- INDICATES VEHICULAR ACCESS TO BUILDING
- INDICATES PROPOSED SIGNALIZED INTERSECTION
- INDICATES EXISTING SIGNALIZED INTERSECTION

NOTES:
1.) SEE SHEET C-12 FOR PROPOSED STORMWATER MANAGEMENT LOCATIONS
2.) SEE SHEET A-1.0 FOR BUILDING DETAILS
3.) ALL ON-STREET PARKING SUBJECT TO VDOT APPROVAL
4.) STREET TREES IN SIGHT DISTANCE TRIANGLES SUBJECT TO VDOT APPROVAL
5.) SEE PROFFERS FOR INTER-PARCEL ACCESS COMMITMENTS.

WAIVERS AND EXCEPTIONS KEY - PART D

- REQUIRED ON-STREET PARKING NOT PROVIDED
- TARGET LOS NOT MET
- REQUIRED STREETSCAPE ZONE WIDTH NOT PROVIDED
- REQUIRED DRIVEWAY SPACING NOT PROVIDED



Summary of Design Standards for Tysons Corner to Approaches to Spring Hill Station Part D (RZ 2010-PR-014 D)

Classification	Tysons Boulevard	Tysons Corner Center Internal Streets	Private	Spring Hill Station Drive	Collector	Tysons Road	Arterial Street	Local	Pedestrian Street	Residential Street
Sidewalk/Landscaped Amenity Zone (Table 4, DS-13)	[illegible]	✓	[illegible]*	✓	Varies*	N/A	N/A	N/A	N/A	N/A
Curb to Curb (Table 13, DS-4)	[illegible]	[illegible]	[illegible]	✓	[illegible]	✓	N/A	N/A	N/A	N/A
On-Street Parking (Table 5, DS-10)	[illegible]	✓	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	✓	✓
Target LOS (Table 1, DS-3)	[illegible]	[illegible]	[illegible]	✓	4	✓	✓	1	✓	✓
[illegible] (Table 1, DS-3)	[illegible]	[illegible]	[illegible]	✓	[illegible]	✓	✓	[illegible]	✓	✓
Design Speed (Table 1, DS-10)	[illegible]	✓	[illegible]	✓	25-35 mph	✓	✓	25 mph	✓	✓
Operating Speed (Table 3, DS-10)	[illegible]	✓	[illegible]	[illegible]	25-35 mph	[illegible]	✓	25 mph	✓	✓
Operational Analysis (Table 1, DS-11)	[illegible]	✓	[illegible]	✓	Observatory	✓	✓	N/A	N/A	N/A
Turn Radius (Table 1, DS-11)	[illegible]	[illegible]	[illegible]	✓	[illegible]	[illegible]	N/A	[illegible]	N/A	N/A
Longest Block (Table 1, DS-11)	[illegible]	[illegible]	[illegible]	[illegible]	500 feet	✓	✓	[illegible]	✓	✓
Curb Return Radius (Table 1, DS-11)	[illegible]	[illegible]	[illegible]	[illegible]	150 feet	[illegible]	[illegible]	N/A	N/A	N/A
Crosswalk Period (Table 1, DS-11)	[illegible]	[illegible]	[illegible]	[illegible]	150 feet	[illegible]	[illegible]	N/A	N/A	N/A
Access Spacing (Table 1, DS-11)	[illegible]	[illegible]	[illegible]	[illegible]	150	N/A	[illegible]	50	✓	✓
Curb Radius (Table 1, DS-11)	[illegible]	[illegible]	[illegible]	✓	15'	✓	✓	15	✓	✓
Intersection Curb Radii (Table 14, DS-17)	[illegible]	[illegible]	[illegible]	✓	[illegible]	✓	✓	[illegible]	✓	✓
Grade Change (Table 13, DS-3)	[illegible]	✓	[illegible]	✓	15%	✓	✓	15%	✓	✓
Grade Break (Table 13, DS-3)	[illegible]	[illegible]	[illegible]	✓	4.4°	✓	✓	N/A	N/A	N/A

Notes to Table/Matrix:
1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]

*Intersection curb radii shall be [illegible] in accordance with [illegible]

Zoning Ordinance Section [illegible]

Street Design Standards for Tysons Corner to Approaches to Spring Hill Station Part D (RZ 2010-PR-014 D)

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2195
e-mail
wdg@wdgarch.com

Applicant
The Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703 821 1540
fax 703 226 0185
e-mail Aaron@georgelasgroup.com

Civil Engineer
Walsh, P.C.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 447 7900
fax 703 797 9287
e-mail cochran@walsh.com

Landscape Architect
Parker Rodriguez, Inc.
Contact: Don Avritt
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 6280
e-mail davritt@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkosky
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail mpinkosky@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th floor
Arlington, VA 22201
tel 703 528 4700
fax 703 525 3197
e-mail ebaker@walshcolucci.com

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McLean, VA 22102

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CDP (REVISION)	7.8.11
CDP (REVISION)	8.8.11
CDP (REVISION)	8.22.11
CDP (REVISION)	11.9.11
CDP (REVISION)	7.11.12
CDP (REVISION)	10.18.12
CDP (REVISION)	11.16.12
CDP (REVISION)	01.11.13

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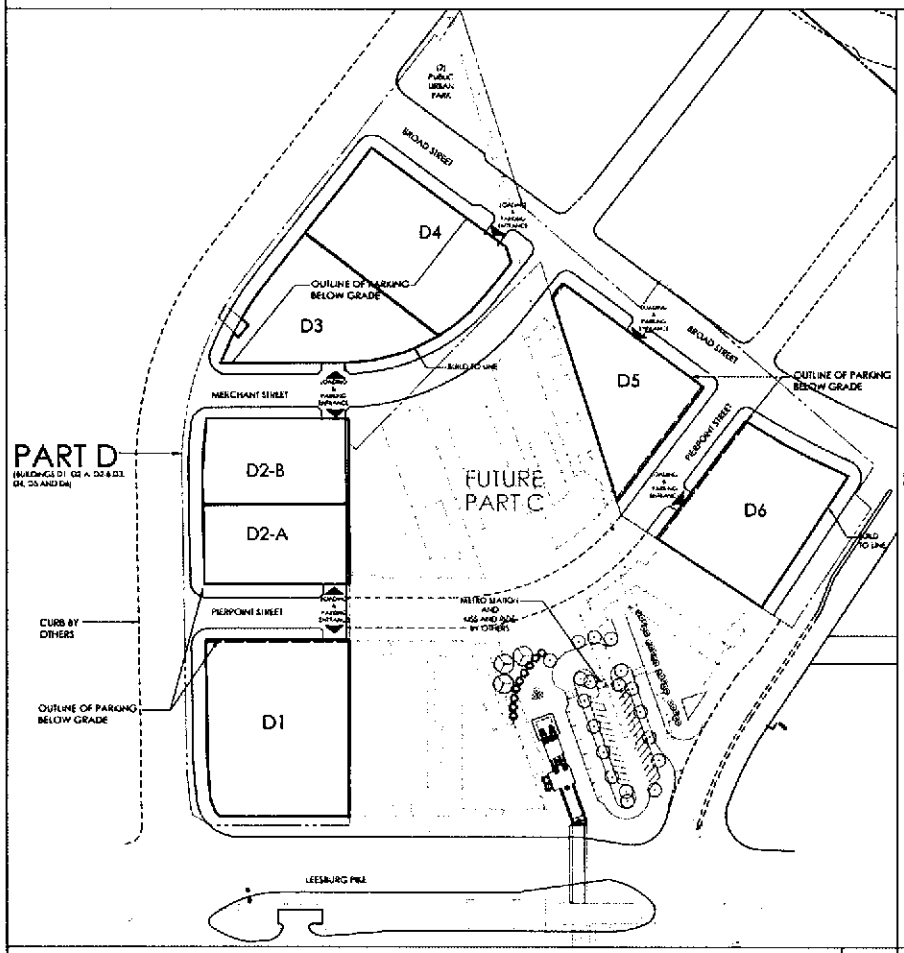
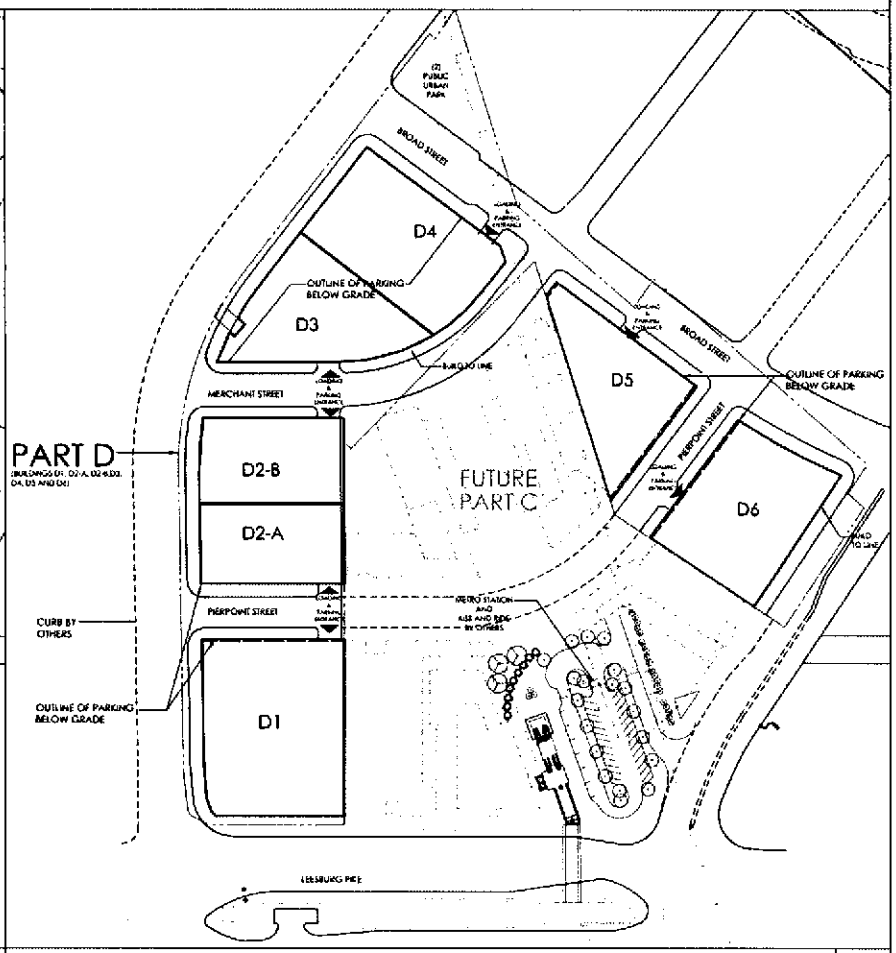
TRANSPORTATION WAIVER MATRIX
CDP – PART D

Scale:

S-1



BELOW GRADE PARKING OUTLINE - OPTION 1 MAXIMUM COMMERCIAL | 1



BELOW GRADE PARKING OUTLINE - OPTION 2 MAXIMUM RESIDENTIAL | 2

WDG ARCHITECTURE

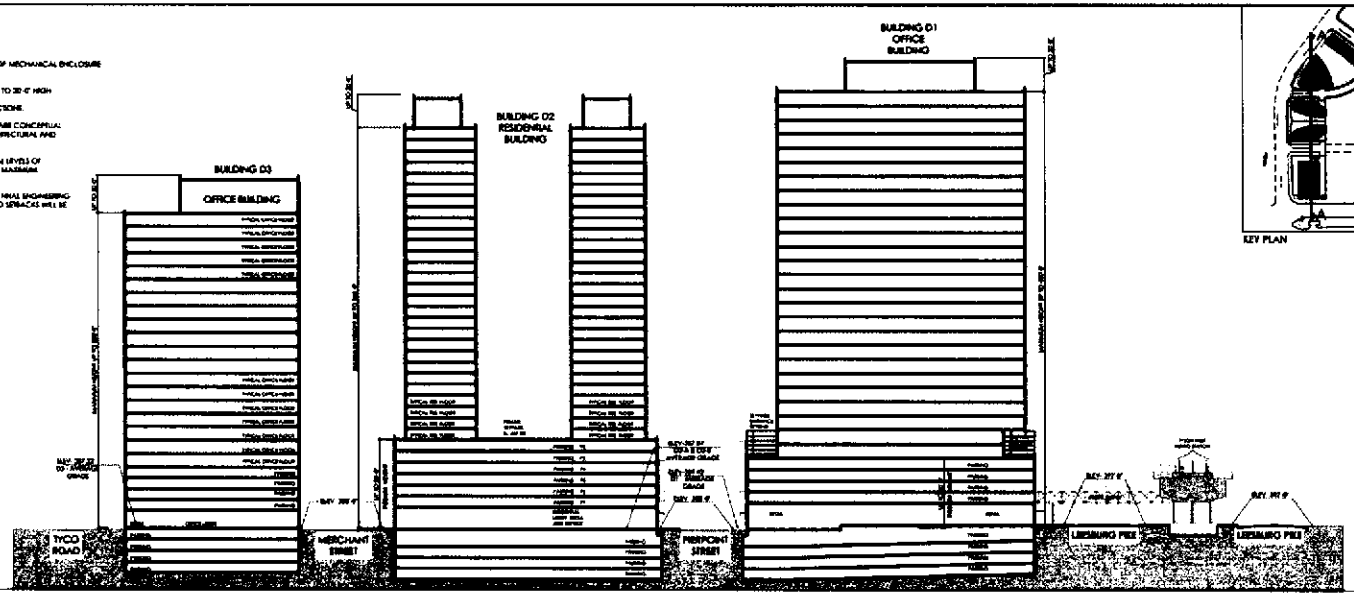
Spring Hill Station Part D
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

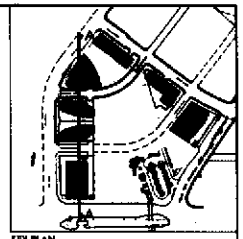
PART D
BELOW GRADE PARKING OUTLINE
(OPTION 1 AND OPTION 2)

A-3.0

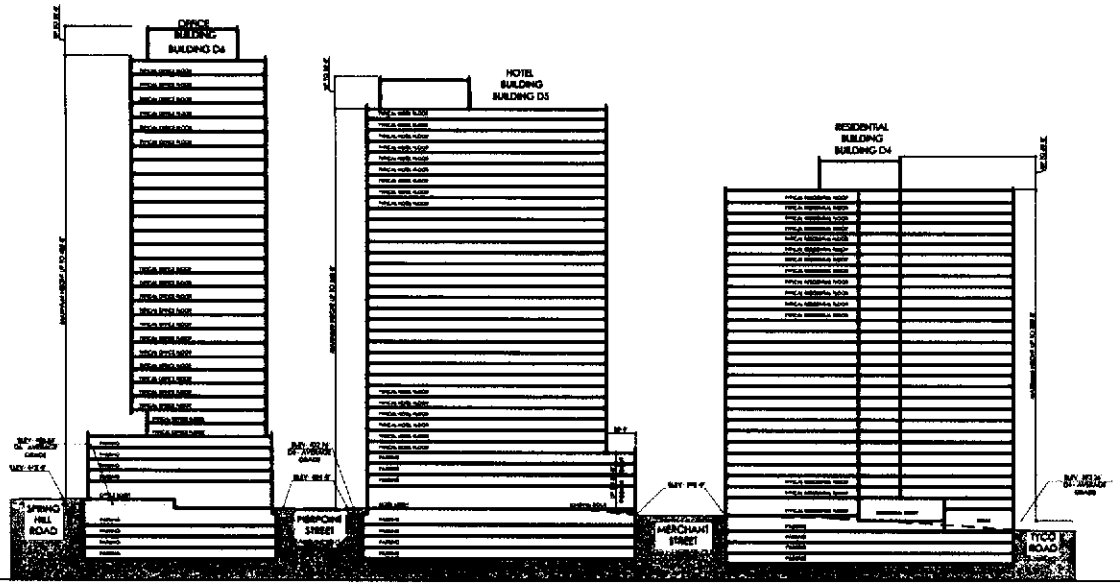
NOTES

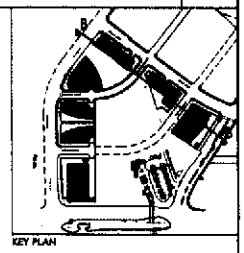
1. MAXIMUM BUILDING HEIGHTS DO NOT INCLUDE ROOF TOP MECHANICAL ENCLOSURE AND ARCHITECTURAL FEATURES
2. HEIGHT OF ROOF TOP MECHANICAL ENCLOSURE ARE UP TO 30'-0" HIGH
3. REFER TO CIVIL DRAWINGS FOR STREET DESIGNS AND SECTIONS.
4. THE CONFIGURATIONS OF INTERIOR SPACES AS SHOWN ARE CONCEPTUAL ONLY AND SUBJECT TO FDP APPROVAL AND FINAL ARCHITECTURAL AND ENGINEERING DESIGN.
5. APPLICANT RESERVES THE RIGHT TO PROVIDE ADDITIONAL LEVELS OF UNDERGROUND PARKING GARAGE PROVIDED THAT THE MAXIMUM PARKING RATES ARE NOT EXCEEDED.
6. ALL BUILDING MASSING AND SETBACKS ARE SUBJECT TO FINAL ENGINEERING AND DESIGN. ULTIMATE BUILDING DESIGN, MASSING AND SETBACKS WILL BE DETERMINED AT FDP





SECTION A-A 1





SECTION B-B 2

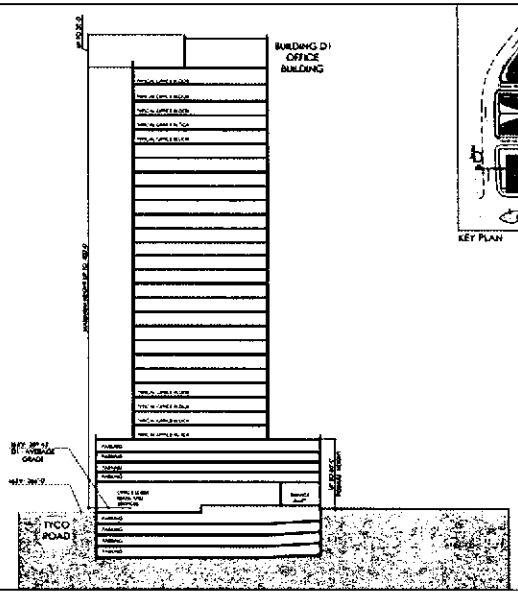
WDG ARCHITECTURE

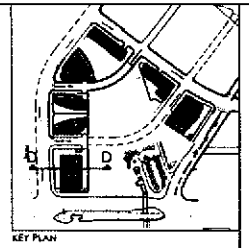
Spring Hill Station
Part D
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

CDP	06.12.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	08.24.10
CDP (Part C & D)	11.22.10
CDP (Part D)	02.12.11
CDP (Part D)	03.29.11
CDP (Part D)	11.28.11
CDP (Part D)	01.11.12

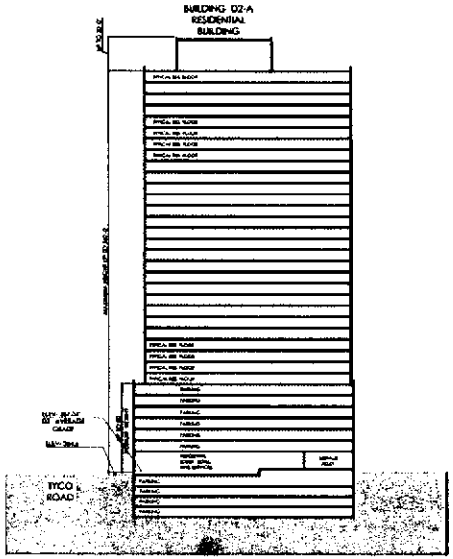
PART D
SECTION A-A &
SECTION B-B

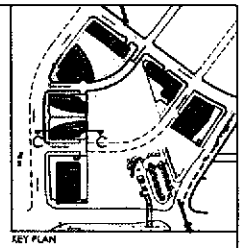
A-4.0





SECTION D-D | 1

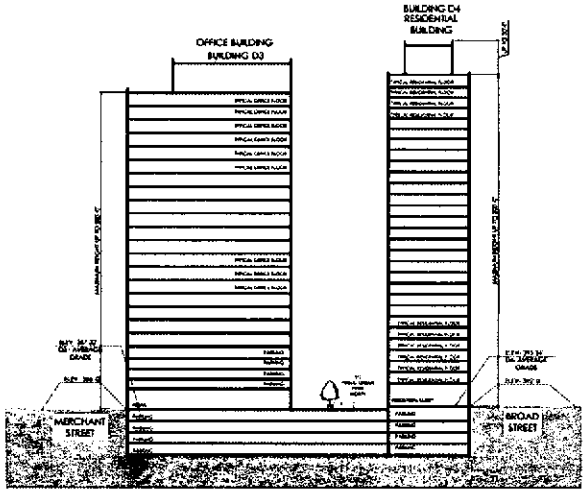


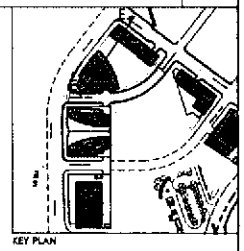


SECTION C-C | 2

NOTES:

1. MAXIMUM BUILDING HEIGHTS DO NOT INCLUDE ROOF TOP MECHANICAL ENCLOSURE AND ARCHITECTURAL FEATURES.
2. HEIGHT OF ROOF TOP MECHANICAL ENCLOSURE ARE UP TO 20'-0" HIGH.
3. REFER TO CIVIL DRAWINGS FOR STREET DESIGNS AND SECTIONS.
4. THE CONFIGURATIONS OF INTERIOR SPACES AS SHOWN ARE CONCEPTUAL ONLY AND SUBJECT TO FDP APPROVAL AND FINAL ARCHITECTURAL AND ENGINEERING DESIGN.
5. APPLICANT RESERVES THE RIGHT TO PROVIDE ADDITIONAL LEVELS OF UNDERGROUND PARKING GARAGE PROVIDED THAT THE MAXIMUM PARKING RATES ARE NOT EXCEEDED.
6. ALL BUILDING MASSING AND SETBACKS ARE SUBJECT TO FINAL ENGINEERING AND DESIGN. ULTIMATE BUILDING DESIGN, MASSING AND SETBACKS WILL BE DETERMINED AT FDP.





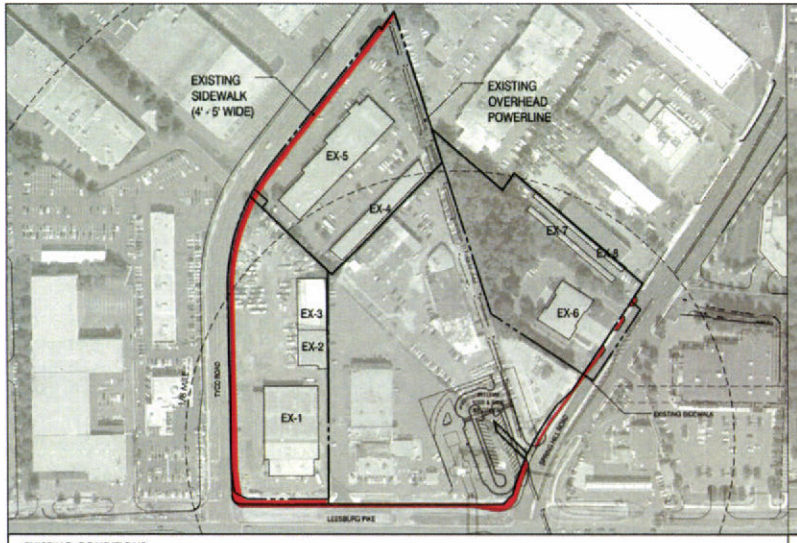
SECTION E-E | 3

WDG ARCHITECTURE

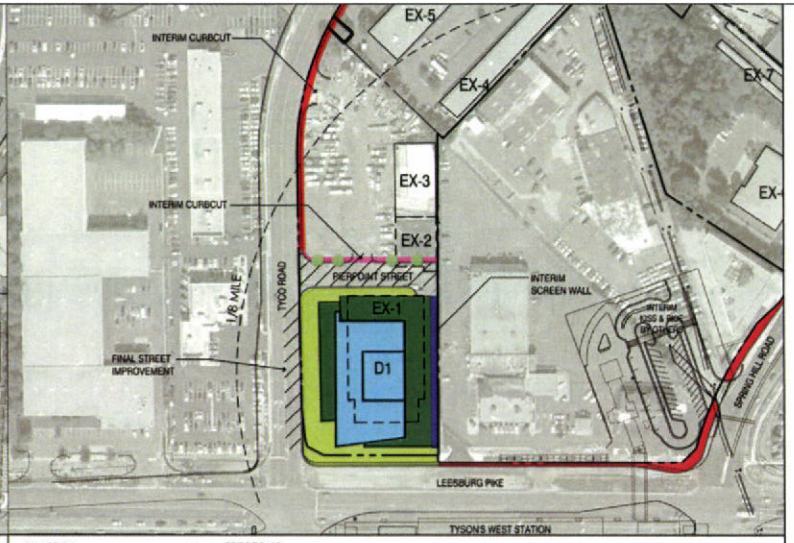
Spring Hill Station
Part D
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

PART D
SECTION C-C, SECTION D-D & SECTION E-E

A-5.0



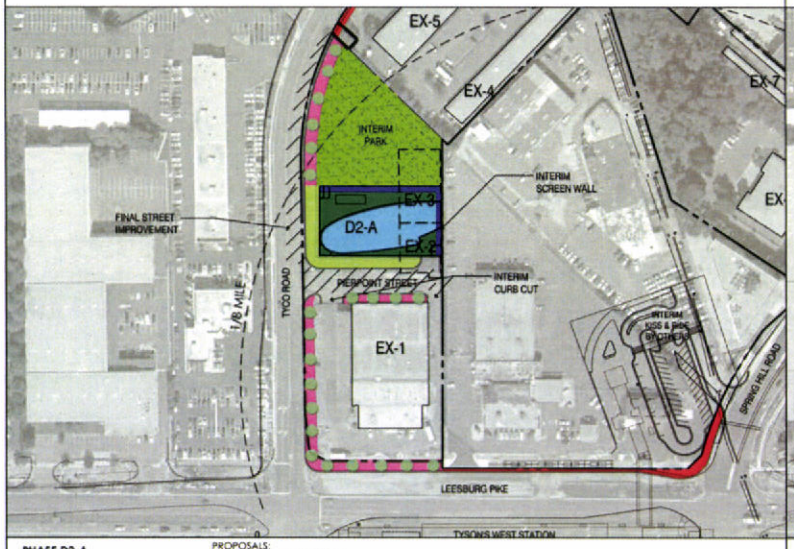
EXISTING CONDITIONS



PHASE D1

DEMOLITION:
- EX - 1
- EX - 2

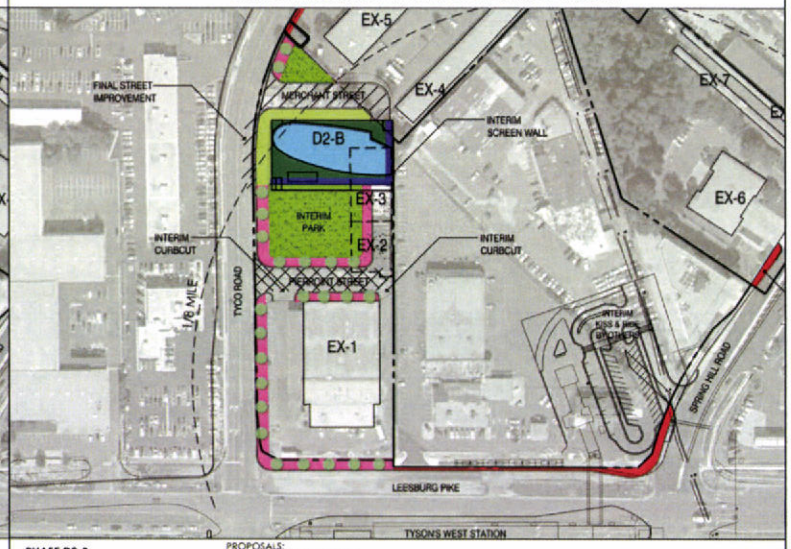
PROPOSALS:
- CONSTRUCT BUILDING D1.
- CONSTRUCT PIERPOINT STREET IN FRONT OF D1 FRONTAGE.
- FINAL STREET AND STREETSCAPE IMPROVEMENT ON TYCO ROAD, LEESBURG PIKE, AND PIERPOINT STREET ALONG D1 FRONTAGE.
- INTERIM SCREEN WALL ON BUILDING D1.
- FINAL (4) PUBLIC WEST SKY PARK
- INTERIM STREETSCAPE IMPROVEMENT ON PIERPOINT STREET ALONG D2-A FRONTAGE.



PHASE D2-A

DEMOLITION:
- EX - 2
- EX - 3

PROPOSALS:
- CONSTRUCT BUILDING D2-A.
- CONSTRUCT PIERPOINT STREET ALONG BUILDING D2-A FRONTAGE.
- CONSTRUCT SERVICE ALLEY UNDER BUILDING D2-A.
- FINAL STREET AND STREETSCAPE IMPROVEMENT ALONG TYCO ROAD D2-A FRONTAGE AND PIERPOINT STREET.
- INTERIM PARK AND/OR OPEN SPACE IMPROVEMENT AT FUTURE LOCATION OF BUILDING D2-B.
- INTERIM SCREEN WALL ON BUILDING D2-A.
- INTERIM STREETSCAPE IMPROVEMENT ON TYCO ROAD NORTH ALONG D2-A FRONTAGE AND SOUTH OF PIERPOINT STREET AND ON LEESBURG PIKE FRONTAGES.



PHASE D2-B

DEMOLITION:
- EX - 2
- EX - 3

PROPOSALS:
- CONSTRUCT BUILDING D2-B.
- CONSTRUCT SERVICE ALLEY UNDER D2-B TO PIERPOINT STREET.
- CONSTRUCT MERCHANT STREET IN FRONT OF BUILDING D2-B.
- CONSTRUCT INTERIM SECTION OF PIERPOINT STREET.
- INTERIM STREETSCAPE IMPROVEMENT ON TYCO ROAD SOUTH OF D2-B AND ALONG LEESBURG PIKE FRONTAGE.
- INTERIM PARK AND/OR OPEN SPACE IMPROVEMENT ON FUTURE D2-A.
- INTERIM SCREEN WALL.
- FINAL STREET AND INTERIM STREETSCAPE AT PIERPOINT STREET

LEGEND

- Building
- Interim Skypark
- Final Skypark
- Final Streetscape
- Existing Sidewalk
- Interim Streetscape
- Interim Park and Open Space Improvement
- Final Urban Park
- Final Road Construction
- Interim Road Construction
- Interim Use
- Interim Screen Wall
- Existing Sidewalk
- Interim Retaining Wall

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 442 3195
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #100
McLean, VA 22102
tel 703.409.1540
fax 703.556.0993
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parkerrodriguez, PC
Contact: Tracy M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6080
e-mail grodriguez@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wyseds.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. #100
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.22.11
CDP (Part D)	07.13.12
CDP (Part D)	10.19.12
CDP (Part D)	11.20.12
[illegible]	[illegible]

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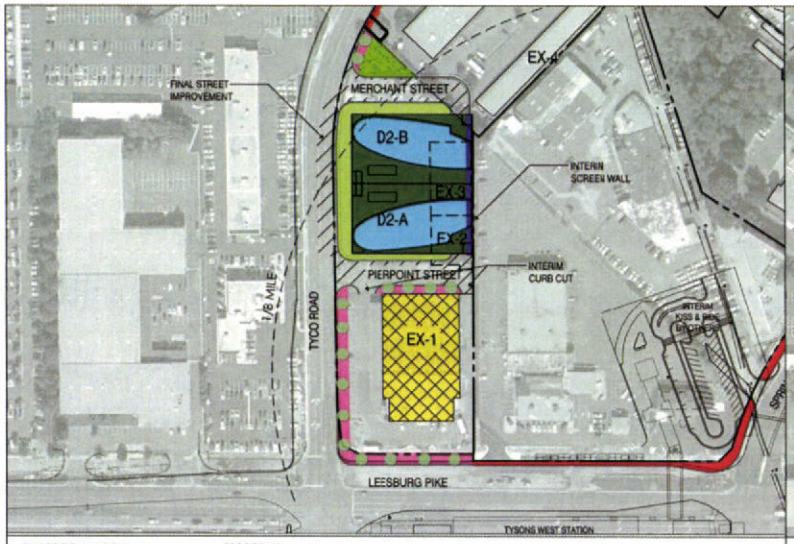
PART D

PART D - PHASING DIAGRAM
INDIVIDUAL BUILDINGS

Scale: NTS

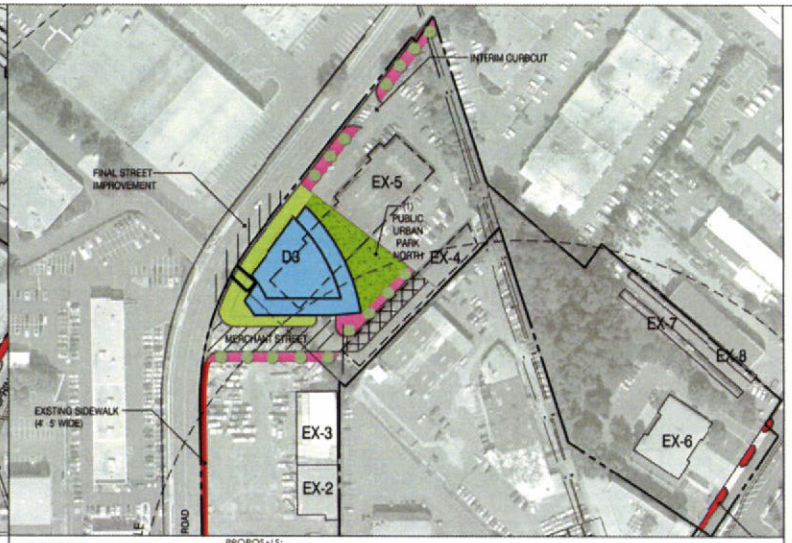
A-6.0



PHASE D2-A & D2-B

DEMOLITION:
- EX - 2
- EX - 3

PROPOSALS:
- ACTIVATION OF EXISTING BUILDING EX-1 FOR INTERIM USE.



PHASE D3

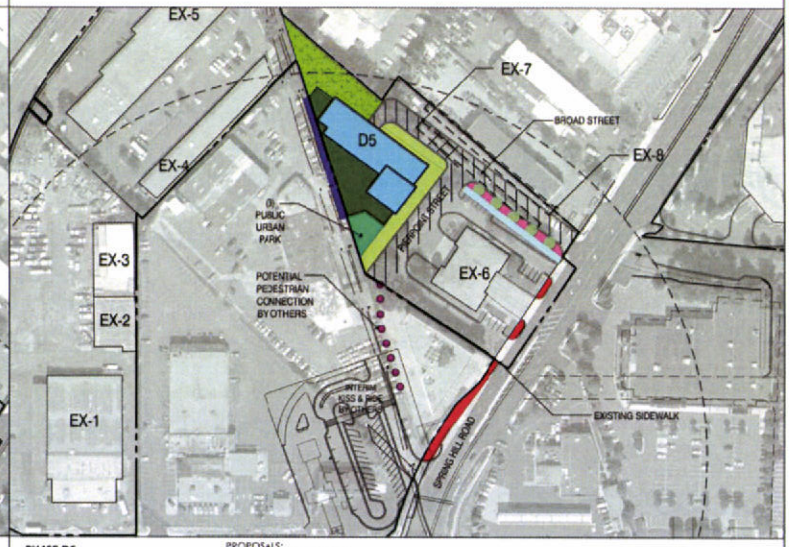
DEMOLITION:
- EX - 4
- PART OF EX - 5

PROPOSALS:
- CONSTRUCT BUILDING D3.
- CONSTRUCT MERCHANT STREET ALONG D3 FRONTAGE.
- FINAL STREET AND STREETSCAPE ALONG D3 FRONTAGE ON TYCO ROAD AND NORTH SIDE OF MERCHANT STREET TO GARAGE ENTRANCE
- CONSTRUCT INTERIM CONDITION OF (1) PUBLIC URBAN PARK NORTH
- INTERIM STREETSCAPE ON TYCO ROAD NORTH OF BUILDING D3, ON SOUTH SIDE OF MERCHANT STREET, AND ON NORTH SIDE OF MERCHANT STREET EAST OF GARAGE ENTRANCE.

PHASE D4 (OPTION 1 & 2)

DEMOLITION:
- PART OF EX - 4
- PART OF EX - 5

PROPOSALS:
- CONSTRUCT BUILDING D4.
- FINAL CONSTRUCTION OF BROAD STREET ALONG D4 FRONTAGE.
- FINAL STREETSCAPE IMPROVEMENT ALONG D4'S TYCO ROAD AND BROAD STREET FRONTAGE.
- CONSTRUCT FINAL CONDITION OF URBAN PARK (2).
- INTERIM STREETSCAPE IMPROVEMENT ON TYCO ROAD ALONG FUTURE D3.
- CONSTRUCT INTERIM CONDITION OF (1) PUBLIC URBAN PARK NORTH



PHASE D5

DEMOLITION:
- EX - 7
- EX - 8

PROPOSALS:
- CONSTRUCT BUILDING D5.
- CONSTRUCT INTERIM BROAD STREET FROM SPRING HILL ROAD TO PARKING GARAGE AND LOADING ENTRANCE OF BUILDING D5.
- CONSTRUCT FINAL PIERPOINT STREET ALONG BUILDING D5 & (3) PUBLIC URBAN PARK
- CIRCULATION AND ACCESS IMPROVEMENT ON BUILDING EX-6.
- INTERIM RETAINING WALL ALONG BROAD STREET AT BUILDING EX-6.
- INTERIM STREETSCAPE IMPROVEMENT AT BROAD STREET ALONG BUILDING EX-6 FRONTAGE.
- INTERIM SCREEN WALL AT D5.

LEGEND

- Building
- Interim Skypark
- Final Skypark
- Final Streetscape
- Existing Sidewalk
- Interim Streetscape
- Interim Park and Open Space Improvement
- Final Urban Park
- Final Road Construction
- Interim Road Construction
- Interim Use
- Interim Screen Wall
- Existing Sidewalk
- Interim Retaining Wall

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 200
Washington, DC 20036
tel 202 457 8040
fax 202 463 5198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8400 Greenbrier Dr. P100
McLean, VA 22102
tel 703.891.1040
fax 703.286.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Gaudreau
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.448.7800
fax 703.901.8387
e-mail rgaudreau@vika.com

Landscape Architect
Parkerrodriguez, INC
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.8880
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wplusa.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8400 Greenbrier Dr. P100
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.22.11
CDP (Part D)	07.12.11
CDP (Part D)	10.19.12
CDP (Part D)	11.28.12
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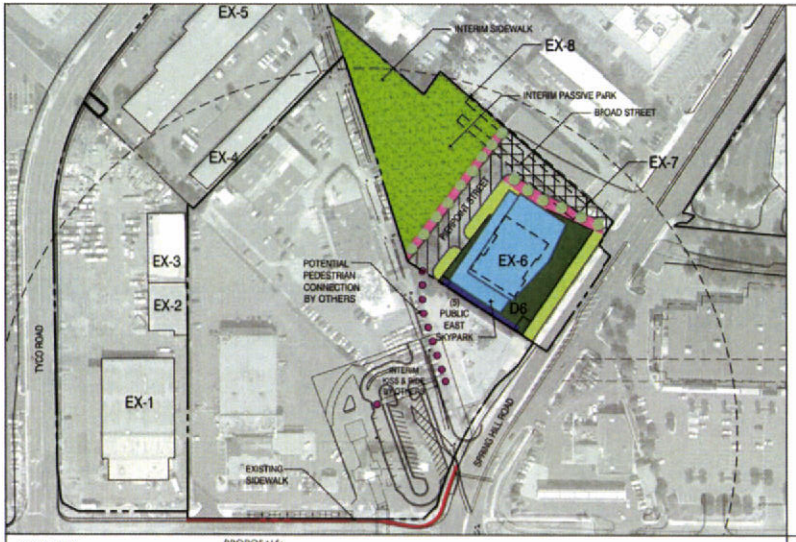
WDG Project No. WA0801
PART D

PART D - PHASING DIAGRAM
INDIVIDUAL BUILDINGS

Scale: NTS

A-7.0



PHASE D6

DEMOLITION:
- EX - 6
- EX - 7
- EX - 8

PROPOSALS:
- CONSTRUCT BUILDING D6.
- CONSTRUCT INTERIM BROAD STREET FROM SPRING HILL ROAD TO PIERPOINT STREET.
- CONSTRUCT PIERPOINT STREET ALONG BUILDING D6 FRONTAGE.
- FINAL SKY PARK.
- INTERIM SCREEN WALL AT D6.
- INTERIM SIDEWALK ON BROAD STREET AND PIERPOINT STREET ALONG D5 FRONTAGE.
- INTERIM PASSIVE PARK AT D5.

LEGEND

- Building
- Interim Skypark
- Final Skypark
- Final Streetscape
- Existing Sidewalk
- Interim Streetscape
- Interim Park and Open Space Improvement
- Final Urban Park
- Final Road Construction
- Interim Road Construction
- Interim Use
- Interim Screen Wall
- Existing Sidewalk
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WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 8200
fax 202 463 5195
e mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greenshoro Dr. P100
McLean, VA 22102
tel 703.891.1540
fax 703.226.0995
e mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert K. Lochner
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e mail rlochner@vika.com

Landscape Architect
Parkerrodriguez, PrC
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6880
e mail prc@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Rabeh
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e mail rabeh@wpeab.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.1700
fax 703.525.3191
e mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P100
McLean, VA 22102

CDP	06.22.10
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CDP (Part D)	07.12.11
CDP (Part D)	10.19.12
CDP (Part D)	11.28.12
CDP (Part D)	06.8.13

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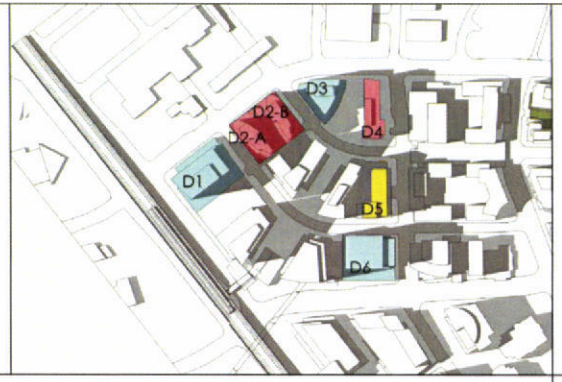
PART D

PART D - PHASING DIAGRAM
INDIVIDUAL BUILDINGS

Scale: NTS

A-8.0

DECEMBER 3:00 PM



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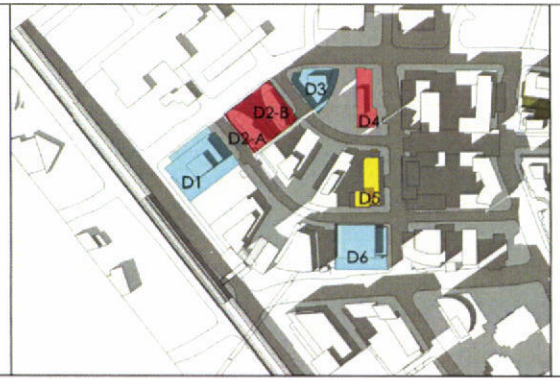

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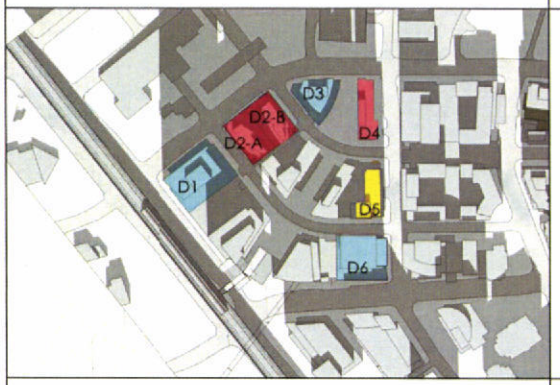

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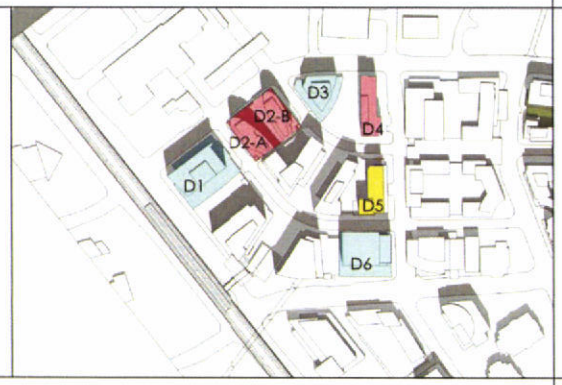

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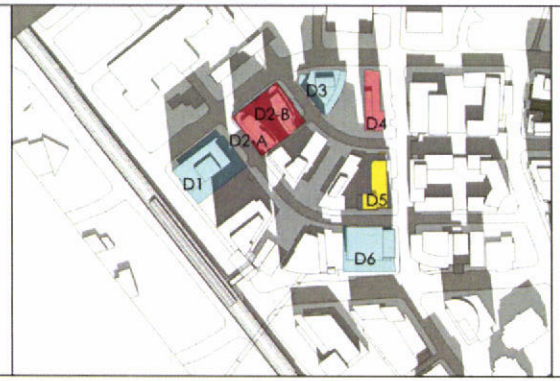

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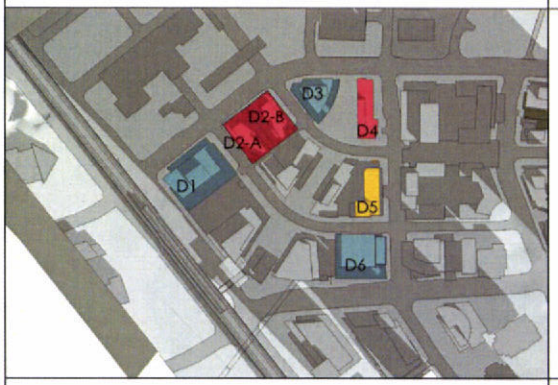

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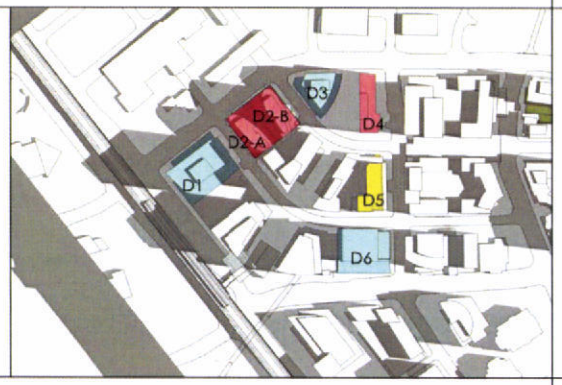

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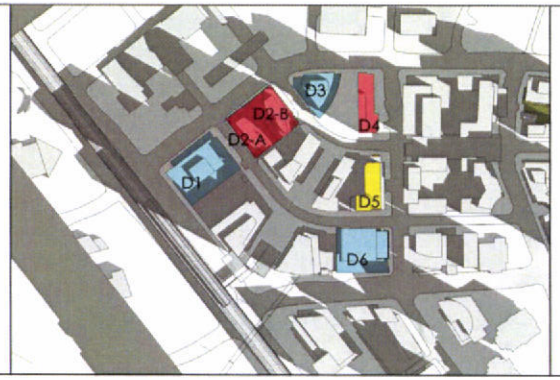

MARCH 9:00 AM

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 310
Washington, DC 20036
tel 202 857 8890
fax 202 463 5198
e-mail info@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P100
McLean, VA 22102
tel 703.851.1540
fax 703.206.0995
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Gardner
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.0787
e-mail rgardner@vika.com

Landscape Architect
Fisher&Rodriguez, INC
Contact: Tom M. Rodriguez
301 N. Union Street
Suite 200
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6883
e-mail jfisher@fisherandrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabat
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabat@wpeds.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P100
McLean, VA 22102

CDP	06.29.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.11
CDP (Part C & G)	11.22.11
CDP (Part D)	07.13.11
CDP (Part D)	10.19.11
CDP (Part D)	11.08.11
SDP (Pt. 2)	04.18.12

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PART D

PART D - SHADOW STUDIES
(OPTION 1 - MAX COMMERCIAL)

Scale: NTS

A-9.0

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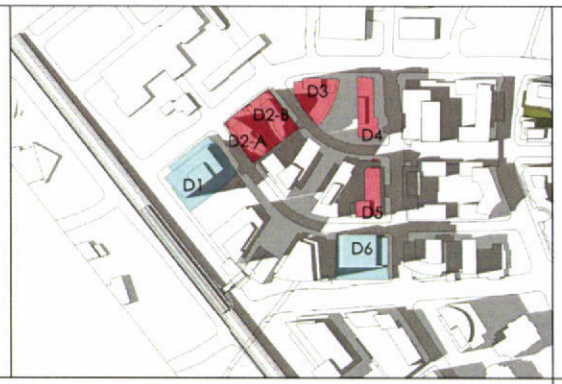

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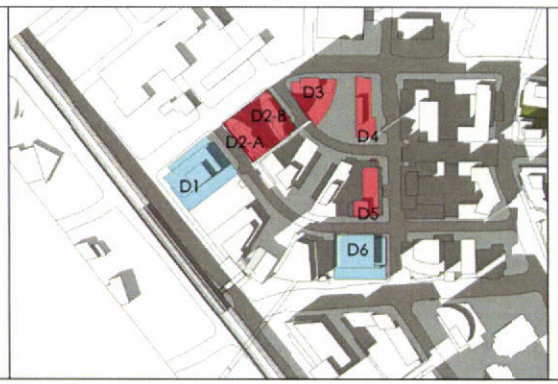

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JUNE 12:00 PM

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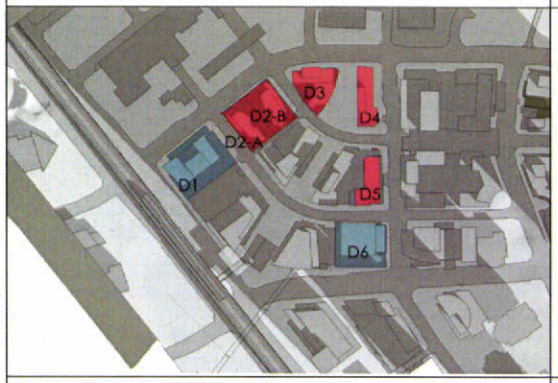

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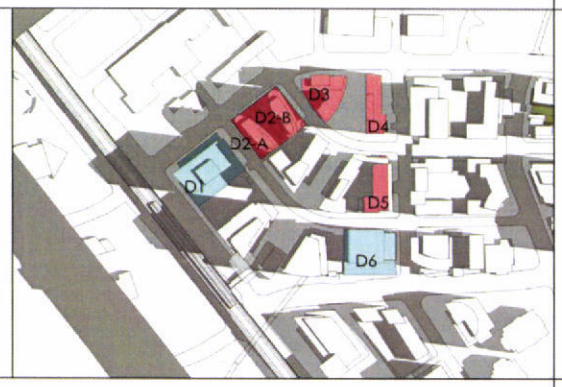

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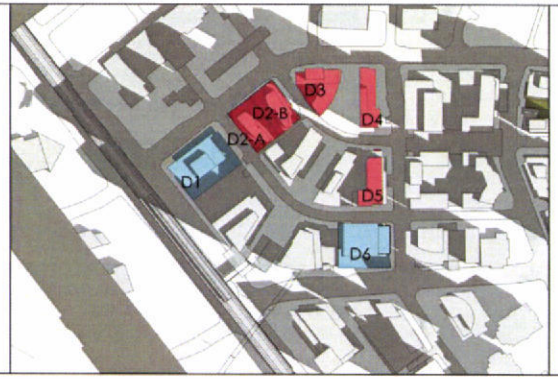


MARCH 9:00 AM

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue NW
Suite 310
Washington DC 20036
tel 202 822 8310
fax 202 463 3119
e-mail info@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8400 Greenbriar Dr. P100
McLean, VA 22102
tel 703.821.1540
fax 703.356.8905
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greenbriar drive
Suite 300
McLean, VA 22102
tel 703.442.7800
fax 703.761.2387
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6880
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
e-mail ckabatt@wells-and.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walsh-law.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8400 Greenbriar Dr. P100
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.22.11
CDP (Part D)	07.13.12
CDP (Part D)	10.19.12
CDP (Part D)	11.28.12
[illegible]	[illegible]

WDG Project No. WA0801
PART D

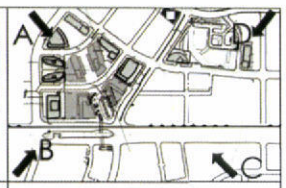
PART D - SHADOW STUDIES
(OPTION 2 - MAX RESIDENTIAL)

Scale: NTS

A-10.0

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PROPOSED BUILDINGS

LEGEND



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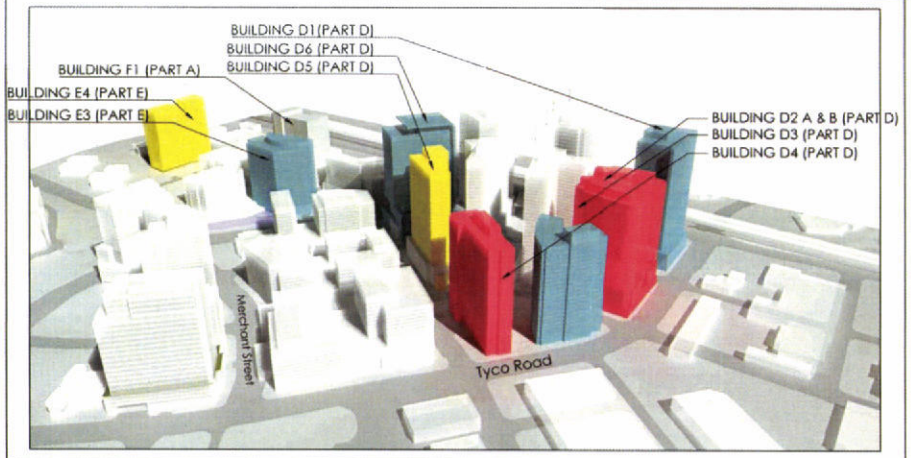

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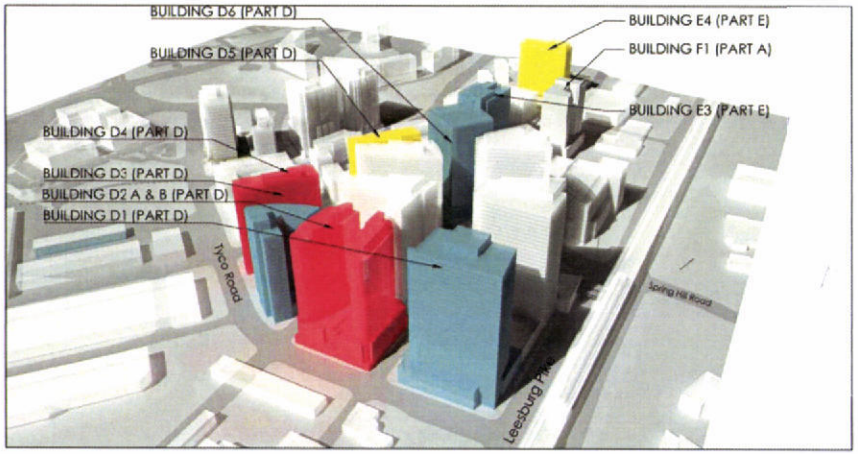

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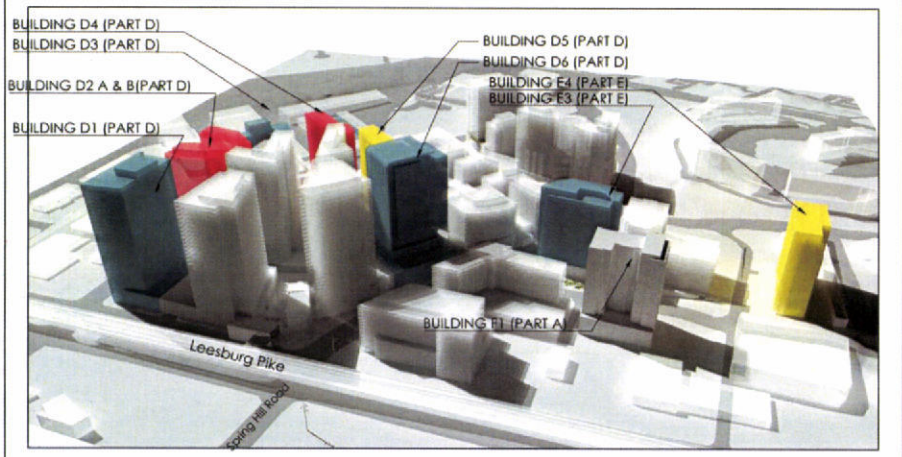

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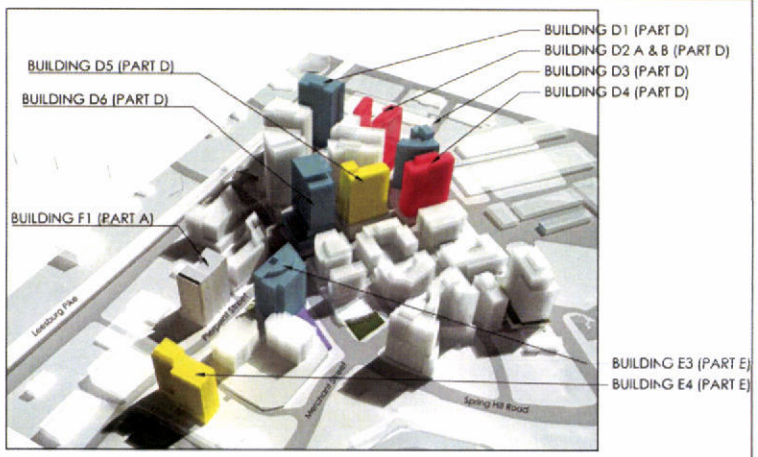

D

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 6300
fax 202 463 9718
e-mail mail@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8400 Greenbrier Dr. P100
McLean, VA 22102
tel 703.893.1040
fax 703.556.0990
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail rcochran@vika.com

Landscape Architect
Parkerrodriguez, INC.
Contact: Eric M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.0880
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walsh.thelawfirm.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8400 Greenbrier Dr. P100
McLean, VA 22102

CDP	06.28.13
CDP (Resubmission)	08.04.13
CDP (Accepted)	10.14.13
CDP (Part C & D)	11.22.1
CDP (Part D)	07.12.11
CDP (Part D)	10.19.11
CDP (Part D)	11.28.11
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WDG Project No. WA08001

PART D

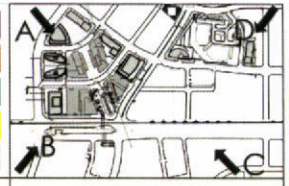
PROPOSED DEVELOPMENT WITH NEIGHBORING PROPERTIES-OPTION 1

Scale: NTS

A-11.0

RETAIL
RESIDENTIAL
OFFICE
HOTEL
EXISTING BUILDINGS

LEGEND



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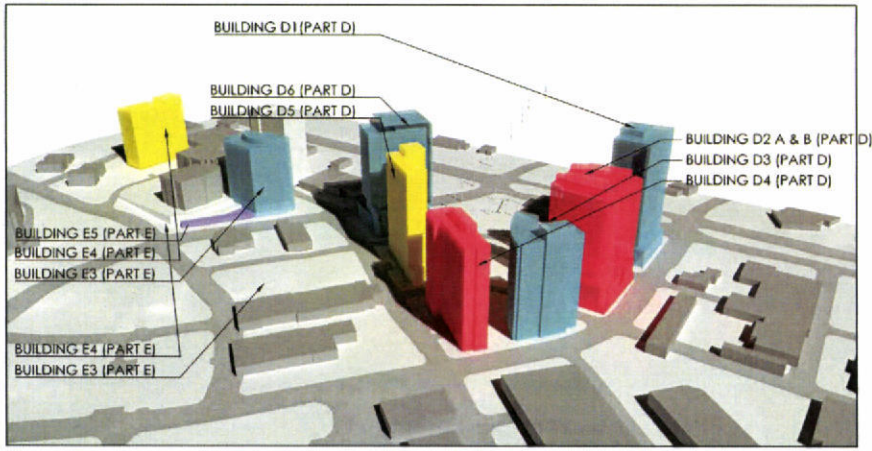

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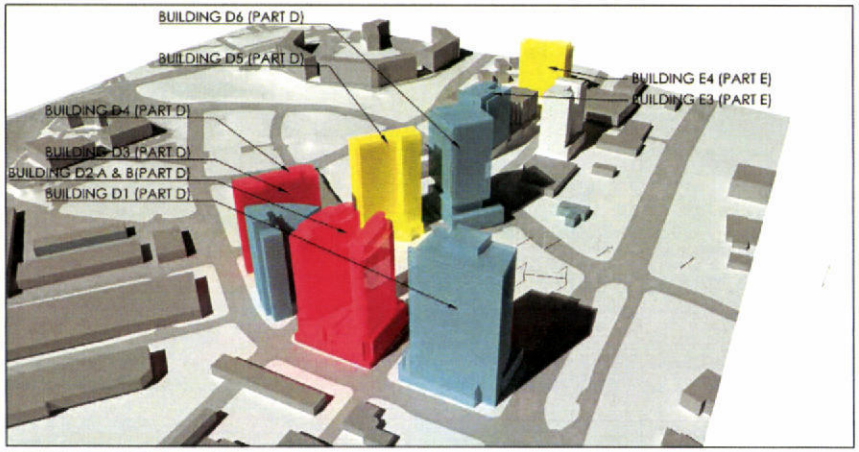

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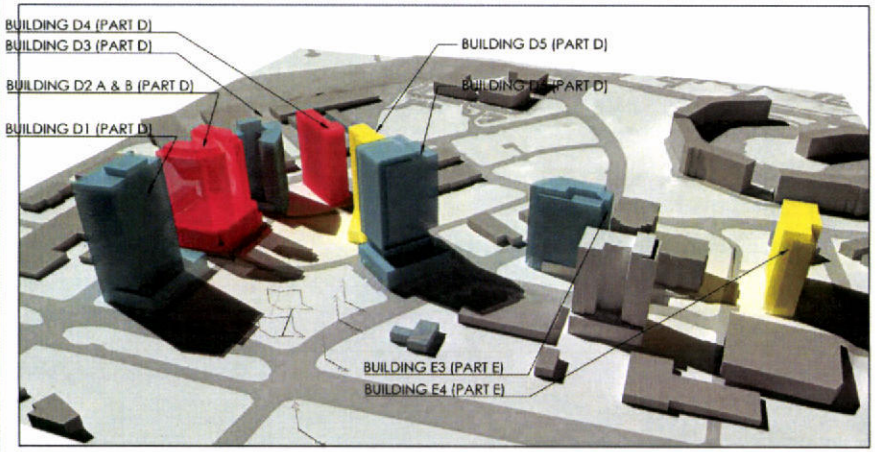

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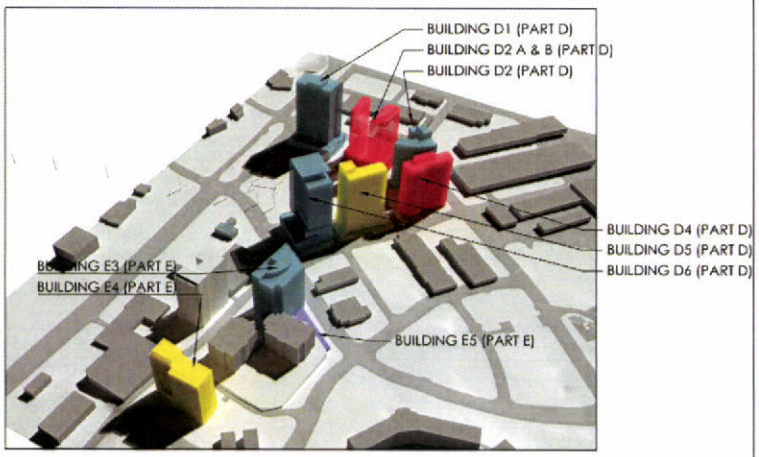

D

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 3980
e-mail info@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P100
McLean, VA 22102
tel 703.821.1540
fax 703.556.0995
e-mail Aaron@georgelas-group.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Fisher&Rodriguez, INC.
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 350
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6880
e-mail jpatton@fisherandrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
e-mail ckabatt@wpcpllc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
12th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walsh.colucci@verizon.net

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P100
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.22.11
CDP (Part D)	07.12.12
CDP (Part D)	10.19.12
CDP (Part D)	11.20.12
SDP (Part D)	06.07.02

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PART D

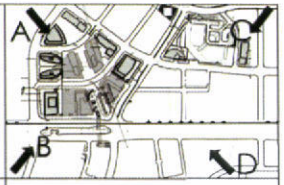
PROPOSED DEVELOPMENT WITH EXISTING CONTEXT - OPTION 1

Scale: NTS

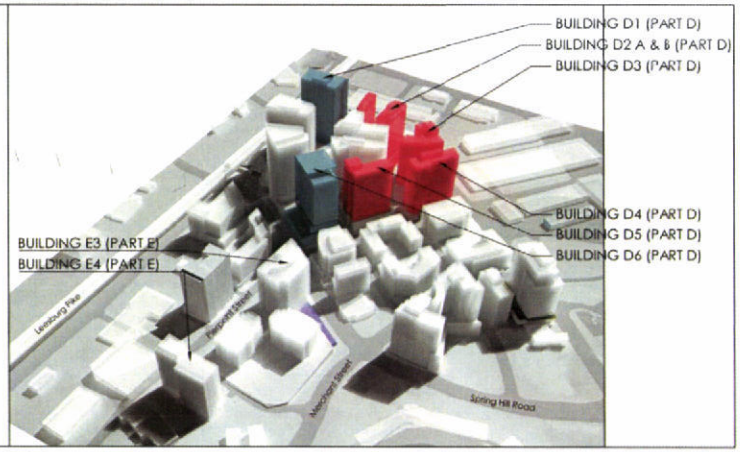
A-12.0

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PROPOSED BUILDINGS

LEGEND



KEY PLAN



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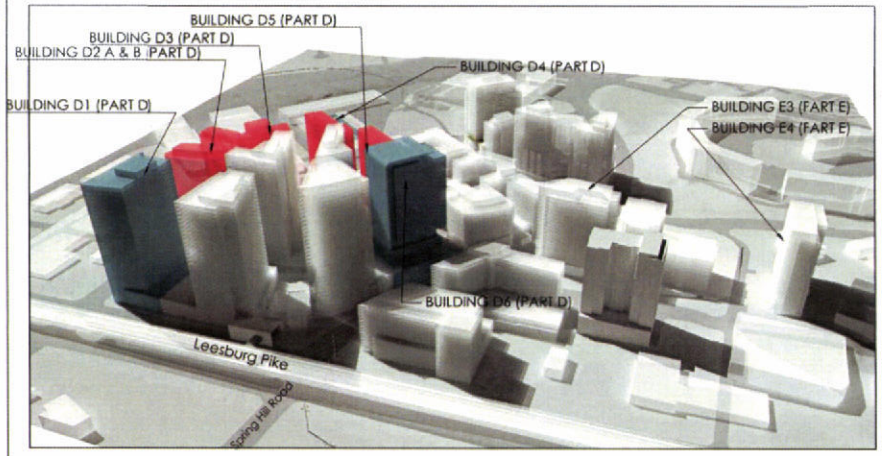

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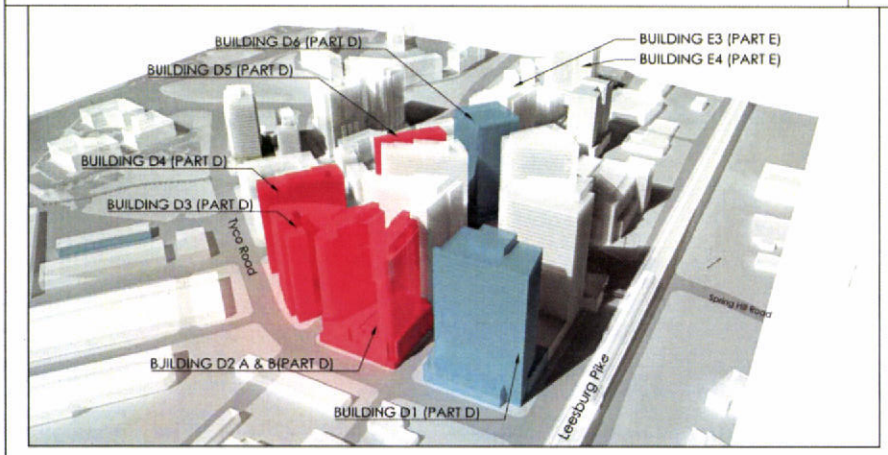

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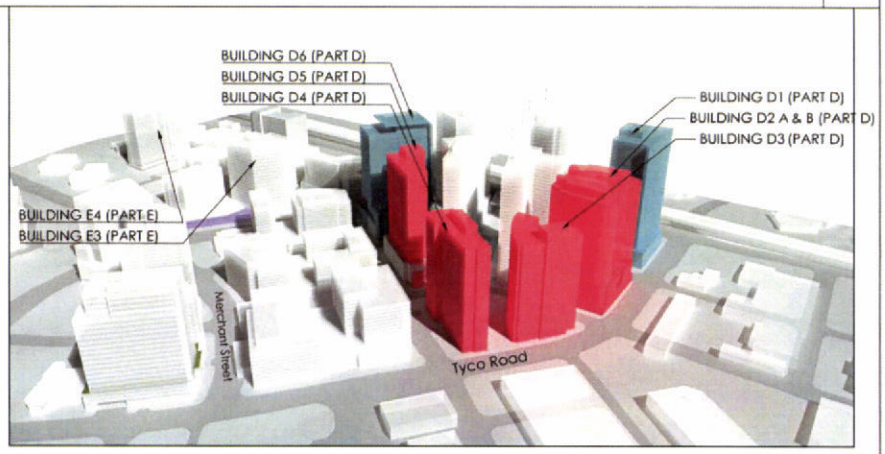

D

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue NW
Suite 310
Washington DC 20036
tel 202 833 8310
fax 202 463 5176
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P100
McLean, VA 22101
tel 703.821.1540
fax 703.336.0145
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
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McLean, VA 22102
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Landscape Architect
Parker Rodriguez, INC
Contact: Tom M. Rodriguez
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Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6880
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Glen Kubani
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckubani@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walsh-law.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P100
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.22.11
CDP (Part D)	07.13.11
CDP (Part D)	10.19.11
CDP (Part D)	11.08.11
CDP (Art. 2)	12.12.12

WDG Project No. WA0800

PART D

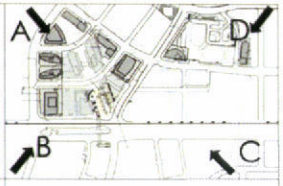
PROPOSED DEVELOPMENT WITH NEIGHBORING PROPERTIES-OPTION 2

Scale: NTS

A-13.0

RETAIL
RESIDENTIAL
OFFICE
HOTEL
EXISTING BUILDINGS

LEGEND



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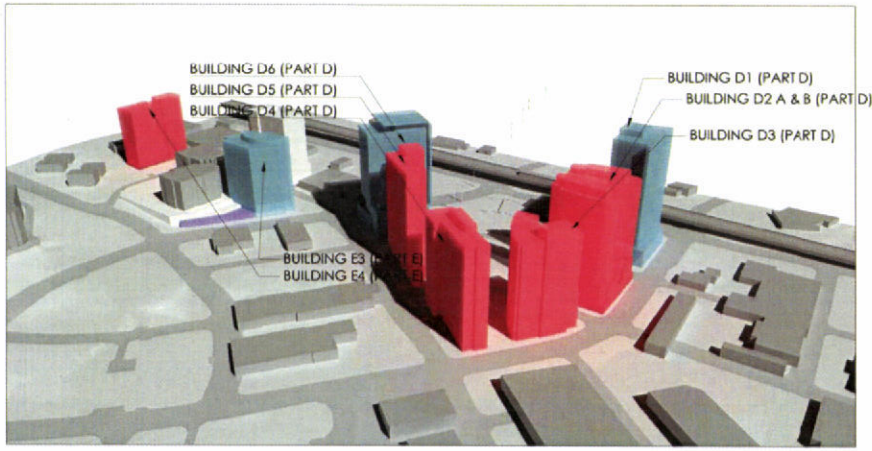

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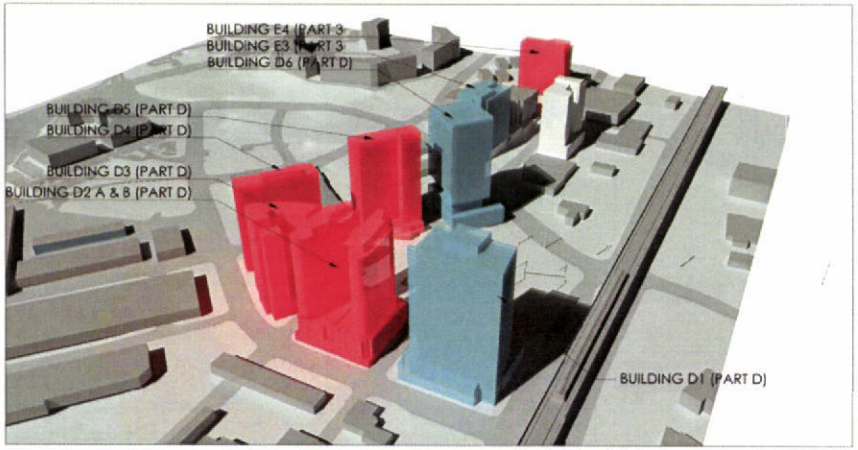

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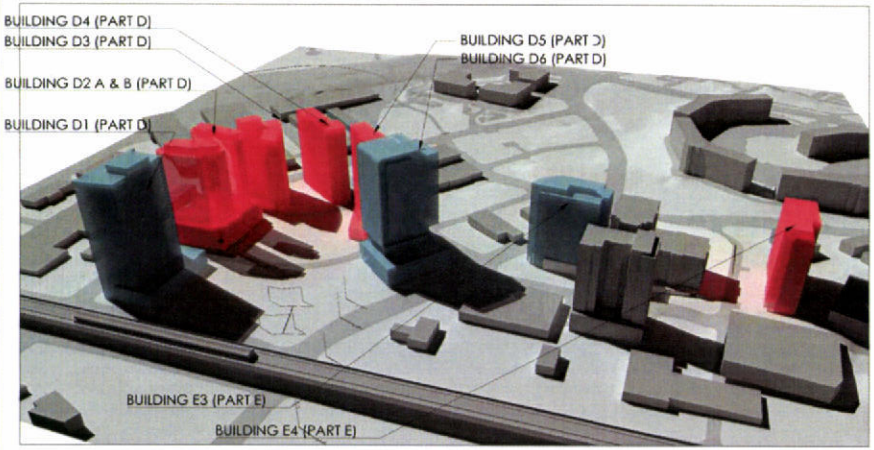

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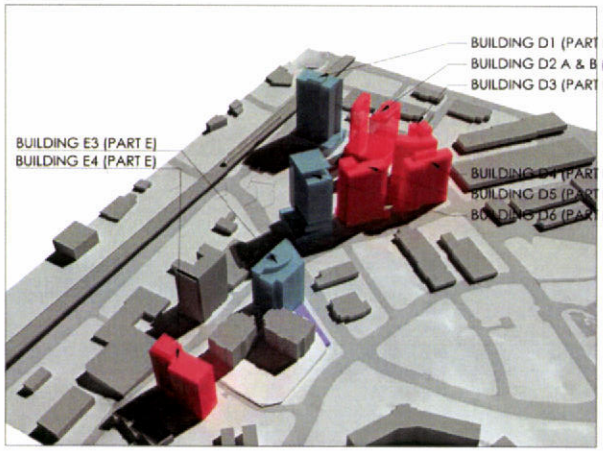

D

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 310
Washington, DC 20036
tel 202 857 0310
fax 202 463 5198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8400 Greensboro Dr. P100
McLean, VA 22102
tel 703.821.1340
fax 703.356.0705
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Coulter
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.448.7800
fax 703.761.2787
e-mail rcoulter@vika.com

Landscape Architect
Parker-Rodriguez, INC
Contact: Tim M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.0880
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wellsplus.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3405
e-mail ebaker@walsh.delaney@aol.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8400 Greensboro Dr. P100
McLean, VA 22102

CDP	06.22.10
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CDP (Part D)	07.13.11
CDP (Part D)	10.19.11
CDP (Part D)	11.28.11
CDP (Part D)	[illegible]

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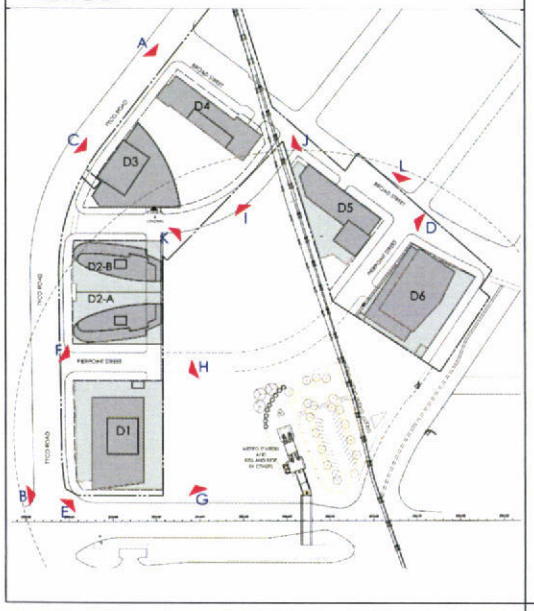
PART D

PROPOSED DEVELOPMENT WITH EXISTING CONTEXT - OPTION 2

Scale: NTS

A-14.0

KEYPLAN



A - VIEW FROM TYCO ROAD | 1

B - VIEW FROM LEESBURG PIKE | 2

NOTES:

1. ALL PERSPECTIVE VIEWS ARE ILLUSTRATIVE AND ARE SUBJECT TO FINAL ENGINEERING AND DESIGN.
2. REFER TO LANDSCAPE DRAWINGS FOR CONCEPTUAL DESIGN OF STREETSCAPE AND PUBLIC PARK.

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 0500
fax 202 463 5990
e-mail info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P100
McLean, VA 22102
w 703.891.9460
fx 703.286.5995
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Gardner
8180 Greensboro drive
Suite 200
McLean, VA 22102
w 703.442.7800
fx 703.761.2787
e-mail rgardner@vika.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Traci M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
w 703.548.5010
fx 703.548.5480
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
w 703.917.6620
fx 703.917.0739
e-mail ckabatt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
w 703.528.4700
fx 703.525.3197
e-mail ebaker@walsh-law-firm.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P100
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.23.11
CDP (Part D)	07.13.12
CDP (Part D)	10.12.12
CDP (Part D)	11.28.12

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PART D

ILLUSTRATIVE VIEWS

Scale NTS

A-15.0

C - VIEW FROM TYCO ROAD | 1

D - VIEW FROM BROAD STREET | 2

NOTES:

1. ALL PERSPECTIVE VIEWS ARE ILLUSTRATIVE AND ARE SUBJECT TO FINAL ENGINEERING AND DESIGN.
2. REFER TO LANDSCAPE DRAWINGS FOR CONCEPTUAL DESIGN OF STREETSCAPE AND PUBLIC PARK.
3. REFER TO SHEET A-15.0 FOR VIEWS KEYPLAN

E - VIEW FROM LEESBURG PIKE | 3

F - VIEW FROM TYCO ROAD | 4

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, D.C. 20036
tel 202 331 8000
fax 202 463 2999
e-mail info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeopolos
8405 Greensboro Dr. P100
McLean, VA 22102
w 703.891.7540
fax 703.556.0195
e-mail Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
w 703.442.7800
fax 703.761.2110
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC
Contact: Toni M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
w 703.548.5010
fax 703.548.5080
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
w 703.917.6620
fax 703.917.0789
e-mail ckabatt@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
w 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8405 Greensboro Dr. P100
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.23.11
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CDP (Part D)	01.13.13

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PART D
ILLUSTRATIVE VIEWS

Scale: NTS

A-16.0

NOTES:

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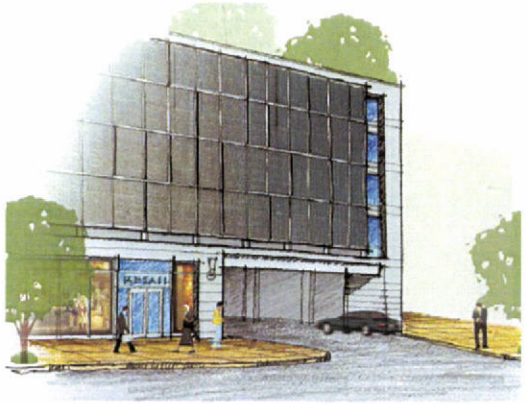
3. REFER TO SHEET A1.5.0 FOR VIEWS KEYPLAN.

G - BUILDING D1 - VIEW FROM LEESBURG PIKE | 1

Ultimate parking garage and loading access to Building C1 (Cherner's) and D1 with service alley at Building D1



Example of how interim parking and loading access to future buildings on Pierpoint Street east of D1 and D2-A can be reconfigured with retail with ultimate garage loading off servive alley constructed with D1 and D2-A.

H - BUILDING D1 - VIEW FROM PIERPOINT STREET | 2

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 3199
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greenshire Dr. P150
McLean, VA 22102
tel 703.821.1540
fax 703.556.0191
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2797
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Traci M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5080
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greenshire Dr. P150
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.04.10
CDP (Accepted)	10.14.10
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CDP (Part D)	11.28.12
CDP (Part D)	[illegible]

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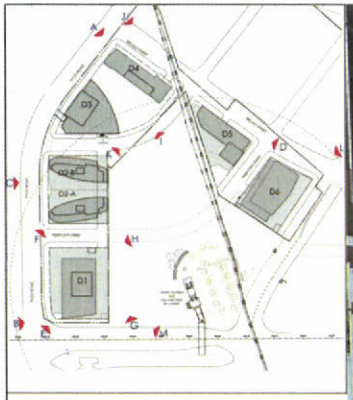
PART D
ILLUSTRATIVE VIEWS

Scale

A-17.0



KEY PLAN

NOTES:

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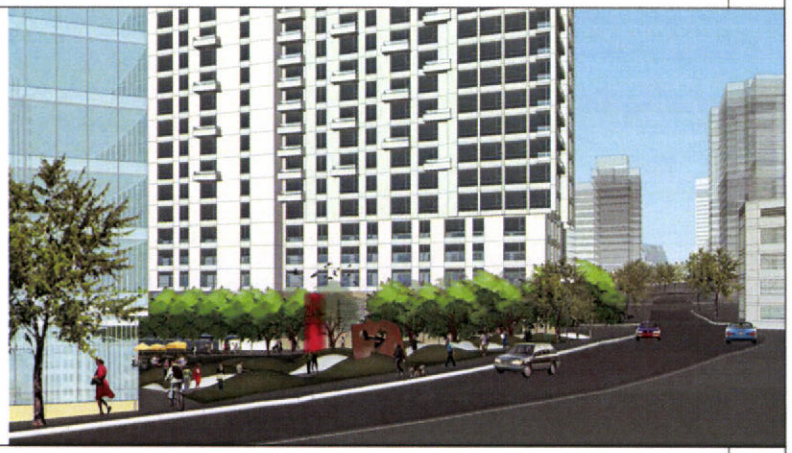
2. REFER TO LANDSCAPE DRAWINGS FOR CONCEPTUAL DESIGN OF STREETSCAPE AND PUBLIC PARK.
3. REFER TO SHEET A-15.0 FOR VIEWSKEYPLAN.

I- VIEW OF (1) PUBLIC URBAN PARK NORTH | 1

J - VIEW OF D4 FROM TYCO ROAD | 2



K- VIEW OF D4 FROM MERCHANT STREET | 3

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202.857.8290
fax 202.463.0119
e-mail info@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P150
McLean, VA 22102
tel 703.821.1340
fax 703.556.8995
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 350
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, P.C.
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 300
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5080
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wellsplc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3191
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P150
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.22.1
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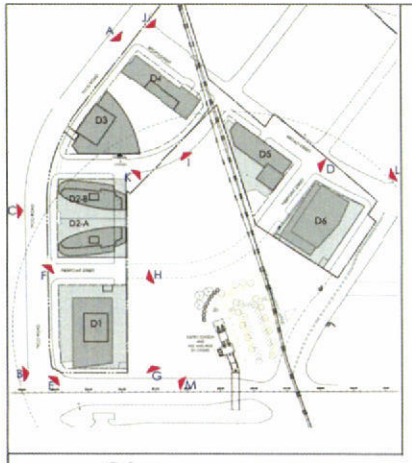
PART D
ILLUSTRATIVE VIEWS

Scale:

A-18.0



KEY PLAN

NOTES:

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2. REFER TO LANDSCAPE DRAWINGS FOR CONCEPTUAL DESIGN OF STREETSCAPE AND PUBLIC PARK.
3. REFER TO SHEET A-12.0 FOR VIEWS KEYPLAN.

L- VIEW OF D6 AT SPRING HILL ROAD AND GREENSBORO DRIVE 1

M - EXAMPLE OF SKY PARK ENTRANCE 2

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 310
Washington DC 20036
tel 202 857 8340
fax 202 463 5116
e-mail mail@wdgpllc.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P100
McLean, VA 22102
tel 703.821.1540
fax 703.206.0995
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert K. Cochran
8180 Greensboro drive
Suite 800
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Fukui/Rodriguez, INC
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 200
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5080
e-mail jpacker@fukuirodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wpcable.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3191
e-mail ebaker@walshcolucci.com

Spring Hill Station
Part D
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P100
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.22.11
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SDP (Part D)	12.7.11

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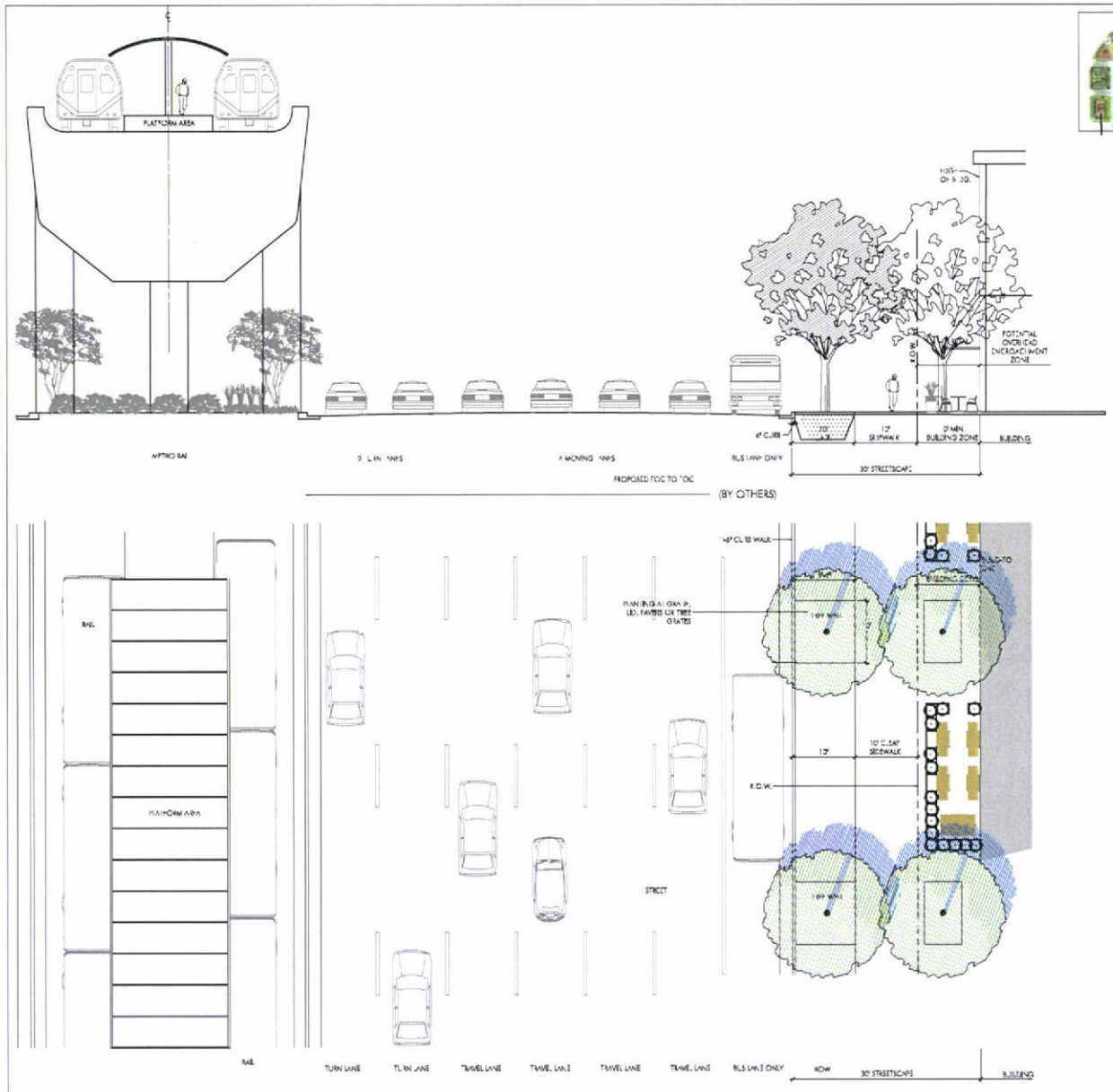
PART D
ILLUSTRATIVE VIEWS

Scale:

A-19.0

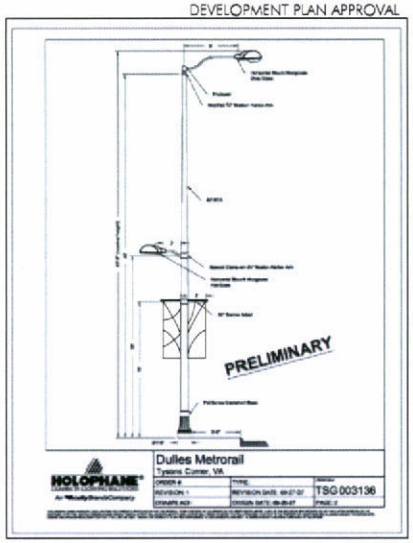


01 ROUTE 7 (BOULEVARD)

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

ROUTE 7 BOULEVARD STREETSCAPE CONCEPTS

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



02 DTP MWAA STREETLIGHT STANDARD

WDG ARCHITECTURE

WDG Architecture, PLLC
1050 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 331 5000
fax 202 463 5198
email wdg@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeto
8403 Greensboro Dr, P100
McLean, VA 22102
tel 703.893.1540
fax 703.556.0195
email: Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert B. Carter
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
email: rcarter@vika.com

Landscape Architect
Parker Rodriguez, PC
Contact: Tiffi Ali, Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6880
email: tiffi@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabat
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
email: ckabat@wells-inc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
email: ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8403 Greensboro Dr, P100
McLean, VA 22102

CDP	06.12.11
CDP (RESUBMISSION)	07.12.12
CDP (RESUBMISSION)	10.10.12
CDP (RESUBMISSION)	11.28.12
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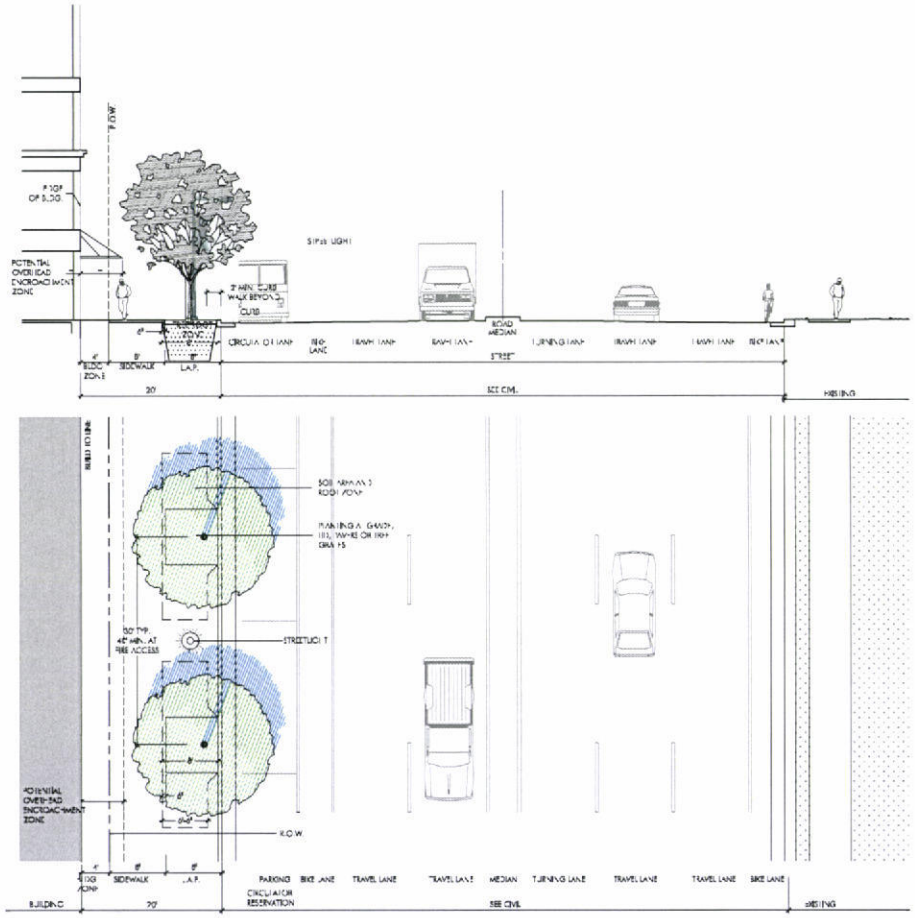
STREET SECTIONS

Scale: AS NOTED

L-1



01 SPRING HILL ROAD

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

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

SPRING HILL ROAD STREETSCAPE CONCEPTS

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 0300
fax 202 466 9998
email wdg@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeton
8400 Greenbriar Dr, P200
McLean, VA 22102
tel 703.849.1040
fax 703.556.0490
email: Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Carlson
8180 Greensboro drive
Suite 800
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
email: rcarlson@vika.com

Landscape Architect
Parkhill Rodriguez, INC.
Contact: Till M. Rodriguez
101 N. Union Street
Suite 200
Alexandria, VA 22314
tel 703.548.5040
fax 703.548.6980
email: jtaylor@parkhillrodriguez.com

Traffic Consultant
Walk + Associates, Inc.
Contact: Chris Kabat
1430 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.903.6650
fax 703.903.0596
email: ckabat@walkinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.1700
fax 703.528.3191
email: ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8400 Greenbriar Dr, P200
McLean, VA 22102

CDP	06.13.11
CDP (RESUBMISSION)	07.12.19
CDP (RESUBMISSION)	10.10.19
CDP (RESUBMISSION)	11.06.19
CDP (RESUBMISSION)	01.11.20

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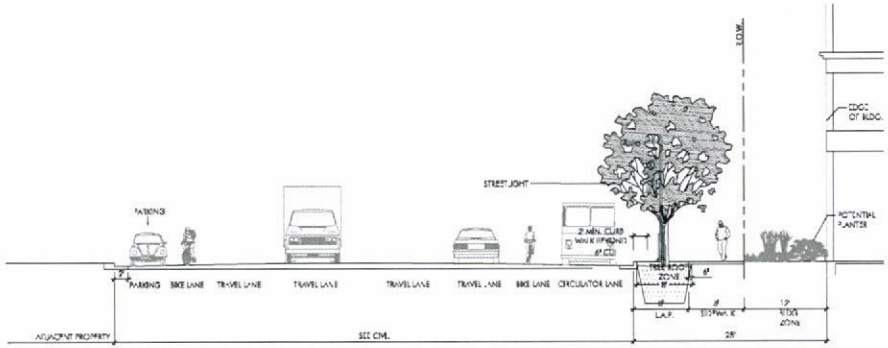
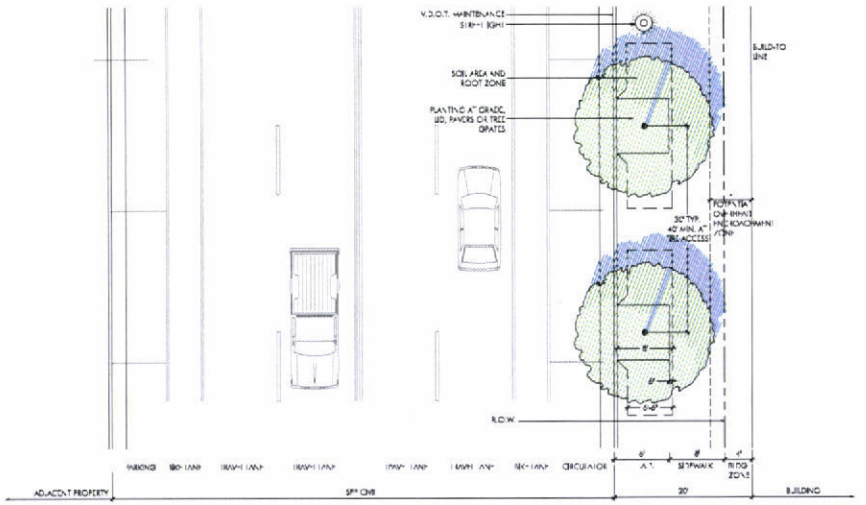
STREET SECTIONS

Scale: AS NOTED

L-2





01 TYCO ROAD

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

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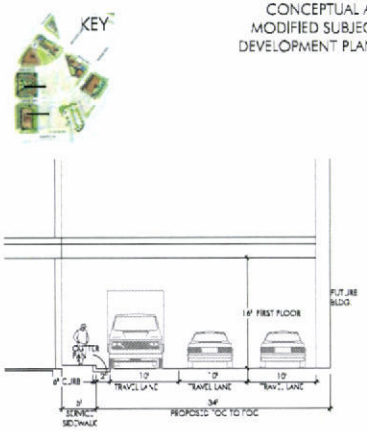

ALLEY SECTION

TYCO ROAD STREETSCAPE CONCEPTS

WDG ARCHITECTURE

WDG Architecture, PLLC
1200 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202.857.0500
fax 202.463.2599
email wdg@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeson
8400 Greenbrier Dr, P150
McLean, VA 22102

tel 703.821.1840
fax 703.556.0995
e-mail Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Carlson
8180 Greensboro drive
Suite 200
McLean, VA 22102

tel 703.442.7800
fax 703.761.2787
e-mail carlson@vika.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Tal M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314

tel 703.548.5010
fax 703.548.6580
e-mail tmr@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Wells
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102

tel 703.917.6620
fax 703.917.7593
e-mail cwells@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201

tel 703.528.1700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8400 Greenbrier Dr, P150
McLean, VA 22102

CDP	11.20.11
CDP (RESUBMISSION)	07.12.12
CDP (RESUBMISSION)	12.19.12
CDP (RESUBMISSION)	11.22.13
CDP (RESUBMISSION)	01.11.13

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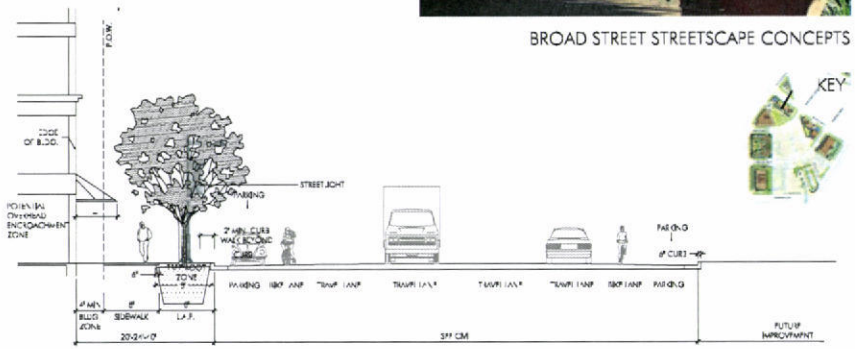
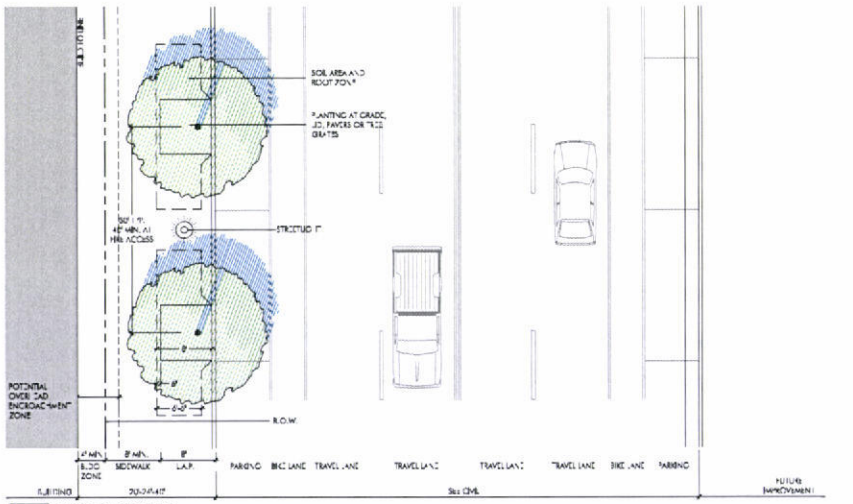
STREET SECTIONS

Scale: AS NOTED

L-3

BROAD STREET STREETSCAPE CONCEPTS



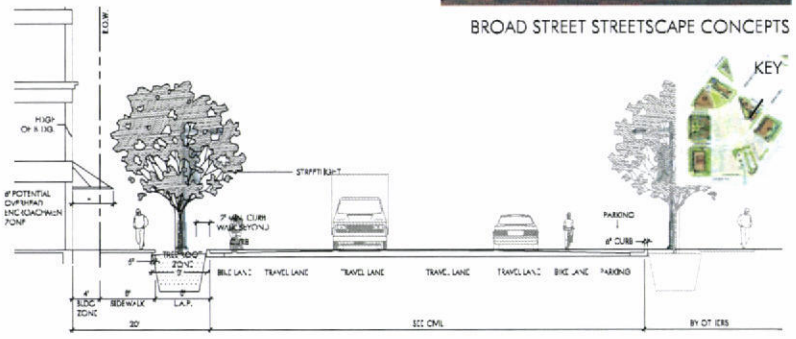


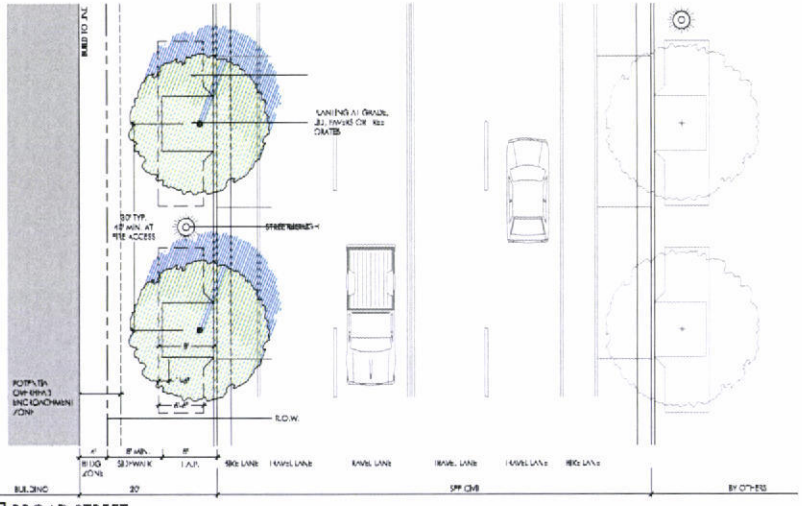
01 BROAD STREET

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

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

BROAD STREET STREETSCAPE CONCEPTS





02 BROAD STREET

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

WDG ARCHITECTURE

WDG Architecture, PLLC
1050 Connecticut Avenue NW
Suite 500
Washington DC 20036
tel 202 857 8400
fax 202 463 8199
email wdg@wdgarch.com

Applicant
Greenpoint Group LLC
Contact: Aaron Greenpoint
8400 Greenbriar Dr, P130
Mclean, VA 22102
tel 703.891.0640
fax 703.556.0995
email Aaron@greenpointgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Lesher
8180 Greensboro drive
Suite 800
McLean, VA 22102
tel 703.442.7800
fax 703.761.2282
email rlesher@vika.com

Landscape Architect
Parker Rodriguez, P.C.
Contact: Tim M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.8580
email jackie@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc
Contact: Chris Yelon
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
email cyelon@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
email ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Greenpoint Group
8400 Greenbriar Dr, P130
McLean, VA 22102

CDP	11.30.11
CDP (REISSUE/REVISION)	07.12.12
CDP (REISSUE/REVISION)	10.19.12
CDP (REISSUE/REVISION)	11.28.12
CDP (REISSUE/REVISION)	01.11.13

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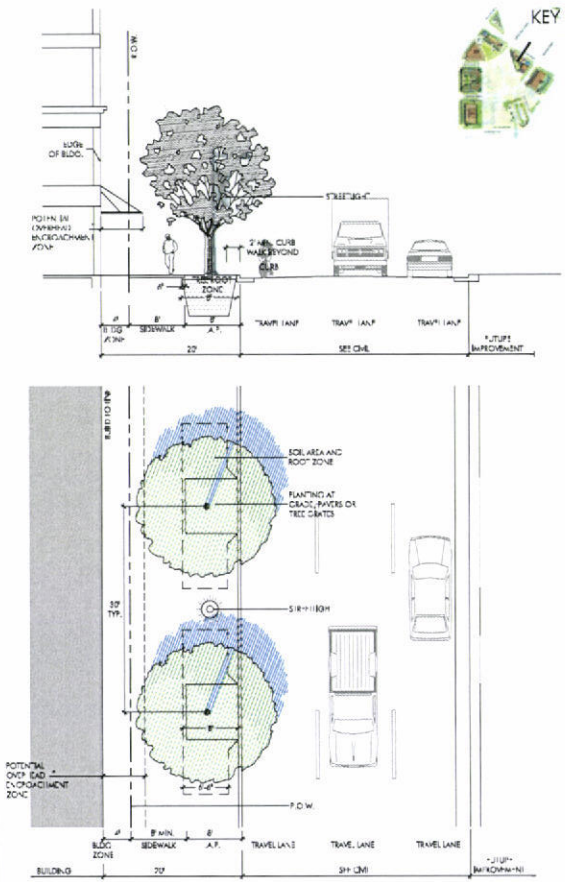
STREET SECTIONS

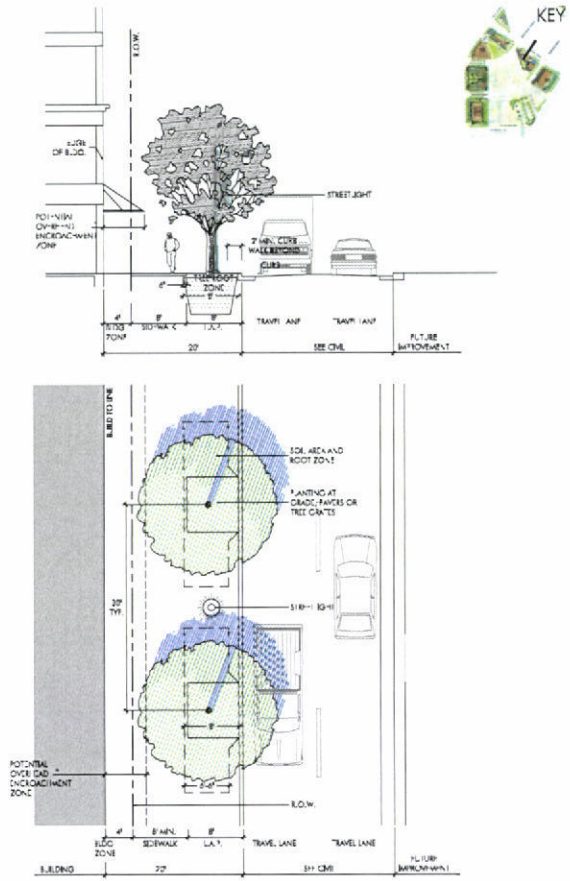
Scale: AS NOTED

L-4



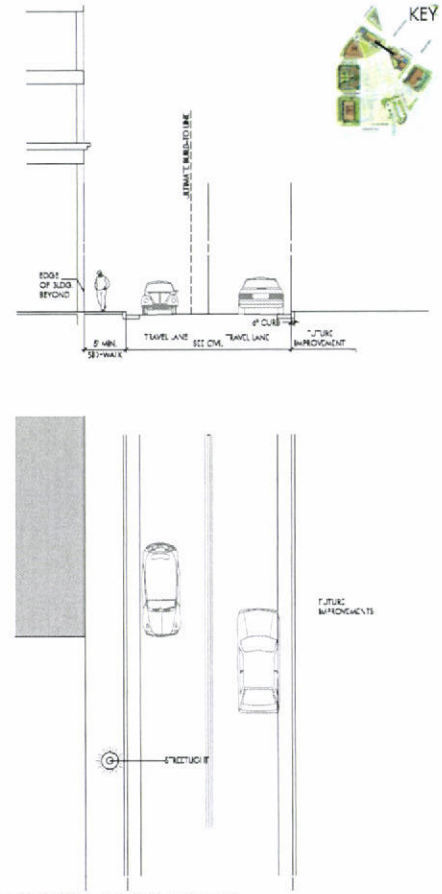
01 INTERIM BROAD STREET - ALTERNATE A

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



02 INTERIM BROAD STREET - ALTERNATE B

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



03 INTERIM MERCHANT STREET

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

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202.857.8400
fax 202.463.5191
email wdg@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgelas
8405 Greenboro Dr. P100
McLean, VA 22102
tel 703.821.1540
fax 703.556.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert K. Gardner
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail rgardner@vika.com

Landscape Architect
Parker Rodriguez, PC
Contact: Tim M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6580
e-mail tparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Erik Nelson
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
e-mail enelson@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.1700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greenboro Dr. P100
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.12.12
CDP (RESUBMISSION)	10.12.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.11.13

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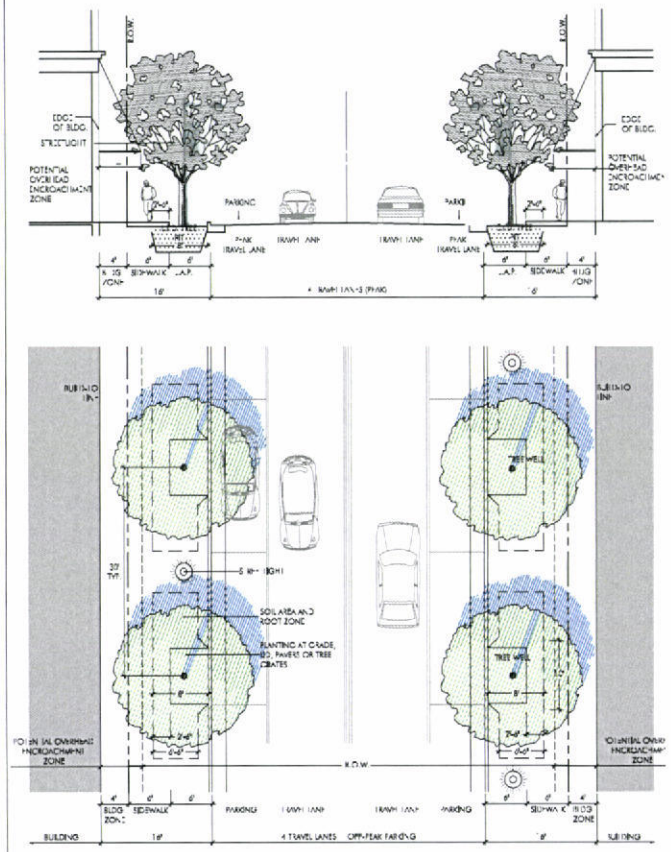
STREET SECTIONS INTERIM

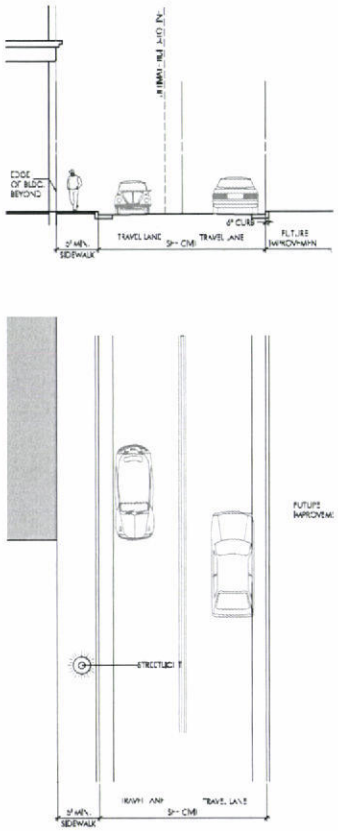
Scale: AS NOTED

L-5



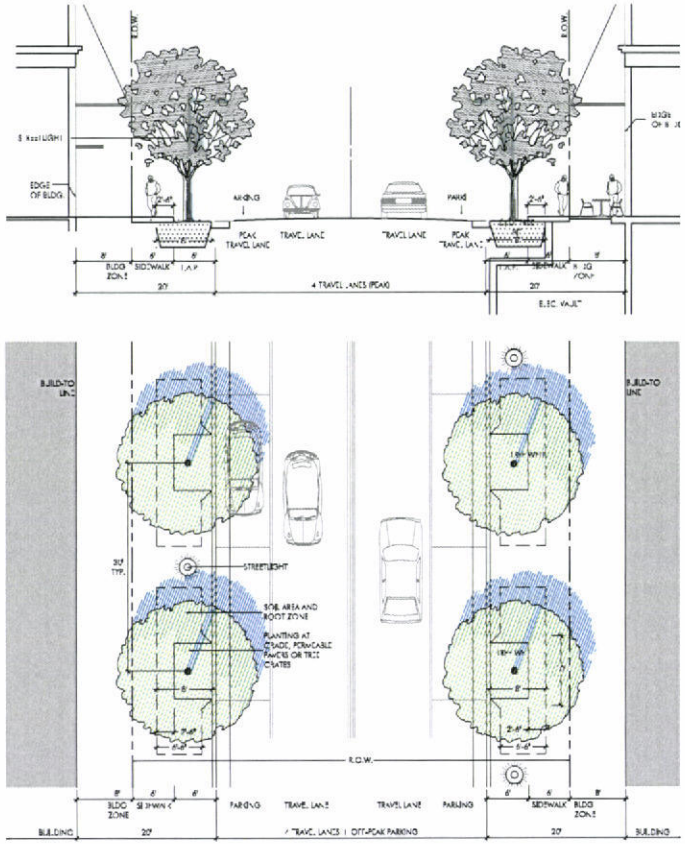
01 MERCHANT STREET

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



02 MERCHANT STREET - INTERIM

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



03 PIERPOINT STREET

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

KEY

MERCHANT STREET STREETSCAPE CONCEPTS

KEY

KEY

PEIRPOINT STREETSCAPE CONCEPTS

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

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202.887.8000
fax 202.463.5908
email info@wdgarch.com

Applicant
Champion Grove LLC
Contact: Aaron Champion
8402 Greenbriar Dr, P100
McLean, VA 22102
tel 703.89.1540
fax 703.556.2995
e-mail Aaron@championgrove.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Carlson
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail rcarlson@vika.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Mel M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5480
e-mail jim.kerr@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Dirk Geiger
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
e-mail dgeiger@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Champion Group
8402 Greenbriar Dr, P100
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.12.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.11.13

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STREET SECTIONS

Scale: AS NOTED

L-6

OVERALL PARKS PLAN

NEIGHBORHOOD 1 PART D

2.23 ACRES PUBLIC PARK SPACE PROVIDED

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

Spring Hill Station - Total Park Space Provided

Neighborhood 1		
Public Urban Parks		36,000 sq. ft.
Public Sky Parks		45,700 sq. ft.
	Total	2.25 Acres
Neighborhood 2		
Public Urban Parks		19,300 sq. ft.
	Total	0.44 Acres
Neighborhood 3		
Public Urban Parks		21,300 sq. ft.
	Total	0.49 Acres
	Total Public Parks	3.17 Acres
Off-Site		
Public Urban Park	Total	2.00 Acres
Total Public Park		5.17 Acres

In addition, Spring Hill Station is providing 8 Private Sky Parks.

Neighborhood 1	0.82 Acres
Neighborhood 2	0.43 Acres
Neighborhood 3	0.62 Acres
Total Private Sky Parks	2.87 Acres*

*Additional Private Park space may be provided with future site plans

Note:
Sky Parks denote parks above street level, built on structures. All other parks are ongroundlevel.

50% of Public Parks provided at Street Level

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 0000
fax 202 463 0199
email info@wdgarch.com

Applicant
Greenspan Group, L.L.C.
Contact: Aaron Greenspan
8400 Greensboro Dr, P100
McLean, VA 22102
tel 703.847.1340
fax 703.356.2198
e-mail: Aaron@greenspangroup.com

Civil Engineer
Vika, Inc.
Contact: Robert A. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.448.2800
fax 703.741.2797
e-mail: cochran@vika.com

Landscape Architect
Parker Rodriguez, P.C.
Contact: Eric M. Rodriguez
121 N. Union Street
Suite 300
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5480
e-mail: jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail: chris@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Bernard Suter
2200 Clarendon Blvd.,
13th Floor
Arlington, VA 22201
tel 703.528.1700
fax 703.525.8117
e-mail: bsuter@walshcolucci.com

Spring Hill Station
Part D
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Greenspan Group
8400 Greensboro Dr, P100
McLean, VA 22102

CDP	11.22.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	10.29.12
CDP (RESUBMISSION)	11.30.12
CDP (RESUBMISSION)	06.15.13

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OVERALL PARKS PLAN

Scale 1:100

L-7

NEIGHBORHOODS 1, 2 & 3

LANDSCAPE PLAN

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

THE PLAN SHOWN IS CONCEPTUAL

WDG ARCHITECTURE

WDG Architecture PLLC
1055 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202 857 0300
fax 202 463 8198
email wdg@wdgarch.com

Applicant
Chesapeake Group LLC
Contact: Aaron Georgelos
8403 Greensboro Dr, P100
McLean, VA 22102
tel 703.827.1340
fax 703.284.2795
e-mail: Aaron@chesapeakegroup.com

Civil Engineer
Vika, Inc.
Contact: Robert K. Lechner
8180 Greensboro Drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.741.2787
e-mail: rlechner@vikainc.com

Landscape Architect
Arterburn Bridges, PLC
Contact: Tim M. Bridges
121 N. Union Street
Suite 300
Alexandria, VA 22314
tel 703.549.5010
fax 703.549.6895
e-mail: jarter@arterburnbridge.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Fenton
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.7593
e-mail: chefenton@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
12th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail: ebaker@walshcolucci.com

Spring Hill Station Part D
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Greenspoke Group
8403 Greensboro Dr, P100
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.11.13

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OVERALL LANDSCAPE PLAN

Scale 1:100

L-8

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 200
Washington, DC 20036
tel 202 857 8000
fax 202 842 2195
email info@wdgarch.com

Applicant
Greenspan Group LLC
Contact: Aaron Greenspan
8405 Greensboro Dr, P120
McLean, VA 22102

tel 703.893.1440
fax 703.356.2905
email Aaron@greenspangroup.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Gardner
2980 Gateway drive
Suite 200
McLean, VA 22102

tel 703.442.7800
fax 703.741.2799
email gardner@vika.com

Landscape Architect
Parkhurst Design, P.C.
Contact: Tad Ali, Kathryn
101 N. Union Street
Suite 200
Alexandria, VA 22314

tel 703.549.5210
fax 703.549.6550
email kathryn@parkhurstdesign.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kaiser
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102

tel 703.917.6620
fax 703.917.7593
email ckaiser@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201

tel 703.528.4700
fax 703.525.3191
email ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Greenspan Group
8405 Greensboro Dr, P120
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.08.12
CDP (RESUBMISSION)	01.11.13

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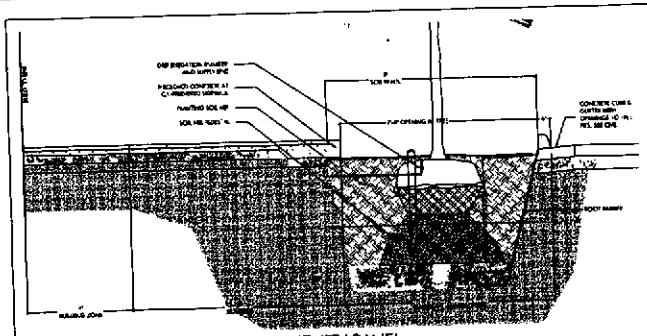
NEIGHBORHOOD 1 SIGHT DISTANCE AND UTILITIES

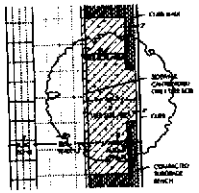
Scale 1:60

L-8A

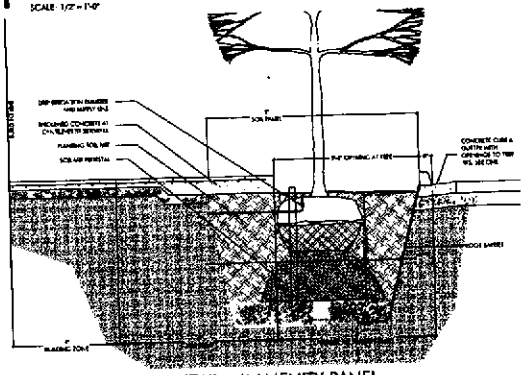
PLANTING DETAILS



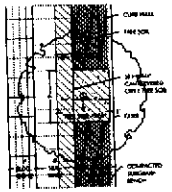
01 TREE PLANTING DETAIL - 8' AMENITY PANEL
SCALE: 1/2" = 1'-0"



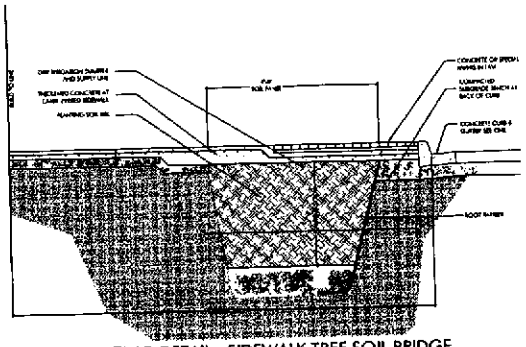
02 PLAN VIEW - 8' AMENITY PANEL
SCALE: 1/8" = 1'-0"



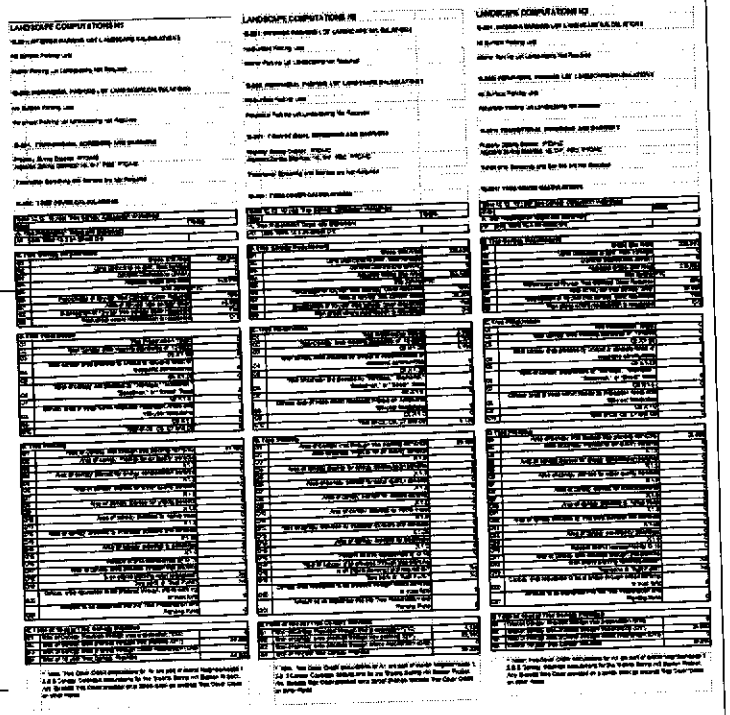
03 TREE PLANTING DETAIL - 6' AMENITY PANEL
SCALE: 1/2" = 1'-0"



04 PLAN VIEW - 6' AMENITY PANEL
SCALE: 1/8" = 1'-0"



05 TREE PLANTING DETAIL - SIDEWALK TREE SOIL BRIDGE
SCALE: 1/2" = 1'-0"



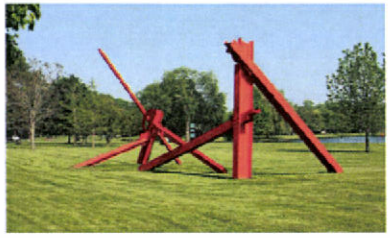
WDG ARCHITECTURE

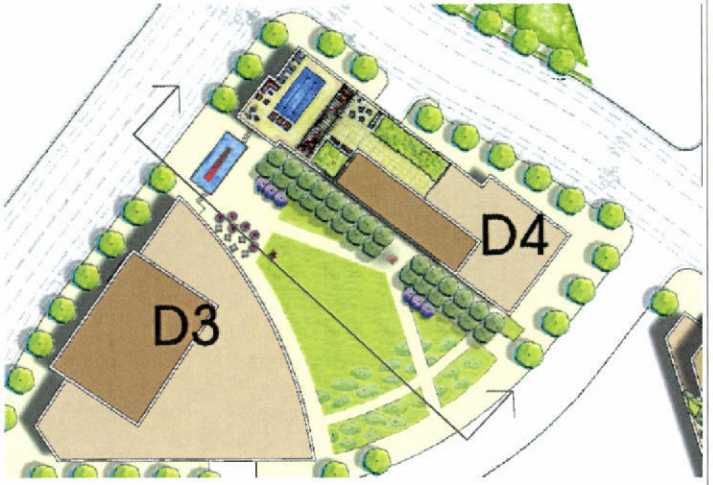
Spring Hill Station
Part D
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

PLANTING DETAILS

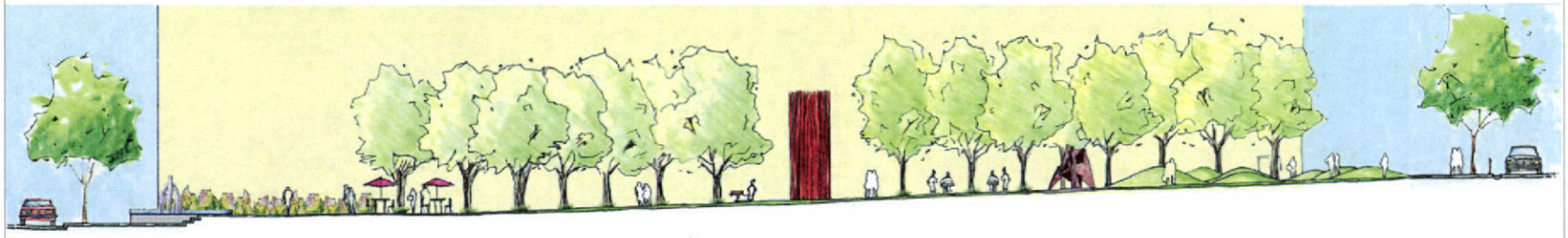
L-9

(1) PUBLIC URBAN PARK NORTH





PARTIAL PLAN OF NEIGHBORHOOD I



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

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 331 5900
fax 202 331 5996
email wdg@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgiou
8400 Greenbrier Dr, P100
McLean, VA 22102
tel 703.281.1340
fax 703.286.0198
email: Aaron@georgiougroup.com

Civil Engineer
VHB, Inc.
Contact: Robert E. Carter
9100 Greenbrier drive
Suite 800
McLean, VA 22102
tel 703.442.7800
fax 703.790.0797
email: rcarter@vhb.com

Landscape Architect
Parkers Rodgers, INC.
Contact: Todd M. Rodgers
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5080
email: jacker@parkersrodgers.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabre
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0290
email: ckabre@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Sherrie Rhine
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
email: sherrie@walshcolucci.com

Spring Hill Station
Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY,
VIRGINIA

The Georgiou Group
8400 Greenbrier Dr, P100
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.18.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.17.13

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URBAN PARK SECTION

Scale 1:20

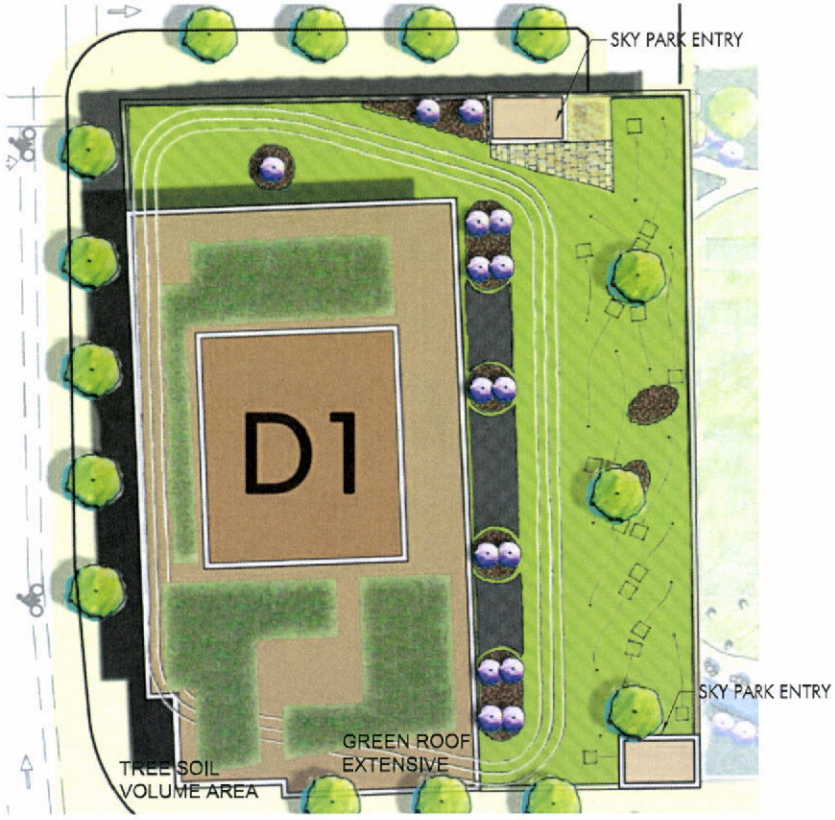
L-10

(4) PUBLIC WEST SKY PARK ELEMENTS

NEIGHBORHOOD 1

PUTTING COURSE

PUTTING COURSE



ACCESS TO PUBLIC SKYPARKS DIRECTLY FROM THE ADJACENT BUILDINGS SHALL BE CONSIDERED AT THE TIME OF FDP

PUTTING COURSE

RUNNING TRACK ON PODIUM

OUTDOOR YOGA / PILATES AND STRETCHING STATION

OUTDOOR YOGA / PILATES AND STRETCHING STATION

RUNNING TRACK ON PODIUM

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

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 457 0040
fax 202 463 5194
email info@wdgarchitecture

Applicant
Georgetown Group LLC
Contact: Aaron Georgeton
8405 Greensboro Dr, P 30
McLean, VA 22102
tel 703.821.7940
fax 703.556.2190
email Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert A. Carlson
8180 Greensboro Drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2797
email carlson@vika.com

Landscape Architect
Rodgers/Sedgwick, PC.
Contact: Ted M. Rodgers
121 N. Union Street
Suite 200
Alexandria, VA 22314
tel 703.549.3010
fax 703.549.6590
email tm.rodgers@rodgersandsedgwick.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Falvey
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
email cfalvey@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
email ebaker@walshcolucciloveys.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8405 Greensboro Dr, P 30
McLean, VA 22102

CDP	11.20.11
CDP (RESUBMISSION)	01.13.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.11.13

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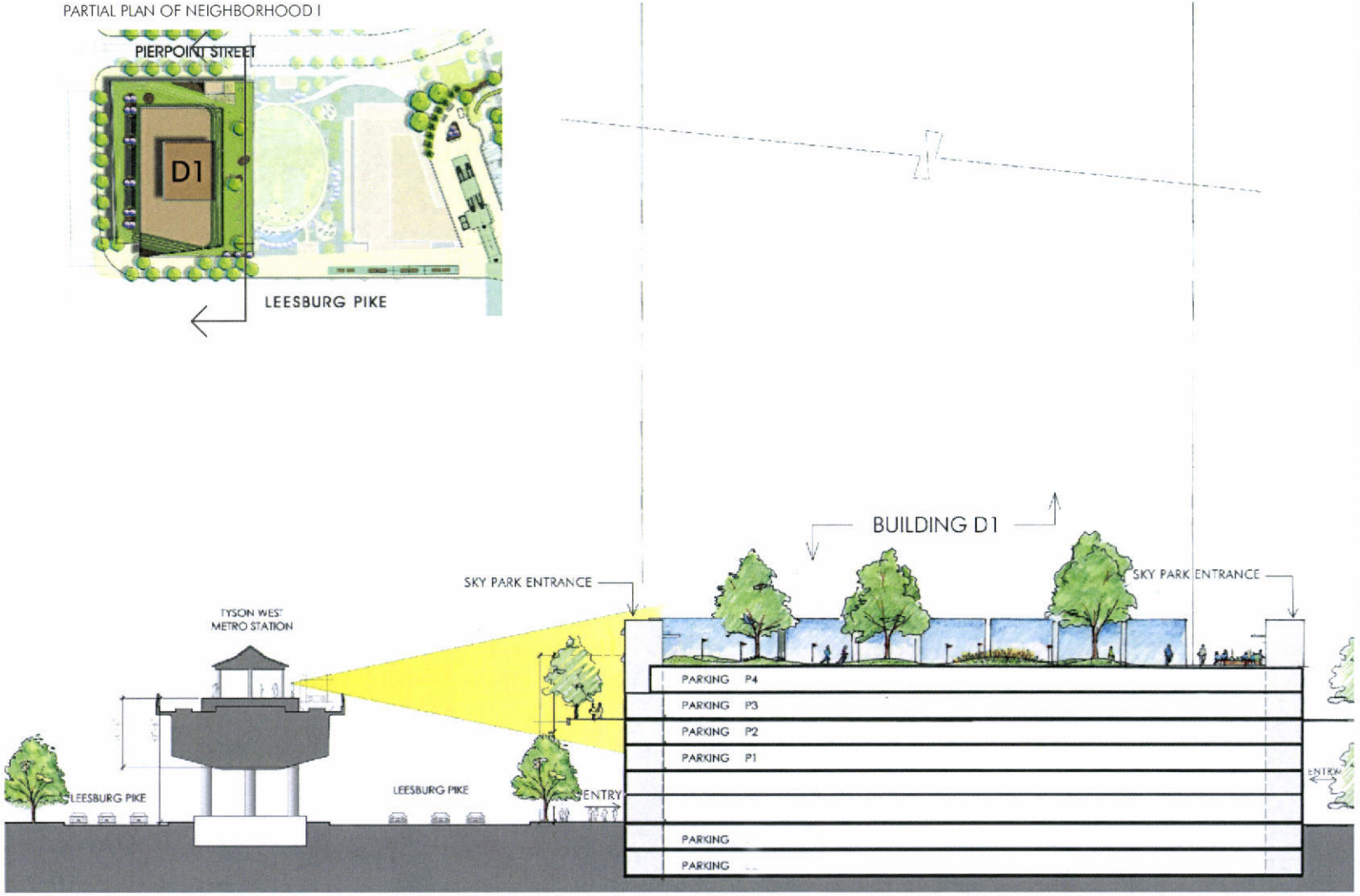
PARK PLAN

Scale 1:20

L-11

(4) WEST SKY PARK SECTION

PARTIAL PLAN OF NEIGHBORHOOD I



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WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 900
Washington, DC 20036
tel 202 857 0500
fax 202 463 8199
e-mail info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgelas
8608 Greenbriar Dr, P200
McLean, VA 22102
tel 703.847.1040
cell 703.266.2990
e-mail: Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert K. Cochran
8180 Greensboro drive
Suite 800
McLean, VA 22102
tel 703.442.7800
cell 703.261.8982
e-mail: cochran@vika.com

Landscape Architect
Parkinsdesigns, INC
Contact: Tim M. Rodgers
121 N. Union Street
Suite 220
Alexandria, VA 22314
tel 703.548.2010
cell 703.548.6880
e-mail: parks@parkinsdesigns.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Fyvesh
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
cell 703.917.2198
e-mail: chris.fyvesh@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
cell 703.525.3197
e-mail: elizabeth.baker@walshcolucci.com

Spring Hill Station Part D
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8608 Greenbriar Dr, P200
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	10.15.12
CDP (RESUBMISSION)	11.08.12
CDP (RESUBMISSION)	01.11.13

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ROOF SECTION

Scale

L-12

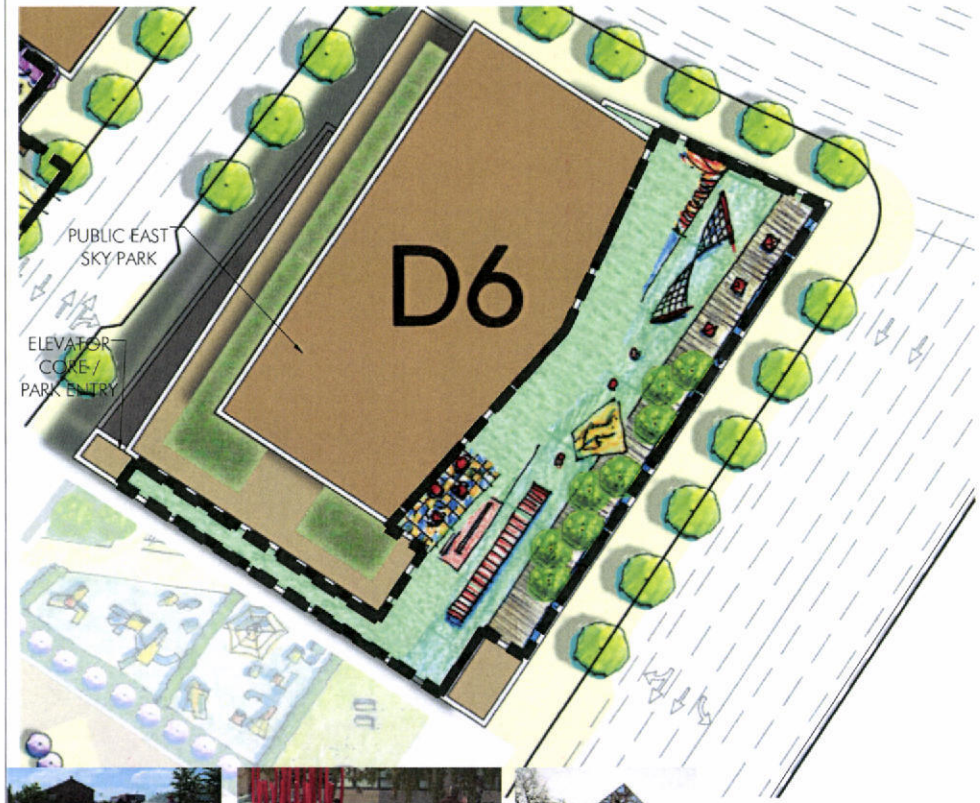
(5) PUBLIC EAST SKY PARK ELEMENTS

NEIGHBORHOOD 1

TABLES AND CHAIRS

COMFORTABLE SEATING

ACCESS TO PUBLIC SKYPARKS DIRECTLY FROM THE ADJACENT BUILDINGS SHALL BE CONSIDERED AT THE TIME OF FDP



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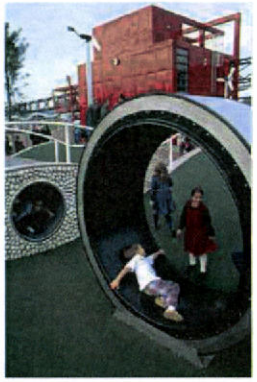

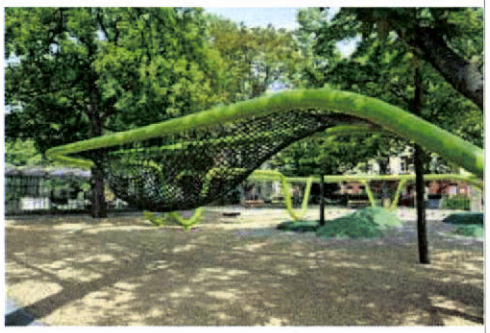

ADVENTURE PLAYGROUND

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WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 200
Washington, DC 20036
tel 202 857 8200
fax 202 463 8198
e-mail info@wdgarch.com

Applicant
Georgetti Group LLC
Contact: Aaron Georgetti
8403 Greensboro Dr, P100
McLean, VA 22102
tel 703.851.1940
fax 703.356.0399
e-mail Aaron@georgettigroup.com

Civil Engineer
Vika Inc.
Contact: Robert A. Carlino
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2797
e-mail mail@vika.com

Landscape Architect
Potomac Landscape, INC.
Contact: Trial M. Rodrigues
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.2010
fax 703.548.4881
e-mail jpriebe@potomaclandscape.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0036
e-mail chabatt@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetti Group
8403 Greensboro Dr, P100
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	12.19.12
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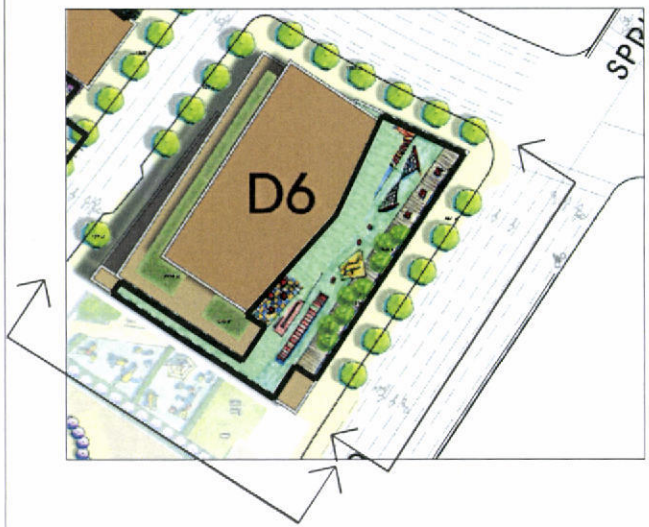
PARK PLAN

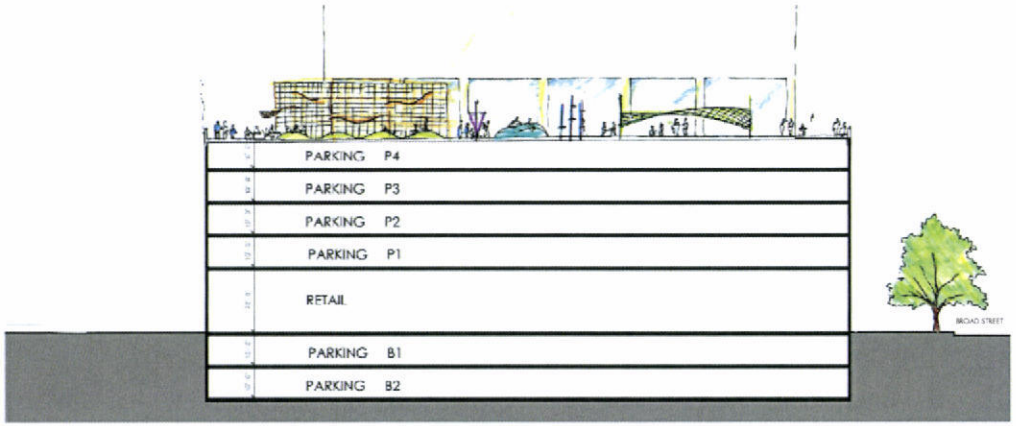
Scale: 1:20

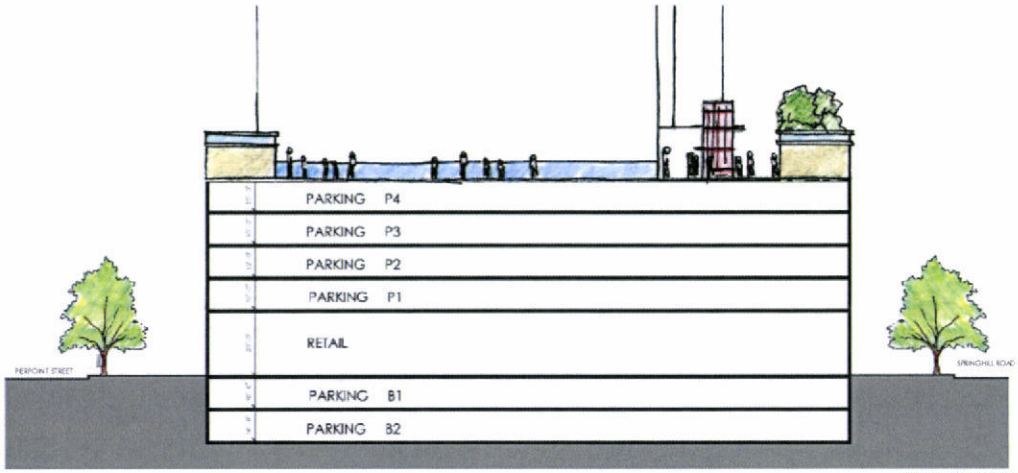
L-13

PARTIAL PLAN OF NEIGHBORHOOD I



(5) PUBLIC EAST SKY PARK SECTION





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WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 200
Washington, DC 20036
tel 202 857 0200
fax 202 463 9199
e-mail info@wdgarchitecture.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgetown
8400 Greensboro Dr. P100
McLean, VA 22102
tel 703.821.1040
fax 703.356.1095
e-mail Aaron@georgetowngroup.com

Civil Engineer
Vika Inc.
Contact: Robert S. Carter
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.448.1800
fax 703.791.2787
e-mail rcarter@vika.com

Landscape Architect
PatterAuthgum, INC.
Contact: Tim M. Rosigum
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5080
e-mail jpatter@patterauthgum.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Cole Kobert
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckobert@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Lowe
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail elowe@walshcolucci.com

Spring Hill Station
Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY,
VIRGINIA

The Georgetown Group
8400 Greensboro Dr. P100
McLean, VA 22102

CDP	11.20.11
CDP (RESUBMISSION)	07.13.12
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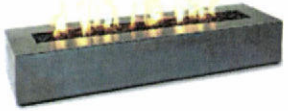
ROOF SECTION

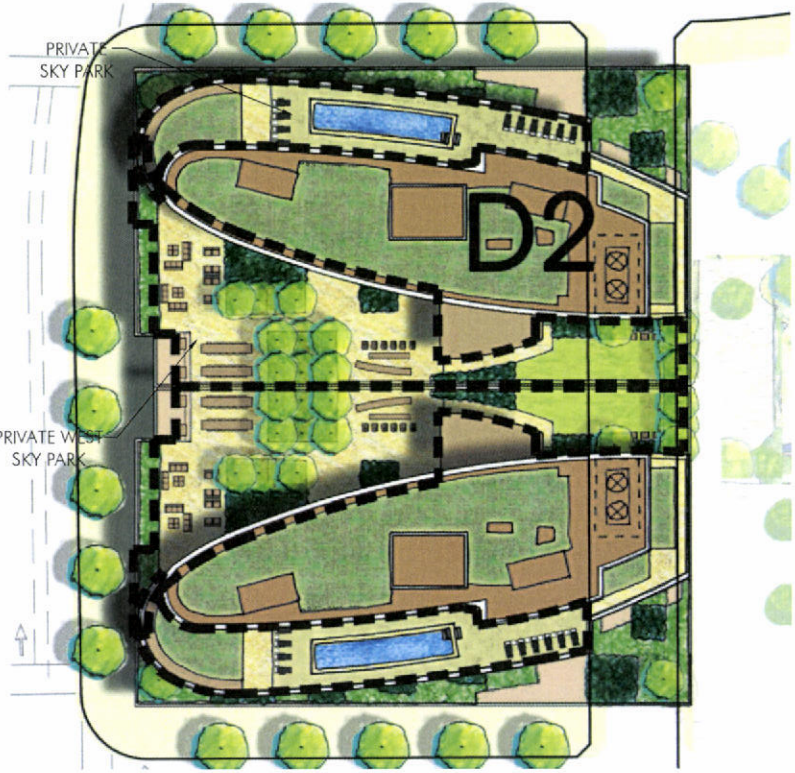
Scale

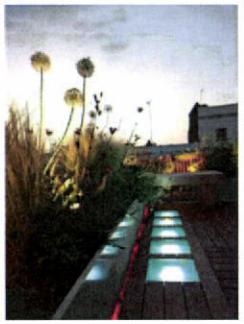
L-14

PRIVATE WEST SKY PARK ELEMENTS

NEIGHBORHOOD ONE







POOL

LOOSE TABLES AND CHAIRS IN GARDEN

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SCALE 1"=20'-0" 20'-0" 40'-0" 80'-0"

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 400
Washington, DC 20036
tel 202 857 0500
fax 202 442 9188
email info@wdgarchitecture.com

Applicant
Greenpoint Group, LLC
Contact: Peter Georgiev
8400 Greensboro Dr. P120
McLean, VA 22102
tel 703.821.7840
fax 703.556.0142
e-mail: Peter@georgiev@gmail.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Carlson
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2797
e-mail: carlson@vika.com

Landscape Architect
Parkerrodgers, INC.
Contact: Tim M. Rosenquist
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.549.5010
fax 703.549.0980
e-mail: jackson@parkerrodgers.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Fulton
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail: chrisf@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail: ebaker@walshcolucci.com

Spring Hill Station Part D
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgiev Group
8400 Greensboro Dr. P120
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
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PARK PLAN

Date 1.2.13

L-15

(2) PUBLIC URBAN PARK ELEMENTS

NEIGHBORHOOD 1

SKATEABLE PARK ART

SKATEABLE PARK ART

OR ALTERNATE DOG PARK

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WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 200
Washington, DC 20036
tel 202 887 1000
fax 202 463 2196
email info@wdgarch.com

Applicant
Georgetta Group LLC
Contact: Aaron Georgeton
8405 Greensboro Dr, P200
McLean, VA 22102
tel 703.821.1940
fax 703.556.0193
email Aaron@georgettegroup.com

Civil Engineer
Vika, Inc.
Contact: Robert A. Carlson
8180 Greensboro Drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2797
email rcarlson@vika.com

Landscape Architect
Parkerrodgers, PC
Contact: Tim M. Rodgers
121 N. Union Street
Suite 300
Alexandria, VA 22314
tel 703.549.1070
fax 703.549.6080
email tjrodgers@parkerrodgers.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Fakouri
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0078
email cfakouri@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
email ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetta Group
8405 Greensboro Dr, P200
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
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PARK PLAN

Scale 1:20

L-16

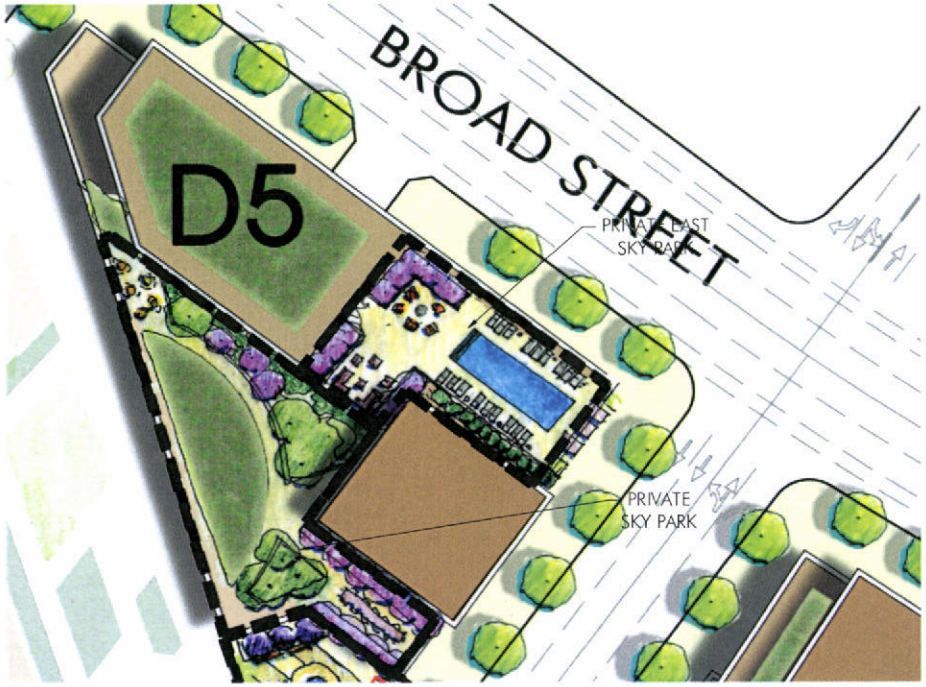
PRIVATE EAST SKY PARK ELEMENTS

NEIGHBORHOOD 1

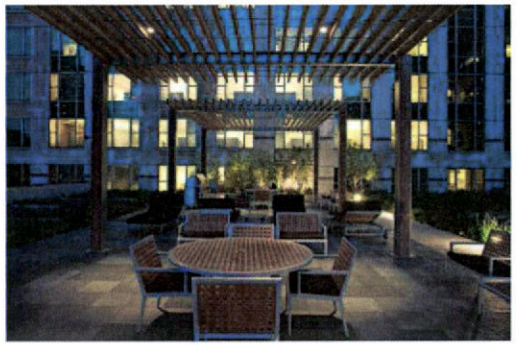
GARDEN EDGE TREATMENT

POOL

POOL



GARDEN EDGE TREATMENT



SEATING

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WDG ARCHITECTURE

WDG Architecture, PLLC
1066 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202.857.8000
fax 202.463.2178
e-mail wdg@wdgarch.com

Applicant
Georgetown Group, LLC
Contact: Aaron Georgeles
8402 Greensboro Dr. P300
McLean, VA 22102
tel 703.881.5540
fax 703.884.2395
e-mail: Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Coulter
8180 Greensboro drive
Suite 800
McLean, VA 22102
tel 703.448.7800
fax 703.761.2787
e-mail: coulter@vika.com

Landscape Architect
Parker Rodriguez, PC
Contact: Tim M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6890
e-mail: parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Fakieh
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail: cfakieh@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Shakeh Sahar
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail: shakeh@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgeles Group
8402 Greensboro Dr. P300
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
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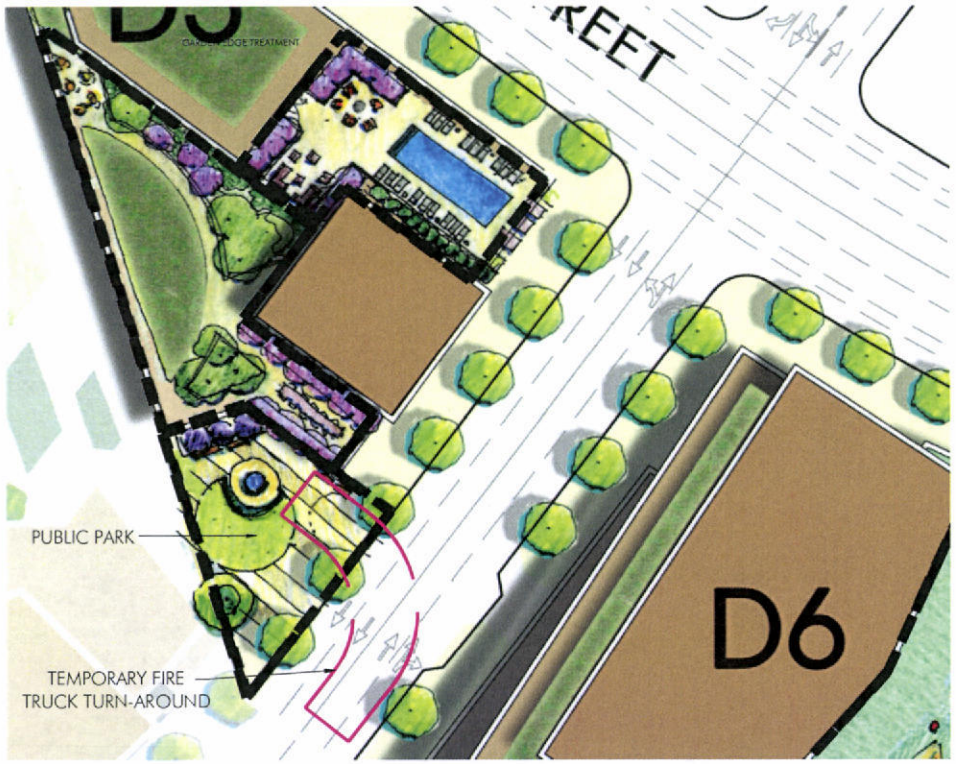
PARK PLAN

Scale 1:20

L-17

PUBLIC PARK ELEMENTS

NEIGHBORHOOD 1



SCALE: 1"=20'-0"

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WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 0200
fax 202 463 3108
email info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeles
8401 Greenboro Dr, P180
McLean, VA 22102
tel 703.821.1540
cell 703.256.0195
e-mail Aaron@georgetowngroup.com

Civil Engineer
Vika Inc.
Contact: Robert R. Carlino
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2797
e-mail rcarlino@vika.com

Landscape Architect
Parkerrodrigues, INC.
Contact: Tim M. Rodrigues
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5080
e-mail jparker@parkerrodrigues.com

Traffic Consultant
W.ll + Associates, Inc.
Contact: Cris Kabat
1140 Spring Hill Road
Suite 400
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0078
e-mail ckabat@wynnals.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8401 Greenboro Dr, P180
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.12.12
CDP (RESUBMISSION)	10.19.12
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PARK PLAN

Scale: 1:20

L-18

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 887 8300
fax 202 463 8198
email info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr, P150
McLean, VA 22102

tel 703.821.1940
fax 703.556.6298
email Aaron@georgelosgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert A. Carlstrom
8180 Greensboro Drive
Suite 200
McLean, VA 22102

tel 703.442.7800
fax 703.761.2390
email carlstrom@vika.com

Landscape Architect
Parker/Rodriguez, INC.
Contact: Tad M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314

tel 703.548.5010
fax 703.548.5390
email tparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Cindy Kolson
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102

tel 703.917.6620
fax 703.917.0739
email cindyk@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201

tel 703.528.4700
fax 703.525.3197
email ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelos Group
8405 Greensboro Dr, P150
McLean, VA 22102

CDP	11.20.11
CDP (RESUBMISSION)	01.12.12
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PEDESTRIAN HIERARCHY PLAN

Scale 1:100

L-19

PEDESTRIAN & BICYCLE CIRCULATION

FOR SPECIFIC PEDESTRIAN AND BICYCLE FACILITIES, SEE PROFFERS

KEY:

- PUBLIC ELEVATOR
- PUBLIC SIDEWALK - 6' W MIN.
- PUBLIC ALLEY SIDEWALK - 5' W MIN.
- 5' DEDICATED BIKE LANE
- PUBLIC SIDEWALK - 10' W. MIN.
- PUBLIC STAIRWAY
- PUBLIC SIDEWALK - 8' W MIN.
- EXISTING SIDEWALK
- OFF-SITE SIDEWALK SEE PROFFERS FOR R2 2010-PR-014-B

SCALE: 1"=100'-0" 100'-0" 200'-0" 400'-0"

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WDG ARCHITECTURE

WDG Architecture, PLLC
1090 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202.857.0000
fax 202.463.2198
e-mail wdg@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgelas
8402 Greensboro Dr, P180
McLean, VA 22102
tel 703.881.1540
cell 703.556.2195
e-mail Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert A. Carlino
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
cell 703.261.2787
e-mail rcarlino@vika.com

Landscape Architect
Rotenberg-Rodriguez, PLC
Contact: Tina M. Rodriguez
121 N. Union Street
Suite 300
Alexandria, VA 22314
tel 703.548.5010
cell 703.548.6890
e-mail jpeter@rotenrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabat
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
cell 703.917.0559
e-mail ckabat@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
cell 703.525-2197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8402 Greensboro Dr, P180
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.03.12
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PEDESTRIAN & BICYCLE CIRCULATION

Scale: 1:100

L-20

SPRING HILL STATION
DEMONSTRATION PROJECT
BUILDING D2A
FINAL DEVELOPMENT PLAN
FDP 2010-PR-014-D

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

JUNE 5, 2012
JULY 31, 2012
NOVEMBER 28, 2012
JANUARY 11, 2013
JANUARY 16, 2013

RECEIVED
Department of Planning & Zoning
JAN 16 2013
Zoning Evaluation Division

OVERALL SHEET INDEX

CIVIL SHEETS:
C-1 COVER SHEET
C-2 REZONING KEY MAP
C-3 NOTES AND TABULATIONS
C-4 EXISTING CONDITIONS PLAN
C-5A CDP CONTEXT PLAN
C-6A FINAL DEVELOPMENT PLAN OPTION 1 (OVERALL)
C-6B FINAL DEVELOPMENT PLAN OPTION 2 (OVERALL)
C-6C FINAL DEVELOPMENT PLAN OPTION 3 (OVERALL)
C-7 FINAL DEVELOPMENT PLAN (DIMENSIONING)
C-8 EXISTING VEGETATION MAP - NOTES AND TABULATIONS
C-9 THRU C-14 SWM PLAN
C-15 ADEQUATE OUTFALL PLAN
C-16 FIRE ACCESS PLAN

ARCHITECTURAL SHEETS:
A2.0 BUILDING PLANS (1 - 3)
A2.1 SECTIONS
A2.2 ENLARGED ELEVATIONS
A2.3 ILLUSTRATIVE ELEVATIONS
A2.4 ILLUSTRATIVE ELEVATIONS
A2.5 ILLUSTRATIVE PERSPECTIVES
A2.6 SOLAR STUDIES

LANDSCAPE SHEETS:
L-1.01 OVERALL PARKS PLAN
L-1.02 OVERALL LANDSCAPE PLAN
L-1.02A NEIGHBORHOOD 1 SIGHT DISTANCE & UTILITIES
L-1.03 LANDSCAPE COMPUTATIONS
L-1.04 LANDSCAPE PLAN FDP AREA - OPTION 1
L-1.05 LANDSCAPE PLAN GROUND LEVEL BUILDING D2A
L-1.06 LANDSCAPE PLAN GARAGE LEVELS
L-1.07 LANDSCAPE PLAN AMENITY 8TH FLOOR
L-1.08 LANDSCAPE PLAN ROOF DECK AMENITY AND ROOF
L-1.09 PLANTING DETAILS AND PLANT SCHEDULE
L-1.10 STREET SECTIONS
L-1.11 STREET SECTIONS
L-1.12 LANDSCAPE PLAN FDP AREA - OPTION 2
L-1.13 LANDSCAPE PLAN FDP AREA - OPTION 3

ILLUSTRATIVE PERSPECTIVE

APPLICANT
GEORGELAS GROUP LLC
8405 GREENSBORO DRIVE P130
MCLEAN, VA 22102
AARON GEORGELAS
703-821-1540

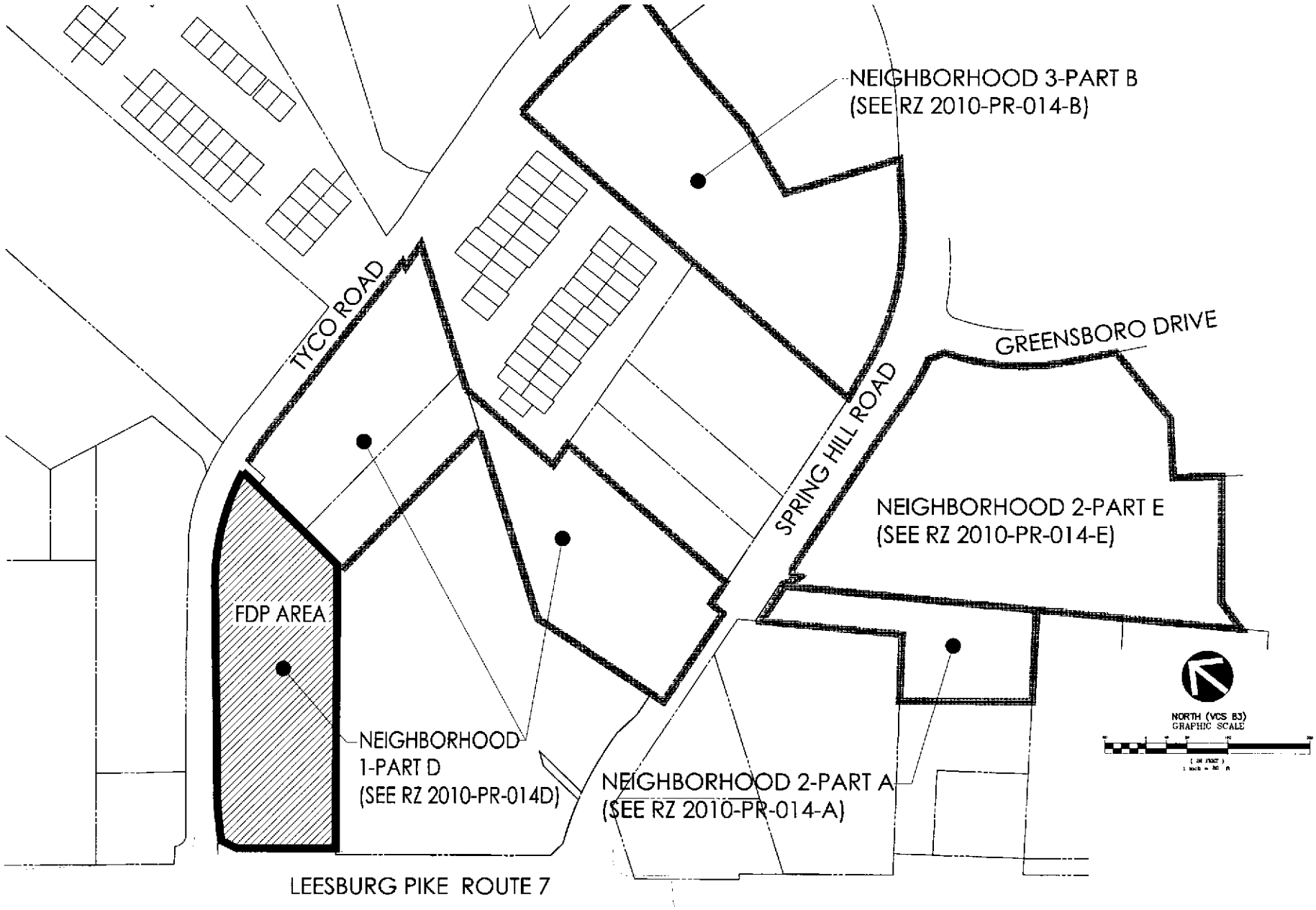
APPLICANT'S REPRESENTATIVE
WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, PC
2200 CLARENDON BOULEVARD, 13TH FLOOR
ARLINGTON, VA 22201
MARTIN WALSH
ELIZABETH BAKER
703-528-4700

ARCHITECT
R2L ARCHITECTS
1052 POTOMAC STREET, NW
WASHINGTON, DC 20007
SACHA ROSEN
202-600-7230

ENGINEER
VIKA INC.
8180 GREENSBORO DRIVE, SUITE 200
MCLEAN, VA 22102
ROBERT COCHRAN
(703) 442-7800

LANDSCAPE ARCHITECT
PARKER RODRIGUEZ, INC
101 N. UNION STREET, SUITE 320
ALEXANDRIA, VA. 22314
DAN AVRIT
703-548-5010

TRANSPORTATION
WELLS AND ASSOCIATES
1420 SPRING HILL ROAD, SUITE 600
MCLEAN, VA 22102
MIKE PINKOSKE
703-917-6620



R2L:ARCHITECTS

Tadler Cohen Edelson

Parker Rodriguez

VIKA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

The Georgetown Group

Grewster

SITE DBA
Spring Hill Station
Fairfax Corner, VA 22030

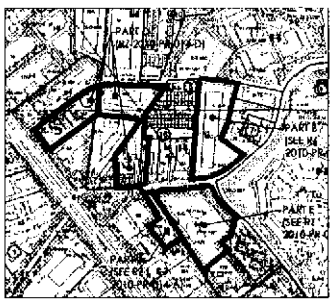
REZONING KEY MAP

C-2

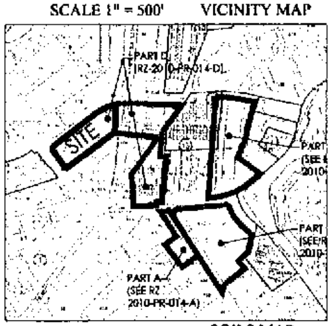
Planning\Projects\7018\dwg\FDP-D2A\7018-FDP-D2A-KEY MAP.dwg 1/16/2013 9:17:02 AM EST

FDP GENERAL NOTES:

1. THE SUBJECT PROPERTY SHOWN HEREON IS IDENTIFIED ON TAX MAP 29-3 AS PARCEL 54A AND IS PROPOSED FOR APPROVAL CONCURRENT WITH REZONING.
2. THE HORIZONTAL DATUM SHOWN HEREON IS TIED TO THE VIRGINIA COORDINATE SYSTEM 1983 (NORTH ZONE) AND IS BASED ON A FIELD RUN SURVEY USING ACCEPTED GPS SURVEYING METHODS AND PRACTICES AND PERFORMED BY VIKA, INC.
3. SEE SHEET C-4 FOR OWNERSHIP INFORMATION
4. THE TOPOGRAPHY SHOWN HEREON IS BASED ON AN AERIAL TOPOGRAPHIC SURVEY AND THE CONTOUR INTERVAL IS TWO (2) FEET. THIS INFORMATION HAS BEEN FIELD VERIFIED BY VIKA, INC.
5. THE BOUNDARY INFORMATION WAS PREPARED FROM A FIELD SURVEY BY VIKA.
6. PUBLIC WATER AND SANITARY SEWER ARE AVAILABLE AND WILL BE EXTENDED AS NEEDED TO SERVE THE DEVELOPMENT.
7. STORM WATER MANAGEMENT FACILITIES WILL BE CONSTRUCTED ON THE SITE IN A PRIVATELY OWNED AND MAINTAINED BELOW GROUND SYSTEM. THE SYSTEM WILL EITHER BE IN A CONCRETE BOX CULVERT OR IN VAULTS WITHIN A PARKING STRUCTURE AS GENERALLY SHOWN ON THESE PLANS. THE SYSTEM SHALL BE MAINTAINED ACCORDING TO THE APPLICABLE ORDINANCES AND PRACTICES OF FAIRFAX COUNTY UNLESS WAIVED OR MODIFIED BY THE DIRECTOR OF DPWES. ADEQUATE STORM DRAINAGE QUALITY SYSTEMS WILL BE IN A COMBINATION OF UNDERGROUND STORM FILTERS AND SHALL BE IN ACCORDANCE WITH THE PUBLIC FACILITIES MANUAL DESIGN CRITERIA. STORM WATER COMPUTATIONS WILL BE BASED ON REDEVELOPMENT REQUIREMENTS AS APPROVED BY DPWES AT THE TIME OF SITE PLAN SUBMISSION AND ASSOCIATED STORMWATER MANAGEMENT PROFFERS
8. TO THE BEST OF OUR KNOWLEDGE, NO GRAVE SITES OR STRUCTURES MARKING BURIAL SITES ARE PRESENT ON THE SUBJECT PROPERTY.
9. TO THE BEST OF OUR KNOWLEDGE, NO HAZARDOUS OR TOXIC SUBSTANCES ARE KNOWN TO EXIST ON THE SUBJECT PROPERTY AND FURTHER, TO THE BEST OF OUR KNOWLEDGE, THE USES PRESENTED HEREON WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCES AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/ DEPARTMENT OF WASTE MANAGEMENT VA. 672 10- VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS AS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS, PART 280.
10. THE SITE IS CURRENTLY IMPROVED WITH AN INDUSTRIAL BUILDING.
11. NO PORTION OF THE SUBJECT PROPERTY IS LOCATED WITHIN A COUNTY DESIGNATED R P A ZONE. THERE IS NO FLOOD PLAIN MAPPED ON THE SUBJECT PROPERTY.
12. THERE ARE NO SCENIC ASSETS OR NATURAL FEATURES ON THE SITE WORTHY OF DELINEATION.
13. THE LIMITS OF CLEARING AND GRADING SHOWN HEREON MAY BE ADJUSTED AT FINAL SITE PLAN
14. THE DEVELOPMENT CONFORMS TO THE PROVISIONS OF ALL APPLICABLE STANDARDS WITH THE EXCEPTION OF THOSE WAIVERS AND MODIFICATIONS NOTED ON THE CDP.
15. THE SUBJECT PROPERTYS LIE IN FLOOD ZONE "X". AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOODPLAIN AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL 515525-0100-D, DATED MARCH 5, 1990
16. LANDSCAPING AND TREE COVER REQUIREMENTS WILL BE PROVIDED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 13 OF THE ZONING ORDINANCE, UNLESS MODIFIED OR WAIVED. LANDSCAPING MAY BE MODIFIED AT FINAL ENGINEERING AND DESIGN, BUT THE QUANTITIES, LEVEL OF QUALITY AND GENERAL CHARACTER WILL REMAIN CONSISTENT WITH THAT SHOWN HEREON AND AS SET FORTH IN THE PROFFERED CONDITIONS. A DETAILED LANDSCAPE PLAN WILL BE SUBMITTED IN CONJUNCTION WITH THE SITE PLAN(S). THE PROPOSED LANDSCAPING WITHIN THE PUBLIC STREET RIGHT OF WAY IS CONTINGENT UPON VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) APPROVAL.
17. FOOTPRINTS REPRESENTED HEREON ARE APPROXIMATE AND MAY BE MODIFIED. THE SIZE AND SHAPE OF THE BUILDINGS ARE PRELIMINARY AND MAY VARY AT FINAL ENGINEERING, PROVIDED EACH SHALL REMAIN IN SUBSTANTIAL CONFORMANCE WITH THE CDP AND FDP. THE LOCATION OF SIDEWALKS, TRAILS AND UTILITIES ARE GRAPHICALLY SHOWN AND ARE PRELIMINARY IN NATURE. MODIFICATIONS MAY OCCUR WITH FINAL ENGINEERING AND DESIGN, SUBJECT TO DPWES, VDOT AND/OR FCDOT APPROVAL. BUILDING HEIGHTS REPRESENTED IN THE TABULATION AND/OR GRAPHICALLY ON THE SHEETS ARE TO BE CONSIDERED MAXIMUM HEIGHTS.
18. RECREATIONAL AMENITIES PROVIDED FOR THE PROPOSED DEVELOPMENT INCLUDE, BUT ARE NOT LIMITED TO: PARKS, PLAZAS; LANDSCAPED DECKS; SWIMMING POOLS; COURTYARD GARDENS; OUTDOOR ENTERTAINMENT; WATER FEATURES; OUTSIDE EATING AREAS; AND PEDESTRIAN/BICYCLE CIRCULATION SYSTEM, INCLUDING SPECIALTY PAVING AND PEDESTRIAN CROSSWALKS, AND LANDSCAPING THROUGHOUT THE SITE INCLUDING PERENNIAL BEDS, LAWN, AND SEATING AREAS. ADDITIONAL SITE FEATURES AND SIMILAR FEATURES SUCH AS PLAZA DEVELOPMENT, GAZEBOS, FENCING, BALCONIES, RETAINING WALLS, CORNICES, TRELLISES, ENTRANCE SIGNS, LIGHTS, WALLS, AND/OR ROOF-TOP PLANTING AREAS NOT REPRESENTED HEREON MAY BE PROVIDED.
19. THE PROPOSED DEVELOPMENT ON THE SUBJECT PROPERTY WILL NOT POSE ANY ADVERSE EFFECT ON ADJACENT OR NEIGHBORING PROPERTIES.
20. THE PROJECT WILL MEET THE PARKING REQUIREMENTS AS SET FORTH IN ARTICLE 6-508 OF THE ZONING ORDINANCE, AS DETERMINED BY THE ZONING ADMINISTRATOR AND SHALL BE PROVIDED IN A COMBINATION OF ABOVE GRADE PARKING STRUCTURES, BELOW GRADE PARKING STRUCTURES, AND ON-STREET SPACES TO THE EXTENT AUTHORIZED. THE NUMBER OF PARKING SPACES PROVIDED HEREON MAY BE ADJUSTED AT SITE PLAN BASED ON THE FINAL DEVELOPMENT PROGRAM IN ACCORDANCE WITH PROFFERS. THE APPLICANT RESERVES THE RIGHT TO PROVIDE COMMERCIAL PAID PARKING IN SURFACE PARKING LOTS ON AN INTERIM BASIS
21. SIGNAGE WILL BE PROVIDED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 12 OF THE ZONING ORDINANCE OR PURSUANT TO AN APPROVED COMPREHENSIVE SIGN PLAN, AS MAY BE APPROVED BY THE PLANNING COMMISSION.
22. TRANSITIONAL SCREENING WITHIN THE TYSONS URBAN CENTER IS NOT REQUIRED AS SET FORTH IN Z.O. SEC 6-510-4-C
23. PARKING LOT LANDSCAPING AND TREE COVER REQUIREMENTS WILL BE PROVIDED IN ACCORDANCE WITH ZONING ORDINANCE ARTICLE 13 UNLESS WAIVED BY THE DIRECTOR OF DPWES.
24. APPLICANT RESERVES THE RIGHT TO DETERMINE FINAL NUMBER OF UNITS WITHIN THE RANGE SHOWN, THE GFA OF THE BUILDING, AND THE FINAL MIX OF USES WITH A FINAL SITE PLAN. BUILDING FOOTPRINT(S) AND ASSOCIATED PARKING MAY BE MODIFIED ACCORDINGLY
25. MINOR MODIFICATIONS MAY BE MADE TO THE SITE PLAN PER SECTION 18-204 OF THE ZONING ORDINANCE.
26. THE SUBJECT PROPERTY MAY BE SUBJECT TO SUBDIVISION FOR THE PURPOSE OF SALE, JOINT VENTURE OR PHASING, AND THE PROPOSED SUBDIVISION SHOWN ON CDP MAY BE MODIFIED ADMINISTRATIVELY BY THE DIRECTOR OF DPW&ES WITHOUT REQUIRING MODIFICATION OF THE CDP OR PRELIMINARY PLAN. THE PROJECT MAY BE PHASED AND SUBDIVIDED BETWEEN DIFFERENT OWNERSHIP GROUPS.
27. THE APPLICANT RESERVES THE RIGHT TO PROVIDE ADDITIONAL INTERIOR LOADING SPACES IN EXCESS OF THAT SHOWN HEREON.
28. APPLICANT RESERVES THE RIGHT TO LOCATE A TEMPORARY SALES TRAILER(S) ON THE SUBJECT PROPERTY DURING THE CONSTRUCTION AND SALES PERIOD IN ACCORDANCE WITH SECTION 8-808 OF FAIRFAX COUNTY ORDINANCE
29. THE SUBJECT PROPERTY MAY BE DEVELOPED WITH USES PERMITTED IN THE PTC ZONING DISTRICTS AS SET FORTH IN THE PROFFERS. SPECIAL EXCEPTION AND SPECIAL PERMIT USES ALLOWED IN PTC DISTRICT SHALL BE PERMITTED AS APPROVED.
30. IT IS CURRENTLY ANTICIPATED THAT PHASED CONSTRUCTION OF THE PROPOSED DEVELOPMENT WILL COMMENCE AS SOON AS ALL NECESSARY COUNTY APPROVALS AND PERMITS ARE OBTAINED. THE EXACT SCHEDULE IS NOT KNOWN AT THIS TIME. BUILD-OUT WILL PROCEED IN ACCORDANCE WITH MARKET CONDITIONS SUBJECT TO LIMITATIONS CONTAINED IN THE PROFFERS. WITHIN EACH PHASE OF BUILD-OUT, INFRASTRUCTURE, AMENITIES AND DWELLING UNITS MAY PROCEED BEFORE COMPLETION OF ACTIVITY WITHIN OTHER PHASES, SO LONG AS CONSTRUCTION IS IN ACCORDANCE WITH THE PROFFERS
31. THE SUBJECT PROPERTY IS WITHIN A TOD DISTRICT. SEE SHEET C-6 FOR DELINEATIONS FROM THE METRO STATION ENTRANCE.
32. THERE ARE NO EXISTING MAJOR UTILITY EASEMENTS ON THE SITE WHICH WERE CREATED AFTER THE EFFECTIVE DATE OF THE ZONING ORDINANCE PER SECTION 2-308
33. EXISTING ENTRANCES TO EXISTING LAND USES SHALL BE PERMITTED TO REMAIN UNTIL SUCH TIME AS THOSE PROPERTIES REDEVELOP.



SCALE 1" = 500' VICINITY MAP



SCALE 1" = 500' SOILS MAP

DEVELOPMENT TABULATION

Building	Maximum Building Height/ Podium Height [1]	Floors [2]	Use [3]	GFA by Use	Building GFA [4]	Total Dwelling Units	WDUs [5]	Parking Permitted/Provided < 1/8 Mile to Metro [6] Min.	Max.	Loading Spaces [7]
D1 Site			Existing Retail/Service	39,148	39,148			0	205	0
D2A	360/80	34	Residential Retail/Service	412,000 6,000 - 10,000	422,000	150 - 436	30 - 87	150 - 436 0	213 - 587 6 - 30	3

[1] Maximum building height is measured from average grade and includes the podium, architectural features, mechanical penthouse and any social rooms/usable area on the roof penthouse level

[2] The number of floors shown is conceptual and may be adjusted provided the maximum building height is not exceeded.

[3] Retail/Service uses in Building D2A as indicated in this tabulation may include a variety of non-residential uses as specified in the Proffers and FDP Development Conditions. Existing Retail/Service uses in the existing building on the D1 site may include a variety of existing uses as specified in the Proffers and/or a variety of other non-residential uses. (See Proffers.)

[4] GFA includes cellar space as specified in the Zoning Ordinance

[5] Twenty (20) percent of all dwelling units will be Workforce Dwelling Units (WDUs). The actual number of WDUs will be determined at final site plan based on the total number of dwelling units provided

[6] The minimum required and maximum permitted parking spaces for each use were calculated in accordance with Sect. 6-509 of the Zoning Ordinance, which is restated below for the primary uses proposed on the CDP/FDP. It is understood that some commercial uses have different parking rates than the retail/service category shown below. Residential parking was based on an average mix of 85% 0-1 bedroom units and 15% 2-bedroom units. At the time of site plan, parking will be provided based on the specific uses, GFA, number of units and mix of bedroom types and the minimum and maximum rates set forth in Section 6-509 of the Zoning Ordinance.

Primary Use	Parking Permitted/Provided < 1/8 Mile to Metro Min	Max
Retail/Service	0	6/1000 GFA excluding the first 5,000 GFA
Multi-family Residential 0-1 BR	1	1.3/Unit
2 BR	1	1.6/Unit

[7] Additional loading spaces may be provided as identified at the time of final site plan.

FDP - SITE TABULATIONS

FDP Area	3.51848 AC or 153,265 SF
Area of Density Credit	0.07516 AC or 3,274 SF
Total Area for Density Purposes	3.59364 AC or 156,539 SF
Proposed GFA	422,000[1]
FAR	2.70

[1] The proposed GFA and resultant FAR represents one building; additional buildings will be provided with future FDPs or FDPAs in keeping with the approved CDP

OVERALL PART A,B,D, & E DEVELOPMENT TABULATION:

Overall Development Tabulations - Parts A, B, D & E

Part	Building	Use	GDP GFA	FDP GFA	Site Plan GFA
A	F1	Residential	430,000	430,000	416,834
		Retail/Service	6,000	-	0
		Total	436,000	430,000	416,834
B	G1 Option 1	Residential	430,000		
		Retail/Service	4,100		
		Total	434,100		
	G1 Option 2	Residential	430,000		
		Retail/Service	7,500		
		Total	437,500		
	G2 Option 1	Residential	430,000		
		Retail/Service	5,700		
		Total	435,700		
	G2 Option 2	Residential	430,000		
		Retail/Service	9,100		
		Total	439,100		
	G3 Option 1	Residential	430,000		
		Retail/Service	5,800		
		Total	435,800		
	G3 Option 2	Residential	378,500		
		Retail/Service	0		
		Total	378,500		
	G4 Option 1	Residential	430,000		
		Retail/Service	2,500		
		Public Use/ Fire Station	25,000		
		Total	457,500 (1)		
	G4 Option 2	Residential	338,000		
		Retail/Service	1,500		
		Total	339,500		
	G5 Option 2 Only	Public Use/ Fire Station	25,000		
		Total	25,000 (1)		
D	D1	Office	200,000 - 435,000		
		Retail/Service	15,000	39,148 (2)	
		Total	215,000 - 450000		
	D2-A	Residential	412,000	412,000	
		Retail/Service	10,000	6,000 - 10,000	
		Total	422,000	422,000	
	D2-B	Residential	400,000		
		Retail/Service	13,000		
		Total	413,000		
	D3 Option 1	Office	200,000 - 435,000		
		Retail/Service	15,000		
		Total	215,000 - 450,000		
	D3 Option 2	Residential	430,000		
		Retail/Service	15,000		
		Total	445,000		
	D4	Residential	430,000		
		Retail/Service	6,000		
		Total	436,000		
	D5 Option 1	Hotel	189,000		
		Retail/Service	11,000		
		Total	200,000		
	D5 Option 2	Residential	189,000		
		Retail/Service	11,000		
		Total	200,000		
	D6	Office	200,000 - 402,000		
		Retail/Service	13,000		
		Total	213,000 - 415,000		
E	E1	Existing Office	215,585	N/A	
		Total	215,585		
	E2	Existing Office	215,585	N/A	
		Total	215,585		
	E3	Office	200,000 - 420,000		
		Retail/Service	7,000		
		Total	207,000 - 427,000		
	E4 Option 1	Hotel	135,000		
		Total	135,000		
	E4 Option 2	Residential	200,000		
		Total	200,000		
	E5 Option 1	Retail/Service	16,000		
		Total	16,000		
	E5 Option 2	Residential	25,000		
		Total	25,000		
Option 1 Totals		Office	1,241,170 - 2,123,170		
		Hotel	324,000		
		Residential	3,392,000		
		Retail/Service	130,100		
		Public/ Fire Station	25,000 (1)		
		TOTAL	5,087,270 - 5,969,270		
Option 2 Totals		Office	1,041,170 - 1,568,170		
		Hotel	0		
		Residential	4,090,500		
		Retail/Service	114,100		
		Public/ Fire Station	25,000 (1)		
		TOTAL	5,247,770 - 5,894,770		

(1) Part B includes 25,000 GFA of Public Use/Fire Station. This 25,000 is not included in the GFA totals as floor area associated with a public facility does not count toward FAR.
(2) Represents the continued interim use of the existing building, not redevelopment contemplated on the CDP

DISTANCE FROM METRO TABULATION:

AREA WITHIN OF 1/8 MILE OF METRO STATION ENTRANCE	142,120 SQ FT OR 3.26263 ACRES
AREA OUTSIDE 1/8 MILE OF METRO STATION ENTRANCE	14,419 SQ FT OR 0.33101 ACRES
TOTAL AREA	156,539 SQ FT OR 3.59364 ACRES

R2L:ARCHITECTS

Tadjer Cohen Edelson

ParkerRodriguez

VIKA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

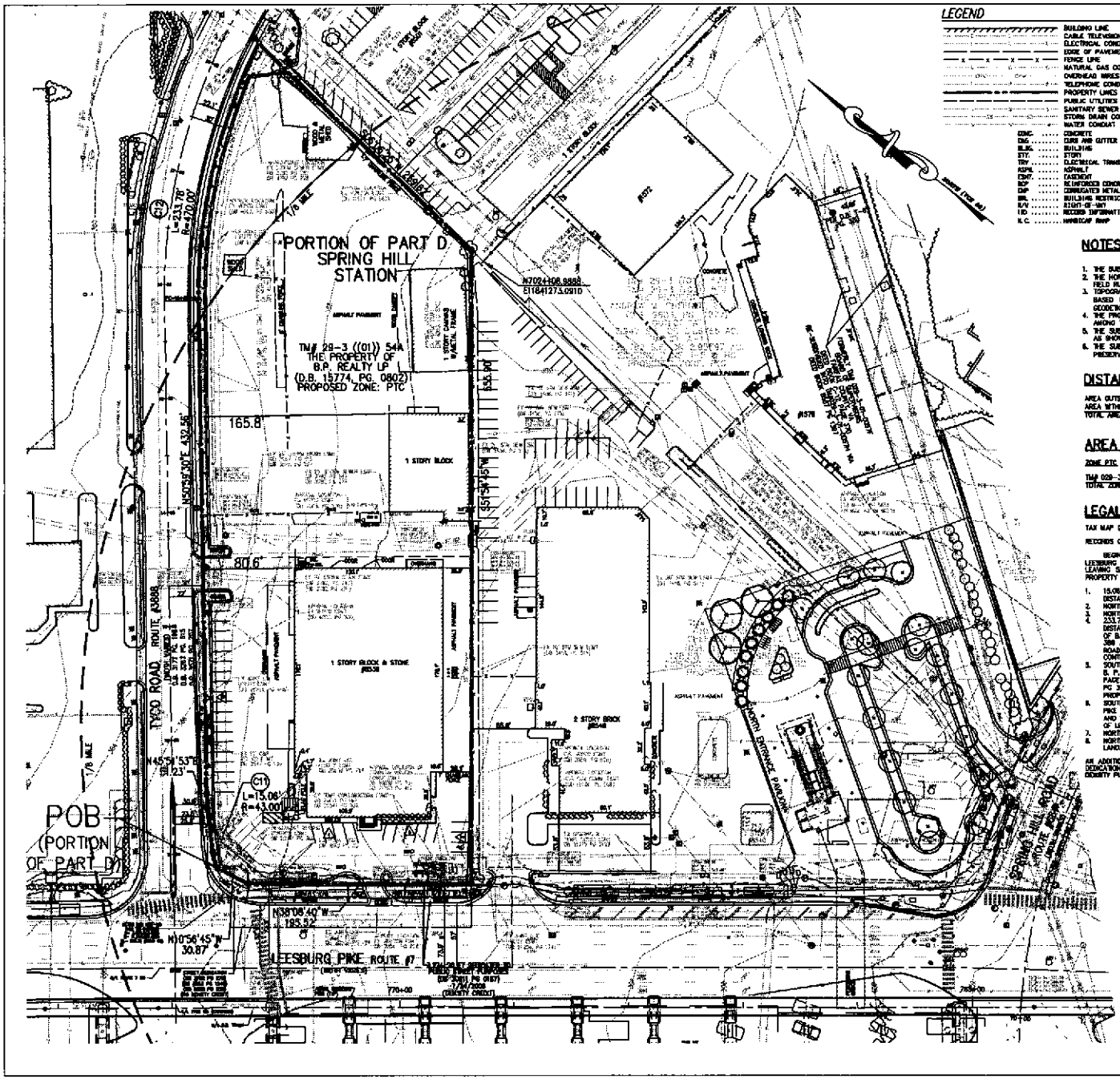
The Georgelas Group

Greystar

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

NOTES AND TABULATIONS

C-3



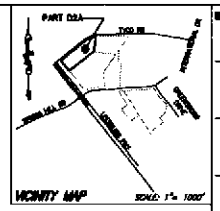
LEGEND

BUILDING LINE
CABLE TELEVISION CONDUIT
ELECTRICAL CONDUIT
EDGE OF PAVEMENT
FENCE LINE
NATURAL GAS CONDUIT
OVERHEAD WIRES
TELEPHONE CONDUIT
PROPERTY LINES
PUBLIC UTILITIES EASEMENTS
SANITARY SEWER CONDUIT
STORM DRAIN CONDUIT
WATER CONDUIT

CONC. ..... CONCRETE
CURB ..... CURB AND GUTTER
BLDG. ..... BUILDING
STY. ..... STORY
TRY ..... ELECTRICAL TRANSFORMER
ASPH. ..... ASPHALT
EASMT. ..... EASEMENT
RCP ..... REINFORCED CONCRETE PIPE
CMP ..... CORRUGATED METAL PIPE
BRL ..... BUILDING RESTRICTION LINE
R/W ..... RIGHT-OF-WAY
I.D. ..... RECORD INFORMATION
H.C. ..... HANDICAP RAMP

SANITARY CLEANOUT
STORM DRAIN MANHOLE
ELECTRICAL JUNCTION BOX
ELECTRICAL MANHOLE
FIRE DEPARTMENT CONNECTION
CABLE TELEVISION PEDESTAL
UNKNOWN UTILITY MANHOLE
TRAFFIC CONTROL BOX
TRAFFIC SIGNAL POLE
LIGHT POLE
PHONE PEDESTAL
PHONE MANHOLE
UTILITY POLE
SANITARY MANHOLE
WATER METER
WATER MANHOLE
WATER VALVE
BOLLARD

SIGN POST
WOOD POST
INLETS
TREE
FIRE HYDRANT
GAS MANHOLE
GUY POLE
GAS VALVE



CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CH BEARING	CHORD
C12	31.04'	470.00'	3°59'26"	15.54'	N70°25'40"E	31.04'
C11	15.06'	43.00'	20°04'06"	7.61'	N38°08'40"E	14.98'

NOTES: PORTION OF PART D

1. THE SUBJECT PROPERTY SHOWN HEREON IS IDENTIFIED AS TAX MAP NUMBER 029-3-01-0054A AND IS ZONED PTC.
2. THE HORIZONTAL DATUM SHOWN HEREON IS TIED TO THE VIRGINIA COORDINATE SYSTEM 1983 (NORTH ZONE) AND IS BASED ON A FIELD RUN SURVEY USING ACCEPTED GPS SURVEYING METHODS AND PRACTICES AND PERFORMED BY VKA, INC.
3. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON AN AERIAL SURVEY PROVIDED TO VKA, INC. BY AERO-METRIC AND BASED ON CONTROL PHOTOGRAPHS DATED MARCH 2002 AT 1"=1007'. THE VERTICAL DATUM IS REFERENCED TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29). CONTOUR INTERVAL IS 2'-0".
4. THE PROPERTY SHOWN HEREON IS CURRENTLY IN THE NAME OF BP REALTY LP AS RECORDED IN DEED BOOK 15774 AT PAGE 802 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.
5. THE SUBJECT PROPERTY LIES IN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON FLOOD INSURANCE RATE MAP NO. 51059C0195E, COMMUNITY PANEL 515525 0195-E, DATED SEPTEMBER 17, 2010.
6. THE SUBJECT PROPERTY DOES NOT LIE WITHIN A RESOURCE PROTECTION AREA (RPA) PER FAIRFAX COUNTY CHESAPEAKE BAY PRESERVATION AREA MAP 29-3 DATED 08/01/2005.

DISTANCE FROM METRO TABULATION:

AREA OUTSIDE 1/8 MILE OF METRO STATION ENTRANCE	14,410 SQ FT OR 0.33101 ACRES	
AREA WITHIN OF 1/8 MILE OF METRO STATION ENTRANCE	142,120 SQ FT OR 3.26263 ACRES	
TOTAL AREA	156,530 SQ FT OR 3.59364 ACRES	

AREA TABULATION:

ZONE PTC

TM# 029-3-01-0054A	153,285 SQ FT OR 3.51848 ACRES	
TOTAL ZONE PTC	153,285 SQ FT OR 3.51848 ACRES	

DENSITY TABULATION:

TM# 029-3-01-0054-A	153,285 SQ FT OR 3.51848 ACRES	
STREET DEDICATION (DB 20811 PG 187)	3,274 SQ FT OR 0.07516 ACRES	
TOTAL AREA OF DENSITY	156,530 SQ FT OR 3.59364 ACRES	

LEGAL DESCRIPTION: (PORTION OF PART D)

TAX MAP 029-3-01-0054A
BEING ALL OF THE PROPERTY OF B. P. REALTY, LP RECORDED IN DEED BOOK 15774 AT PAGE 802 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING FOR THE SAME AT A POINT MARKING A POINT OF INTERSECTION OF NORTHEASTERLY RIGHT OF WAY LINE OF LEESBURG PIKE – ROUTE #7 AND THE SOUTHEASTERLY RIGHT OF WAY LINE OF TYCO ROAD – ROUTE 3888 (WIDTH VARIES); THENCE LEAVING SAID POINT OF INTERSECTION AND RUNNING WITH THE COMMON LINE BETWEEN SAID TYCO ROAD AND THE AFORESAID PROPERTY OF B.P. REALTY, LP (D.B. 15774, PG. 802) THE FOLLOWING FOUR (4) COURSES AND DISTANCES

1. 15.06 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 43.00 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 38°08'40" EAST, 14.98 FEET TO A POINT; THENCE
2. NORTH 45°54'53"EAST, 81.23 FEET TO A POINT; THENCE
3. NORTH 00°56'30"EAST, 432.56 FEET TO A POINT; THENCE
4. 233.78 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 470.00 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 85°14'27" EAST, 231.30 FEET TO A POINT MARKING THE COMMON CORNER OF THE AFORESAID PROPERTY OF B. P. REALTY, LP (DB 15774 PG 802) AND THE PROPERTY OF RMC TYCO LLC AS RECORDED IN DEED BOOK 12455 AT PAGE 388 AMONG THE AFORESAID LAND RECORDS; THENCE LEAVING THE AFORESAID SOUTHEASTERLY RIGHT OF WAY LINE OF TYCO ROAD – ROUTE 3888 (WIDTH VARIES) AND RUNNING WITH SAID PROPERTY OF RMC TYCO LLC (DB 12455 PG 388) AND CONTINUING WITH THE PROPERTY OF RMC TYCO LLC AS RECORDED IN DEED BOOK 12455 AT PAGE 393
5. SOUTH 00°08'25" WEST 238.82 FEET TO A POINT MARKING THE COMMON EASTERLY CORNER OF THE AFORESAID PROPERTY OF B. P. REALTY, LP (DB 15774 PG 802) AND THE PROPERTY OF CERNER FAMILY, LLC AS RECORDED IN DEED BOOK 10793 AT PAGE 905 AMONG THE AFORESAID LAND RECORDS; THENCE LEAVING THE AFORESAID PROPERTY OF RMC TYCO LLC (DB 12455 PG 393) AND RUNNING WITH THE COMMON LINE OF THE SAID PROPERTY OF B. P. REALTY, LP (DB 15774 PG 802) AND SAID PROPERTY OF CERNER FAMILY, LLC (DB 10793 PG 905)
6. SOUTH 51°47'48" WEST 500.00 FEET TO A POINT LYING ON THE AFORESAID NORTHEASTERLY RIGHT OF WAY LINE OF LEESBURG PIKE – ROUTE #7; THENCE LEAVING THE AFORESAID COMMON LINE OF THE PROPERTY OF B. P. REALTY, LP (DB 15774 PG 802) AND THE PROPERTY OF CERNER FAMILY, LLC (DB 10793 PG 905) AND RUNNING WITH SAID NORTHEASTERLY RIGHT OF WAY LINE OF LEESBURG PIKE – ROUTE #7 THE FOLLOWING TWO (2) COURSES AND DISTANCES
7. NORTH 38°08'40" WEST, 185.52 FEET TO A POINT; THENCE
8. NORTH 10°56'45" WEST, 30.87 FEET TO THE POINT OF BEGINNING CONTAINING 153,285 SQUARE FEET OR 3.51848 ACRES OF LAND.

AN ADDITIONAL 3,274 SQ. FT. OR 0.07516 ACRES HAS BEEN RESERVED FOR DENSITY CREDIT ASSOCIATED WITH AREAS OF STREET DEDICATION RECORDED IN DEED BOOK 20811 AT PAGE 187 AMONG THE AFORESAID LAND RECORDS. FOR A TOTAL AREA FOR DENSITY PURPOSES OF 156,530 SQUARE FEET OR 3.59364 ACRES.

COMMONWEALTH OF VIRGINIA
J THOMAS HARDING
LIC. No. 1836
LAND SURVEYOR

R2L:ARCHITECTS
Fairfax Consultants
Parsons Rodriguez
V KA Incorporated
Walsh & Associates, Inc.
Walsh Colucci Lubeley Emrich & Walsh PC
The Cardegna Group
Greystar
2345 Dulles Corner Blvd., Suite 100
Herndon, VA 20171
SITE D2A
Spring Hill Station
Tysons Corner, VA 22182

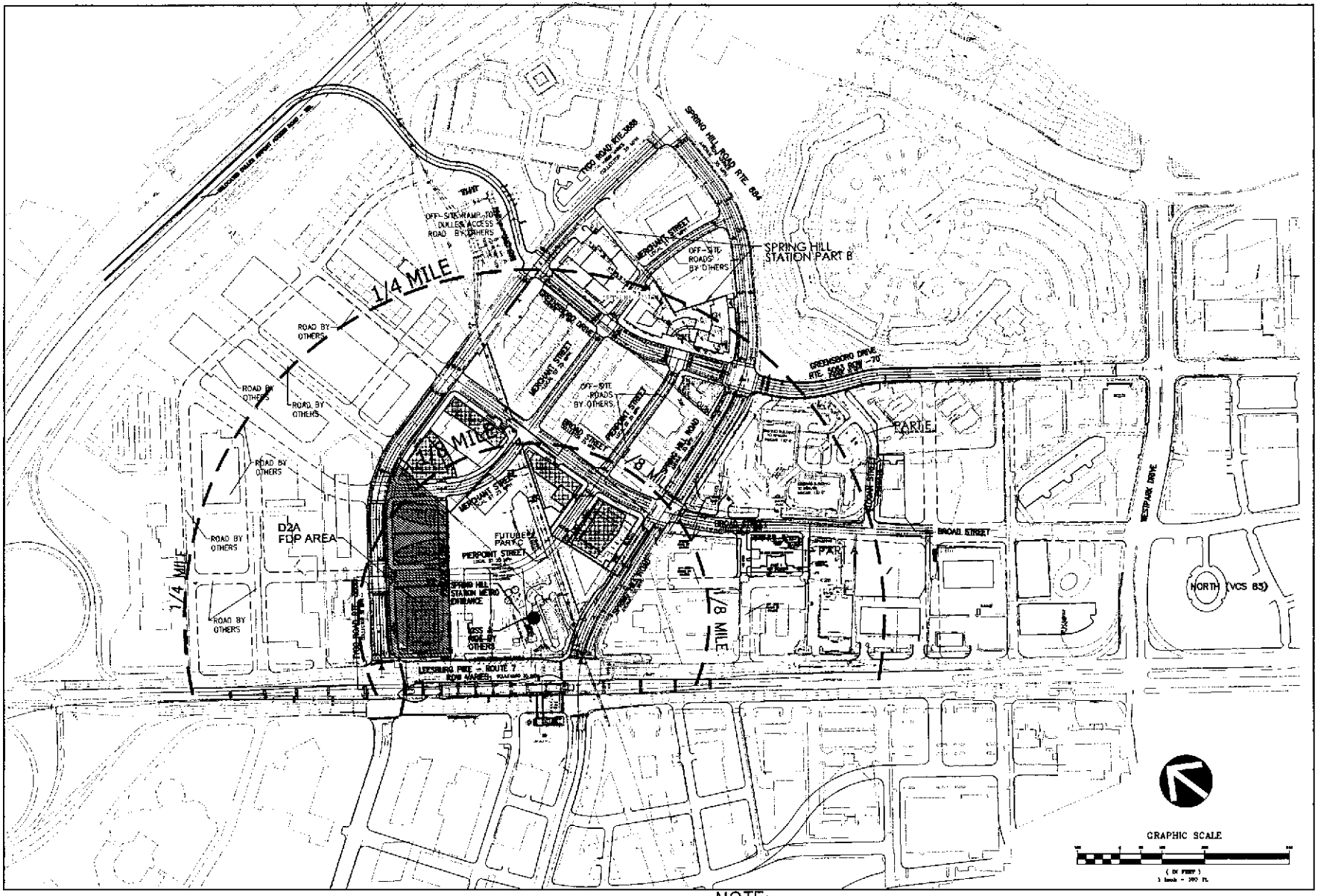
1	SUBMISSION	11/18/11
2	SUBMISSION	12/16/11
3	SUBMISSION	1/13/12
4	SUBMISSION	2/27/12
5	SUBMISSION	3/26/12
6	SUBMISSION	4/23/12

The Cardegna Group
2345 Dulles Corner Blvd., Suite 100
Herndon, VA 20171
703.707.9000
www.cardegnagroup.com

EXISTING CONDITIONS

EXISTING CONDITIONS

C-4



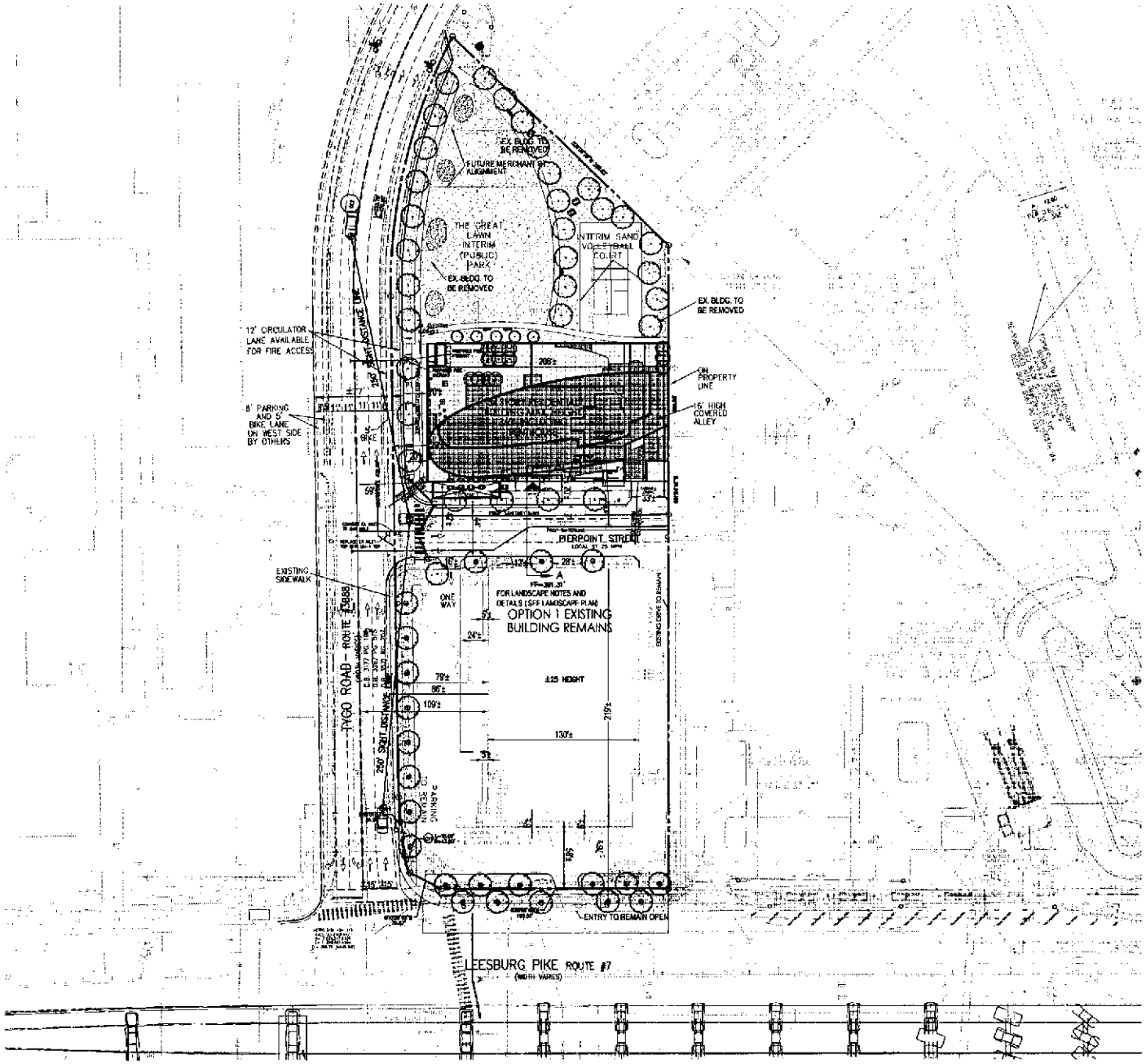
DISTANCE FROM METRO TABULATION:

AREA WITHIN OF 1/8 MILE OF METRO STATION ENTRANCE	142,120 SQ FT OR 3.26263 ACRES
AREA OUTSIDE 1/8 MILE OF METRO STATION ENTRANCE	14,419 SQ FT OR 0.33101 ACRES
TOTAL AREA	156,539 SQ FT OR 3.59364 ACRES

NOTE:
ALL OF PART D IS WITHIN 1/4 MILE OF METRO

CDP CONTEXT PLAN

C-5A



R2L:ARCHITECTS

Tadjer Cohen Edelson

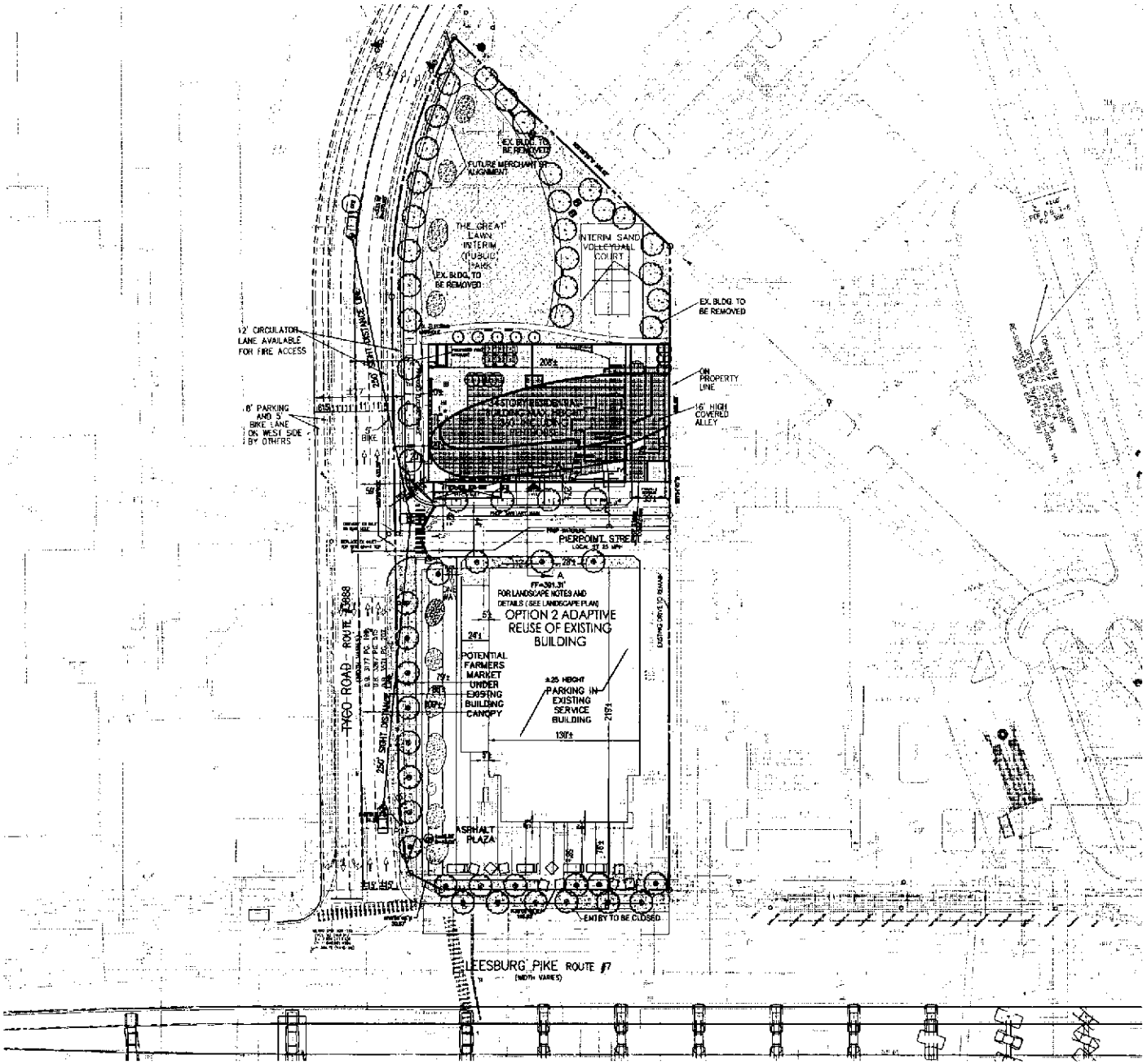
ParkerRodriguez

VIKA INCORPORATED

FINAL DEVELOPMENT PLAN OPTION 1 (OVERALL)

BITE D2A
Spring Hill Station
Tysons Corner, VA 22102

C-6A



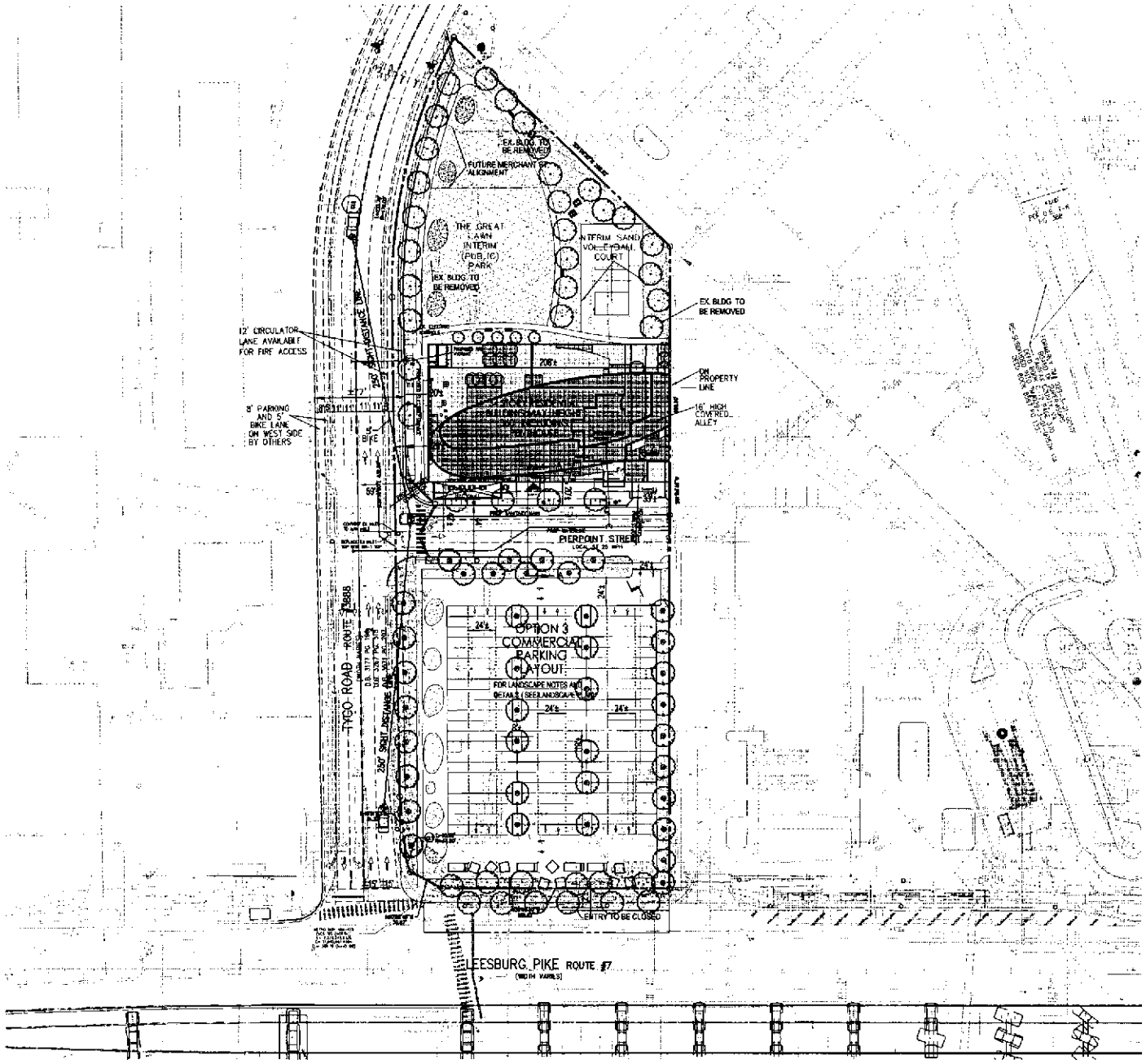
NORTH (VCS 83)
GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

FINAL DEVELOPMENT PLAN OPTION 2 (OVERALL)

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

C-6B



NORTH (VCS 83)
GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

R2L:ARCHITECTS

Tadjer Cohen Edelson

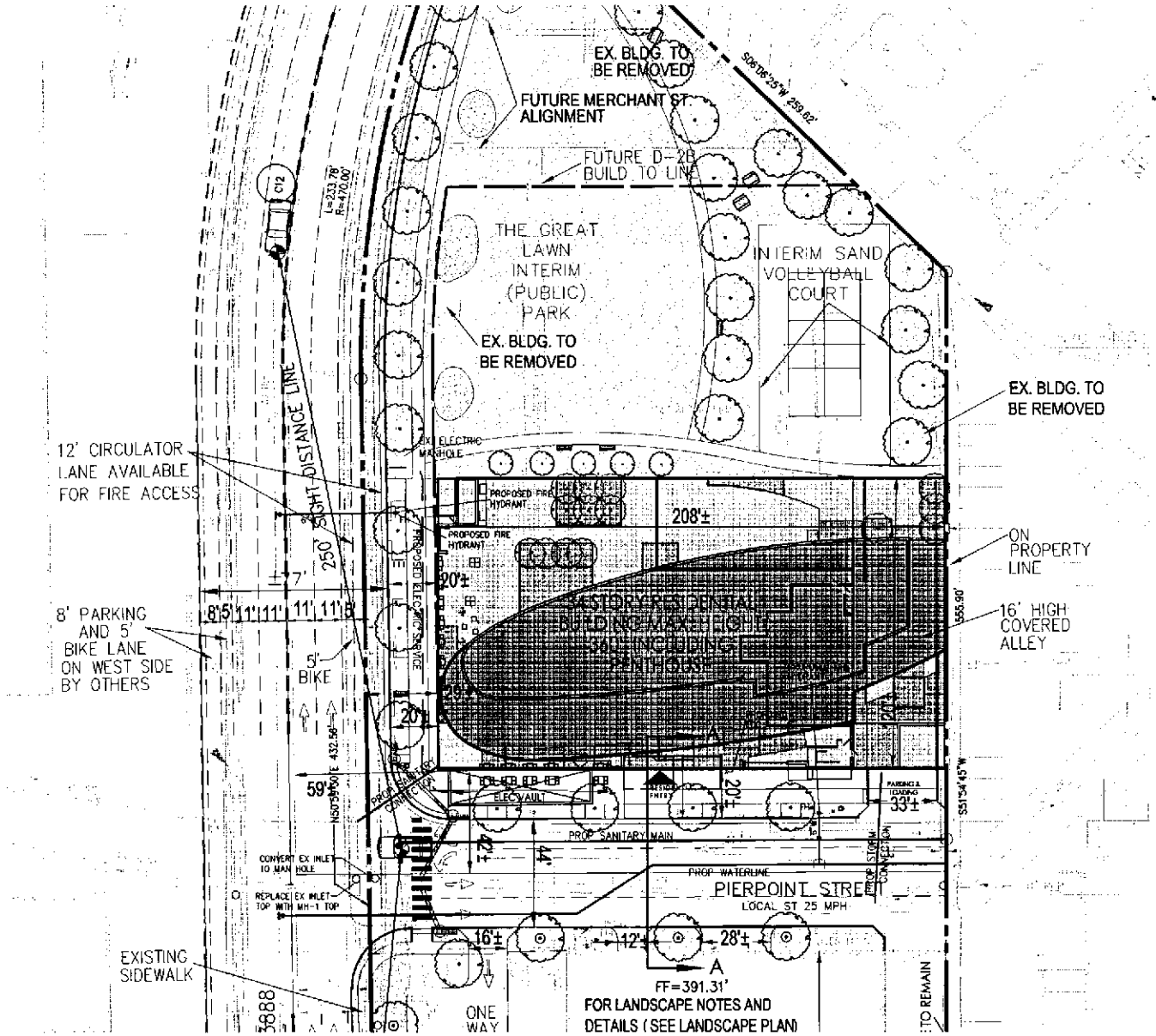
Parker Rodriguez

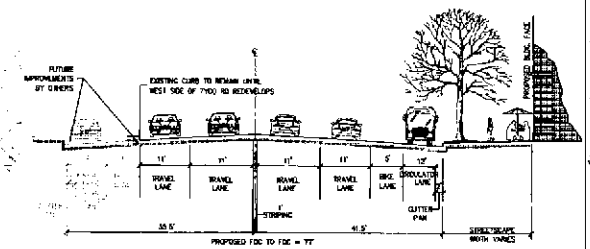
VIKA Incorporated

FINAL DEVELOPMENT PLAN OPTION 3 (OVERALL)

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

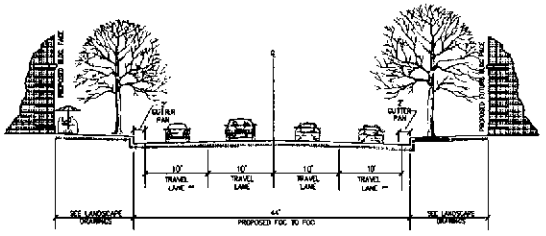
C-6C





TYCO ROAD (NORTH OF PIERPOINT STREET)

NOT TO SCALE



SECTION A-A @PIERPOINT STREET

SCALE: 1"=10'

NORTH (VCS 83)
GRAPHIC SCALE

(IN FEET)
1 inch = 20' ft.

FINAL DEVELOPMENT PLAN (DIMENSIONING)

C-7

FDP PART–D2A EVM NARRATIVE

APPROXIMATELY 98% OF THE FDP AREA HAS BEEN DEVELOPED WITH RETAIL AND LIGHT INDUSTRIAL/WAREHOUSE SERVICE ESTABLISHMENTS.

AREA–C: AREA–C HAS BEEN DEVELOPED WITH RETAIL/WAREHOUSE/LIGHT INDUSTRIAL USES. THERE IS VIRTUALLY NO LANDSCAPING OR TREE PRESERVATION WITH THIS DEVELOPMENT. THERE ARE REMNANT AND VOLUNTEER VEGETATION THAT EXIST BETWEEN PARKING COMPOUNDS AND TRAVEL LANE AREAS. ALONG THE ROUTE 7 RIGHT–OF–WAY TWO GINKGOES HAD BEEN PLANTED. THE HEALTH AND CONDITION OF THE EXISTING VEGETATION WITHIN AREA–C SHOWS STRESS, POOR FORM AND STRUCTRY AND LOW MAINTENANCE. THERE IS A HIGH PROPORTION OF ESTABLISHED INVASIVE PLANT MATERIAL WITHIN AREA–C. THE VEGETATION WITHIN AREA–C SHOULD NOT BE CONSIDERED AS HIGH VALUE OR AS A PRIORITY FOR TREE PRESERVATION.

THE FDP AREA IS ZONED PTC AND IS SPECIFIED FOR COMPLETE REDEVELOPMENT WHERE ALL THE EXISTING BUILDINGS, PARKING COMPOUND AREAS AND VEGETATION WILL BE REMOVED. THIS SITE WILL NOT MEET THE TREE PRESERVATION TARGET REQUIREMENTS. AS PART OF THIS APPLICATION SUBMITTAL AND IN ACCORDANCE WITH PFM 12–0507.4 A TREE PRESERVATION TARGET DEVIATION REQUEST IS INCLUDED FOR FAIRFAX COUNTY UFMD REVIEW AND APPROVAL. SEE THIS SHEET.

EXISTING VEGETATION TABLE FDP – D2A

EVM INDEX	COVER TYPE	SUCCESSIONAL STAGE	AREA	COVER CONDITION	PRIMARY SPECIES	COMMENTS
"C"	DEVELOPED/ MAINTAINED	N/A	153,258 SF (3.51948 AC)	N/A	SEE COVER TYPE TABLE	DEVELOPED AS RETAIL/WAREHOUSE & LIGHT INDUSTRY. ALL AREAS ARE DEVELOPED AS PAVED HARDSCAPE
TOTAL AREA	–	–	756,920 SF (17.3635AC)	–	–	–

FDP – D2A VEGETATION COVER TYPES

"C" PRIMARY SPECIES

Acer – Maple
Cornus– Dogwood
Ginkgo biloba – Ginko
Juniperus – Juniper
Magnolia acuminata – Cucumber Magnolia
Quercus palustris – Pin Oak
Prunus serotina – Black Cherry
Robinia pseudoacacia – Black Locust
Tilia – Linden

VIKA

ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS • SURVEYORS • SUSTAINABLE DESIGN

January 10, 2013

Mr. Michael Knapp, Director UFMD
Forest Conservation Branch, UFMD
Department of Public Works and Environmental Services
Land Development Services, Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503

RE: Tree Preservation Target Deviation Request
Spring Hill Station
Part D2A
RZ/FDP 2010-PR-014
VIKA # 97018C

Dear Mr. Knapp:

This letter is to request a deviation in the Tree Preservation Target (TPT) requirements for the above referenced site. In the Fairfax County Comprehensive Plan, adopted on June 22, 2010, the referenced site is located within the Tysons Corner Urban Center. The referenced FDP plan submittal is associated with Spring Hill Station - Part D. This deviation is requested in whole and is based under the following two allowable deviation conditions as outlined in the Fairfax County Public Facilities Manual (PFM). They are as follow:

12-0508.3A(1) – where meeting the Tree Preservation Target would preclude the development of uses or densities otherwise allowed by the Zoning Ordinance

12-0508.3A(3) – where construction activities could be reasonably expected to impact existing trees or forested areas used to meet the Tree Preservation Target to the extent these would not likely survive in a healthy and structurally sound manner of a minimum of 10 years in accordance with the post-development standards for trees and forested areas provided in PFM 12-0403 and 12-0404.

Portions of the existing vegetation on the referenced site had been planted with previous development of the property while portions of the existing vegetation on these sites are remnant wooded areas that were not cleared during the development process. Spring Hill Station, Part D2A will be razed of all existing features and fully redeveloped. This redevelopment will include site or redesign of the utility infrastructure, the street grids, berms and drains, as well as variety urban components such as building types and uses, active and passive recreation and metro transportation improvements.

The basis for this deviation is warranted as a result of the site engineering necessary within that portion of the Tysons Corner Urban Center redesign. The TPT vegetation requirements cannot be fulfilled with the redevelopment of Spring Hill Station, Part D2A. Therefore, it is requested here that UFMD deem the tree preservation requirements will be hereby satisfied with the planting of the 10-year tree canopy requirements. In accordance with the Tysons Corner Urban Center recommendations, the proposed preliminary landscape 10-year tree canopy calculations will provide canopy coverage of 44,950 SF. Therefore, the new landscape specified with this redevelopment will meet the 10 year tree canopy requirement. Please refer to the project landscape plans, tabulations and computations in this submittal.

VIKA, Incorporated
8180 Greensboro Drive, Suite 200 • McLean, Virginia 22102 • 703-442-7800 Fax 703-848-2797
McLean, VA • Germantown, MD • Washington, DC
www.vika.com

Mr. Michael Knapp, Director UFMD
Forest Conservation Branch, UFMD
RE: Spring Hill Station
Tree Preservation Request
Part D2A
RZ 2010-PR-014
VIKA # 97018C
January 10, 2013
Page 2 of 2

Thank you for your time and attention and should you have any questions or need additional information, please do not hesitate to contact our office.

Sincerely,
VIKA, Inc.

Nelson P. Kirchner, RLA,
Landscape Architect/ISA Certified Arborist
Associate

NPK/mck

cc: Dan Arritt, RLA, - Parker Rodriguez
Rich Coulston - Parker Rodriguez
Robert B. Carlson, Associate Principal – VIKA, Inc
Todd Nelson, Urban Forester II, Fairfax County UFMD

PLAN PREPARED BY: NELSON P. KIRCHNER, RLA
ISA CERTIFIED ARBORIST NO. MA-4720AM
SIGNATURE _____ DATE 1/14/13

VA STATE GRID NORTH

GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.

RTL ARCHITECTS

Tadler Cohen Edelson

Parker Rodriguez

VIKA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

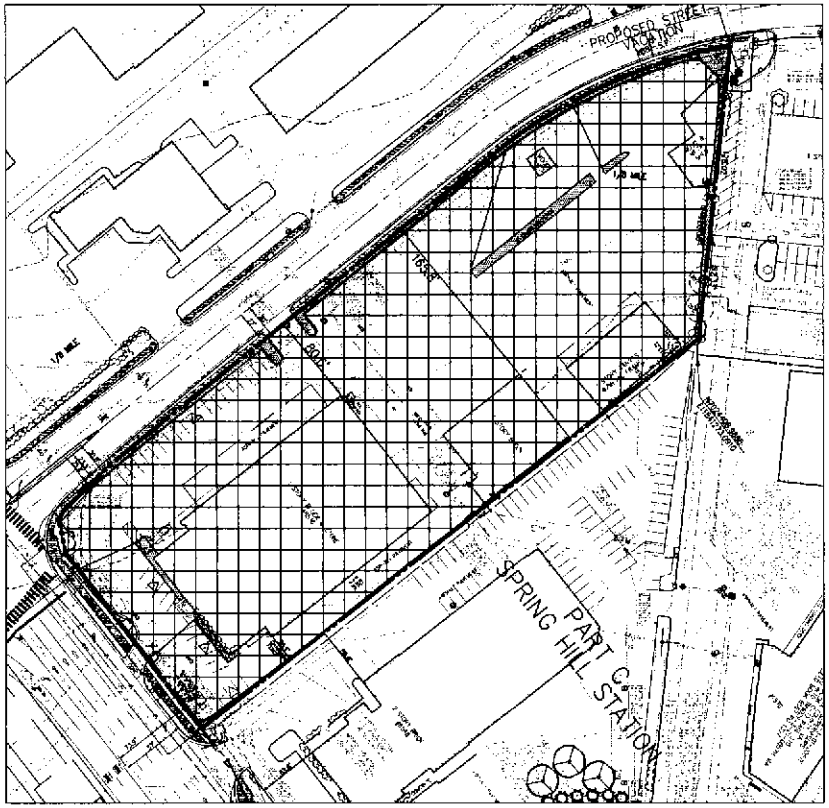
The Georgetown Group

Grayson

SITE D2A
Spring Hill Station
Tysons Corner, VA 22182

EXISTING VEGETATION MAP

C-8



CURRENT EXISTING CONDITION EXHIBIT

LEGEND

IMPERVIOUS AREA = 147,390 SF (3.38 AC) = 96%

PERVIOUS AREA = 5,875 SF (0.13 AC) = 4%

EXISTING CONDITIONS (PRE-DETENTION)

IMPERVIOUS AREA = 0 SF (0 AC) = 0%
*PERVIOUS AREA = 153,265 SF (3.51 AC) = 100%

*THE SITE CURRENTLY HAS DETENTION MEASURES AND WILL BE CONSIDERED 100% PERVIOUS (PRE-EXISTING CONDITIONS) FOR OUR EXISTING CONDITIONS PFM CALCULATIONS.

GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

R2L:ARCHITECTS

Tagger Cohen Spillane

Parkerhodrigues

VIKA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

The Georgelas Group

Greystar

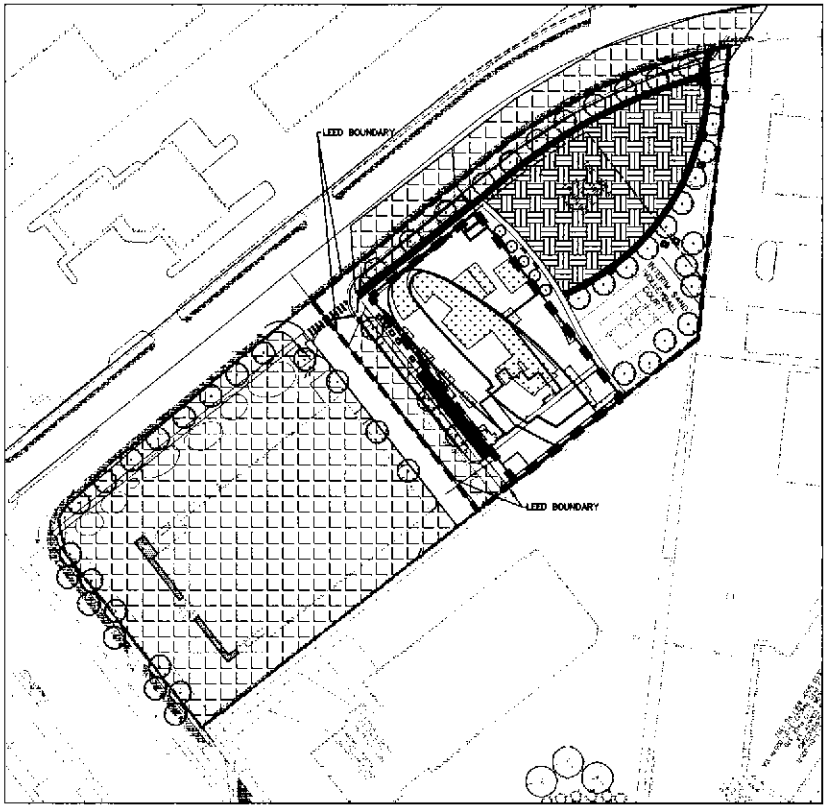
SITE DSA
Spring Hill Station
Tysons Corner, VA 22102

EXISTING CONDITIONS STORMWATER PLAN

C-9

FOR PRELIMINARY REFERENCE PURPOSES ONLY
NOT FOR CONSTRUCTION OR REGULATORY REVIEW

FILE: P:\1063\Projects\DWG\Dwg\PART C\DP FDP\700 8400_DP 02 SWM.dwg USER: Williams DATE: July, 16 2013 TIME: 08:12 am



LEGEND

- DRAINAGE AREA TO TREE BOX FILTERS
- AREA OF PERMEABLE PAVERS
- AREA OF GREEN ROOF/STORMWATER PLANTERS
- SOIL AMENDMENTS
- DRAINAGE AREAS TO GREEN ROOF/STORMWATER PLANTERS

PROPOSED CONDITIONS AREA TABULATION:

BUILDING = 52,606 SF (1.21 AC) (GREEN ROOF CREDITED LATER WITH VOLUME REDUCTION)
ROADS/SIDEWALK = 68,619 SF (1.57 AC)
PARKS/TREE PITS = 31,973 SF (0.73 AC)

PERVIOUS = 0.73 AC (21%)
IMPERVIOUS = 2.78 AC (79%)

LEED BOUNDARY:

BUILDING = 24,964 SF (0.57 AC) (GREEN ROOF CREDITED LATER WITH VOLUME REDUCTION)
ROADS/SIDEWALK = 27,577 SF (0.63 AC)
PARKS/TREE PITS = 28,879 SF (0.66 AC)

PERVIOUS = 0.66 AC (35%)
IMPERVIOUS = 1.2 AC (65%)

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

B2L:ARCHITECTS

Tadjer Cohen Edelson

RatnerRodriguez

VIKA Incorporated

Walls + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

The Georgetec Group

Greyster

SITE DSA
Spring Hill Station
Tysons Corner, VA 22182

STORMWATER MANAGEMENT PLAN

C-10

FOR PRELIMINARY REFERENCE PURPOSES ONLY
NOT FOR CONSTRUCTION OR REGULATORY REVIEW

DATE: Aug. 16, 2013 TIME: 08:13 am

TYSONS CORNER COMPREHENSIVE PLAN STORMWATER CONFORMANCE CHECKLIST NARRATIVE

THE PURPOSE OF THIS NARRATIVE IS TO DETAIL THE PROCESS BY WHICH THE SUBJECT SITE MEETS, EXCEEDS, OR PROVIDES TO THE MAXIMUM EXTENT PRACTICABLE THE RUNOFF REDUCTION REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN.

COMPREHENSIVE PLAN STORMWATER MANAGEMENT GOALS:

- THIS STORMWATER MANAGEMENT NARRATIVE EXPLAINS HOW THIS PLAN PROPOSES TO MEET THE STORMWATER REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN.
- THIS NARRATIVE DESCRIBES THE VARIOUS STRATEGIES BY WHICH THE VARIOUS GOALS ARE TO BE MET (E.G. VEGETATIVE ROOF AND URBAN BIO-RETENTION (TREE PITS) AS WELL AS THOSE STRATEGIES WE EVALUATED BUT WERE UNABLE TO IMPLEMENT DUE TO SITE CONSTRAINTS.

COMPREHENSIVE PLAN STORMWATER MANAGEMENT GOALS	RESPONSE
STORMWATER MANAGEMENT AND WATER QUALITY CONTROLS FOR REDEVELOPMENT SHOULD BE DESIGNED TO RETURN WATER INTO THE GROUND WHERE SOILS ARE SUITABLE OR REUSE IT, WHERE ALLOWED. TO THE EXTENT PRACTICABLE, REDUCTION OF STORMWATER RUNOFF VOLUME IS THE SINGLE MOST IMPORTANT STORMWATER DESIGN OBJECTIVE FOR TYSONS.	INFILTRATION SHALL NOT BE USED ON THE PROPOSED BUILDING D2A DUE TO ITS IMPRACTICALITY. AREAS ON SITE AVAILABLE FOR INFILTRATION ARE VERY LIMITED DUE TO THE LARGE PROPOSED UNDERGROUND GARAGE. THE APPLICATION AREA TOTALS 3.51 ACRES, 0.89 ACRES (OR 25%) OF WHICH IS THE PROPOSED BUILDING D2A. THE GARAGE IS 0.57 ACRES AND THE PUBLIC ROADWAYS ARE 0.15 ACRES, OR 81% OF THE D2A SITE. THE REST OF THE SITE IS AN INTERIM CONDITION, PART OF WHICH WILL BE A GRASSY PARK AND PART OF WHICH WILL BE A PARKING LOT THAT IS CONTROLLED BY URBAN BIORETENTION (TREE PITS). THESE AREAS WILL BE IMPROVED FROM EXISTING CONDITIONS IN THE INTERIM CONDITION.
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."	THE TARGET GOAL OF THE RUNOFF REDUCTION METHOD IS TO CAPTURE AND CONTROL THE FIRST INCH OF RAINFALL. TO THIS EXTENT FOUR MAIN STORMWATER MANAGEMENT STRATEGIES HAVE BEEN UTILIZED-VEGETATIVE ROOFS, PERMEABLE PAVEMENT, URBAN BIO-RETENTION (TREE PITS) AND STORMWATER PLANTERS. • THE EXTENSIVE VEGETATIVE ROOFS HAVE BEEN DESIGNED PER DCR SPEC #5 AND ARE USED TO TREAT VEGETATIVE ROOF AREAS. • THE INTENSIVE ROOF AREAS INCLUDE ELEMENTS FROM DCR SPECIFICATIONS BUT HAVE BEEN MODIFIED PER DETAILS SHOWN ON THE FDP TO TREAT BOTH VEGETATED AS WELL AS NON-VEGETATED ROOF AREAS. • THE URBAN BIO-RETENTION TREE PITS AND STORMWATER PLANTERS HAVE BEEN DESIGNED PER DCR SPEC #9 APPENDIX 9A WITH MODIFICATION OF CERTAIN ELEMENTS PER THE DETAIL WITHIN THIS CDP. THE TREE PITS ARE UTILIZED TO ULTIMATELY TREAT THE ROADWAY RUNOFF AS WELL AS THE SURROUNDING STREETSCAPE. • THE STORMWATER PLANTERS (DETAILED ON THE FDP) ARE USED TO TREAT IMPERVIOUS BUILDING ROOF AREAS WHERE GREEN ROOF IS IMPRACTICABLE. (TIER 3) • THE PERMEABLE PAVEMENT (LEVEL ONE) HAS BEEN DESIGNED PER DCR SPEC #7 AND WILL ONLY CAPTURE ITS FOOTPRINT AREA. SIZING COMPUTATIONS HAVE BEEN PROVIDED THAT VERIFY THE REQUIRED STORAGE HAS BEEN MET FOR EACH ALTERNATIVE (SEE RAINFALL DESIGN VALUE SIZING NARRATIVE ON THIS SHEET). EACH OF THESE PRACTICES IS ADEQUATELY SIZED FOR THE PROPOSED DRAINAGE AREAS TO THEM. THESE PRACTICES COMBINED YIELD AN ENTIRE ONSITE RETAINED RAINFALL DEPTH OF 0.90 INCHES (0.96" WITH OFF SITE TREATMENT; 1.25" WHEN CONSIDERING THE LEED SPECIFIED RAINFALL EVENT). ALL AREAS OF THE DEVELOPED SITE THAT HAVE THE POTENTIAL FOR A GREEN ROOF HAVE BEEN UTILIZED FOR SUCH PURPOSES. FOR TREATMENT OF THE PROPOSED ROADWAY THE STREETSCAPES HAVE BIO-RETENTION TREE PITS PROVIDED FOR TREATMENT AND RETENTION. A TOTAL CONTROLLED AREA OF 2.60 ACRES OR 74% OF THE SITE HAS BEEN CAPTURED AND DEMONSTRATES "TO THE MAXIMUM EXTENT PRACTICABLE" WE HAVE MET THE TYSONS CORNER COMPREHENSIVE PLAN GOAL TO RETAIN/REUSE THE FIRST INCH OF RAINFALL.
REDEVELOPMENT PROJECTS IN TYSONS SHOULD INCORPORATE INNOVATIVE STORMWATER MANAGEMENT MEASURES IN A MANNER THAT WILL, FIRST AND FOREMOST, OPTIMIZE REDUCTION OF STORMWATER RUNOFF VOLUME AND CONTROL OF PEAK FLOWS FOR THE REMAINING STORMWATER THAT CANNOT BE COMPLETELY CAPTURED ON-SITE."	THE RUNOFF REDUCTION PRACTICES SHALL BE USED IN CONFORMANCE WITH THE APPLICABLE DCR SPECIFICATION (IF ONE EXISTS) THAT GOVERNS THEM. THE EXTENSIVE VEGETATIVE ROOF, URBAN BIO-RETENTION TREE PITS, PERMEABLE PAVEMENT, AND STORMWATER PLANTERS HAVE BEEN DESIGNED IN ACCORDANCE WITH THEIR RESPECTIVE SPECIFICATION.
"AT A MINIMUM, STORMWATER MANAGEMENT MEASURES THAT ARE SUFFICIENT TO ATTAIN BOTH THE STORMWATER DESIGN-QUANTITY CONTROL AND STORMWATER DESIGN-QUALITY CONTROL CREDITS OF THE MOST CURRENT VERSION OF THE LEED-NC OR LEED-CS RATING SYSTEM (OR THE EQUIVALENT OF THESE CREDITS) SHOULD BE PROVIDED. IF, ON A GIVEN SITE, THE ATTAINMENT OF THE STORMWATER DESIGN LEED CREDITS (OR EQUIVALENT) IS DEMONSTRATED NOT TO BE FULLY ACHIEVABLE, ALL AVAILABLE MEASURES SHOULD BE IMPLEMENTED TO THE EXTENT POSSIBLE IN SUPPORT OF THIS GOAL."	LEED STORMWATER CREDITS 6.1 AND 6.2 SHALL BE OBTAINED THROUGH THE USE OF THE VEGETATIVE ROOF, PERMEABLE PAVEMENT, AND THE URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). EACH PRACTICE PROVIDES BOTH QUANTITY AND QUALITY CONTROL. THE COMPUTATIONS PROVIDED ON SHEETS C-12 ARE BASED ON THE LEED AREA (ENCOMPASSING D2A AND PARK). THE COMPUTATIONS ON SHEET C-13 SHOW THE TOTAL SITE AREA BROKEN DOWN BY BLOCK (NEW BUILDING, INTERIM PARK, AND INTERIM BLOCK 1).
"EQUIVALENT APPROACHES MAY INCORPORATE COORDINATED STORMWATER MANAGEMENT ON MULTIPLE DEVELOPMENT SITES AND/OR OFF-SITE CONTROLS. ADDITIONAL STORMWATER MANAGEMENT EFFORTS SHOULD BE ENCOURAGED."	THIS SUBJECT APPLICATION PROPOSES BIO-RETENTION TREE PITS WITHIN THE PROPOSED STREETSCAPE OF THE APPLICATION AREA. THESE BIO-RETENTION TREE PITS CAPTURE AND TREAT THE FIRST INCH OF RAINFALL FROM THE PROPOSED STREETS AND EXISTING OFFSITE STREETS AND ROW (SEE OFFSITE FACILITIES SECTION IN THE NARRATIVE). THERE ARE NO SHARED STORMWATER MANAGEMENT ALTERNATIVES WITH THIS APPLICATION.
"LID TECHNIQUES OF STORMWATER MANAGEMENT SHOULD ALSO BE INCORPORATED INTO NEW AND REDESIGNED STREETS WHERE ALLOWED AND PRACTICABLE."	LOW IMPACT DEVELOPMENT (LID) TECHNIQUES ARE PROVIDED FOR IN THE STREET DESIGN VIA THE URBAN BIO-RETENTION (TREE PIT). THESE TREE PITS PROVIDE BOTH QUANTITY AND QUALITY CONTROL AS OUTLINED BY DCR SPEC #9 AND MODIFIED TO MEET TYSONS URBAN DESIGN GUIDELINES.
"RESTORATION AND/OR STABILIZATION OF DEGRADED STREAMS ON DEVELOPMENT SITES SHOULD BE PURSUED WHERE FEASIBLE; RESTORATION AND STABILIZATION TECHNIQUES THAT INCORPORATE ECOLOGICALLY AND AESTHETICALLY BENEFICIAL, VEGETATED APPROACHES ARE PREFERRED. OFF-SITE EFFORTS TO RESTORE AND/OR STABILIZE STREAMS IN TYSONS CORNER SHOULD ALSO BE ENCOURAGED. THE ABOVE GUIDELINES ARE INTENDED TO IMPROVE STORMWATER MANAGEMENT CONTROLS SUFFICIENTLY TO ALLOW FOR IMPROVEMENTS TO THE HABITAT AND RECREATIONAL VALUES OF STREAMS IN TYSONS CORNER THROUGH NATURAL RESTORATIVE PROCESSES AND/OR THROUGH RESTORATION PROJECTS."	THIS SUBJECT APPLICATION DOES NOT PROPOSE ANY STREAM RESTORATION AS IT HAS NO OPEN CHANNELS OR STREAMS WITHIN ITS BOUNDARY. IT IS BELIEVED THAT ANY STREAM RESTORATION SHOULD BE COMPREHENSIVE IN MANNER AND NOT PROVIDED IN PIECE MEAL FORM TO BETTER PROVIDE AESTHETIC AND RECREATIONAL VALUE TO TYSONS CORNER.

COMPREHENSIVE PLAN IMPLEMENTATION

THE TYSON'S CORNER COMPREHENSIVE STORMWATER MANAGEMENT PLAN SHALL BE IMPLEMENTED VIA THE USE OF URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS), PERMEABLE PAVEMENT, AND VEGETATIVE ROOFS. THE ROADWAY ROW AND STREETSCAPE SHALL BE CONTROLLED, WHERE POSSIBLE, BY TREE PITS THAT ARE STRATEGICALLY PLACED TO MAXIMIZE RUNOFF INTERCEPTION. THE BUILDING ROOF AREASFOR D2A SHALL BE CONTROLLED BY A VEGETATIVE ROOF THAT HAS BEEN DESIGNED TO TREAT BOTH VEGETATIVE AND NON-VEGETATIVE AREAS. ROOF AREAS IMPRACTICABLE FOR GREEN ROOF HAVE BEEN DISCONNECTED WHERE POSSIBLE TO STORMWATER PLANTERS. BELOW IS A BREAKDOWN OF THE IMPLEMENTATION ITEMS ON THE STORMWATER CONFORMANCE CHECK LIST:

- THE COMPUTATIONS PROVIDED ON SHEET C-13 CALCULATE THE REQUIRED TREATMENT VOLUME OF 1" OF RAINFALL OVER THE ENTIRE SITE CDP AREA.
- THE STORMWATER MANAGEMENT DESIGN FOR THIS SITE SHALL INCLUDE PRACTICES THAT ARE DOCUMENTED IN THE DCR RUNOFF REDUCTION MANUAL. THIS SUBJECT APPLICATION PROPOSES MODIFICATIONS OF THE DCR STORMWATER PLANTER FOR IMPLEMENTATION WITH HIGH RISE CONSTRUCTION.
- ACCESS TO THE STORMWATER BMP FACILITIES SHALL BE PROVIDED FOR BY ROOF TOP ACCESS FOR THE VEGETATIVE ROOFS AND STREET ACCESS FOR THE TREE PITS AND PERMEABLE PAVEMENT. ACCESS TO THE STORMWATER PLANTERS SHALL BE PROVIDED VIA ROOFTOP (PODIUM) ACCESS.
- THE TREE PITS, VEGETATIVE ROOFS, PERMEABLE PAVEMENT AND STORMWATER PLANTERS SHALL BE PRIVATELY MAINTAINED.
- THE DESIGN SHALL CREATE A SAFE ENVIRONMENT FOR THE PUBLIC. THE EXTENSIVE VEGETATIVE ROOF AREAS SHALL NOT HAVE PUBLIC ACCESS WHEREAS THE TREE PITS SHALL BE PROVIDED WITH A GRATE OR FENCE TO PREVENT PEDESTRIAN CONFLICTS. INTENSIVE GREEN ROOFS AND STORMWATER PLANTERS WILL BE DESIGNED AS PART OF ROOFTOP AND AT GRADE AMENITIES AND WILL NOT CREATE A SAFETY CONCERN.
- CERTAIN PFM REQUIREMENTS SHALL NEED TO BE WAIVED IN ORDER TO MEET THE OVERALL CONCEPT OF THE PTC COMPREHENSIVE PLAN. A DETAILED LIST OF WAIVERS IS AS FOLLOWS:

1. A WAIVER OF PFM SECTION 6-1304.2F TO REDUCE THE MINIMUM HORIZONTAL SETBACKS FROM BUILDING FOUNDATIONS IN ORDER TO FACILITATE INSTALLATION OF THE PERMEABLE PAVEMENT SYSTEM SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.
2. ALL REQUESTED DEVIATIONS OF PFM SECTION 6-1307.2E TO SET THE MINIMUM HORIZONTAL SETBACKS FROM BUILDING FOUNDATIONS BE REDUCED TO FOUR (4) FEET IN ORDER TO FACILITATE INSTALLATION OF BIO-RETENTION SYSTEMS IN AN URBAN ENVIRONMENT SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.

DESIGN OF BEST MANAGEMENT PRACTICES

- INFILTRATION BMP'S

THERE ARE NO INFILTRATION BMP'S PROPOSED WITH THIS APPLICATION. THIS IS DUE TO THE FACT THAT INFILTRATION IS NOT FEASIBLE ON 81% OF THE PROPOSED BUILDING D2A AREA DUE TO UNDERGROUND GARAGES AND ROADWAYS. INFILTRATION IS IMPRACTICABLE BECAUSE OF LIMITED CONTIGIOUS AREAS ON THE REMAINING 19% OF THE SITE AREA FOR PRACTICES DUE TO PROPOSED UTILITIES, VAULTS, AND STREETSCAPES. ALL RUNOFF REDUCTION SHALL BE CONTROLLED BY URBAN BIO-RETENTION, PERMEABLE PAVEMENT (LEVEL 1), AND VEGETATIVE ROOF SYSTEMS. THE EXISTING AREAS ON THE REST OF THE SITE (2.62 AC) HAVE BEEN IMPROVED BY THE ADDITION OF PERVIOUS AREAS AND URBAN BIORETENTION (TREE BOX FILTERS).

- RAINWATER HARVESTING

RAINWATER HARVESTING HAS NOT BEEN PROVIDED WITH THIS SITE. BUILDING D2A IS RESIDENTIAL AND WILL HAVE A MINIMAL COOLING TOWER DEMAND.

- RUNOFF REDUCTION PRACTICES

THE PROPOSED RUNOFF REDUCTION PRACTICES SHALL INCLUDE VEGETATIVE ROOFS, PERMEABLE PAVEMENT (LEVEL 1) AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). BELOW IS A BREAKDOWN OF THE RUNOFF REDUCTION PRACTICES ITEMS ON THE STORMWATER CONFORMANCE CHECK LIST:

- RUNOFF REDUCTION BMP'S IN THE FORM OF URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS) SHALL BE PROVIDED WITH UNDER-DRAINS AND A SUBSURFACE STONE LAYER AS DETAILED IN DCR SPEC#9
- THE BIO-RETENTION TREE PITS AND STORMWATER PLANTERS SHALL CONFORM TO DCR SPEC#9 WITH MODIFICATIONS REQUIRED BY THE URBAN NATURE OF THE SITE. THE EXTENSIVE VEGETATIVE ROOF SYSTEM SHALL CONFORM TO DCR SPEC #5. THE PERMEABLE PAVEMENT SHALL CONFORM TO DCR SPEC #7.
- AS MENTIONED EARLIER DUE TO SITE CONSTRAINTS THE ENTIRE 1.0" OF RAINFALL COULD NOT BE CAPTURED/CONTROLLED FOR THE SITE AS A WHOLE. THE PROPOSED PLANS CAN ACCOUNT FOR 0.90" AS CAN BE SEEN ON THE TYSONS STORMWATER CONFORMANCE SPREADSHEET (SEE SHEET C-13).

- TIER 2 INNOVATIVE BMP'S (ACCEPTED IN OTHER JURISDICTIONS)

THERE ARE NO TIER 2 NEW OR INNOVATIVE BMP'S BEING PROPOSED WITH THIS SUBJECT APPLICATION. AS MENTIONED PREVIOUSLY SITE CONSTRAINTS LIMIT THE APPLICABILITY OF VARIOUS BMP PRACTICES.

- TIER 3 INNOVATIVE BMP'S (NON-APPROVED)

THE INTENSIVE GREEN ROOF SYSTEM PROVIDED WITH THESE PLANS SHALL BE A TIER 3 DESIGN SINCE THEY ARE DESIGNED TO TREAT BOTH VEGETATIVE AND NON-VEGETATIVE AREAS. AS SUCH THE SOIL HAS BEEN INCREASED TO ACCOUNT FOR THIS ADDITIONAL AREA RUNOFF. AS CAN BE SEEN ON SHEETS C-13, 0.05 INCHES OF THE FIRST 1.0 INCH RAINFALL DEPTH SHALL BE CONTROLLED BY THIS TIER 3 APPROACH FROM 0.17 AC (0.07 OF WHICH IS TIER 1). ADDITIONALLY, STORMWATER PLANTERS ARE PROPOSED WITH THIS APPLICATION WHICH SHALL BE A TIER 3 DESIGN. THESE PLANTERS ARE A DCR DESIGN (SPEC #9 URBAN BIORETENTION) MODIFIED TO DISCONNECT TOWER ROOF WATER TO A PODIUM OR AT GRADE. AS CAN BE SEEN ON SHEET C-13, 0.07 INCHES OF THE FIRST 1.0 INCH RAINFALL DEPTH SHALL BE CONTROLLED BY THIS TIER 3 APPROACH. IF AT SITE PLAN TIME THIS DESIGN CONCEPT IS NOT FEASIBLE IT IS REQUESTED THAT OFFSITE TREATMENT BE ALLOWED IN THE FORM OF TREE PIT TREATING RUNOFF FROM THE EXISTING PUBLIC TYCO ROAD. THIS AREA SHALL ADD AN ADDITIONAL 0.06 INCH OF RAINFALL DEPTH CONTROLLED THEREBY PARTIALLY MITIGATING THE RAINFALL DEPTH LOST PROVIDED THE TIER 3 INTENSIVE GREEN ROOF IS NOT FEASIBLE AT SITE PLAN. SEE SHEET C-13 AND C-14 FOR COMPUTATIONS AND DETAILS.

- OFFSITE OR SHARED FACILITIES

CURRENTLY THE SUBJECT APPLICATION DOES NOT PROPOSE THE USE OF OFFSITE OR SHARED SWM FACILITIES. HOWEVER, THE TREE PITS CAN ACCOMMODATE ADDITIONAL STREET RUNOFF FROM TYCO ROAD APPROXIMATELY 0.28 AC). AS CAN BE SEEN ON SHEET C-13 THIS WILL YIELD AN ADDITIONAL 0.06 INCH OF THE 1.00 INCH RAINFALL DEPTH CONTROLLED.

- CONFORMANCE WITH COMPREHENSIVE PLAN STORMWATER GOALS

IT IS THE BELIEF OF THE UNDERSIGNED ENGINEER THAT THIS SITE PLAN ADEQUATELY HANDLES, TO THE MAXIMUM EXTENT POSSIBLE, THE RUNOFF REDUCTION REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN. BELOW IS SUMMARY OF THE RUNOFF REDUCTION PRACTICES UTILIZED IN THE STORMWATER MANAGEMENT PLAN AND THEIR CONFORMANCE TO THE OVERALL GOAL OF THE COMPREHENSIVE STORMWATER MANAGEMENT PLAN FOR THIS SUBJECT APPLICATION.

- AS MENTIONED PREVIOUSLY THE PROPOSED DESIGN SHALL NOT CONTROL/CAPTURE THE FIRST ENTIRE 1.0" OF RAINFALL. THIS SUBJECT APPLICATION PROPOSES TO CONTROL CAPTURE, TO THE MAXIMUM EXTENT PRACTICABLE, THE FIRST 0.90" OF RAINFALL.
- THIS PROPOSED DESIGN SHALL OPTIMIZE, TO THE MAXIMUM EXTEND FEASIBLE, RUNOFF REDUCTION VIA THE EMPLOYMENT OF VEGETATIVE ROOFS, PERMEABLE PAVEMENT, AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS).
- AS MENTIONED PREVIOUSLY SITE CONSTRAINTS HAVE LIMITED THE USE OF MANY BMP'S PRACTICES (SUCH AS INFILTRATION)
- THE PROPOSED DESIGN DOES HELP CONTROL PEAK FLOW BY REDUCING THE RUNOFF VOLUME AND AS SUCH THE PEAK DISCHARGED IS REDUCED.
- STREET RUNOFF HAS BEEN ADDRESSED VIA THE USE OF URBAN BIO-RETENTION (TREE PITS) THAT ARE DESIGNED IN ACCORDANCE WITH DCR SPEC #9.
- STREAM STABILIZATION AND RESTORATION HAS NOT BEEN PROPOSED WITH THIS SUBJECT APPLICATION DUE TO THE NEED OF A COMPREHENSIVE STREAM RESTORATION PROGRAM.
- THIS SUBJECT APPLICATION SHALL CONFORM TO THE PFM'S SWM REQUIREMENTS FOR ADEQUATE OUTFALL, DETENTION, WATER QUALITY, AND OVERLAND RELIEF. SEE SHEETS C-9 THRU C-15 FOR DETAILS.

- SUPPLEMENTAL INFORMATION/JUSTIFICATION REQUEST

WHILE IT IS NOT PRACTICABLE TO RETAIN ALL OF THE SUBJECT SITE, INCLUDING AREAS OF THE SITE PERIPHERY, DUE TO VARIOUS CONSTRAINTS INCLUDING SITE GRADING, OTHER COMPREHENSIVE PLAN REQUIREMENTS, AND VDOT REQUIREMENTS. COMPLIANCE WITH THE COMPREHENSIVE PLAN GOAL FOR CAPTURING/RETAINING THE FULL 1-INCH RAIN EVENT CAN BE MET ON SITE DURING RAINFALL EVENTS GREATER THAN 1.4-INCHES THAT FALLS ON THE BUILDING ROOFS AND STREETSCAPE IF THE RUNOFF REDUCTION MEASURES AND COMPUTATIONS SHOWN HEREIN ARE APPROVED BY THE COUNTY. IF THE RUNOFF REDUCTION MEASURES AND/OR COMPUTATIONS SHOWN HEREIN ARE NOT APPROVED BY DPWES. THE APPLICANT WILL WORK WITH THE COUNTY TO RETAIN THE FIRST 1-INCH OF RAINFALL TO THE EXTENT PRACTICABLE IN ACCORDANCE WITH THE COMPREHENSIVE PLAN GOAL.

IN FURTHERANCE OF THE APPLICANT'S COMMITMENTS HEREIN AND WHILE IT INTENDS TO MEET THE 1-INCH RETENTION GOAL USING THE TECHNIQUES SHOWN, IT RESERVES THE RIGHT TO UTILIZE ANY COMBINATION OF LID (EXISTING AND FUTURE) MEASURES TO MEET THIS GOAL SUBJECT TO THE REVIEW AND APPROVAL OF DPWES AT TIME OF SITE PLAN.

RECOGNIZING THAT RUNOFF REDUCTION TECHNOLOGIES ARE RELATIVELY NEW AND STILL EVOLVING, THE APPLICANT'S FINAL DESIGN DEVELOPMENT AND/OR DPWES COMMENTS ON THE SITE PLAN MAY RESULT IN CHANGES TO THE LID MEASURES SHOWN ON THE CDP AND/OR FDP, INCLUDING, BUT NOT LIMITED TO, ELIMINATION OR ADDITION OF MEASURES SO LONG AS THESE CHANGES DO NOT AFFECT THE GRID OF STREETS, THE GENERAL LOCATION OF THE POINTS OF ACCESS TO EACH BLOCK, THE GENERAL LOCATION OF THE BUILDINGS, THE BUILD-TO LINES, THE MINIMUM AMOUNT AND GENERAL LOCATION OF PUBLICLY-ACCESS URBAN PARK LAND AS MAY BE APPLICABLE FOR EACH BLOCK AND THE GENERAL QUALITY AND CHARACTER OF THE STREETSCAPE ALONG THE PUBLIC AND PRIVATE STREETS WITHIN AND ABUTTING THE SUBJECT PROPERTY AND AS OTHERWISE SPECIFIED IN THE PROFFERS.

BMP NARRATIVE:

THE SUBJECT SITE DRAINS ENTIRELY INTO THE REGIONAL STORMWATER POND D-67 THAT MEETS ALL REQUIREMENTS OF BMP FOR THE ENTIRE DRAINAGE SHED.

HOWEVER, THE SUBJECT SITE ALSO MEETS THE BMP REQUIREMENTS FOR A REDEVELOPED SITE. PER PFM SECTION 6-0401.2B, THE SITE WILL NEED TO HAVE A 10% DECREASE IN IMPERVIOUS AREAS.

EXISTING=96% IMPERVIOUS
PROPOSED=81% IMPERVIOUS

THE SUBJECT SITE HAS A 15% DECREASE IN IMPERVIOUS AREA. THE BMP REQUIREMENT IS MET.

R2L:ARCHITECTS

Tadjer Cohen Edelson

ParkerRodriguez

VIKA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

The Georgelas Group

Greystar

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

STORMWATER MANAGEMENT NARRATIVE

C.11

FOR PRELIMINARY/REFERENCE PURPOSES ONLY
NOT FOR CONSTRUCTION OR REGULATORY REVIEW

PART I: LEED COMPUTATIONS

THESE LEED COMPUTATIONS ARE BASED UPON A LEED BOUNDARY OF 1.87 ACRES. THIS BOUNDARY DOES NOT INCLUDE THE BUILDING THAT IS TO REMAIN IN THE EXISTING CONDITION. PLEASE NOTE THAT AT FINAL DESIGN THIS BOUNDARY MAY CHANGE BASED UPON LEED REQUIREMENTS.

D2AEXISTE
GRAPHICAL PEAK DISCHARGE METHOD — Version 2.00

Project : GEORGELAS D2A — User: KE — Date:
County : FAIRFAX — State: VA — Checked: — Date:
Subtitle: EXISTING CONDITIONS

Total Drainage Area : 1.87 Acres
Runoff Curve Number : 97
Time of Concentration: 0.10 Hours
Rainfall Type : II
Pond and Swamp Area : NONE

Storm Number	1	2	3	4	5	6	7
Frequency (yrs)	1	2	5	10	25	50	100
24-Hr Rainfall (in)	2.7	3.2	4.1	5.2	6	7	7.8
Ia/P Ratio	0.02	0.02	0.01	0.01	0.01	0.01	0.01
Used	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Runoff (in)	2.36	2.86	4.11	4.85	5.84	6.64	6.94
Unit Peak Discharge (cfs/acre/in)	1.578	1.578	1.578	1.578	1.578	1.578	1.578
Pond and Swamp Factor: 0.0% Ponds Used	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Peak Discharge (cfs)	7	8	12	14	17	20	20

TOTAL RUNOFF VOLUME (EXISTING CONDITIONS):

2 YR: 1.87 AC x (2.86 IN / 12 IN/FT) x 43,560 SQ FT/AC = 19,414 CF

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS):

2 YR: 1.87 AC x (2.45 IN / 12 IN/FT) x 43,560 SQ FT/AC =16,631 CF

TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE):

PER LEED, POST-DEVELOPMENT VOLUME FOR THE 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME.

THEREFORE, ANY ADDITIONAL VOLUME WILL BE MET THROUGH A REUSE VAULT.

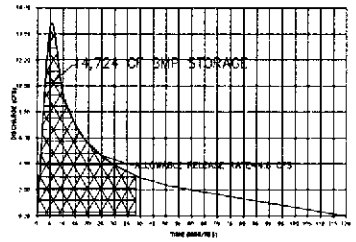
2 YR: 16,631 CF - (0.75)* 19,414 CF = 2,071 CF

REDUCTION TAKEN FOR BMP STORAGE:
GREEN ROOF STORAGE = 4,350 CF
STORMWATER PLANTERS = 1,350
TREE PIT STORAGE = 8,808
PERMEABLE PAVEMENT = 216
TOTAL BMP STORAGE = 14,724

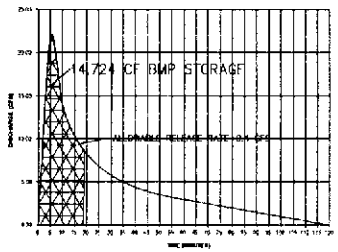
2,071-14,724 = LESS THAN 0, THEREFORE LEED IS MET

PART III: PFM COMPLIANCE

2-YEAR HYDROGRAPH



10-YEAR HYDROGRAPH



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ALLOWABLE RELEASE RATE

PER FAIRFAX COUNTY, THE PEAK RELEASE RATE FOR THE POST-DEVELOPED 2-YR AND 10-YR DESIGN STORMS WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN 75% THE EXISTING CONDITION PEAK RELEASE RATE*:

SITE AREA = 3.51 ACRES
I2 = 5.45 in/hr, I10 = 7.27 in/hr
c2 = 0.32, c10 = 0.49 (EXISTING)

Q2 = 0.32 X 5.45 X 3.51 = 6.12 X (0.75) = 4.6 CFS
Q10 = 0.49 X 7.27 X 3.51 = 12.5 X (0.75) = 9.4 CFS

*EXISTING CONDITIONS ALLOWABLE RELEASE RATE FOUND BY TAKING THE SITE AS GOOD CONDITION OPEN SPACE (CN=74) RATHER THAN AS WHAT EXISTS CURRENTLY.

BMP STORAGE ALLOWS FOR A SMALLER RELEASE RATE THAN WHAT IS REQUIRED. THEREFORE, PFM REQUIREMENT IS MET.

BMP SIZING COMPS

GREEN ROOF NUMBER	INTENSIVE/EXTENSIVE	DA TO GREEN ROOF (Ac.)	Rv	Tv REQ'D (CFT)	SURFACE AREA PROV'D (SFT)	SOIL DEPTH (IN)	MEDIA POROSITY	Tv PROV'D (CFT)	Runoff Reduction at 100% Eff. (cft)
D2A	EXTENSIVE	0.15	0.95	537	6500	4	0.30	650	537
D2A	INTENSIVE	0.17	0.95	586	7500	12	0.30	2250	586
Total		0.32		1103.52	14000			2900	1104

Note: Sizing based on DCR Spec #5
*Tv(REQ'D)=1.1*Rv*DA/12*
*Tv(PROV'D)=(Surface Area*Soil Depth*Porosity)/12*
Runoff Reduction is assumed to be 100% of Tv Req'd or Tv Prov'd (whichever is less)

Permeable Paver Number	LEVEL 1/LEVEL 2	DA To Pavers (Ac.)	Rv	Tv REQ'D (CFT)	SURFACE AREA PROV'D (SFT)	d_s (ft)	A_s (sq)	A_p (sq)	P (ft)	f (ft/day)	k_s (/day)	V_r unitless	d_p (ft)	$d_{p\,max}$ (ft)	Tv PROV'D (CFT)
D2A	Level 1	0.10	0.95	345	4515	0	0.00	0.10	0.083	1.04	0.083	0.4	0.10	2.6	453
Total		0.10		345	4515										453

Note: Sizing Level 1 on DCR Spec #7
*Tv(REQ'D)=1.1*Rv*DA/12*
Tv(PROV'D)=Surface AreaV_r*

Tyson's Corner Bioretention (Tree Pit) Sizing chart

BIORETENTION AREA	DA TO TREE PIT (Ac.)	SURFACE AREA REQ'D (SFT)	Rv	Tv REQ'D (CFT)	SURFACE AREA PROV'D (SFT)	PONDING DEPTH (INCH)	SOIL DEPTH (FT)	GRAVEL DEPTH (FT)	PONDING Vr	SOIL Vr	GRAVEL Vr	Tv PROV'D (CFT)
1	0.30	172	0.95	345	1067	6	4	1	1	0.25	0.4	2027
2	0.18	310	0.95	621	1067	6	4	1	1	0.25	0.4	2027
3	0.13	224	0.95	448	2629	6	4	1	1	0.25	0.4	4995
4	0.69	1190	0.95	2379	1408	6	4	1	1	0.25	0.4	2675
5	0.51	879	0.95	1759	1056	6	4	1	1	0.25	0.4	2006

Tyson's Corner Bioretention Sizing chart

BIORETENTION AREA	DA TO PLANTER (Ac.)	SURFACE AREA REQ'D (SFT)	Rv	Tv REQ'D (CFT)	SURFACE AREA PROV'D (SFT)	PONDING DEPTH (INCH)	SOIL DEPTH (FT)	GRAVEL DEPTH (FT)	PONDING Vr	SOIL Vr	GRAVEL Vr	Tv PROV'D (CFT)
STORMWATER PLANTER	0.25	1078	0.95	862	1000	6	3	1	1	0.25	0.4	1650
TOTALS =	0.25	1078		862	1000							1650

Note: Sizing based on DCR Spec #5
SA(REQ'D)=Tv/D
*Tv(REQ'D)=1.1*Rv*A/12*
*Tv(PROV'D)=SA*SUM OF STORAGE*

R3L:ARCHITECTS
Tudor Cohen Edelson
Parker Rodriguez
VIKA Incorporated
Wells + Associates, Inc.
Walsh Colucci Lubeley Emrich & Walsh PC
The Georgetown Group
Greystar

SITE D2A
Spring Hill Station
Tysons Corner, VA 22182

STORMWATER MANAGEMENT COMPUTATIONS

C.12

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PART II: FIRST INCH OF RAINFALL

OVERALL SITE

D.A. 'A':

PROPOSED BUILDING D2A

D.A. 'B':

INTERIM PARK

D.A. 'C':

INTERIM BLOCK 1

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgetown - D2

Description: D.A. 'A' - New Building D2A, D.A. 'B' - Park, D.A. 'C' - Parking lot

Post-Development Land Cover

Drainage Area A

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)			0.05		0.05
Impervious Cover (acres)			0.44		0.44
				Total	0.50

Drainage Area B

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)			0.85		0.85
Impervious Cover (acres)			0.12		0.12
				Total	0.97

Drainage Area C

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)			0.31		0.31
Impervious Cover (acres)			1.41		1.41
				Total	1.72

Drainage Area D

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)					0.00
Impervious Cover (acres)					0.00
				Total	0.00

Drainage Area E

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open					0.00
Managed Turf (acres)					0.00
Impervious Cover (acres)					0.00
				Total	0.00

Rv Coefficients

Land Cover Type*	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils
Forest / Preserved Open Space - Undisturbed, protected forest and open space or reforested land	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.27	0.35
Impervious Cover	0.95	0.95	0.95	0.95

* Use any measured soil Rv or estimate of soil if land cover exists

Land Cover Summary

Forest / Preserved Open Space (ac)	0.00
Weighted Rv (forest)	0.00
% Forest	0%
Managed Turf (acres)	1.31
Weighted Rv Turf	0.22
% Managed Turf	37%
Impervious Cover (acres)	2.42
Rv (impervious)	0.95
% Impervious	68%
Total Site Area (acres)	3.51
Site Rv	0.73

Rainfall / Runoff Summary

Target Rainfall to Retain Onsite (inches)	1.0
1-inch Rainfall Volume for entire site (cf)	13,741
Volume Not Converted to Runoff (cf)	2,578
1-inch Runoff Volume for entire site (cf)	10,163

Runoff Reduction Summary

Target Runoff Reduction Volume (cf)	10,163
Runoff Reduction Volume Achieved (cf)	7,831
Total Runoff Volume Retained (cf)	10,410
Total Area of Site Contained in a BMP (acres)	3.02

Conformance with Comprehensive Plan Goal

Total Site Area Captured by a BMP (%): 86%

Rainfall Depth Retained Onsite (inch): 0.90

* Site Area Captured by BMP (Operational) = Total Runoff Volume Retained / Total Runoff Volume

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgetown - D2

Drainage Area A Post-Development Land Cover

	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres)	0.00	0.00	0.05	0.00	0.05
Impervious Cover (acres)	0.00	0.00	0.44	0.00	0.44
D.A. Total (acres)					0.50

Runoff from 1" Rainfall (cf) = 1,847

Apply Runoff Reduction Practices	Description of Area	Total Area Contributing to BMP (ac)	Design Rainfall for BMP (in)	Total Volume Captured by Practice (cf)	Match Curve	% Capture	Volume Retained from Upstream Practices (cf)	Total Volume Retained by Practice (cf)	Initial Area of Practice (ac)	Storage Vol. Provided by Practice (cf)	Available Curbside Loading Capacity (gallons)	Runoff Reduction Value (cf)	Remaining Volume (cf)	Downstream Practice
Rooftop Rainwater Harvesting		0.50	0.90	0	Runoff reduction % capture from Centreville's Schedule of Values	0%	0	0				0		
Apply Runoff Reduction Practices	Description of Area	Impervious Cover Contributing to BMP (ac)	Rainfall Depth (in)	Total Volume Captured by Practice (cf)	Match Curve	% Capture	Volume Retained from Upstream Practices (cf)	Total Volume Retained by Practice (cf)	Initial Area of Practice (ac)	Storage Vol. Provided by Practice (cf)	Available Curbside Loading Capacity (gallons)	Runoff Reduction Value (cf)	Remaining Volume (cf)	Downstream Practice
Vegetated Roof	Roof of proposed new building (Type II - Apartments and commercial, 48,000 sf / 6 floors, 20% roof)	0.34	N/A	1,104	Assume 100% is provided storage vol	100%	N/A	1,104	N/A	2,208	1,104	0		
Permeable Pavement - TCPI Level 1 Design Spec	Site driveway (approx. 50 x 60 ft, assuming 4 deep, heavy duty pavement, 40% void space)	0.08	N/A	138	Assume 100% is provided storage vol	100%	N/A	138	N/A	276	N/A	138	0	
Bioretention - TCPI Level 2 Design Spec (enhanced)	Bioretention (approx. 0.1 - 0.2 acres, average area 0.15 acres, avg. 0.5 ft deep, avg. 0.06 in. infiltration rate)	0.20		692	Assume 100% is provided storage vol	100%	0	692	N/A	1,384	692	0		
Bioretention - TCPI Level 2 Design Spec (enhanced)	Bioretention (approx. 0.1 - 0.2 acres, average area 0.15 acres, avg. 0.5 ft deep, avg. 0.06 in. infiltration rate)	0.20	N/A	692	Assume 100% is provided storage vol	100%	0	692	N/A	1,384	692	0		
Total		0.61	0.90											

Total Drainage Area Treated (acres): 0.61

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 2,768

See Site Data and Summary Tab for Site Results

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgetown - D2

Drainage Area B Post-Development Land Cover

	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	0.00	0.00	0.00	0.00
Managed Turf	0.00	0.00	0.85	0.00	0.85
Impervious Cover	0.00	0.00	0.12	0.00	0.12
D.A. Total (acres)					0.97

Runoff from 1" Rainfall (cf) = 1,688

Apply Runoff Reduction Practices	Description of Area	Total Area Contributing to BMP (ac)	Design Rainfall for BMP (in)	Total Volume Captured by Practice (cf)	Match Curve	% Capture	Volume Retained from Upstream Practices (cf)	Total Volume Retained by Practice (cf)	Initial Area of Practice (ac)	Storage Vol. Provided by Practice (cf)	Available Curbside Loading Capacity (gallons)	Runoff Reduction Value (cf)	Remaining Volume (cf)	Downstream Practice
Rainwater Harvesting		1.00	0	0	Runoff reduction % capture from Centreville's Schedule of Values	0%	0	0				0	0	
Apply Runoff Reduction Practices	Description of Area	Impervious Cover Contributing to BMP (ac)	Rainfall Depth (in)	Total Volume Captured by Practice (cf)	Match Curve	% Capture	Volume Retained from Upstream Practices (cf)	Total Volume Retained by Practice (cf)	Initial Area of Practice (ac)	Storage Vol. Provided by Practice (cf)	Available Curbside Loading Capacity (gallons)	Runoff Reduction Value (cf)	Remaining Volume (cf)	Downstream Practice
Permeable Pavement - TCPI Level 1 Design Spec	Site driveway (approx. 50 x 60 ft, assuming 4 deep, heavy duty pavement, 40% void space)	0.08	N/A	207	Assume 100% is provided storage vol	100%	N/A	207	N/A	414	N/A	207	0	
Bioretention - TCPI Level 2 Design Spec (enhanced)	Bioretention (approx. 0.1 - 0.2 acres, average area 0.15 acres, avg. 0.5 ft deep, avg. 0.06 in. infiltration rate)	0.11		448	Assume 100% is provided storage vol	100%	0	448	N/A	896	448	0		
Bioretention - TCPI Level 2 Design Spec (enhanced)	Bioretention (approx. 0.1 - 0.2 acres, average area 0.15 acres, avg. 0.5 ft deep, avg. 0.06 in. infiltration rate)		0.90	448	Assume 100% is provided storage vol	100%	0	448	100%	N/A	896	0		N/A
Total		0.19	0.90											

Total Drainage Area Treated (acres): 0.97

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 896

See Site Data and Summary Tab for Site Results

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgetown - D2

Drainage Area C Post-Development Land Cover

	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	0.00	0.00	0.00	0.00
Managed Turf	0.00	0.00	0.31	0.00	0.31
Impervious Cover	0.00	0.00	1.41	0.00	1.41
D.A. Total (acres)					1.72

Runoff from 1" Rainfall (cf) = 5,134

Apply Runoff Reduction Practices	Description of Area	Total Area Contributing to BMP (ac)	Design Rainfall for BMP (in)	Total Volume Captured by Practice (cf)	Match Curve	% Capture	Volume Retained from Upstream Practices (cf)	Total Volume Retained by Practice (cf)	Initial Area of Practice (ac)	Storage Vol. Provided by Practice (cf)	Available Curbside Loading Capacity (gallons)	Runoff Reduction Value (cf)	Remaining Volume (cf)	Downstream Practice
Rainwater Harvesting		1.00	0	0	Runoff reduction % capture from Centreville's Schedule of Values	0%	0	0				0	0	
Apply Runoff Reduction Practices	Description of Area	Impervious Cover Contributing to BMP (ac)	Rainfall Depth (in)	Total Volume Captured by Practice (cf)	Match Curve	% Capture	Volume Retained from Upstream Practices (cf)	Total Volume Retained by Practice (cf)	Initial Area of Practice (ac)	Storage Vol. Provided by Practice (cf)	Available Curbside Loading Capacity (gallons)	Runoff Reduction Value (cf)	Remaining Volume (cf)	Downstream Practice
Bioretention - TCPI Level 2 Design Spec (enhanced)	Bioretention (approx. 0.1 - 0.2 acres, average area 0.15 acres, avg. 0.5 ft deep, avg. 0.06 in. infiltration rate)	1.00		1,134	Assume 100% is provided storage vol	100%	0	1,134	N/A	2,268	1,134	0		
Total		1.00	0.90											

Total Drainage Area Treated (acres): 1.00

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 1,134

See Site Data and Summary Tab for Site Results

TOTAL RUNOFF REDUCTION REQUIRED	12,741 CFT	SEE OVERALL COMPUTATION S SHEET 1 (SHOWN HERE)
TOTAL RUNOFF REDUCTION PROVIDED	11,410 CFT	
RAINFALL DEPTH RETAINED ONSITE	0.90 IN	
SITE AREA	3.51 AC	

OFFSITE ALTERNATIVES TO MITIGATE SHORTAGE

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA RV	1" VOL REQUIRED (CF)	VOL AVAILABLE (CF)	POTENTIAL RUNOFF RETAINED (INCHES)	VOLUME RETAINED	EQUIVALENT DEPTH RETAINED
BIORETENTION (TREES)	0.26	0.95	986	12,284	1.00	986	0.08
					TOTAL =		0.08

ADDITIONAL STORAGE PROVIDED IN PROPOSED RUNOFF REDUCTION PRACTICES

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA RV	1" VOL REQUIRED (CF)	VOL PROVIDED (CF)	RUNOFF RETAINED (INCH)	EXCESS VOLUME	EQUIVALENT DEPTH RETAINED
GREEN ROOF	0.32	0.95	1104	2800	2.83	1696	0.14
PERMEABLE PAVEMENT	0.10	0.95	345	203	0.59	0	0.00
BIORETENTION (TREES)	0.33	0.95	8056	12284	3.20	2504	0.20
DISCONNECTION TO SWIM PLANTER	0.25	0.95	862	1350	1.57	488	0.04
* SHALL NOT EXCEED 3.2" WHEN CONSIDERING THE LEED SPECIFIED RAINFALL EVENT					TOTAL EXCESS VOL	4688	0.38

OVERALL APPLICATION BREAKDOWN BY PRACTICE

LOW IMPACT DEVELOPMENT PRACTICE	INCHES CONTRIBUTED TO OVERALL		
GREEN ROOF - EXTENSIVE	0.04	IN	
PERMEABLE PAVEMENT	0.02	IN	TIER 1
BIORETENTION (TREES)	0.42	IN	
RAINFALL NOT CONVERTED TO RUNOFF	0.28	IN	0.75 IN
GREEN ROOF - INTENSIVE	0.05	IN	TIER 3
DISCONNECTION TO SWIM PLANTER	0.07	IN	0.12 IN
TOTAL	0.87	IN	

OVERALL APPLICATION BREAKDOWN BY BLOCK

DRAINAGE AREA	BLOCK	INCHES RETAINED
A	BLDG D2A	0.94
B	PARK	0.95
C	PARKING LOT	0.84

RSL ARCHITECTS

Tadjer Cohen Edelson

Parker Rodriguez

VIKA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

The Georgetown Group

Gensler

SITE CDA
Spring Hill Station
Tysons Corner, VA 22182

STORMWATER MANAGEMENT COMPUTATIONS

C.13

FOR PRELIMINARY REFERENCE PURPOSES ONLY
NOT FOR CONSTRUCTION OR REGULATORY REVIEW

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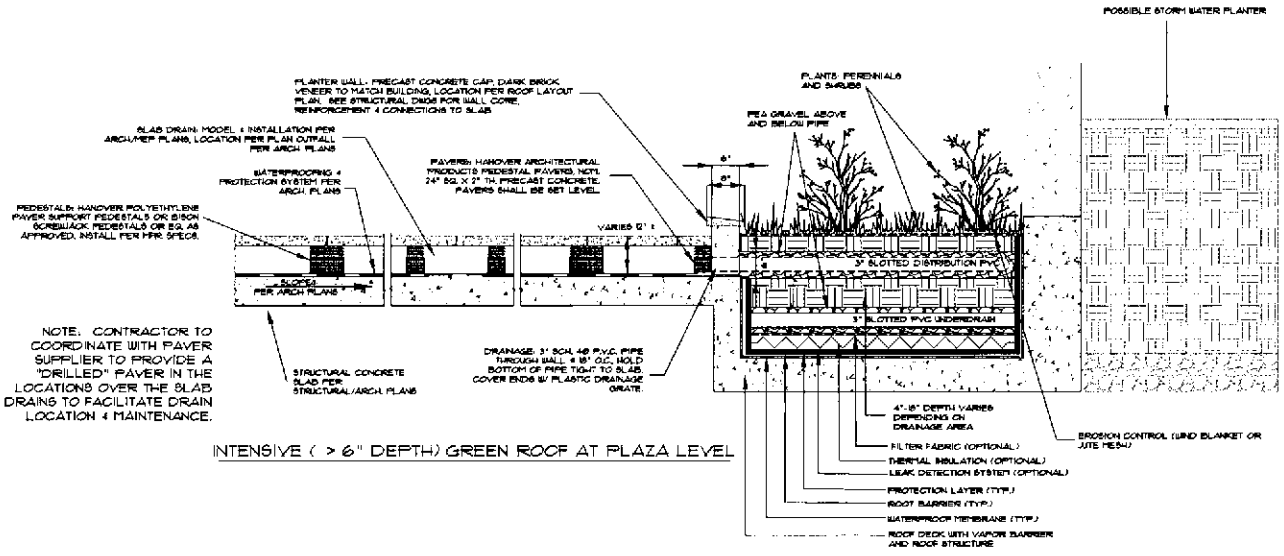
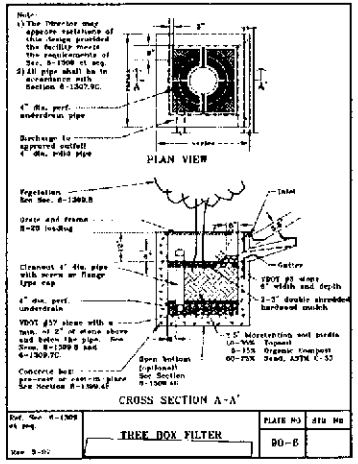
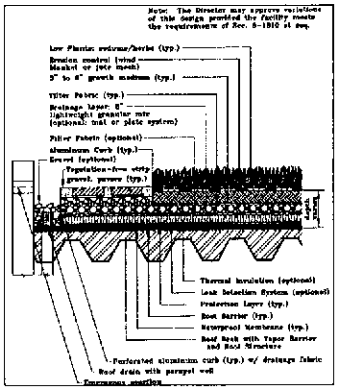


NOTE: CONTRACTOR TO COORDINATE WITH PAVER SUPPLIER TO PROVIDE A "DRILLED" PAVER IN THE LOCATIONS OVER THE SLAB DRAINS TO FACILITATE DRAIN LOCATION & MAINTENANCE.

INTENSIVE (> 6" DEPTH) GREEN ROOF AT PLAZA LEVEL

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL





EXTENSIVE GREEN ROOF CROSS SECTION
NOT TO SCALE

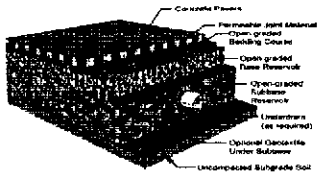


Figure 7.2. Typical Detail (Geotex. Stone, 2000)

PERVIOUS PAVEMENT DETAIL

R2L:ARCHITECTS
Tedjer Cohen Edelson
Perkins&Eastman
VIKA Incorporated
Wells + Associates, Inc.
Walsh Colucci Lubeley Emrich & Walsh PC
The Bowyer Group
Greystar

SITE DSA
Spring Hill Station
Tysons Corner, VA 22182

STORMWATER MANAGEMENT DETAILS

C.14

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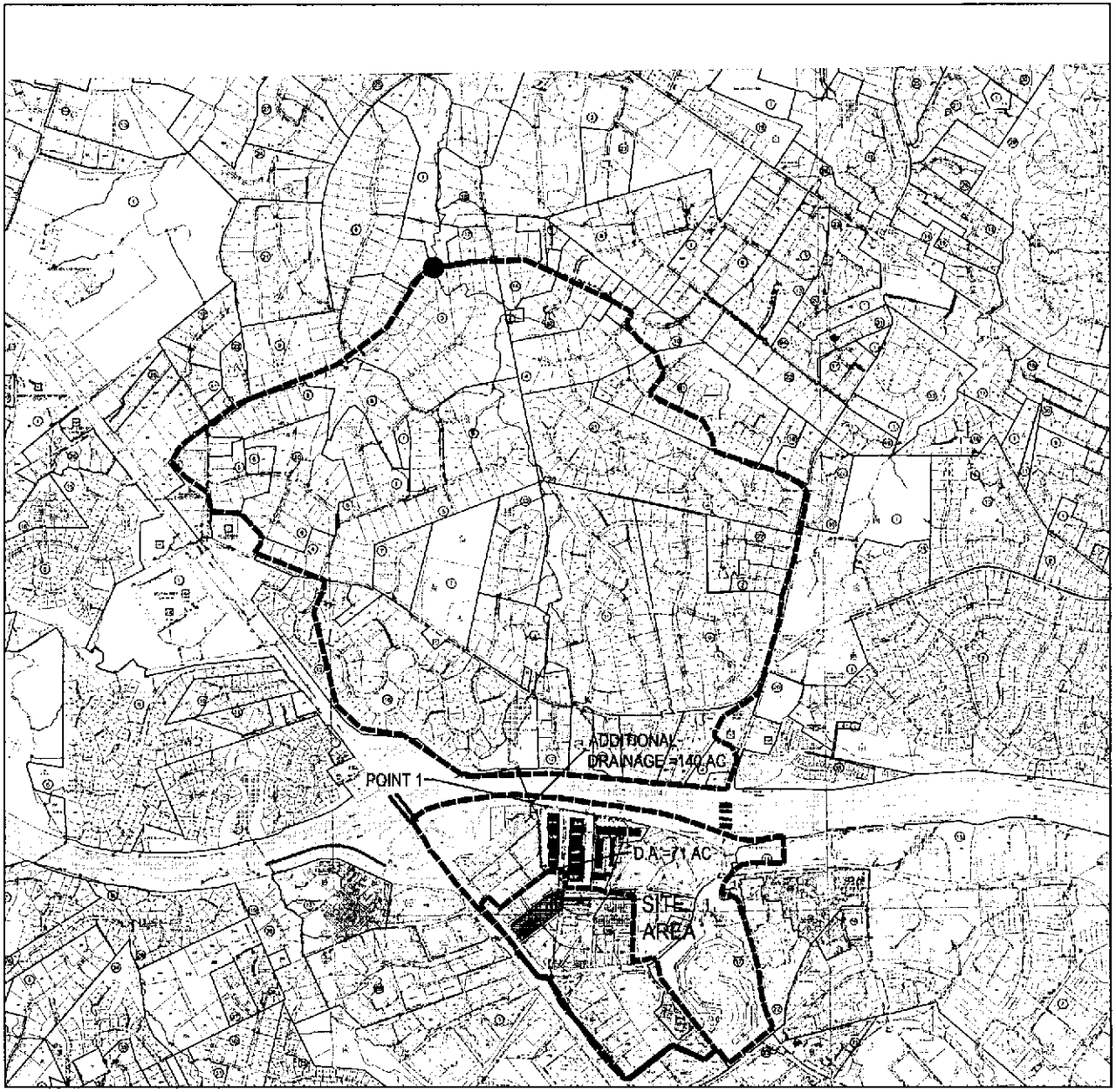


OUTFALL DESCRIPTIONS

THIS WATERSHED MAP INCLUDES THE FDP SITE AREA PLUS CONTRIBUTING SUBSHEDS AS SHOWN ON THIS PLAN. THE ADEQUACY OF OUTFALL FOR THE FDP AREA IS BASED UPON THE PREMISE THAT AN ADEQUATE OUTFALL IS IN PLACE. THE OUTFALL FOR NI IS A PART CLOSED CONDUIT SYSTEM FLOWING NORTH WHERE IT CONVERGES WITH NEIGHBORHOOD 2. THE COMBINED OUTFALL RE-ENTERS A CLOSED CONDUIT SYSTEM FLOWING NORTH TO A BOX CULVERT CONVEYING RUNOFF FROM APPROXIMATELY 211 ACRES UNDER THE DULLES ACCESS ROAD. THE OUTFALL BECOMES FLOOD PLAIN AT THE DULLES ACCESS ROAD BOX CULVERT OUTFALL ON THE NORTH SIDE OF THE ROAD. THIS FLOW IS CONVEYED TO EXISTING REGIONAL POND D-87 (PULIE MCLEAN HOD). THE POND OUTFALLS INTO ROCKY RUN, CONTINUING NORTH TO A POINT THAT HAS A DRAINAGE AREA OF 713 ACRES. THE STUDY AREA INDICATED ON THIS SHEET IS APPROXIMATELY 924 ACRES, WHICH IS WELL OVER THE REQUIRED ONE SQUARE MILE (640 ACRES). PLEASE NOTE THAT AT SITE PLAN, IT IS ANTICIPATED THAT THE EXTENT OF THE ADEQUATE OUTFALL REVIEW SHALL BE TO POINT 1 WHICH REPRESENTS A CONFLUENCE OF 90% OR MORE PER PFM 6-0203.2A

LEGEND:

DENOTES FDP AREA

DRAINAGE LINE

GRAPHIC SCALE

(IN FEET)
1 inch = 800 ft.

R3L ARCHITECTS

Tadjer Cohen Edelson

Parks/Rodrigues

Vika Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

The Georgetes Group

Greystar

SITE 123A
Spring Hill Station
Tysons Corner, VA 22102

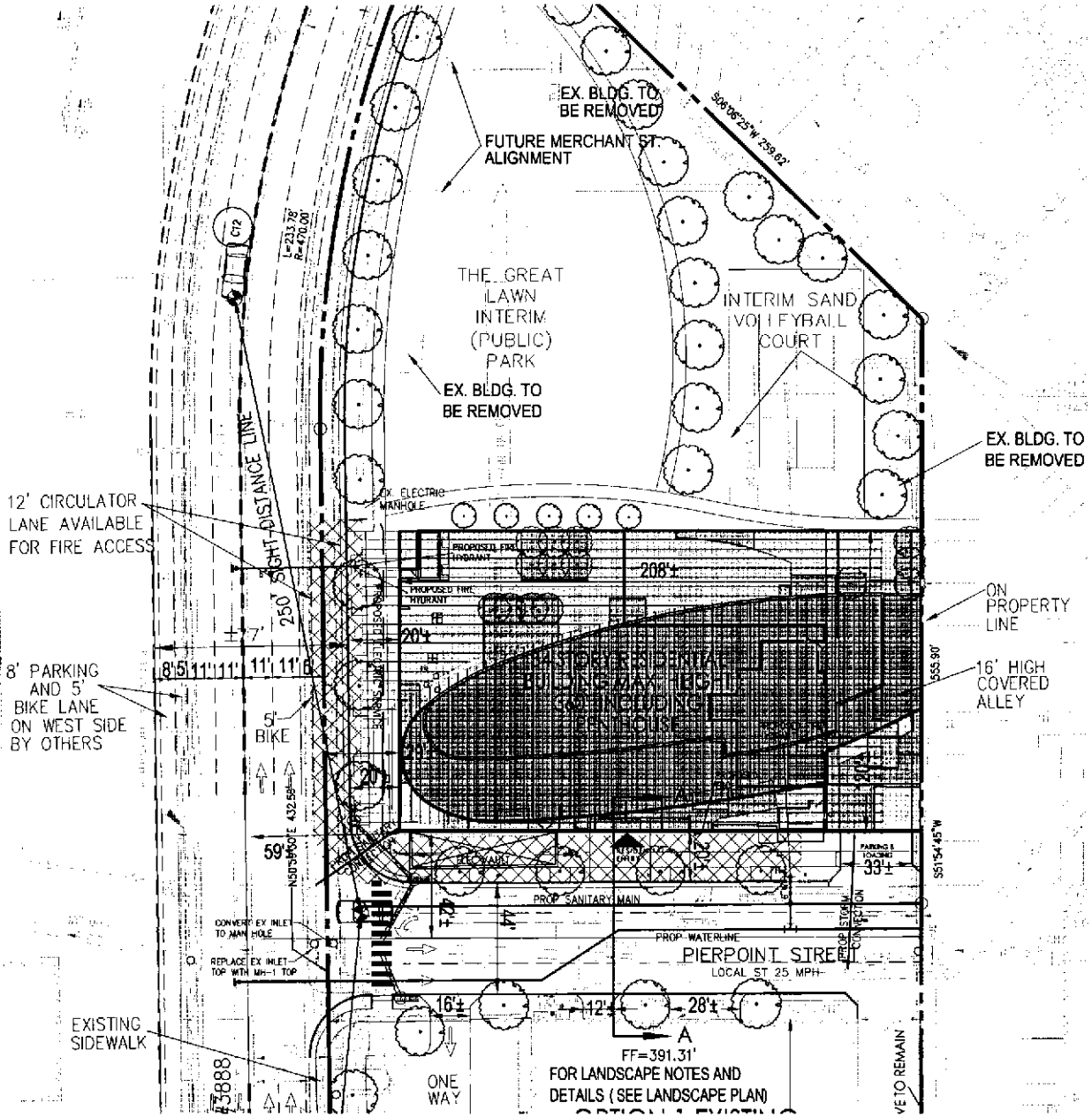
ADEQUATE OUTFALL PLAN

C.15

FOR PRELIMINARY REFERENCE PURPOSES ONLY
NOT FOR CONSTRUCTION OR REGULATORY REVIEW

FILE: \\JOB3\Projects\R3L\dwg\PART D\02 FDP\PART D2 -ADEQUATE OUTFALL.dwg USER: Mizer DATE: Jan. 16 2013 TIME: 08:16 am

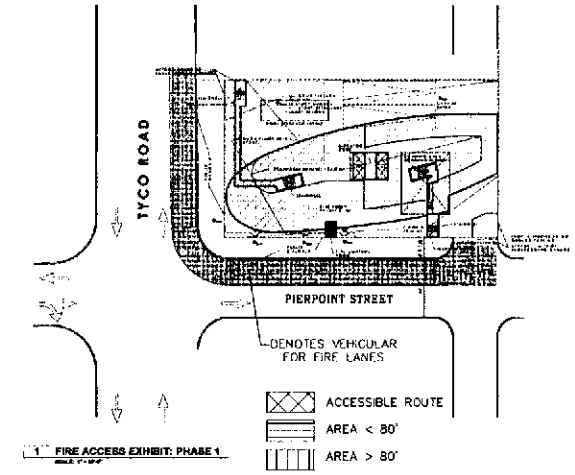
P:\L D03\Projects\70180\dwg\PART D\D2 FDP\PART D2 -ADEQUATE OUTFALL.dwg 1/16/2013 9:14:26 AM EST



FIRE ACCESS SHEETS

To facilitate Fire Department review of rezoning requests, applicants should submit a Fire Access Sheet that depicts the below listed following features. For those applications that involve only CDPs, specific details may not be known at application review, and the provisions listed below should be addressed in the proffers and reflected on the subsequent FDPs.

1) All roads proposed by the project, as well as adjoining roads; the classifications of the roads (i.e. arterial, collector, etc.) should be noted.
2) Location and dimensions of all fire access lanes and turnarounds; vehicle access to the rear of buildings, including interior courtyards for stick-build, donut-shaped buildings, needs to be shown.
3) Arrow diagrams indicating where emergency vehicles can access buildings.
4) Dimensions of the distance between the portions of the roadway that are accessible to fire trucks and the facades of the buildings. The target distance is between 15 and 30 feet separation.
5) Improvements planned for the area between the portions of the roadway that are accessible to fire trucks and the facades of the buildings, including parking lanes, garage podiums, landscaped areas, steep slopes, sidewalks, plazas, yards, outdoor seating areas, steps, planters, sculptures, etc.
6) Clear identifications of building footprints, cantilevered extensions, penthouses, balconies, patios, etc.
7) Heights of the proposed buildings; for buildings with multiple heights due to step backs, the height and number of stories of each building segment should be clearly noted.
8) Location of overhead utility lines.
9) Identification of construction type for each building; for multiple buildings located on a single garage podium, the construction type for each building must be identified. The garage podium can be identified as a block, with each building identified separately. Each portion of structure with a different construction type is considered a separate building. Structures that are separated by a fire wall are also considered separate buildings.
10) Type of building skin material (combustible/non-combustible), type of sprinklers (Type 13 or 13R please explain), and roof type (Class A preferred).
11) Location of proposed building entrances, both pedestrian and vehicular; access doors and elevators, including medevac elevators, should be shown on the FDP. Also, any interior routes available for emergency vehicle use, such as suitably sized driveways through parking garages and courtyards, should be delineated.
12) Loading areas and whether they are accessible to emergency vehicles.
13) Access to active courtyards (especially with pools, tennis courts, etc.) needs to be shown – how will the medical staff get there, with their equipment, quickly?
14) All Fire Access plans must contain their coordinating CDP reference number. This is required for the Fire Marshall's review.



1" FIRE ACCESS EXHIBIT: PHASE 1

LEGEND:

NOTES:

NORTH (VCS 83)
GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft

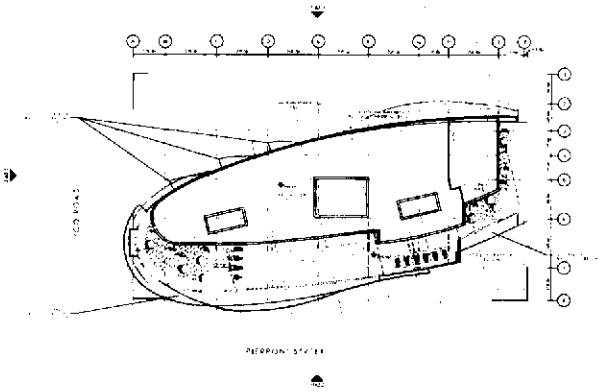
FIRE ACCESS PLAN

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

C-16

NOTES

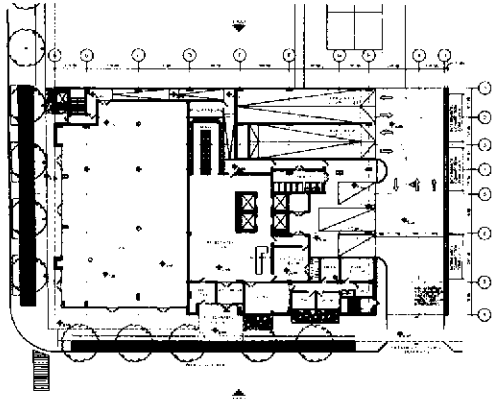
1. MAXIMUM BUILDING HEIGHTS INCLUDE PENTHOUSE AND ARCHITECTURAL FEATURES
2. REFER TO LANDSCAPE DRAWINGS FOR THE LIMITS OF DESIGN FOR THE POOL AREA AND PATIOS/PLAZAS
3. REFER TO CIVIL DRAWINGS FOR THE DESIGN STREET DESIGN AND SECTIONS
4. THE CONFIGURATION OF THE PARKING SPACES AS SHOWN ARE CONCEPTUAL AND SUBJECT TO FINAL ARCHITECTURAL AND ENGINEERING DESIGN
5. RENDERINGS AND ILLUSTRATIONS AND BUILDING MATERIALS ARE SUBJECT TO CHANGE PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED



ROOF PLAN

1" = 30'-0"

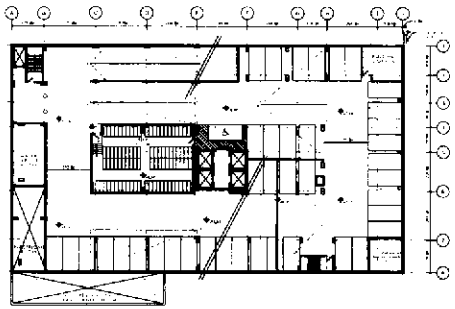
3



GROUND FLOOR

1" = 30'-0"

2



LEVEL B1
BELOW GRADE PARKING

1" = 30'-0"

1

R2L:ARCHITECTS

Tucker Cohen Eastlick

Fairfax Rodriguez

VIKA Incorporated

Wells + Associates, Inc.

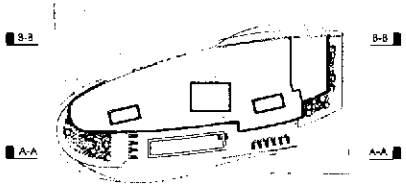
Walsh Colucci Lubeley Emrich & Walsh PC

Greystar

SITE 02A
Spring Hill Station
Tysons Corner, VA 22102

BUILDING PLANS (1 - 3)

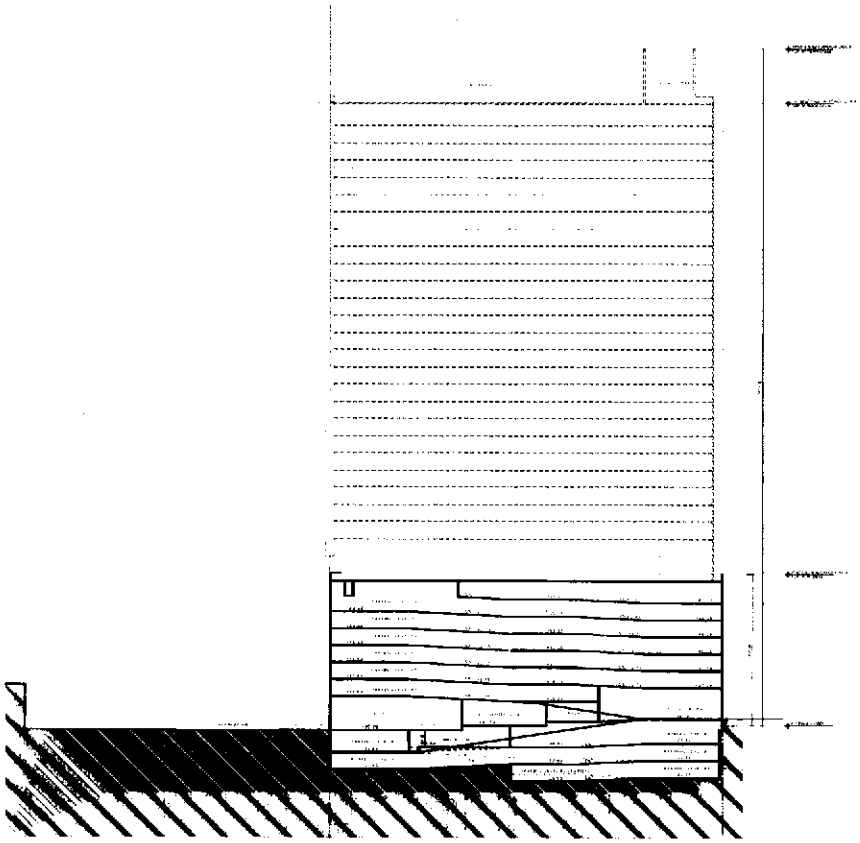
A2.0



KEYPLAN
1" = 40'-0"

NOTES:

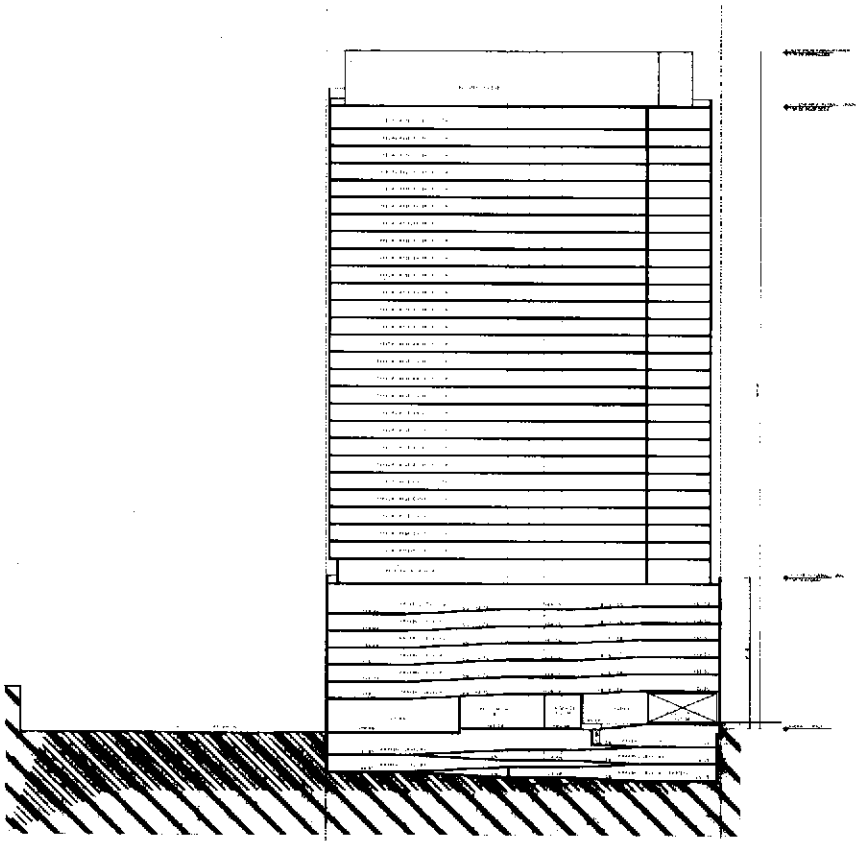
1. MAXIMUM BUILDING HEIGHTS INCLUDE PENTHOUSES AND ARCHITECTURAL FEATURES.
2. REFER TO LANDSCAPE DRAWINGS FOR THE EXTENT OF DESIGN FOR THE ROOF AREA AND SITE SCAPES.
3. REFER TO CIVIL DRAWINGS FOR THE TWM OFFICIAL STREET DESIGN AND SECTIONS.
4. THE CONFIGURATION OF INTERIOR SPACES AS SHOWN ARE CONCEPTUAL AND SUBJECT TO FINAL ARCHITECTURAL AND ENGINEERING DESIGN.
5. ELEVATIONS AND ILLUSTRATIONS AND ALL BUILDING MASSES ARE SUBJECT TO CHANGE PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED.



SECTION B-B
VIEW NORTH

2

1" = 30'-0"



SECTION A-A
VIEW NORTH

1

1" = 30'-0"

R2L:ARCHITECTS

Tysons Corner Station

Parker Rodriguez

SITE Incorporated

Walsh Colucci Lubeley Emrich & Walsh PC

Greenberg Traurig

Sterling

Comstar

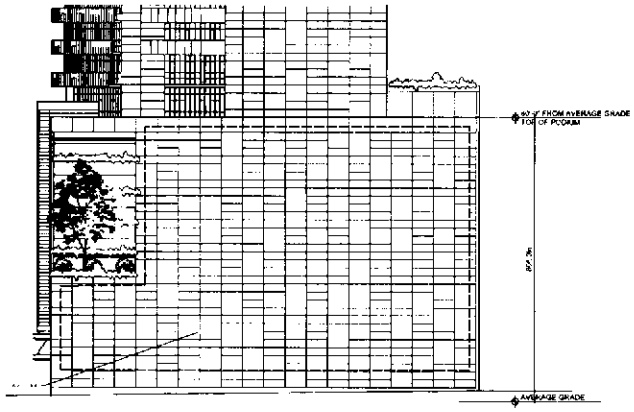
SITE 02A
Sterling MB Station
Tysons Corner, VA 22182

SECTIONS

A2.1

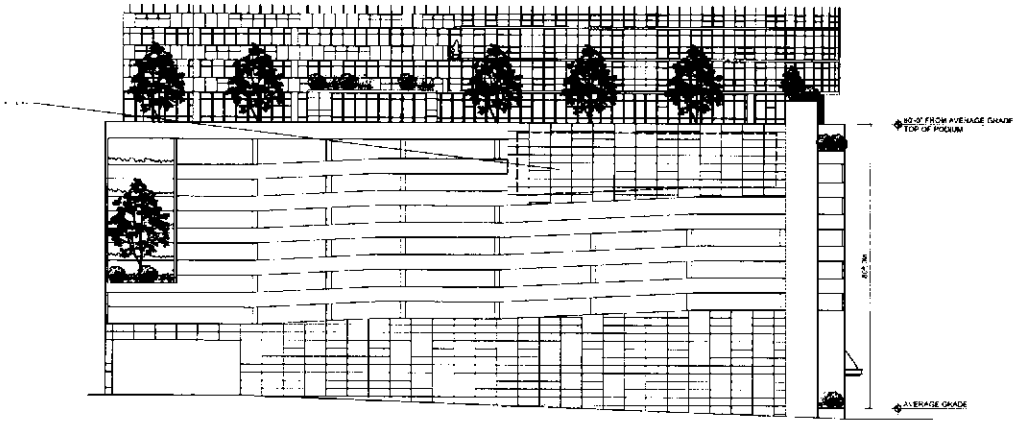
NOTES:

1. MAXIMUM BUILDING HEIGHTS INCLUDE MECHANICAL AND ARCHITECTURAL FEATURES.
2. REFER TO LANDSCAPE DRAWINGS FOR THE FINAL DESIGN FOR THE ROOF AREA AND STREETSCAPE.
3. REFER TO CIVIL DRAWINGS FOR FINAL SWM DESIGN, STREET DESIGN AND SECTIONS.
4. THE CONFIGURATION OF INTERIOR SPACES AS SHOWN ARE CONCEPTUAL AND SUBJECT TO FINAL ARCHITECTURAL AND ENGINEERING DESIGN.
5. ELEVATIONS ARE ILLUSTRATIVE AND ALL BUILDING MATERIALS ARE SUBJECT TO CHANGE PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED.



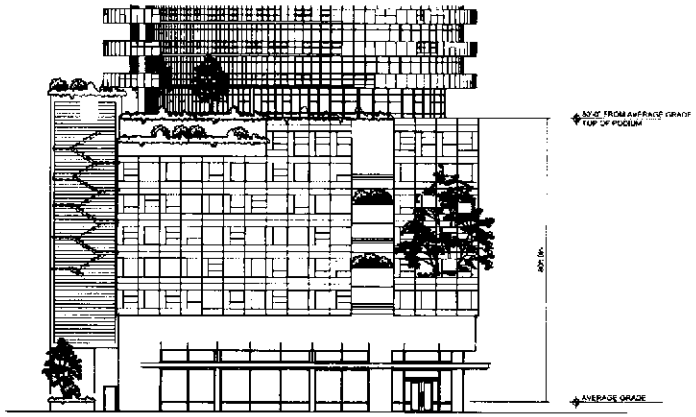
EAST ELEVATION - BASE 4

1/16" = 1'-0"



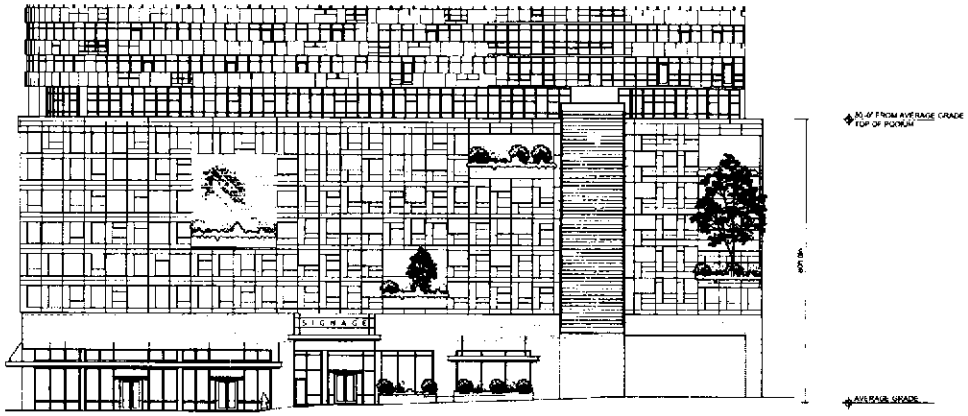
NORTH ELEVATION - BASE 3

1/16" = 1'-0"



WEST ELEVATION - BASE 2

1/16" = 1'-0"



SOUTH ELEVATION - BASE 1

1/16" = 1'-0"

5

RELI.ARCHITECTS

Taylor Cohen Equities

Parks Rodriguez

VIKA Infrastructure

Walsh Colucci Lubeley Emrich & Walsh PC

Greystar

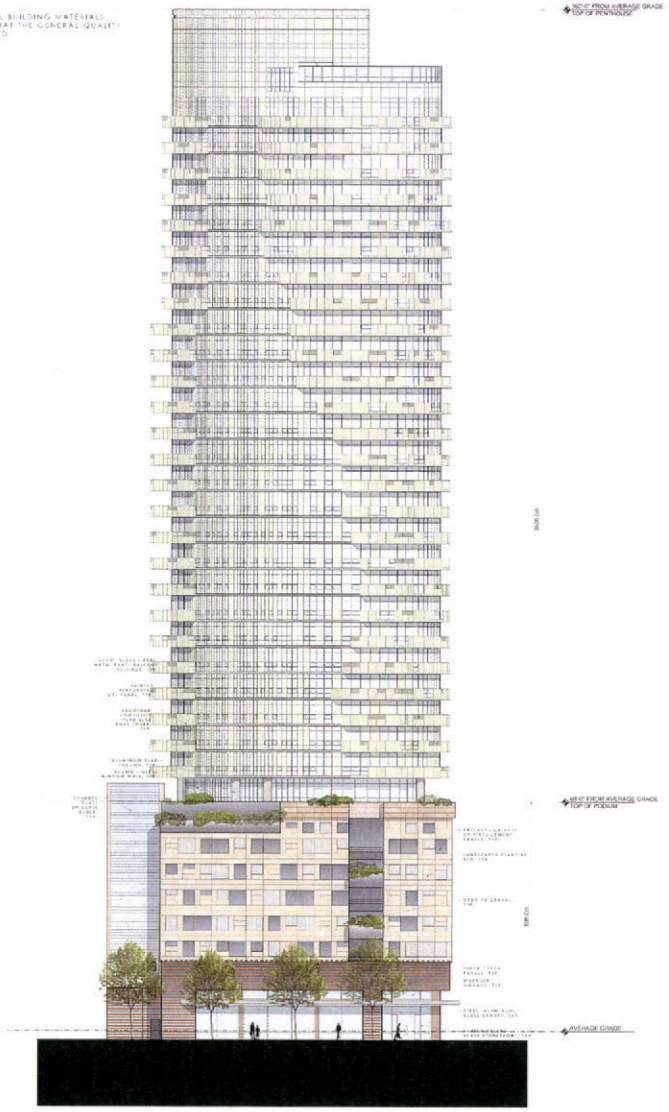
SITE 02a
Spring Hill Station
Tysons Corner, VA 22102

ENLARGED ELEVATIONS

A2.2

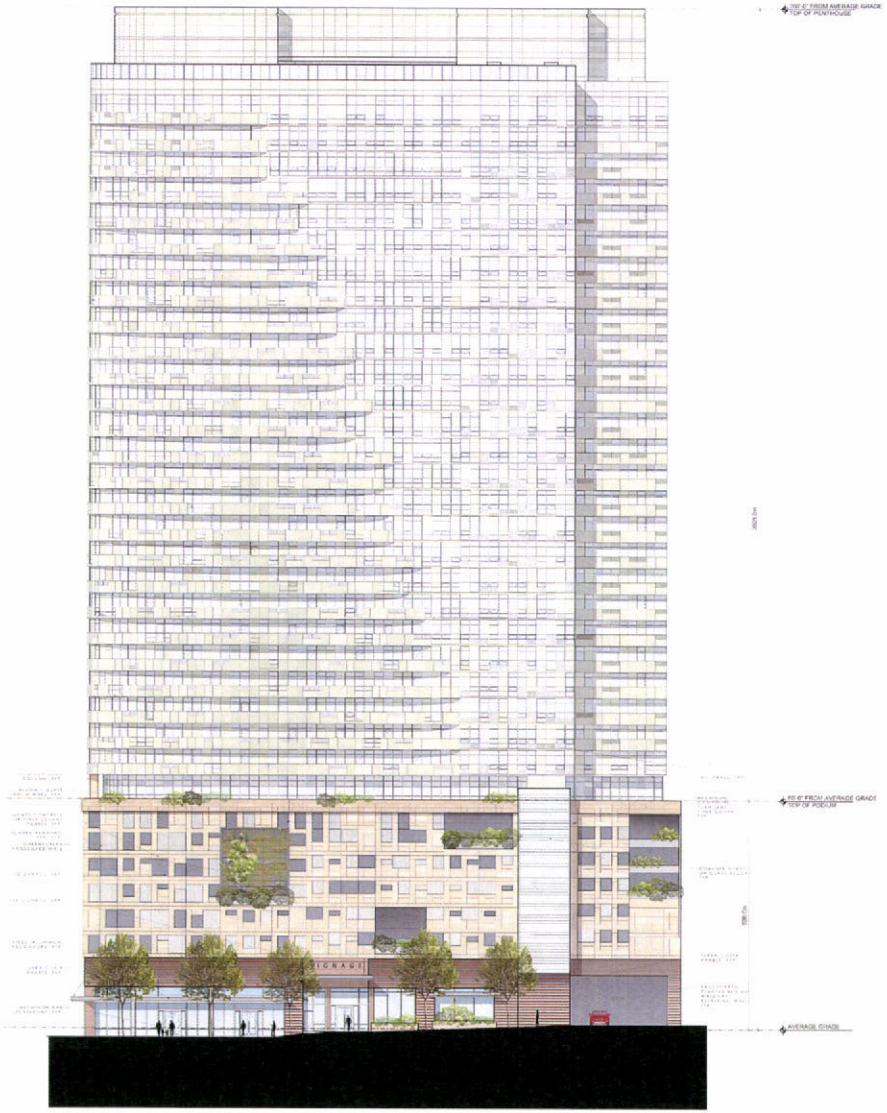
NOTES:

1. MAXIMUM BUILDING HEIGHTS INCLUDE PENTHOUSE AND ARCHITECTURAL FEATURES
2. REFER TO LANDSCAPE DRAWINGS FOR THE EXTENT OF DESIGN FOR THE ROOF AREA AND STREETSCAPES
3. REFER TO CIVIL DRAWINGS FOR THE SWM DESIGN STREET DESIGN AND SECTIONS
4. THE CONFIGURATION OF INTERIOR SPACES AS SHOWN ARE CONCEPTUAL AND SUBJECT TO FINAL ARCHITECTURAL AND ENGINEERING DESIGN
5. ELEVATIONS ARE ILLUSTRATIVE AND ALL BUILDING MATERIALS ARE SUBJECT TO CHANGE PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED



WEST ELEVATION 2

1" = 20'-0"



SOUTH ELEVATION 1

1" = 20'-0"

R2L:ARCHITECTS

Tagan Cohen Edelson

Parker Rodriguez

VHB Incorporated

Walls + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

Greystar

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

ILLUSTRATIVE ELEVATIONS

A2.3

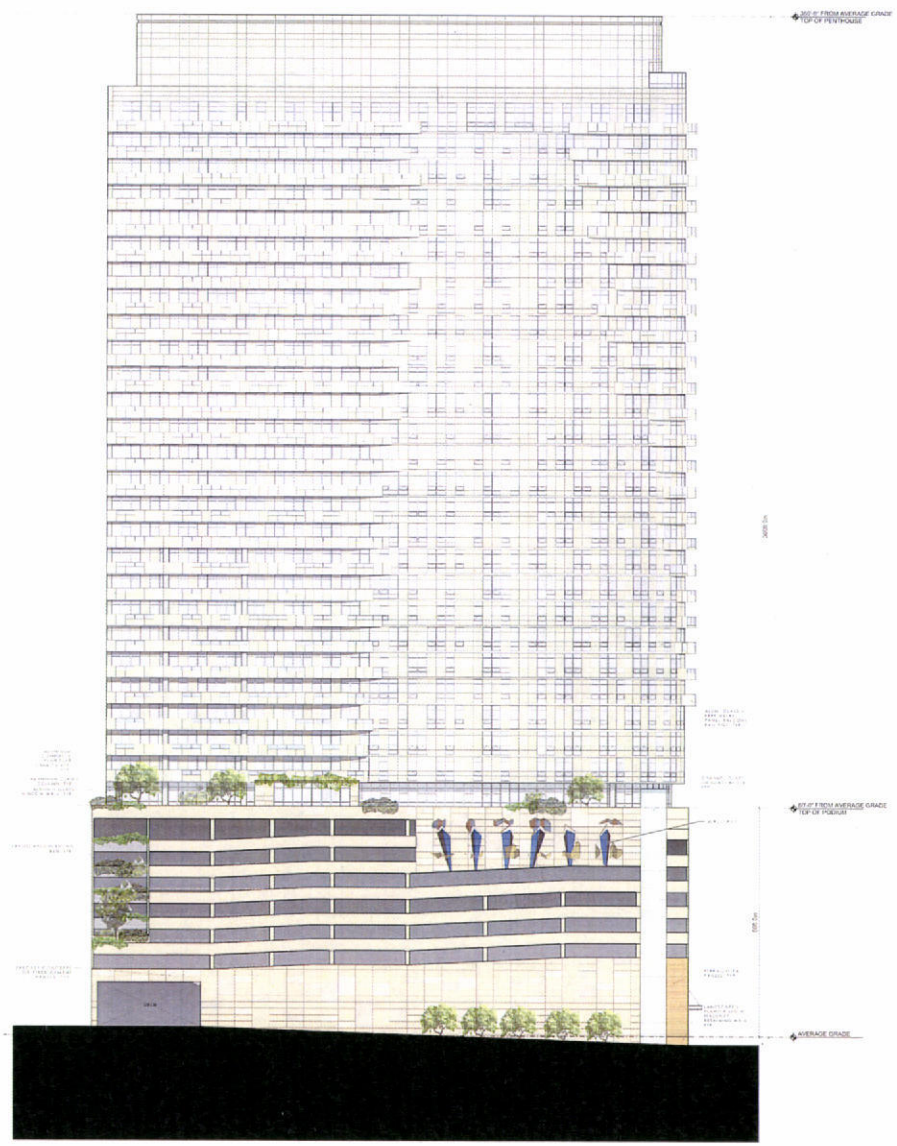
NOTES

1. MAXIMUM BUILDING HEIGHTS INCLUDE PENTHOUSE AND ARCHITECTURAL FEATURES
2. REFER TO LANDSCAPE DRAWINGS FOR THE EXTENT OF DESIGN FOR THE ROOF AREA AND STREETSCAPES
3. REFER TO CIVIL DRAWINGS FOR THE SWM DESIGN STREET DESIGN AND SECTIONS
4. THE CONFIGURATION OF INTERIOR SPACES AS SHOWN ARE CONCEPTUAL AND SUBJECT TO FINAL ARCHITECTURAL AND ENGINEERING DESIGN
5. ELEVATIONS ARE ILLUSTRATIVE AND ALL BUILDING MATERIALS ARE SUBJECT TO CHANGE PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED

WALL ART
REPRESENTATIVE IMAGES

EAST ELEVATION 2

1" = 20'-0"



NORTH ELEVATION 1

1" = 20'-0"

R2L:ARCHITECTS

Greystar

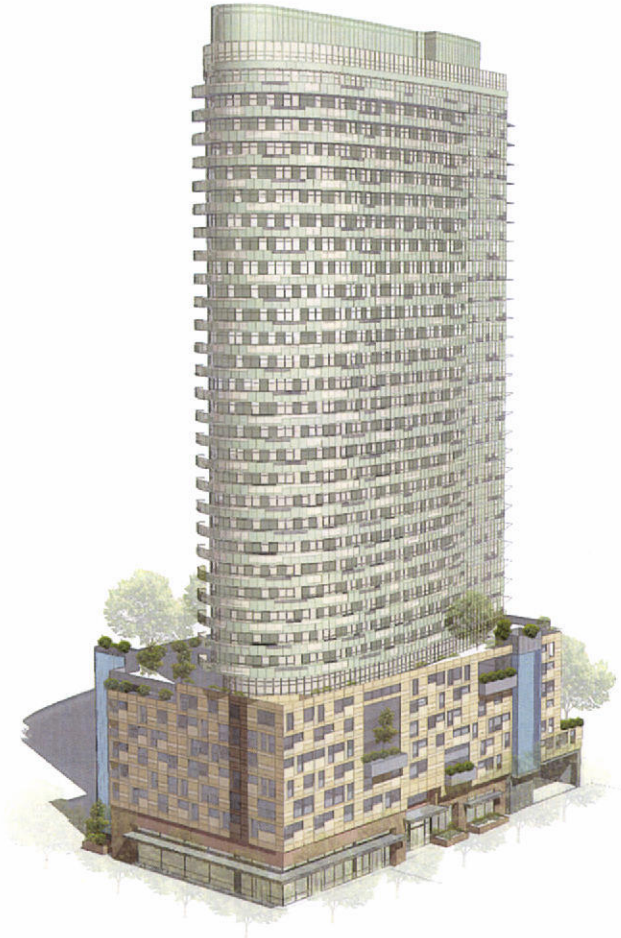
SITE DZA
Spring Hill Station
Tysons Corner, VA 22102

ILLUSTRATIVE ELEVATIONS

A2.4

NOTES:

1. MAXIMUM BUILDING HEIGHTS INCLUDE PENTHOUSE AND ARCHITECTURAL FEATURES
2. REFER TO LANDSCAPE DRAWINGS FOR THE EXTENT OF DESIGN FOR THE ROOF AREA AND STREETSCAPES
3. REFER TO CIVIL DRAWINGS FOR THE SWM DESIGN, STREET DESIGN AND SECTIONS
4. THE CONFIGURATION OF INTERIOR SPACES AS SHOWN ARE CONCEPTUAL AND SUBJECT TO FINAL ARCHITECTURAL AND ENGINEERING DESIGN
5. ELEVATIONS ARE ILLUSTRATIVE AND ALL BUILDING MATERIALS ARE SUBJECT TO CHANGE PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED



SOUTHWEST CORNER, OVERALL VIEW | 2

ALTERNATIVE SCHEME: 18 RESIDENTIAL FLOORS | 4

FULL SIZE SCHEME: 27 RESIDENTIAL FLOORS | 3

SOUTHWEST CORNER, ENLARGED VIEW AT BASE | 1

R2L:ARCHITECTS

Tadjer Cohen Edelson

Parker Rodriguez

SITE Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

The Georgetown Group

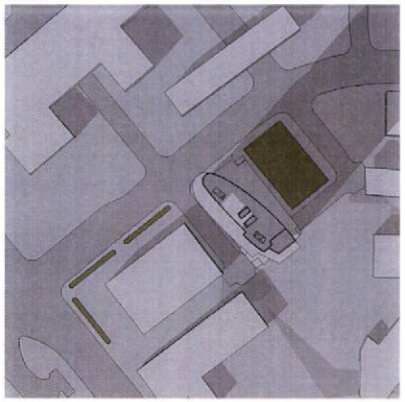
Greystar

GREYSTAR

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

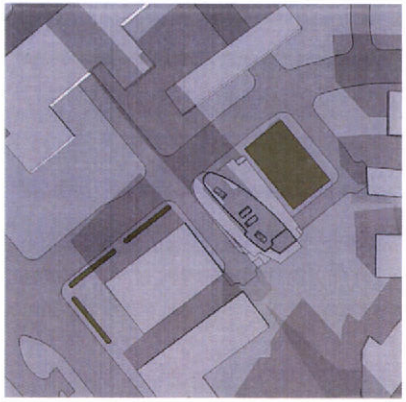
ILLUSTRATIVE PERSPECTIVES

A2.5

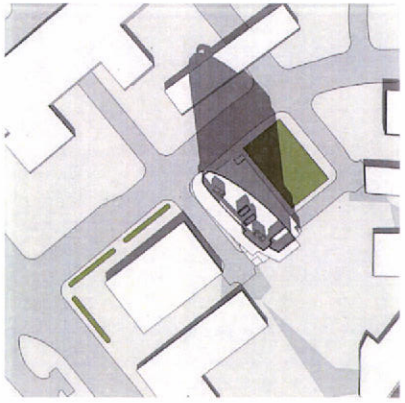


MARCH 21 - 09:00 AM

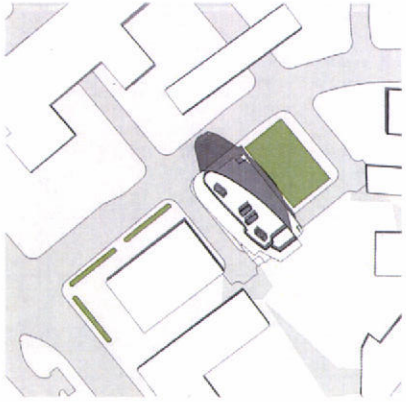
JUNE 21 - 09:00 AM



DECEMBER 21 - 09:00 AM



MARCH 21 - 12:00 PM



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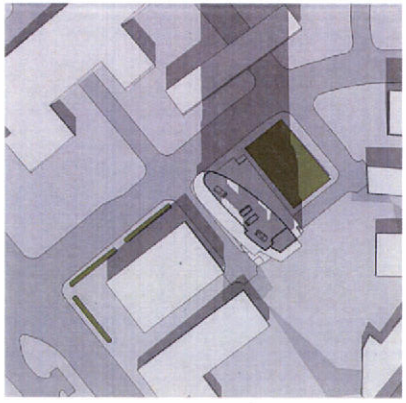
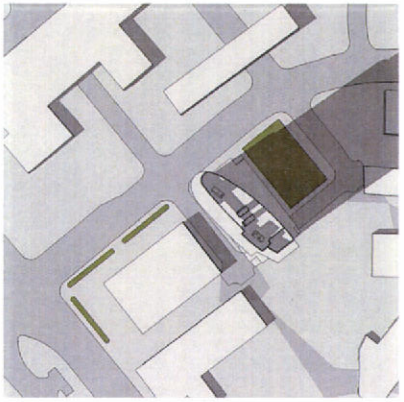
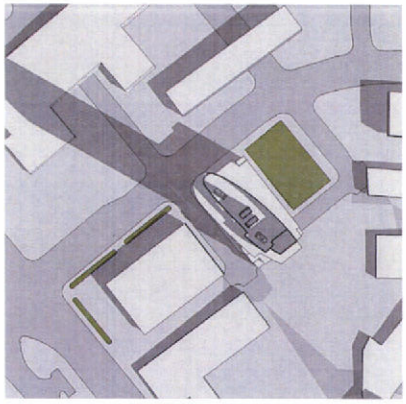


DECEMBER 21 - 12:00 PM



MARCH 21 - 03:00 PM

JUNE 21 - 03:00 PM



DECEMBER 21 - 03:00 PM

R2L:ARCHITECTS

Tucker Cohen Edelson

Farkas-Rodriguez

VHA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

The Greenberg Group

Greystar

GREYSTAR

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

SOLAR STUDIES

A2.6

Spring Hill Station - Total Park Space Provided

Neighborhood 1		
Public Urban Parks		54,850 sq. ft.
Public Sky Parks		42,500 sq. ft.
	Total	2.23 Acres
Neighborhood 2		
Public Urban Parks		19,300 sq. ft.
	Total	0.44 Acres
Neighborhood 3		
Public Urban Parks		21,300 sq. ft.
	Total	0.49 Acres
	Total Public Parks	**3.17 Acres**
Off-Site		
Public Urban Park	Total	**2.81 Acres**
Total Public Park		**5.98 Acres**

In Addition, Spring Hill Station is providing Private Sky Parks.

Neighborhood 1	0.95 Acres
Neighborhood 2	0.43 Acres
Neighborhood 3	1.11 Acres
Total Private Sky Parks	**2.47 Acres***

*Additional Private Park space may be provided with future FDP sets.

Note:
Sky Parks denote parks above street level, built on structure. All other parks are at-grade.

R2L ARCHITECTS

Tadjer Cohen Edelson

Parker Rodriguez

VIKA Incorporated

Walsh Colucci Lubeley Emrich & Walsh PC

NUMBER	ISSUE	DATE
1	FDP SUBMISSION	07-21-11
2	FDP SUBMISSION	11-18-11
3	FDP SUBMISSION	01-11-12
4	FDP SUBMISSION	03-19-12

The Georgetter Group

Greystar

SITE 03A
Spring Hill Station
Tysons Corner, VA 22182

E ALL PA S
PLAN

L-1.01

NEIGHBORHOOD 1, 2 & 3
LANDSCAPE PLAN

TREE SYMBOL LEGEND

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

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

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

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 1

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 2

CONCEPTUAL PLANT SCHEDULE - NEIGHBORHOOD 2

NOTE:

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

E ALL LANDSCAPE PLAN

L-1.02

SITE D2A
Spring Hill Station
Tysons Corner, VA 22182

NBGH H D
SIGHT DISTANCE AND UTILITIES

L-1.02A

LANDSCAPE COMPUTATIONS N1

13-201: INTERIOR PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Interior Parking Lot Landscaping Not Required

13-202: PERIPHERAL PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Peripheral Parking Lot Landscaping Not Required

13-301: TRANSITIONAL SCREENING AND BARRIERS

Property Zoning District: PTC/HC
Adjacent Zoning Districts; I-5, C-7, PDC, PTC/HC

Transitional Screening and Barriers are Not Required

13-401: TREE COVER CALCULATIONS

Table 12.12 10 year Tree Canopy Calculation Worksheet		
Step		Totals
A. Tree Preservation Target and Statement		
A1	See Table 12.3 on Sheet C-6	
B. Tree Canopy Requirement		
B1	Gross Site Area	429,545
B2	Land Dedicated to park, road frontage	0
B3	Optional Dedications (SWM)	0
B4	Adjusted Gross Site Area	429,545
B5	Site Zoning	PTC
B6	Percentage of 10-year Tree Canopy Cover Required	10%
B7	Area of 10-year tree canopy cover	42,955
B8	Modification of 10-year tree canopy cover requested	Yes
B9	Plan sheet where modification is requested	C-3
C. Tree Preservation		
C1	Tree Preservation Target	0
C2	Total Canopy area meeting standards of 12-0200	0
C3	C2 X 1.25	0
C4	Total canopy area provided by unique or valuable forest or woodland communities	0
C5	C4 X 1.25	0
C6	Total of canopy are provided by "Heritage," "Memorial," "Specimen," or "Street" Trees	0
C7	C6 X 1.5	0
C8	Canopy area of trees within Resource Protection Areas and 100-year floodplains	0
C9	C8 X 1.0	0
C10	Total of C3, C5, C7 and C9	0
D. Tree Planting		
D1	Area of Canopy met through tree planting (B7-C10)	44,400
D2	Area of canopy Planted for air quality benefits	0
D3	X 1.5	0
D4	Area of canopy planted for energy conservation benefits	0
D5	X 1.5	0
D6	Area of canopy planted for water quality benefits	0
D7	X 1.5	0
D8	Area of canopy planted for wildlife benefits	0
D9	X 1.5	0
D10	Area of canopy provided by native trees	0
D11	X 1.5	0
D12	Area of canopy provided by improved cultivars and varieties	0
D13	X 1.25	0
D14	Area of canopy provided by seedlings	0
D15	X 1.0	0
D16	Percent of D14 represented by D 15	0
D17	Total of canopy area provided through tree planting	
D18	Is an offsite planting relief requested?	No
D19	Tree bank or Trust Fund?	No
D20	Canopy area requested to be provided through offsite banking or trust fund	0
D21	Amount to be deposited into the Tree Preservation and Planting Fund	0
E. Total of 10-year Tree Canopy Provided		
E1	Total of Canopy Provided through tree preservation (C10)	0
E2	Total of canopy area provided through tree planting (D17)	44,400
E3	Total of canopy area provided through offsite mechanism (D 19)	0
E4	Total of 10-year Tree Canopy Provided	44,400

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

LANDSCAPE COMPUTATIONS N2

13-201: INTERIOR PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Interior Parking Lot Landscaping Not Required

13-202: PERIPHERAL PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Peripheral Parking Lot Landscaping Not Required

13-301: TRANSITIONAL SCREENING AND BARRIERS

Property Zoning District: PTC/HC
Adjacent Zoning Districts: I-5, C-7, PDC, PTC/HC

Transitional Screening and Barriers are Not Required

13-401: TREE COVER CALCULATIONS

Table 12.12 10 year Tree Canopy Calculation Worksheet		
Step		Totals
A. Tree Preservation Target and Statement		
A1	See Table 12.3 on Sheet C-6	
B. Tree Canopy Requirement		
B1	Gross Site Area	322,035
B2	Land Dedicated to park, road frontage	0
B3	Optional Dedications (SWM)	0
B4	Adjusted Gross Site Area	322,035
B5	Site Zoning	PTC
B6	Percentage of 10-year Tree Canopy Cover Required	10%
B7	Area of 10-year tree canopy cover	32,204
B8	Modification of 10-year tree canopy cover requested	Yes
B9	Plan sheet where modification is requested	C-3
C. Tree Preservation		
C1	Tree Preservation Target	3,109
C2	Total Canopy area meeting standards of 12-0200	3,309
C3	C2 X 1.25	4,136
C4	Total canopy area provided by unique or valuable forest or woodland communities	0
C5	C4 X 1.25	0
C6	Total of canopy are provided by "Heritage," "Memorial," "Specimen," or "Street" Trees	0
C7	C6 X 1.5	0
C8	Canopy area of trees within Resource Protection Areas and 100-year floodplains	0
C9	C8 X 1.0	0
C10	Total of C3, C5, C7 and C9	4,136
D. Tree Planting		
D1	Area of Canopy met through tree planting (B7-C10)	29,100
D2	Area of canopy Planted for air quality benefits	0
D3	X 1.5	0
D4	Area of canopy planted for energy conservation benefits	0
D5	X 1.5	0
D6	Area of canopy planted for water quality benefits	0
D7	X 1.5	0
D8	Area of canopy planted for wildlife benefits	0
D9	X 1.5	0
D10	Area of canopy provided by native trees	0
D11	X 1.5	0
D12	Area of canopy provided by improved cultivars and varieties	0
D13	X 1.25	0
D14	Area of canopy provided by seedlings	0
D15	X 1.0	0
D16	Percent of D14 represented by D 15	0
D17	Total of canopy area provided through tree planting	
D18	Is an offsite planting relief requested?	No
D19	Tree bank or Trust Fund?	No
D20	Canopy area requested to be provided through offsite banking or trust fund	0
D21	Amount to be deposited into the Tree Preservation and Planting Fund	0
E. Total of 10-year Tree Canopy Provided		
E1	Total of Canopy Provided through tree preservation (C10)	4,136
E2	Total of canopy area provided through tree planting (D17)	29,100
E3	Total of canopy area provided through offsite mechanism (D19)	0
E4	Total of 10-year Tree Canopy Provided	33,236

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

LANDSCAPE COMPUTATIONS N3

13-201: INTERIOR PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Interior Parking Lot Landscaping Not Required

13-202: PERIPHERAL PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Peripheral Parking Lot Landscaping Not Required

13-301: TRANSITIONAL SCREENING AND BARRIERS

Property Zoning District: PTC/HC
Adjacent Zoning Districts: I-5, C-7, PDC, PTC/HC

Transitional Screening and Barriers are Not Required

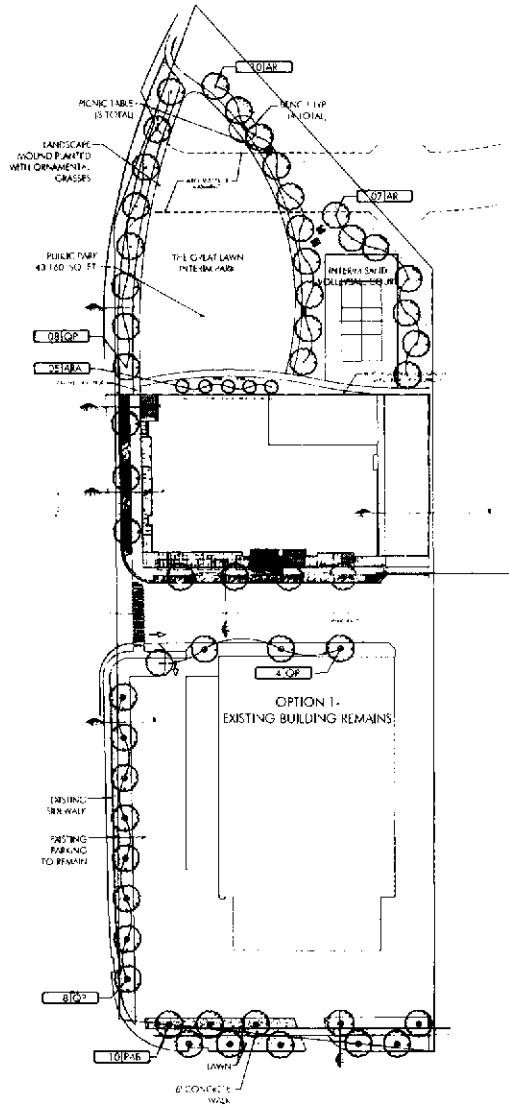
13-401: TREE COVER CALCULATIONS

Table 12.12 10 year Tree Canopy Calculation Worksheet		
Step		Totals
A. Tree Preservation Target and Statement		
A1	See Table 12.3 on Sheet C-6	
B. Tree Canopy Requirement		
B1	Gross Site Area	239,853
B2	Land Dedicated to park, road frontage	0
B3	Optional Dedications (SWM)	0
B4	Adjusted Gross Site Area	239,853
B5	Site Zoning	PTC
B6	Percentage of 10-year Tree Canopy Cover Required	10%
B7	Area of 10-year tree canopy cover	23,985
B8	Modification of 10-year tree canopy cover requested	Yes
B9	Plan sheet where modification is requested	C-3
C. Tree Preservation		
C1	Tree Preservation Target	0
C2	Total Canopy area meeting standards of 12-0200	0
C3	C2 X 1.25	0
C4	Total canopy area provided by unique or valuable forest or woodland communities	0
C5	C4 X 1.25	0
C6	Total of canopy are provided by "Heritage," "Memorial," "Specimen," or "Street" Trees	0
C7	C6 X 1.5	0
C8	Canopy area of trees within Resource Protection Areas and 100-year floodplains	0
C9	C8 X 1.0	0
C10	Total of C3, C5, C7 and C9	0
D. Tree Planting		
D1	Area of Canopy met through tree planting (B7-C10)	24,560
D2	Area of canopy Planted for air quality benefits	0
D3	X 1.5	0
D4	Area of canopy planted for energy conservation benefits	0
D5	X 1.5	0
D6	Area of canopy planted for water quality benefits	0
D7	X 1.5	0
D8	Area of canopy planted for wildlife benefits	0
D9	X 1.5	0
D10	Area of canopy provided by native trees	0
D11	X 1.5	0
D12	Area of canopy provided by improved cultivars and varieties	0
D13	X 1.25	0
D14	Area of canopy provided by seedlings	0
D15	X 1.0	0
D16	Percent of D14 represented by D 15	0
D17	Total of canopy area provided through tree planting	
D18	Is an offsite planting relief requested?	No
D19	Tree bank or Trust Fund?	No
D20	Canopy area requested to be provided through offsite banking or trust fund	0
D21	Amount to be deposited into the Tree Preservation and Planting Fund	0
E. Total of 10-year Tree Canopy Provided		
E1	Total of Canopy Provided through tree preservation (C10)	0
E2	Total of canopy area provided through tree planting (D17)	24,560
E3	Total of canopy area provided through offsite mechanism (D19)	0
E4	Total of 10-year Tree Canopy Provided	24,560

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

LANDSCAPE

L-1.03



01 INTERIM LANDSCAPE PLAN

SCALE: 1" = 40'-0"

INTERIM PLANT SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	Qty.	STOCK SIZE	STOCK TYPE	10-YR TREE CANOPY SQ. FT.	TREE CANOPY SUB-TOTAL SQ. FT.	REMARKS
Category IV Canopy Trees								
AR	[illegible]	Red Maple	17	3" cal.	B&B	250	4250	Single, straight trunk, limbed up to 6' symmetrical
ARA	Acer rubrum 'Columnare'	Columnar Red Maple	5	3" cal.	B&B	75	375	Single, straight trunk, limbed up to 6' symmetrical
PAR	Platanus acerifolia	London Plane tree	10	3" cal.	B&B	250	2500	Single, straight trunk, limbed up to 6' symmetrical
OP	Quercus phellos	Willow Oak	32	3" cal.	B&B	250	8000	Single, straight trunk, limbed up to 6' symmetrical
[illegible]	[illegible]	[illegible]	4	3" cal.	B&B	250	1000	Single, straight trunk, limbed up to 6' symmetrical
		TOTAL 10-YEAR TREE CANOPY PROVIDED BY PLANTING					13,125	

NOTE: [illegible]

02 PLANT SCHEDULE FOR FDP AREA OUTSIDE OF D2A SITE

LANDSCAPE NOTES

1. THE PROPOSED LANDSCAPE WILL BE USED TO MEET THE MINIMUM TREE COVER REQUIREMENTS. LOCATIONS, SPECIES AND QUANTITIES MAY BE ADJUSTED WITH FINAL DESIGN.

2. THE LANDSCAPE TREATMENT, DESIGN FEATURES, AND DETAILS MAY CHANGE WITH FINAL DESIGN PROVIDED THAT THE USE OF THE SPACE AND THE CHARACTER AND QUALITY OF THE FEATURES AND PLANTINGS REMAIN IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.

3. UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE. FINAL LOCATIONS TO BE DETERMINED AT SITE PLAN.

SEE SHEETS L1.05, L1.06, L1.07 & L1.08 FOR LANDSCAPE PLANS OF D2A BUILDING

INTERIM LANDSCAPE COMPUTATIONS D1+D2A

13-201: INTERIOR PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Interior Parking Lot Landscaping Not Required

13-202: PERIPHERAL PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Peripheral Parking Lot Landscaping Not Required

13-201: TRANSITIONAL SCREENING AND BUFFERS

Property Zoning District: PTC/HC
Adjacent Zoning Districts: R-C, OT, PDC, PTC/HC

Transitional Screening and Buffers are Not Required

13-401: TREE COVER CALCULATIONS

Table 13-12: 10-year Tree Canopy Calculation Worksheet		
Step		Total
A. Tree Preservation Target and Statement		
A1	Tree Target (13.01 per Section 4)	
B. Tree Canopy Requirement		
B1	Gross Site Area	14,245
B1a	Land Disturbed in park, less footprint	0
B1b	General Deductions (SWM)	0
B2	Adjusted Gross Site Area	14,245
B3	Site zoning	PTC
B4	Percentage of 10-year Tree Canopy Cover Required	15%
B5	Area of 10-year tree canopy cover	13,125
B6	Waiver/deviation of 10-year tree canopy cover requested	Yes
B6	Plan sheet where waiver/deviation is requested	C-1
C. Tree Preservation		
C1	Tree Preservation Target	0
C1a	Total Canopy area meeting standards of 13-402	0
	C2 + C3 + C4	0
C2	Total canopy area provided by unique or valuable trees or exceptional community trees	0
	C5 + C6	0
C3	Total of canopy area provided by "Heritage," "Memorial," "Specimen," or "Champion" Trees	0
	C7 + C8	0
C4	Canopy area of trees within Resource Protection Areas and 100-year floodplains	0
C5	C9 + C10	0
C6	Total of C1 + C2 + C3 and C4	0
D. Tree Planting		
D1	Area of Canopy met through tree planting (B1-C6)	13,125
D1a	Area of canopy planted for air quality benefits	0
D1b	x 1.5	0
D1c	Area of canopy planted for energy conservation benefits	0
D1d	x 1.5	0
D1e	Area of canopy planted for wildlife benefits	0
D1f	x 1.5	0
D1g	Area of canopy planted by "Friends of Trees"	0
D1h	x 1.5	0
D1i	Area of canopy planted by "Friends of Trees" and energy	0
D1j	x 1.25	0
D1k	Area of canopy provided by seedlings	0
D1l	x 1.5	0
D1m	Percent of D1 represented by D1k	0
D2	Total of canopy area provided through tree planting	
D2a	Is an offsite planting fund requested?	No
D2b	Tree Bank or Tree Fund?	No
D3	Canopy area requested to be provided through offsite planting or tree bank	0
D3a	Amount to be deposited into the Tree Preservation and Planting Fund	0
D4		0
E. Total of 10-year Tree Canopy Provided		
E1	Total of canopy provided through tree preservation (C1)	0
E2	Total of canopy area provided through tree planting (D1)	13,125
E3	Total of canopy area provided through offsite mitigation (D3)	0
E4	Total of 10-year Tree Canopy Provided	13,125

R&L ARCHITECTS

1	For Submission	2/14/2022
2	For Submission	12/14/2022
3	For Submission	3/31/2023
4	For Landscape	3/31/2023

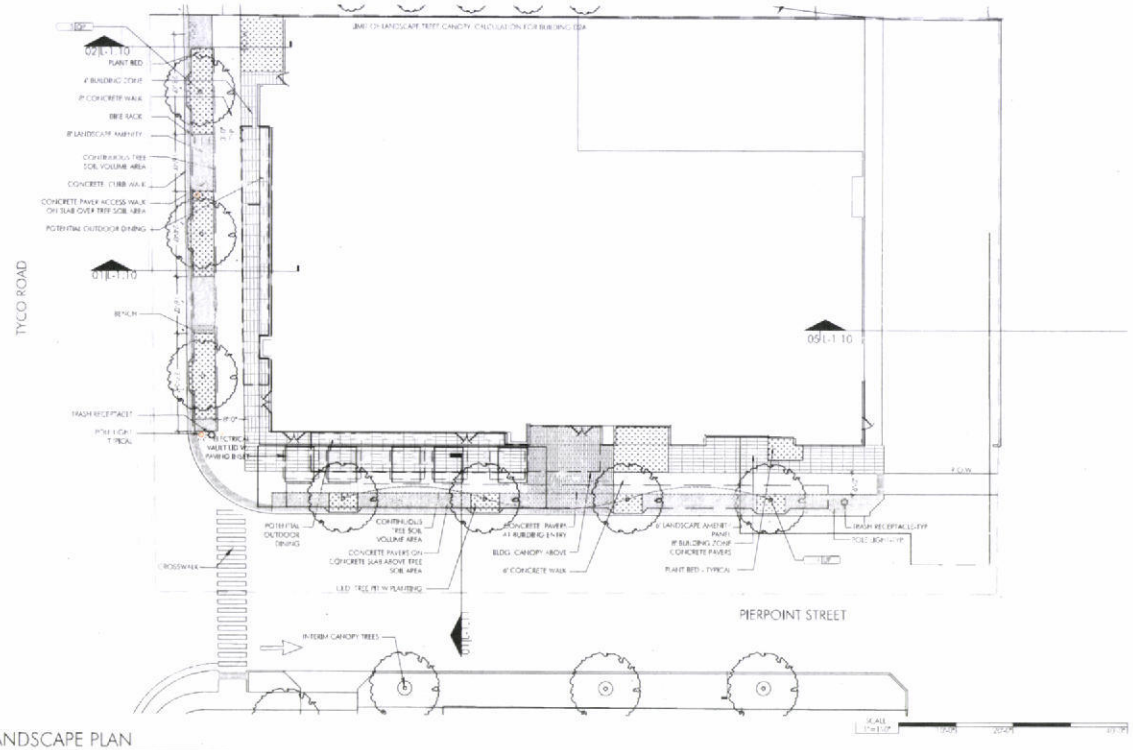
GEORGE

INTE D.A.
Spring Hill Station
Tysons Corner, VA 22182

LANDSCAPE PLAN
DP A BA PTI N

L-1.04

NOTE: SEE L-1.09 FOR PLANT SCHEDULE



01 LANDSCAPE PLAN

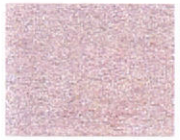
SCALE: 1/16" = 1'-0"

LANDSCAPE NOTES:

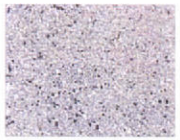
1. THE PROPOSED LANDSCAPE WILL BE USED TO MEET THE MINIMUM TREE COVER REQUIREMENTS. LOCATIONS, SPECIES AND QUANTITIES MAY BE ADJUSTED WITH FINAL DESIGN.

2. THE LANDSCAPE TREATMENT, DESIGN FEATURES, AND DETAILS MAY CHANGE WITH FINAL DESIGN PROVIDED THAT THE USE OF THE SPACE AND THE CHARACTER AND QUALITY OF THE FEATURES AND PLANTINGS REMAIN IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.

3. UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE. FINAL LOCATIONS TO BE DETERMINED AT SITE PLAN.



NITTERHOUSE PG-6



NITTERHOUSE PG-23

NITTERHOUSE PG-32

NITTERHOUSE PG-45 B

NITTERHOUSE PG-53 B

CONCRETE BOARDWALK PAVER

ARCHITECTURAL CONCRETE PAVER

FORMS + SURFACES TRIO BENCH

LANDSCAPE FORMS BOLA BICYCLE RACK

LANDSCAPE FORMS POE TRASH / RECYCLING RECEPTACLE

SE'LUX - SPANNER ARM SERIES LED LIGHT FIXTURE

02 STREET FURNITURE

R2L:ARCHITECTS

Tadjer Cohen Edelson

Parker Rodriguez

VIKA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

NUMBER	ISSUE	DATE
4	FOR SUBMISSION	01-24-22
3	FOR SUBMISSION	01-05-22
2	FOR SUBMISSION	12-08-21
1	FOR SUBMISSION	11-19-21
0	FOR SUBMISSION	10-14-21

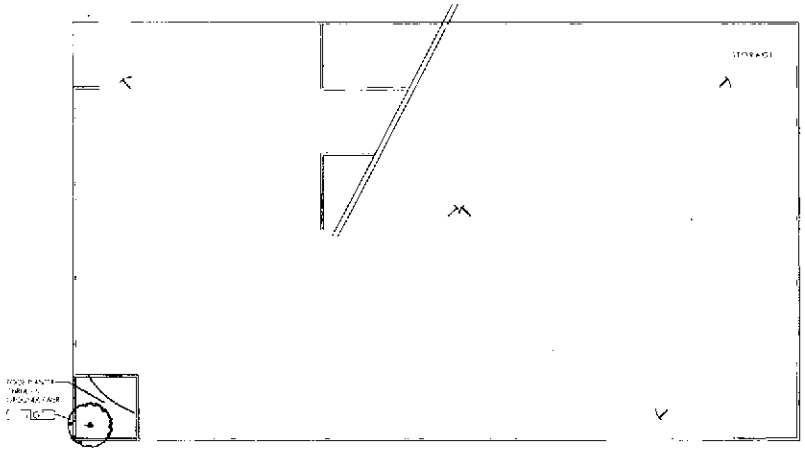
The Georgetown Group

Greystar

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

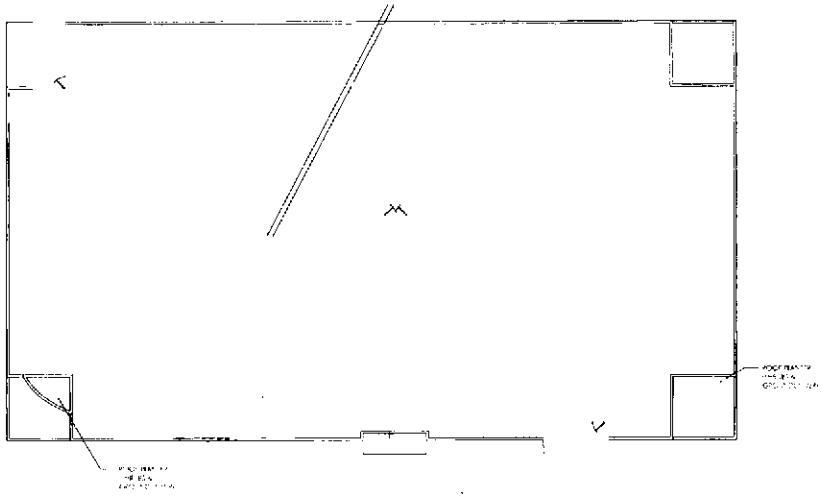
LANDSCAPE PLAN
GROUND LEVEL
BUILDING D2A

L-1.05



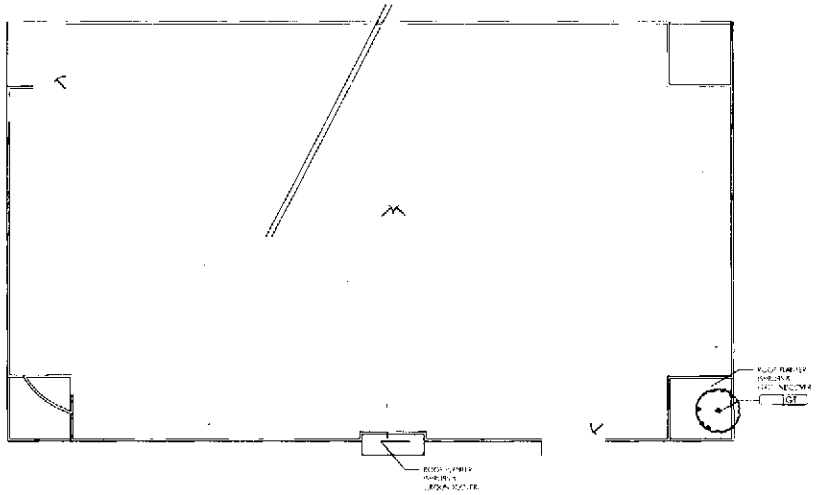
01 LANDSCAPE PLAN - GARAGE L2

SCALE: 1/16"=1'-0"



03 LANDSCAPE PLAN - GARAGE L5-6

SCALE: 1/16"=1'-0"



02 LANDSCAPE PLAN - GARAGE L3-4

SCALE: 1/16"=1'-0"

LANDSCAPE NOTES:

1. THE PROPOSED LANDSCAPE WILL BE FINED TO MEET THE MINIMUM TREE COVER REQUIREMENTS. LOCATIONS, SPECIES AND QUANTITIES MAY BE ADJUSTED WITH FINAL DESIGN.

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3. SEE L-1.09 FOR PLANT SCHEDULE.

B2L ARCHITECTS

Fairfax County Edition

Bowen Rodriguez

Vika Incorporated

Walsh Colucci Lubeley Emrich & Walsh PC

THE Greenstar Group

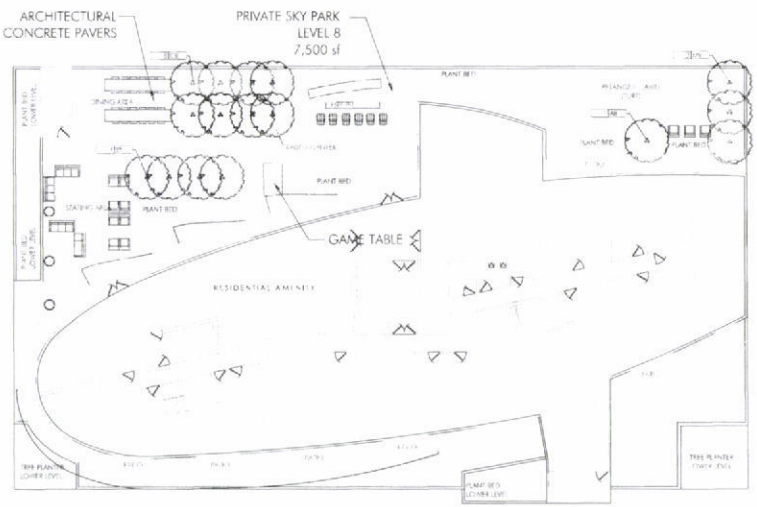
Greenstar

CONSTRUCTION

SITE D2A
Spring Hill Station
Tysons Corner, VA 22182

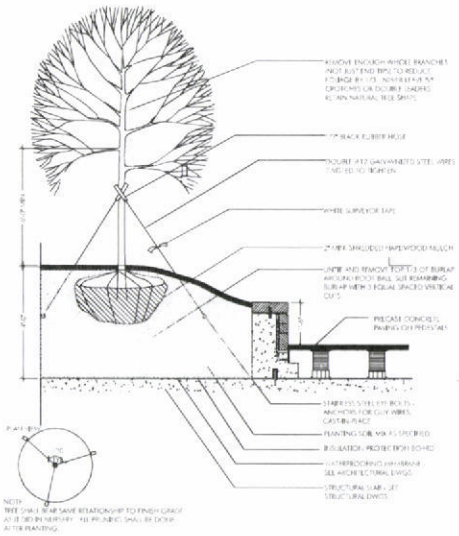
LANDSCAPE PLAN
GARAGE LEVELS

L-1.06



01 LANDSCAPE PLAN - FLOOR 7

SCALE: 1/16"=1'-0"

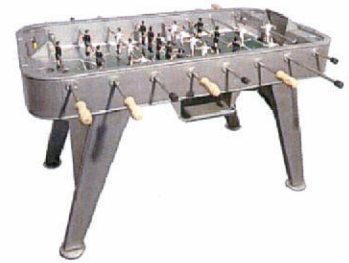


02 TREE PLANTING DETAIL - RAISED PLANTER

SCALE: 1/2"=1'-0"

03 FIRE PIT

SCALE: N.T.S



04 GAME TABLE

SCALE: N.T.S

LANDSCAPE NOTES:

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3. SEE L-1.09 FOR PLANT SCHEDULE

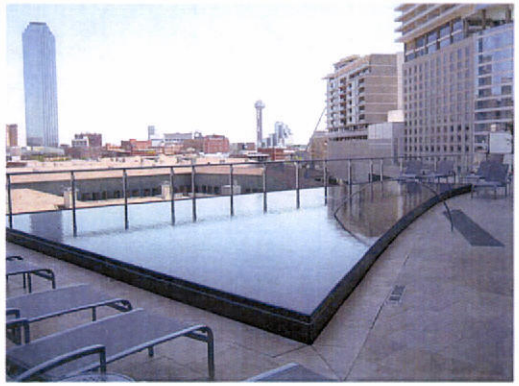
R2L:ARCHITECTS

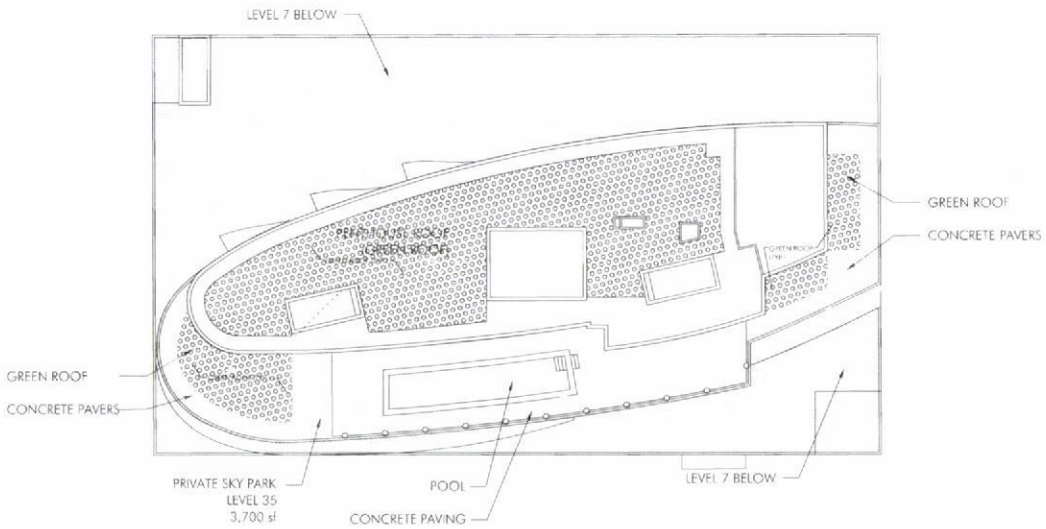
Greystar

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

LANDSCAPE PLAN
AMENITY 8TH FLOOR

L-1.07





01 LANDSCAPE PLAN - ROOF DECK

SCALE: 1/16"=1'-0"

LANDSCAPE NOTES:

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R2L:ARCHITECTS

Todjr Cohen Edison

ParkerRodriguez

VIKA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

NUMBER	ISSUE	DATE
1	FDP SUBMISSION	10-07-13
2	FDP SUBMISSION	11-25-13
3	FDP SUBMISSION	04-11-14
4	FDP SUBMISSION	05-06-15

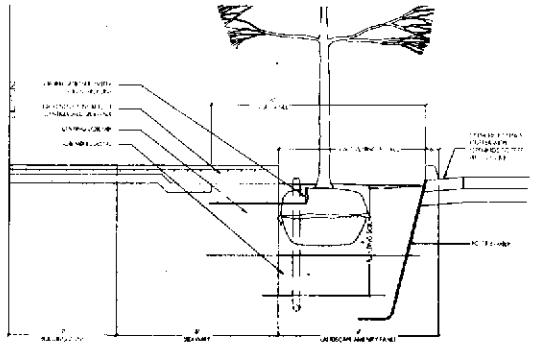
The Georgetos Group

Greystar

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

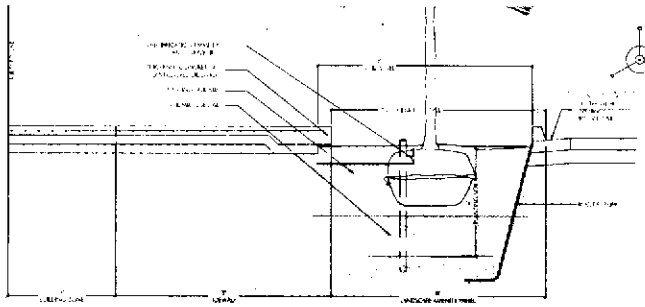
LANDSCAPE PLAN
ROOF DECK AMENITY
& ROOF

L-1.08



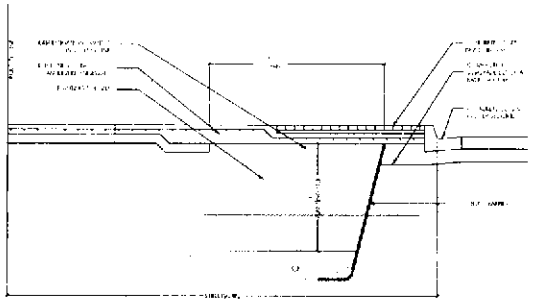
01 TREE PLANTING DETAIL - LID TREE BOX FILTER-6' AMENITY PANEL

SCALE 1:2 1:0



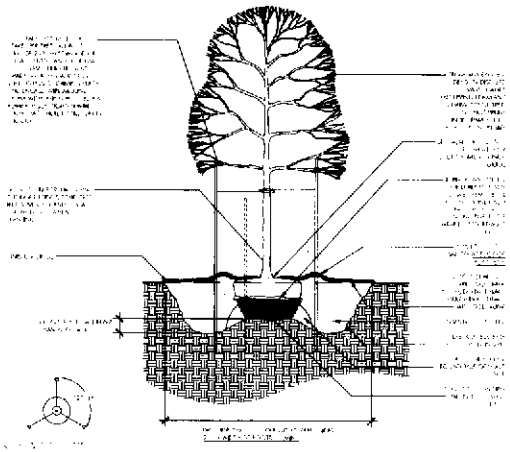
02 TREE PLANTING DETAIL - L.I.D. TREE BOX - 8' AMENITY PANEL

SCALE 1:2 1:0



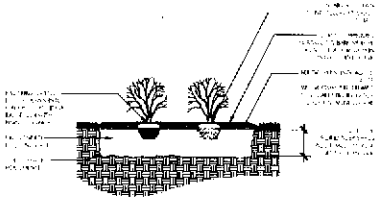
03 TREE PLANTING DETAIL - TREE SOIL BRIDGE

SCALE 1:2 1:0



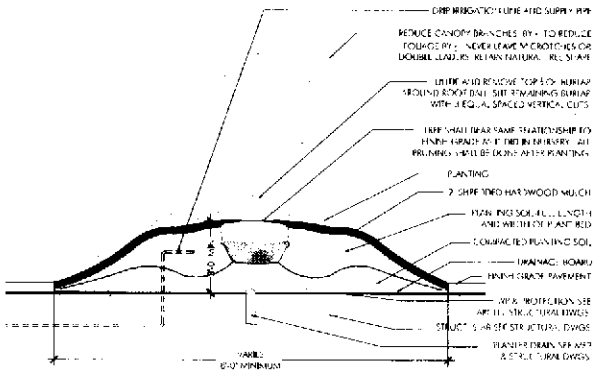
06 TREE PLANTING DETAIL

SCALE 1:2 1:0



07 SHRUB PLANTING DETAIL

SCALE 1:2 1:0

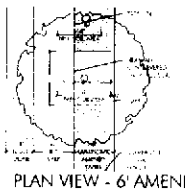


05 TREE PLANTING ON STRUCTURE DETAIL

SCALE 1:2 1:0

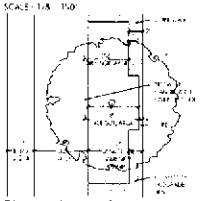
			SIZE	TYPE	CANOPY SQ. FT.	SUB-TOTAL SQ. FT.	
Category IV Canopy Trees							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Category III Canopy Trees							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Category II Canopy Trees							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TOTAL 10-YEAR TREE CANOPY PROVIDED BY PLANTING						[illegible]	

11 PLANT SCHEDULE FOR D2A BUILDING FDP - ALL LEVELS



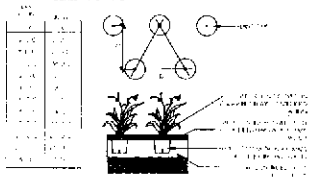
10 PLAN VIEW - 6' AMENITY PANEL

SCALE 1:8 1:0



09 PLAN VIEW - 8' AMENITY PANEL

SCALE 1:8" 1:0



08 GROUNDCOVER PLANTING DETAIL

SCALE 1:2 1:0

LANDSCAPE COMPUTATIONS D2A

13-201: INTERIOR PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Interior Parking Lot Landscaping Not Required

13-202: PERIPHERAL PARKING LOT LANDSCAPE CALCULATIONS

No Surface Parking Lots

Peripheral Parking Lot Landscaping Not Required

13-301: TRANSITIONAL SCREENING AND BARRIERS

Property Zoning District: PTC-HC

Adjacent Zoning Districts: HS, OF, PDC, PTC-HC

Transitional Screening and Barriers are Not Required

13-401: TREE COVER CALCULATIONS

Table 13-12: 10-year Tree Canopy Calculation Worksheet		
Step		Totals
A. Tree Preservation Target and Establishment		
A1	Site Table 13-1 or Sheet C-3	
B. Tree Canopy Requirements		
B1	Gross Site Area	58,641
B2	Land Dedicated to public road frontage	-
B3	Outdoor Destinations (Sqft)	-
B4	Adjusted Gross Site Area	58,641
B5	Site Zoned PTC	
B6	Percentage of 10-year Tree Canopy Cover Required	14%
B7	Area of 10-year tree canopy cover	8,210
B8	Modification of 10-year tree canopy cover requested	No
B9	Plan sheet where modification is requested	C-1
C. Tree Preservation		
C1	Tree Preservation Target	
C2	Total Canopy area meeting standards of 13-0200	-
	C2 = C3 + C4	-
C3	Total canopy area provided by unique or valuable trees or specimen communities	-
	C3 = C1 x 1.25	0
C4	Total of canopy area provided by "heritage," "memorial," "specimen," or "street" trees	-
	C4 = C1 x 1.5	-
C5	Canopy area of trees within Resource Protection Areas and 100-year floodplain	-
	C5 = C1 x 1.0	-
C6	Total of C3, C4, C5 and C6	-
D. Tree Planting		
D1	Area of canopy was enough tree planting (D1=D2b)	3,800
D2	Area of canopy planted for air quality benefits	-
	K1.5	-
D3	Area of canopy planted for energy conservation benefits	-
	K1.5	-
D4	Area of canopy planted for water quality benefits	-
	K1.5	-
D5	Area of canopy planted for wildlife benefits	-
	K1.5	-
D6	Area of canopy provided by native trees	-
	K1.25	-
D7	Area of canopy provided by impaired cultivars and varieties	-
	K1.25	-
D8	Area of canopy provided by seedlings	-
	K1.0	-
D9	Percent of D14 represented by D15	-
D10	Total of canopy area provided through tree planting	
D11	Is an offsite planting plan requested?	No
D12	Tree bank or Tree Fund	No
D13	Canopy area relocated to be accessed through offsite planting or tree fund	-
D14	Amount to be deposited into the Tree Preservation and Planting Fund	-
E. Total of 10-year Tree Canopy Provided		
E1	Total of Canopy Required through tree preservation (C6)	-
E2	Total of canopy area provided through tree planting (D10)	3,800
E3	Total of canopy area provided through offsite mechanism (D13)	-
E4	Total of 10-year Tree Canopy Provided	3,800

* Note: Tree Cover Calculations are for A1 site plan only and Requirements 1, 2 & 3 Canopy Coverage calculations for the Tysons Spring Hill Station Project. Any Excess Tree Cover provided on a parcel shall go towards Tree Cover Credit on other Parcels.

LANDSCAPE NOTES

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[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

The Gerstenslager Group

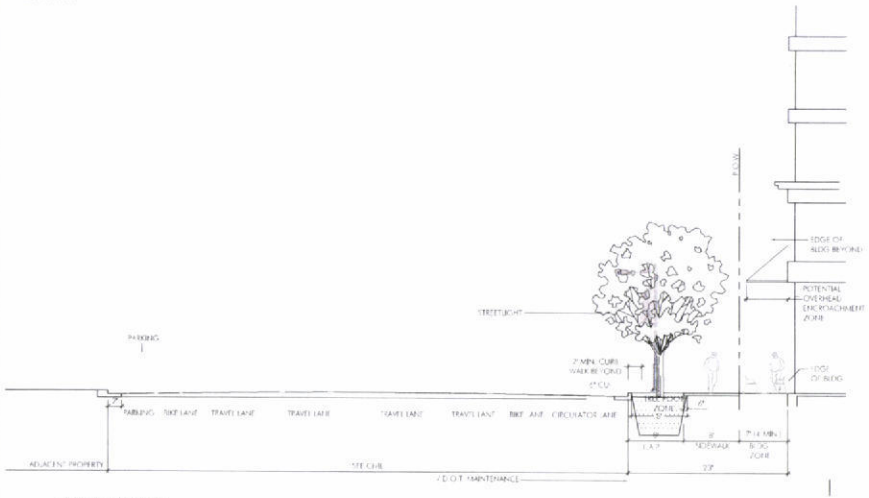
Gerstenslager

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

PLANTING DETAILS AND PLANT SCHEDULE

L-1.09

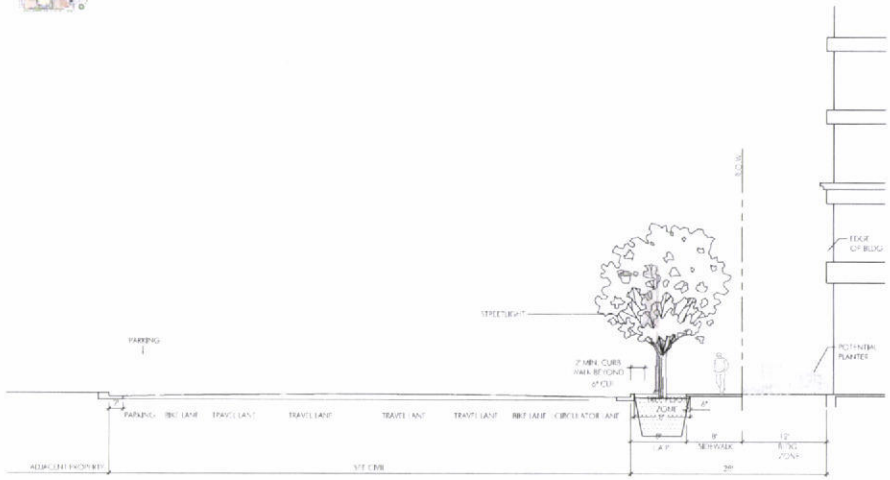
KEY



01 TYCO ROAD

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

KEY



02 TYCO ROAD

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

KEY

03 TYCO ROAD - INTERIM SIDEWALK

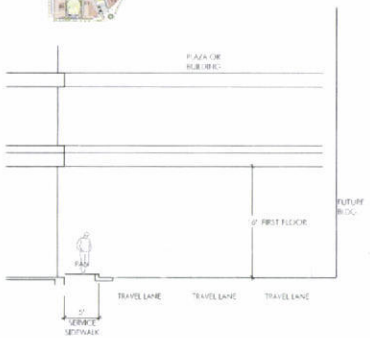
SCALE: 1/8"=1'-0"

KEY

04 TYCO ROAD - INTERIM SIDEWALK

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

KEY



05 SERVICE ALLEY

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

R2L:ARCHITECTS

Tadjer Cohen Edelson

FerreroRodriguez

VIKA Incorporated

Wells + Associates, Inc.

Walsh Colucci Lubeley Emrich & Walsh PC

The Georgetter Group

Greystar

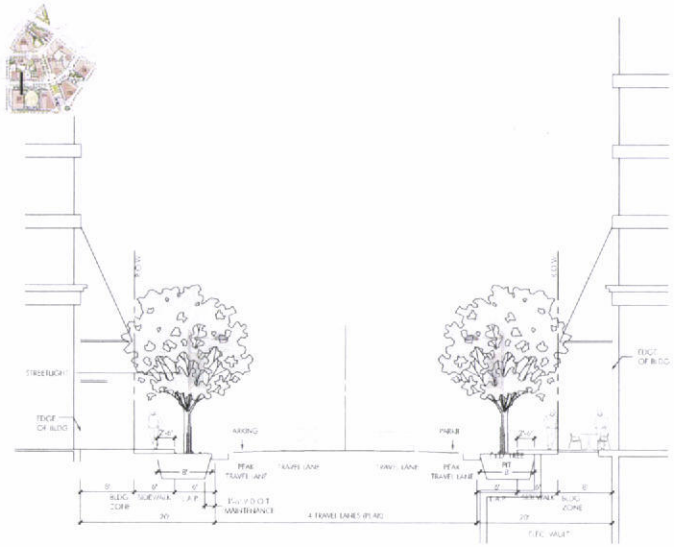
NUMBER	GROUP	DATE
1	FOP SUBMISSION	04-01-17
2	FOP SUBMISSION	11-09-17
3	FOP SUBMISSION	06-01-18
4	FOP SUBMISSION	01-04-19

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

STREET SECTIONS

L-1.10

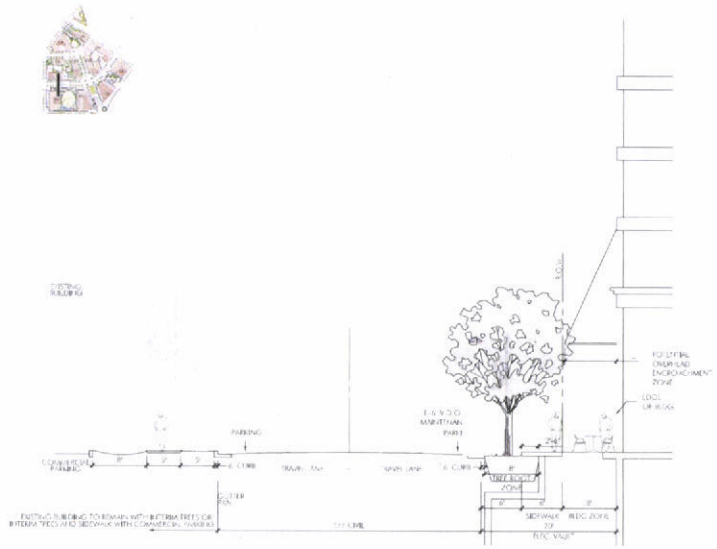
KEY



01 PIERPOINT STREET

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

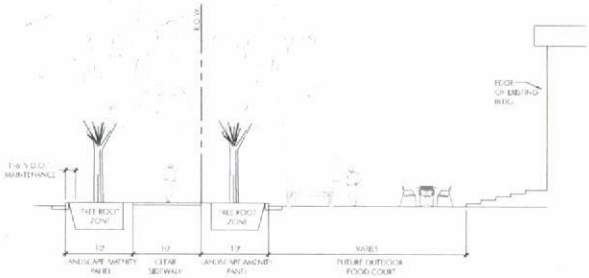
KEY



02 PIERPOINT STREET - INTERIM CONDITION

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

KEY



03 ROUTE 7 - INTERIM CONDITION

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

Tadao Cohen Tanton

Parker Rodriguez

JBA Incorporated

Wells + Associates, Inc

Walsh Colucci Lubeley Emrich & Walsh PC

NUMBER	ISSUE	DATE
1	FOR SUBMISSION	[illegible]
2	FOR SUBMISSION	[illegible]
3	FOR SUBMISSION	[illegible]
4	FOR SUBMISSION	[illegible]

The Georgelas Group

Greystar

GREYSTAR

SITE D2A
Spring Hill Station
Tysons Corner, VA 22182

STREET SECTIONS

L-1.11

LANDSCAPE NOTES:

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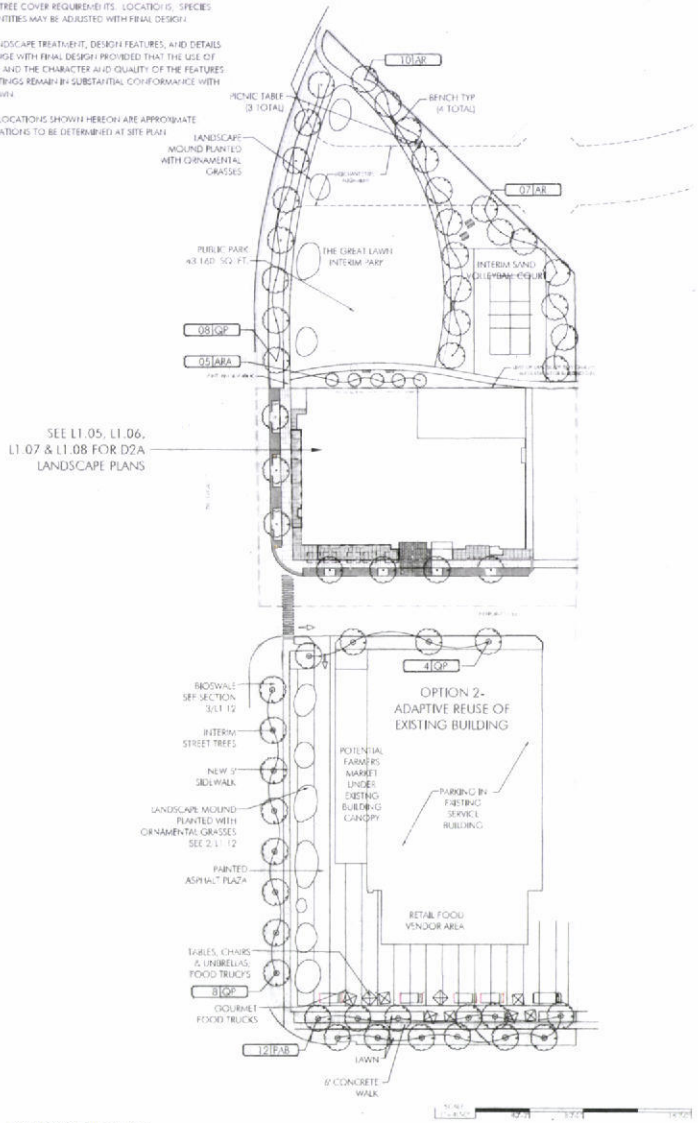
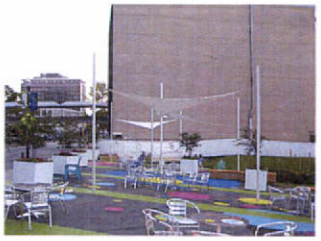
3. UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE. FINAL LOCATIONS TO BE DETERMINED AT SITE PLAN.



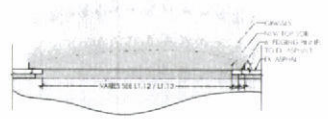
01 LANDSCAPE PLAN
SCALE: 1" = 40'-0"



INTERIM PLANT SCHEDULE - OPTION 1 *

KEY	BOTANICAL NAME	COMMON NAME	Qty.	STOCK SIZE	STOCK TYPE	10-YR TREE CANOPY SQ. FT.	TREE CANOPY SUB-TOTAL SQ. FT.	REMARKS
Category IV Canopy Trees								
AR	Acer rubrum	Red Maple	17	2" cal.	B&B	250	4250	Single straight trunk, unbroken to 6' minimum
ARA	Acer rubrum 'Columnare'	Columnar Red Maple	3	2" cal.	B&B	75	225	Single straight trunk, unbroken to 6' minimum
PAB	Platanus acerifolia	London Plane tree	12	2" cal.	B&B	250	3000	Single straight trunk, unbroken to 6' minimum
QP	Quercus palustris	Pin Oak	20	2" cal.	B&B	250	5000	Single straight trunk, unbroken to 6' minimum
TOTAL 10-YEAR TREE CANOPY PROVIDED BY PLANTING							12,525	

NOTE: Species in the plant schedule are not all of the trees which will be selected for the final planting schedule. Species may vary depending on final design and products.
* See L1.09 for trees at Building D2A



02 LANDSCAPE MOUND - TYPICAL
SCALE: 1/4" = 1'-0"

03 BIOSWALE
SCALE: 1/4" = 1'-0"

Tadjer Cohen Edelson
Parker Rodriguez
J. Kirk Incorporated
Wells + Associates, Inc.
Walsh Colucci Lubeley Emrich & Walsh PC
The Greenplan Group
GREENPLAN

NUMBER	ISSUE	DATE
1	PDP SUBMISSION	01/31/12
2	PDP SUBMISSION	03/26/12
3	PDP SUBMISSION	06/29/12
4	PDP SUBMISSION	09/14/12
5	PDP SUBMISSION	01/04/13

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

LANDSCAPE PLAN
DP A EA PDI N

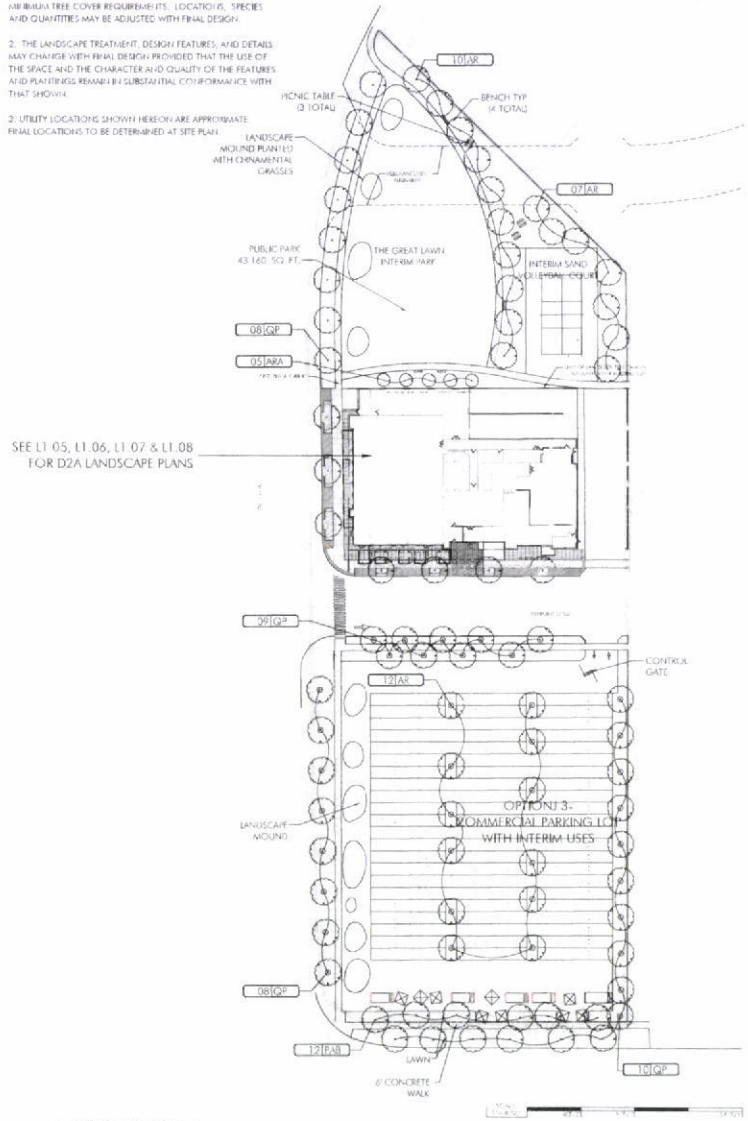
L-1.12

LANDSCAPE NOTES:

1. THE PROPOSED LANDSCAPE WILL BE USED TO MEET THE MINIMUM TREE COVER REQUIREMENTS. LOCATIONS, SPECIES AND QUANTITIES MAY BE ADJUSTED WITH FINAL DESIGN.

2. THE LANDSCAPE TREATMENT, DESIGN FEATURES, AND DETAILS MAY CHANGE WITH FINAL DESIGN PROVIDED THAT THE USE OF THE SPACE AND THE CHARACTER AND QUALITY OF THE FEATURES AND PLANTINGS REMAIN IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.

3. UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE FINAL LOCATIONS TO BE DETERMINED AT SITE PLAN.

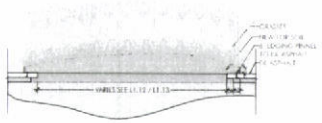


01 LANDSCAPE PLAN
SCALE 1" = 40'-0"

INTERIM PLANT SCHEDULE - OPTION 2 *

KEY	BOTANICAL NAME	COMMON NAME	Qty.	STOCK SIZE	STOCK TYPE	10-YR TREE CANOPY SQ. FT.	TREE CANOPY SUB-TOTAL SQ. FT.	REMARKS
Category IV Canopy Trees								
AR	Acer rubrum	Red Maple	29	2" cal.	B&B	250	7250	Single straight trunk, limbed up to 6', symmetrical
ARA	Acer rubrum 'Columnare'	Columnar Red Maple	3	2" cal.	B&B	75	375	Single straight trunk, limbed up to 6', symmetrical
PAB	Platanus acerifolia	London Plane tree	12	2" cal.	B&B	250	3000	Single straight trunk, limbed up to 6', symmetrical
QP	Quercus palustris	Pin Oak	30	2" cal.	B&B	250	7500	Single straight trunk, limbed up to 6', symmetrical
	TOTAL 10-YEAR TREE CANOPY PROVIDED BY PLANTING						18,125	

NOTE: Species in the plant schedule are indicative of the mix which will be selected for the final planting schedule. Species may vary depending on final design and availability.
* See L1.09 for trees of Building D2A



02 LANDSCAPE MOUND -TYPICAL
SCALE 1/4" = 1'-0"

03 BIOSWALE
SCALE 1/4" = 1'-0"

Tadjer Cohen Edelson
Parker Rodriguez
Walsh Colucci Lubeley Emrich & Walsh PC
The Georgetown Group
Greenhorne & O'Mara
GREENHORNE

SITE D2A
Spring Hill Station
Tysons Corner, VA 22102

LANDSCAPE PLAN
DPA EA PTI N

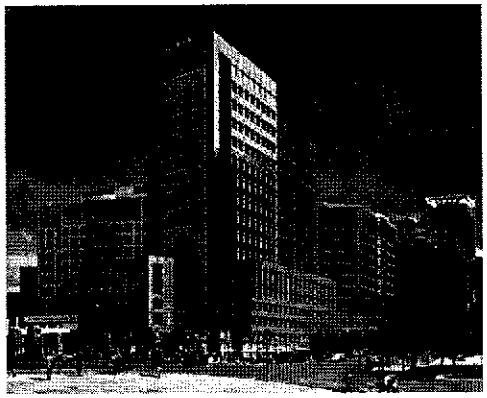
L-1.13

SPRING HILL STATION
DEMONSTRATION PROJECT PART E

REZONING APPLICATION
CONCEPTUAL DEVELOPMENT PLAN
RZ 2010-PR-014-E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

DEMONSTRATION PROJECT SUBMISSION JULY 31, 2009
CDP SUBMISSION JUNE 22, 2010
REVISED AUGUST 24 2010
REVISED OCTOBER 14, 2010
AMENDED DECEMBER 20, 2010 - RINALDI ADDITION
REVISED MARCH 18, 2011
REVISED APRIL 25, 2011
REVISED NOVEMBER 30, 2011
REVISED JULY 13, 2012
REVISED OCTOBER 19, 2012
REVISED NOVEMBER 28, 2012
REVISED JANUARY 11, 2013



PROJECT CONCEPTUAL RENDERING

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C-3 NOTES & WAIVERS
C-3A TABULATIONS
C-4 EXISTING CONDITIONS PLAN
C-5 OVERALL CONTEXT PLAN
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C-6A CDP OPTION 2
C-7 INTERIM STREET LAYOUT
C-8 STREET SECTIONS / CIRCULATION PLAN
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C-10 EXISTING CONDITIONS STORMWATER PLAN
C-11 STORMWATER MANAGEMENT PLAN
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C-14 STORMWATER MANAGEMENT DETAILS
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A-8.0 PROPOSED DEVELOPMENT WITH EXISTING CONTEXT
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A-10.0 ILLUSTRATIVE VIEWS
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L-2 STREET SECTIONS
L-3 INTERIM STREET SECTIONS
L-4 STREET SECTIONS
L-5 OVERALL PARKS PLAN
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L-10 PEDESTRIAN HIERARCHY PLAN
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WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2195
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 821 1540
fax 703 226 0195
e-mail: aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert H. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 442 7800
fax 703 761 2797
e-mail: cochran@vika.com

Landscape Architect
Torkian/Rodriguez, Inc.
Contact: Deh Awiz
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 5260
e-mail: awiz@torkianrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Finkenske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail: mfinkenske@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd
11th Floor
Arlington, VA 22201
tel 703 528 4700
fax 703 525 3197
e-mail: ebaker@walshcolucci.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

Inc. Georgelas Group
8405 Greensboro Dr. #130
McLean, VA 22102

DDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Revised)	12.20.10
CDP (Revised)	03.18.11
CDP (Revised)	04.25.11
CDP (Revised)	11.30.11
CDP (Revised)	07.13.12
CDP (Revised)	10.19.12
CDP (Revised)	11.28.12
CDP (Revised)	1.11.13

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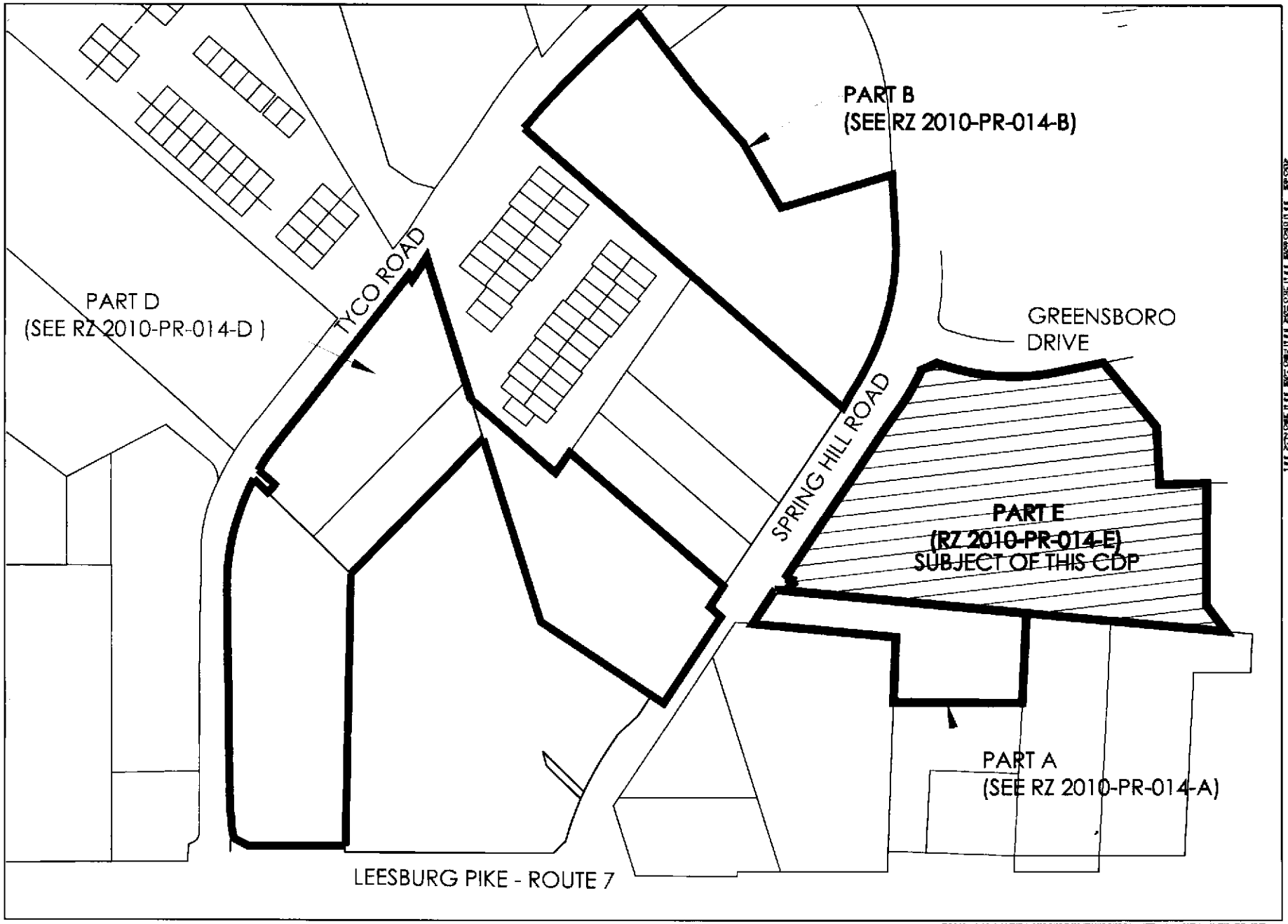
COVER SHEET
CDP – PART E

Scale:

C-1



WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2199
e-mail
wdg@wdgarch.com

Applicant
Georgakos Group LLC
Contact: Aaron Georgakos
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703-821-1540
fax 703-226-0195
e-mail Aaron@georgakosgroup.com

Civil Engineer
Cox, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 700
McLean, VA 22102
tel 703-447-7889
fax 703-761-2797
e-mail cochran@cox.com

Landscape Architect
Parker Rodriguez, Inc.
Contact: Don Avitt
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703-548-5010
fax 703-548-8290
e-mail davitt@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkosky
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703-917-6620
fax 703-917-0789
e-mail mpinkosky@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th floor
Arlington, VA 22201
tel 703-528-5700
fax 703-525-3197
e-mail ebaker@walshcolucci.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgakos Group
8405 Greensboro Dr. P130
McLean, VA 22102

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CDP (Revised)	10.19.12
CDP (Revised)	11.28.12
CDP (Revised)	1.11.13

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REZONING
KEY MAP
CDP – PART E

SCALE: 1"=400'

C–2

FILE:P:\Planning\Projects\7018\dwg\CDP PART E\CDP KEY MAP PART E.dwg USER:cochran DATE:Jan. 11 2013 TIME: 07:28 am

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CDP GENERAL NOTES:

1. THE SUBJECT PROPERTY IS IDENTIFIED IN THE FAIRFAX COUNTY LAND RECORDS AS TAX MAP 29-3 ((1)) 63C. THE OWNER OF THE SUBJECT PROPERTY IS GREENSBORO CENTER LIMITED PARTNERSHIP AS RECORDED IN DEED BOOK 8123 AT PAGE 1543. THE APPLICANT IS THE AGENT FOR THE OWNER. THE PROPERTY IS 7.36281 ACRES (322,036 SQUARE FEET) IN SIZE. THE PROPERTY IS CURRENTLY ZONED C-4 AND HC. THE APPLICANT REQUESTS REZONING TO PTC (PLANNED TYSONS CORNER URBAN DISTRICT) AND HC (HIGHWAY CORRIDOR OVERLAY DISTRICT). THIS REZONING IS PART E OF THE LARGER SPRING HILL STATION DEMONSTRATION PROJECT REZONING.
2. THE HORIZONTAL DATUM IS VIRGINIA STATE GRID NORTH.
3. THE TOPOGRAPHY SHOWN HEREON IS BASED ON AN AERIAL TOPOGRAPHIC SURVEY AND THE CONTOUR INTERVAL IS TWO (2) FEET. THIS INFORMATION HAS NOT BEEN FIELD VERIFIED BY VIKA, INC.
4. THE BOUNDARY INFORMATION WAS PREPARED FROM A FIELD RUN SURVEY BY VIKA, INC.
5. PUBLIC WATER AND SANITARY SEWER ARE AVAILABLE AND WILL BE EXTENDED AS NEEDED TO SERVE THE DEVELOPMENT.
6. STORM WATER MANAGEMENT AND BMP FACILITIES FOR THE PROPOSED DEVELOPMENT WILL BE PROVIDED ON SITE IN SUCH A MANNER AS TO ALLOW PHASED CONSTRUCTION. AT ALL PHASES OF CONSTRUCTION AN ADEQUATE STORM DRAINAGE SYSTEM IN ACCORDANCE WITH THE PUBLIC FACILITIES MANUAL STANDARDS AND DESIGN CRITERIA OF FAIRFAX COUNTY WILL BE PROVIDED. THE APPLICANT THEREFORE RESERVES THE RIGHT TO PROVIDE TEMPORARY STORM WATER MANAGEMENT AND BMP FACILITIES SHOULD THE DEVELOPMENT BE COMPLICATED IN PHASES. THESE FACILITIES MAY INCLUDE, BUT ARE NOT LIMITED TO INFILTRATION FACILITIES, RUNOFF REDUCING BMPS, BIORETENTION, VEGETATED ROOFS AND/OR UNDERGROUND VAULTS. THESE TEMPORARY FACILITIES SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE CURRENT FAIRFAX COUNTY SWM/BMP STANDARDS IN EFFECT AT THE TIME OF THE SITE PLAN FOR THE SPECIFIED FACILITY. SEE SHEETS C-10 THRU C-14A.
7. TO THE BEST OF OUR KNOWLEDGE, NO GRAVE SITES OR STRUCTURES MARKING BURIAL SITES ARE PRESENT ON THE SUBJECT PROPERTY.
8. TO THE BEST OF OUR KNOWLEDGE, NO HAZARDOUS OR TOXIC SUBSTANCES ARE KNOWN TO EXIST ON THE SUBJECT PROPERTY. AND FURTHER, TO THE BEST OF OUR KNOWLEDGE, THE USES PRESENTED HEREON WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCES AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/ DEPARTMENT OF WASTE MANAGEMENT VA. 672.10- VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS AS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS, PART 280.
9. THE SITE IS CURRENTLY IMPROVED WITH TWO OFFICE TOWERS CONSTRUCTED IN 2000, WHICH WILL REMAIN.
10. NO PORTION OF THE SUBJECT PROPERTY IS LOCATED WITHIN A COUNTY DESIGNATED R.P.A. ZONE. THERE IS NO FLOOD PLAIN MAPPED ON THE SUBJECT PROPERTY.
11. THERE ARE NO SCENIC ASSETS OR NATURAL FEATURES ON THE SITE WORTHY OF DELINEATION.
12. LIMITS OF CLEARING AND GRADING WILL BE SHOWN ON THE FDPs. PORTIONS OF PART E WILL NOT BE DISTURBED.
13. THE DEVELOPMENT CONFORMS TO THE PROVISIONS OF ALL APPLICABLE STANDARDS WITH THE EXCEPTION OF THOSE WAIVERS AND MODIFICATIONS REQUESTED HEREON.
14. LANDSCAPING AND TREE COVER REQUIREMENTS WILL BE PROVIDED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 13 OF THE ZONING ORDINANCE, UNLESS MODIFIED OR WAIVED. LANDSCAPING MAY BE MODIFIED WITH FDP AND FINAL ENGINEERING AND DESIGN, BUT THE QUANTITIES, LEVEL OF QUALITY AND GENERAL CHARACTER WILL REMAIN CONSISTENT WITH THAT SHOWN HEREON AND AS SET FORTH IN THE PROFFERED CONDITIONS. THE PROPOSED LANDSCAPING WITHIN THE PUBLIC STREET RIGHT OF WAY IS CONTINGENT UPON VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) APPROVAL.
15. FOOTPRINTS REPRESENTED HEREON ARE APPROXIMATE AND MAY BE MODIFIED. THE SIZE AND SHAPE OF THE BUILDINGS ARE PRELIMINARY AND MAY VARY AS A RESULT OF FDP AND FINAL ENGINEERING, DESIGN AND/OR FINAL DEVELOPMENT PROGRAM REFINEMENTS, PROVIDED EACH SHALL REMAIN IN SUBSTANTIAL CONFORMANCE WITH THE CDP. THE LOCATION OF SIDEWALKS, TRAILS AND UTILITIES ARE GRAPHICALLY SHOWN AND ARE PRELIMINARY IN NATURE. MODIFICATIONS MAY OCCUR WITH FINAL ENGINEERING AND DESIGN, SUBJECT TO DPWES, VDOT, DPZ, AND/OR FCDOT APPROVAL. BUILDING HEIGHTS REPRESENTED IN THE TABULATION AND/OR GRAPHICALLY ON THE SHEETS ARE TO BE CONSIDERED MAXIMUM HEIGHTS.
16. RECREATIONAL AMENITIES PROVIDED FOR THE PROPOSED DEVELOPMENT INCLUDE, BUT ARE NOT LIMITED TO: PARKS; PLAZAS; LANDSCAPED DECKS; SWIMMING POOLS; COURTYARD GARDENS; OUTDOOR ENTERTAINMENT; WATER FEATURES; OUTSIDE EATING AREAS; AND PEDESTRIAN/BICYCLE CIRCULATION SYSTEM, INCLUDING SPECIALTY PAVING AND PEDESTRIAN CROSSWALKS; AND LANDSCAPING THROUGHOUT THE SITE, INCLUDING PERENNIAL BEDS, LAWN, AND SEATING AREAS. ADDITIONAL SITE FEATURES AND SIMILAR FEATURES SUCH AS PLAZA DEVELOPMENT, GAZEBOS, FENCING, BALCONIES, RETAINING WALLS, CORNICES, TRELLISES, ENTRANCE SIGNS, LIGHTS, WALLS, AND/OR ROOF-TOP PLANTING AREAS NOT REPRESENTED HEREON MAY BE PROVIDED.
17. THE PROPOSED DEVELOPMENT ON THE SUBJECT PROPERTY WILL NOT POSE ANY ADVERSE EFFECT ON ADJACENT OR NEIGHBORING PROPERTIES.
18. THE PROJECT WILL MEET THE PARKING REQUIREMENTS AS SET FORTH IN ARTICLE 6-509 AND ARTICLE 11 OF THE ZONING ORDINANCE, AS DETERMINED BY THE ZONING ADMINISTRATOR AND SHALL BE PROVIDED IN A COMBINATION OF ABOVE GRADE PARKING STRUCTURES, BELOW GRADE PARKING STRUCTURES, AND ON-STREET SPACES ON PRIVATE STREETS TO THE EXTENT AUTHORIZED. THE NUMBER OF PARKING SPACES PROVIDED HEREON MAY BE ADJUSTED AT SITE PLAN BASED ON THE FINAL DEVELOPMENT PROGRAM IN ACCORDANCE WITH PROFFERS. THE APPLICANT RESERVES THE RIGHT TO PROVIDE COMMERCIAL PAID PARKING ON AN INTERIM BASIS SUBJECT TO PROFFERS.
19. SIGNAGE WILL BE PROVIDED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 12 OF THE ZONING ORDINANCE OR PURSUANT TO AN APPROVED COMPREHENSIVE SIGN PLAN, AS MAY BE APPROVED BY THE PLANNING COMMISSION.
20. TRANSITIONAL SCREENING WITHIN THE TYSONS URBAN CENTER IS NOT REQUIRED AS SET FORTH IN ZONING ORDINANCE SECTION 6-510-4-C.
21. PARKING LOT LANDSCAPING AND TREE COVER REQUIREMENTS WILL BE PROVIDED IN ACCORDANCE WITH ZONING ORDINANCE ARTICLE 13 UNLESS WAIVED BY THE DIRECTOR OF DPWES.
22. APPLICANT RESERVES THE RIGHT TO DETERMINE FINAL NUMBER OF UNITS WITHIN THE RANGE SHOWN, THE GFA OF EACH BUILDING, AND THE FINAL MIX OF USES WITH THE FDP AND FINAL SITE PLAN. BUILDING FOOTPRINT(S) AND ASSOCIATED PARKING MAY BE MODIFIED ACCORDINGLY
23. MINOR MODIFICATIONS MAY BE MADE TO THE SITE PLAN PER SECTION 16-204 OF THE ZONING ORDINANCE.
24. THE SUBJECT PROPERTY MAY BE SUBJECT TO SUBDIVISION FOR THE PURPOSE OF SALE, JOINT VENTURE OR PHASING, WITHOUT REQUIRING MODIFICATION OF THE CDP OR PRELIMINARY PLAN. THE PROJECT MAY BE PHASED AND SUBDIVIDED BETWEEN DIFFERENT OWNERSHIP GROUPS.
25. THE APPLICANT RESERVES THE RIGHT TO PROVIDE LOADING SPACES IN EXCESS OF THAT SHOWN HEREON, PROVIDED THEY DO NOT NEGATIVELY IMPACT THE STREETSCAPE SHOWN HERE ON.
26. APPLICANT RESERVES THE RIGHT TO LOCATE A TEMPORARY SALES TRAILER(S) ON THE PROPERTY DURING THE CONSTRUCTION AND SALES PERIOD IN ACCORDANCE WITH SECTION 8-808 OF FAIRFAX COUNTY ORDINANCE.
27. THE SUBJECT PROPERTY MAY BE DEVELOPED WITH USES PERMITTED IN THE PTC ZONING DISTRICTS AS SET FORTH IN THE PROFFERS. SPECIAL EXCEPTION AND SPECIAL PERMIT USES ALLOWED IN PTC DISTRICT SHALL BE PERMITTED AS APPROVED.
28. IT IS CURRENTLY ANTICIPATED THAT PHASED CONSTRUCTION OF THE PROPOSED DEVELOPMENT WILL COMMENCE AS SOON AS ALL NECESSARY COUNTY APPROVALS AND PERMITS ARE OBTAINED. THE EXACT PHASING SCHEDULE IS NOT KNOWN AT THIS TIME. BUILD-OUT WILL PROCEED IN ACCORDANCE WITH MARKET CONDITIONS SUBJECT TO LIMITATIONS CONTAINED IN THE PROFFERS. WITHIN EACH PHASE OF BUILD-OUT, INFRASTRUCTURE, AMENITIES AND DWELLING UNITS MAY PROCEED BEFORE COMPLETION OF ACTIVITY WITHIN OTHER PHASES, SO LONG AS CONSTRUCTION IS IN ACCORDANCE WITH THE PROFFERS.
29. THE SUBJECT PROPERTY IS WITHIN A TOD DISTRICT. SEE SHEET C-5 FOR METRO STATION CONTEXT.
30. THERE ARE NO EXISTING MAJOR UTILITY EASEMENTS ON THE SITE WHICH WERE CREATED AFTER THE EFFECTIVE DATE OF THE ZONING ORDINANCE PER SECTION 2-308.
31. EXISTING VEHICULAR ENTRANCES TO EXISTING LAND USES SHALL BE PERMITTED TO REMAIN UNTIL SUCH TIME AS THOSE PROPERTIES REDEVELOP.
32. CROSSWALKS SHOWN ARE SUBJECT TO VDOT REVIEW AND APPROVAL.
33. PARKING LANES SHOWN ARE SUBJECT TO VDOT REVIEW AND APPROVAL.
34. TREE ROOT BARRIERS WILL BE REQUIRED FOR TREE PITS ADJACENT TO TRAVEL WAYS.
35. ON-STREET HC SPACE LOCATIONS SUBJECT TO VDOT REVIEW AT FINAL SITE PLAN.

PUBLIC FACILITIES MANUAL

WAIVERS / MODIFICATION REQUESTS

1. WAIVER OF PFM SECTION 6-0303.8. TO ALLOW STORMWATER MANAGEMENT FACILITIES (SWM AND BMP) TO BE PROVIDED WITHIN UNDERGROUND SYSTEMS WITHIN THE RESIDENTIAL BLOCKS OF THE PROPOSED DEVELOPMENT.
2. WAIVER OF PFM SECTION 7-0403.4 REQUIRING THE MINIMUM WIDTH OF 30 FEET FOR PRIVATE STREET AND COMMERCIAL ENTRANCES CONNECTING TO VDOT ROADWAYS, AS ALLOWED BY APPROVAL OF THE DIRECTOR OF DPWES AT THE TIME OF SITE PLAN.
3. MODIFICATION OF PFM SECTION 7-0800 TO ALLOW TANDEM/VALET PARKING SPACES, CONTROLLED BY BUILDING MANAGEMENT, AND THAT SUCH SPACES MAY COUNT TOWARD REQUIRED PARKING.
4. MODIFICATION OF SECTION 7-0802.2 PARKING GEOMETRIC STANDARDS TO ALLOW FOR UP TO A 4% PROJECTION OF STRUCTURAL COLUMNS WITHIN PARKING STRUCTURES INTO THE REQUIRED PARKING STALL AREA. THE PARKING STALLS AFFECTED BY SUCH STRUCTURAL COLUMNS SHALL COUNT TOWARD THE NUMBER OF REQUIRED PARKING SPACES.
5. WAIVER OF SECTION 8-0201.2 REQUIRING TRAILS AND BIKE TRAILS SHOWN ON THE COMPREHENSIVE TRAILS PLAN IN FAVOR OF THE STREETSCAPE AND ON-ROAD BIKE TRAIL SYSTEM SHOWN ON THE CDP.
6. MODIFICATION OF SECTION 12-0510-4B-(5) TO PERMIT REDUCTION OF THE MINIMUM PLANTING AREA FROM EIGHT (8) FEET, TO A MINIMUM OF SIX (6) FEET IN ORDER FOR TREES TO SATISFY THE TREE COVER REQUIREMENT. REFER TO LANDSCAPE PLANS HEREIN FOR GRAPHIC OF THE PROPOSED PLANTING AREA.
7. MODIFICATION OF SECTION 12-0511 FOR REQUIRED TEN PERCENT TREE CANOPY COVERAGE ON INDIVIDUAL LOTS / LAND BAYS, TO ALLOW FOR CANOPY TO BE CALCULATED ON THE OVERALL CDP DEVELOPMENT AREA, AS DEMONSTRATED ON THE CDP HEREIN.
8. MODIFICATION OF SECTION 12-0515.5B TO ALLOW FOR TREES LOCATED ABOVE ANY PROPOSED PERCOLATION TRENCH OR BIO-RETENTION AREAS TO COUNT TOWARDS COUNTY TREE COVER REQUIREMENTS.

PFM SECTION 6 - STORMWATER AND BMP CODE REQUIREMENTS

DEVIATIONS / MODIFICATION OF REQUIRED SWM AND BMP CRITERIA BY THE DIRECTOR, DPWES AS OUTLINED IN THE "STORMWATER MANAGEMENT DESIGN PFM DEVIATIONS NARRATIVE" OUTLINED ON STORMWATER MANAGEMENT SHEETS AND AS FOLLOWS:

A. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1304.4I TO ALLOW UTILIZATION OF INFILTRATION RATES LESS THAN 0.52 IN/HR FOR DESIGN OF INFILTRATION SYSTEMS UTILIZED TO MEET THE COMPREHENSIVE PLAN REQUIREMENT FOR RETENTION OF THE FIRST 1" OF RUNOFF ON-SITE.

B. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1306.3F TO ALLOW FOR ANY DETENTION FACILITY LOCATED WITHIN A BUILDING OR GARAGE STRUCTURE TO BE GOVERNED BY BUILDING CODE REQUIREMENTS FOR ACCESS AND MAINTENANCE.

C. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1307.2C TO ALLOW FOR INSTALLATION OF BIO-RETENTION FACILITIES THAT UTILIZE INFILTRATION TO BE CONSTRUCTED ON IN-SITU FILL MATERIAL, PROVIDED FIELD TESTS SHOW ADEQUATE INFILTRATION RATES EXIST FOR IN-SITU MATERIAL.

D. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1307.2E TO SET THE MINIMUM HORIZONTAL SETBACKS FROM BUILDING FOUNDATIONS BE REDUCED TO ZERO (0) FEET IN ORDER TO FACILITATE INSTALLATION OF BIO-RETENTION SYSTEMS IN AN URBAN ENVIRONMENT SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.

E. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1307.2F TO ALLOW INSTALLATION OF BIO-RETENTION FACILITIES IN THE VICINITY OF LOADING DOCKS, VEHICLE MAINTENANCE AREAS OR OUTDOOR STORAGE AREAS TO ACCOMMODATE THE URBAN ENVIRONMENT SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.

F. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1307.2G TO ALLOW FOR THE MAXIMUM DRAINAGE AREAS TO BIO-RETENTION FILTERS UTILIZED FOR RETENTION OF THE FIRST 1" OF RUNOFF BE ELIMINATED IN ORDER TO ACCOMMODATE ROOFTOP RUNOFF PIPED TO PROPOSED STRUCTURES.

G. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1308.2C TO ALLOW INSTALLATION OF TREE BOX FILTERS IN THE VICINITY OF LOADING DOCKS, VEHICLE MAINTENANCE AREAS OR OUTDOOR STORAGE AREAS TO ACCOMMODATE THE URBAN ENVIRONMENT SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.

ZONING ORDINANCE

WAIVER / MODIFICATION REQUESTS

ZONING ORDINANCE ARTICLE 2 - GENERAL REGULATIONS

- WAIVER / MODIFICATION OF SECTION 2-506-2 TO ALLOW FOR A PARAPET WALL, CORNICE OR SIMILAR PROJECTION TO EXCEED THE HEIGHT LIMIT ESTABLISHED BY MORE THAN THREE (3) FEET, AS INDICATED ON THE CDP AND AS MAY BE INDICATED ON THE FDP.

ZONING ORDINANCE ARTICLE 6 - PLANNED DEVELOPMENT DISTRICT REGULATIONS

- WAIVER OF ZONING ORDINANCE SECTION 6-505.1 OF THE 10 ACRE MINIMUM DISTRICT SIZE.

ZONING ORDINANCE ARTICLE 10 - ACCESSORY USES, ACCESSORY SERVICES USES, AND HOME OCCUPATIONS

- AS ALLOWED WITHIN ZONING ORDINANCE SECTION 10-104.3.E APPLICANT REQUESTS A WAIVER OF THE MAXIMUM FENCE HEIGHT FROM SEVEN FEET TO FOURTEEN FEET AROUND ACCESSORY USES / STRUCTURES LOCATED WITHIN THE REAR YARD FOR THOSE AREAS OF FENCING ASSOCIATED WITH ANY PROPOSED SPORTS COURTS AND URBAN PLAZA AREAS AS INDICATED ON THE CDP OR AS MAY BE INDICATED ON AN FDP.

ZONING ORDINANCE ARTICLE 11 - PARKING AND LOADING

- MODIFICATION OF SECTION 11-202(4) REQUIRING MINIMUM DISTANCE OF FORTY FEET (40') OF A LOADING SPACE IN PROXIMITY TO DRIVE AISLES, TO THAT AS DEMONSTRATED ON THE CDP.

- WAIVER OF THE MAXIMUM LENGTH OF PRIVATE STREETS AS PROVIDED IN PARAGRAPH 2 OF SECTION 11-302 OF THE ZONING ORDINANCE TO ALLOW PRIVATE STREETS IN EXCESS OF 600 FT. IN LENGTH.

ZONING ORDINANCE ARTICLE 13 - LANDSCAPING

- MODIFICATION / WAIVER OF INTERIOR PARKING LOT LANDSCAPE REQUIREMENTS (SECTION 13-202-5) FOR INTERIM SURFACE LOTS, AS ALLOWED PER SECTION 13-202, PARA 6, TO THAT SHOWN ON THE CDP.

FOR INTERIM SURFACE PARKING LOTS: INTERIOR LANDSCAPING WILL BE DEMONSTRATED ON SUBSEQUENT FDP APPLICATIONS AND WILL UTILIZE EXISTING VEGETATION WITHIN PARKING LOTS, TO THE EXTENT POSSIBLE.

- MODIFICATION OF PERIPHERAL LANDSCAPE REQUIREMENTS (SECTION 13-203-5) FOR INTERIM SURFACE LOTS AS ALLOWED BY SECTION 13-203, PARA 3, TO THAT SHOWN ON THE CDP AND DESCRIBED BELOW.

FOR INTERIM SURFACE PARKING LOTS: PERIPHERAL LANDSCAPING WILL BE DEMONSTRATED ON SUBSEQUENT FDP APPLICATIONS AND WILL UTILIZE EXISTING VEGETATION WITHIN PARKING LOTS, TO THE EXTENT POSSIBLE.

- MODIFICATION OF THE TYSON'S CORNER URBAN CENTER STREETSCAPE DESIGN IN FAVOR OF THAT SHOWN ON THE CDP.

ZONING ORDINANCE ARTICLE 16 - DEVELOPMENT PLANS

- WAIVER OF ZONING ORDINANCE SECTION 16-403 REQUIRING THE SUBMISSION OF A FINAL DEVELOPMENT PLAN APPLICATION ASSOCIATED WITH THE SUBMISSION OF ALL PUBLIC ROADWAY, AND INFRASTRUCTURE PHASING EXHIBIT IMPROVEMENT PLANS SHOWN WITHIN THE CDP.

ZONING ORDINANCE ARTICLE 17 - SITE PLAN

WAIVER OF SECTION 17-201-(3)(B) REQUIRING ADDITIONAL INTER-PARCEL ACCESS TO ADJOINING PARCELS (OTHER THAN THOSE SHOWN ON THE CDP).

- WAIVER OF SECTION 17-201-(7) REQUIRING NO PARKING SIGNS ALONG TRAVEL WAYS AT 100' INTERVAL, SO AS NOT TO CREATE VISUAL SIGN CLUTTERS, MEANS AND METHOD OF PARKING CONTROL SIGNAGE TO BE DETERMINED AT FINAL SITE PLAN WITH APPROVAL OF THE DIRECTOR OF DPWES.

- WAIVER AND/OR MODIFICATION OF SECTION 17-201 ALL TRAILS AND BIKE TRAILS IN FAVOR OF THE STREETSCAPE AND ON-ROAD BIKE TRAIL SYSTEM SHOWN ON THE CDP.

- THE APPLICANT REQUESTS A DETERMINATION OF ZONING ORDINANCE SECTION 17-201 PARAGRAPH (4) REQUIRING ANY FURTHER DEDICATION AND CONSTRUCTION OF WIDENING FOR EXISTING ROADS BEYOND THAT WHICH IS INDICATED ON THE CDP. DEDICATION AND IMPROVEMENTS SHOWN ON THE CDP SHALL BE DEEMED TO MEET ALL COMPREHENSIVE PLAN POLICY PLAN REQUIREMENTS.

- IN ACCORDANCE WITH ZONING ORDINANCE SECTION 17-201 (7), THE APPLICANT RESERVES THE RIGHT TO ESTABLISH PARKING CONTROL, SIGNS, AND PARKING METERS ALONG PUBLIC AND PRIVATE STREETS WITHIN AND ADJACENT TO THE DEVELOPMENT.

- IN ACCORDANCE WITH ZONING ORDINANCE SECTION 17-201 (12) (13) AND (14), THE APPLICANT REQUESTS THE IMPROVEMENTS TO BE PROVIDED IN A PHASED SEQUENCE AS OUTLINED IN THE CDP AND PROFFERS AND TO BE DETERMINED WITH THE FDP IN ACCORDANCE WITH THE TYSONS URBAN STREET STANDARDS.

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
Mclean, VA 22102
tel 703.821.1540
fax 703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, Inc.
Contact: Don Awit
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6280
e-mail dawit@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkoske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mrpinkoske@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
Mclean, VA 22102

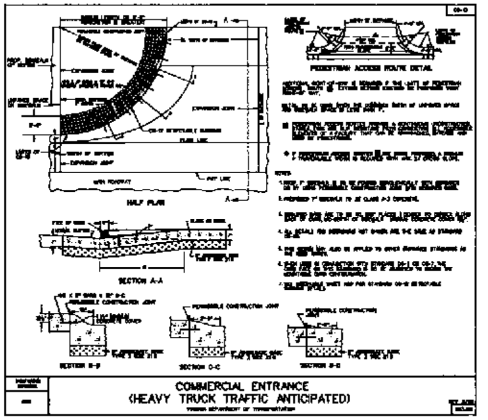
CDP		06.22.10
CDP	(Resubmission)	08.24.10
CDP	(ACCEPTED)	10.14.10
CDP	(REVISION)	12.20.10
CDP	(REVISION)	3.18.11
CDP	(REVISION)	4.25.11
CDP	(REVISION)	11.23.11
CDP	(REVISION)	11.30.11
CDP	(REVISION)	12.29.11
CDP	(REVISION)	7.13.12
CDP	(REVISION)	10.19.12
CDP	(REVISION)	11.28.12
CDP	(REVISION)	1.11.13

WDC Project No: WA08031

CDP — NOTES & WAIVERS PART E

Scale:

C-3



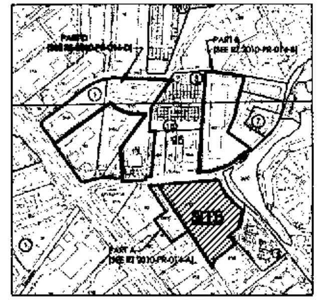
GARAGE/LOADING ENTRANCE DETAIL

Intensity Tiers and FAR (Option 1)

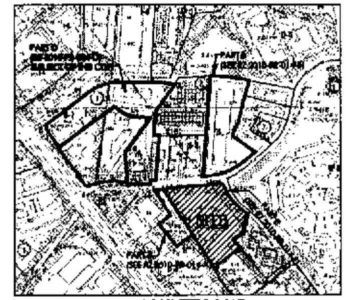
Intensity Tiers	Land Area and Density Credits	GFA	FAR
1 ¼ - ½ mile	239,463 SF	874,170 gsf	3.65
2 ½ - ⅓ mile	89,340 SF	135,000 gsf	1.51
TOTAL	328,803 SF	1,009,170 gsf	3.07

Intensity Tiers and FAR (Option 2)

Intensity Tiers	Land Area and Density Credits	GFA	FAR
1 ¼ - ¼ mile	239,463 SF	883,170 gsf	3.69
2 ¼ - ½ mile	89,340 SF	200,000 gsf	2.24
TOTAL	328,803 SF	1,083,170 gsf	3.29



SOILS MAP
SCALE 1" = 500'



VICINITY MAP
SCALE 1" = 500'

SOILS MAP DATA

SOIL ID NUMBERS	SOIL SERIES NAME	FOUNDATION SUPPORT	SUBSURFACE DRAINAGE	SLOPE STABILITY	ERODABILITY	PROBLEM CLASS
95	URBAN LAND	NOT RATED	NOT RATED	NOT RATED	NOT RATED	NOT RATED

PART E - DEVELOPMENT TABS

Building	Maximum Building Height/ Podium Height [1]	Stories [2]	Use [3]	GFA by Use	Building GFA [4]	Total Dwelling Units	WDUs [5]	Parking Permitted/Provided < ¼ Mile to Metro [6] [7]		Parking Permitted/Provided ¼ - ½ Mile to Metro [6] [8]		Loading Spaces [9]
								Min.	Max.	Min.	Max.	
E1	130/60	10	Existing Office	215,585	215,585	--	--	0	432	--	–	2
E2	130/60	10	Existing Office	215,585	215,585	–	–	0	432	–	–	2
E3	260/60	22	Office Retail/Service	200,000 - 420,000 7,000	207,000 - 427,000	–	–	0 0	400 - 840 12	– –	– -	2
E4 Option 1	175/20	14	Hotel	135,000	135,000	–	–	-	–	0	225	1
E4 Option 2	225/20	19	Residential	200,000	200,000	100 - 222	20 - 44	–	–	120 - 288	152 - 412	1
E5 Option 1	40	2	Retail/Service	16,000	16,000	–	–	0	66	--	-	0
E5 Option 2	40	3	Residential	25,000	25,000	10 - 12	2	18 - 21	22 - 27	–	–	0
TOTALS Option 1			Office Hotel Retail/Service	631,170 - 851,170 135,000 23,000	789,170 - 1,009,170	–	–	0	1,342 - 1,762	0	225	7
TOTALS Option 2			Office Residential Retail/Service	631,170 - 851,170 225,000 7,000	863,170 - 1,083,170	110 - 234	22 - 46	18 - 21	1,298 - 1,743	120 - 288	152 - 412	7

[1] With the exception of Building E5, maximum building heights are measured from average grade. The 40' height reported for Building E5 is measured from the sidewalk grade, not average grade. Maximum heights do not include mechanical penthouse and architectural features. Maximum building heights do include the podium and any social rooms/usable area on the roof penthouse level.

[2] The numbers of stories shown are conceptual and may be adjusted provided the maximum building height is not exceeded.

[3] Retail/Service use as indicated in this tabulation may include a variety of other commercial uses such as, but not limited to, eating establishments and fast food restaurants. (See Proffers.)

[4] The square footage for individual buildings is conceptual. The Applicant reserves the right to transfer square footage between buildings provided the maximum building heights and overall site FAR are not exceeded. See proffers for details.

[5] Twenty (20) percent of all dwelling units will be Workforce Dwelling Units (WDUs). The actual number of WDUs will be determined at final site plan based on the total number of dwelling units provided.

[6] The minimum required and maximum permitted parking spaces for each use were calculated in accordance with Sect. 6-509 of the Ordinance, which is restated below for the primary uses proposed on the CDP. Multi-family residential parking was based on an average mix of 60% 0-1 bedroom units and 40% 2-bedroom units. It is understood that some commercial uses have different parking rates than the retail/service category shown below. At the time of site plan, parking will be provided based on the specific GFA, uses, number of units and mix of bedroom types and the minimum and maximum rates set forth in Section 6-509 of the Ordinance.

Primary Use	Parking Permitted/Provided ¼ - ½ Mile to Metro		Parking Permitted/Provided ¼ - ½ Mile to Metro	
	Min	Max	Min	Max
Office	0	2.0	0	2.2
Hotel	0	1.0	0	1.5
Retail/Service	0	6/1000 GFA, excluding the first 5,000 GFA	0	6/1000 GFA, excluding the first 5,000 GFA
Residential, Multi-Family 0-1 BR 2 BR	 1/unit 1/unit	 1.3/Unit 1.6/Unit	 1.1/Unit 1.35/Unit	 1.4/Unit 1.7/Unit
Townhouse	1.75/unit	2.2/Unit	2.0/Unit	2.5/Unit

[7] Buildings E1, E2, E3 and E5 are located within the ¼ mile of the Metro.

[8] Building E4 is located between ¼ and ½ mile of the Metro.

[9] Additional loading spaces may be provided as identified at the time of final site plan.

PART E - LAND USE MIX AND FAR

Use	Bonus GFA	Total GFA	FAR	Percentage of Total
Option 1		789,170 - 1,009,170	2.40 - 3.07	
--Office	29,163 [1]	631,170 - 851,170	1.92 - 2.59 [1]	80 - 84%
--Retail/Service	–	23,000	.07	2 - 3%
--Hotel	-	135,000	.41	13 - 17%
Option 2		863,170 - 1,083,170	2.63 - 3.29	
–Office	29,163 [1]	631,170 - 851,170	1.92 - 2.59 [1]	73 - 79%
–Retail/Service	–	7,000	.02	~ 1%
–Residential	–	225,000	.69	20 - 26%

[1] Proposed office GFA of 851,170 includes a bonus of 29,163 SF for a total office FAR of 2.59. The office bonus exceeding 2.50 FAR is requested based on the public facility contribution of a fire station with RZ 2010-PR-014B which significantly exceeds the expected public facility contribution for the combined applications RZ 2010-PR-014 Parts A, B, D and E. In addition, while office uses in Part D (Option1) and Part E exceed 2.50 FAR, office use in the combined Parts A, B, D and E applications is less than 2.50 FAR.

RZ 2010-PR-014 - Overall Land Use Mix and FAR for Parts A, B, D & E

	Office	Hotel	Residential	Retail Service	Total
Part A	–	–	430,000	8,000	438,000
Part B [1]					
Option 1	–	–	1,720,000	18,100	1,738,100
Option 2	–	–	1,576,500	18,100	1,594,600
Part D					
Option 1	600,000 - 1,272,000	189,000	1,242,000	83,000	2,114,000 - 2,786,000
Option 2	400,000 - 837,000	–	1,861,000	83,500	2,344,000 - 2,781,000
Part E					
Option 1	631,170 - 851,170	135,000	–	23,000	789,170 - 1,009,170
Option 2	631,170 - 851,170	–	225,000	7,000	863,170 - 1,083,170
TOTAL					
Option 1	1,231,170 - 2,123,170	324,000	3,392,000	130,100	5,077,270 - 5,969,270
% of Total	24 - 35%	5 - 6%	61 - 67%	~ 3%	100.0%
FAR [2]	1.00 - 1.90	0.30	3.17	0.12	4.75 - 5.58
TOTAL					
Option 2	1,031,170 - 1,688,170	–	4,092,500	114,100	5,237,770 - 5,894,770
% of Total	20 - 29%	–	70 - 80%	~2%	100.0%
FAR [2]	0.96 - 1.58	–	3.82	0.11	4.90 - 5.51

[1] Part B also includes a fire station with a potential GFA of 25,000. However, this GFA is not included in the Part B totals. As specified in the Comprehensive Plan, the floor area of a public facility does not count toward a development's allowable FAR.

[2] FAR was calculated based on a total area for density purposes of 1,070,300 SF or 24.57 acres.

SITE AREA TABULATION

SITE TABULATION
PART E

APPLICATION AREA - PART E	AREA (SF)	AREA (AC)
TAX MAP # 29-3 (01) 0063C	322,035	7.39291

DENSITY CREDITS
PART E

DESCRIPTION/TYPE	AREA (SF)	AREA (AC)	DEED BOOK/PAGE
DENSITY CREDIT:	371	0.00851	(D.B. 17903 PG. 966)
DENSITY CREDIT:	142	0.00326	(D.B. 11375 PG. 237)
DENSITY CREDIT:	6,255	0.14360	(D.B. 11214 PG. 1067)
DENSITY CREDITS AREA PART E:	6,768	0.15537	

TOTAL APPLICATION AREA	322,035	7.39291
TOTAL APPLICATION AREA INCLUDING DENSITY CREDITS	328,803	7.54828

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703.821.1640
fax 703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Dan Avrit
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6280
e-mail davrit@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkoske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mipinkoske@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

CDP	06.22.10
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CDP (REVISION)	7.13.12
CDP (REVISION)	10.19.12
CDP (REVISION)	11.28.12
CDP (REVISION)	1.11.13

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CDP TABULATIONS PART E

Scale:

C-3A

LEGAL DESCRIPTION: (PART E)

TAX MAP 029-3-01-0063C

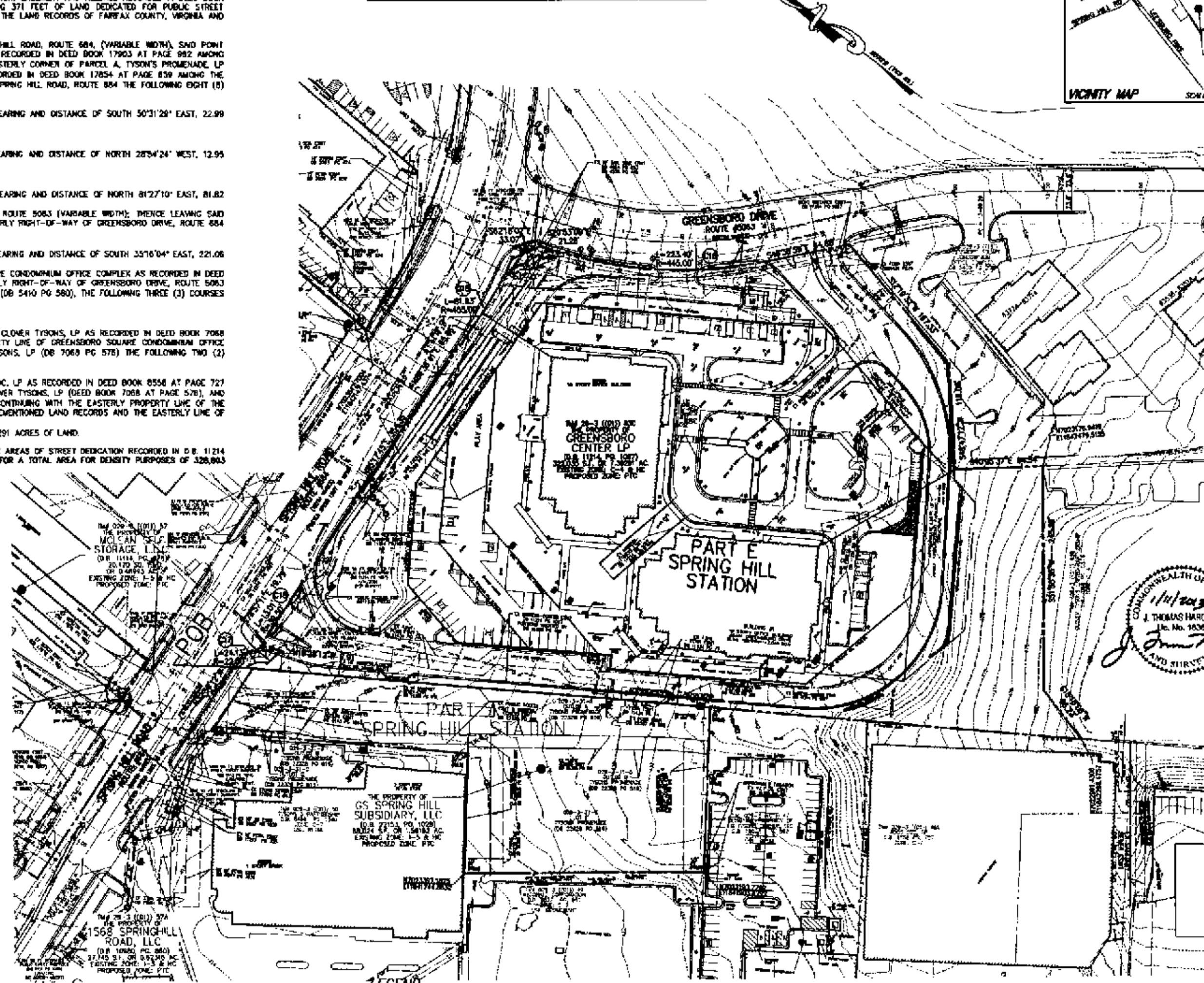
BEING ALL OF LOT 63A, GREENSBORO CORPORATE CENTER AS SHOWN ON A PLAT PREPARED BY VIKA, INC. ENTITLED, "PLAT OF CONSOLIDATION, DEDICATION AND VARIOUS EASEMENTS, LOT 63A, GREENSBORO CORPORATE CENTER", RECORDED IN DEED BOOK 11214 AT PAGE 1067, LESS AND EXCEPT THEREFROM THAT PORTION OF THE PROPERTY CONTAINING 142 SQUARE FEET OF LAND DEDICATED FOR PUBLIC STREET PURPOSES BY DEED OF DEDICATION, EASEMENT AND RELEASE RECORDED IN DEED BOOK 11375 AT PAGE 237 AND FURTHER LESS AND EXCEPT THEREFROM THAT PORTION OF THE PROPERTY CONTAINING 371 FEET OF LAND DEDICATED FOR PUBLIC STREET PURPOSES BY DEED OF DEDICATION AND CONVEYANCE RECORDED IN DEED BOOK 17903 AT PAGE 962 ALL AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

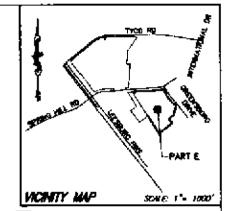
BEGINNING FOR THE SAME AT A POINT LYING ON THE ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SPRING HILL ROAD, ROUTE 684, (VARIABLE WIDTH), SAID POINT BEING THE NORTHWESTERN CORNER OF THE PROPERTY PREVIOUSLY DEDICATED FOR PUBLIC STREET PURPOSES AS RECORDED IN DEED BOOK 17903 AT PAGE 962 AMONG THE AFORESAID LAND RECORDS, SAID POINT BEING DISTANT NORTH 32°56'12" WEST, 7.04 FEET FROM THE NORTHEASTERLY CORNER OF PARCEL A, TYSON'S PROMENADE, LP AS SHOWN ON A PLAT PREPARED BY VIKA, INC. ENTITLED, "PLAT SHOWING PARCEL A, TYSONS PROMENADE:, RECORDED IN DEED BOOK 17854 AT PAGE 639 AMONG THE AFOREMENTIONED LAND RECORDS; THENCE RUNNING WITH A PORTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF SPRING HILL ROAD, ROUTE 684 THE FOLLOWING EIGHT (8) COURSES AND DISTANCES

1. 24.13 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 22.50 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 50°31'29" EAST, 22.99 FEET TO A POINT; THENCE
2. SOUTH 78°57'11" EAST, 19.79 FEET TO A POINT; THENCE
3. NORTH 19°28'12" WEST, 8.91 FEET TO A POINT OF CURVATURE; THENCE
4. 13.01 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 39.50 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 28°54'24" WEST, 12.95 FEET TO A POINT; THENCE
5. NORTH 85°17'45" EAST, 354.35 FEET TO A POINT; THENCE
6. NORTH 86°36'41" EAST, 85.66 FEET TO A POINT OF CURVATURE; THENCE
7. 81.93 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 455.00 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 81°27'10" EAST, 81.82 FEET TO A POINT; THENCE
8. SOUTH 62°18'02" EAST, 33.07 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF GREENSBORO DRIVE, ROUTE 5063 (VARIABLE WIDTH); THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY OF SPRING HILL ROAD, ROUTE 684 AND RUNNING WITH A PORTION OF SAID WESTERLY RIGHT-OF-WAY OF GREENSBORO DRIVE, ROUTE 684 THE FOLLOWING THREE (3) COURSES AND DISTANCES
9. SOUTH 20°53'08" EAST, 21.28 FEET TO A POINT OF CURVATURE; THENCE
10. 223.40 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 445.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 35°16'04" EAST, 221.06 FEET TO A POINT; THENCE
11. SOUTH 49°38'58" EAST, 94.68 FEET TO A POINT MARKING THE NORTHEASTERN CORNER OF GREENSBORO SQUARE CONDOMINIUM OFFICE COMPLEX AS RECORDED IN DEED BOOK 5410 AT PAGE 580 AMONG THE AFORESAID LAND RECORDS; THENCE LEAVING THE AFORESAID WESTERLY RIGHT-OF-WAY OF GREENSBORO DRIVE, ROUTE 5063 AND RUNNING WITH NORTHERLY PROPERTY LINE OF SAID GREENSBORO SQUARE CONDOMINIUM OFFICE COMPLEX (DB 5410 PG 580), THE FOLLOWING THREE (3) COURSES AND DISTANCES
12. SOUTH 12°19'32" WEST, 167.33 FEET TO A POINT, THENCE
13. SOUTH 45°47'12" WEST, 116.06 FEET TO A POINT; THENCE
14. SOUTH 40°05'37" EAST, 84.54 FEET TO A POINT MARKING THE NORTHEASTERN CORNER OF THE PROPERTY OF CLOVER TYSONS, LP AS RECORDED IN DEED BOOK 7068 AT PAGE 578 AMONG THE AFORESAID LAND RECORDS; THENCE LEAVING THE AFORESAID NORTHERLY PROPERTY LINE OF GREENSBORO SQUARE CONDOMINIUM OFFICE COMPLEX (DB 5410 PG 580) AND RUNNING WITH THE NORTHERLY LINE OF SAID PROPERTY OF CLOVER TYSONS, LP (DB 7068 PG 578) THE FOLLOWING TWO (2) COURSES AND DISTANCES
15. SOUTH 51°55'35" WEST, 245.88 FEET TO A POINT; THENCE
16. SOUTH 15°18'06" WEST, 66.23 FEET TO A POINT LYING ON THE EASTERLY LINE OF THE PROPERTY OF 8500 CDC, LP AS RECORDED IN DEED BOOK 8558 AT PAGE 727 AMONG THE AFORESAID LAND RECORDS; THENCE LEAVING THE AFORESAID NORTHERLY PROPERTY LINE OF CLOVER TYSONS, LP (DEED BOOK 7068 AT PAGE 578), AND RUNNING WITH A PORTION OF SAID EASTERLY PROPERTY LINE OF 8500 CDC, LP (DB 8558 PG 727), AND CONTINUING WITH THE EASTERLY PROPERTY LINE OF THE PROPERTY OF CG TYSONS CORNER, LLC AS RECORDED IN DEED BOOK 19033 AT PAGE 862 AMONG THE AFOREMENTIONED LAND RECORDS AND THE EASTERLY LINE OF THE AFORESAID PROPERTY OF TYSONS PROMENADE, LP (DB 17854 PG 659)
17. NORTH 32°56'12" WEST, 802.50 FEET TO THE POINT OF BEGINNING CONTAINING 322,035 SQUARE FEET OR 7.39291 ACRES OF LAND.

AN ADDITIONAL 6,768 SQUARE FEET OR 0.15537 ACRES HAS BEEN RESERVED FOR DENSITY CREDIT ASSOCIATED WITH AREAS OF STREET DEDICATION RECORDED IN D.B. 11214 AT PAGE 1067, D.B. 11375 AT PAGE 237, AND D.B. 17903 AT PAGE 966 AMONG THE AFORESAID LAND RECORDS. FOR A TOTAL AREA FOR DENSITY PURPOSES OF 328,803 SQUARE FEET OR 7.54828 ACRES.

CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CH BEARING	CHORD
C15	81.93'	455.00'	10°19'01"	41.08'	N81°27'10"E	81.82'
C16	223.40'	445.00'	28°45'49"	114.11'	S35°16'04"E	221.06'
C17	24.13'	22.50'	61°26'51"	13.37'	S50°31'29"E	22.99'
C18	13.01'	39.50'	18°52'10"	6.56'	N28°54'24"W	12.95'





PROPERTY TABULATION
PART E

TAX MAP #	AREA (SF)	AREA (AC)
TAX MAP # 29-3((01))0063C	322,035	7.39291

APPLICATION AREA		
PART E:	322,035	7.39291

DENSITY CREDITS
PART E

DESCRIPTION/TYPE	AREA (SF)	AREA (AC)	DEED BOOK/PAGE
DENSITY CREDIT:	371	0.00851	(D.B. 17903 PG. 966)
DENSITY CREDIT:	142	0.00326	(D.B. 11375 PG. 237)
DENSITY CREDIT:	6,256	0.14360	(D.B. 11214 PG. 1067)

DENSITY CREDITS AREA		
PART E:	6,768	0.15537

TOTAL APPLICATION AREA	322,036	7.39291
TOTAL APPLICATION AREA INCLUDING DENSITY CREDITS	328,803	7.54828

NOTES:

1. THE SUBJECT PROPERTY SHOWN HEREON IS IDENTIFIED ON TAX MAP 29-3 AS TAX MAP NUMBER 29-3-01-0063C AND IS ZONED C-4 & HC.
2. THE HORIZONTAL DATUM SHOWN HEREON IS TIED TO THE VIRGINIA COORDINATE SYSTEM 1983 (NORTH ZONE) AND IS BASED ON A FIELD RUN SURVEY USING ACCEPTED GPS SURVEYING METHODS AND PRACTICES AND PERFORMED BY VIKA, INC.
3. THE PROPERTY SHOWN HEREON IS CURRENTLY IN THE NAME OF GREENSBORO CENTER LP, BY DEED RECORDED IN D.B. 11214 AT PG. 1067 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.
4. THE SUBJECT PROPERTY LIES IN FLOOD ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL 515525-0100-D, DATED MARCH 5, 1990.

GRAPHIC SCALE

(IN FEET)
(1 inch = 60 ft.)

LEGEND

BUILDING LINE	SANITARY CLEANOUT
CABLE TELEVISION CONDUIT	STORM DRAIN MANHOLE
ELECTRICAL CONDUIT	ELECTRICAL JUNCTION BOX
EDGE OF PAVEMENT	ELECTRICAL MANHOLE
FENCE LINE	FIRE DEPARTMENT CONNECTION
NATURAL GAS CONDUIT	FIRE HYDRANT
OVERHEAD WIRES	GAS MANHOLE
TELEPHONE/COMMUNICATIONS CONDUIT	GUY POLE
PROPERTY LINES	GAS VALVE
PUBLIC UTILITIES EASEMENTS	LIGHT POLE
SANITARY SEWER CONDUIT	PHONE PEDESTAL
STORM DRAIN CONDUIT	PHONE MANHOLE
WATER CONDUIT	UTILITY POLE

SANITARY MANHOLE	CONC ...... CONCRETE
TRAFFIC CONTROL BOX	C&G ...... CURB AND GUTTER
TRAFFIC SIGNAL POLE	BLDG ...... BUILDING
TREE	STY. ...... STORY
CABLE TELEVISION PEDESTAL	TRY ...... ELECTRICAL TRANSFORMER
UNKNOWN UTILITY MANHOLE	ASPH ...... ASPHALT
WATER METER	ESMT ...... EASEMENT
WATER MANHOLE	RCP ...... REINFORCED CONCRETE PIPE
WATER VALVE	CMP ...... CORRUGATED METAL PIPE
BOLLARD	BRL ...... BUILDING RESTRICTION LINE
SIGN POST	R/W ...... RIGHT OF WAY
WOOD POST	(RI) ...... RECORD INFORMATION
INLETS	H.C. ...... HANDICAP RAMP

COMMONWEALTH OF VIRGINIA
1/11/2013
J. THOMAS HARDING
Lic. No. 1836
LAND SURVEYOR

P:\Surveys\LD03-PROJECTS\7018-SVI\dwg\V7018-CP.dwg 1/10/2013 2:01:49 PM EST

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703.821.1540
fax 703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

CDP	08.22.10
CDP (Resubmission)	08.24.10
CDP (ACCEPTED)	10.14.10
CDP (REVISION)	12.20.10
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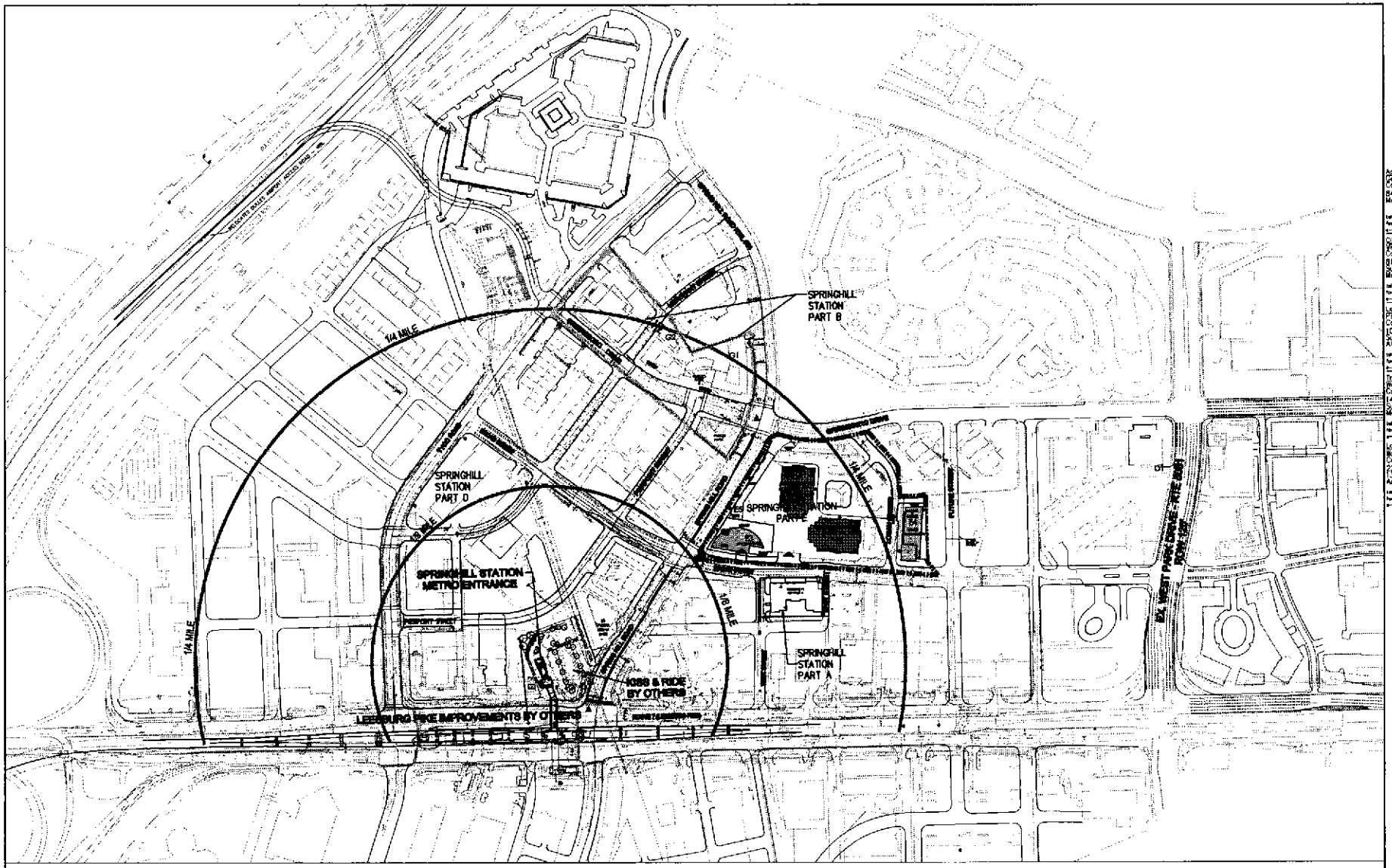
PART E
EXISTING CONDITIONS PLAN

Scale: 1"=60'

C-4



PART E DISTANCE FROM TYSONS SPRING HILL METRO STATION:
WITHIN 1/4 MILE = 239,463 SF OR 5.49730 Ac.
BEYOND 1/4 MILE= 89,340 SF OR 2.05098 Ac.
TOTAL AREA = 328,803 SF OR 7.54828 Ac.

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 483 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 821 1540
fax 703 226 0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Wiles, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 442 7800
fax 703 761 2787
e-mail cochran@wiles.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Dan Avrit
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 5280
e-mail dan@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Parkinson
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail mparkinson@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528 1700
fax 703 525 3197
e-mail ebaker@walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. #130
McLean, VA 22102

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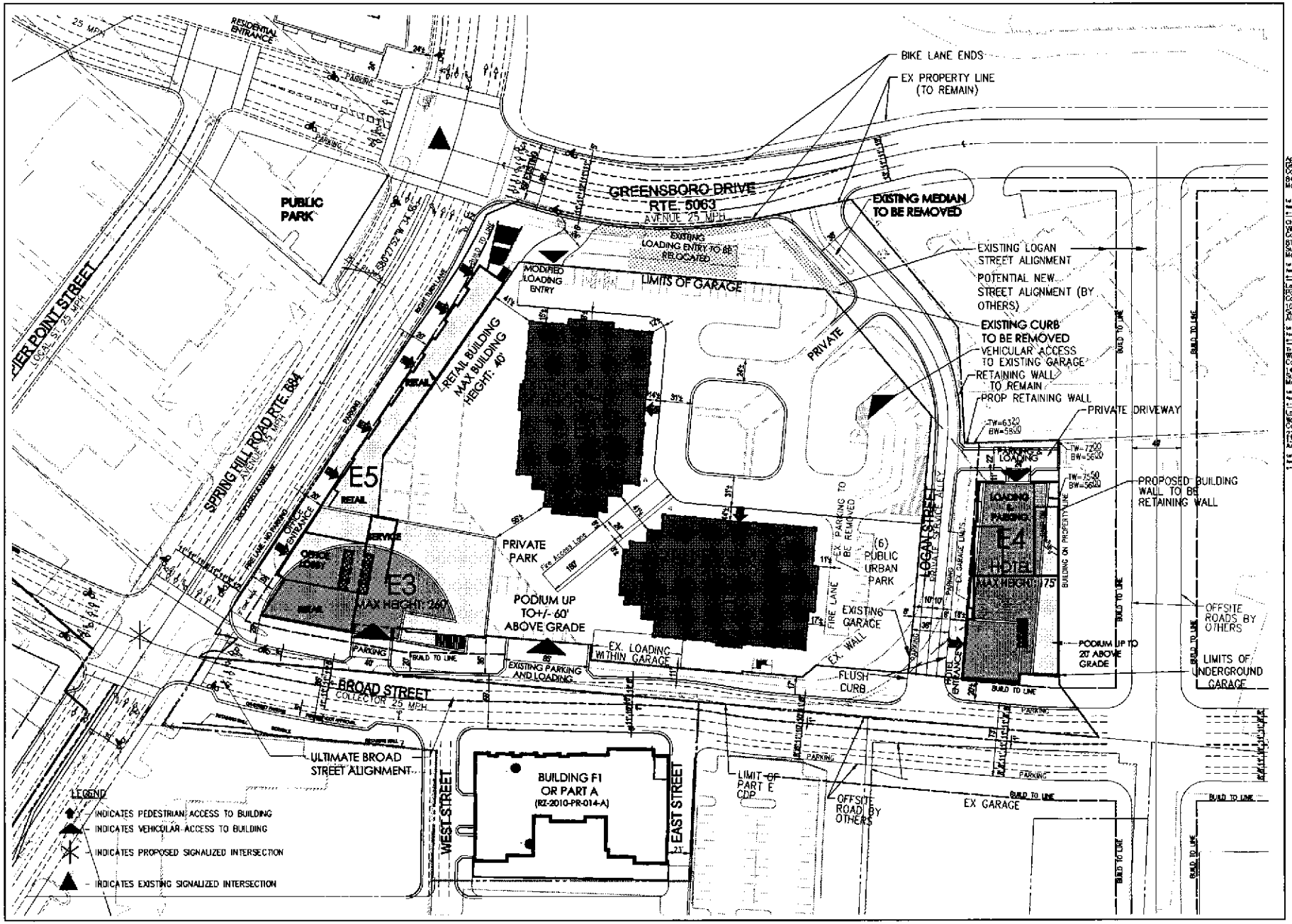
OVERALL CONTEXT PLAN
CDP PART-E

Scale: 1"=160'

C-5



WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelos Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 821 1540
fax 703 356 0105
e-mail Aaron@georgelosgroup.com

Civil Engineer
Wiks, Inc
Contact: Robert P. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 442 7800
fax 703 761 2787
e-mail cochran@wiks.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Dan Avitt
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 5086
e-mail davitt@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pakoske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail mpakoske@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528 4700
fax 703 525 3197
e-mail ebaker@arl.walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelos Group
8405 Greensboro Dr. #130
McLean, VA 22102

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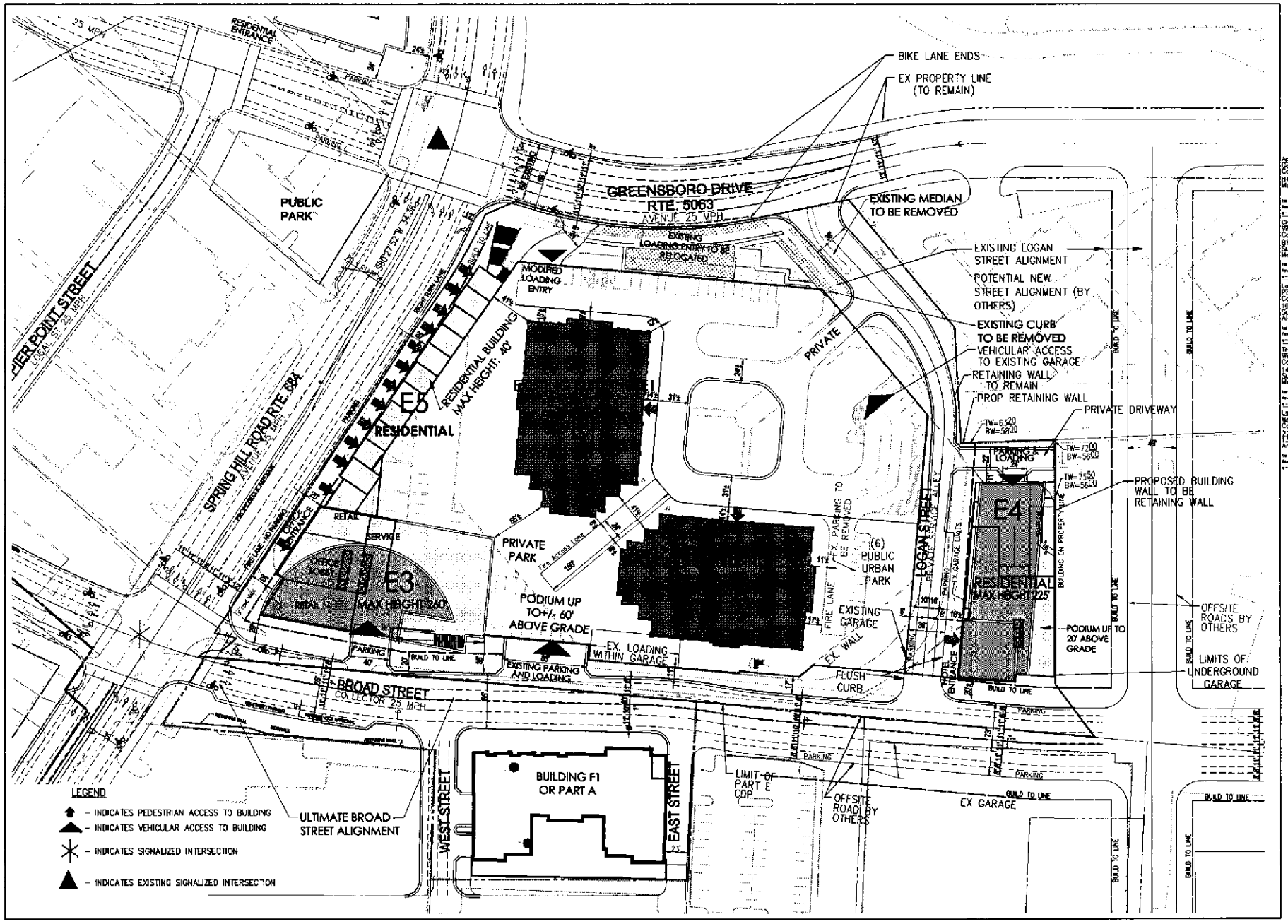
PART E
CDP OPTION 1

SCALE: 1"=40'

C-6



WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 0300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgeas Group LLC
Contact: Aaron Georgeas
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703.821.1540
fax 703.556.0195
e-mail Aaron@georgeasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.847.1823
e-mail rcochran@vika.com

Landscape Architect
Parker Rodriguez, Inc.
Contact: Don Avett
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5080
e-mail davett@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkosky
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0593
e-mail mpinkosky@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgeas Group
8405 Greensboro Dr. P130
McLean, VA 22102

CDP	06.22.10
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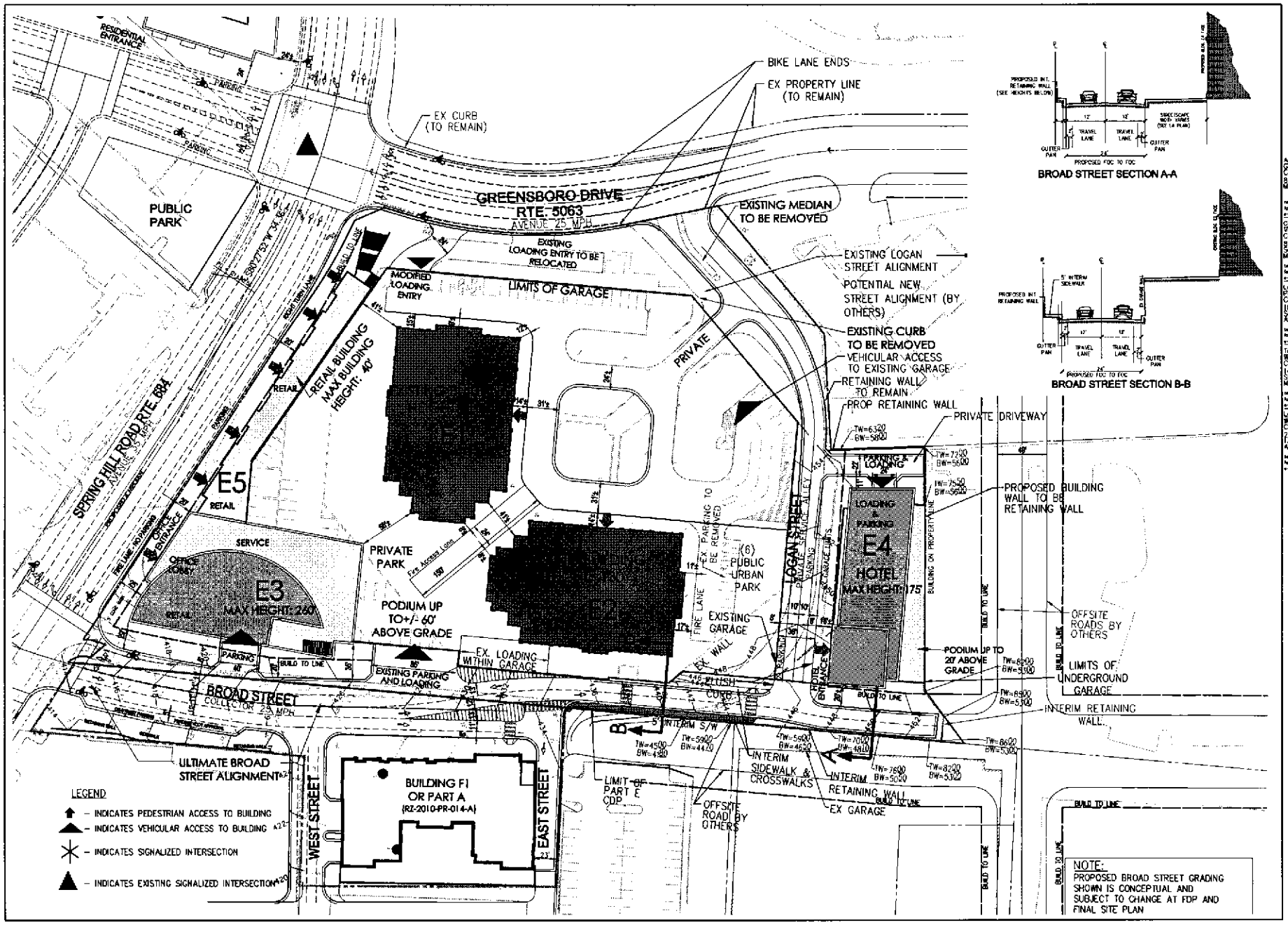
PART E
CDP OPTION 2

SCALE: 1"=40'

C-6A



BROAD STREET SECTION A-A

BROAD STREET SECTION B-B

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2199
e mail wdg@wdgarch.com

Applicant
Georgeos Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
fax 703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail rcochran@vika.com

Landscape Architect
Parker/Rodriguez, INC.
Contact: Don Kwit
101 N Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.8905
e-mail dkwit@parkerrodriguez.com

Traffic Consultant
Wells + Associates, INC
Contact: Mike Pinkoske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mpinkoske@wellsassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.7700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgeos Group
8405 Greensboro Dr. #130
McLean, VA 22102

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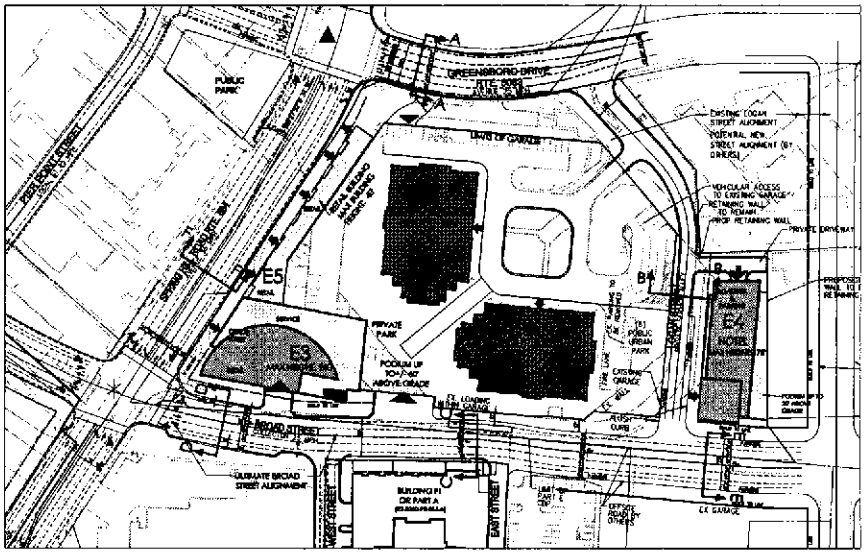
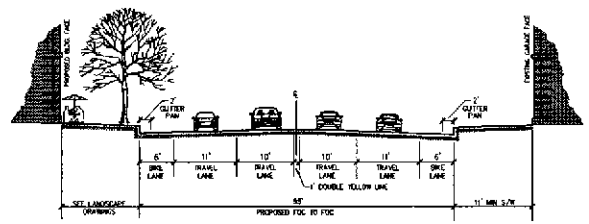
PART E INTERIM STREET LAYOUT

SCALE: 1"=40'

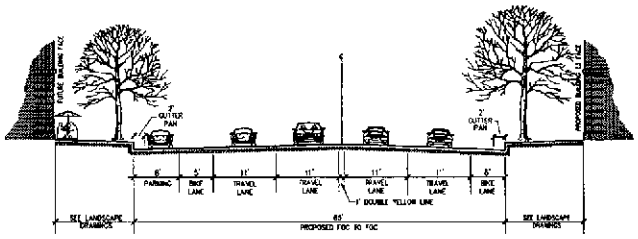
C-7



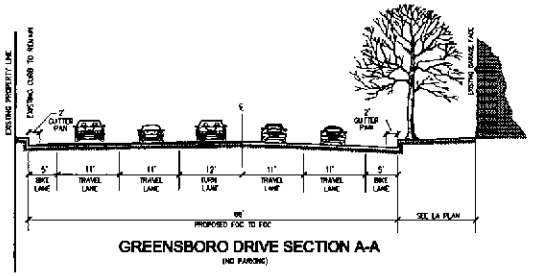
ULTIMATE STREET SECTION KEY



BROAD STREET
BETWEEN WEST STREET AND EAST STREET SECTION C-C
(NO PARKING)



BROAD STREET SECTION D-D
(PARKING ONE SIDE)



GREENSBORO DRIVE SECTION A-A
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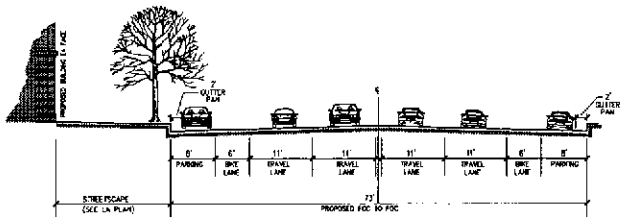
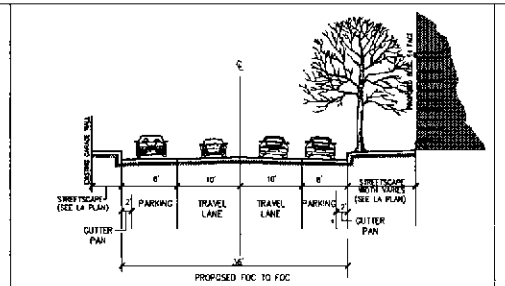
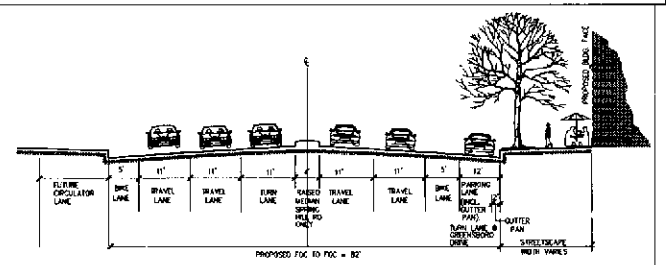


BROAD STREET SECTION E-E
(PARKING TWO SIDE)



LOGAN STREET SECTION B-B



SPRING HILL ROAD SECTION F-F

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgakos Group LLC
Contact: Aaron Georgakos
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703 821 1542
fax 703 226 0195
e-mail Aaron@georgakosgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 442 7800
fax 703 761 2787
e-mail cochran@vika.com

Landscape Architect
Parkerrodriguez, Inc.
Contact: Don Avitt
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 2610
fax 703 548 6786
e-mail davitt@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkosky
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail mpinkosky@wellsinc.com

Land/Zoning Attorney
Bean Kinney, Lander Emich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528 1700
fax 703 525 3167
e-mail ebaker@bkl.thelan@lawyers.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgakos Group
8405 Greensboro Dr. P130
McLean, VA 22102

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PART E–
STREET SECTION/
CIRCULATION
PLAN

SCALE: 1"=150'

C–8

EXISTING VEGETATION TABLE – PART E

EVM INDEX	COVER TYPE	SUCCESSIONAL STAGE	AREA	COVER CONDITION	PRIMARY SPECIES	COMMENTS
"A"	DEVELOPED/ MAINTAINED	N/A	304,524 SF (6.9910 AC)	GOOD	SEE COVER TYPE TABLE	DEVELOPED OFFICE BUILDING WITH LAWN, LANDSCAPED AREAS AND OPEN SPACE AREAS
"B"	UPLAND FOREST	LONG-TERM SUB-CLIMAX	17,511 SF (0.4020 AC)	FAIR	SEE COVER TYPE TABLE	SOME MATURE WOOD STAND BORDERED BY PUBLIC ROW AND LAWN/PARKING AREA
TOTAL AREA	–	–	322,035 SF (7.3929 AC)	–	–	–

VEGETATION COVER TYPES

"A" PRIMARY SPECIES

Acer rubrum – Red Maple
Cercis canadensis – Eastern Redbud
Cornus – Dogwood
Fraxinus americana–White Ash
Picea glauca – White Spruce
Pinus strobus – Eastern White Pine
Pinus thunbergii – Japanese Black Pine
Pyrus calleryana – Calley Pear
Quercus palustris –Pin Oak
Tilia – Linden
Zelkova serrata – Japanese Zelkova

"B" PRIMARY SPECIES

Acer rubrum – Red Maple
Carya glabra – Pignut Hickory
Liriodendron tulipifera – Yellow Poplar
Pinus virginiana – Virginia Pine
Prunus – Cherry
Quercus palustris – Pin Oak
Robinia pseudoacacia – Black Locust

PART-E EVM NARRATIVE

AREA-A: AREA-A IS APPROXIMATELY 90% OF THE SUBJECT PART-E AND HAS BEEN DEVELOPED AS AN OFFICE BUILDING WITH ASSOCIATED SURFACE AND STRUCTURED PARKING. THIS DEVELOPMENT HAS PERIPHERAL AND INTERIOR LANDSCAPING THAT WAS INSTALLED AT THE TIME OF DEVELOPMENT. THE SITE IS WELL MAINTAINED AND THE PLANT MATERIAL SHOWS GOOD HEALTH, VIGOR AND VITALITY. A PORTIONS OF THE EXISTING LANDSCAPED PLANT MATERIAL IS TO BE SPECIFIED FOR PRESERVATION AND PORTIONS FOR REMOVAL.

AREA "B": AREA "B" IS THE REMAINDER OF THE SITE AND IS A REMNANT PRESERVED WOODED STAND FROM WHEN THE SITE WAS DEVELOPED. THE SUCCESSIONAL STAGE IS SUB-CLIMAX. THOUGH THIS VEGETATION AREA IS NOT MAINTAINED IT SHOWS AVERAGE HEALTH AND VIGOR WITH A SEVERE LEVEL OF ESTABLISHED INVASIVE PLANT MATERIAL (POISON IVY, WILD GRAPE VINE, AILANTHUS). THIS ZONING APPLICATION SPECIFIES THAT AREA-B WILL BE COMPLETELY CLEARED OF ALL EXISTING VEGETATION. THE PLANT MATERIAL WOULD NOT BE CONSIDERED HIGH VALUE WILL NOT BE RECOMMENDED FOR PRESERVATION. THE SUBJECT SITE WILL NOT PROVIDE ADEQUATE EXISTING VEGETATION THAT WILL QUALIFY OR PROVIDE THE TREE PRESERVATION TARGET AS REQUIRED.

SUMMARY: SPRING HILL STATION PART-E IS ZONED PTC AND IS SPECIFIED FOR SIGNIFICANT REDEVELOPMENT WHERE THE EXISTING STRUCTURES, PAVED TRAVEL LANE AREAS AND VEGETATION WILL BE REMOVED. PORTIONS OF THE EXISTING VEGETATION (CANOPY) IS SPECIFIED FOR PRESERVATION AND WILL PROVIDE THE TREE THE TREE PRESERVATION TARGET REQUIRED AND IN ACCORDANCE WITH PFM 12-0506. ADDITIONAL NEW LANDSCAPING IS SPECIFIED TO BE INSTALLED WITH THE RE-DEVELOPMENT WHICH WILL SUPPLEMENT THAT EXISTING TREE CANOPY TO BE PRESERVED.

PART - E			
Table 12.3 Tree Preservation Target Calculations and Statement			
Step		Totals	Reference
A	Pre-development area of existing tree canopy (from Existing Vegetation Map)(SF) =	33,523	see § 12-0508.2
B	Percentage of gross site area covered by existing tree canopy =	10%	
C	Percentage of 10-year tree canopy required for site =	10%	see Table 12.4
D	Percentage of the 10-year tree canopy requirement that should be met through tree preservation =	10%	
E	Proposed percentage of canopy requirement that will be met through tree preservation =	13%	
F	Has the Tree Preservation Target minimum been met?	Yes	Provide Yes or No
G	If No for line F, then a request to deviate from the Tree Preservation Target shall be provided on the plan that states one or more of the justifications listed in § 12-0508.3 along with a narrative that provides a site-specific explanation of why the T	–	Provide sheet number, see § 12-0508.3
H	If step G requires a narrative, it shall be prepared in accordance with § 12-0508.4	–	see § 12-0508.4
I	Place this information prior to the 10-year Tree Canopy Calculations as per instructions in Table 12.10.	–	

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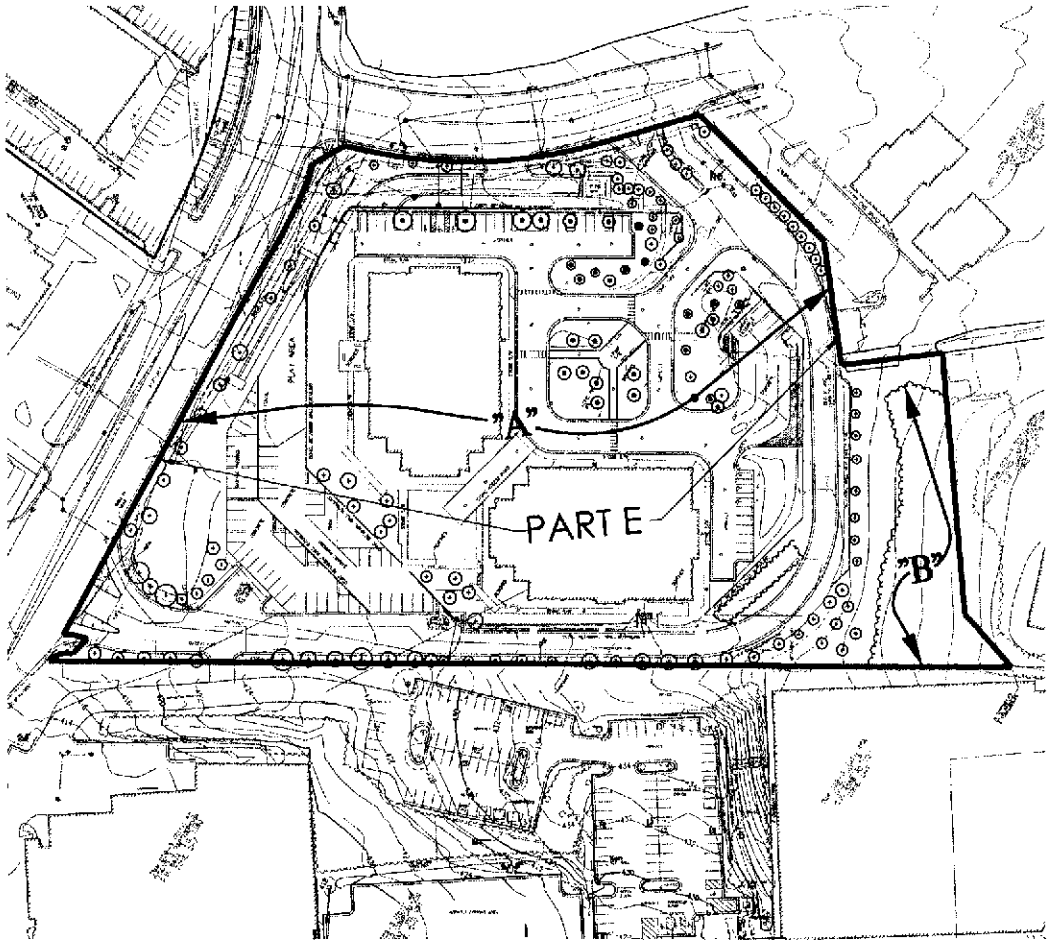
LEGEND

(X) EXISTING TREE TO BE REMOVED
(S) EXISTING TREE TO BE PRESERVED



PLAN PREPARED BY: NELSON P. KIRCHNER, ISA
ISA CERTIFIED ARBORIST NO MA-4720AM
SIGNATURE _____ DATE 1/4/13

DESCRIPTION	REVISION BY	APPROVED	DATE

REVISION APPROVED BY:
DIVISION OF DESIGN REVIEW

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20037
tel 202 857 8300
fax 202 463 2180
e-mail wdg@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgelas
6405 Greensboro Dr. P130
McLean, VA 22102
tel 703.821.1540
fax 703.226.0195
e-mail Aaron@georgeleasgroup.com

Civil Engineer
Vika, INC
Contact: Robert R. Cochran
6180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC
Contact: Terri M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5786
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabelli
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabelli@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
6405 Greensboro Dr. P130
McLean, VA 22102

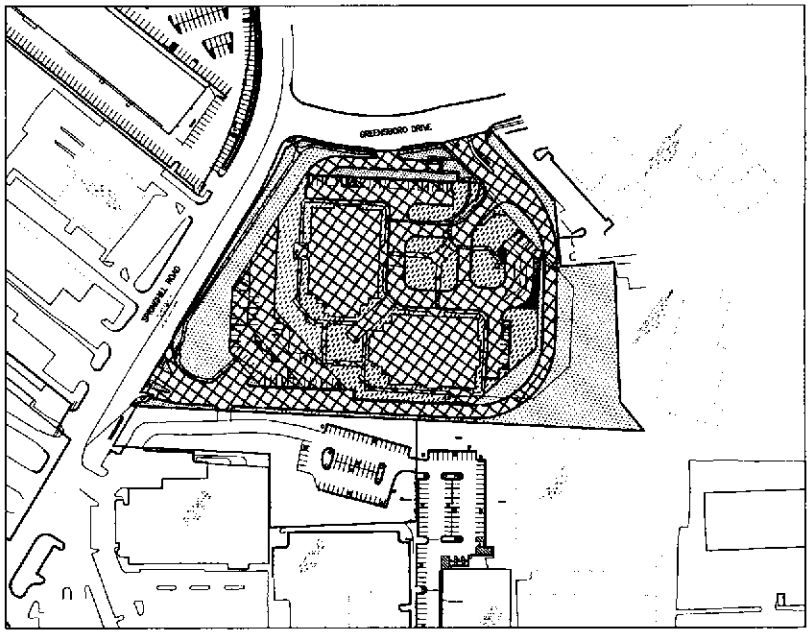
CDP	06.22.10
CDP / Resubmission	08.24.10
CDP / Accepted	10.14.10
CDP / Revision	12.20.10
CDP / Revision	03.16.11
CDP / Revision	06.25.11
CDP / Revision	07.13.12
CDP / Revision	10.19.12
CDP / Revision	11.28.12
CDP / Revision	01.11.13

WDG Project No: WA09031

EVM MAP
TABULATIONS
PART E

Scale: 1"=60'

C-9



CURRENT EXISTING CONDITION EXHIBIT

LEGEND

- IMPERVIOUS AREA = 185,788 SF (4.22 AC) = 57%
- PERVIOUS AREA = 84,567 SF (1.94 AC) = 26%
- GREEN ROOF AREA = 53,680 SF (1.23 AC) = 17%

EXISTING CONDITIONS (PRE-DEVELOPMENT) PFM DETENTION CHECK

*PERVIOUS AREA = 322,035 SF (7.39 AC) 100%

*THE ENTIRE SITE HAS DETENTION MEASURES AND WILL BE CONSIDERED 100% PERVIOUS (PRE-EXISTING CONDITIONS) FOR OUR EXISTING CONDITIONS PFM CALCULATIONS.

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 557 6300
fax 202 463 2198
e-mail
wdg@wdgarch.com

Applicant
Georgetos Group LLC
Contact: Aaron Georgeles
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
fax 703.276.0185
e-mail:aaron@georgelesgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail:rcochran@vika.com

Landscape Architect
ParkerRodriguez, INC
Contact: Tim M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6260
e-mail:parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Abbott
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail:cabbott@wmjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail:ebaker@arlingtonlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgeles Group
8405 Greensboro Dr. #130
McLean, VA 22102

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CDP (Revised)	11.28.12
CDP (Revised)	01.11.13

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EXISTING CONDITIONS SWM PLAN

Scale: AS SHOWN

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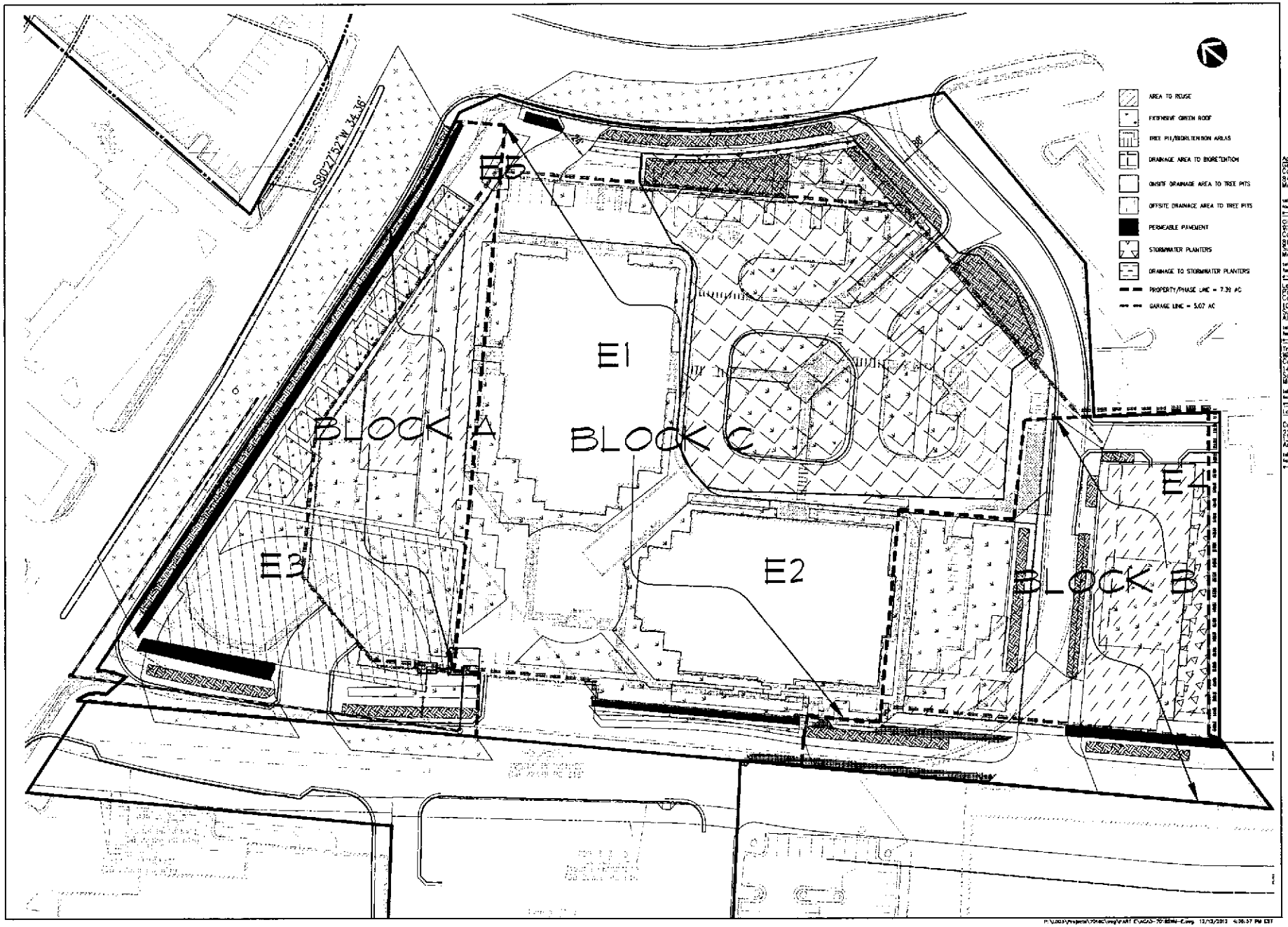

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelos Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
fax 703.224.0105
e-mail Aaron@georgelosgroup.com

Civil Engineer
Wiley, Inc.
Contact: Robert R. Cochron
9180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochron@wiley.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Ivan M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.8780
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

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STORMWATER MANAGEMENT PLAN

Scale: 1" = 30'

C-11

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TYSONS CORNER COMPREHENSIVE PLAN STORMWATER CONFORMANCE CHECKLIST NARRATIVE

THE PURPOSE OF THIS NARRATIVE IS TO DETAIL THE PROCESS BY WHICH THE SUBJECT SITE MEETS, EXCEEDS, OR PROVIDES TO THE MAXIMUM EXTENT PRACTICABLE THE RUNOFF REDUCTION REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN.

COMPREHENSIVE PLAN STORMWATER MANAGEMENT GOALS:

- THIS STORMWATER MANAGEMENT NARRATIVE EXPLAINS HOW THIS PLAN PROPOSES TO MEET THE STORMWATER REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN.
- THIS NARRATIVE DESCRIBES THE VARIOUS STRATEGIES BY WHICH THE VARIOUS GOALS ARE TO BE MET (E.G. VEGETATIVE ROOF AND URBAN BIO-RETENTION (TREE PITS) AS WELL AS THOSE STRATEGIES WE EVALUATED BUT WERE UNABLE TO IMPLEMENT DUE TO SITE CONSTRAINTS.

COMPREHENSIVE PLAN STORMWATER MANAGEMENT GOALS	RESPONSE
STORMWATER MANAGEMENT AND WATER QUALITY CONTROLS FOR REDEVELOPMENT SHOULD BE DESIGNED TO RETURN WATER INTO THE GROUND WHERE SOILS ARE SUITABLE OR REUSE IT, WHERE ALLOWED, TO THE EXTENT PRACTICABLE. REDUCTION OF STORMWATER RUNOFF VOLUME IS THE SINGLE MOST IMPORTANT STORMWATER DESIGN OBJECTIVE FOR TYSONS.	INFILTRATION SHALL NOT BE USED ON THE PROJECT DUE TO ITS IMPRACTICALITY. AREAS ON SITE AVAILABLE FOR INFILTRATION ARE VERY LIMITED DUE TO THE LARGE PROPOSED UNDERGROUND GARAGE. THE APPLICATION AREA TOTALS 7.39 ACRES. 5.87 ACRES (OR 68%) OF WHICH ARE COVERED BY THE EXTENTS OF THE UNDERGROUND GARAGE. ADDITIONALLY, ANOTHER 0.72 ACRES (OR 10%) OF THE SITE WILL BE PUBLIC ROADWAYS. IN THE REMAINING 22% OF THE APPLICATION AREA INFILTRATION IS IMPRACTICABLE DUE TO VARIOUS SITE CONSTRAINTS. REUSE WILL BE IMPLEMENTED ON BUILDING E3.
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."	THE TARGET GOAL OF THE RUNOFF REDUCTION METHOD IS TO CAPTURE AND CONTROL THE FIRST INCH OF RAINFALL. TO THIS EXTENT FIVE MAIN STORMWATER MANAGEMENT STRATEGIES HAVE BEEN UTILIZED: VEGETATIVE ROOFS, PERMEABLE PAVEMENT, ROOFTOP RAINWATER HARVESTING, URBAN BIO-RETENTION (TREE PITS) AND STORMWATER PLANTERS/BIORETENTION. • THE EXTENSIVE VEGETATIVE ROOFS HAVE BEEN DESIGNED PER DCR SPEC #5 AND ARE USED TO TREAT VEGETATIVE ROOF AREAS. • THE INTENSIVE ROOF AREAS INCLUDE ELEMENTS FROM DCR SPECIFICATIONS BUT ARE MODIFIED PER DETAILS SHOWN ON THE CDP TO TREAT BOTH VEGETATED AS WELL AS NON-VEGETATED ROOF AREAS. • THE URBAN BIO-RETENTION TREE PITS AND STORMWATER PLANTERS HAVE BEEN DESIGNED PER DCR SPEC #9 APPENDIX 9A WITH MODIFICATION OF CERTAIN ELEMENTS PER THE DETAIL WITHIN THIS CDP. THE TREE PITS ARE UTILIZED TO TREAT THE ROADWAY RUNOFF AS WELL AS THE SURROUNDING STREETSCAPE. • THE STORMWATER PLANTERS (DETAILED ON THE CDP) ARE USED TO TREAT IMPERVIOUS BUILDING ROOF AREAS WHERE GREEN ROOF IS IMPRACTICABLE. (TIER 2) • THE BIORETENTION AREA HAS BEEN DESIGNED PER DCR SPEC #9 AND WILL TREAT EA. AREAS OF THE SITE DRIVEWAY. • THE PERMEABLE PAVEMENT (LEVEL ONE) HAS BEEN DESIGNED PER DCR SPEC #7 AND WILL ONLY CAPTURE ITS FOOTPRINT AREA. • RAINWATER WILL BE HARVESTED FROM BUILDING E3 & E4 ROOF AREAS. THE WATER WILL BE REUSED IN BUILDING E3 FOR COOLING TOWER AND IRRIGATION DEMANDS. SIZING COMPUTATIONS HAVE BEEN PROVIDED THAT VERIFY THE REQUIRED STORAGE HAS BEEN MET FOR EACH ALTERNATIVE BMP RAINFALL DESIGN VALUE (SIZING NARRATIVE ON THIS SHEET). EACH OF THESE PRACTICES IS ADEQUATELY SIZED FOR THE PROPOSED DRAINAGE AREAS TO THEM. THESE PRACTICES COMBINED YIELD AN ENTIRE ONSITE RETAINED RAINFALL DEPTH OF 0.77 INCHES (PLEASE NOTE THAT THE RUNOFF REDUCTION ACHIEVED ACTUALLY IS 0.90" FOR BUILDINGS E3 & E4 AND 0.80" FOR BUILDING E2). THE EXISTING BUILDINGS E1 & E2 WILL IMPROVE THEIR RAINFALL RETENTION TO 0.80" FROM 0.41". ALL AREAS OF THE DEVELOPED SITE THAT HAVE THE POTENTIAL FOR A GREEN ROOF HAVE BEEN UTILIZED FOR SUCH PURPOSES. FOR TREATMENT OF THE PROPOSED ROADWAY THE STREETSCAPES HAVE BIO-RETENTION TREE PITS PROVIDED FOR TREATMENT AND RETENTION. A TOTAL CONTROLLED AREA OF 5.38 ACRES OR 73% OF THE SITE HAS BEEN CAPTURED AND DEMONSTRATES "TO THE MAXIMUM EXTENT PRACTICABLE" WE HAVE MET THE TYSONS CORNER COMPREHENSIVE PLAN GOAL TO RETAIN/REUSE THE FIRST INCH OF RAINFALL (CONSIDERING 4.23 AC OR 57% OF THE SITE IS EXISTING WITH IMPROVEMENTS).
REDEVELOPMENT PROJECTS IN TYSONS SHOULD INCORPORATE INNOVATIVE STORMWATER MANAGEMENT MEASURES IN A MANNER THAT WILL, FIRST AND FOREMOST, OPTIMIZE REDUCTION OF STORMWATER RUNOFF VOLUME AND CONTROL OF PEAK FLOWS FOR THE REMAINING STORMWATER THAT CANNOT BE COMPLETELY CAPTURED ON-SITE."	THE RUNOFF REDUCTION PRACTICES SHALL BE USED IN CONFORMANCE WITH THE APPLICABLE DCR SPECIFICATION IF ONE EXISTS THAT GOVERNS THEM. THE EXTENSIVE VEGETATIVE ROOF, URBAN BIO-RETENTION TREE PITS, PERMEABLE PAVEMENT, BIORETENTION, AND STORMWATER PLANTERS HAVE BEEN DESIGNED IN ACCORDANCE WITH THEIR RESPECTIVE SPECIFICATION.
"AT A MINIMUM, STORMWATER MANAGEMENT MEASURES THAT ARE SUFFICIENT TO ATTAIN BOTH THE STORMWATER DESIGN-QUANTITY CONTROL AND STORMWATER DESIGN-QUALITY CONTROL CREDITS OF THE MOST CURRENT VERSION OF THE LEED-NC OR LEED-CS RATING SYSTEM (OR THE EQUIVALENT OF THESE CREDITS) SHOULD BE PROVIDED. IF, ON A GIVEN SITE, THE ATTAINMENT OF THE STORMWATER DESIGN LEED CREDITS (OR EQUIVALENT) IS DEMONSTRATED NOT TO BE FULLY ACHIEVABLE, ALL AVAILABLE MEASURES SHOULD BE IMPLEMENTED TO THE EXTENT POSSIBLE IN SUPPORT OF THIS GOAL."	LEED STORMWATER CREDITS 6.1 AND 6.2 SHALL BE OBTAINED THROUGH THE USE OF THE VEGETATIVE ROOF, PERMEABLE PAVEMENT, AND THE URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). EACH PRACTICE PROVIDES BOTH QUANTITY AND QUALITY CONTROL. ADDITIONALLY, POTENTIAL LEED REUSE VAULTS HAVE BEEN SHOWN ON THE PLANS (BUILDING E3) AS IT IS OUR INTENT TO ACHIEVE LEED CERTIFICATION. A WAIVER HAS BEEN SUBMITTED FOR PFM SECTION 6-0303.8 TO ALLOW AN UNDERGROUND VAULT TO BE LOCATED IN A RESIDENTIAL DEVELOPMENT. SIMILARLY, AS THE FINAL LEED BOUNDARIES HAVE NOT YET BEEN IDENTIFIED; THE COMPUTATIONS PROVIDED ON SHEETS C-13 THRU C-13B ARE BASED ON THE TOTAL SITE AREA BROKEN DOWN BY BLOCK. THE LEED BOUNDARIES WILL BE IDENTIFIED AT THE FDP LEVEL WITH REVISED COMPUTATIONS FOR EACH SEPARATE BOUNDARY TO SHOW COMPLIANCE.
"EQUIVALENT APPROACHES MAY INCORPORATE COORDINATED STORMWATER MANAGEMENT ON MULTIPLE DEVELOPMENT SITES AND/OR OFF-SITE CONTROLS. ADDITIONAL STORMWATER MANAGEMENT EFFORTS SHOULD BE ENCOURAGED."	THIS SUBJECT APPLICATION PROPOSES BIO-RETENTION TREE PITS WITHIN THE PROPOSED STREETSCAPE OF THE APPLICATION AREA. THESE BIO-RETENTION TREE PITS CAPTURE AND TREAT THE FIRST INCH OF RAINFALL FROM THE PROPOSED STREETS AND EXISTING OFFSITE STREETS AND ROW (SEE OFFSITE FACILITIES SECTION IN THE NARRATIVE). THERE ARE NO SHARED STORMWATER MANAGEMENT ALTERNATIVES WITH THE APPLICATION.
"LID TECHNIQUES OF STORMWATER MANAGEMENT SHOULD ALSO BE INCORPORATED INTO NEW AND REDESIGNED STREETS WHERE ALLOWED AND PRACTICABLE."	LOW IMPACT DEVELOPMENT (LID) TECHNIQUES ARE PROVIDED FOR IN THE STREET DESIGN VIA THE URBAN BIO-RETENTION (TREE PIT). THESE TREE PITS PROVIDE BOTH QUANTITY AND QUALITY CONTROLS AS OUTLINED BY DCR SPEC #9 AND MODIFIED TO MEET TYSONS URBAN DESIGN GUIDELINES.
"RESTORATION AND/OR STABILIZATION OF DEGRADED STREAMS ON DEVELOPMENT SITES SHOULD BE PURSUED WHERE FEASIBLE. RESTORATION AND STABILIZATION TECHNIQUES THAT INCORPORATE ECOLOGICALLY AND AESTHETICALLY BENEFICIAL, VEGETATED APPROACHES ARE PREFERRED. OFF-SITE EFFORTS TO RESTORE AND/OR STABILIZE STREAMS IN TYSONS CORNER SHOULD ALSO BE ENCOURAGED. THE ABOVE GUIDELINES ARE INTENDED TO IMPROVE STORMWATER MANAGEMENT CONTROLS SUFFICIENTLY TO ALLOW FOR IMPROVEMENTS TO THE HABITAT AND RECREATIONAL VALUES OF STREAMS IN TYSONS CORNER THROUGH NATURAL RESTORATIVE PROCESSES AND/OR THROUGH RESTORATION PROJECTS."	THIS SUBJECT APPLICATION DOES NOT PROPOSE ANY STREAM RESTORATION AS IT HAS NO OPEN CHANNELS OR STREAMS WITHIN ITS BOUNDARY. IT IS BELIEVED THAT ANY STREAM RESTORATION SHOULD BE COMPREHENSIVE IN MANNER AND NOT PROVIDED IN PIECE MEAL FORM TO BETTER PROVIDE AESTHETIC AND RECREATIONAL VALUE TO TYSONS CORNER.

COMPREHENSIVE PLAN IMPLEMENTATION

THE TYSON'S CORNER COMPREHENSIVE STORMWATER MANAGEMENT PLAN SHALL BE IMPLEMENTED VIA THE USE OF URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS), PERMEABLE PAVEMENT, ROOFTOP RAINWATER HARVESTING, BIORETENTION, AND VEGETATIVE ROOFS. THE ROADWAY ROW AND STREETSCAPE SHALL BE CONTROLLED, WHERE POSSIBLE, BY TREE PITS THAT ARE STRATEGICALLY PLACED TO MAXIMIZE RUNOFF INTERCEPTION. THE BUILDING ROOF AREA FOR E4 SHALL BE CONTROLLED BY A VEGETATIVE ROOF THAT HAS BEEN DESIGNED TO TREAT BOTH VEGETATIVE AND NON-VEGETATIVE AREAS. ROOF AREAS IMPRACTICABLE FOR GREEN ROOF HAVE BEEN DISCONNECTED WHERE POSSIBLE TO STORMWATER PLANTERS. THE BUILDING ROOF AREA FOR E3 SHALL BE CONTROLLED BY VEGETATIVE ROOFS THAT ARE DESIGNED TO TREAT VEGETATIVE AREAS AND ALSO BY ROOFTOP RAINWATER HARVESTING. THE ROOF AREA FOR E3 WILL BE CONTROLLED BY RAINWATER HARVESTING FOR REUSE IN THE E3 BUILDING. BELOW IS A BREAKDOWN OF THE IMPLEMENTATION ITEMS ON THE STORMWATER CONFORMANCE CHECK LIST:

- THE COMPUTATIONS PROVIDED ON SHEET C-13 CALCULATE THE REQUIRED TREATMENT VOLUME OF 1" OF RAINFALL OVER THE ENTIRE SITE CDP AREA.
- THE STORMWATER MANAGEMENT DESIGN FOR THIS SITE SHALL INCLUDE PRACTICES THAT ARE DOCUMENTED IN THE DCR RUNOFF REDUCTION MANUAL. THIS SUBJECT APPLICATION PROPOSES MODIFICATIONS OF THE DCR STORMWATER PLANTER FOR IMPLEMENTATION WITH HIGH RISE CONSTRUCTION.
- ACCESS TO THE STORMWATER BMP FACILITIES SHALL BE PROVIDED FOR BY ROOF TOP ACCESS FOR THE VEGETATIVE ROOFS AND STREET ACCESS FOR THE TREE PITS, BIORETENTION, AND PERMEABLE PAVEMENT. ACCESS TO THE STORMWATER PLANTERS SHALL BE PROVIDED VIA ROOFTOP (PODIUM) ACCESS. THE STORMWATER VAULT WILL BE ACCESSED THROUGH THE GARAGE AND ALSO STREETSCAPE AREAS.
- THE TREE PITS, VEGETATIVE ROOFS, STORMWATER VAULT, PERMEABLE PAVEMENT, BIORETENTION AREA AND STORMWATER PLANTERS SHALL BE PRIVATELY MAINTAINED.
- THE DESIGN SHALL CREATE A SAFE ENVIRONMENT FOR THE PUBLIC. THE EXTENSIVE VEGETATIVE ROOF AREAS SHALL NOT HAVE PUBLIC ACCESS WHEREAS THE TREE PITS SHALL BE PROVIDED WITH A GRATE OR FENCE TO PREVENT PEDESTRIAN CONFLICTS. INTENSIVE GREEN ROOFS AND STORMWATER PLANTERS WILL BE DESIGNED AS PART OF ROOFTOP AND AT GRADE AMENITIES AND WILL NOT CREATE A SAFETY CONCERN.
- THIS PROJECT SHALL BE CONSTRUCTED IN PHASES. EACH PHASE SHALL HAVE INDEPENDENT SWM CONTROLS THAT MEET TO THE MAXIMUM EXTENT PRACTICABLE THE GOALS OF THE TYSONS CORNER COMPREHENSIVE PLAN. THE PHASED CONSTRUCTION AND SWM CONTROLS WILL BE IDENTIFIED IN MORE DETAIL AT FDP AND SITE PLAN LEVEL, BUT WILL REMAIN IN GENERAL CONFORMANCE WITH THE CDP TREATMENT PROVIDED.
- CERTAIN PFM REQUIREMENTS SHALL NEED TO BE WAIVED IN ORDER TO MEET THE OVERALL CONCEPT OF THE PTC COMPREHENSIVE PLAN. A DETAILED LIST OF WAIVERS IS AS FOLLOWS:
  1. A WAIVER TO ALLOW STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMPS) TO BE SATISFIED BY UNDERGROUND SYSTEMS FOR THE PROPOSED RESIDENTIAL DEVELOPMENT, AS REFERENCED IN SECTION 6-0303.8 OF THE PFM. A WAIVER HAS BEEN SUBMITTED UNDER A SEPARATE COVER.
  2. A WAIVER OF PFM SECTION 6-1304.2F TO REDUCE THE MINIMUM HORIZONTAL SETBACKS FROM BUILDING FOUNDATIONS IN ORDER TO FACILITATE INSTALLATION OF THE PERMEABLE PAVEMENT SYSTEM SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.
  3. ALL REQUESTED DEVIATIONS OF PFM SECTION 6-1308.3F TO ALLOW FOR ANY DETENTION FACILITY LOCATED WITHIN A BUILDING OR GARAGE STRUCTURE TO BE GOVERNED BY BUILDING CODE REQUIREMENTS FOR ACCESS AND MAINTENANCE.
  4. ALL REQUESTED DEVIATIONS OF PFM SECTION 6-1307.3E TO SET THE MINIMUM HORIZONTAL SETBACKS FROM BUILDING FOUNDATIONS BE REDUCED TO FOUR (4) FEET IN ORDER TO FACILITATE INSTALLATION OF BIO-RETENTION SYSTEMS IN AN URBAN ENVIRONMENT SET FORTH IN THE TYSON'S CORNER DESIGN GUIDELINES.
- SWM VAULTS SHALL BE PLACED INSIDE OF THE PARKING GARAGE AND THE ACCESS POINTS SHALL EXTEND BEYOND THE BUILDING FACE WHERE IT SHALL NOT ADVERSELY IMPACT LANDSCAPING OR THE SIDEWALK ZONE.
- A 4'X4' ACCESS DOOR SHALL BE PROVIDED FOR EACH CHAMBER OF THE LEED REUSE VAULT FOR MAINTENANCE.

DESIGN OF BEST MANAGEMENT PRACTICES

- **INFILTRATION BMP'S**

THERE ARE NO INFILTRATION BMP'S PROPOSED WITH THIS APPLICATION. THIS IS DUE TO THE FACT THAT INFILTRATION IS NOT FEASIBLE ON 78% OF THE DEVELOPED SITE DUE TO UNDERGROUND GARAGES AND ROADWAYS. INFILTRATION IS IMPRACTICABLE BECAUSE OF LIMITED CONTIGUOUS AREAS ON THE REMAINING 22% OF THE SITE AREA FOR PRACTICES DUE TO PROPOSED UTILITIES, VAULTS, AND STREETSCAPES. ALL RUNOFF REDUCTION SHALL BE CONTROLLED BY URBAN BIO-RETENTION, PERMEABLE PAVEMENT (LEVEL 1), BIORETENTION, STORMWATER PLANTERS, AND VEGETATIVE ROOF SYSTEMS.

- **RAINWATER HARVESTING**

RAINWATER HARVESTING HAS BEEN PROVIDED WITH THIS SITE. IT WILL BE USED FOR COOLING TOWER REUSE IN BUILDING E3. THIS BUILDING IS NOT RESIDENTIAL AND WILL THEREFORE HAVE A HIGHER COOLING TOWER DEMAND.

- **RUNOFF REDUCTION PRACTICES**

THE PROPOSED RUNOFF REDUCTION PRACTICES SHALL INCLUDE VEGETATIVE ROOFS, PERMEABLE PAVEMENT (LEVEL 1), BIORETENTION, AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). BELOW IS A BREAKDOWN OF THE RUNOFF REDUCTION PRACTICES ITEMS ON THE STORMWATER CONFORMANCE CHECK LIST:

- RUNOFF REDUCTION BMP'S IN THE FORM OF URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS) SHALL BE PROVIDED WITH UNDER-DRAINS AND A SUBSURFACE STONE LAYER AS DETAILED IN DCR SPEC#9
- THE BIO-RETENTION TREE PITS, BIORETENTION, AND STORMWATER PLANTERS SHALL CONFORM TO DCR SPEC#9 WITH MODIFICATIONS REQUIRED BY THE URBAN NATURE OF THE SITE. THE EXTENSIVE VEGETATIVE ROOF SYSTEM SHALL CONFORM TO DCR SPEC #5. THE PERMEABLE PAVEMENT SHALL CONFORM TO DCR SPEC #7.
- AS MENTIONED EARLIER DUE TO SITE CONSTRAINTS THE ENTIRE 1.0" OF RAINFALL COULD NOT BE CAPTURED/CONTROLLED FOR THE SITE AS A WHOLE. THE PROPOSED PLANS CAN ACCOUNT FOR 0.77" AS CAN BE SEEN ON THE TYSONS STORMWATER CONFORMANCE SPREADSHEET (SEE SHEET C-13).

- **TIER 2 INNOVATIVE BMP'S (ACCEPTED IN OTHER JURISDICTIONS)**

THERE ARE NO TIER 2 NEW OR INNOVATIVE BMP'S BEING PROPOSED WITH THIS SUBJECT APPLICATION. AS MENTIONED PREVIOUSLY SITE CONSTRAINTS LIMIT THE APPLICABILITY OF VARIOUS BMP PRACTICES.

- **TIER 3 INNOVATIVE BMP'S (NON-APPROVED)**

THE INTENSIVE GREEN ROOF SYSTEM PROVIDED WITH THESE PLANS SHALL BE A TIER 3 DESIGN SINCE THEY ARE DESIGNED TO TREAT BOTH VEGETATIVE AND NON-VEGETATIVE AREAS. AS SUCH THEY HAVE BEEN OVER DESIGNED TO ACCOUNT FOR THIS ADDITIONAL AREA RUNOFF. AS CAN BE SEEN ON SHEETS C-13, 0.06 INCHES OF THE FIRST 1.0 INCH RAINFALL DEPTH SHALL BE CONTROLLED BY THIS TIER 3 APPROACH FROM 0.72 AC (.30 AC OF WHICH IS TIER 1). ADDITIONALLY, STORMWATER PLANTERS ARE PROPOSED WITH THIS APPLICATION WHICH SHALL BE A TIER 3 DESIGN. THESE PLANTERS ARE A DCR DESIGN (SPEC #9 URBAN BIORETENTION) MODIFIED TO DISCONNECT TOWER ROOF WATER TO A PODIUM OR AT GRADE. AS CAN BE SEEN ON SHEET C-13, 0.04 INCHES OF THE FIRST 1.0 INCH RAINFALL DEPTH SHALL BE CONTROLLED BY THIS TIER 3 APPROACH. IF AT SITE PLAN TIME THIS DESIGN CONCEPT IS NOT FEASIBLE IT IS REQUESTED THAT OFFSITE TREATMENT BE ALLOWED POSSIBLE IN THE FORM OF TREE PIT TREATING RUNOFF FROM THE EXISTING SURROUNDING ROADS. THIS AREA SHALL ADD AN ADDITIONAL 0.10 INCH OF RAINFALL DEPTH CONTROLLED THEREBY PARTIALLY MITIGATING THE RAINFALL DEPTH LOST PROVIDED THE TIER 3 INTENSIVE GREEN ROOF IS NOT FEASIBLE AT SITE PLAN. SEE SHEET C-13 AND C-14 FOR COMPUTATIONS AND DETAILS.

- **OFFSITE OR SHARED FACILITIES**

CURRENTLY THE SUBJECT APPLICATION DOES NOT PROPOSE THE USE OF OFFSITE OR SHARED SWM FACILITIES. HOWEVER, THE TREE PITS CAN ACCOMMODATE ADDITIONAL STREET RUNOFF FROM SURROUNDING ROADS APPROXIMATELY 0.77 AC). AS CAN BE SEEN ON SHEET C-13 THIS WILL YIELD AN ADDITIONAL 0.10 INCH OF THE 1.00 INCH RAINFALL DEPTH CONTROLLED.

- **CONFORMANCE WITH COMPREHENSIVE PLAN STORMWATER GOALS**

IT IS THE BELIEF OF THE UNDERSIGNED ENGINEER THAT THIS SITE PLAN ADEQUATELY HANDLES, TO THE MAXIMUM EXTENT POSSIBLE, THE RUNOFF REDUCTION REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN. BELOW IS SUMMARY OF THE RUNOFF REDUCTION PRACTICES UTILIZED IN THE STORMWATER MANAGEMENT PLAN AND THEIR CONFORMANCE TO THE OVERALL GOAL OF THE COMPREHENSIVE STORMWATER MANAGEMENT PLAN FOR THIS SUBJECT APPLICATION.

- AS MENTIONED PREVIOUSLY THE PROPOSED DESIGN SHALL NOT CONTROL/CAPTURE THE FIRST ENTIRE 1.0" OF RAINFALL. THIS SUBJECT APPLICATION PROPOSES TO CONTROL CAPTURE, TO THE MAXIMUM EXTENT PRACTICABLE, THE FIRST 0.77" (0.87" WITH OFF SITE TREATMENT; 1.03" WHEN CONSIDERING THE LEED SPECIFIED RAINFALL EVENT) OF RAINFALL.
- THIS PROPOSED DESIGN SHALL OPTIMIZE, TO THE MAXIMUM EXTEND FEASIBLE, RUNOFF REDUCTION VIA THE EMPLOYMENT OF VEGETATIVE ROOFS, PERMEABLE PAVEMENT, BIORETENTION, AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). 67% OF THE TOTAL SITE AREA IS CAPTURED.
- AS MENTIONED PREVIOUSLY SITE CONSTRAINTS HAVE LIMITED THE USE OF MANY BMP'S PRACTICES (SUCH AS INFILTRATION)
- THE PROPOSED DESIGN DOES HELP CONTROL PEAK FLOW BY REDUCING THE RUNOFF VOLUME AND AS SUCH THE PEAK DISCHARGED IS REDUCED. ADDITIONALLY, POTENTIAL LEED REUSE VAULTS HAVE BEEN SHOWN SUCH THAT IF AT THE TIME OF FDP/FINAL ENGINEERING IT IS FOUND TO BE NECESSARY TO FURTHER REDUCE THE RUNOFF VOLUME OF THE 2YR AND 10YR, 24 HOUR DESIGN STORMS.
- STREET RUNOFF HAS BEEN ADDRESSED VIA THE USE OF URBAN BIO-RETENTION (TREE PITS) THAT ARE DESIGNED IN ACCORDANCE WITH DCR SPEC #9.
- STREAM STABILIZATION AND RESTORATION HAS NOT BEEN PROPOSED WITH THIS SUBJECT APPLICATION DUE TO THE NEED OF A COMPREHENSIVE STREAM RESTORATION PROGRAM.
- THIS SUBJECT APPLICATION SHALL CONFORM TO THE PFM'S SWM REQUIREMENTS FOR ADEQUATE OUTFALL, DETENTION, WATER QUALITY, AND OVERLAND RELIEF. SEE SHEETS C-16 THRU C-18 FOR DETAILS.

- **SUPPLEMENTAL INFORMATION/JUSTIFICATION REQUEST**

WHILE IT IS NOT PRACTICABLE TO RETAIN ALL OF THE SUBJECT SITE, INCLUDING AREAS OF THE SITE PERIPHERY, DUE TO VARIOUS CONSTRAINTS INCLUDING SITE GRADING, OTHER COMPREHENSIVE PLAN REQUIREMENTS, AND VDOT REQUIREMENTS, COMPLIANCE WITH THE COMPREHENSIVE PLAN GOAL FOR CAPTURING/RETAINING THE FULL 1-INCH RAIN EVENT CAN BE MET ON SITE DURING RAINFALL EVENTS GREATER THAN 1.4-INCHES THAT FALLS ON THE BUILDING ROOFS AND STREETSCAPE IF THE RUNOFF REDUCTION MEASURES AND COMPUTATIONS SHOWN HEREIN ARE APPROVED BY THE COUNTY. IF THE RUNOFF REDUCTION MEASURES AND/OR COMPUTATIONS SHOWN HEREIN ARE NOT APPROVED BY DPWES, THE APPLICANT WILL WORK WITH THE COUNTY TO RETAIN THE FIRST 1-INCH OF RAINFALL TO THE EXTENT PRACTICABLE IN ACCORDANCE WITH THE COMPREHENSIVE PLAN GOAL.

IN FURTHERANCE OF THE APPLICANT'S COMMITMENTS HEREIN AND WHILE IT INTENDS TO MEET THE 1-INCH RETENTION GOAL USING THE TECHNIQUES SHOWN, IT RESERVES THE RIGHT TO UTILIZE ANY COMBINATION OF LID (EXISTING AND FUTURE) MEASURES TO MEET THIS GOAL SUBJECT TO THE REVIEW AND APPROVAL OF DPWES AT TIME OF SITE PLAN.

RECOGNIZING THAT RUNOFF REDUCTION TECHNOLOGIES ARE RELATIVELY NEW AND STILL EVOLVING, THE APPLICANT'S FINAL DESIGN DEVELOPMENT AND/OR DPWES COMMENTS ON THE SITE PLAN MAY RESULT IN CHANGES TO THE LID MEASURES SHOWN ON THE CDP AND/OR FDP, INCLUDING, BUT NOT LIMITED TO, ELIMINATION OR ADDITION OF MEASURES SO LONG AS THESE CHANGES DO NOT AFFECT THE GRID OF STREETS, THE GENERAL LOCATION OF THE POINTS OF ACCESS TO EACH BLOCK, THE GENERAL LOCATION OF THE BUILDINGS, THE BUILD-TO LINES, THE MINIMUM AMOUNT AND GENERAL LOCATION OF PUBLICLY-ACCESS URBAN PARK LAND AS MAY BE APPLICABLE FOR EACH BLOCK AND THE GENERAL QUALITY AND CHARACTER OF THE STREETSCAPE ALONG THE PUBLIC AND PRIVATE STREETS WITHIN AND ABUTTING THE SUBJECT PROPERTY AND AS OTHERWISE SPECIFIED IN THE PROFFERS.

MINIMUM STORMWATER INFORMATION FOR REZONING, SPECIAL EXCEPTION, SPECIAL PERMIT AND DEVELOPMENT PLAN APPLICATIONS

The following information is required to be shown or provided in all zoning applications, or a waiver request of the submission requirement with justification shall be attached. Note: Waivers will be acted upon separately. Failure to adequately address the required submission information may result in a delay in processing the application.

This information is required under the following Zoning Ordinance paragraphs:

Special Permits (8-011 2J & 2L)	Special Exceptions (9-011 2J & 2L)
Cluster Subdivision (9-615 1G & 1N)	Commercial Revitalization Districts (9-622 2A (12) & (14))
Development Plans PRC District (16-302 3 & 4L)	PRC Plan (16-303 1E & 1O)
FDP P Districts (except PRC) (16-502 1F & 1Q)	Amendments (18-202 10F & 10I)

- [X] 1. Plat is at a minimum scale of 1"=50' (unless it is depicted on one sheet with a minimum scale of 1"=100').
- [X] 2. A graphic depicting the stormwater management facility(ies) and limits of clearing and grading accommodate the stormwater management facility(ies), storm drainage pipe systems and outlet protection, pond spillways, access roads, site outfalls, energy dissipation devices, and stream stabilization measures as shown on Sheet N/A. (STORM VAULTS)
- [X] 3. Provide:

Facility Name/ Type & No.	On-site area served (acres)	Off-site area served (acres)	Drainage area (acres)	Footprint area (sf)	Storage Volume (cf)	If pond, dam height (ft)
E3	0.70	0	0.70	533	2665	
Totals						

- [X] 4. Onsite drainage channels, outfalls and pipe systems are shown on Sheet C-15. Pond inlet and outlet pipe systems are shown on Sheet C-15
- [X] 5. Maintenance access (road) to stormwater management facility(ies) are shown on Sheet N/A. Type of maintenance access road surface noted on the plat is N/A (asphalt, geoblock, gravel, etc.)
- [X] 6. Landscaping and tree preservation shown in and near the stormwater management facility is shown on Sheet N/A
- [X] 7. A "stormwater management narrative" which contains a description of how detention and best management practices requirements will be met is provided on Sheet C-12
- [X] 8. A description of the existing conditions of each numbered site outfall extending downstream from the site to a point which is at least 100 times the site area or which has a drainage area of at least one square mile (640 acres) is provided on Sheet C-15
- [X] 9. A description of how the outfall requirements, including contributing drainage areas of the Public Facilities Manual will be satisfied is provided on Sheet C-15
- [X] 10. Existing topography with maximum contour intervals of two (2) feet and a note as to whether it is an air survey or field run is provided on Sheets C-4
- [X] 11. A submission waiver is requested for ALLOW STORM VAULTS TO SERVE RESIDENTIAL UNITS
- [ ] 12. Stormwater management is not required because ____________

BMP NARRATIVE

THE SUBJECT SITE DRAINS ENTIRELY INTO THE REGIONAL STORMWATER POND D-87. THIS POND MEETS ALL REQUIREMENTS OF BMP FOR THE ENTIRE DRAINAGE SHED. SEE SHEET 14A FOR POND INFORMATION

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 483 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
Mclean, VA 22102
703.821.1540
703.228.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.442.7800
703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.6280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kaball
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0739
e-mail ckabatt@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.4700
703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
Mclean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Revised)	12.20.10
CDP (Revised)	03.18.11
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CDP (Revised)	7.13.12
CDP (Revised)	10.19.12
CDP (Revised)	11.28.12
CDP (Revised)	01.11.13

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SWM NARRATIVE

C-12

APPLICATION OVERALL SWM COMPUTATIONS–TYSONS CORNER CONFORMANCE SPREADSHEET

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgelas Part E

Description: A- PROPOSED NEW BUILDINGS E3 & E5, B-PROPOSED NEW BUILDING E4, C- EXISTING BUILDINGS E1 & E2

Post-Development Land Cover

[illegible]

Drainage Area A

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open space or reforested land					0.00
Managed Turf (acres)			0.17		0.17
Impervious Cover (acres)			1.56		1.56
				Total	1.94

Drainage Area B

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open space or reforested land					0.00
Managed Turf (acres)			0.03		0.03
Impervious Cover (acres)			1.45		1.45
				Total	1.48

Drainage Area C

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open space or reforested land					0.00
Managed Turf (acres)			0.29		0.29
Impervious Cover (acres)			3.94		3.94
				Total	4.23

Drainage Area D

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open space or reforested land					0.00
Managed Turf (acres)					0.00
Impervious Cover (acres)					0.00
				Total	0.00

Drainage Area E

Land Cover Type	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space - Undisturbed, protected forest and open space or reforested land					0.00
Managed Turf (acres)					0.00
Impervious Cover (acres)					0.00
				Total	0.00

Rv Coefficients

Land Cover Type *	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils
Forest / Preserved Open Space - Undisturbed, protected forest and open space or reforested land	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

* See the Instructions tab for a definition of each land cover type

Land Cover Summary

Forest / Preserved Open Space (ac)	0.00
Weighted Rv (forest)	0.00
% Forest	0%
Managed Turf (acres)	0.44
Weighted Rv (turf)	0.22
% Managed Turf	6%
Impervious Cover (acres)	6.95
Rv (impervious)	0.95
% Impervious	94%
Total Site Area (acres)	7.39
Site Rv	0.91

Rainfall / Runoff Summary

Target Rainfall to Retain Onsite (inches)	1.0
1-inch Rainfall Volume for entire site (cf)	26,826
Volume not Converted to Runoff (cf)	2,507
1-inch Runoff Volume for entire site (cf)	24,318

Runoff Reduction Summary

Target Runoff Reduction Volume (cf)	24,318
Runoff Reduction Volume achieved (cf)	18,093
Total Runoff Volume Retained (cf)	20,600
Total Area of Site Captured in a BMP (acres)	5.32

Conformance with Comprehensive Plan Goal

Total Site Area Captured by a BMP (%)	72%
Rainfall Depth Retained Onsite (inch)	0.77

*SEE BELOW FOR TABLE IDENTIFYING ALTERNATE/ADDITIONAL STORMWATER OPTIONS

TOTAL RUNOFF REDUCTION REQUIRED	26,826 CFT	SEE OVERALL COMPUTATIONS SHEET 1 (SHOWN HERE)	
TOTAL RUNOFF REDUCTION PROVIDED	20,600 CFT		
RAINFALL DEPTH RETAINED ONSITE	0.77 IN		
SITE AREA	7.39 AC		

OFFSITE ALTERNATIVES TO MITIGATE SHORTAGE

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA RV	1" VOL REQUIRED (CF)	VOL AVAILABLE (CF)	POTENTIAL RUNOFF RETAINED (INCHES)	VOLUME RETAINED	EQUIVALENT DEPTH RETAINED
BIORETENTION (TREES)	0.77	0.95	2665	19153	1.00	2656	0.10
						TOTAL =	0.10

ADDITIONAL STORAGE PROVIDED IN PROPOSED RUNOFF REDUCTION PRACTICES

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA RV	1" VOL REQUIRED (CF)	VOL PROVIDED (CF)	RUNOFF RETAINED (INCH)	EXCESS VOLUME	EQUIVALENT DEPTH RETAINED
GREEN ROOF	1.97	0.95	6794	9144	1.35	2350	0.09
PERMEABLE PAVEMENT	0.11	0.95	379	211	0.56	0	0.00
BIORETENTION (TREES)	1.08	0.95	3756	19153	3.20	8270	0.31
DISCONNECTION TO SWM PLANTER	0.29	0.95	1000	4590	3.20	2200	0.06
BIORETENTION FILTER	1.37	0.95	4724	8662	1.83	3938	0.15
RAINWATER HARVESTING	0.48	0.95	1690	2665	1.58	975	0.04
*SHALL NOT EXCEED 3.2" WHEN CONSIDERING THE LEED SPECIFIED RAINFALL EVENT					TOTAL EXCESS VOL	17738	0.66

OVERALL APPLICATION BREAKDOWN BY PRACTICE

LOW IMPACT DEVELOPMENT PRACTICE	INCHES CONTRIBUTED TO OVERALL		
GREEN ROOF - EXTENSIVE	0.19	IN	TIER 1
PERMEABLE PAVEMENT	0.01	IN	
BIORETENTION (TREES)	0.14	IN	
BIORETENTION FILTER	0.18	IN	
RAINWATER HARVESTING	0.06	IN	
RAINFALL NOT CONVERTED TO RUNOFF	0.09	IN	0.66 IN
GREEN ROOF - INTENSIVE	0.08	IN	TIER 3
DISCONNECTION TO SWM PLANTER	0.04	IN	0.11 IN
TOTAL	0.77	IN	

OVERALL APPLICATION BREAKDOWN BY BLOCK

DRAINAGE AREA	BLOCK	INCHES RETAINED
A	PROPOSED NEW DEVELOPMENT BLDGS E3 AND E5	0.97
B	PROPOSED NEW DEVELOPMENT BLDG E4	0.95
C	EXISTING DEVELOPMENT BLDGS E1 AND E2	0.65

EXISTING BUILDINGS 'E1' AND 'E2' IMPROVEMENTS

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

Site Name: Georgelas Part E

Drainage Area A Post-Development Land Cover [illegible]

Apply Runoff Reduction Practices [illegible]

Apply Runoff Reduction Practices [illegible]

Total Drainage Area Treated (acres) [illegible]

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet) [illegible]

Buildings E1 and E2

TOTAL RUNOFF REDUCTION REQUIRED	15,551 CFT
TOTAL RUNOFF REDUCTION PROVIDED	9,934 CFT
RAINFALL DEPTH RETAINED ONSITE	0.65 IN
SITE AREA (AC)	4.23

ADDITIONAL STORAGE PROVIDED IN PROPOSED RUNOFF REDUCTION PRACTICES

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA RV	1" VOL REQUIRED (CF)	VOL PROVIDED (CF)	RUNOFF RETAINED (INCH)	EXCESS VOLUME	EQUIVALENT DEPTH RETAINED
GREEN ROOF	0.86	0.96	2951	3710	1.27	758	0.05
BIORETENTION (TREES)	0.36	0.96	1242	4365	3.20	2731	0.17
BIORETENTION FILTER	1.37	0.96	4724	8662	1.83	3938	0.25
					TOTAL =	7427	0.47

OVERALL APPLICATION BREAKDOWN BY PRACTICE

OVERALL APPLICATION BREAKDOWN BY PRACTICE	INCHES CONTRIBUTED TO OVERALL		
GREEN ROOF - EXTENSIVE	0.19	IN	TIER 1
BIORETENTION (TREES)	0.34	IN	
BIORETENTION FILTER	0.31	IN	
RAINFALL NOT CONVERTED TO RUNOFF	0.10	IN	
TOTAL	0.84	IN	

EX CONDITIONS	
GREEN ROOF	0.31
PERVIOUS	0.1
TOTAL	0.41

THE AREA FOR EXISTING BUILDINGS E1 & E2 FOR A 1" RAINFALL RETAINS APPROXIMATELY 0.41". TAKING INTO CONSIDERATION IMPROVEMENTS PROPOSED WITH THIS CDP, THE AMOUNT RETAINED HAS INCREASED TO 0.65"

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
Mclean, VA 22102
703.821.1540
703.726.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.442.7800
703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.6280
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0739
e-mail ckabatt@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.4700
703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station

PROVIDENCE DISTRICT
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8405 Greensboro Dr. P130
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SWM COMPUTATIONS

C–13

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BUILDINGS E3 & E5-DRAINAGE AREA 'A' SWM SUMMARY

DRAINAGE AREA 'A' LEED COMPUTATIONS

THESE LEED COMPUTATIONS ARE BASED UPON A BOUNDARY ENCOMPASSING THE PROPOSED E3 & E5 BUILDINGS.
PLEASE NOTE THAT AT FINAL DESIGN THIS BOUNDARY MAY CHANGE BASED UPON LEED REQUIREMENTS.

TR55
GRAPHICAL PEAK DISCHARGE METHOD — Version 2.00

Project : SPRINGHILL STATION PART I — User: [illegible] — Date:
County : FAIRFAX — State: VA — Checked: ___ — Date: ___
Subtitle: D.A. "A" BUILDINGS E3 & E5 EXISTING

Data: Drainage Area : 1.68 Acres
Runoff Curve Number : 89
Time of Concentration: 0.10 Hours
Rainfall Type : II
Pond and Swamp Area : NONE

Storm Number	1	2	3	4	5	6	7
Frequency (yrs)	1	2	5	10	25	50	100
24-Hr Rainfall (in)	2.7	3.2	4.5	5.2	6	7	7.1
Ia/P Ratio	0.09	0.08	0.05	0.05	0.04	0.04	0.03
Used	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Runoff (in)	1.63	2.08	3.30	3.96	4.74	5.71	6.00
Unit Peak Discharge (cfs/acre/in)	1.578	1.578	1.578	1.578	1.578	1.578	1.578
Pond and Swamp Factor 0.0% Ponds Used	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Peak Discharge (cfs)	4	6	9	11	13	15	16

TOTAL RUNOFF VOLUME (EXISTING CONDITIONS):

2 YR: 1.68 AC x (2.08 IN / 12 IN/FT) x 43,560 SQ FT/AC = 12,685 CF

TR55
GRAPHICAL PEAK DISCHARGE METHOD — Version 2.00

Project : SPRINGHILL STATION PART I — User: [illegible] — Date:
County : FAIRFAX — State: VA — Checked: ___ — Date: ___
Subtitle: D.A. "A" BUILDINGS E3 & E5 PROPOSED

Data: Drainage Area : 1.68 Acres
Runoff Curve Number : 96
Time of Concentration: 0.10 Hours
Rainfall Type : II
Pond and Swamp Area : NONE

Storm Number	1	2	3	4	5	6	7
Frequency (yrs)	1	2	5	10	25	50	100
24-Hr Rainfall (in)	2.7	3.2	4.5	5.2	6	7	7.1
Ia/P Ratio	0.01	0.01	0.02	0.02	0.01	0.01	0.01
Used	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Runoff (in)	2.26	2.75	4.04	4.73	5.53	6.52	6.62
Unit Peak Discharge (cfs/acre/in)	1.578	1.578	1.578	1.578	1.578	1.578	1.578
Pond and Swamp Factor 0.0% Ponds Used	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Peak Discharge (cfs)	6	7	11	13	15	17	18

TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS):

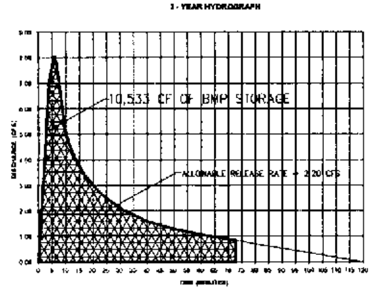
2 YR: 1.68 AC x (2.75 IN / 12 IN/FT) x 43,560 SQ FT/AC = 16,771 CF

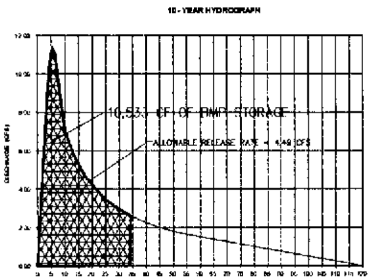
TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE):

PER LEED, POST-DEVELOPMENT VOLUME FOR THE 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME. THEREFORE, ANY ADDITIONAL VOLUME WILL BE MET THROUGH A REUSE VAULT.

2 YR: 16,771 CF − (0.75)* 12,685 CF = 7,257 CF
REDUCTION TAKEN FOR GREEN ROOF STORAGE VOLUME (1802 CF)
TREE PIT STORAGE VOLUME (8560 CF)
PERMEABLE PAVEMENT VOLUME (171 CF)

= 7,257 − (1802+8560+171) IS LESS THAN 0 SO LEED IS MET.





PFM COMPLIANCE

* PER FAIRFAX 2011 SOILS MAP, SOIL TYPE IS URBAN LAND- SOIL TYPE ASSUMED TO BE TYPE C

[illegible]
Total Site Area (Ac): 1.68
Amount of Site Area (Ac) Per Hydrologic Soil Group*: Type A 0; Type B 0.00; Type C 1.68; Type D 0

Base Line Flow Rates
Land Use = Existing Conditions (0% imp)

Curve Number (CN) For Soil Type Per Land Use: Type C 74
Weighted CN for site: 74
Design Storm 24 hr Rainfall Depth (in): 2-yr 3.2; 10-yr 5.2; 1-yr 2.7
Site CN to C Calcs: 5.51
Equivalent C: 2-yr 0.32; 10-yr 0.49; 1-yr 0.27

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - ((5 x (1.2 - (S / (P + 0.05 S)) / P))
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

5 Minute Tc — Design Storm Rainfall Intensity (I), in/hr: 2-yr 5.45; 10-yr 7.27; 1-yr 3.27
Existing Conditions Peak Flow Rates, cfs: 2-yr 2.93; 10-yr 5.98; 1-yr 1.47

Proposed Flow Rates
Land Use = Proposed Conditions (92% imp)

Curve Number (CN) For Soil Type Per Land Use: Type C 96
Weighted CN for site: 96
Design Storm 24 hr Rainfall Depth (in): 2-yr 3.2; 10-yr 5.2; 1-yr 2.7
Site CN to C Calcs: 0.42
Equivalent C: 2-yr 0.86; 10-yr 0.91; 1-yr 0.84
5 Minute Tc — Design Storm Rainfall Intensity (I), in/hr: 2-yr 5.45; 10-yr 7.27; 1-yr 3.27
Proposed Conditions Peak Flow Rates, cfs: 2-yr 7.87; 10-yr 11.11; 1-yr 4.60

ALLOWABLE RELEASE RATE

PER FAIRFAX COUNTY, THE PEAK RELEASE RATE FOR THE POST-DEVELOPED 2-YR AND 10-YR DESIGN STORMS WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN 75% THE EXISTING CONDITION PEAK RELEASE RATE:

SITE AREA = 1.68 ACRES
I2 = 5.45 in/hr, I10 = 7.27 in/hr
c2 = 0.32, c10 = 0.49 (EXISTING)

Q2 = 0.32 X 5.45 X 1.68 = 2.93 X (0.75) = 2.20 CFS
Q10 = 0.49 X 7.27 X 1.68 = 5.98 X (0.75) = 4.49 CFS

BMP STORAGE ALLOWS FOR A SMALLER RELEASE RATE THAN WHAT IS REQUIRED. THEREFORE, THE PFM REQUIREMENT IS SATISFIED.

D.A. 'A' SUMMARY & LEED RAIN EVENT

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-18-2012

[illegible]

Buildings E3 AND E5

TOTAL RUNOFF REDUCTION REQUIRED: [illegible] CF
TOTAL RUNOFF REDUCTION PROVIDED: [illegible] CF
RAINFALL DEPTH RETAINED ONSITE: [illegible]
SITE AREA (AC): 1.68

OFFSITE ALTERNATIVES TO MITIGATE SHORTAGE

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA IMP	1" VOL REQUIRED (CF)	VOL AVAILABLE (CF)	POTENTIAL RUNOFF RETAINED (INCHES)	VOLUME RETAINED	EQUIVALENT DEPTH RETAINED
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
						TOTAL =	[illegible]

ADDITIONAL STORAGE PROVIDED IN PROPOSED RUNOFF REDUCTION PRACTICES

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA IMP	1" VOL REQUIRED (CF)	VOL PROVIDED (CF)	RUNOFF RETAINED (INCH)	EXCESS VOLUME	EQUIVALENT DEPTH RETAINED
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
PERMEABLE PAVEMENT	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
					TOTAL =	[illegible]	[illegible]

OVERALL APPLICATION BREAKDOWN BY PRACTICE

OVERALL APPLICATION BREAKDOWN BY PRACTICE	INCHES CONTRIBUTED TO OVERALL	
[illegible]	[illegible]	in
[illegible]	[illegible]	in
[illegible]	[illegible]	in
PERMEABLE PAVEMENT	[illegible]	in
[illegible]	[illegible]	in
[illegible]	[illegible]	in
TOTAL	[illegible] in	

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
Mclean, VA 22102
703.821.1540
703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.442.7800
703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.6280
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0739
e-mail ckabatt@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.4700
703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
Mclean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Revised)	12.20.10
CDP (Revised)	03.18.11
CDP (Revised)	04.25.11
CDP (Revised)	11.30.11
CDP (Revised)	7.13.12
CDP (Revised)	10.19.12
CDP (Revised)	11.28.12
CDP (Revised)	01.11.13

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SWM COMPUTATIONS

C-13A

BUILDING E4–DRAINAGE AREA 'B' SWM SUMMARY

DRAINAGE AREA 'B' LEED COMPUTATIONS

THESE LEED COMPUTATIONS ARE BASED UPON A BOUNDARY ENCOMPASSING THE PROPOSED E4 BUILDING.
PLEASE NOTE THAT AT FINAL DESIGN THIS BOUNDARY MAY CHANGE BASED UPON LEED REQUIREMENTS.

GRAPHICAL PEAK DISCHARGE METHOD — Version 2.00

Project : SPRINGHILL STATION PART I — User: KB — Date:
County : FAIRFAX — State: VA — Checked: ____ — Date: ____
Subtitle: D.A. 'B' BUILDING E4 EXISTING

Data: Drainage Area : 1.48 Acres
Runoff Curve Number : 80
Time of Concentration: 0.10 Hours
Rainfall Type : II
Pond and Swamp Area : NONE

Storm Number	1	2	3	4	5	6	7
Frequency (yrs)	1	2	5	10	25	50	100
24-Hr Rainfall (in)	2.7	3.2	4.5	5.2	6	7	7.3
Ia/P Ratio	0.19	0.16	0.11	0.10	0.08	0.07	0.07
Used	0.19	0.16	0.11	0.10	0.10	0.10	0.10
Runoff (in)	1.03	1.40	2.46	3.07	3.76	4.69	4.97
Unit Peak Discharge (cfs/acre/in)	1.524	1.546	1.572	1.578	1.578	1.578	1.578
Pond and Swamp Factor 0.0% Ponds Used	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Peak Discharge (cfs)	2	3	6	7	9	11	12

TOTAL RUNOFF VOLUME (EXISTING CONDITIONS):

2 YR: 1.48 AC x (1.40 IN / 12 IN/FT) x 43,560 SQ FT/AC = 7521 CF

GRAPHICAL PEAK DISCHARGE METHOD — Version 2.00

Project : SPRINGHILL STATION PART I — User: KB — Date:
County : FAIRFAX — State: VA — Checked: — Date:
Subtitle: D.A. 'B' BUILDING E4 PROPOSED

Data: Drainage Area : 1.48 Acres
Runoff Curve Number : 97
Time of Concentration: 0.10 Hours
Rainfall Type : II
Pond and Swamp Area : NONE

Storm Number	1	2	3	4	5	6	7
Frequency (yrs)	1	2	5	10	25	50	100
24-Hr Rainfall (in)	2.7	3.2	4.5	5.2	6	7	7.3
Ia/P Ratio	0.02	0.02	0.01	0.01	0.01	0.01	0.01
Used	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Runoff (in)	2.36	2.86	4.11	4.83	5.64	6.64	6.94
Unit Peak Discharge (cfs/acre/in)	1.578	1.578	1.578	1.578	1.578	1.578	1.578
Pond and Swamp Factor 0.0% Ponds Used	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Peak Discharge (cfs)	6	7	10	11	13	16	16

TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS):

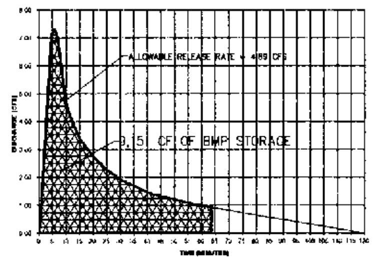
2 YR: 1.48 AC x (2.86 IN / 12 IN/FT) x 43,560 SQ FT/AC = 15,365 CF

TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE):

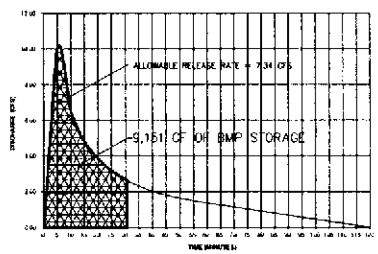
PER LEED, POST-DEVELOPMENT VOLUME FOR THE 2 YEAR STORM MUST NOT EXCEED THE EXISTING CONDITIONS VOLUME (EX. SITE IS GREATER THAN 50% PERVIOUS). THEREFORE, ANY ADDITIONAL VOLUME WILL BE MET THROUGH A REUSE VAULT.

2 YR: 15,365 CF – 7,521 CF = 7,844 CF
REDUCTION TAKEN FOR GREEN ROOF STORAGE VOLUME (2,255 CF)
TREE PIT STORAGE VOLUME (5,887 CF)
PERMEABLE PAVEMENT VOLUME (40 CF)
STORMWATER PLANTER VOLUME (969 CF)
= 7,844 – (2,255+5,887+40+969) IS LESS THAN 0 SO LEED IS MET.

2 - YEAR HYDROGRAPH



10 - YEAR HYDROGRAPH



PFM COMPLIANCE

* PER FAIRFAX 2011 SOILS MAP, SOIL TYPE IS URBAN LAND– SOIL TYPE ASSUMED TO BE TYPE C

BUILDING E4
Total Site Area (Ac): 1.48

Amount of Site Area (Ac) Per Hydrologic Soil Group*

Type A	Type B	Type C	Type D
0	0.00	1.48	0

*Per Soils Map approximately 100% type C

Note: 1-yr Storm intensity (I) taken as 60% of 2-yr storm

Base Line Flow Rates
Land Use = Existing Conditions (0% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
-	-	74	-

Weighted CN for use: 74

S for CN to C Calcs: 3.51

Design Storm 24-hr Rainfall Depth (in)

2-yr	10-yr	1-yr
3.2	5.2	2.7

Equivalent C

2-yr	10-yr	1-yr
0.32	0.49	0.27

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - {(S x (1.2 - (S / (P + 0.8S)))) / P}
where,
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

5 Minute Tc — Design Storm Rainfall Intensity (I) — in / hr

2-yr	10-yr	1-yr
5.45	7.27	3.27

Existing Conditions Peak Flow Rates — cfs

2-yr	10-yr	1-yr
2.62	5.22	1.30

Proposed Flow Rates
Land Use = Proposed Conditions (97% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
-	-	97	-

Weighted CN for use: 97

S for CN to C Calcs: 0.31

Design Storm 24-hr Rainfall Depth (in)

2-yr	10-yr	1-yr
3.2	5.2	2.7

Equivalent C

2-yr	10-yr	1-yr
0.89	0.91	0.87

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - {(S x (1.2 - (S / (P + 0.8S)))) / P}
where,
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

5 Minute Tc — Design Storm Rainfall Intensity (I) — in / hr

2-yr	10-yr	1-yr
5.45	7.27	3.27

Proposed Conditions Peak Flow Rates — cfs

2-yr	10-yr	1-yr
7.20	10.02	4.23

ALLOWABLE RELEASE RATE

PER FAIRFAX COUNTY, THE PEAK RELEASE RATE FOR THE POST-DEVELOPED 2-YR AND 10-YR DESIGN STORMS WILL BE REDUCED TO A LEVEL EQUAL TO OR LESS THAN 75% THE EXISTING CONDITION PEAK RELEASE RATE:

SITE AREA = 1.64 ACRES
i2 = 5.45 in/hr, i10 = 7.27 in/hr
c2 = 0.73, c10 = 0.82 (EXISTING)

Q2 = 0.73 X 5.45 X 1.64 = 6.52 X (0.75) = 4.89 CFS
Q10 = 0.82 X 7.27 X 1.64 = 9.78 X (0.75) = 7.34 CFS

BMP STORAGE ALLOWS FOR A SMALLER RELEASE RATE THAN WHAT IS REQUIRED. THEREFORE, THE PFM REQUIREMENT IS SATISFIED.

D.A. 'B' SUMMARY & LEED RAIN EVENT

Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet - Beta Version 4-10-2012

[illegible]

Building E4

TOTAL RUNOFF REDUCTION REQUIRED	5,372 CFT
TOTAL RUNOFF REDUCTION PROVIDED	5,872 CFT
RAINFALL DEPTH RETAINED ONSITE	0.94 IN
SITE AREA (AC)	1.48

ADDITIONAL STORAGE PROVIDED IN PROPOSED RUNOFF REDUCTION PRACTICES

RUNOFF REDUCTION PRACTICE	CONTRIBUTING DA	DA RV	1" VOL REQUIRED (CF)	VOL PROVIDED (CF)	RUNOFF RETAINED (INCH)	EXCESS VOLUME	EQUIVALENT DEPTH RETAINED
GREEN ROOF	0.39	0.95	1345	2397	1.78	1052	0.19
BIORETENTION (TREES)	0.62	0.95	2136	4268	2.50	4087	0.75
DISCONNECTION TO STORMWATER PLANTER	0.29	0.95	1000	4990	3.29	2200	0.40
PERMEABLE PAVEMENT	0.02	0.95	69	40	0.58	0	0.00
					TOTAL =	7565	1.34

OVERALL APPLICATION BREAKDOWN BY PRACTICE

OVERALL APPLICATION BREAKDOWN BY PRACTICE	INCHES CONTRIBUTED TO OVERALL		
GREEN ROOF - EXTENSIVE	0.12	IN	TIER 1
BIORETENTION (TREES)	0.45	IN	TIER 1
PERMEABLE PAVEMENT	0.04	IN	TIER 1
RAINFALL NOT CONVERTED TO RUNOFF	0.10	IN	TIER 1
DISCONNECTION TO STORMWATER PLANTER	0.11	IN	TIER 2
GREEN ROOF - INTENSIVE	0.11	IN	TIER 2
TOTAL	0.93	IN	

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
Mclean, VA 22102
703.821.1540
703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.442.7800
703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.6280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0739
e-mail ckabatt@mjwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.4700
703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
Mclean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Revised)	12.20.10
CDP (Revised)	03.18.11
CDP (Revised)	04.25.11
CDP (Revised)	11.30.11
CDP (Revised)	7.13.12
CDP (Revised)	10.19.12
CDP (Revised)	11.28.12
CDP (Revised)	01.11.13

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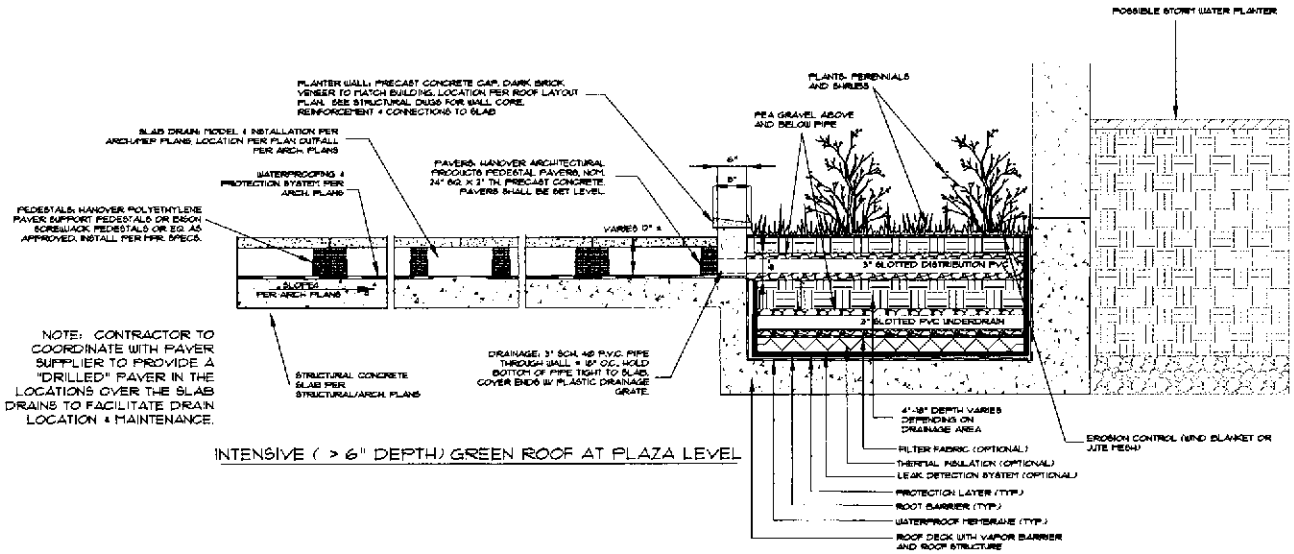
SWM COMPUTATIONS

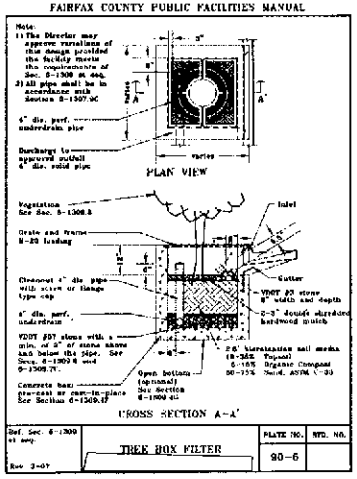
C–13B

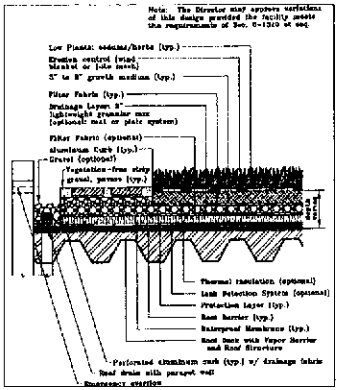


NOTE: CONTRACTOR TO COORDINATE WITH PAVER SUPPLIER TO PROVIDE A "DRILLED" PAVER IN THE LOCATIONS OVER THE SLAB DRAINS TO FACILITATE DRAIN LOCATION & MAINTENANCE.

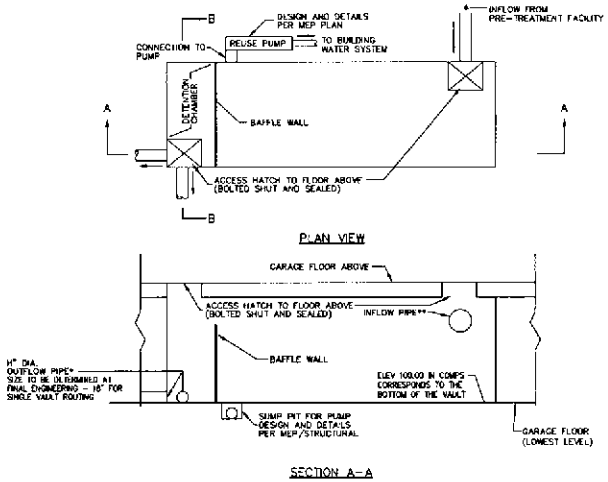
INTENSIVE (> 6" DEPTH) GREEN ROOF AT PLAZA LEVEL

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL



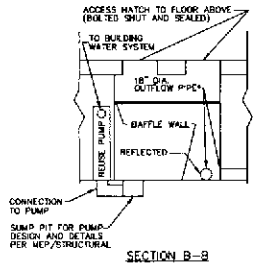


EXTENSIVE GREEN ROOF CROSS SECTION
NOT TO SCALE



* ONE OUTFLOW PIPE PER VAULT. LOCATION TO BE DETERMINED WITH FINAL ENGINEERING. OUTFALL MAY BE PUMPED
** FINAL NUMBER AND LOCATION OF INFLOW PIPES PER MEP

NOTES:
1) FINAL NUMBER, SHAPE, SIZE, LOCATION, AND DESIGN OF STORMWATER MANAGEMENT VAULTS ARE SUBJECT TO CHANGE AT THE TIME OF FINAL ENGINEERING.
2) SUPPORT AND REINFORCING FOR VAULTS PER STRUCTURAL ENGINEERING PLANS.



REUSE/DETENTION FACILITY DETAIL
NOT TO SCALE

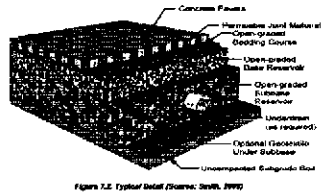


Figure 7.2. Typical Detail (Source: Smith, 2000)

PERVIOUS PAVEMENT DETAIL

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2188
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
703.821.1545
703.226.0135
e-mail Aaron@georgelasgroup.com

Civil Engineer
VMG, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.442.7800
703.761.2787
e-mail cochran@vmg.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.5280
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0738
e-mail ckabatt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th floor
Arlington, VA 22201
703.528.4700
703.525.3197
e-mail ebaker@walsh.thelandlawyers.com

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. #130
McLean, VA 22102

CDP	06.22.10
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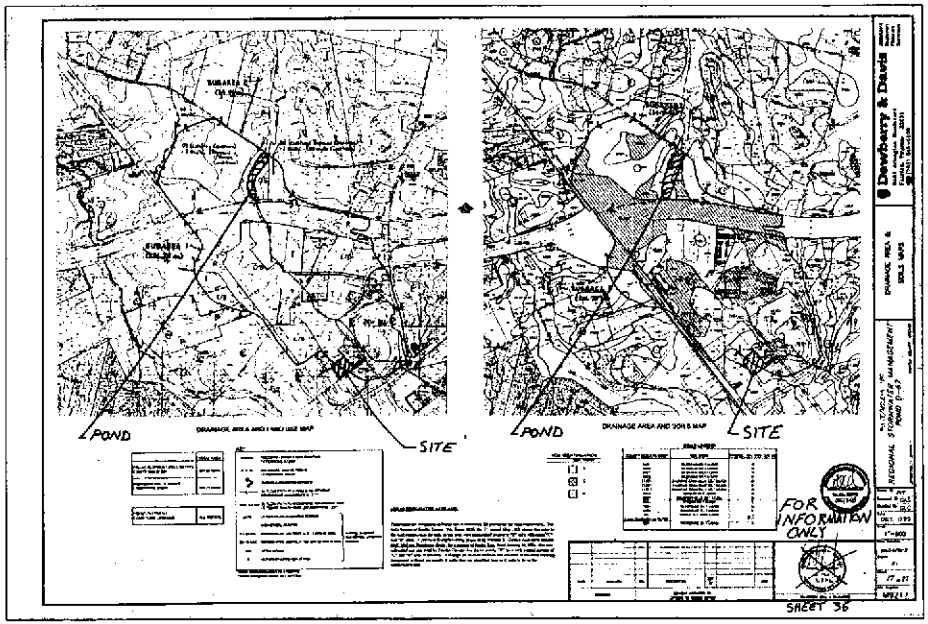
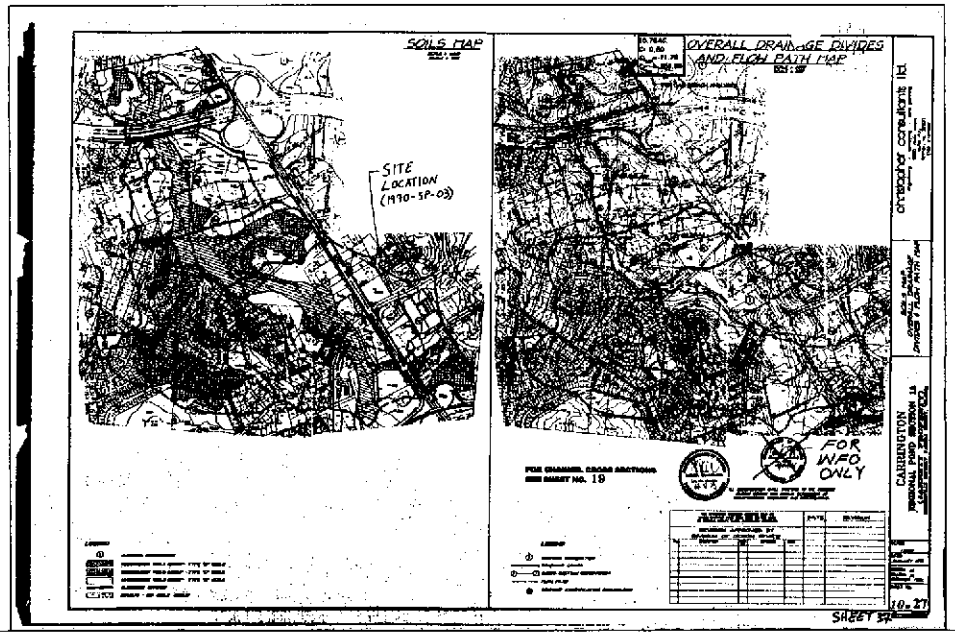
SWM DETAILS

C-14





WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202.557.6300
fax 202.463.2188
e-mail wdg@wdgarch.com

Applicant
Georgelos Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
fax 703.226.0195
e-mail Aaron@georgelosgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.8280
e-mail tparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wellsite.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelos Group
8405 Greensboro Dr. #130
McLean, VA 22102

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CDP (Revised)	01.11.13

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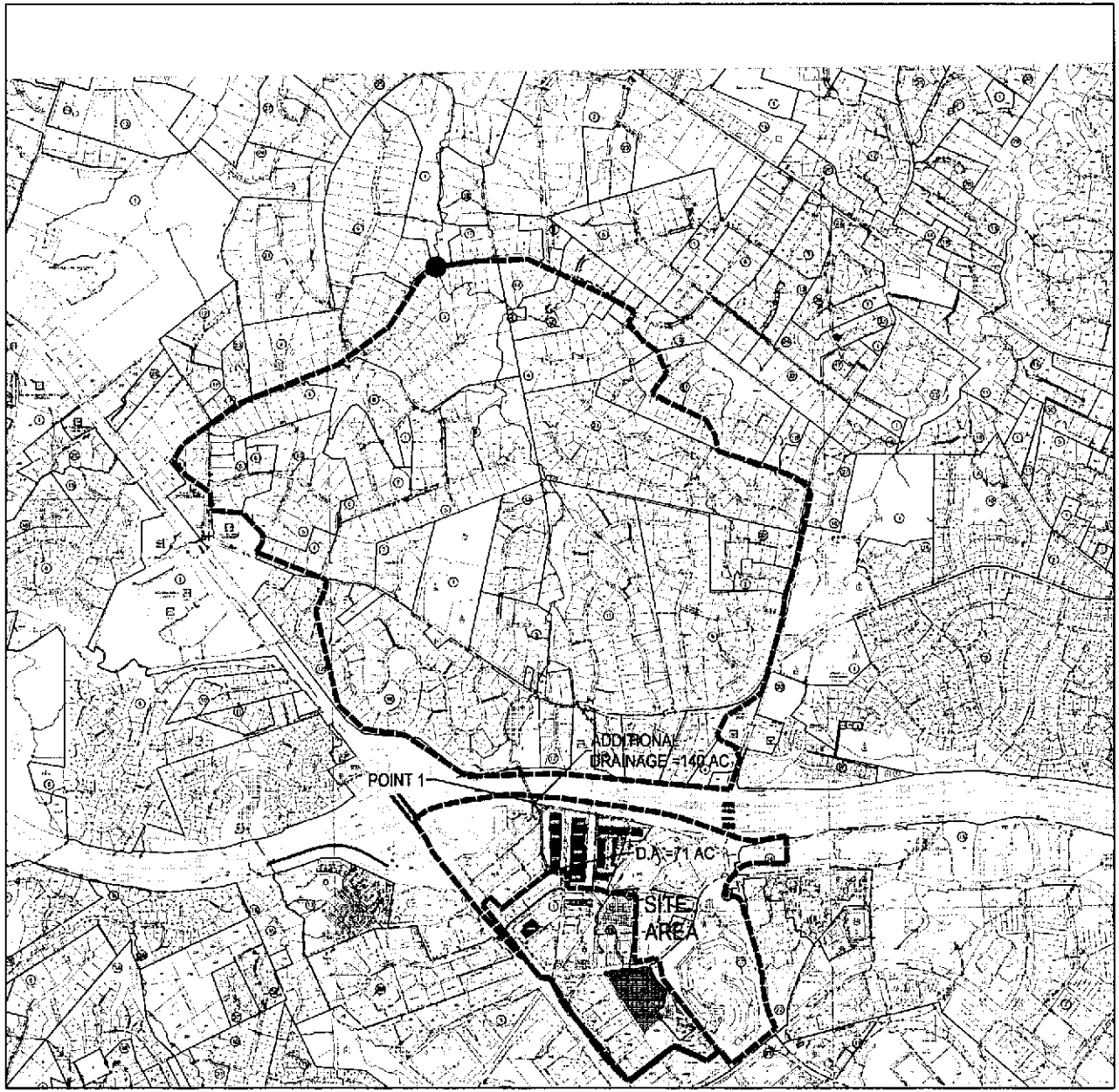
POND OUTFALL INFORMATION

Scale: AS SHOWN

C-14A



OUTFALL DESCRIPTIONS

THIS WATERSHED MAP INCLUDES THE CDP SITE AREA PLUS CONTRIBUTING SUBSHEDS AS SHOWN ON THIS PLAN. THE ADEQUACY OF OUTFALL FOR NEIGHBORHOOD 2, PART E, IS BASED UPON THE PREMISE THAT AN ADEQUATE OUTFALL IS IN PLACE. THE OUTFALL FOR N2 IS A PART CLOSED CONDUIT SYSTEM FLOWING NORTH WHERE IT CONVERGES WITH NEIGHBORHOOD 1. THE COMBINED OUTFALL RE-ENTERS A CLOSED CONDUIT SYSTEM FLOWING NORTH TO A BOX CULVERT CONVEYING RUNOFF FROM APPROXIMATELY 211 ACRES UNDER THE DULLES ACCESS ROAD. THE OUTFALL BECOMES FLOOD PLAIN AT THE DULLES ACCESS ROAD BOX CULVERT OUTFALL ON THE NORTH SIDE OF THE ROAD. THIS FLOW IS CONVEYED TO EXISTING REGIONAL POND D-67 (PULTE MCLEAN 108). THE POND OUTFALLS INTO ROCKY RUN, CONTINUING NORTH TO A POINT THAT HAS A DRAINAGE AREA OF 713 ACRES. THE STUDY AREA INDICATED ON THIS SHEET IS APPROXIMATELY 924 ACRES, WHICH IS WELL OVER ONE SQUARE MILE (640 ACRES). PLEASE NOTE THAT AT SITE PLAN, IT IS ANTICIPATED THAT THE EXTENT OF THE ADEQUATE OUTFALL REVIEW SHALL BE TO POINT 1 WHICH REPRESENTS A CONFLUENCE OF 90% OR MORE PER PFM 6-0203.2A.

LEGEND:

DENOTES CDP N2 PART E

DRAINAGE LINE

GRAPHIC SCALE

(IN FEET)
1 inch = 600 ft.

NO.	DESCRIPTION	REVISED BY	APPROVED	DATE

REVISION APPROVED BY:
DIVISION OF DESIGN REVIEW

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail
wdg@wdgarch.com

Applicant
Georgelos Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703.871.1540
fax 703.226.0195
e-mail aaron@georgelosgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC
Contact: Trini M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6280
e-mail jpark@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kofkoff
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckofkoff@wellsinc.com

Land/Zoning Attorney
Bean, Kinney Korman, PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@bkf-law.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelos Group
8405 Greensboro Dr. P130
McLean, VA 22102

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CDP (Revised)	01.11.13

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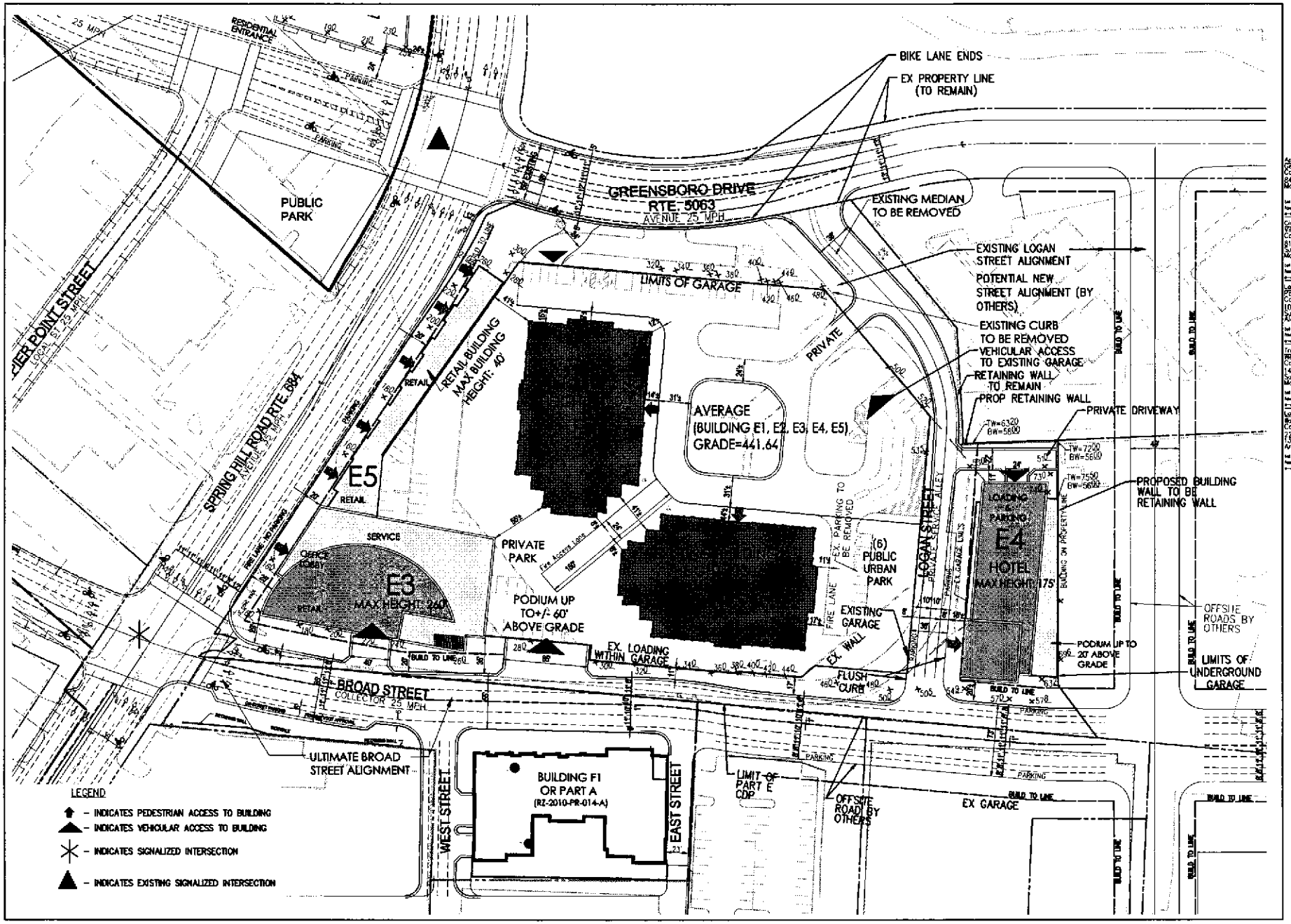
ADEQUATE OUTFALL PLAN

Scale: 1"=600'

C-15



WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6500
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant:
Georgetos Group LLC
Contact: Aaron Georgeles
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703 821 1540
fax 703 226 0195
e-mail:Aaron@georgelasgroup.com

Civil Engineer:
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 447 7900
fax 703 447 7905
e-mail:cochran@vika.com

Landscape Architect:
Parkerrodriguez, Inc.
Contact: Don Avett
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 5280
e-mail:don@parkerrodriguez.com

Traffic Consultant:
Wells + Associates, Inc.
Contact: Mike Pinkoske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail:mpinkoske@wells.com

Land/Zoning Attorney:
Bean Kinney Korman Lubery Garon & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528 4700
fax 703 525 3197
e-mail:ebaker@bkl.thelandlawyers.com

Spring Hill Station

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FAIRFAX COUNTY, VIRGINIA

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8405 Greensboro Dr. #130
McLean, VA 22102

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PART E
AVERAGE GRADE EXHIBIT

SCALE: 1"=40'

C-16

Fire Access Sheet Requirements

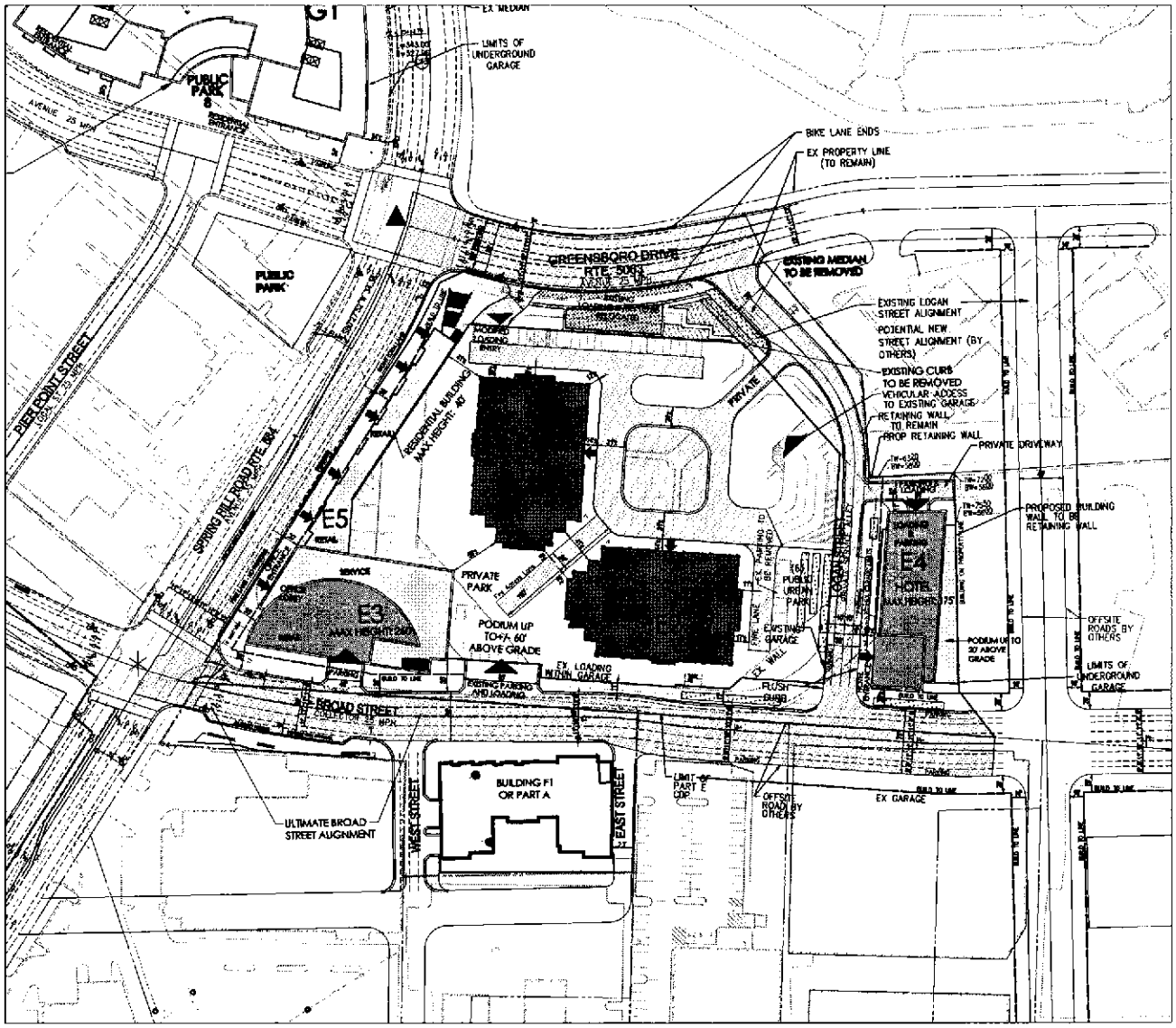
1) All roads proposed by the project, as well as adjoining roads; the classifications of the roads (i.e. arterial, collector, etc.) should be noted. **(PROVIDED)**
2) Location and dimensions of all fire access lanes and turnarounds; vehicle access to the rear of buildings, including interior courtyards for stick-build, donut-shaped buildings, needs to be shown. **(PROVIDED)**
3) Arrow diagrams indicating where emergency vehicles can access buildings. **(TO BE PROVIDED)**
4) Dimensions of the distance between the portions of the roadway that are accessible to fire trucks and the façades of the buildings. The target distance is between 15 and 30 feet separation. **(PROVIDED)**
5) Improvements planned for the area between the portions of the roadway that are accessible to fire trucks and the facades of the buildings, including parking lanes, garage podiums, landscaped areas, steep slopes, sidewalks, plazas, yards, outdoor seating areas, steps, planters, sculptures, etc. **(TO BE PROVIDED)**
6) Clear identification of building footprints, cantilevered extensions, penthouses, balconies, patios, etc. **(PROVIDED)**
7) Heights of the proposed buildings; for buildings with multiple heights due to step backs, the height and number of stories of each building segment should be clearly noted. **(PROVIDED)**
8) Location of overhead utility lines. **(PROVIDED)**
9) Identification of construction type for each building; for multiple buildings located on a single garage podium, the construction type for each building must be identified - the garage podium can be identified as a block, with each building identified separately. Each portion of structure with a different construction type is considered a separate building. Structures that are separated by a fire wall are also considered separate buildings. **(PROVIDED)**
10) Type of building skin material (combustible/non-combustible), type of sprinklers (Type 13; if 13R please explain), and roof type (Class A preferred). **(PROVIDED)**
11) Location of proposed building entrances, both pedestrian and vehicular; access doors and elevators, including medevac elevators, should be shown on the FDP. Also, any interior routes available for emergency vehicle use, such as suitably sized driveways through parking garages and courtyards, should be delineated. **(PROVIDED)**
12) Loading areas and whether they are accessible to emergency vehicles. **(PROVIDED)**
13) Access to active courtyards (especially with pools, tennis courts, etc.) needs to be shown - how will the medical staff get there, with their equipment, quickly? **(TO BE PROVIDED)**

Building Data

BUILDING	E5	BUILDING	F2
TYPE OF CONSTRUCTION	- 1B (Modified to 2A)	TYPE OF CONSTRUCTION	- 1B (Modified to 2A)
NUMBER OF STORIES	- 10	NUMBER OF STORIES	- 10
BUILDING HEIGHT	- 130'0"	BUILDING HEIGHT	≤ 130'0"
USE GROUP	- R	USE GROUP	- R
BUILDING FOOTPRINT	- 21,243 SF	BUILDING FOOTPRINT	- 21,243 SF
FULLY SPRINKLED PER NFPA 13	_✓_YES __NO	FULLY SPRINKLED PER NFPA 13	_✓_YES __NO
FIRE WALL RATING	- 1 Hour	FIRE WALL RATING	- 1 HOUR

BUILDING	E3-A	BUILDING	E3-B
TYPE OF CONSTRUCTION	- 1A (Modified to 1B)	TYPE OF CONSTRUCTION	- 1A (Modified to 1B)
NUMBER OF STORIES	- 20	NUMBER OF STORIES	- 2
BUILDING HEIGHT	- ≤ 225'0"	BUILDING HEIGHT	-
USE GROUP	- Group S2 (Parking) Group M (Mercantile) Group B (Office)	USE GROUP	- Group M (Mercantile)
BUILDING FOOTPRINT	- Ground Floor - 24,000 SF - Tower - 24,000 SF	BUILDING FOOTPRINT	- Ground Floor - 7,800 SF - Second Floor - 7,800 SF
FULLY SPRINKLED PER NFPA 13	_✓_YES __NO	FULLY SPRINKLED PER NFPA 13	_✓_YES __NO
FIRE WALL RATING	- S, B2, All Each 1 Hour	FIRE WALL RATING	- All: 1 Hour

BUILDING	E4 (Options 1, 2)
TYPE OF CONSTRUCTION	- 1A (Modified to 1B)
NUMBER OF STORIES	- 14, 20
BUILDING HEIGHT	- 170' 0", 225' 0"
USE GROUP	- 1 & 2. Group S2 (Parking) 1. Group B-1 (Hotel) 2. Group B-3 (Residential)
BUILDING FOOTPRINT	- Ground Floor - 18,000 SF - Second Floor - 18,000 SF (Both Options)
FULLY SPRINKLED PER NFPA 13	_✓_YES __NO
FIRE WALL RATING	- S2, B-1, B-3: Each 1 Hour



- DENOTES VEHICULARLY ACCESSIBLE
- 20' - 80' HEIGHT
- > 80' HEIGHT
- DENOTES TREE SPACE

NORTH (VCS 83)
GRAPHIC SCALE

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 6300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant:
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
703.821.1540
703.726.0195
Aaron@georgelasgroup.com

Civil Engineer
Wiles, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
703.447.7800
703.761.7861
cochran@wiles.com

Landscape Architect
Parkerrodriguez, Inc.
Contact: Dan Avert
101 N. Union Street
Suite 320
Alexandria, VA 22314
703.548.5010
703.548.8280
e-mail:avert@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Petkosko
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
703.917.6620
703.917.0739
e-mail:mpetkosko@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
703.528.1709
703.525.3191
e-mail:ebaker@walshcolucci.com

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

Spring Hill Station

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FAIRFAX COUNTY, VIRGINIA

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FIRE ACCESS PLAN
PART – E

Scale:

C–17

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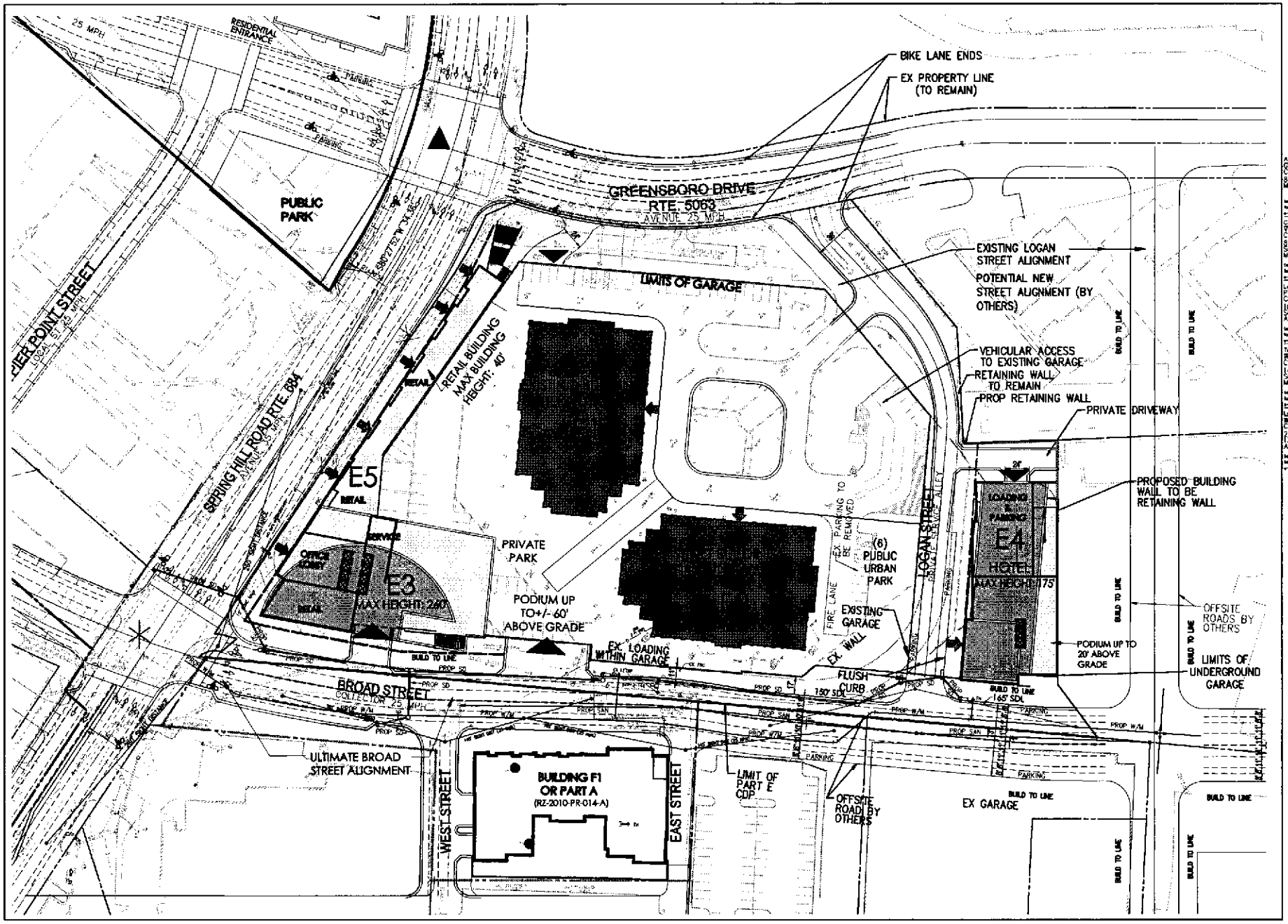

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Georgelos Group LLC
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8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
fax 703.556.0156
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Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Dan Avril
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.8290
e-mail davril@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkoske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
e-mail mpinkoske@wjeeds.com

Land/Zoning Attorney
Walsh, Colucci, Lubeley, Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.1700
fax 703.528.1890
e-mail ebaker@walshcolucci.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelos Group
8405 Greensboro Dr. #130
McLean, VA 22102

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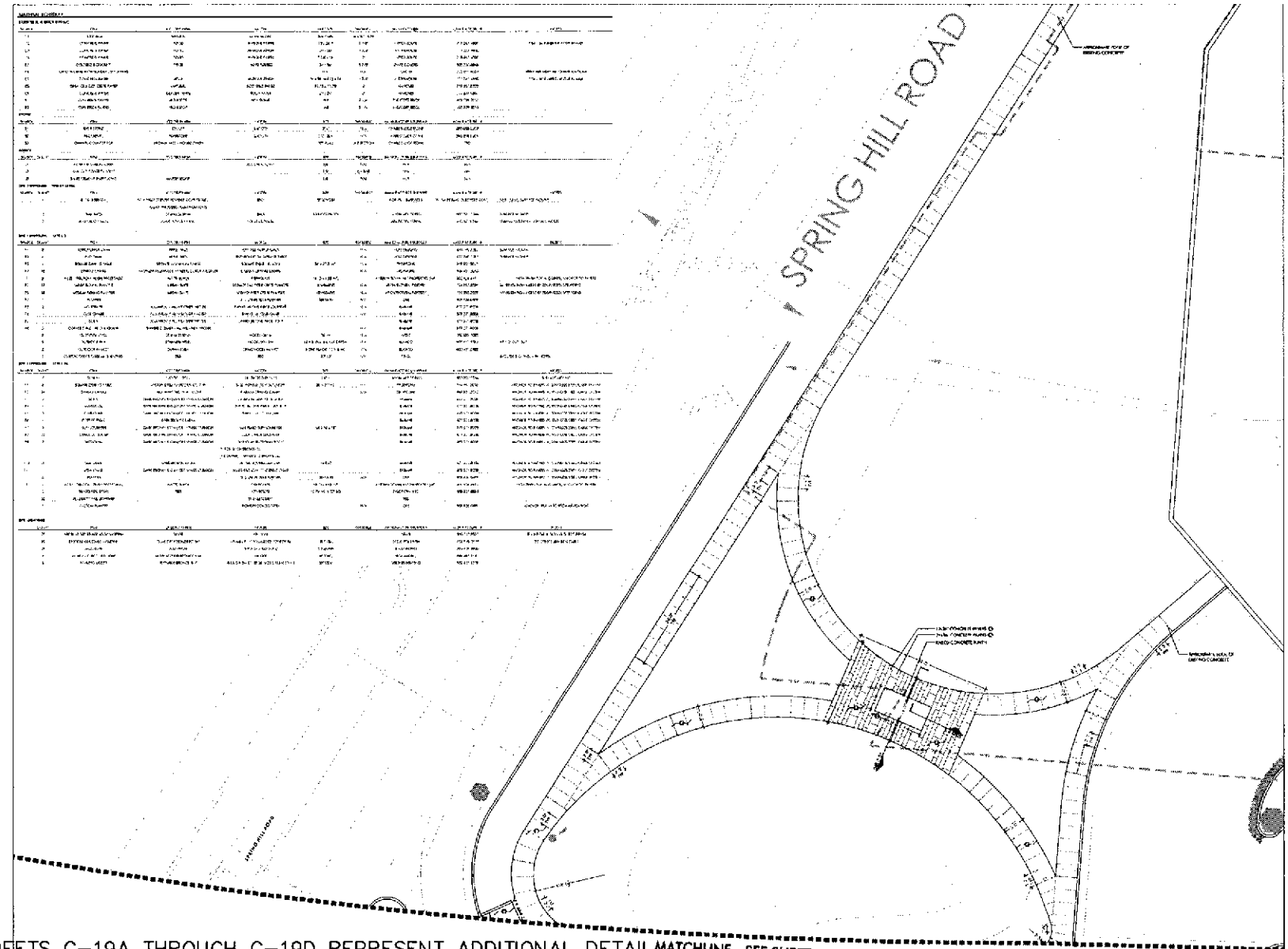
PART E CDP UTILITY & SIGHT DISTANCE PLAN

SCALE: 1"=40'

C-18



SHEETS C-19A THROUGH C-19D REPRESENT ADDITIONAL DETAIL FOR INTERIM PARK IMPROVEMENTS ORIGINALLY SHOWN ON RZ-2010-PR-014-A (SPRING HILL STATION PART A)

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 200
Washington DC
20036
tel 202 857 8300
fax 202 463 2188
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703 851 1540
fax 703 226 0195
e-mail aaron@georgelasgroup.com

Civil Engineer
VIKA, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703 442 7800
fax 703 761 2787
e-mail cochran@vika.com

Landscape Architect
Parkerrodriguez, Inc.
Contact: Dan Avril
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703 548 5010
fax 703 548 5180
e-mail dan@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkosky
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703 917 6620
fax 703 917 0739
e-mail mpinkosky@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703 528 1700
fax 703 525 3197
e-mail ebaker@walshlawyers.com

WDG ARCHITECTURE
WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 200
Washington DC 20036
tel 202 857 8300
fax 202 463 2188
e-mail wdg@wdgarch.com

CIVIL ENGINEER
Bowman, Kilgore & Associates, P.A.
8180 Greensboro Drive
Suite 200
McLean, VA 22102
tel 703-761-2787
fax 703-761-2787
e-mail info@bka-pc.com

Landscape Architect
WDG Studio
1025 Connecticut Ave NW
Suite 200
Washington, DC 20036
tel 202-857-8300
fax 202-857-8300
e-mail info@wdgarch.com

LANDSCAPE ARCHITECT
Parker Rodriguez, Inc.
101 N. Union Street
Suite 320
Alexandria, VA 22314-3351
tel 703 548 5010
fax 703 548 5180
e-mail info@parkerrodriguez.com

The Ascent
1355 Spring Hill Road
Tysons's Corner, Virginia 22102

GS Springhill Apartments, LLC
8405 Greensboro Drive
Suite 950
McLean, VA 22102

Full Building Name | Ht. U.G. | Ht. O.G.

Professional Seal

WDG Project No. WA08031

Ground Floor Plan

Scale: 1/8"=1'-0"

L-1.01

Spring Hill Station
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

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CDP (REVISION)	10.19.12
CDP (REVISION)	11.28.12
CDP (REVISION)	1.11.13

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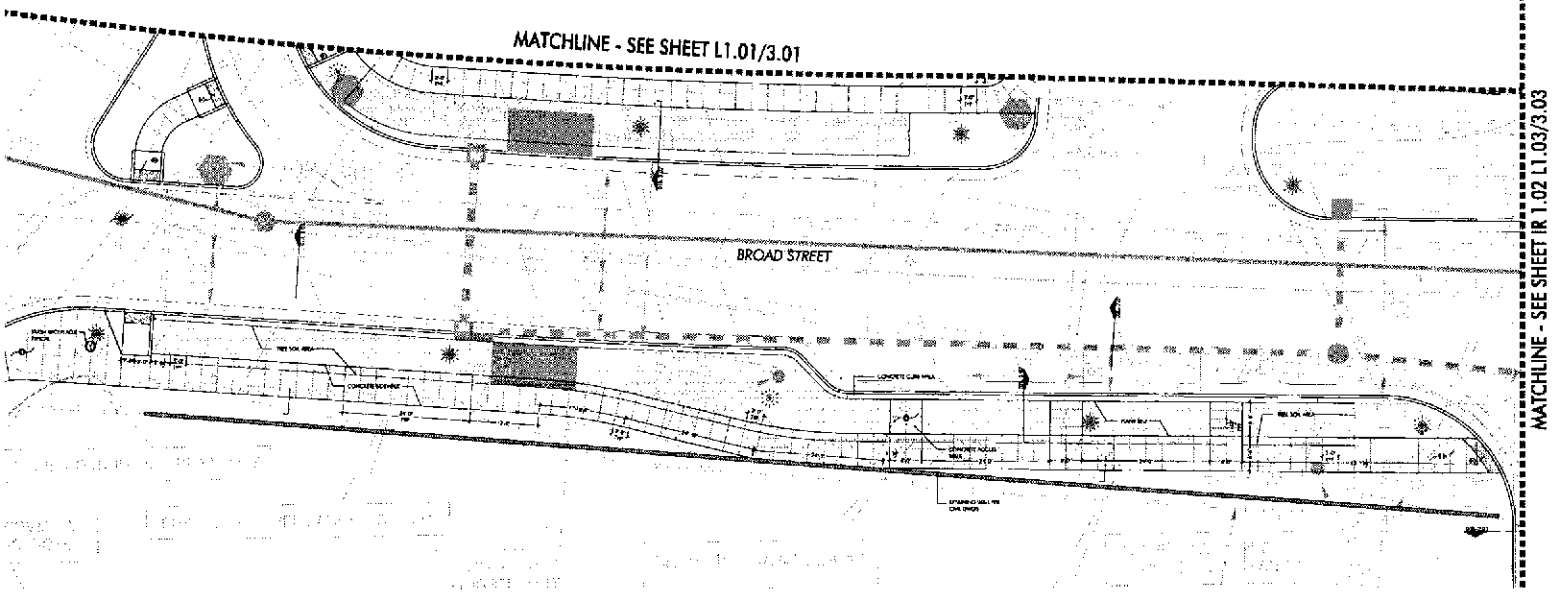
PART E
INTERIM STREET LAYOUT

SCALE: 1"=40'

C-19A



WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2196
e-mail
wdg@wdgarch.com

STRUCTURAL ENGINEER
Seamens, Kobrener & Associates, P.A.
12900 Park Potomac Avenue
Suite 300
Potomac, MD 20854
t.e. 301-881-1440
t. 301-881-8844
email info@skassociates.net

Interior Designer
WDG Interiors
1025 Connecticut Ave NW
Suite 300
Washington, DC 20036
t.e. 202-857-8300
t. 202-857-0868
email

LANDSCAPE ARCHITECT
Parker Rodriguez, Inc.
101 N. Union Street
Suite 320
Alexandria, VA 22314-3324
t.e. 703-548-5010
t. 703-548-5290
fax 703-548-8290

The Ascent

1235 Spring Hill Road
Tysons Corner, Virginia 22102

GS Springhill Apartments, LLC
8405 Greensboro Drive
Suite 950
McLean, VA 22102

Preliminary Seal

WDG Project No. WA08031

Ground Floor Plan

Scale: 1/16" = 1'-0"

L-1.02

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2196
e-mail
wdg@wdgarch.com

Applicant
Georgelos Group LLC
Contact: Aaron Georgelos
8405 Greensboro Dr. Pl30
McLean, VA 22102
tel 703.821.1540
fax 703.556.0195
e-mail Aaron@georgelosgroup.com

Civil Engineer
Wiles, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@wiles.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Dan Avril
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.8290
e-mail davril@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Finkelstein
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mfinkelstein@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@arl.thelandlawyers.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelos Group
8405 Greensboro Dr. Pl30
McLean, VA 22102

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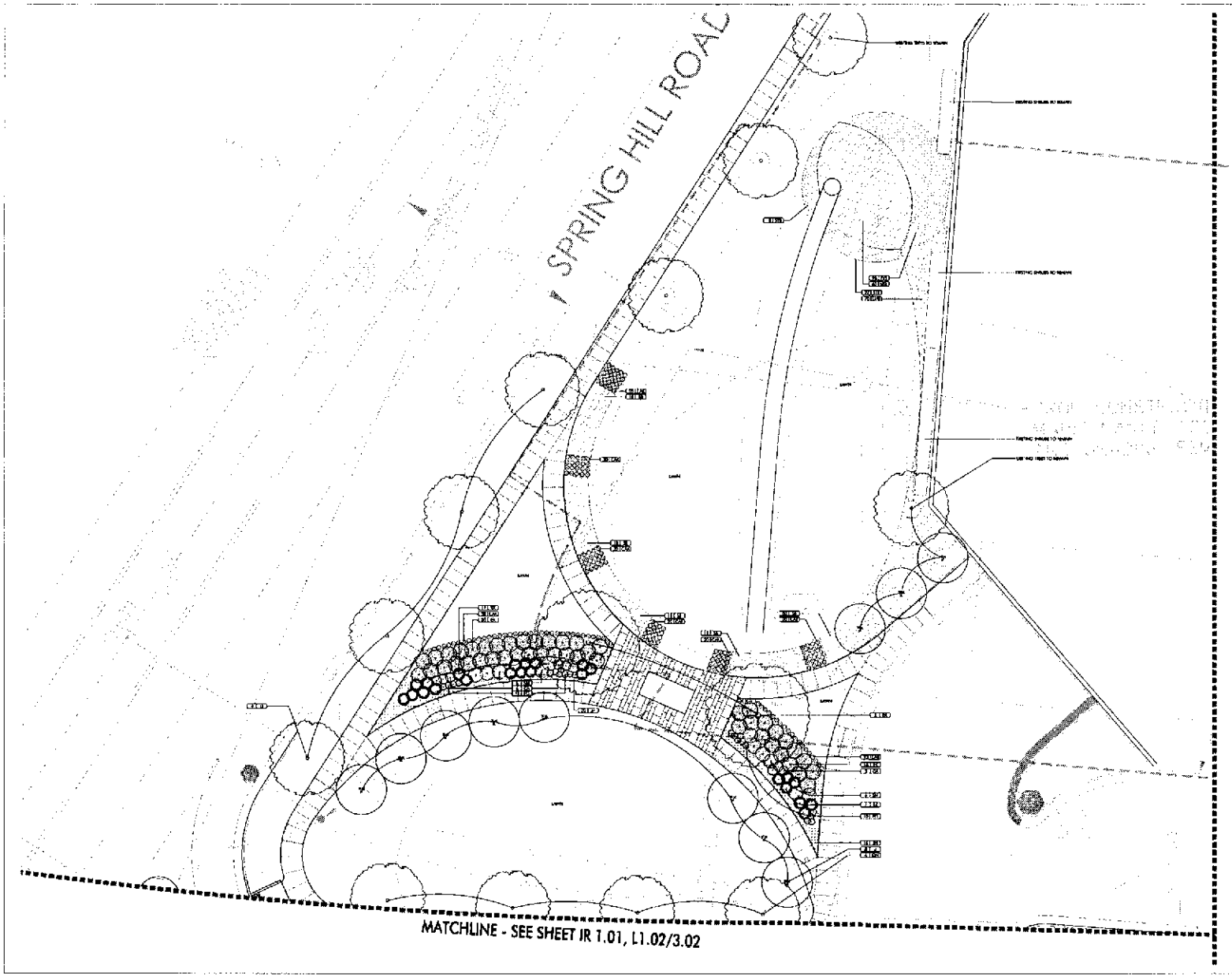
PART E
INTERIM STREET LAYOUT

SCALE: 1"=40'

C-19B



WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 483 2198
e-mail wdg@wdgarch.com

STRUCTURAL ENGINEER
Robert Halvorsen & Associates, P.A.
10300 Park Potomac Avenue
Suite 500
Potomac, MD 20854
t. 301-896-9444
f. 301-896-9445
e-mail info@halvorsenpa.com

Interior Designer
WDG Interiors
1025 Connecticut Ave NW
Suite 300
Washington, DC 20036
t. 202-857-8300
f. 202-857-8300
e-mail

LANDSCAPE ARCHITECT
Parker Rodriguez, Inc.
101 N. Union Street
Suite 320
Alexandria, VA 22314
t. 703-548-5010
f. 703-548-2580
e-mail

The Ascent
1525 Spring Hill Road
Tysons's Corner, Virginia 22102

GS Springhill Apartments, LLC
8405 Greensboro Drive
Suite 910
McLean, Va 22102

F.A.R. Area Total	98,925 SF

Professional Seal

Scale: 1/8" = 1'-0"

WDG Project No. WA08031

Ground Floor Plan

L-3.01

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 483 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
t. 703 821 1540
f. 703 556 0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
t. 703 442 7800
f. 703 761 2787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, Inc.
Contact: Don Axel
101 N. Union Street
Suite 320
Alexandria, VA 22314
t. 703 548 5010
f. 703 548 2580
e-mail dawl@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkosky
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
t. 703 917 6620
f. 703 917 0739
e-mail mpinkosky@wells-wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
t. 703 528 4700
f. 703 525 3197
e-mail ebaker@walsh.theiandlawyers.com

Spring Hill Station

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P130
McLean, VA 22102

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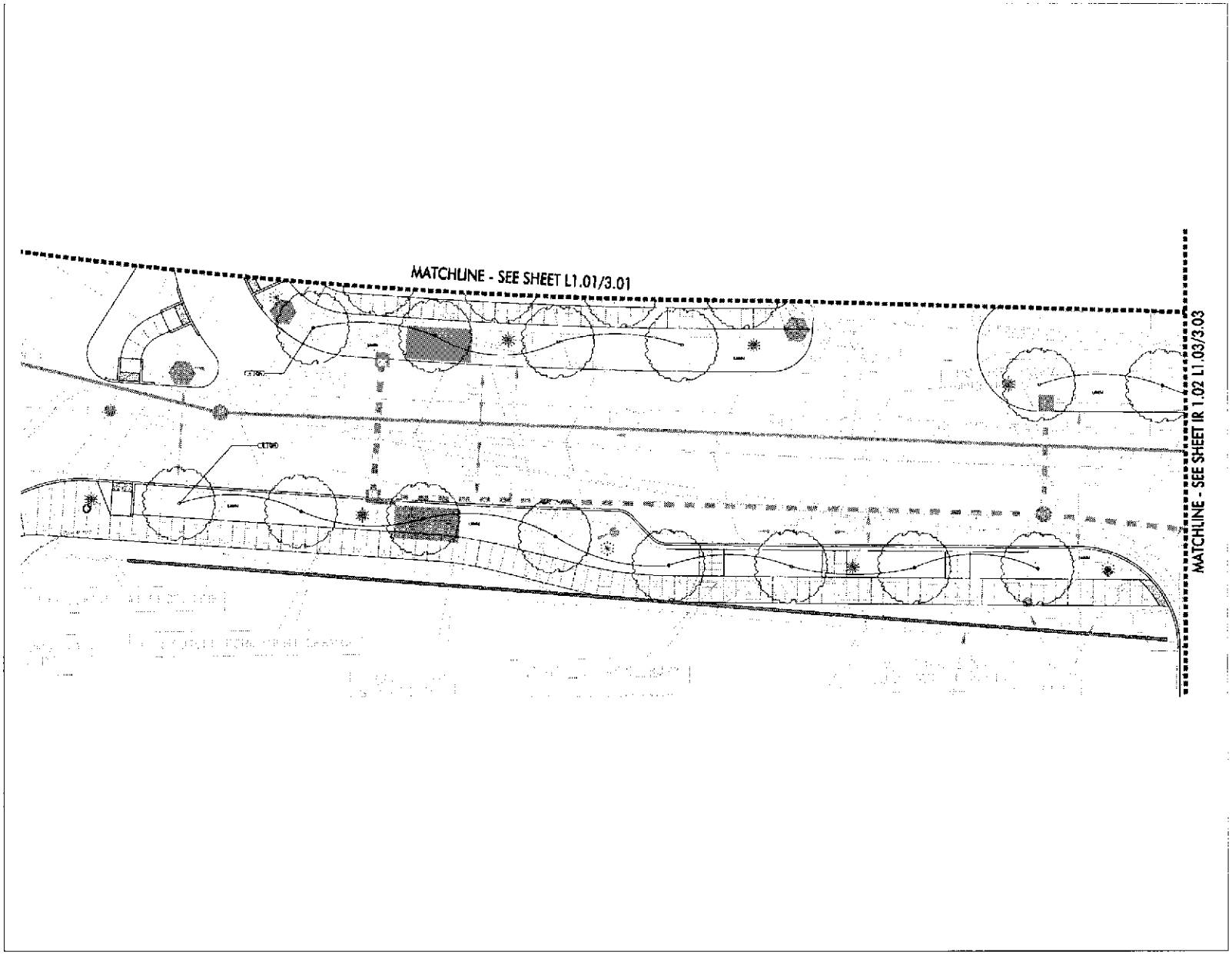
PART E
INTERIM STREET LAYOUT

SCALE: 1"=40'

C-19C



WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 500
Washington, DC 20036

STRUCTURAL ENGINEER
Stratton, Edmonson & Associates, P.A.
Contact: Todd Palmatier Associate
Suite 200
Frederick, MD 21701
t: 301-695-9441
fx: 301-695-9504
e-mail: todd@stratton-inc.com

Interior Designer
WDG Interior
1025 Connecticut Ave, NW
Suite 500
Washington, DC 20036
t: 202-857-6300
fx: 202-857-0160
e-mail: info@wdgarch.com

LANDSCAPE ARCHITECT
Parker Rodriguez, Inc.
101 N. Union Street
Suite 320
Alexandria, VA 22314-3325
t: 703-548-5010
fx: 703-548-5480
e-mail: [illegible]

The Ascent

1323 Spring Hill Road
Tysons's Corner, Virginia 22102

GS Springhill Apartments, LLC
8405 Greensboro Drive
Suite 930
McLean, Va 22102

Full Building Permit 00.00.00

Professional Seal

WDG Project No. WA08031

Ground Floor Plan

Scale: 1/8" = 1'-0"

L-3.02

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WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202 857 6300
fax 202 463 2198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. #130
McLean, VA 22102
tel 703.821.1540
fax 703.821.1545
703.266.0186
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Dan Avitt
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5480
e-mail dan@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pankoske
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
e-mail mpankoske@wellsinc.com

Land/Zoning Attorney
Walsh Colucci, Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucciwyers.com

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The Georgelas Group
8405 Greensboro Dr. #130
McLean, VA 22102

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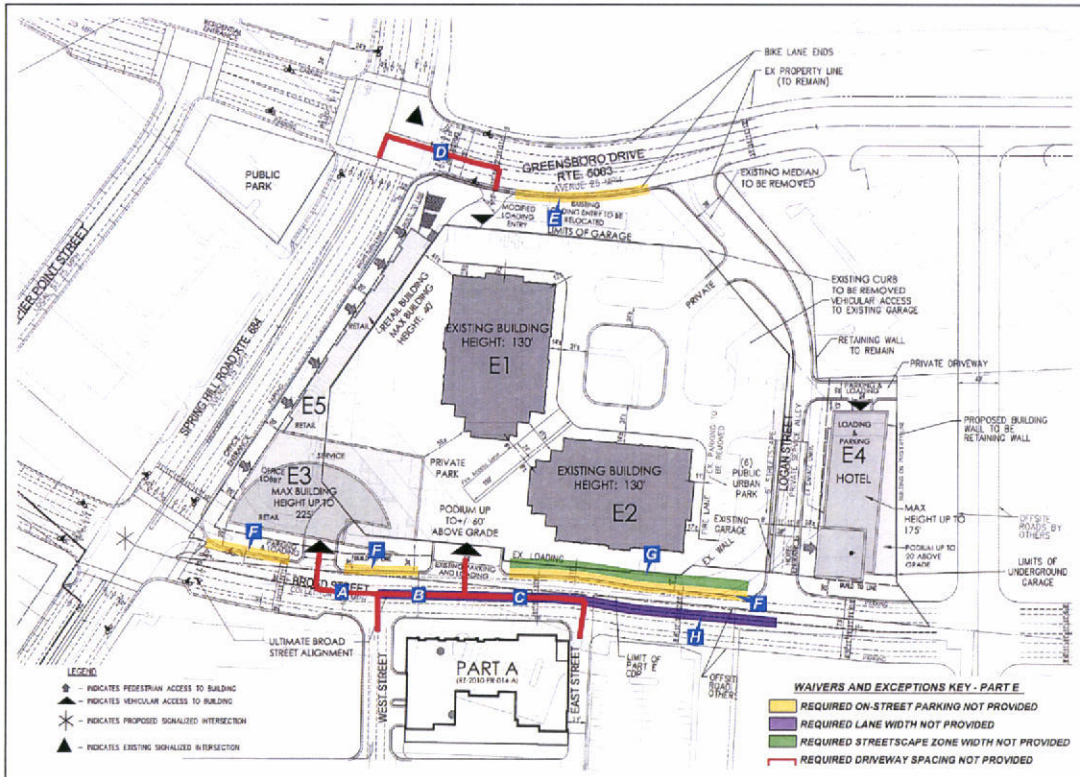
PART E
INTERIM STREET LAYOUT

SCALE: 1"=40'

C-19D



Summary of Design Standards for Tysons Corner as Applicable to Spring Hill Station Part E (RZ 2010-PR-014-E)

Classification / Criteria	Low Speed Boulevard	None	Avenue	Greensboro Drive	Collector	Broad Street	Local	None
Raised/Landscaped Median (Table 6, DS-15)	Required (16'-70')	N/A	Optional[1,7]	N/A	Optional[1,7]	N/A	N/A	N/A
Circulator Route (Table 13, DS-6)	N/A	N/A	Yes @ certain locations	N/A	Yes @ certain locations	N/A	N/A	N/A
On-Street Parking (Table 8, DS-13)[8]	Restricted	N/A	Required (8')	Waiver "E"	Required (8')	Waiver "F"	Required (7'-8')	N/A
Target LOS (Table 2, DS-5)	D/E'	N/A	E	✓	E	✓	E	N/A
# of Through Lanes (Table 3, DS-10)	4-8 lanes	N/A	4-6 lanes	✓	2-4 lanes	✓	2 lanes	N/A
Design Speed (Table 3, DS-10)	40 mph	N/A	30-35 mph	✓	25-30 mph	✓	25 mph	N/A
Operating Speed (Table 3, DS-10)	35 mph	N/A	25-30 mph	✓	25-30 mph	✓	25 mph	N/A
Operational Analysis (Table 4, DS-11)	Required	N/A	Discretionary	✓	Discretionary	✓	N/A	N/A
Signal Spacing (Table 4, DS-11)	Operational Analysis Req'd[3]	N/A	525'-660'[2]	N/A	425'-660'[2]	N/A	325'-660	N/A
Unsignalized Full Access Spacing (Table 4, DS-11)	Operational Analysis Req'd[4]	N/A	200'-660'	✓	200'-660'	✓	100'-660	N/A
Unsignalized Partial Access Spacing (Table 4, DS-11)	325'-660'	N/A	200'-660'	N/A	155'-660'	N/A	N/A	N/A
Driveway Spacing (Table 4, DS-11)	Restricted	N/A	200'	* See Below	155'	* See Below	50'	N/A
Lane Widths (Table 5, DS-13)	11'	N/A	10'-11'[4]	✓	10'-11'[4]	Waiver "H"	10'	N/A
Streetscape Zone Width (Table 14, DS-27)	33'= 15' Building zone 10' sidewalk 8' landscaping panel	N/A	20-28'= 4'-12' Building zone 8' sidewalk 8' landscaping panel	✓	20-28'= 4'-12' Building zone 8' sidewalk 8' landscaping panel	Waiver "G"	16-24'= 4'-12' Building zone 6' sidewalk 6' landscaping panel	N/A
Site Distance (Table 12, DS-23)	385' (305' SSD)	N/A	200'	✓	155'	✓	155'	N/A
Bike Lane (Table 15, DS-29)	N/A	N/A	4'-6'[4]	✓	4'-6'[4]	✓	N/A	N/A

Notes on Requirements:

1. Director Administrator may accept lower LOS pending operational analysis
2. Spacing must be demonstrated through an operational analysis: 880 to 1,320 feet recommended
3. Focused on a corridor-wide basis
4. 10' for streets residential in character; 11' for streets more commercial in nature.
5. New signalized intersections on collectors/avenues within 880 feet of low speed boulevards need operational analysis.
6. Widths vary depending on location relative to curb and curbside parking.
7. On circulator routes medians should be 34'-36' on Avenues and Collectors.
8. Parking may be restricted in the vicinity of circulator routes.

* Intersection spacing requiring exceptions - distances shown (required)

Connection Chart

- Spring Hill Road to modified existing loading adjacent E1 - 145' (200') (Waiver "D")

Broad Street

- Modified existing driveway adjacent E3 to West Street - 80' (155') (Waiver "A")
- West Street to modified existing driveway/loading between E4 & E2 - 100' (155') (Waiver "B")
- Modified existing driveway/loading between E4 & E2 to East Street - 120' (155') (Waiver "C")

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington, DC 20036
tel 202 857 8300
fax 202 463 2198
e-mail
wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P130
McLean, VA 22102
tel 703.821.1540
fax 703.226.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
ParkerRodriguez, INC.
Contact: Don Avril
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6280
e-mail donavril@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Mike Pinkosky
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail mpinkosky@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
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e-mail ebaker@arl.thelandlawyers.com

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TRANSPORTATION WAIVER MATRIX
CDP – PART E

Scale:

S-1

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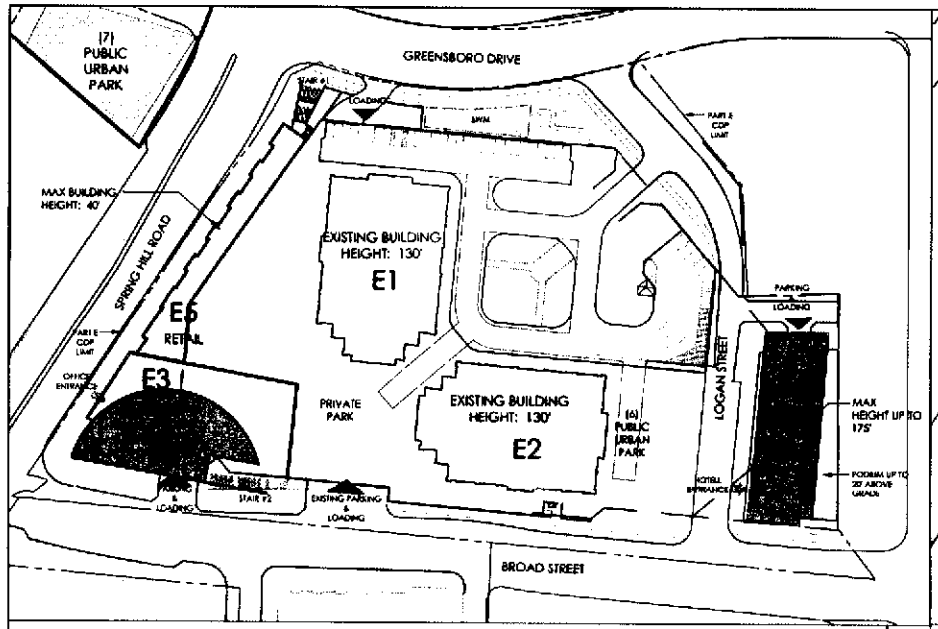
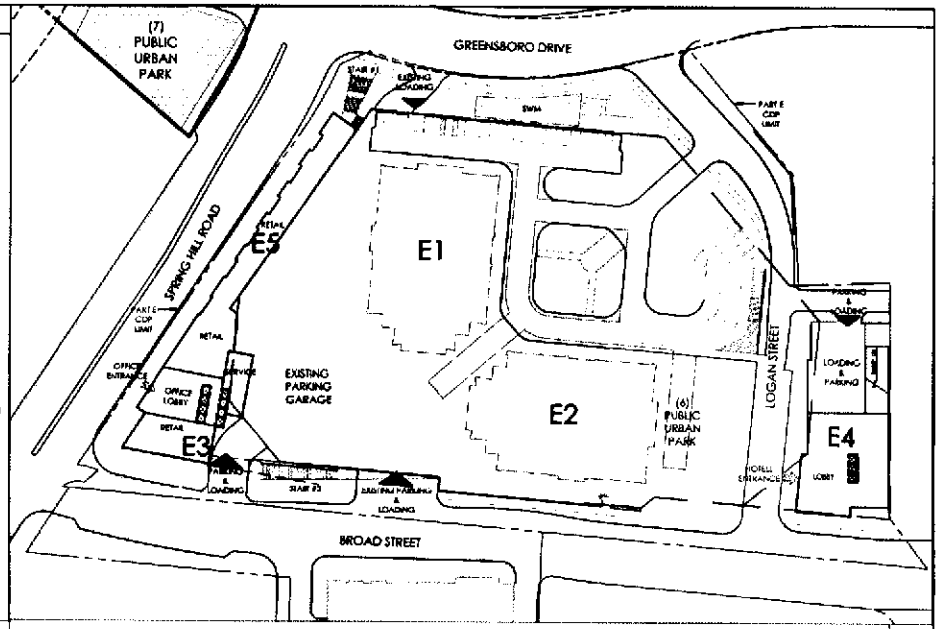
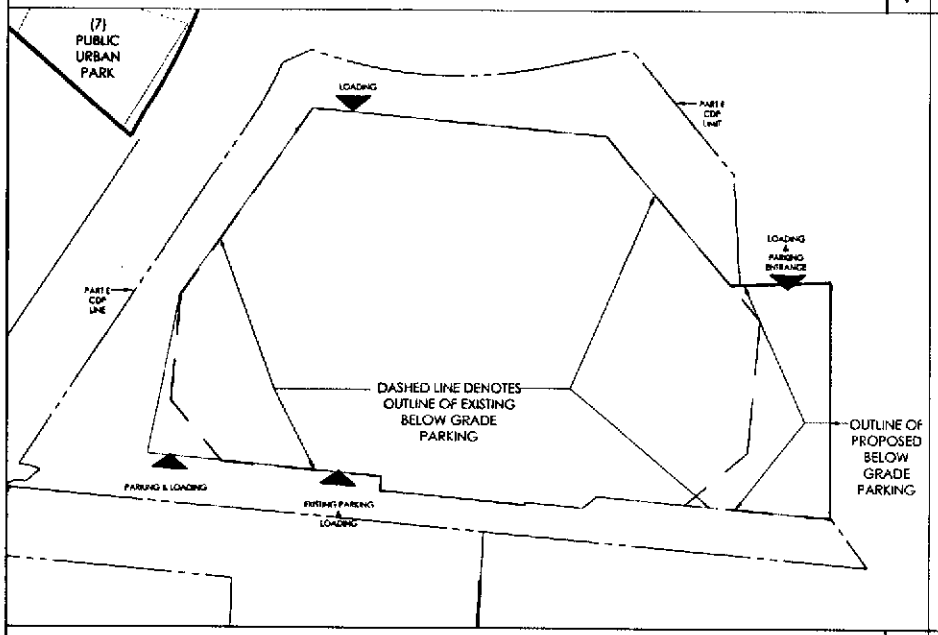


ROOF PLAN | 1



GROUND FLOOR PLAN | 2



BELOW GRADE PARKING GARAGE | 3

NOTES:

1. MAXIMUM BUILDING HEIGHTS DO NOT INCLUDE MECHANICAL PENTHOUSE AND ARCHITECTURAL FEATURES. MAXIMUM BUILDING HEIGHT DO INCLUDE SOCIAL ROOM/USABLE SPACE ON ROOF PENTHOUSE LEVEL.
2. HEIGHT OF ROOF TOP MECHANICAL PENTHOUSE ENCLOSURES ARE UP TO 30'-0" HIGH.
3. THE INTERIOR CONFIGURATION SHOWN INCLUDING BUT NOT LIMITED TO THE ELEVATORS, RAMPS, LOADING SPACES, ENTRANCES ARE CONCEPTUAL ONLY, AND SUBJECT TO FDP APPROVAL AND FINAL ENGINEERING AND ARCHITECTURAL DESIGN.
4. OPTION 1 REPRESENTS THE MAXIMUM COMMERCIAL SCENARIO AND OPTION 2 REPRESENTS MAXIMUM RESIDENTIAL SCENARIO. THE APPLICANT RESERVES THE RIGHT TO DEVELOP AT THE LEVELS BETWEEN THESE TWO SCENARIO PROVIDED THAT THE OVERALL GFA DOES NOT EXCEED OPTION 1 LEVEL AND THE TOTAL GFA DOES NOT EXCEED THE OPTION 2 LEVEL.

WDG Architecture

WDG Architecture, PLLC
1400 Connecticut Avenue, NW
Suite 200
Washington, DC 20036
tel 202 667 0200
fax 202 667 2798
e-mail info@wdgarch.com

Applicant
Carmel Group LLC
Contact: Aaron Gonzales
2400 Greensboro Dr. PO20
McLean, VA 22102
t. 703 821 1040
f. 703 556-0098
e-mail: Aaron@carmelgroup.com

Civil Engineer
VHB, Inc
Contact: Robert B. Carlson
8405 Greensboro Drive
Suite 800
McLean, VA 22102
t. 703-442-7800
f. 703-924-3200
e-mail: rbcarlson@vhb.com

Landscape Architect
Parkhill Smith & Cooper
Contact: Tim M. Rodgers
101 N. Union Street
Suite 300
Alexandria, VA 22314
t. 703-549-1000
f. 703-549-2000
e-mail: tmrodgers@parkhillsmith.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Cole Kobus
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
t. 703 917 6620
f. 703 917 0739
e-mail: ckobus@wells-and.com

Land Planning Attorneys
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Bernard Suchr
2200 Clarendon Blvd.
6th Floor
Arlington, VA 22201
t. 703 528-4700
f. 703 525-3197
e-mail: slubeley@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Carmel Group
2400 Greensboro Dr. PO20
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.04.10
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CDP (Part E)	11.26.12
CDP (Part E)	04.15.13

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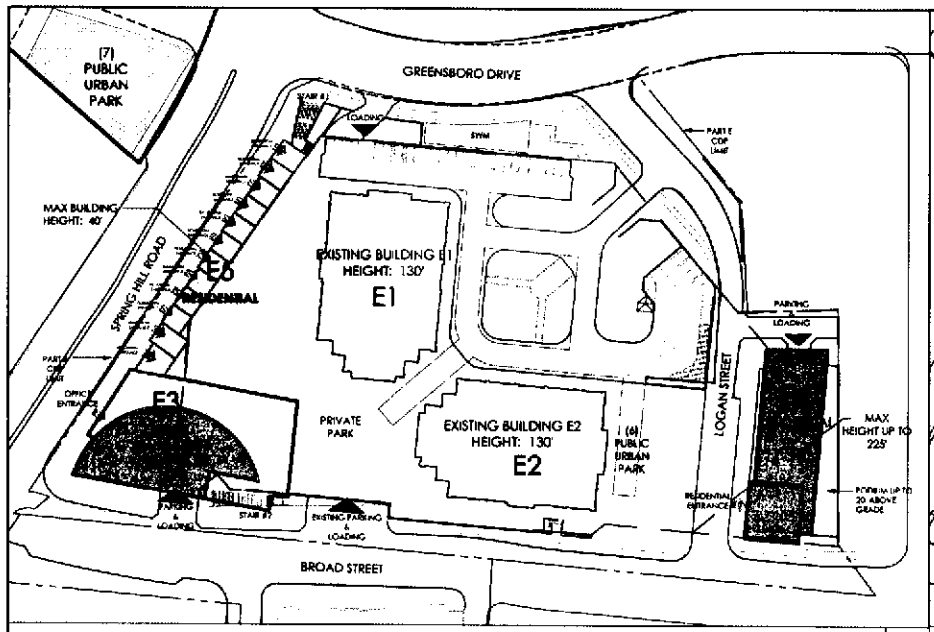
PART E

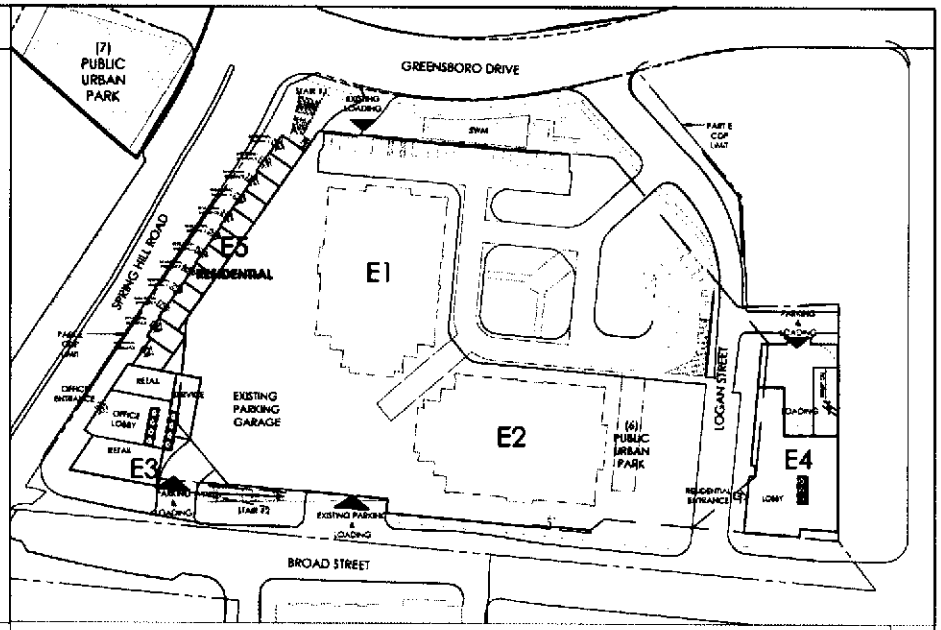
OVERALL PLAN
(OPTION 1 - MAXIMUM COMMERCIAL)

Scale: 1" = 60'-0"

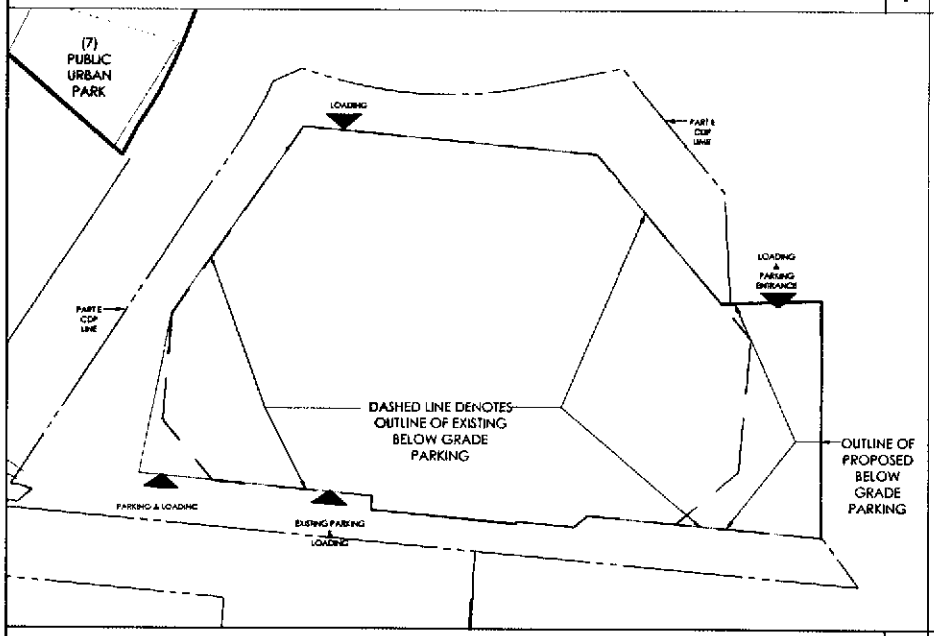
A-1.0



ROOF PLAN | 1



GROUND FLOOR PLAN | 2



BELOW GRADE PARKING GARAGE | 3

NOTES:

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WDG ARCHITECTURE

WDG Architecture, PLLC
1850 Connecticut Avenue, NW
Suite 300
Washington, DC 20009
tel 202.667.1050
fax 202.667.2050
e-mail info@wdgarch.com

Applicant
Carmen Group LLC
Contact: Aaron Dumouchel
8000 Greensboro Dr. P-100
McLean, VA 22102
t 703.821.1000
f 703.734.3799
e-mail: Aaron@carmengroup.com

Civil Engineer
VHB, Inc
Contact: Robert B. Carter
8300 Greensboro drive
Suite 200
McLean, VA 22102
t 703.848.2300
f 703.749.2797
e-mail: rcarter@vhb.com

Landscape Architect
Parkin Architects, PC
Contact: Tim Ed. Rodgers
101 N. Union Street
Suite 300
Alexandria, VA 22314
t 703.549.1200
f 703.549.4009
e-mail: grodgers@parkinarchitects.com

Traffic Consultant
Wells + Associates, Inc
Contact: Cole Eaton
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
t 703.917.6620
f 703.917.0789
e-mail: cdaton@wellsinc.com

Land Planning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
t 703.528.4700
f 703.525.3197
e-mail: ebaker@walshcolucci.com

Spring Hill Station
Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY,
VIRGINIA

The Carmen Group
8000 Greensboro Dr. P-100
McLean, VA 22102

CDP	04.22.10
CDP (Resubmission)	08.04.10
CDP (Accepted)	10.04.10
CDP (Part E)	10.22.11
CDP (Part E)	02.13.12
CDP (Part E)	10.17.12
CDP (Part E)	11.08.12
CDP (Part E)	04.18.13

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PART E

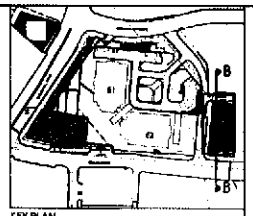
OVERALL PLAN
(OPTION 2 - MAXIMUM RESIDENTIAL)

Scale: 1" = 60'-0"

A-2.0

NOTES:

1. MAXIMUM BUILDING HEIGHTS DO NOT INCLUDE ROOF TOP MECHANICAL ENCLOSURE AND ARCHITECTURAL FEATURES
2. HEIGHT OF ROOF TOP MECHANICAL ENCLOSURE ARE UP TO 30'-0" HIGH.
3. REFER TO CIVIL DRAWINGS FOR STREET DESIGNS AND SECTIONS
4. THE CONFIGURATIONS OF INTERIOR SPACES AS SHOWN ARE CONCEPTUAL ONLY AND SUBJECT TO FDP APPROVAL AND FINAL ARCHITECTURAL AND ENGINEERING DESIGN
5. APPLICANT RESERVES THE RIGHT TO PROVIDE ADDITIONAL LEVELS OF UNDERGROUND PARKING GARAGE PROVIDED THAT THE MAXIMUM PARKING RATES ARE NOT EXCEEDED
6. ALL BUILDING MASSING AND SETBACKS ARE SUBJECT TO FINAL ENGINEERING AND DESIGN. ULTIMATE BUILDING DESIGN, MASSING AND SETBACKS WILL BE DETERMINED AT FDP.



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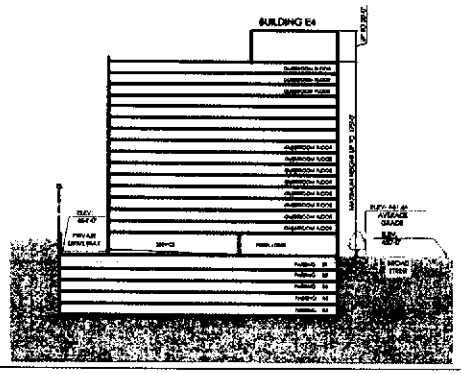
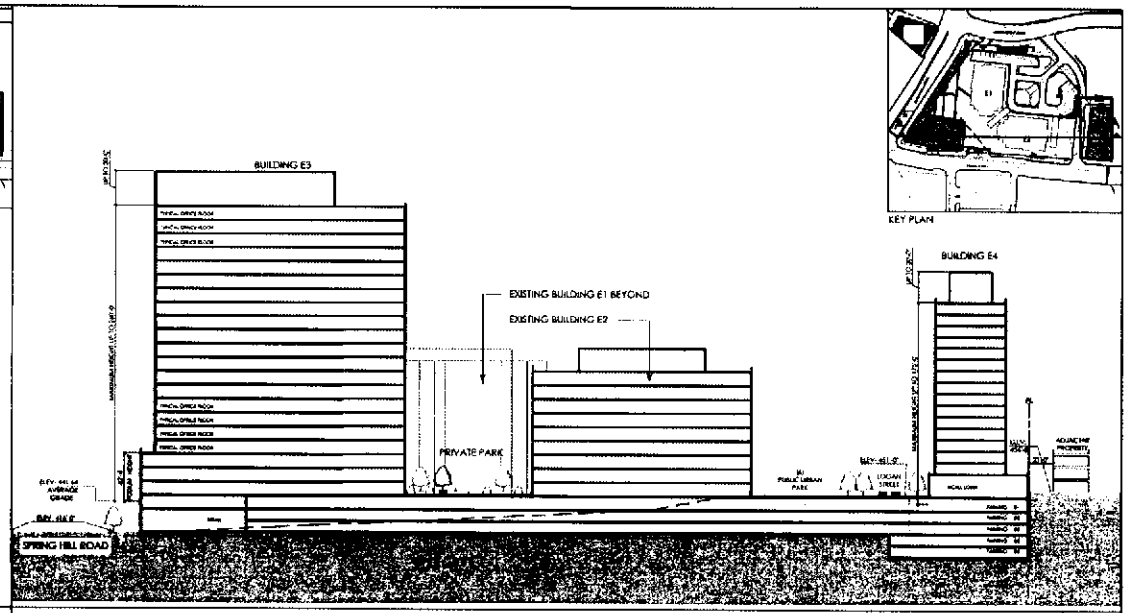
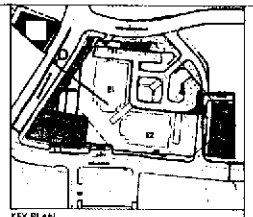


SECTION B-B (OPTION 1 - MAXIMUM COMMERCIAL) 2



KEY PLAN

SECTION A-A (OPTION 1 - MAXIMUM COMMERCIAL) 1



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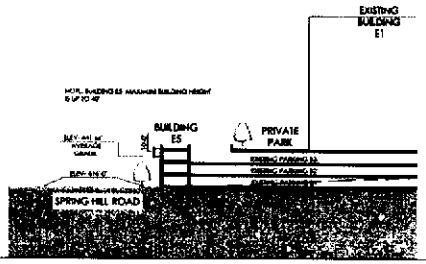
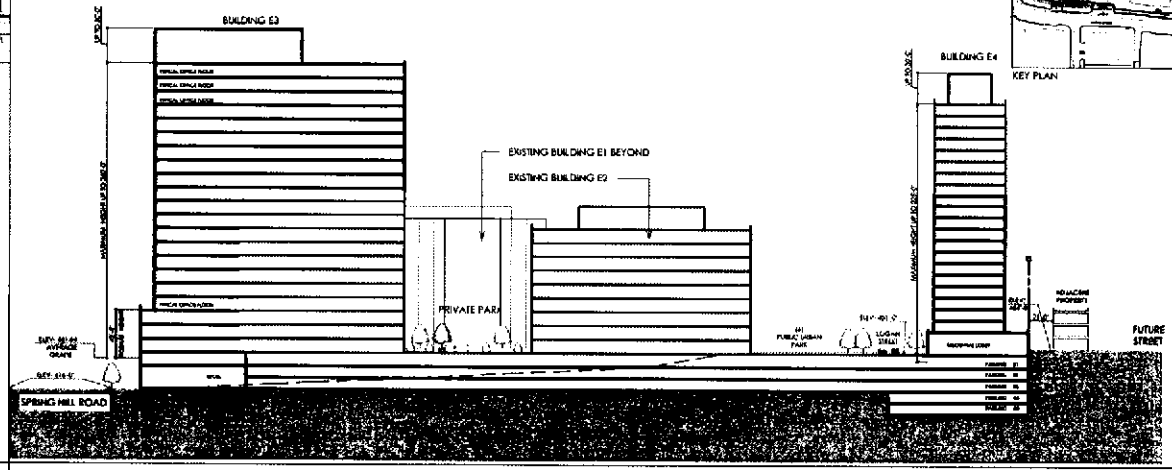


SECTION D-D (OPTION 1 - MAXIMUM COMMERCIAL & OPTION 2 - MAXIMUM RESIDENTIAL) 4



KEY PLAN

SECTION C-C (OPTION 2 - MAXIMUM RESIDENTIAL) 3

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
t: 202 857 0200
f: 202 463 5700
e-mail: info@wdgarch.com

Applicant
Spring Hill Station LLC
Contact: Aaron Gonzales
8401 Greensboro Dr. P-100
McLean, VA 22102
t: 703 891 1000
f: 703 556-0595
e-mail: aaron@springhillstation.com

Civil Engineer
VHB, Inc
Contact: Robert B. Carlson
9990 Greensboro Drive
Suite 200
McLean, VA 22102
t: 703-442-7800
f: 703 741-3700
e-mail: rcarlson@vhb.com

Architectural Assistant
Pulido Design, INC
Contact: Tom M. Rodriguez
1111 N. Queen Street
Suite 300
Alexandria, VA 22314
t: 703 548 1010
f: 703 548 6090
e-mail: tom@pulidodesign.com

Traffic Consultant
Wells + Associates, Inc
Contact: Cole Hubert
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
t: 703 917 6620
f: 703 917 0293
e-mail: chubert@wellsinc.com

Land Planning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
t: 703 528-4700
f: 703 525-3197
e-mail: ebaker@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Gonzales Group
8401 Greensboro Dr. P-100
McLean, VA 22102

FDP	04.08.10
FDP (Resubmission)	06.24.10
FDP (Accepted)	08.16.10
FDP (Part E)	11.23.11
FDP (Part E)	01.12.12
FDP (Part E)	08.17.12
FDP (Part E)	11.08.12
FDP (Part E)	05.06.13

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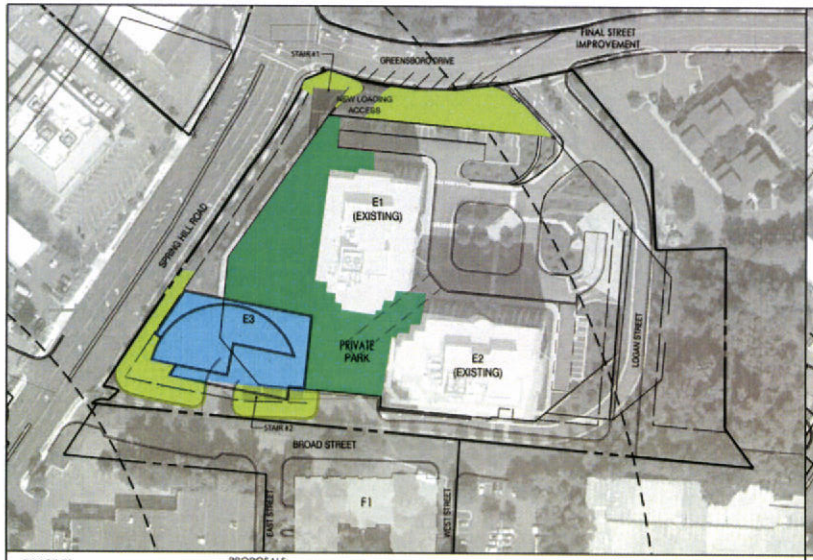
PART E

SECTION A-A, B-B, C-C & D-D

Scale: 1" = 50'-0"

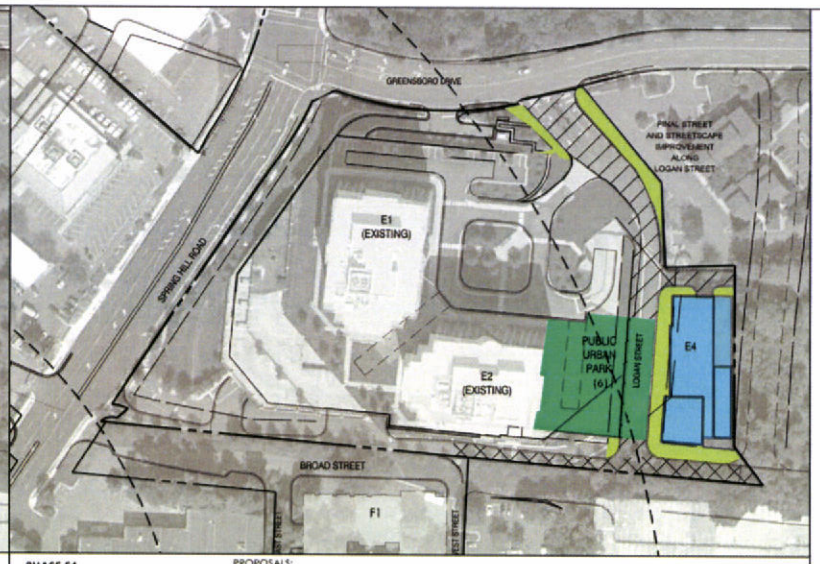
A-3.0



PHASE E3

DEMOLITION:
- PARTIAL DEMOLITION OF EXISTING PARKING GARAGE

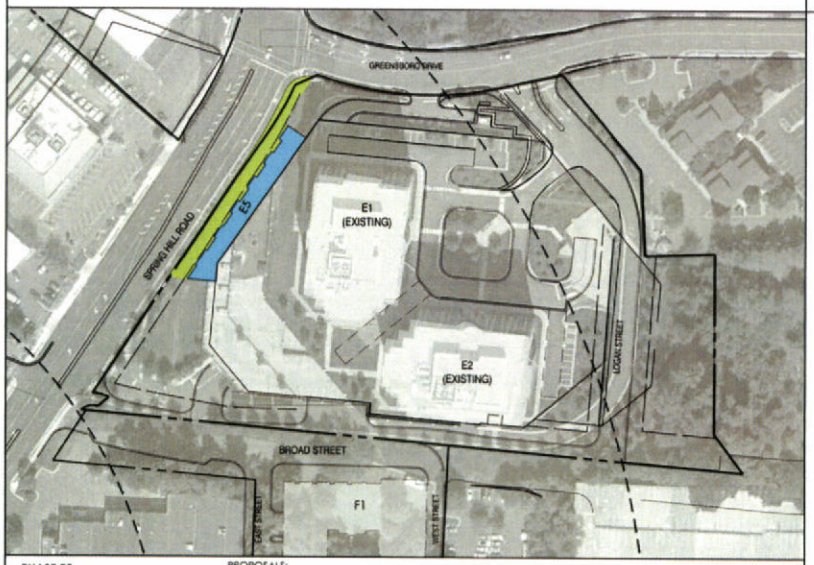
PROPOSALS:
- CONSTRUCT BUILDING E3.
- CONSTRUCT ULTIMATE BROAD STREET ALONG D3 FRONTAGE
- CONSTRUCT PRIVATE PARK, STAIR #1 & #2.
- STREETSCAPE IMPROVEMENTS ALONG E3'S SPRING HILL ROAD AND BROAD STREET FRONTAGES.
- FINAL STREET AND STREETSCAPE IMPROVEMENT ALONG GREENSBORO DRIVE.
- CONSTRUCT NEW LOADING ACCESS.



PHASE E4

DEMOLITION:
- NONE

PROPOSALS:
- CONSTRUCT BUILDING E4.
- CONSTRUCT STREET AND STREETSCAPE IMPROVEMENTS TO EXISTING LOGAN STREET.
- CONSTRUCT INTERIM BROAD STREET FROM BUILDING F1 TO EASTERN PROPERTY LINE.
- CONSTRUCT PUBLIC URBAN PARK (6).



PHASE E5

DEMOLITION:
- PARTIAL DEMOLITION OF EXISTING PARKING GARAGE

PROPOSALS:
- CONSTRUCT BUILDING E5.
- STREETSCAPE IMPROVEMENTS ALONG E5 SPRING HILL ROAD FRONTAGE.

LEGEND

- Building
- Interim Skypark
- Final Skypark
- Final Streetscape
- Existing Sidewalk
- Interim Streetscape
- Interim Park and Open Space Improvement
- Final Urban Park
- Final Road Construction
- Interim Road Construction
- Interim Use
- Interim Screen Wall
- Interim Retaining Wall

WDG ARCHITECTURE

WDG Architecture, PLLC
1455 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 3996
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P120
McLean, VA 22102
tel 703.821.1540
fax 703.556.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6388
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
e-mail ckabatt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@wcl.thelawfirm.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P120
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.04.10
CDP (Accepted)	10.14.10
CDP (Part E)	11.22.11
CDP (Part E)	07.12.12
CDP (Part E)	10.19.12
CDP (Part E)	11.08.12
CDP (Part E)	05/1 [illegible]

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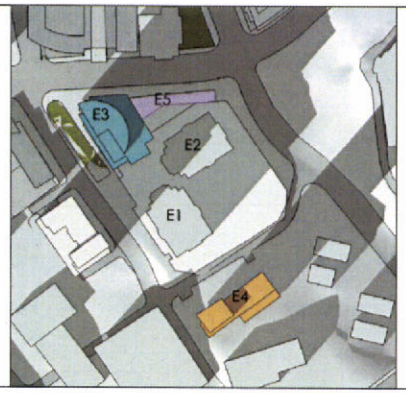
PART E

PART E - PHASING DIAGRAM
INDIVIDUAL BUILDING

Scale: NTS

A-4.0



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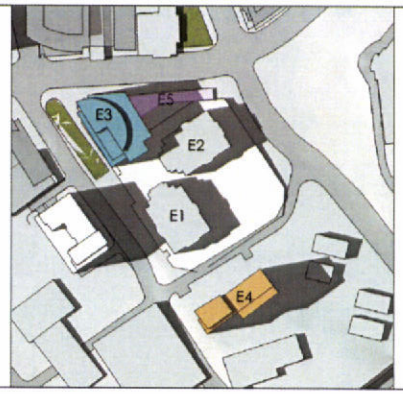

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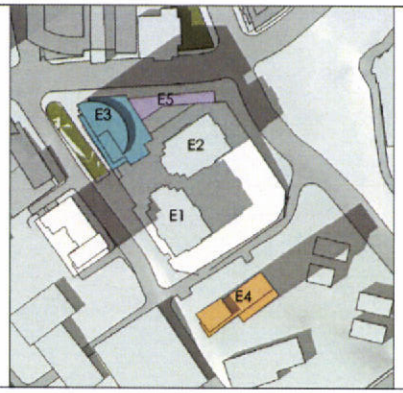

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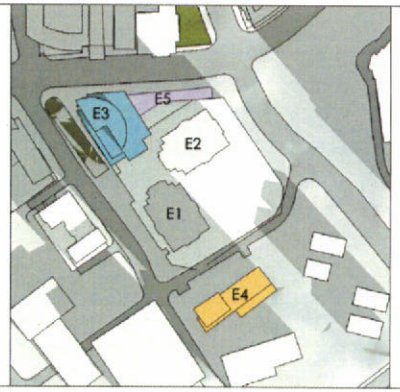

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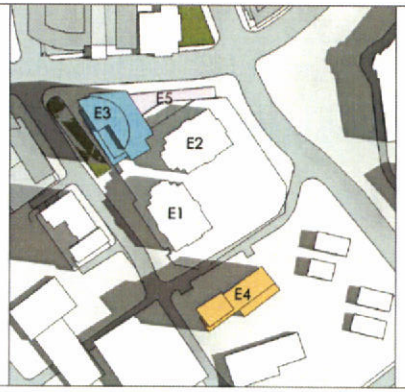

JUNE 9:00 AM

MARCH /SEPTEMBER 9:00 AM

WDG ARCHITECTURE

WDG Architecture, PLLC
1023 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 5198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P120
McLean, VA 22102

tel 703.821.1540
fax 703.226.5995
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102

tel 703.442.7800
fax 703.761.2787
e-mail rcochran@vika.com

Landscape Architect
Parkin&Rodriguez, INC
Contact: Tree M. Rodriguez
101 N. Union Street
Suite 300
Alexandria, VA 22314

tel 703.548.5010
fax 703.548.6010
e-mail jparker@parkinandrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102

tel 703.917.6620
fax 703.917.0559
e-mail ckabatt@wyrwells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201

tel 703.528.4700
fax 703.525.3197
e-mail ebaker@arl.thelawfirm.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P120
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part E)	11.22.11
CDP (Part E)	07.13.12
CDP (Part E)	10.19.12
CDP (Part E)	11.28.12
CDP (Part E)	[illegible]

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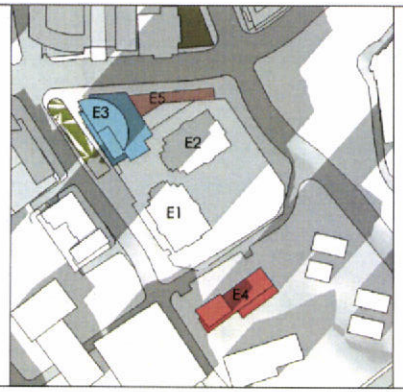
PART E
SHADOW STUDIES
(OPTION 1- MAXIMUM COMMERCIAL)

Scale:

A-5.0



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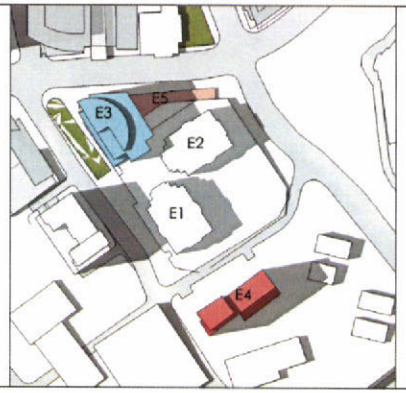

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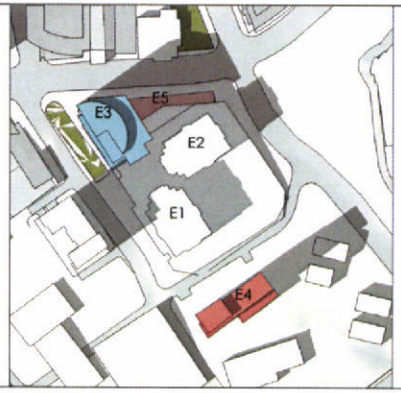

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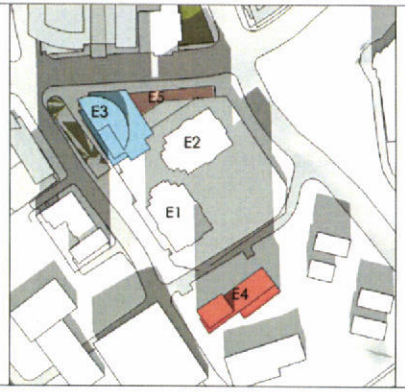

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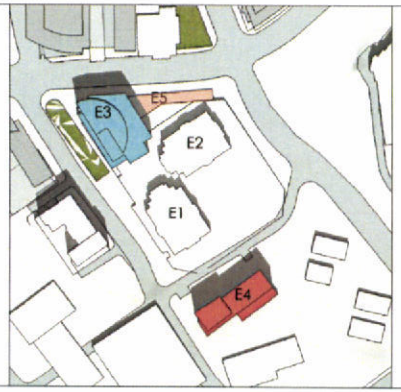

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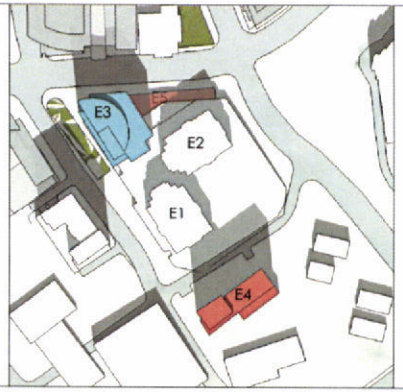

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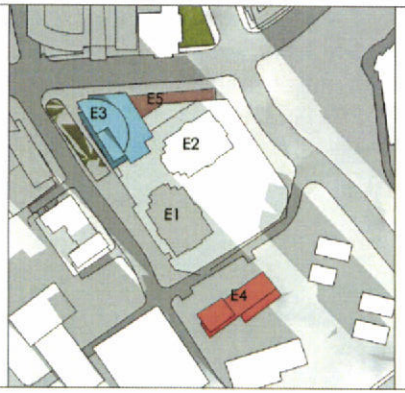

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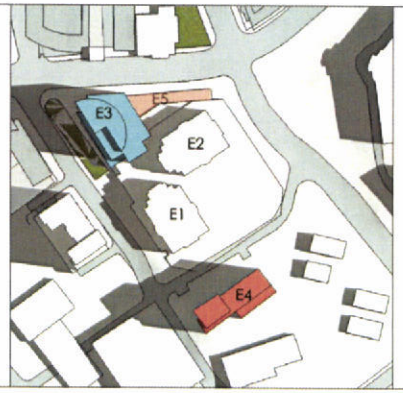

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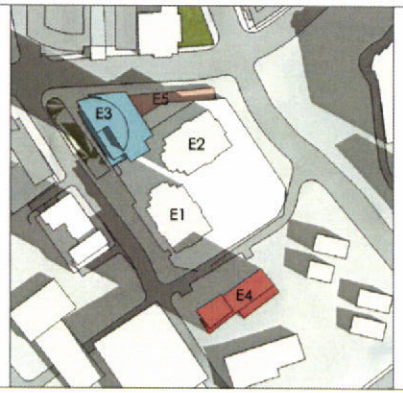

MARCH/SEPTEMBER 9:00 AM

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202.857.8300
fax 202.463.0199
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P100
McLean, VA 22102
tel 703.821.1540
fax 703.556.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail rcochran@vika.com

Landscape Architect
Parker Rodriguez, INC
Contact: Fred M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6080
e-mail fparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
12th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walsh.colucci-law.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P100
McLean, VA 22102

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CDP (Part E)	11.09.12
CDP (Part E)	[illegible]

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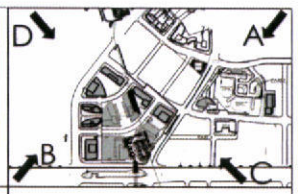
PART E
SHADOW STUDIES
(OPTION 2 -MAX RESIDENTIAL)

Scale

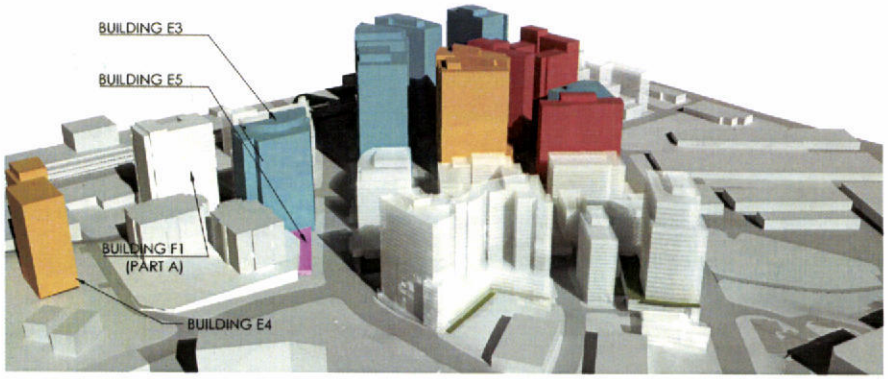
A-6.0

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PROPOSED BUILDINGS

LEGEND



KEY PLAN



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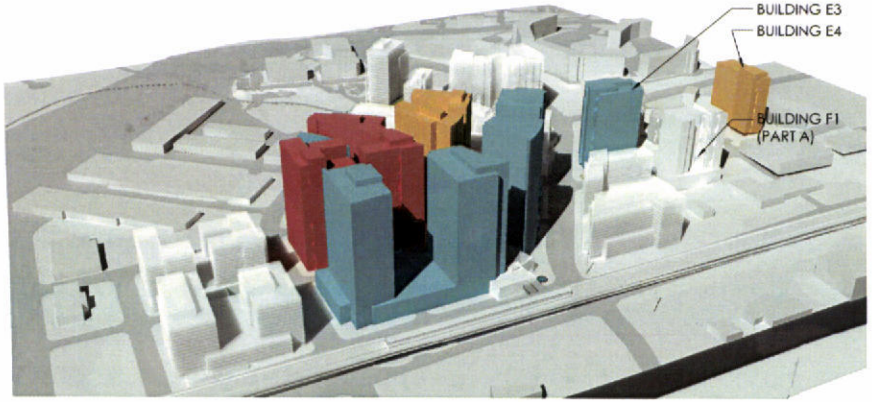

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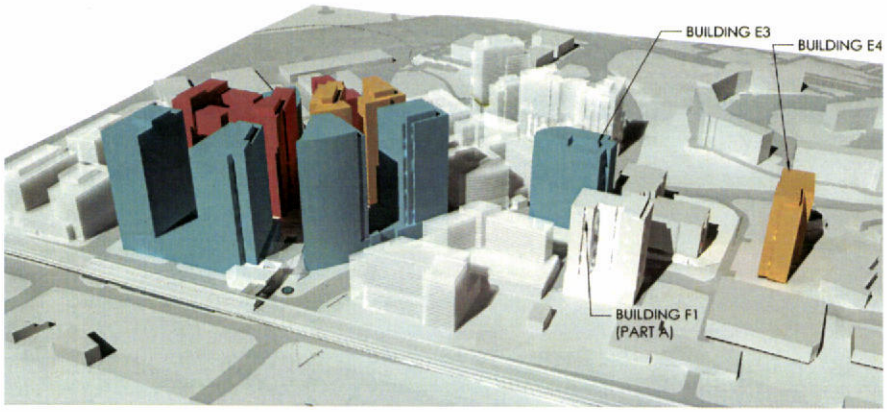

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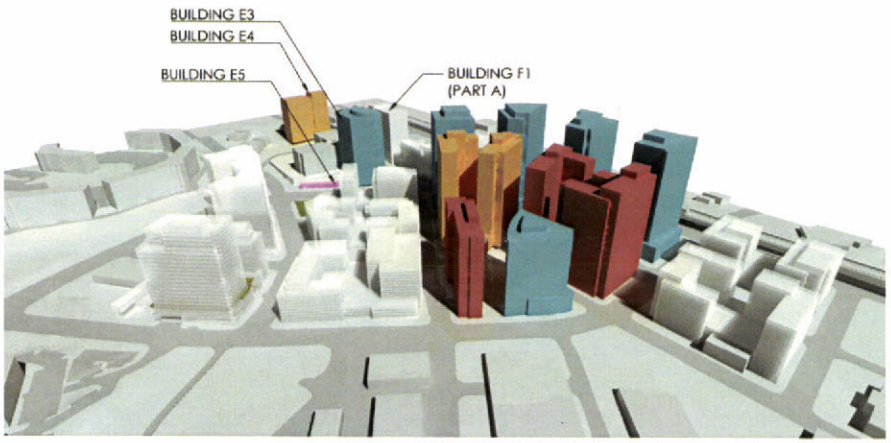

D

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 8360
fax 202 463 2198
e-mail info@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P120
McLean, VA 22102
tel 703.821.1540
fax 703.356.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.448.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 320
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tel 703.548.5010
fax 703.548.6080
e-mail parker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
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McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0738
e-mail ckabatt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walsh.colucci@lawyers.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P120
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part E)	11.23.11
CDP (Part E)	07.13.12
CDP (Part E)	10.19.12
CDP (Part E)	11.28.12
CDP (Final)	07.2019

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PART E

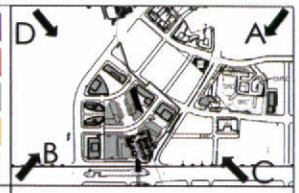
PROPOSED DEVELOPMENT WITH NEIGHBORING PROPERTIES-OPTION 1 & 2

Scale: NTS

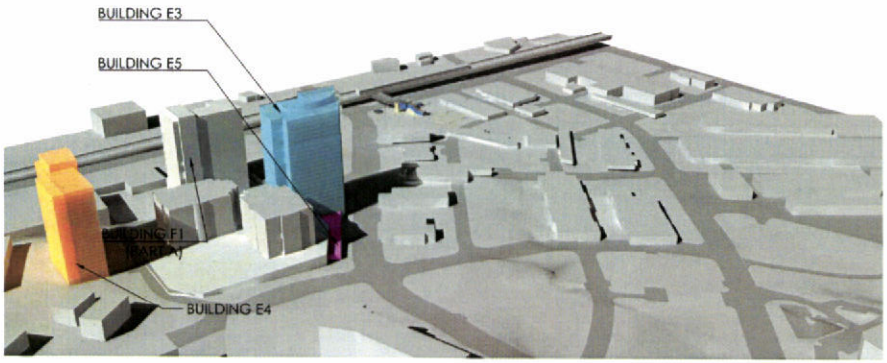
A-7.0

RETAIL
RESIDENTIAL
OFFICE
HOTEL
EXISTING BUILDINGS

LEGEND



KEY PLAN



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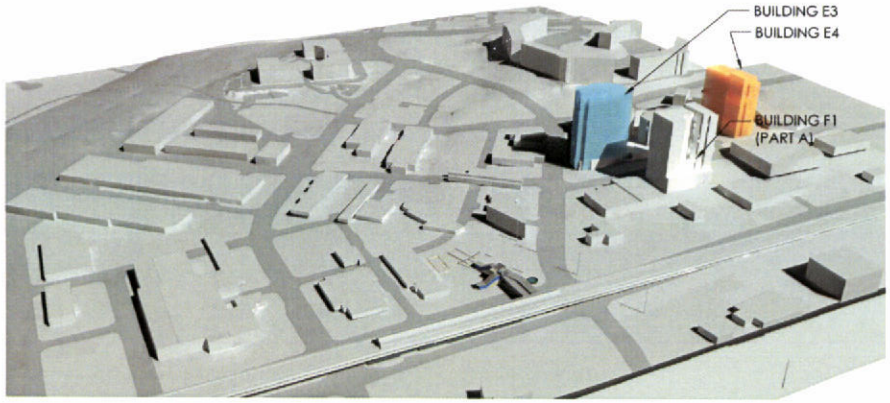

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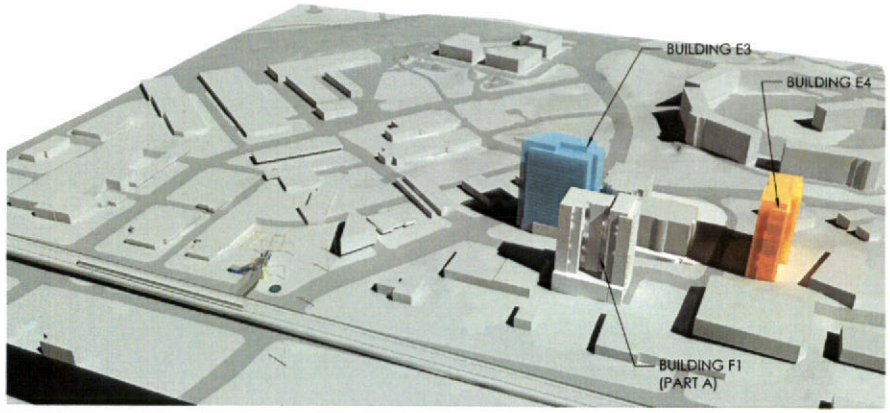

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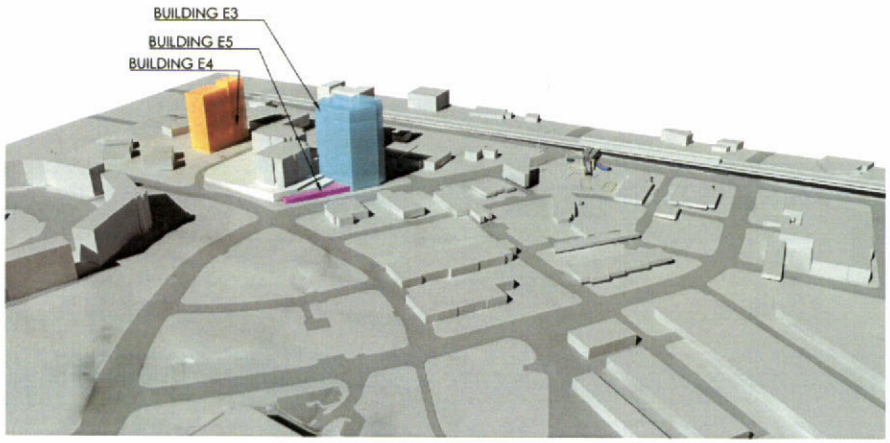

D

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8960
fax 202 463 2990
e-mail info@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P120
McLean, VA 22102
tel 703.891.1540
fax 703.556.0195
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail rcochran@vika.com

Landscape Architect
Pickelsimers, INC.
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.1090
e-mail grodriguez@pickelsimerdesigns.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wpeth.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walsh.delicatelawyers.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P120
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part E)	11.22.11
CDP (Part E)	07.13.12
CDP (Part E)	10.19.12
CDP (Part E)	11.20.12
CDP (Final)	07.15.13

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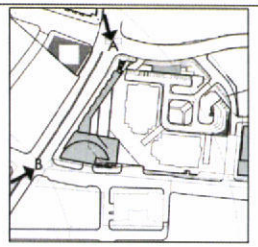
PART E

PROPOSED DEVELOPMENT WITH EXISTING CONTEXT OPTION 1

Scale: NTS

A-8.0



NOTES:

1. ALL PERSPECTIVE VIEWS ARE ILLUSTRATIVE AND ARE SUBJECT TO FINAL ENGINEERING AND DESIGN.
2. REFER TO LANDSCAPE DRAWINGS FOR CONCEPTUAL DESIGN OF STREETSCAPE AND PUBLIC PARK.

A - BUILDINGS E3, E5, & GREENSBORO CORPORATE CENTER - VIEW FROM GREENSBORO DRIVE | 1

B - BUILDING E3 - VIEW FROM SPRING HILL ROAD | 2

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202.857.8860
fax 202.463.2198
e-mail info@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8400 Greensboro Dr. P100
McLean, VA 22102
tel 703.821.1040
fax 703.556.0105
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc
Contact: Robert E. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.5797
e-mail cochran@vika.com

Landscape Architect
Parkerrodriguez, INC.
Contact: Tom M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.5090
e-mail tpartner@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Cole Robert
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
e-mail chobert@wpwdc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3191
e-mail ebaker@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8400 Greensboro Dr. P100
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part E)	11.22.11
CDP (Part E)	07.13.12
CDP (Part E)	10.19.12
CDP (Part E)	11.08.12
CDP (Part E)	07.18.13

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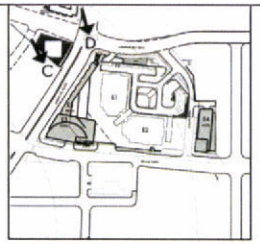
PART E

ILLUSTRATIVE VIEWS - NEIGHBORHOOD 2

Scale: NTS

A-9.0



KEY PLAN

NOTES:

1. ALL PERSPECTIVE VIEWS ARE ILLUSTRATIVE AND ARE SUBJECT TO FINAL ENGINEERING AND DESIGN.
2. REFER TO LANDSCAPE DRAWINGS FOR CONCEPTUAL DESIGN OF STREETSCAPE AND PUBLIC PARK.

C - VIEW OF E5 (RETAIL) FROM SPRING HILL ROAD | 1

D - VIEW OF E5 (RESIDENTIAL) FROM SPRING HILL ROAD | 2

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 833 8500
fax 202 463 5198
e-mail wdg@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P150
McLean, VA 22102
tel 703.893.5940
fax 703.556.0090
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parker Rodriguez, INC
Contact: Toni M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.549.5010
fax 703.549.6080
e-mail prinfo@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabatt@wellsveth.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
12th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucciLaw.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P150
McLean, VA 22102

CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part C & D)	11.22.11
CDP (Part D)	07.13.12
CDP (Part D)	10.19.12
CDP (Part E)	11.28.12
CDP (Part E)	07.26.13

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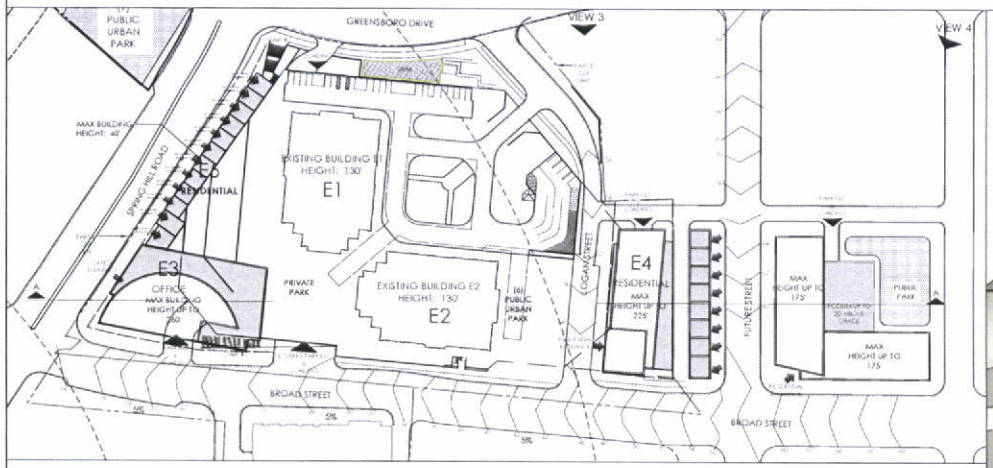
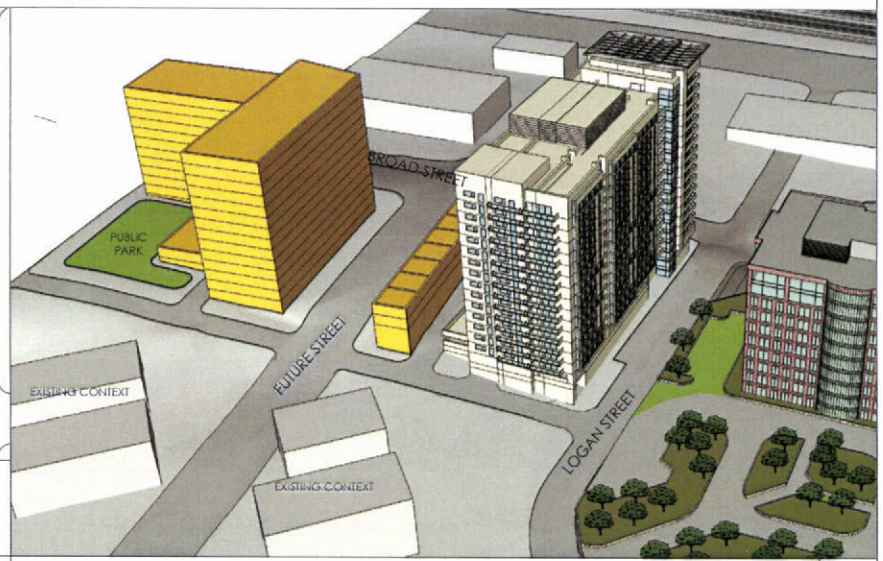
PART E
ILLUSTRATIVE VIEWS

Scale:

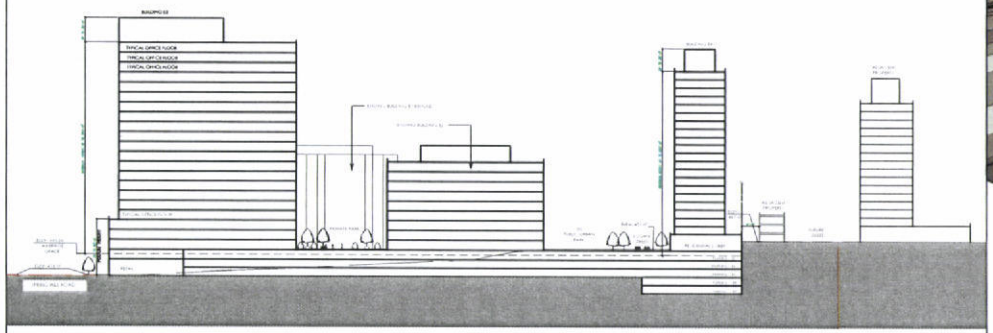
A-10.0



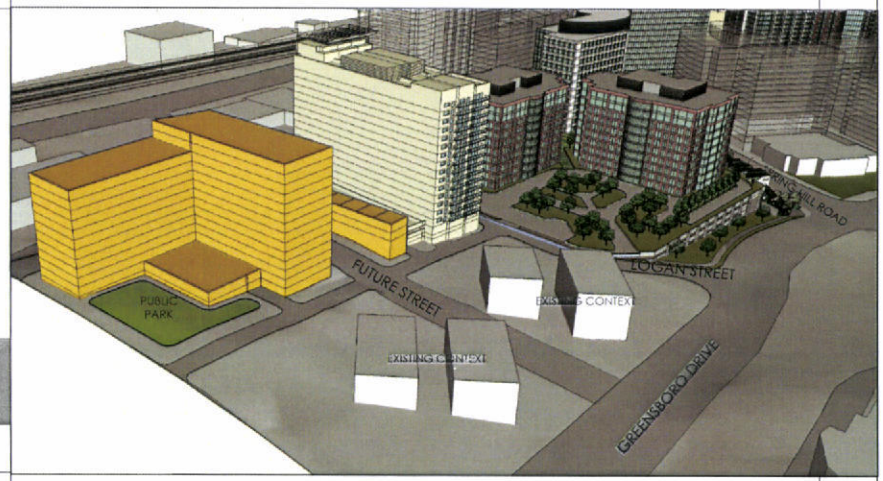
SITE PLAN | 1



LOOKING DUE SOUTH AT ADJACENT SITE DEVELOPMENT | 3



SECTION A-A | 2



LOOKING DUE WEST AT ADJACENT SITE DEVELOPMENT | 4

WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 857 8300
fax 202 463 9198
e-mail info@wdgarch.com

Applicant
Georgelas Group LLC
Contact: Aaron Georgelas
8405 Greensboro Dr. P120
McLean, VA 22102
tel 703.821.1040
fax 703.356.2496
e-mail Aaron@georgelasgroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Cochran
8180 Greensboro drive
Suite 800
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail cochran@vika.com

Landscape Architect
Parkerrodriguez, INC
Contact: Tim M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6380
e-mail grodriguez@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabat
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
e-mail ckabat@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walsh.dulesdistricts.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgelas Group
8405 Greensboro Dr. P120
McLean, VA 22102

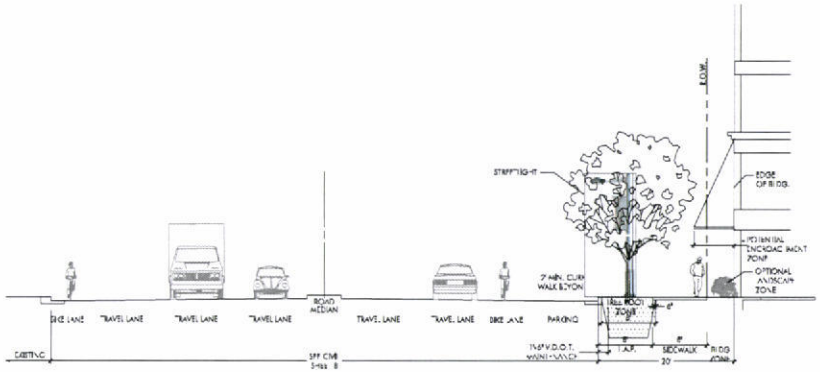
CDP	06.22.10
CDP (Resubmission)	08.24.10
CDP (Accepted)	10.14.10
CDP (Part E)	11.23.11
CDP (Part E)	07.13.12
CDP (Part E)	10.19.12
CDP (Part E)	11.28.12
CDP (Part E)	01.11.13

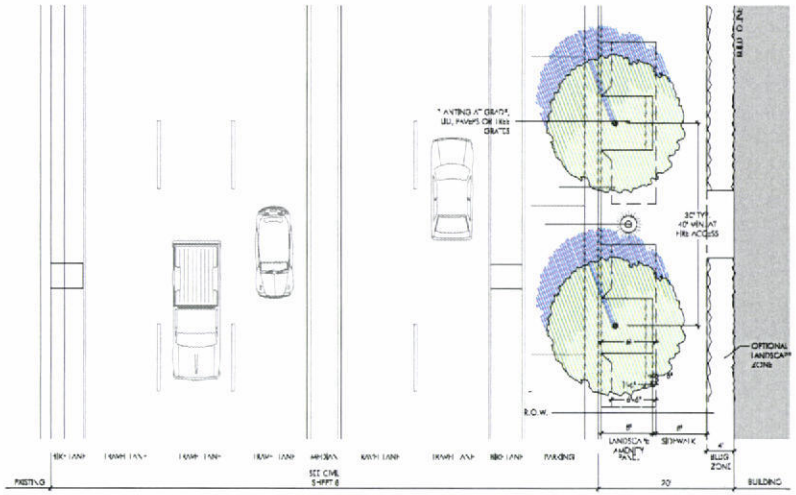
WDG Project No: WA08031
PART E
ADJACENT SITE DEVELOPMENT

Scale: 1" = 100'-0"

A-11.0

KEY

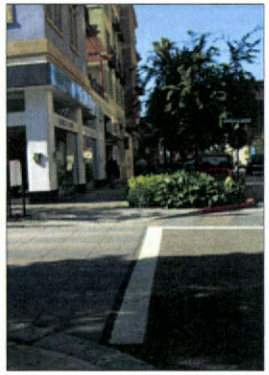




01 SPRING HILL ROAD

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

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



SPRING HILL ROAD STREETSCAPE CONCEPTS

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202.857.8000
fax 202.463.2199
email info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeton
8405 Greensboro Dr, P100
McLean, VA 22102

tel 703.893.1340
fax 703.556.2490
email Aaron@the-georgetown.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Gaskins
8180 Greensboro drive
Suite 200
McLean, VA 22102

tel 703.442.7800
fax 703.724.3857
email rgaskins@vika.com

Landscape Architect
Potomac Design, INC.
Contact: Tim M. Rodriguez

10 N. Lidan Street
Suite 200
Alexandria, VA 22314

tel 703.548.5210
fax 703.548.6480
email jackson@potomacdesign.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102

tel 703.917.6620
fax 703.917.6789
email ckabatt@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Edward Rosser
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201

tel 703.528.4700
fax 703.525.3197
email erosser@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8405 Greensboro Dr, P100
McLean, VA 22102

CDP	11.30.18
CDP (RESUBMISSION)	12.12.18
CDP (RESUBMISSION)	12.19.18
CDP (RESUBMISSION)	1.28.19
CDP (RESUBMISSION)	2.11.19

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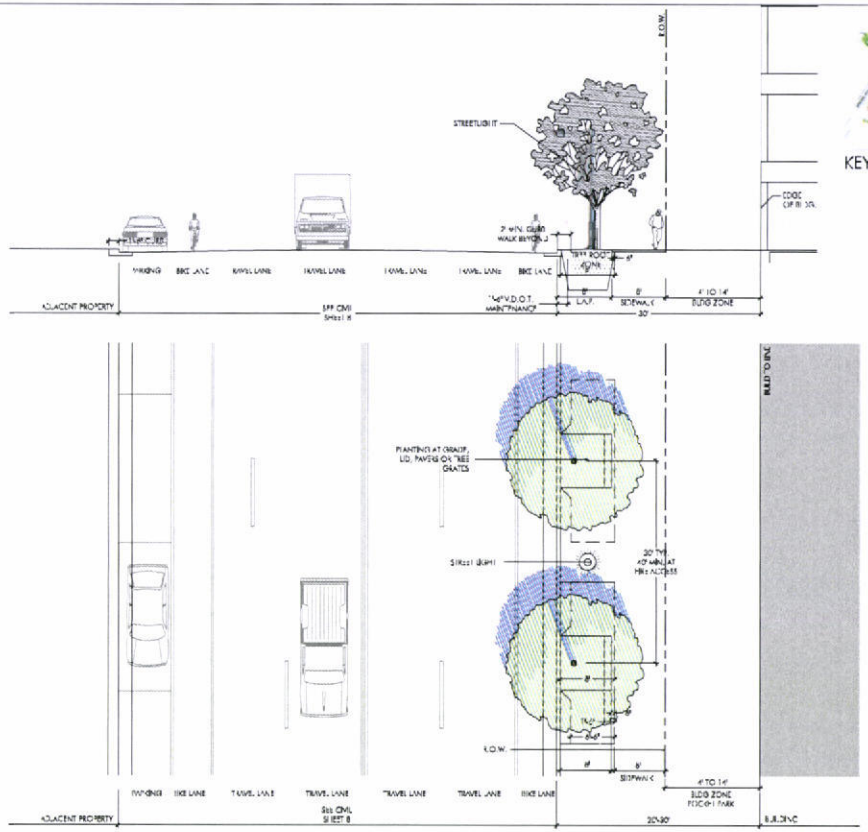
STREET SECTIONS

Scale: AS NOTED

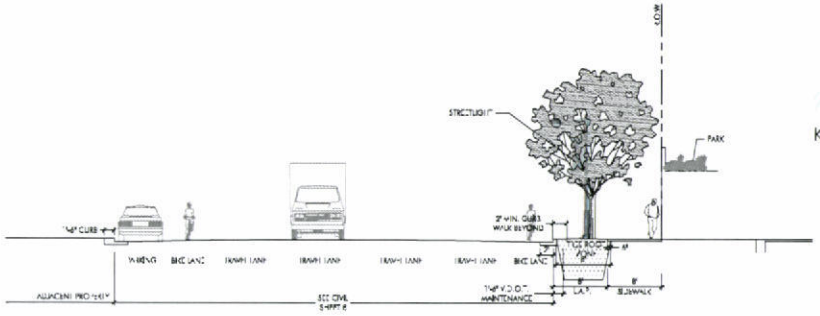
L-1



KEY

01 BROAD STREET

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



KEY

02 BROAD STREET

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

BROAD STREET STREETSCAPE CONCEPTS

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

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202 887 8000
fax 202 462 2980
email info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeton
8401 Greenboro Dr. P100
McLean, VA 22102
tel 703.893.1540
fax 703.556.0998
email Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Gaskins
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2797
email rgaskins@vika.com

Landscape Architect
Fairfax Group, P.C.
Contact: Tim M. Sandquist
10 N. Lee Street
Suite 200
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6882
email jackson@fairfaxgroup.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kaiser
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.6739
email ckaiser@wells-inc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Michael Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
email mbaker@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8401 Greenboro Dr. P100
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.11.13

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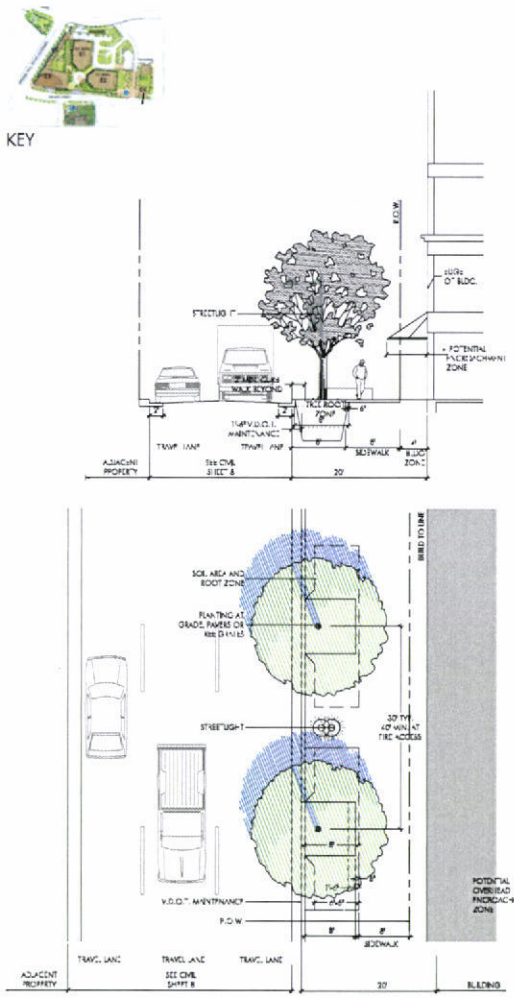
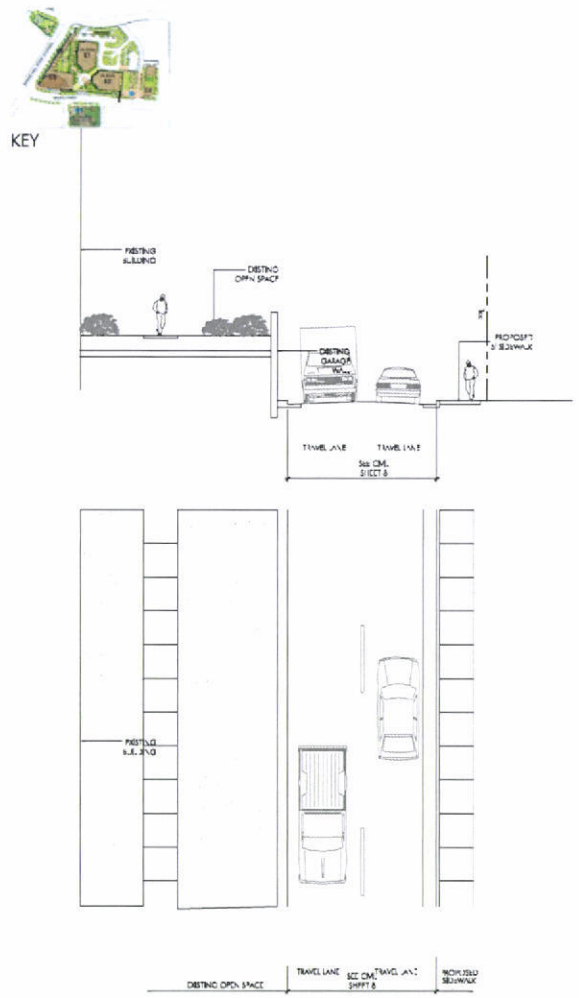
STREET SECTIONS

Scale: AS NOTED

L-2



01 BROAD STREET-INTERIM SECTION
SCALE: 1/8"=1'-0"



02 BROAD STEET - INTERIM SECTION
SCALE: 1/8"=1'-0"

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

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202.857.8000
fax 202.463.2193
email info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Gonzales
8400 Greenbaum Dr, P100
McLean, VA 22102
tel 703.893.1540
fax 703.556.2998
email Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Gaskins
8180 Greenbaum drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.724-1837
email rgaskins@vika.com

Landscape Architect
Parker Rodriguez, P.C.
Contact: Mel M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6080
email jackie@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabat
1420 Spring Hill Road
Suite 610
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0296
email ckabat@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
email ebaker@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8400 Greenbaum Dr, P100
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.12.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.17.13

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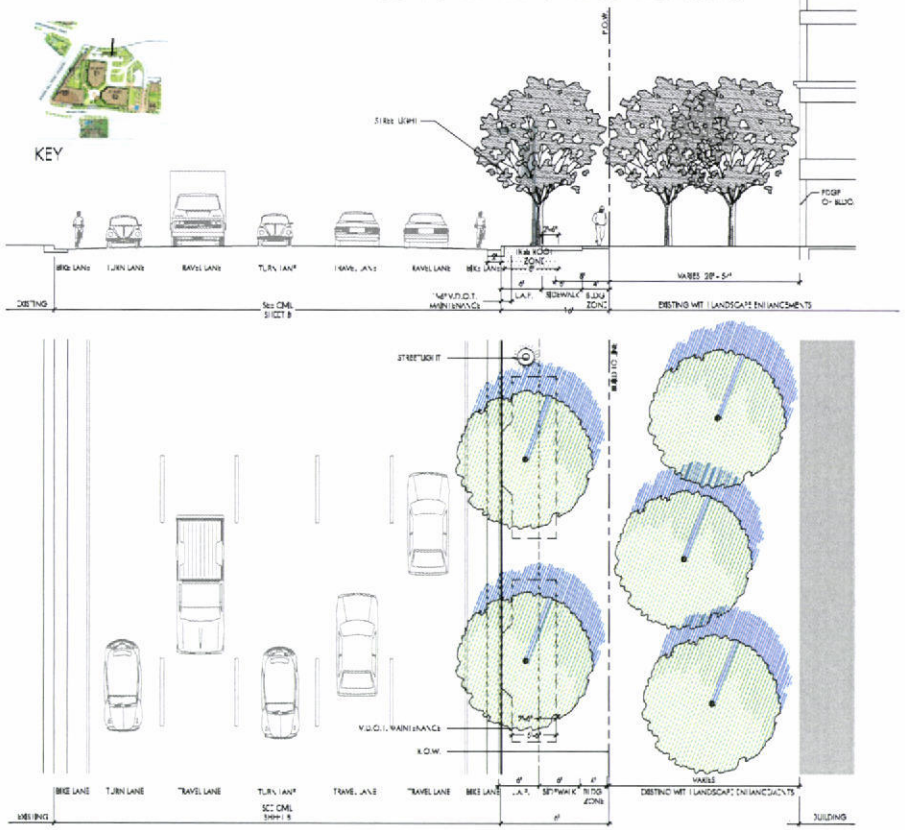
STREET SECTIONS INTERIM

Scale: AS NOTED

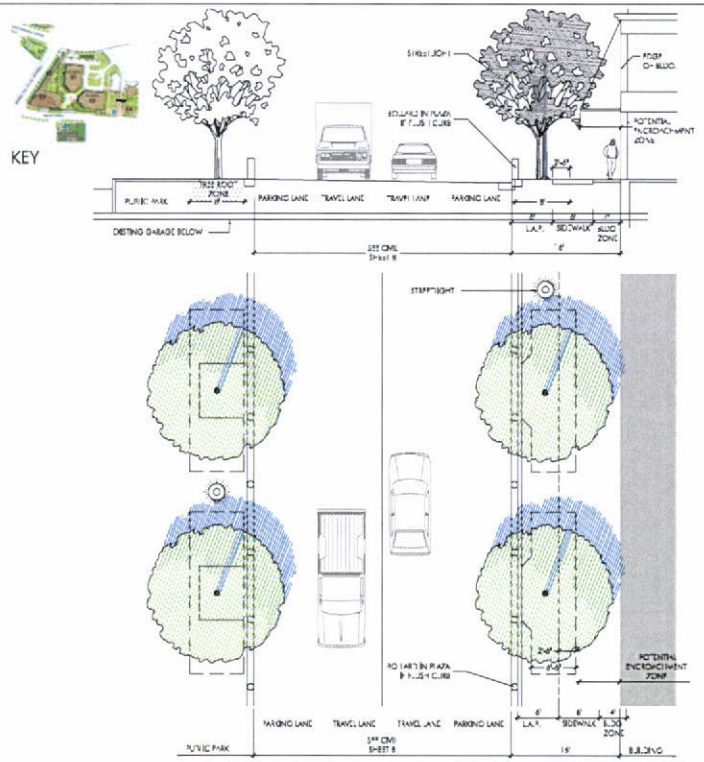
L-3

LOGAN STREET PLAZA STREETSCAPE CONCEPTS



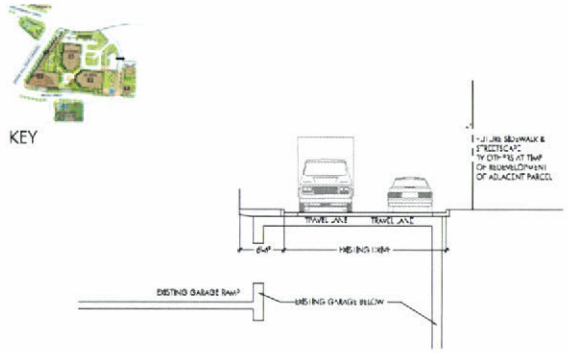
01 GREENSBORO DRIVE

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



02 LOGAN STREET AT E4 PLAZA

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



03 LOGAN STREET AT EXISTING GARAGE RAMP

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

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

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202.857.8000
fax 202.463.2700
email info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgetown
8400 Greensboro Dr, P100
McLean, VA 22102
tel 703.893.1340
fax 703.556.2990
email Aaron@georgetowngroup.com

Civil Engineer
VHB, Inc.
Contact: Robert E. Carter
8180 Greensboro drive
Suite 800
McLean, VA 22102
tel 703.448.7800
fax 703.761.2787
email rcarter@vhb.com

Landscape Architect
Parker Rodriguez, PC
Contact: Tim M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6080
email jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabir
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.6739
email ckabir@wells-associates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Michael Shaw
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
email mshaw@walsh-colucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8400 Greensboro Dr, P100
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.15.18
CDP (RESUBMISSION)	10.12.18
CDP (RESUBMISSION)	11.08.18
CDP (RESUBMISSION)	01.11.19

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STREET SECTIONS

Scale: AS NOTED

L-4

OVERALL PLAN

NEIGHBORHOOD 2 PART E

0.44 ACRES PUBLIC PARK SPACE PROVIDED

Spring Hill Station - Total Park Space Provided

Running Tab for Part A, B, D & E

Neighborhood 1		
Public Urban Parks		54,850 sq. ft.
Public Sky Parks		42,500 sq. ft.
	Total	2.23 Acres
Neighborhood 2		
Public Urban Parks		19,300 sq. ft.
	Total	0.44 Acres
Neighborhood 3		
Public Urban Parks		21,300 sq. ft.
	Total	0.49 Acres
Total Public Parks		**3.17 Acres**
Off-Site		
Public Urban Park	Total	**2.81 Acres**
Total Public Park		**5.98 Acres**

In Addition, Spring Hill Station is providing Private Parks

Neighborhood 1	0.93 Acres
Neighborhood 2	1.38 Acres
Neighborhood 3	1.11 Acres
Total Private Sky Parks	**3.42 Acres***

*Additional Private Park space may be provided with future FDP sets

Note:
Sky Parks denote parks above street level, built on structure. All other parks are at-grade.

86% of Public Parks provided at Street Level

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WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 857 8500
fax 202 463 3198
email wdg@wdgarch.com

Applicant
Georgetown Greens LLC
Contact: Aaron Georgeton
8405 Greensboro Dr., Prop
McLean, VA 22102
tel 703.893.1040
fax 703.556-0181
email Aaron@georgetowngroup.com

Civil Engineer
VHB, Inc.
Contact: Robert E. Cochran
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.448.3800
fax 703.741.8787
email cochran@vhb.com

Landscape Architect
Parkitecture, PLC
Contact: Tim M. Stallcupe
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.4580
email jamie@parkitecturefirm.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabatt
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
email dalum@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528-4700
fax 703.525.3197
email elizabeth@walshcolucci.com

Spring Hill Station Part E
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Greens
8405 Greensboro Dr., Prop
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.09.12
CDP (RESUBMISSION)	10.15.12
CDP (RESUBMISSION)	11.26.12
CDP (RESUBMISSION)	01.11.13

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OVERALL PARKS PLAN

Scale 1:100

L-5

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 500
Washington, DC 20036
tel 202 887 8500
fax 202 463 5198
email info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeles
8401 Greensboro Dr, P100
McLean, VA 22102

tel 703.287.1040
fax 703.356.2198
email Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert R. Carter
8180 Greensboro drive
Suite 200
McLean, VA 22102

tel 703.448.7800
fax 703.761.2787
email rcarter@vika.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Tori M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314

tel 703.548.5010
fax 703.548.5080
email jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Cole Kobert
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102

tel 703.917.6620
fax 703.917.0789
email ckobert@wellsandassociates.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Corporate Blvd.
10th floor
Arlington, VA 22201

tel 703.528.4700
fax 703.525.3197
email ebaker@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8401 Greensboro Dr, P100
McLean, VA 22102

CDP	11.20.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.11.13

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NEIGHBORHOOD 3 SIGHT DISTANCE AND UTILITIES

Scale 1:50

L-6A

NEIGHBORHOOD 1, 2 & 3

LANDSCAPE PLAN

TREE SYMBOL LEGEND

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

CONCEPTUAL PLANT SCHEDULE NEIGHBORHOOD 1

CONCEPTUAL PLANT SCHEDULE NEIGHBORHOOD 2

CONCEPTUAL PLANT SCHEDULE NEIGHBORHOOD 3

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

SCALE 1:100

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WDG ARCHITECTURE

WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202.857.0500
fax 202.463.3399
email info@wdgarch.com

Applicant
Georgetown Group, LLC
Contact: Aaron Georgeton
8400 Greensboro Dr. P300
McLean, VA 22102
tel 703.821.0940
fax 703.556.0145
email: Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert A. Coulson
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.448.1800
fax 703.741.0787
email: coulson@vika.com

Landscape Architect
Fritz+Rodgers, INC.
Contact: Fred Jr. Rodgers
101 N. Union Street
Suite 350
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6180
email: frodgers@fritzandrodgers.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Erik Kaiser
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0739
email: ekaiser@wells.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Corporate Blvd.
6th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
email: ebaker@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8400 Greensboro Dr. P300
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.11.13

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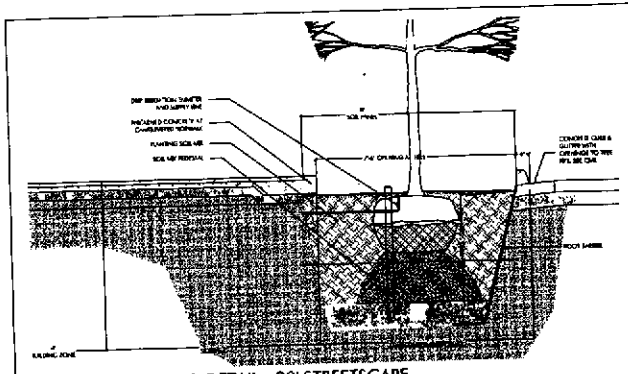
OVERALL LANDSCAPE PLAN

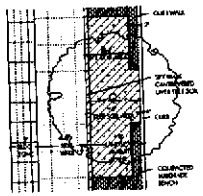
Scale 1:100

L-6

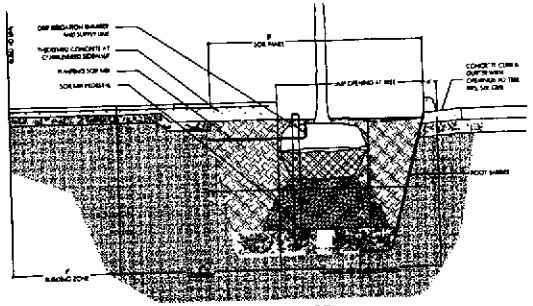
PLANTING DETAILS



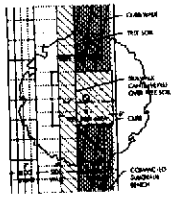
01 TREE PLANTING DETAIL - 20' STREETSCAPE
SCALE: 1/2" = 1'-0"



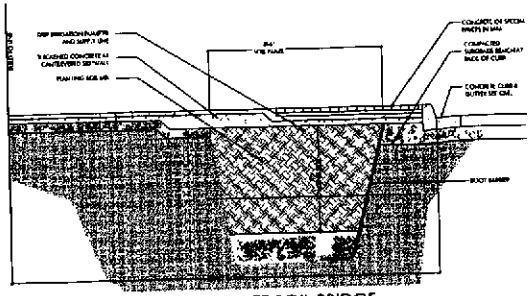
02 PLANVIEW - 20' STREETSCAPE
SCALE: 1/8" = 1'-0"



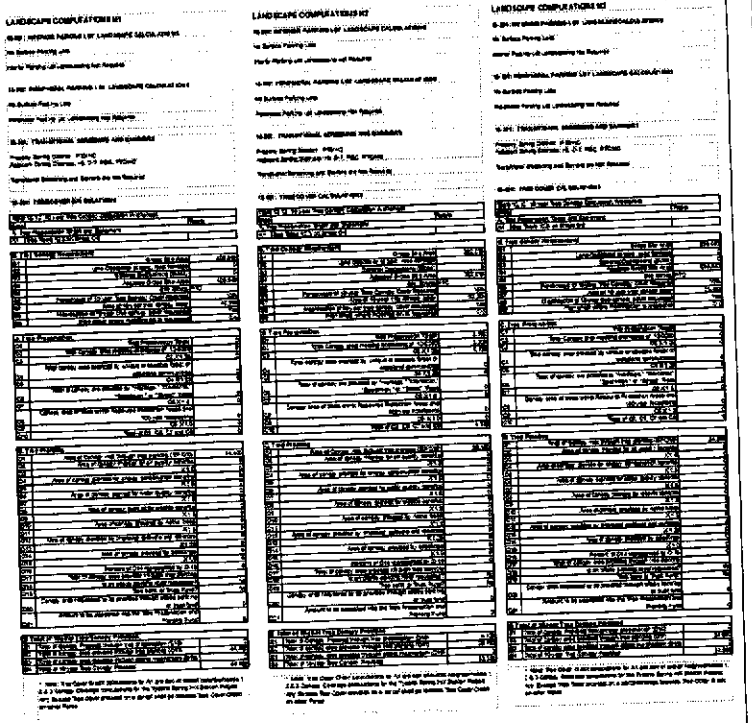
03 TREE PLANTING DETAIL - 16' STREETSCAPE
SCALE: 1/2" = 1'-0"



04 PLANVIEW - 16' STREETSCAPE
SCALE: 1/8" = 1'-0"



05 TREE PLANTING DETAIL - TREE SOIL BRIDGE
SCALE: 1/2" = 1'-0"



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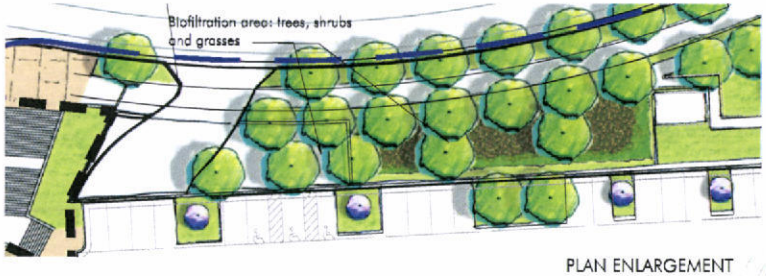
WDG ARCHITECTURE

Spring Hill Station Part E
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

PLANTING DETAILS

1/8" = 1'-0"

L-7



PLAN ENLARGEMENT

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WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue NW
Suite 500
Washington, DC 20036
tel 202 857 0500
fax 202 463 5198
e-mail wdg@wdgarch.com

Applicant
Georgetown Group, LLC
Contact: Aaron Georgiou
8405 Greensboro Dr, P150
McLean, VA 22102
tel 703.689.1540
fax 703.836.5995
e-mail: Aaron@georgiougroup.com

Civil Engineer
Vika, Inc.
Contact: Robert B. Carlson
8180 Greensboro drive
Suite 200
McLean, VA 22102
tel 703.442.7800
fax 703.761.2787
e-mail: carlson@vika.com

Landscape Architect
Parkitecture, PLC
Contact: Ted Ho, Rodrigue
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.2050
fax 703.548.6080
e-mail: jurist@parkitecture.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Dale Roberts
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.915.0944
e-mail: dalerr@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley, Emrich & Walsh PC
Contact: William Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail: wbaker@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgiou Group
8405 Greensboro Dr, P150
McLean, VA 22102

CDP	11.30.17
CDP (RESUBMISSION)	07.13.18
CDP (RESUBMISSION)	10.19.18
CDP (RESUBMISSION)	11.08.18
CDP (RESUBMISSION)	01.11.19

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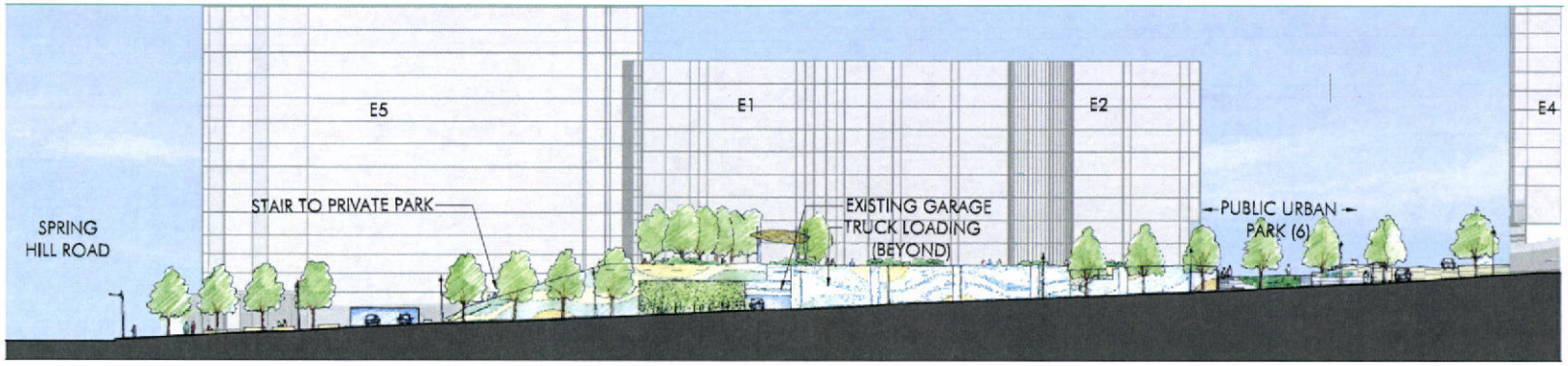
PARK PLANS

Scale 1:40

L-8

NEIGHBORHOOD 2 PARKS



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WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue NW
Suite 300
Washington DC 20036
tel 202 887 8000
fax 202 463 3198
email info@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeton
8405 Greensboro Dr, P200
McLean, VA 22102

tel 703.891.1940
fax 703.556.2190
email: Aaron@georgetowngroup.com

Civil Engineer
Vika, Inc.
Contact: Robert E. Gardner
8180 Greensboro drive
Suite 200
McLean, VA 22102

tel 703.442.7800
fax 703.741.2721
email: rgardner@vika.com

Landscape Architect
Parker Rodriguez, INC.
Contact: Tahl Ali, Rod Spear
101 N. Union Street
Suite 320
Alexandria, VA 22314

tel 703.548.5010
fax 703.548.5180
email: tparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kabat
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102

tel 703.917.6620
fax 703.917.0739
email: ckabat@wheldl.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201

tel 703.528.4700
fax 703.525.3197
email: ebaker@walshcolucci.com

Spring Hill Station Part E
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8405 Greensboro Dr, P200
McLean, VA 22102

CDP	11.20.17
CDP (RESUBMISSION)	07.19.18
CDP (RESUBMISSION)	10.19.18
CDP (RESUBMISSION)	11.26.18
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SECTION AT BROAD STREET

Scale 1:30

L-9

WDG ARCHITECTURE

WDG Architecture, PLLC
1055 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202 887 5500
fax 202 463 9198
e-mail wdg@wdgarch.com

Applicant
Greenbriar Group LLC
Contact: Aaron Champion
8401 Greensboro Dr., P120
McLean, VA 22102

tel 703.891.7540
fax 703.556.2191
e-mail: Aaron@greenbriargroup.com

Civil Engineer
Vika, Inc.
Contact: Robert B. Carlson
8180 Greensboro drive
Suite 200
McLean, VA 22102

tel 703.448.8500
fax 703.761.2797
e-mail: carlson@vika.com

Landscape Architect
Parkin&Eidlitz, INC.
Contact: Todd M. Rodgers
101 N. Union Street
Suite 200
Alexandria, VA 22314

tel 703.548.2010
fax 703.548.6880
e-mail: jacker@parkineidlitz.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kaiser
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102

tel 703.917.6620
fax 703.917.7594
e-mail: ckaiser@wells-ai.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Bernard Suter

2200 Clarendon Blvd.
13th Floor
Arlington, VA 22201

tel 703.528.4700
fax 703.525.3197
e-mail: suter@walshcolucci.com

Spring Hill Station Part E

PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Greenbriar Group
8401 Greensboro Dr. P120
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
CDP (RESUBMISSION)	10.19.12
CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.11.13

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PEDESTRIAN HIERARCHY PLAN

Scale 1:100

L-10

PEDESTRIAN & BICYCLE CIRCULATION

FOR SPECIFIC PEDESTRIAN AND BICYCLE FACILITIES, SEE PROFFERS

KEY :

- PUBLIC ELEVATOR
- PUBLIC SIDEWALK - 6' W MIN.
- PUBLIC ALLEY SIDEWALK - 5' W MIN.
- 5' DEDICATED BIKE LANE
- PUBLIC SIDEWALK - 10' W. MIN.
- PUBLIC STAIRWAY
- PUBLIC SIDEWALK - 8' W MIN.
- EXISTING SIDEWALK
- OFF-SITE SIDEWALK SEE PROFFERS FOR R2 2010-PR-014-B

SCALE: 1"=50'-0" 25'-0" 50'-0" 100'-0"

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WDG ARCHITECTURE

WDG Architecture, PLLC
1050 Connecticut Avenue, NW
Suite 900
Washington, DC 20036
tel 202.857.8800
fax 202.463.3188
e-mail mail@wdgarch.com

Applicant
Georgetown Group LLC
Contact: Aaron Georgeia
8400 Greensboro Dr, P100
McLean, VA 22102
tel 703.893.1540
fax 703.356.0395
e-mail Aaron@georgetowngroup.com

Civil Engineer
VHB, Inc.
Contact: Robert E. Cochran
8180 Greensboro drive
Suite 800
McLean, VA 22102
tel 703.442.7800
fax 703.741.3700
e-mail rcochran@vhb.com

Landscape Architect
Parker Rodriguez, P.C.
Contact: Tim M. Rodriguez
101 N. Union Street
Suite 320
Alexandria, VA 22314
tel 703.548.5010
fax 703.548.6580
e-mail jparker@parkerrodriguez.com

Traffic Consultant
Wells + Associates, Inc.
Contact: Chris Kaiser
1420 Spring Hill Road
Suite 600
McLean, Virginia 22102
tel 703.917.6620
fax 703.917.0789
e-mail ckaiser@wellsinc.com

Land/Zoning Attorney
Walsh Colucci Lubeley Emrich & Walsh PC
Contact: Elizabeth Baker
2200 Clarendon Blvd.
Ten Floor
Arlington, VA 22201
tel 703.528.4700
fax 703.525.3197
e-mail ebaker@walshcolucci.com

Spring Hill Station Part E
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

The Georgetown Group
8400 Greensboro Dr, P100
McLean, VA 22102

CDP	11.30.11
CDP (RESUBMISSION)	07.13.12
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CDP (RESUBMISSION)	11.28.12
CDP (RESUBMISSION)	01.11.13

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PEDESTRIAN & BICYCLE CIRCULATION

Scale 1:100

L-11

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 (BOS) 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. Following the adoption of the final Environmental Impact Statement (EIS) for the Silver Line 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 (PC) developed Comprehensive Plan language and a zoning ordinance amendment based on the work of the task force and additional economic, transportation and fiscal analyses. Both amendments were eventually adopted.

The Plan is 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.

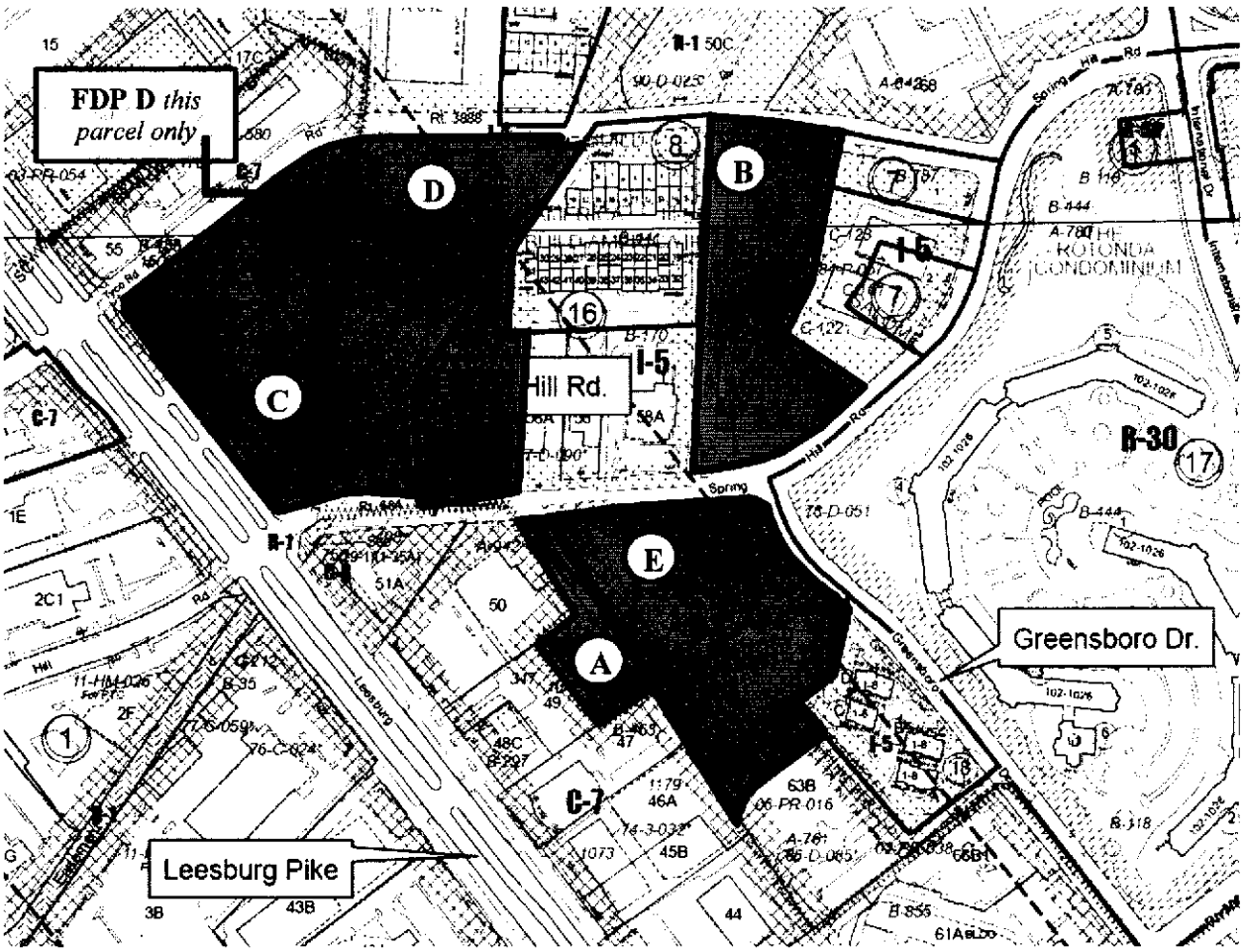
A companion zoning ordinance amendment established a new zoning district for Fairfax County, the Planned Tysons Corner Urban (PTC) District. This new district encourages intense levels of development around the Tysons Metro stations. The PTC District requirements are closely tied to the Comprehensive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

In order to achieve the transit-oriented densities recommended in the Comprehensive Plan, rezoning applications must demonstrate that the proposed development furthers the Plan's vision for the Tysons Corner Urban Center. To that end, the Georgelas Group LLC submitted RZ 2010-PR-014 to redevelop 31.62 acres in the vicinity of the Spring Hill Metro Station (previously known as the Tysons West Station). The proposal for a mixed-use neighborhood, called Spring Hill Station, was originally put forward as a "Demonstration Project," intended to assist staff, the Planning Commission and the Board in their evaluation of the proposed Plan and Zoning Ordinance text. Over the life of the application, the original land area was eventually divided into five separate zoning cases. Two cases, 014A and 014B, were approved in 2011 as primarily residential development. One of these proposals, 014A, is currently under construction. The third case, 014C, is currently on indefinite deferral. The final two portions of the application, 014D and 014E, are the subject of this report. A final development plan has also been filed on a portion of the 014D application, which is also reviewed in this report.

DESCRIPTION OF THE APPLICATIONS

This staff report addresses two portions of the 31.45 acre rezoning to the Planned Tysons Corner Urban District (PTC District) originally filed by the Georgelas Group LLC as RZ 2010-PR-014, and known as Spring Hill Station. As noted, the application has been divided into five separate zoning cases, as laid out in the following table and map.

Case	Area	Status
RZ/FDP 2010-PR-014-A	1.56 acres	Approved (RZ) 9/27/2011 Approved (FDP) 9/21/2011
RZ 2010-PR-014-B	5.51 acres	Approved (BOS) 9/27/2011
RZ 2010-PR-014-C	7.13 acres	Indefinitely deferred
RZ 2010-PR-014-D	9.86 acres	Subject of this report
FDP 2010-PR-014-D	*3.52 acres*	*Subject of this report*
RZ 2010-PR-014-E	7.39 acres	Subject of this report



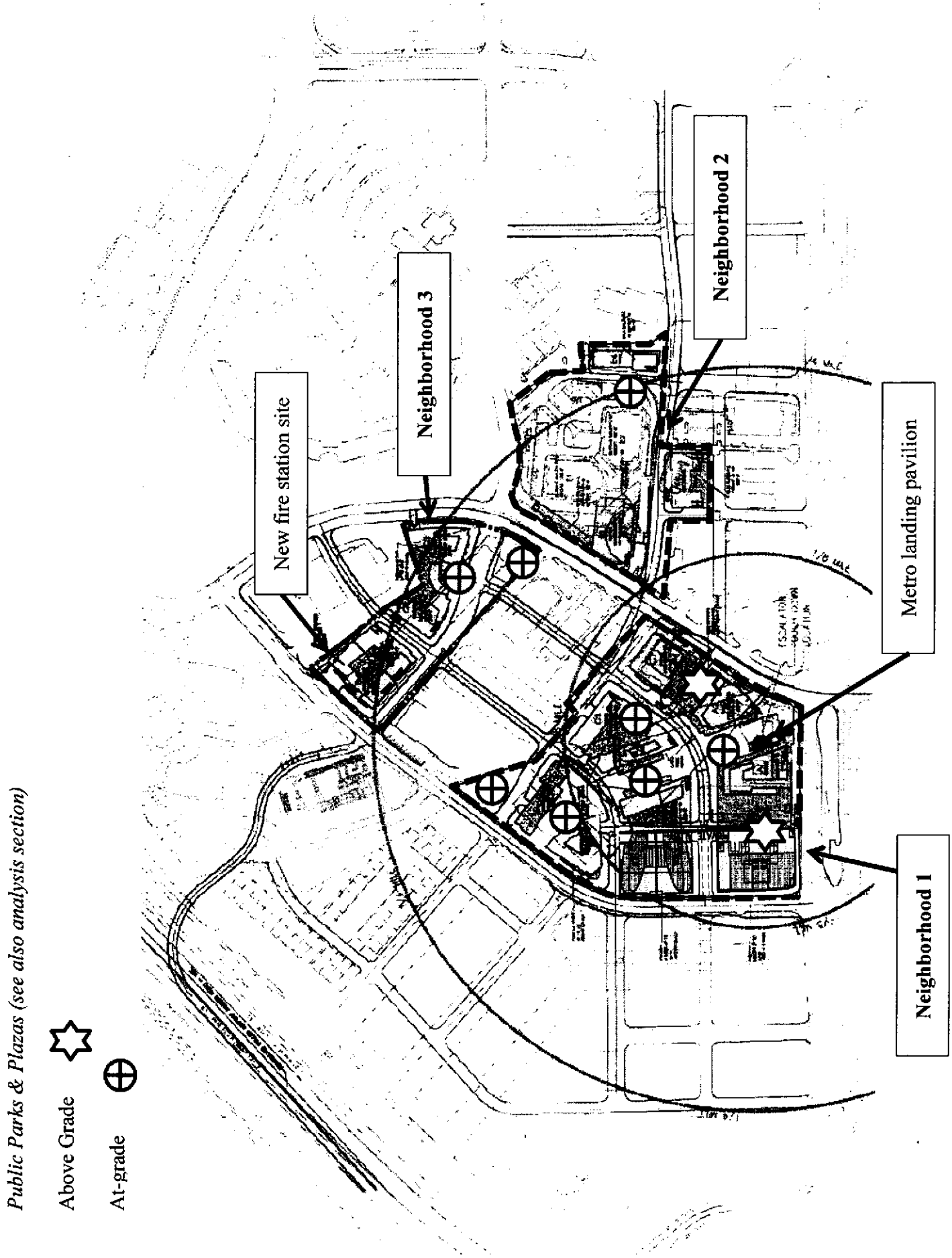
Overview of Spring Hill Station (Overall Development)

Spring Hill Station, as a whole, proposed a mixed-use, transit-oriented development located adjacent to the westernmost Metrorail stop in Tysons—Spring Hill. The site is currently developed with a mix of uses including office, light industrial and vehicle sales. The project proposed three neighborhoods, which now correspond to zoning cases as shown in the graphic on the following page. Neighborhood 1 includes applications 014C and 014D. Neighborhood 2 includes applications 014A and 014E, while Neighborhood 3 is application 014B. The project presents a grid of streets that serves the development and the surrounding area and will eventually connect throughout the subdistrict, a network of parks and plaza spaces including a significant Metro plaza, a kiss and ride lot associated with the Metro, and the relocation of Fire Station #29 (as shown in the graphic on the following page). The range of uses and intensities as proposed is shown in the following chart. Because the 014C application has been indefinitely deferred, the information shown for that case is based on previous plans and is provided as an example of what might be built in the future, not a current proposal. When the 014C case is reactivated, the applicant may choose a similar scheme or a different development pattern to mesh with the surrounding neighborhood and meet the goals of the Comprehensive Plan.

Overall, Spring Hill Station proposes the following approximate ranges of development. Data for buildings associated with 014D and 014E are reflective of the current proposals detailed in this report. Data for buildings associated with 014C was taken from the last submittal prior to the division of the cases and may not reflect what is eventually proposed. Data for buildings associated with 014A and 014B reflect what was approved in 2011.

Gross Floor Area in Square Feet *as tabulated in CDPs*					
Case	Office	Retail/Service	Hotel	Residential	Maximum GFA (FAR)
Neighborhood 1					
014C illustrative	*403,552 - 807,752*	*78,000*	*0 - 290,000*	*425,000 - 1,130,000*	*1,611,552 (4.99)*
014D	400,000 – 1,272,000	83,000	0 – 189,000	1,242,000 – 1,861,000	2,786,000 (6.43)
Neighborhood 2					
014A*	0	6,000	0	430,000	436,000 (6.33)
014E	631,170 – 851,170	7,000 – 23,000	0 or 135,000	0 or 225,000	1,083,170 (3.29)
Neighborhood 3					
014B*	0	18,100**	0	1,720,000	1,738,100*** (7.25)
Estimated Total for Springhill Station					
	1,434,722 – 2,930,922	192,100 – 208,100	0 – 614,000	4,431,000 - 5,366,000	7,654,822

* AS APPROVED 9/27/2011
** Reserves the right to increase retail / service uses up to 36,200 sq. ft. by concurrently reducing the residential square footage
*** 25,000 square foot fire station (public use) is not included in the GFA per the PTC District regulations


Public Parks & Plazas (see also analysis section)
Above Grade
At-grade
New fire station site
Neighborhood 3
Neighborhood 2
Metro landing pavilion
Neighborhood 1

The submitted Conceptual Development Plans (CDP) identifies a primary use for each building (office, residential or hotel). Most buildings allow for "retail and service" as additional uses (generally located on the ground floor). The proffers for both cases define "retail and service uses" as any use that is permitted in the PTC District (subject to the use restrictions of Sect. 6-505 of the Zoning Ordinance) and state that specific uses will be designated at the time of FDP approval. In addition, each neighborhood includes park and plaza areas ranging from passive pocket parks for sitting and visual respite to active programmed spaces. The overall development also addresses other elements of the adopted Comprehensive Plan text for the Tysons Corner Urban Center such as streetscapes, stormwater management, green building, athletic fields and public facilities (in this instance, a new fire station). With the exception of the two existing office buildings in Neighborhood 2 (014E), the existing uses on the site will be gradually replaced.

As noted previously, during the review of the overall Spring Hill Station application, the applicant chose to amend the application to split the case into three separate sections (014A, 014B and 014C). Two cases, 014A and 014B, were approved in 2011. The third case was later split again into 014C, 014D and 014E. Because the Georgelas Group (the applicant for 014D and 014E) no longer has the 014C property under contract, the 014C application has been indefinitely deferred. As previously stated, while the building and site design may change when 014C is reactivated, the grid of streets brought forward at that time will need to conform to the grid shown in the approved applications 014A and 014B and the cases currently under review. The overall grid for this area has been extensively negotiated with staff through the zoning process as well as through the Consolidated Traffic Impact Analysis undertaken by the Fairfax County Department of Transportation. As noted with the approval of the 014A and 014B cases and discussed further in this analysis, several important features of the overall development were proffered with 014A and 014B, specifically, the extension of Greensboro Drive, the provision of off-site parkland for future construction of athletic fields, and the relocation and expansion of Fire Station #29.

Overview of RZ 2010-PR-014-D

RZ 2010-PR-014-D is filed on a total of 9.86 acres, consisting of the properties fronting on Tyco Road from Route 7 to the Dominion Power easement, Fairfax County Fire Station #29 on Spring Hill Road and the McLean Self-Storage facility located adjacent to the fire station. The properties fronting on Tyco Road are currently developed with a mix of retail and light industrial uses and a construction staging site for the Metro project. The properties on Spring Hill Road are developed with Fire Station #29 and a self-storage facility. The CDP proposes seven buildings, including: two office buildings; three residential buildings; one building with an office or residential option and one building with a residential or hotel option. All buildings have the ability to include some amount of retail or other uses on the ground floor. Based on the land area used for the calculation of density (including 0.075 acres of land previously dedicated to the County) the proposed maximum floor area ratio (FAR) within this application is 6.44. Two buildings (D1 and D6) have public "skyparks" located on the tops of the parking podiums. Other open space areas include a small ground level plaza adjacent to Building D5, a significant ground level

park space between the D3 and D4 buildings, and an at-grade park at the intersection of Tyco Road and Broad Street (proposed to be dedicated to the County).

A reduced copy of the proposed CDP for 014D is included in the front of this report. The applicant's draft proffers for this application are included as Appendix 1. The applicant's affidavit is including in Appendix 4 and the applicant's statements regarding this application are included in Appendix 5. A portion of 014D is also subject to FDP 2010-PR-014-D. Because the land areas are identical, the applicant has filed separate plats for the CDP and FDP (rather than a combined CDP/FDP). A discussion of FDP 2010-PR-014-D follows.

Overview of FDP 2010-PR-014-D

FDP 2010-PR-014-D is filed on a single parcel of 3.52 acres (known as the Peacock parcel), which is located at the intersection of Tyco Road and Route 7. The site is developed with a 1970s era, one-story building at the corner of Tyco Road and Route 7 that is currently used as a furniture store in the front and an automotive repair service in the rear. The northern portion of the site is currently in use as a construction staging site for the Metro project. As shown on the proposed CDP, at build-out, this parcel is intended to be bisected by Pierpoint Street into two building sites with an office building (D1) on the southern portion of the parcel at Tyco and Route 7 and two conjoined residential buildings (D2A and D2B) on the northern portion. Merchant Street will cross the northern tip of the parcel.

As the first phase of development in 014D, this FDP depicts a new residential building, D2A, on the northern building site at the corner of Pierpoint Street and Tyco Road. The remainder of the northern building site (future D2B) would be developed with an interim park. Three options for the southern building site (future D1) are included in the proposal. The base plan would be to maintain the existing building and existing uses under the interim use proffer language. One option would be to revamp the surface parking and street treatment and reuse the existing building for 'place-making' type activities while another option would remove the building to allow commercial off-street parking with 'place-making' activities on the weekends. The applicant has requested that significant flexibility be retained with this FDP, including a building range from a smaller (150 unit, 240 foot) residential building that would be suitable for condominium development to a larger (436 unit, 360 foot) building that would be suitable for rental apartments. Under either option, the applicant proposes retail / service uses and a residential lobby on the ground floor of a parking podium under a residential tower. Private open space facilities will be located at the podium and roof levels.

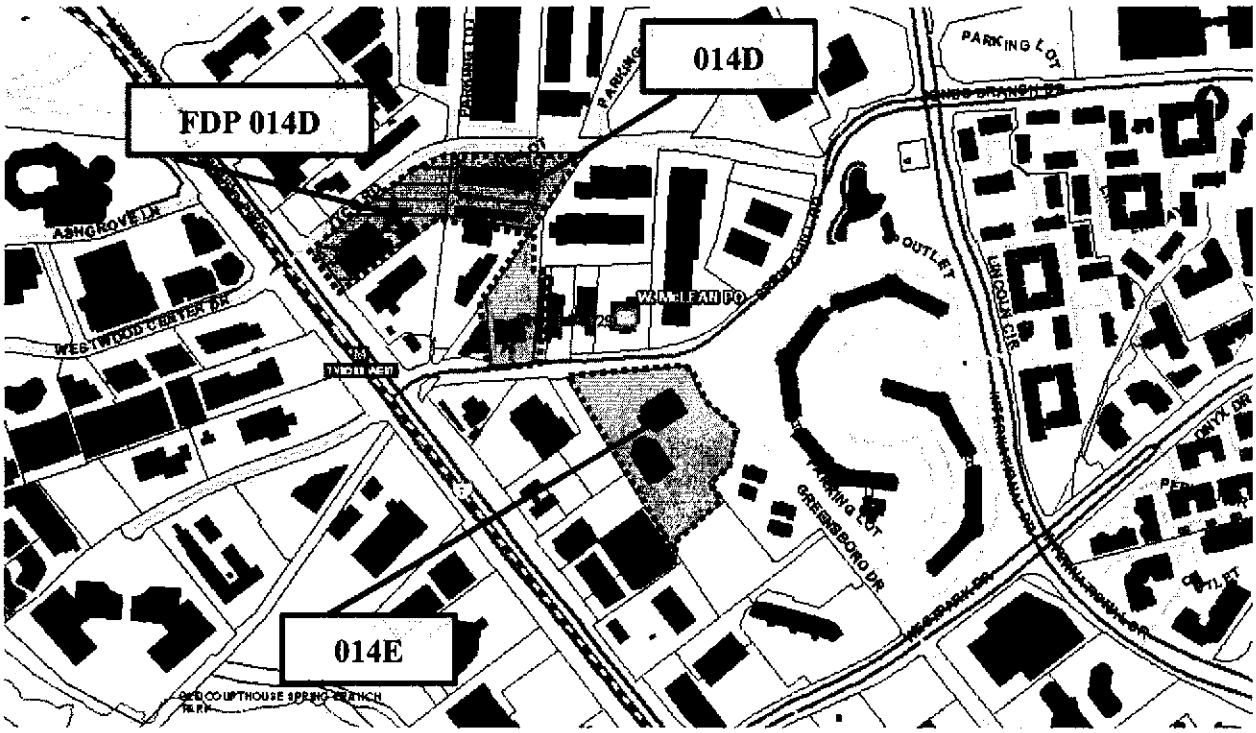
A reduced copy of the proposed FDP for FDP 014D is included in the front of this report. Staff's draft conditions for this FDP are included as Appendix 2. The affidavit for this application is contained in Appendix 4 and the applicant's statements regarding this application are included in Appendix 5.

Overview of RZ 2010-PR-014-E

RZ 2010-PR-014-E is filed on a 7.39 acre parcel that is the site of the existing Greensboro Corporate Center, located at the intersection of Greensboro Drive and Spring Hill Road. The applicant is not pursuing approval of any FDPs on 014E at this time. The CDP depicts the two existing office buildings to remain and three new buildings, an office building, a low-rise extension of the office building with an option to be either retail/service or residential, and a building with a hotel or residential option. Existing open space around the two existing buildings will remain as private open space, and a small public park is proposed to replace existing parking between the existing buildings and the new E4 hotel/residential building.

A reduced copy of the proposed CDP for 014E is included in the front of this report. The applicant's draft proffers for this application are included as Appendix 3. The affidavit for this application is contained in Appendix 4 and the applicant's statements regarding this application are included in Appendix 5.

LOCATION AND CHARACTER



RZ 2010-PR-014-D, FDP 2010-PR-014-D

As depicted above, property subject to the rezoning is a U-shaped collection of several parcels located along Tyco Road and on the north side of Spring Hill Road. The property subject to the FDP is located at the corner of Tyco Road and Route 7.

SURROUNDING AREA DESCRIPTION			
Direction	**Use**	**Zoning**	**Plan Map**
North *across Tyco Road*	Vehicle Sales, Industrial Flex Space, Health Club, Veterinarian Office	C-7, I-5	Transit Station Mixed Use, Residential Mixed Use
East	Commercial Condominiums, Equipment Rental	I-5	Transit Station Mixed Use, Residential Mixed Use
South *across Spring Hill*	Service Station, Retail	C-8, C-7	Transit Station Mixed Use
Southwest (014C)	Auto Repair, Vehicle Sales, Metro Kiss and Ride Lot, Office	C-7, I-5	Transit Station Mixed Use, Park/Open Space
West *across Route 7*	Vehicle Sales	C-7	Transit Station Mixed Use

RZ 2010-PR-014-E

As shown in the preceding graphic, this application property is located at the intersection of Greensboro Road and Spring Hill Road.

SURROUNDING AREA DESCRIPTION			
Direction	**Use**	**Zoning**	**Plan Map**
North *across Spring Hill*	Equipment Rental, Auto Repair, Post Office Approved for Park (part of 014B)	I-5 PTC	Transit Station Mixed Use
East	Multi-Family (Rotunda)	R-30	Residential
Southeast	Office Condominium Vacant	I-5 C-7	Residential Mixed Use
Southwest	Approved for Residential (014A) Retail, Office	PTC C-7	Transit Station Mixed Use, Residential Mixed Use, Park/Open Space

BACKGROUND

RZ 2010-PR-014-D
[all on Parcel 29-3 ((1)) 54A]

- On December 12, 1977, the Board of Supervisors approved **SE 77-D-201** to permit an auto body shop. An amendment to the special exception was later filed but was withdrawn.

- On April 8, 2008, **RZ/FDP 2008-PR-004**, which sought to rezone the subject site from C-7 to PRM for mixed-use development, was accepted for review. This case was subsequently dismissed on February 25, 2011.

RZ 2010-PR-014-E

- On July 26, 1982, the Board of Supervisors approved **RZ 81-D-045** and **SE 82-D-038** to rezone from I-4 and I-5 to C-4 to permit a proposed office development of two buildings at a FAR of 1.29 and to permit an increase in height to 127 feet, 3 inches.

- On November 25, 1985, the Board of Supervisors approved **PCA 81-D-045** and **SEA 82-D-038** to permit an increase in FAR (to 1.30), a shift in the previously approved building location and to permit an additional increase in height.

- On May 17, 1996, **RZ 96-P-020**, which sought to rezone the site from C-4 to C-7 for retail development, was accepted for review. This application was dismissed on May 6, 1998.

- On January 11, 1999, the Board of Supervisors approved **PCA 81-D-045-2** and **SEA 82-D-038-2** to permit site modifications to the Greensboro Corporate Center in order to substitute a landscaped plaza for a covered pavilion and to amend parking to conform to the Zoning Ordinance requirements in effect at that time.

- On October 28, 2002, the Board of Supervisors approved **PCA 81-D-045-3** and **SEA 82-D-038-3** to permit an increase in FAR at the Greensboro Corporate Center.

- On August 22, 2003, **PCA 81-D-045-4** and **SEA 82-D-038-4**, which sought to permit site modifications to the Greensboro Corporate Center, were accepted for review. These cases were withdrawn on April 18, 2007.

The records for the above noted zoning cases are on file with the Department of Planning and Zoning (DPZ).

COMPREHENSIVE PLAN PROVISIONS (Appendix 6)

Plan Area:

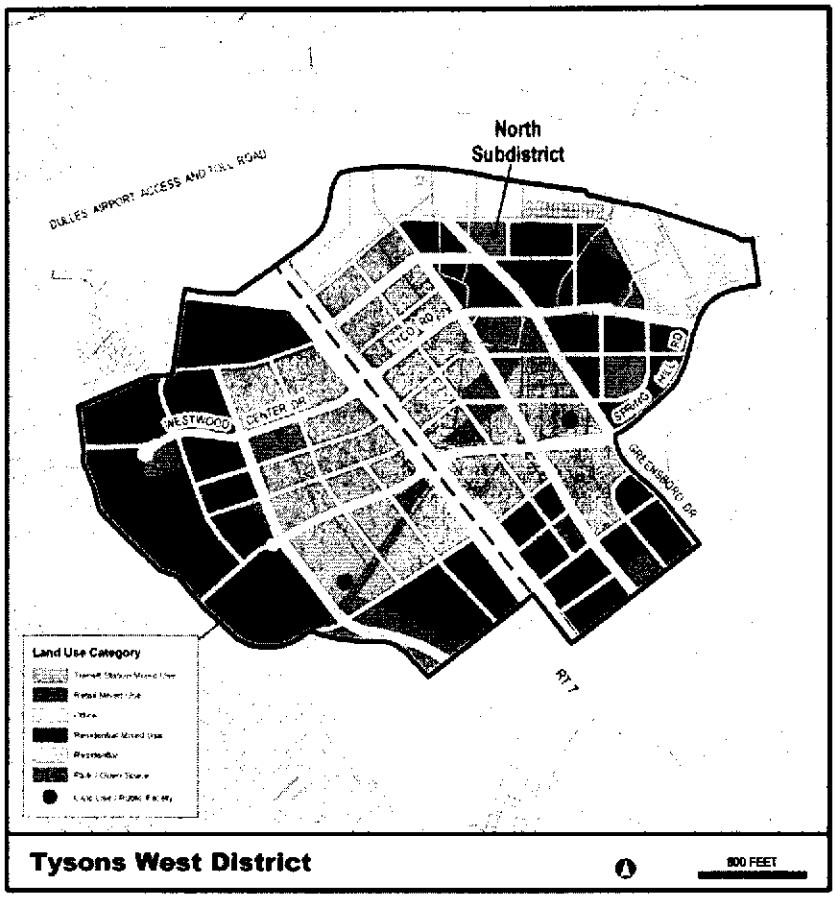
Area II

Planning District:

Tysons Corner Urban Center

Tysons Corner Urban Center District:

Tysons West (North Sub-district)



The land use concept for the Tysons West District is shown in this map, which may also be found in the Comprehensive Plan:
The Tysons West District Comprehensive Plan Map shows the application properties for RZ 2010-PR-014 to be planned for Transit Station Mixed Use, Residential Mixed Use, and Park / Open Space.

On pages 125 – 128 of the Tysons Corner Urban Center of the 2011 edition of the Area II Plan, under the heading, "North Subdistrict," the Plan states:

> **NORTH SUBDISTRICT**
>
> The North Subdistrict is comprised of about 125 acres and is bounded by the Dulles Airport Access Road and Toll Road on the north, Route 7 on the southwest, and the Tysons Central 7 and North Central Districts on the southeast.
>
> Base Plan *See Appendix 6 for Base Plan Text*
>
> *(The subject applications are filed under the redevelopment option.)*

Redevelopment Option

The subdistrict is envisioned for substantial redevelopment to mixed use with office being focused along Route 7 and adjacent to the Dulles Airport Access Road and Toll Road. Urban residential neighborhoods should be provided and will enliven the vibrancy of this mixed use district. Other land uses should include hotels, arts and entertainment, retail and support services. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

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

- The vision for this subdistrict is to redevelop with office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, including hotels, residential dwellings, arts and entertainment uses, as well as retail and support services. Sites within 1/8 mile of the Metro station should be redeveloped predominantly with office use. Beyond 1/8 mile it is envisioned that the area will transition to urban residential neighborhoods. 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.

- Throughout this subdistrict, 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.

- For property along Spring Hill Road, redevelopment proposals should address the redevelopment and relocation of the existing fire station and/or post office.

- 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. The major vehicular circulation and access improvements in this subdistrict are the extension of Greensboro Drive and the planned new ramps from the Dulles Airport Access Road and Toll Road connecting to Greensboro Drive.

- Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks and pedestrian and bike circulation improvements should be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation recommendations.

- Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations.

- As discussed under the South Subdistrict, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment. However, if undergrounding proves infeasible, redevelopment should relocate the line or accommodate it in place.

- The green network planned for this subdistrict illustrates how the existing Dominion Power easement could be used as a pedestrian and open space amenity that links the Tysons West Metro station to the rest of the subdistrict. Along the power line easement, a series of urban parks are envisioned which link to other urban parks by the street grid. Alternatives that provide open spaces linking this subdistrict to the area's Metro station in a similar manner should be considered.

- Additional urban parks are to be located throughout the subdistrict. All urban parks in this subdistrict should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in the area. The sizes of these parks should be between 1/2 to over one acre. At least one two acre recreation-focused park should be provided in the subdistrict to serve the recreation and leisure needs of future residents and workers. Facilities could include sport courts, playground features, skate parks, splash pads, or other small-footprint facilities. Publicly accessible open space and recreational facilities should be provided in this subdistrict consistent with 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 under 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 needed 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. It is anticipated that existing Fire Station 29 and the U.S. Post Office on Spring Hill Road will be relocated as redevelopment occurs.

- Building heights will vary depending upon location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station where building height is planned up to 400 feet. Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 175 and 225 feet. Beyond one-quarter mile, buildings should have lower heights, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. Building heights should be consistent with the above guidance as well as the guidelines in the Areawide Urban Design Recommendations.

- Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.

- A potential circulator alignment extends through this subdistrict as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

DESCRIPTION OF THE DEVELOPMENT PLANS

RZ 2010-PR-014-D

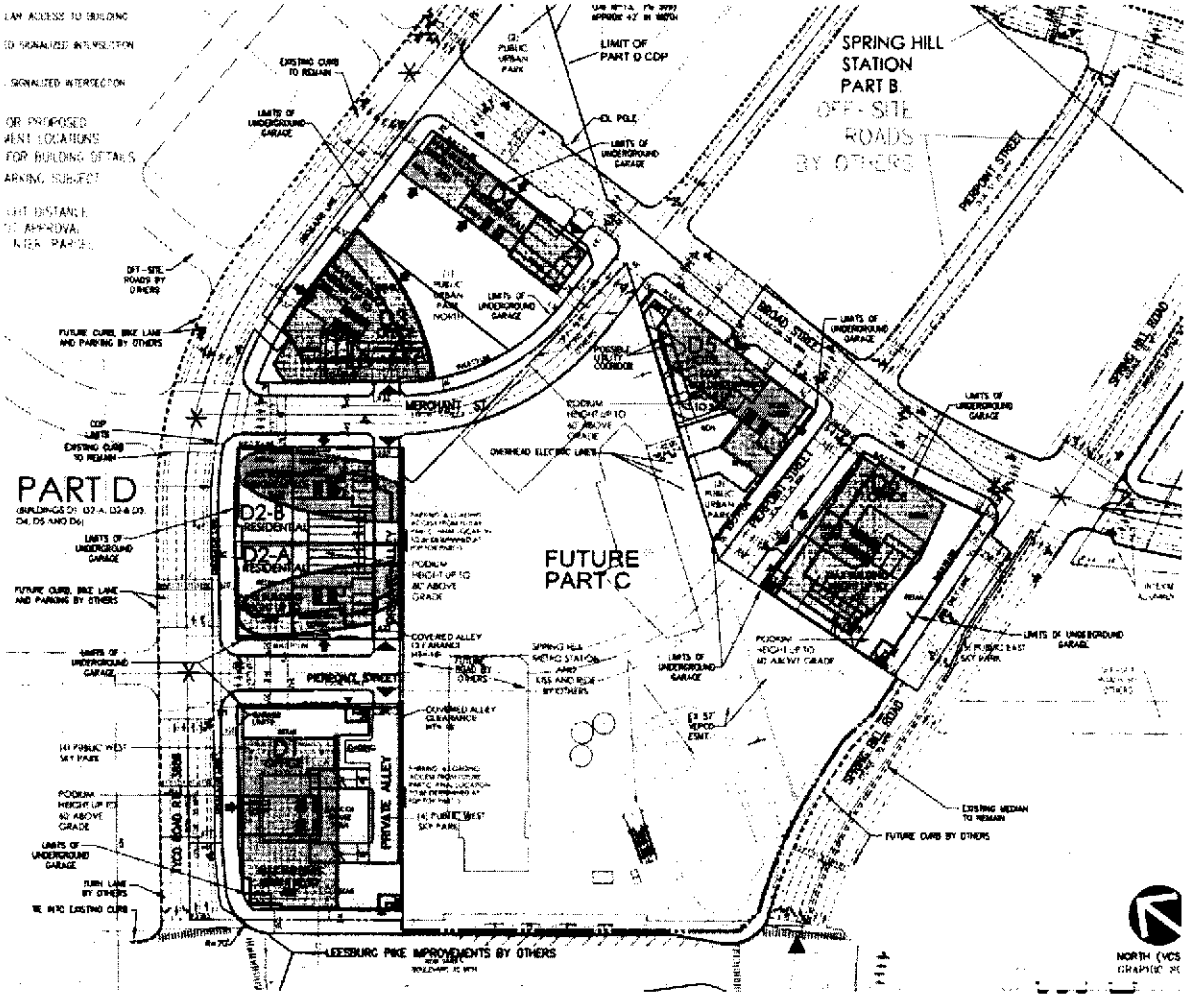
Conceptual Development Plan (Reduction at front of staff report)

Title:	Spring Hill Station Demonstration Project – Part D
Prepared By:	VIKA, Inc.; WDG Architecture, PLLC; and, ParkerRodriguez, Inc.
Original and Revision Dates:	June 22, 2010 revised through January 11, 2013

Overview

The CDP is divided into three sections: Civil (C/S) Sheets (32 sheets); Architectural (A) Sheets (19 sheets); and Landscape (L) Sheets (21 sheets). The Civil Sheets include the notes and tabulations, the existing conditions and vegetation plans, context exhibits, stormwater management plans, street layouts and sections (for interim and ultimate conditions), building layouts, fire access plan, interim phasing for the existing Fire Station #29, an off-site context exhibit (showing 014C for illustrative purposes), and a transportation waiver matrix. The Architectural Sheets include ground floor, roof, and underground parking plans, sections through the proposed buildings, phasing diagrams, shadow and building massing studies and illustrative views of the development. The Landscape Sheets include streetscape sections and illustrations, park plans and illustrations, planting details, and pedestrian and bicycle circulation and hierarchy plans.

As shown on Sheet C-5, all of 014D is located within a ¼ mile of the Spring Hill Metro station. As seen in the following graphic, the development plan shows seven buildings, two above grade "skyparks" and three at-grade public parks (one to be dedicated and two to be maintained on private property with access easements).



Proposed Road Network and Access to the Future Buildings

014D is a U-shaped consolidation of parcels, bounded by Tyco Road and the future Broad Street along the site's "arms," and Spring Hill Road and Route 7 along the open end of the "U". In addition to the existing roads, three new grid streets are proposed. Broad Street will be a new street that extends from Tyco to Spring Hill and continues across Spring Hill to serve the 014A and 014E cases, as well. When additional development occurs to the east of 014E and 014A, Broad Street will eventually extend east to Westpark and beyond, running parallel to Route 7 and Greensboro Drive. The other two streets (Pierpoint and Merchant Streets) will connect Tyco Road to the new Broad Street across the two arms of the 014D application and the intervening 014C application (when it redevelops). Pierpoint Street will be one block off Route 7 and Merchant Street will be one block further.

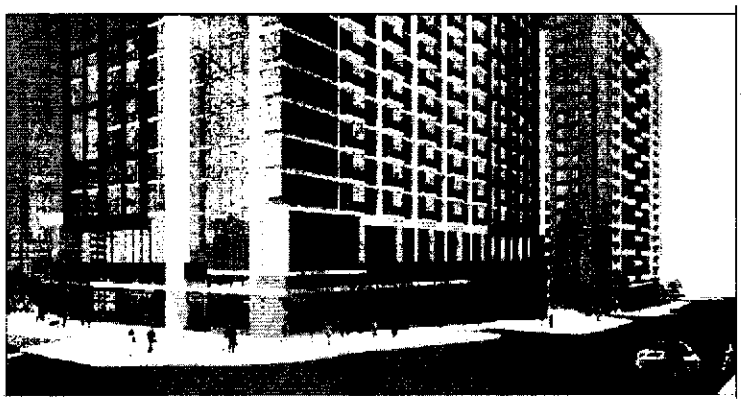
All streets in 014D are proposed to be public streets. Vehicular access to the new buildings will be provided from the internal grid streets (Broad, Pierpoint and Merchant). No vehicular access is proposed from Tyco, Spring Hill or Route 7. The proffers include commitments to accommodate a proposed transit circulator route and to widen Tyco and Spring Hill Roads along the site's frontage in accordance with the *Tysons Corner Urban Street Design Standards*.

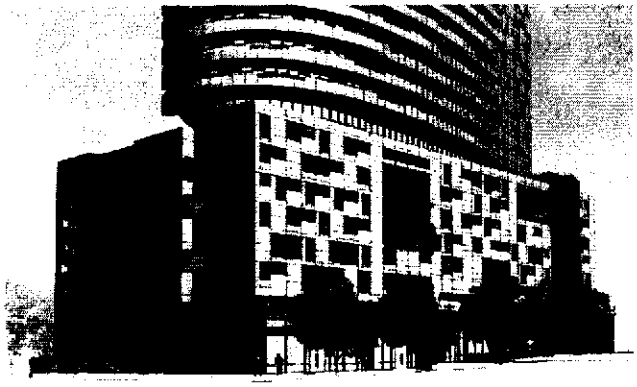
Buildings

As noted, seven buildings are proposed in 014D, as shown in the preceding graphic and described further in the chart below. The CDP designates use options for two of the buildings, and the totals referenced in the chart assume that both building with options develop under the non-residential option in "Option 1" or the residential option in "Option 2." The maximum proposed Floor Area Ratio (FAR) for the site is 6.44.

014D Building Tabulations					
	Commercial GFA (sf) [office except for D5]	Retail / Service GFA (sf)	Residential GFA (sf)	Number of Multi-family Units	Building Height
Building D1	200,000-435,000	15,000	0	--	400 feet
Building D2A	0	10,000	412,000	150 - 436	360 feet
Building D2B	0	13,000	400,000	150 - 436	360 feet
Building D3 *option1/commercial*	200,000-435,000	15,000	0	--	285 feet
Building D3 *option2/residential*	0	15,000	430,000	150 - 478	300 feet
Building D4	0	6,000	430,000	150 - 478	300 feet
Building D5 *option1/commercial*	HOTEL: 189,000	11,000	0	--	360 feet
Building D5 *option2/residential*	0	11,000	189,000	100 - 207	360 feet
Building D6	200,000-402,000	13,000	0	--	400 feet
Total Option 1 (max commercial)	Office: 600,000-1,272,000 Hotel: 189,000	83,000	1,242,000	550 – 1,350	--
Total Option 2 (max residential)	Office: 400,000-837,000	83,000	1,861,000	700 – 2,035	--

The buildings in 014D are proposed to be constructed with parking garage podiums of up to 60 or 80 feet. In most cases, the ground floors of these podiums would incorporate retail/service or lobby uses. The office, residential or hotel uses for the building would be located on top of the parking podiums. Depending on the final design, these garage podiums could be lined with active uses or a façade simulating active uses, as shown in the picture on the left below. Alternatively, the podiums could be designed to treat the open nature of a garage as a design feature, as shown on the right. Along the majority of the street level of the garages, active uses (storefronts and lobbies) are proposed. The proffers commit to show podium treatment at the time of Final Development Plan review.





The proffers also commit to development in general conformance with the character of that is shown in the illustrative elevations and which have been provided as part of the CDP. The buildings (including final architecture, heights and uses) will be refined and further committed to at the time of FDP approval.

Phasing

The applicant intends to develop this project in response to market demand and therefore has not committed to any particular order for the development of the buildings. To address the timing of needed infrastructure, the CDP includes phasing exhibits which demonstrate how each building could be developed if the surrounding properties have not yet redeveloped (ie., what improvements are needed to serve that building) (see Sheets A-6.0 – A-8.0). The draft proffers further detail which road and park facilities will be provided with each building. In addition, this proposal accommodates existing Fire Station #29, which may remain in operation for some period of time while the roads and perhaps some of the surrounding residential buildings are under construction. To that end, Sheet C-18 shows the phasing of improvements on the fire station site that will be necessary to relocate features such as parking, equipment testing areas and fueling so that the surrounding roads can be built. Since approval of an FDP for the entire zoning case is not sought at this time, the proffers state that at the time of FDP approval the phasing of improvements (in particular, roads) may be adjusted to mitigate impacts identified at that time, or to address surrounding redevelopment.

Existing Building and Uses and Interim Uses

The draft proffers allow existing uses within existing buildings to be continued until those buildings are demolished (even if the existing uses would not be allowed by-right in the PTC District). An attachment to the proffers includes a list of the existing uses on the property, including several vehicle major service establishments as well as assorted retail and wholesale trade establishments. The proffers also allow the establishment of new uses within a building, provided that: such new uses are uses allowed in the PTC District; no substantive changes are made to the building; and the use restrictions included in the Zoning Ordinance are met. An example of specific uses proposed on an interim basis can be seen in the FDP 014D discussion that follows.

Streetscapes

While final streetscape design will be provided with future FDPs, the CDP does provide for typical streetscape sections in keeping with the Comprehensive Plan recommendations. Along Route 7, 30-foot wide streetscapes are proposed. While the Plan recommends a streetscape width of 33 feet, the applicant has requested this modification to accommodate fire protection needs. Along Tyco Road, Spring Hill Road, Broad Street and Pierpoint Street, streetscapes 20 feet in width are shown (Broad Street streetscapes are shown as a minimum). Along Merchant Street, streetscapes 16 feet in width are provided. These streetscapes (aside from Route 7 as noted) conform to the recommendations of the Comprehensive Plan and the Urban Design Guidelines.

Parks and Open Space

In 014D, the CDP shows three at-grade public parks (Parks 1, 2 and 3) and two "sky parks" located on the tops of the parking podiums for Buildings D1 and D6 (Parks 4 and 5). All of the residential buildings have additional private open spaces provided on the tops of the parking podiums and/or on the tops of the residential towers. Park 1 is an at-grade park extending from Merchant Street to Tyco Road between Buildings D3 and D4 (36,000 sf). This park is generally open and lawn-like. Park 3 is a small plaza space at the interior corner of Building D5 (adjacent the existing power line easement and 014C) (4,350 sf). These two parks will be located on top of underground parking structures and placed in public access easements. Park 2 is an active park at Tyco Road on the north side of Broad Street, which is proposed to be dedicated to the Park Authority and developed with a skate park, dog park or some other active use (14,500 sf). Park 4 is a sky park on Building D1 at the corner of Route 7 and Tyco Road. It is shown to be developed with features for active adults such as a running track and golf putting greens. Park 5 is a sky park on Building D6 facing Spring Hill Road. It is shown to be developed for younger users, with playground equipment for different ages. Each of the sky parks is designed with two access points (stairs and elevators), one on the interior street (Pierpoint) and one on the exterior (Spring Hill or Route 7).

FDP 2010-PR-014-D

Final Development Plan (Reduction at front of staff report)

Title:	Spring Hill Station Demonstration Project – Building D2A
Prepared By:	VIKA, Inc.; WDG Architecture, PLLC; and, ParkerRodriguez, Inc.
Original and Revision Dates:	June 5, 2012 as revised through January 16, 2013

Overview

The FDP is divided into three sections: Civil (C) Sheets (18 sheets), Architectural (A) Sheets (7 sheets) and Landscape (L) Sheets (14 sheets). The Civil Sheets include the notes and tabulations, the existing conditions and vegetation plans, context exhibits, stormwater management plans, street layouts and sections, building layouts including alternatives for the interim use of the D1 site and a fire access plan. The Architectural Sheets address the new D2A building that is proposed to be constructed, and include ground floor, roof, and underground parking plans, sections through the building, elevations of the entire buildings and close up elevations of the parking podium and ground floor, illustrative views of the building and shadow studies. The Landscape Sheets include interim landscape plans for the entire FDP area (including the various reuse options on the D1 site) and final landscape plans for the streetscape around Building D2A, the garage planters, and the private open space areas on the upper levels of the building. Also included are streetscape sections and illustrations and planting details.

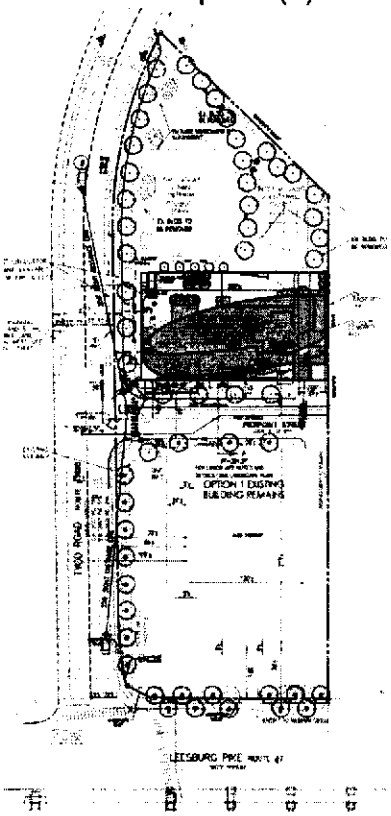
FDP 2010-PR-014-D is filed on a single parcel (known as the Peacock parcel) located at the corner of Tyco Road and Route 7. As the first phase of development within 014D, this FDP depicts a new residential building, D2A, on the northern building site at the corner of Pierpoint Street and Tyco Road. Pierpoint Street will be constructed across the parcel, terminating at the property line abutting 014C. The remainder of the northern building site will be developed with an interim park on the north side of Building D2A (where Building D2B will ultimately be located). Building D2B is not proposed with this FDP and will require its own FDP or an FDP amendment at some point in the future. The FDP shows how this interim park could accommodate the construction of Merchant Street.

This FDP also does not propose to construct Building D1 (the southern building site at the corner of Tyco and Route 7). Three interim options are shown for that portion of the site. The base option (Option 1) proposes to retain the existing building and uses under the interim use language included in the 014D proffers. The only change proposed under the base option is to install additional landscaping along the Tyco Road and Route 7 frontages. Option 2 proposes to reuse the existing building for new "place making" opportunities such as a food court, temporary retail sales or art displays, accommodating festival type uses such as a farmers market. This option would install additional landscaping along the site frontages, move the sidewalk along Tyco Road to allow the

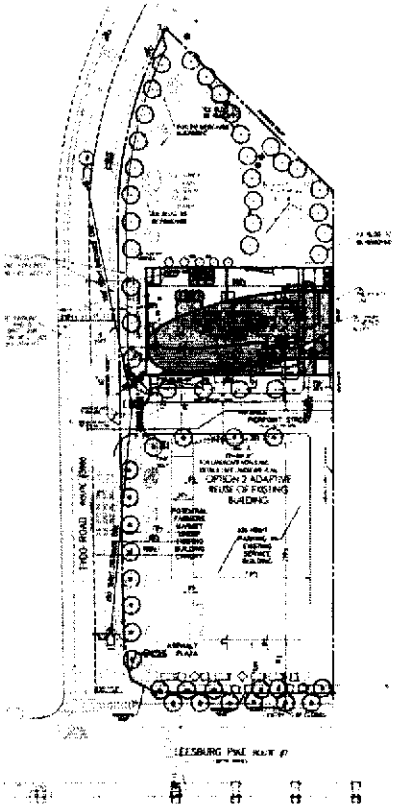
installation of a landscape amenity panel between the sidewalk and the street, and close the existing vehicular entrance from Route 7. Option 3 proposes to remove the existing building and utilize the site for commercial off-street parking. Under Option 3, the same edge treatment would be provided (landscaping, sidewalks) as shown in Option 2 to allow the same "place-making" activities to occur. Under this option, the entire parking area would also be available for farmers market or festival uses on the weekends. The applicant has proffered that either Option 2 or Option 3 will be implemented at such time as the second of Buildings D2A and D2B is constructed but either could be implemented before that time at the option of the applicant. Staff has proposed an FDP condition that clarifies that the improvements shown as Option 1 will be implemented with the construction of Building D2A (unless one of the other options is proposed at that time).

The following graphics show the layout of the entire site under the three options:

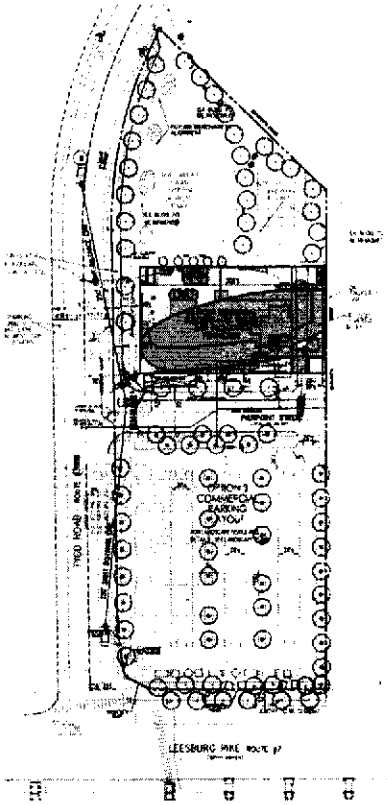
Base Option (1)



Reuse Option (2)



Commercial Parking Option (3)



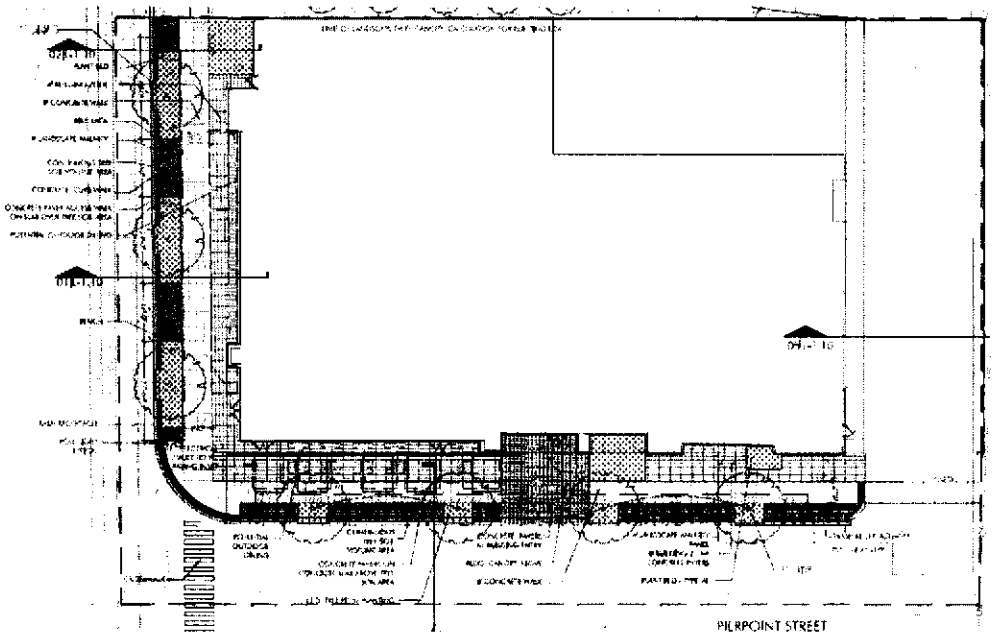
The applicant has requested that significant flexibility be retained with this FDP. Specifically, FDP shows two options for Building D2A: a smaller (150 unit, 240-foot tall) residential building that would be suitable for condominium development or a larger (436 unit, 360-foot tall) building that would be suitable for rental apartments. In either case, the applicant proposes retail / service uses and a residential lobby on the ground floor of a boxy, Mondrian-esque parking podium punctuated by large openings and accented with large scale planters under an ovoid residential tower. Private open space facilities are proposed at the podium and roof levels. While it is unusual for an FDP to

retain such a large amount of flexibility, in this case, the applicant seeks to respond quickly to the market (should a smaller condominium building prove feasible in the near term) which, in turn, will hasten the dedication of an important grid street that will serve not only this property but adjacent properties. The FDP shows the low and high ends of the design, and staff believes that both designs provide an urban context and acceptable street edge and pedestrian experience. Because of the extreme flexibility requested, staff has proposed a development condition that requires final building height and design to be returned to the Department of Planning and Zoning and the Providence District Supervisor for review and approval prior to site plan approval.

Access to the new building will be from a Pierpoint Street, via a covered alley along the western edge of the site. Proffers and plans indicate that access easements will be provided for the adjacent property owner to the east (014C) so that when that site develops, the building could be constructed on the property line as well, with access through the D2A alley (eliminating the need for an additional driveway). This alley will also be constructed to continue through the D2B building at such time as that is constructed, giving additional access to Merchant Street.

Streetscapes & Landscaping

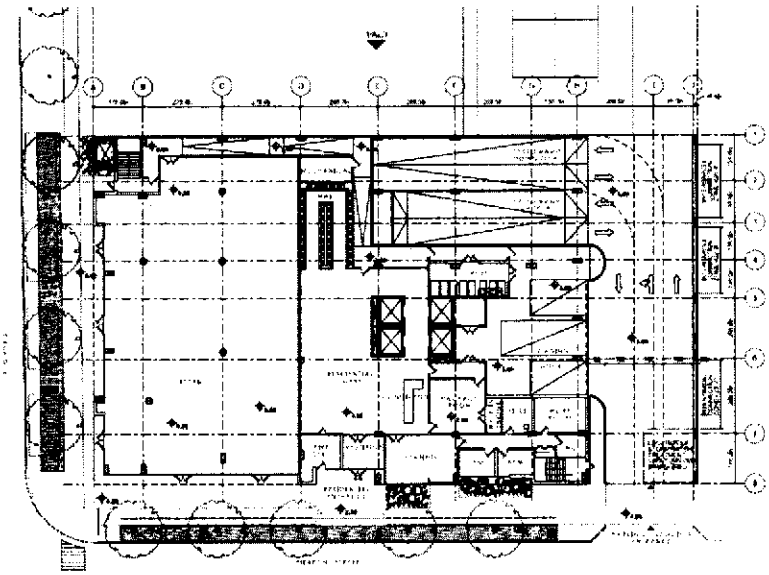
The residential lobby of Building D2A would face onto Pierpoint Street; retail entrances are shown on Pierpoint and Tyco Road. The FDP depicts a streetscape consistent with the recommendations of the Tysons Plan, including a landscape zone, a sidewalk area and a browsing area adjacent to the building as illustrated below.



The portion of the streetscape directly surrounding Building D2A will be installed in its ultimate form with the construction of that building. On Tyco Road, this streetscape includes a landscape amenity panel 8 feet in width, a sidewalk 8 feet in width, and a

building zone that varies from 4 to 12 feet in width. On Pierpoint Street, the ultimate condition is a landscape amenity panel 6 feet in width, a sidewalk 6 feet in width, and a building zone 8 feet in width. Prior to the redevelopment of the remainder of the property (which will be the subject of future final development plan amendments), interim streetscape will be installed along the northern portion of the site as part of the interim park. In addition, the applicant has committed to improve the existing streetscape to the extent practical along the frontage of the D1 building site under proposed Option1 (which retains the existing building). It should be noted that streetscape improvements are limited under Option 1 because of the need to retain existing parking spaces along Tyco and Route 7 and because of existing entrances and mechanical equipment on the rear of the building (facing new Pierpoint Street). The applicant is proposing to provide trees for screening but no sidewalk along the north face of the existing building. If either of the other two interim options is exercised (reuse of building or commercial parking) the applicant will install a more complete interim streetscape, as shown on the FDP and in accordance with the interim conditions proffer, including the installation of a landscape amenity panel with trees between the street and the new sidewalk.

Building Design & Uses



As noted, the residential lobby of Building D2A will face onto Pierpoint Street and retail entrances are shown on both Pierpoint and Tyco Road. The remainder of the ground floor will be devoted to access to parking and loading. The FDP tabulations include between 6,000 and 10,000 square feet of "retail/service" uses for the building.

Under the ground floor level of Building D2A are three levels of parking. Six additional levels of parking are proposed above the ground floor level, which establishes an 80 foot podium upon which the main residential tower will sit. As shown in the graphic below (left), the parking podium is designed with varied rectangular openings alternating with masonry panels and large planters inset into some of the larger openings in the structure. The total building height is shown to be no higher than 360 feet, inclusive of the mechanical penthouse. The residential tower is shown to be an ovoid shape with a strong horizontal banding provided by continuous balconies along a portion of the building façade. Private open space for the residents is located on top of the parking podium and additional private open space is located on the top of the building.

As noted, the applicant has requested that the flexibility be granted in this FDP to allow a much smaller building (150 units and 240 feet in height), or something in between. The graphic below (right) illustrates the smaller building.

RZ 2010-PR-014-E

Conceptual Development Plan (Reduction at front of staff report)

Title:	Spring Hill Station Demonstration Project – Part E
Prepared By:	VIKA, Inc.; WDG Architecture, PLLC; and, ParkerRodriguez, Inc.
Original and Revision Dates:	June 22, 2010 revised through January 11, 2013

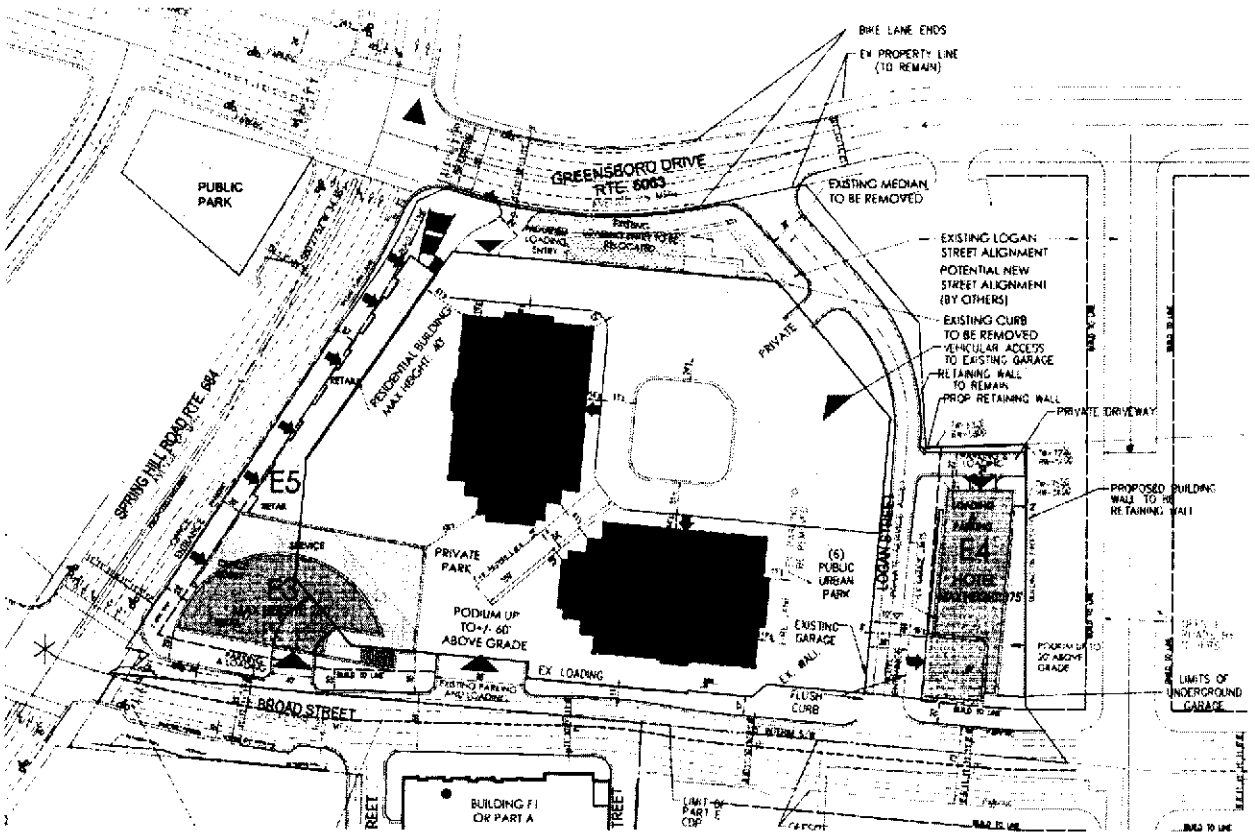
Overview

The CDP is divided into three sections: Civil (C/S) Sheets (28 sheets), Architectural (A) Sheets (11 sheets) and Landscape (L) Sheets (12 sheets). The Civil Sheets include the notes and tabulations, the existing conditions and vegetation plans, context exhibits, stormwater management plans, street layouts and sections (for interim and ultimate conditions), building layouts, fire access plan, and a transportation waiver matrix. The Architectural Sheets include ground floor, roof, and underground parking plans, sections through the proposed buildings, phasing diagrams, shadow and building massing studies and illustrative views of the development. The Landscape Sheets include streetscape sections and illustrations, park plans and illustrations, planting details, and pedestrian and bicycle circulation and hierarchy plans.

As shown on Sheet C-5, a majority (73%) of 014E is located within a 1/4 mile of the Spring Hill Metro station. The remaining area (which includes only Building E4) is within a 1/4-1/3

mile of the station. The site slopes down from Greensboro Drive and Building E4 down towards Spring Hill Road and Route 7.

As seen here, the development plan shows five buildings including, two existing office buildings (E1 and E2) to remain and three new buildings: E3 (office with ground floor retail/service), E4 (hotel or residential) and E5 (retail or residential). The development plan also shows public and private park space at the plaza level of the existing buildings.



Proposed Road Network and Access to the Future Buildings

014E is served by Greensboro Drive and Spring Hill Road to its north and west, as well as the new (public) Broad Street along the south. Eventually, when development occurs to the east, Broad Street will extend to Westpark Drive and beyond through the SAIC campus (creating a route parallel to Greensboro Drive and Route 7). A private street, Logan Street, will become a connection between Greensboro Drive and Broad Street. Logan Street is a modification of the existing driveway for the Greensboro Corporate Center, and lies between the existing office buildings and the new building E4.

Vehicular access to the site will be provided from Broad Street and Logan Street. An existing loading access on Greensboro Drive is proposed to remain in a reconfigured state. The proffers include a commitment to widen Spring Hill Road along the site's frontage in accordance with the *Tysons Corner Urban Street Design Standards*.

Buildings

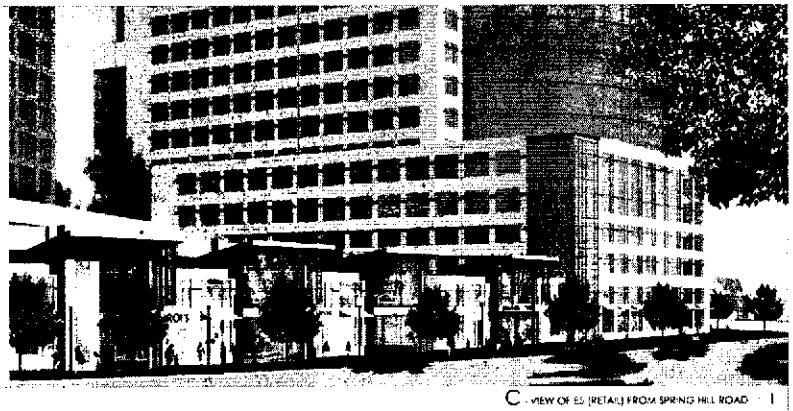
As noted, five buildings are proposed in 014E, as shown in the preceding graphic and described further in the chart below. The CDP designates optional uses for two of the buildings. The totals referenced in the chart assume that both building with options develop under the non-residential option in "Option 1" or the residential option in "Option 2." The maximum proposed Floor Area Ratio (FAR) for the site is 3.29.

014E Building Tabulations					
	Commercial GFA (sf) [office except for E4]	Retail / Service GFA (sf)	Residential GFA (sf)	Number of Dwelling Units	Building Height
Building E1	215,585	0	0	--	130 feet
Building E2	215,585	0	0	--	130 feet
Building E3	200,000-420,000	7,000	0	--	260 feet
Building E4 *option1/hotel*	HOTEL: 135,000	0	0	--	175 feet
Building E4 *option2/residential*	0	0	200,000	100 – 222 multifamily	225 feet
Building E5 *option1/commercial*	0	16,000	0	--	40 feet*
Building E5 *option2/residential*	0	0	25,000	10 – 12 townhouse	40 feet*
Total Option 1 (max commercial)	Office: 631,170-851,170 Hotel: 135,000	23,000	0	--	--
Total Option 2 (max residential)	Office: 631,170-851,170	7,000	225,000	110 – 234	--

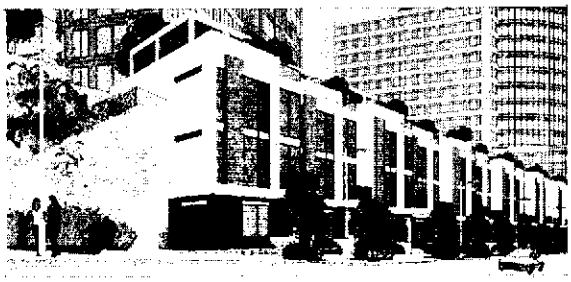
* Because Building E5 is on the downhill side of average grade, height is provided from adjacent ground level.

The 014E site has two existing office buildings that are built on a parking garage podium that is generally at grade with the eastern (upper) side of the site, but comes out of the ground as the surrounding streets descend around the edges. No change is proposed to the existing buildings, and most of the existing garage is to be retained as well. A portion of the existing garage (at the corner of Spring Hill Drive and future Broad Street) will be removed to allow the construction of Building E3. Of the three new buildings, E3 is proposed to be constructed with a new parking garage podium of up to 60 feet. Because the tabs and the cross-sections are inconsistent as to the height of the parking garage the applicant has provided a clarifying proffer. The tabs state that the garage will be 60 feet from average grade but the cross-sections show 42 feet from average grade (E3 is on the downhill side of the site). The applicant has therefore proffered that, despite what is shown in the tabs, the E3 parking garage will be no more than 45 feet in height as measured from average grade. The ground floor of the podium would incorporate retail and lobby uses along Spring Hill Road while the office uses for the building would be located on top of the parking podium. As in the other cases, the treatment for the garage podium for E5 has not been made with the CDP. It could be lined with active uses or a façade simulating active uses or it could be designed to treat the garage as a design feature. The proffers commit to show the podium treatment at the time of Final

Development Plan review. The E5 building is designed as a low-rise element extending along Spring Hill Road, connecting to Building E3 and hiding the existing Greensboro Corporate Center parking garage. Building E5 will either be retail or other commercial uses, as shown in the graphic on the left below, or residential as shown in the graphic on the right. In either case, parking will be provided in the adjacent garages and no parking podium will be utilized for E5.



C - VIEW OF E5 [RETAIL] FROM SPRING HILL ROAD 1



D - VIEW OF E5 [RESIDENTIAL] FROM SPRING HILL ROAD 2

Building E4, to be located on the eastern property line at the corner of Logan Street and Broad Street, is shown to be either a hotel or a residential building. Because of the existing grade, this building will be designed to be set into the adjacent hillside. Although the cross-sections show that all parking will be located underground, the tabs indicate that a podium of up to 20 feet in height could be provided. The applicant has clarified that the "podium" on Building E4 will not be a parking podium but a function of building design.

Illustrative elevations have been provided as part of the CDP, and the proffers commit to development in general conformance with the character shown. The building design, including final architecture and heights, and the final uses will be refined and further committed to at the time of FDP approval.

Phasing

The applicant intends to develop this project in response to market demand and therefore has not committed to any particular order for the development of the buildings. The CDP includes a phasing exhibit demonstrating what improvements (road, park and streetscape facilities) will be provided with each building (see Sheet A-4.0), as further detailed in the proffers. Since approval of an FDP for 014E is not sought at this time, the proffers indicate that, at the time of FDP approval, the phasing of improvements (roads in particular) may be adjusted to mitigate impacts identified at that time, or to address surrounding redevelopment.

Existing Building and Uses and Interim Uses

The two existing office buildings on this application property are proposed to be retained with the final development. The draft proffers therefore allow the existing uses and minor

modifications to those buildings to be continued. The applicant has proffered to file an FDP for the existing buildings when an FDP is filed for Building E3.

Streetscapes

While final streetscape design will be presented with future FDPs, the CDP does provide for typical streetscape sections which are generally in keeping with the Comprehensive Plan recommendations. Along Spring Hill Road streetscapes a minimum of 20 feet in width are shown. The Greensboro Road streetscape is an existing condition, and includes a landscaped area between the sidewalk and the existing garage face which varies between 28 and 54 feet in width. On Logan Street, streetscapes 16 feet in width are provided. Broad Street has the most varied streetscapes, ranging from no streetscape in the interim condition along the existing garage to up to 30 feet at its intersection with Spring Hill Road. In the interim condition, there will be at least a five foot wide sidewalk on at least one side of Broad Street. In the ultimate condition, when the adjacent properties have redeveloped, a minimum streetscape of 16 feet can be accommodated.

Parks and Open Space

In 014E, the CDP shows one at-grade public park (19,300 square feet), located at the corner of Broad Street and Logan Street on top of the existing parking garage (but at-grade along Logan Street). In addition, the existing outdoor amenity space on the garage, between the two existing buildings, will be retained as private open space. Both the residential and hotel options for Building E4 show private open space at an upper level. The residential option for Building E5 shows private roof terraces for each unit.

ANALYSIS

This section of the report draws on: the site specific recommendations pertaining to this site in the Tysons West District of the Tysons Corner Urban Center, which is excerpted above; the Land Use, Transportation, Environmental Stewardship, Public Facilities and Urban Design sections of the Areawide Recommendations of the Tysons Corner Urban Center text in the Comprehensive Plan; and staff analysis as reflected in the agency memos found in the appendices of this report. Because the Tysons Corner Urban Center Comprehensive Plan text covers those issues and recommendations that are contained in the Residential Development Criteria and the Transit Oriented Development Guidelines, this staff report will not separately address the Residential Development Criteria and the Transit Oriented Development Guidelines to avoid redundancy.

Land Use

The subject applications are generally designated as Transit Station Mixed Use on the Comprehensive Plan's Conceptual Land Use Map. A portion of the 014D land area is shown as Park / Open Space; but because that category does not include separate

recommendations, parks and open spaces are incorporated into the proposed development.

Because the separate zoning cases are part of the larger whole, staff has evaluated the land use mix for 014D and 014E in the context of the applicant's four Spring Hill Station cases (Parts A, B, D, and E). Overall, the development is split between the Transit Station Mixed Use and Residential Mixed Use categories on the Comprehensive Plan's Conceptual Land Use Map (and Park / Open Space as noted above). The Plan defines these land use categories 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."
>
> "**Residential Mixed Use:** These areas are planned for primarily residential uses with a mix of other uses, including office, hotel, arts/civic, and supporting retail and services. These complementary uses should provide for the residents' daily needs, such as basic shopping and services, recreation, schools and community interaction. It is anticipated that the residential component should be on the order of 75% or more of the total development."

The Plan further recommends the following for projects that are split between two or more land use categories:

> "These categories indicate a general proportion of uses; however, the appropriate mix will be evaluated on a case-by-case basis during the development review process. Projects that span multiple land use categories may be granted flexibility in the location of uses as long as the overall land use mix is consistent with the proportions recommended for the entire project area."

By blending the two categories based on land area, the range of uses recommended for all four of the Spring Hill Station applications together is a minimum of 39% residential, a maximum of 51% office, and retail, hotel, and other complementary uses. The range of uses proposed is detailed in the table below, based on a maximum build out of the development. In this table, Option 1 assumes that all buildings with use options are

developed with the non-residential option. Option 2 assumes that all buildings with use options are developed with the residential option.

Spring Hill Station Proposed Land Use
Summary of 014A, 014B, 014D, and 014E

	Option 1 *maximum non-residential*		**Option 2** *maximum residential*	
	Maximum GFA (Sq. Ft.)	Percentage	Maximum GFA (Sq. Ft.)	Percentage
Office	2,123,170	36%	1,688,170	29%
Retail	130,100	2%	114,100	2%
Hotel	324,000	5%	0	0%
Residential	3,392,000	57%	4,092,500	69%
TOTAL	**5,969,270**	**100%**	**5,894,770**	**100%**

In order to ensure a balanced mix of land uses, staff recommended that applicants commit to a minimum number of dwelling units as well as a maximum. In this case, the applicant has done so, but staff has a concern that if all buildings with options are developed non-residentially and the minimums residential are constructed, together both the 014D and 014E applications could result in only 550 units. Staff is concerned that this would not provide enough residential to create the desired mix of uses and activity levels in the area.

Overall, the land use mix proposed for the subject applications is in general conformance with the Comprehensive Plan. However, as noted, staff will be closely monitoring the progression of FDP proposals in this area to ensure a balanced land use is achieved. Staff also recommends that the applicant consider proffering to a higher minimum number of dwelling units for some buildings.

Arts and Entertainment District

As noted in the Comprehensive Plan text, this area is envisioned to be an Arts and Entertainment District. The applicant has provided a proffer that indicates they will work with the Fairfax Arts Council to identify arts related uses that may be appropriate to include in the development. While this proffer is a beginning, staff suggests that the applicant provide additional clarification on how the Arts and Entertainment concept will be implemented in this development, including providing more specific art locations with future FDPs. Consideration should also be given to a commitment to work with local theater groups to locate temporary or permanent facilities. Small theater companies have flourished in the industrial flex space common in this part of Tysons, and it would be unfortunate if the redevelopment of the area into what is supposed to be an "arts and entertainment" district resulted in those groups being driven out of the area.

Existing Buildings and Services

Because many properties in Tysons (including large portions of the 014D application property) are developed with existing businesses, it is expected that the existing uses will remain, and perhaps even turn over, until such time as the full redevelopment of the site is realized. To ensure the continuing viability of the property until full redevelopment, staff has worked with the applicant to craft proffers which will allow existing uses in existing buildings to remain in operation. The proffers also allow new uses to occupy space in existing buildings provided that no substantive changes are made to the existing buildings or sites and that the new uses are permitted in the PTC District. This proffer is consistent with the provisions of Par. 8 of Sect. 6-505 of the Zoning Ordinance, which contains the use limitations for the PTC District.

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. For sites located between 1/4 mile and 1/3 mile from a station, the Plan recommends an intensity of 2.5 FAR, plus bonuses, provided that no office uses are proposed.

RZ 2010-PR-014D and FDP 2010-PR-014D

The subject property of 014D is located entirely within 1/4 mile of the Tysons West station. Therefore, neither the RZ nor the FDP is subject to a maximum intensity and the proposal is in conformance with the Comprehensive Plan's intensity recommendations.

RZ 2010-PR-014E

The majority (73%) of the subject property of 014E is located within 1/4 mile of the Tysons West station. The remainder of the property (27%) is located between 1/4 and 1/3 mile of the station. The maximum intensity proposed by the applicant for the area outside the ¼ mile ring is an FAR of 2.24 (maximum residential option). Under the maximum commercial option, a 1.51 FAR is proposed. This is in conformance with the Plan recommendation for a maximum FAR of 2.5.

Office Intensity

In that area with no limit on the overall intensity (within ¼ mile of metro station), the Comprehensive Plan and PTC zoning regulations do limit the amount of office to a 2.5 FAR, unless a Special Exception is approved or bonus intensity is awarded for the provision of public facilities. The maximum office intensity proposed for 014D is 2.94 FAR, and the maximum office intensity proposed for 014E is 2.59 FAR (all office is proposed within the ¼ mile ring). The applicant is requesting a total of 219,116 square feet of office floor area as a public facility bonus (as justified below) which breaks down to be 189,953 sq ft in 014D and 29,163 sq ft in 014E. The Plan recommendations concerning such bonuses are as follows:

> "In addition to intensity credit given for dedicating land for parks and roads, additional floor area could be allowed in limited circumstances for the provision of major public facilities, such as a school, a conference center, or facilities associated with a large urban park. In order to achieve this additional floor area, the facility provided should significantly advance securing the necessary improvements identified in the Public Facilities section and in the District Recommendations. The extent of the public benefit being provided, which should be substantially greater than the expectations described in the 'Phasing to Public Facilities' portion of the Land Use section, will be considered in determining the amount of additional floor area."

To support their request for a public facility bonus, the applicant has provided the following points (from the Statement of Justification dated November 30, 2012):

- The maximum office uses proposed for the four cases together total 2,123,170 square feet, or 1.99 FAR, considerably less than the 2.50 threshold.

- All of the proposed office uses are located in 014D and 014E, and are in fact all within the ¼ mile ring, close to the metro station as recommended in the Plan.

- The Applicant's commitment to construct a new fire and rescue station (with 014B) was based on the total site development proposed when 014C was part of the application. With the removal of 014C from the current review, the overall development has decreased but the commitment to construct the new station still stands. Therefore, the commitment exceeds the public facility expectation for the size of the four combined applications.

In staff's opinion, this proposal meets the Comprehensive Plan recommendations for public facility bonuses. It should be noted that the construction of the new fire station meets the public facility needs of the 014A, 014B, 014D and 014E applications. The indefinitely deferred 014C application will be expected to stand alone when considering the Plan objectives for public facilities. Staff also notes that this is the first PTC application to request a public facility bonus for office uses. As noted in the citation above, the Plan recommends that no more than 2,000,000 square feet of office floor area be granted through such bonuses.

Initial Development Level (IDL)

The Comprehensive Plan sets an initial development level (IDL) 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). With that said, on October 16, 2012, the Board of Supervisors directed staff to "incorporate with the next Tysons-wide plan amendment consideration of a change to the current Interim Development Level (IDL) of 45 million square feet of office use and the criteria for evaluating any such change to the IDL."

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

	CDP/GDP Office GFA (sq. ft)	FDP/GDP Office GFA (sq. ft.)
Existing Development[1]	26,789,000	26,789,000
Approved, Unbuilt Development	9,363,290	5,953,988
RZ 2010-PR-014-D and 014-E	1,692,000	0
Total Office GFA	**37,844,290**	**32,742,988**

[1] *Report to Board of Supervisors on Tysons Corner*, October 2012

The office space proposed for the subject applications, combined with existing and approved development, does not exceed the 45 million square feet set as the initial development level for office uses in the Comprehensive Plan.

Phasing Development to Major Transportation Facilities

The Comprehensive Plan for Tysons provides guidance on phasing development to transportation improvements. On January 8, 2013, the Board of Supervisors adopted guidelines for two transportation funds related to Tysons: the Tysons Grid of Streets Transportation Fund (Grid Fund) and the Tysons-wide Transportation Fund (Tysons-wide Fund). The Grid Fund will finance the construction of improvements to the grid of streets that fall outside the bounds of development proposals. This could include the construction of missing links in the network or off-site improvements to increase capacity or improve alignment. The applicant's draft proffers are consistent with the Board's Policy for the Grid Fund. The Tysons-wide Fund is intended to fund construction of those "Tysons-wide" transportation improvements as listed in Table 7 of the Comprehensive Plan. The guidelines for the Tysons-wide Fund indicate that applicants are expected to provide a contribution towards this fund subject to creditable expenses. Creditable expenses are to be identified at the time of zoning approval, but could include costs for off-site land acquisition and construction, costs for on-site improvements beyond what is needed to serve the site and the value of dedicated land when density credit is not reserved.

As has been noted previously, the applications under review in this report are part of the larger Spring Hill Station Development, the first two portions of which were approved in 2011. At that time, the applicant made a commitment to construct one of the Table 7 improvements, the extension of Greensboro Drive from Spring Hill Road to Tyco Road. As part of the negotiations for the Spring Hill Station Development, the applicant proposed several modifications to the proposed grid of streets shown in the Comprehensive Plan. One of the significant modifications was to move the Greensboro Drive Extension onto the 014B property. In the Plan, the Greensboro Drive Extension was shown across the adjacent commercial condominium units, properties that are not expected to redevelop in the near future. The 014B case committed to fully construct the extension from Spring Hill Road to Tyco Road with the second building in the 014B case, or at such time as a ramp is constructed to the Dulles Toll Road after 2018. This commitment to construct sooner than would be necessary is based only on site development. It should also be stressed that at

the time of approval of the 014B application, the only transportation fund under consideration was the Grid Fund, At that time, it was expected that some other mechanism would fund the landowner's portion of the Table 7 improvements.

The applicant has provided documentation of the estimated costs for the construction of the Greensboro Drive Extension, including the value of the land to be dedicated. The analysis excludes off-site costs as those are to be credited against the 014B Grid Fund contribution (by proffer in 014B), and includes only that portion of the costs (construction and land values) that are in excess of what would be needed to serve the site. While the Board's recently adopted policy excludes land value credit when density credit has been taken (which is the case in this instance), the 014B application would have been entirely in conformance with the Comprehensive Plan intensity recommendations even without the density credit. The project, as approved, is entirely residential, ground floor support retail and public facility and, as such, would have no intensity cap in the Comprehensive Plan. If the project was in review today, the applicant might have forgone density credit and instead requested credit against the Tysons-wide fund for the value of the dedication, with no reduction in square footage or change to site design.

Under the criteria listed above, the applicant has submitted documentation that the costs reasonably attributable to the Tysons-wide improvement would be $14,952,400 ($8,057,000 in construction costs and $6,895,400 in land value, both of which exclude the improvements which would be needed to serve the site). Based on the applicant's proposed development plan, the combined minimum expected Tysons-wide contribution from 014D and 014E would be $4,430,078 and the combined maximum expected contribution would be $12,687,317. Land value would not be a creditable expense under the recently adopted guidelines because density credit was reserved. The applicant's proposal, however, represents a unique situation, where one part of a zoning case made a significant contribution (the construction of a Table 7 improvement) and was approved well in advance of the formulation of the guidelines (or indeed before the Tysons-wide fund was even envisioned). For the following reasons, staff believes that, when taken as a whole, the Spring Hill Station Development has fulfilled its commitment toward Tysons-wide transportation improvements:

- Commitment to construction of a Table 7 improvement (a set commitment, even if the current case did not or does not go forward);
- Commitment to provide such construction in advance of site need or site development; and
- Unique situation relating to density credit (which could have been not requested and was not necessary for the proposal, allowing land values to be credited).

In this particular case, staff believes that the Tysons-wide transportation commitment has been addressed and it is appropriate to accept proffers that do not include a specific contribution to the Tysons-wide Fund for the 014D and 014E cases. It should be noted that in future applications, the standard proffer structure of contribution and credit will be expected.

Affordable and Workforce Housing

The applicant is proposing to meet the Comprehensive Plan guidance for the provision of affordable and workforce housing 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 found at:

http://www.fairfaxcounty.gov/tysons/housing/download/tysons_wdu_policy.pdf

The applicant is committing to provide 20% affordable units based on the total number of units provided, regardless of whether the particular building is located within or outside of the ¼ mile ring, carrying forward the commitments made with the 014A and 014B cases.

The Plan also recommends that rezoning applicants contribute $3.00 (one-time) or $0.25 (annually) per non-residential square foot toward affordable housing opportunities in Tysons because, as stated in the Plan, "[t]he provision of workforce housing should be viewed as a collective responsibility that will directly benefit employers in Tysons." The Plan further notes that "[n]ew 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 both the 014D and 014E cases, the applicant is proffering to a non-residential contribution toward affordable housing in Tysons. The proffers include two options, either to contribute $3.00 per non-residential square foot, or to contribute $0.25 per office or hotel square foot annually for 16 years. Under the proposed proffer, it is up to the applicant to decide which option will be pursued for each building. This decision will be made at the time the first Non-RUP for each building is issued. While the Plan does not specify a time period that would apply for the $0.25 annual contribution, the 16 year term would result in a contribution that is roughly equivalent to the net present value of an upfront $3.00 contribution and therefore staff believes this is a reasonable term.

The subject applications are 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 applications recommends that:

> "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.

- Throughout this subdistrict, 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.

- For property along Spring Hill Road, redevelopment proposals should address the redevelopment and relocation of the existing fire station and/or post office."

The 014D and 014E applications, individually, do not meet the 20 acre consolidation goal (014D includes 9.86 acres; 014E includes 7.39 acres). However, when combined with 014A and 014B, the total size of the project under the applicant's control is 24.6 acres. The inclusion of 014D, the only case of the four that includes land within 1/8 mile of the Metro station, meets the objective of including land in both the first and second intensity tiers. The application has addressed the redevelopment of the existing fire station by proffering to construct a new fire station with application 014B and by proposing the ultimate redevelopment of the current fire station property with two new buildings in the 014D CDP.

In addition to the site-specific consolidation guidance, the Comprehensive Plan sets five 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."

It is staff's opinion that the subject applications (both 014D and 014E) meet the first four objectives, as described in the relevant sections of this report.

To address the fifth objective, the applicant has provided views of massing models that indicate how some of the adjacent parcels could redevelop in conformance with the Plan—specifically, the unconsolidated blocks between the neighborhoods. The applicant has also provided views of massing models which put this redevelopment proposal in the context of existing development. These views are helpful in understanding the redevelopment proposal, yet the massing studies for 014E do not clearly demonstrate whether 014E would adversely impact the ability of adjacent properties to redevelop. Grading Broad Street to meet Westpark Drive will result in a 20 foot grade differential at the end of Broad Street at the edge of the subject property. This grade difference will likely require significant retaining walls and could make it difficult for adjacent property owners to access Broad Street without major re-grading. In response to staff's request for additional details, renderings were added to Sheet A-11.0 of the 014E CDP illustrating how the adjacent property to the east could redevelop (those properties were not included in the massing studies). The renderings show that it is likely that a low-rise, townhouse type structure is the only type of development which could be constructed to the east.

With regard to the 014D case, the applicant has provided massing studies of the properties surrounding the 014D case (including 014C) showing how those properties could be redeveloped. Staff believes that, while illustrative in nature, these studies demonstrate that the surrounding properties can meet the street grid and grading and be developed in accordance with the Plan. A major issue related to surrounding development and the 014D case has to do with the timing of access. While it would be optimal for the 014C and 014D cases to move forward as concurrent cases, the property owners are not currently on the same timeline. Today the properties that make up the 014C land area have access to Route 7 and Spring Hill Road, but in the future there will be no direct access to Route 7 and limited access to Spring Hill. For that reason, the primary access to 014C in the future will be from Pierpoint Street and Merchant Street (via Broad Street). All three of these streets require land from 014D to be constructed in their ultimate form. Should development on 014D proceed first, the street sections on 014D will be dedicated to the property line, allowing 014C to complete or continue the construction. Staff had recommended that the applicant commit to dedication on demand for the necessary streets; however, the applicant has indicated that existing buildings and businesses preclude dedication on demand. In response, the applicant has proffered that, once the McLean Self-Storage site (Parcel 57 which is part of the 014D application) has been acquired by the Georgelas Group (the applicant) or a related entity, it will be made

available for purchase should someone such as the County or the developer of 014C wish to construct Broad and Pierpoint Streets. With the County's commitment to permit the construction of Broad and Pierpoint across the County-owned fire station parcel, access could be provided to Spring Hill Road. Staff believes that, taken together, these commitments address the Plan recommendations.

When viewed in the context of the overall Spring Hill Station proposal, the subject applications are generally in conformance with the Comprehensive Plan text regarding parcel consolidation.

Interim Conditions

The Plan contemplates that the actual redevelopment of zoning approvals in Tysons will occur over time in reaction to market conditions. Because the multiple properties included in any particular zoning case might have different uses, tenants or lease arrangements, it is likely that even within a single zoning case, not all buildings will be built at the same time. While these situations are expected, they do create a challenge for site design. Many buildings, such as D2A and D2B (in 014D), are designed around a conjoined parking podium. As such, completion of only one of the buildings may leave an entrance, a parking garage, or an upper level park amenity incomplete or exposed until the second building is finished. In addition to building design, the vehicular and pedestrian networks, which are shown as a complete unit in the CDP, may be only partially completed with a particular phase, leaving missing links until build-out. To address these concerns, the applicant has proffered that, with FDP approval, all interim design conditions will be acknowledged and addressed. Staff agrees that the appropriate time to identify and address these interim conditions is with the FDP, at which time the applicant bill be better able to address and accommodate changes in the area that might occur between today, when the CDP is approved, and the later date when FDP approval is sought. In addition to the building design features for interim phases (such as screening a temporarily open garage), the FDP will also include a demonstration of how pedestrian access will be provided in a safe, convenient and pleasant manner to the Metro station and surrounding facilities.

The disaggregation of 014D and 014C has further complicated the potential interim conditions because several of the buildings in 014D were designed under the assumption that a partner building in 014C would be directly abutting and conjoined. For example, the D1 and D2 buildings were both designed so that a single entrance at a property line would serve both that D building and its partner C building. Prior to the separation of the D and C cases, the skyparks on both Buildings D1 and D6 were also initially designed to extend onto an adjacent C building. To address these issues, the applicant has committed to provide the necessary access and construction easements to allow the skyparks on D1 and D6 to be extended onto an adjacent roof in 014C, should the C building be designed to accommodate such a connection. The applicant has also proffered to provide access and construction easements to allow the C buildings to utilize the alleys in Buildings D1 and D2 for access, and to construct those buildings with knock-out panels to facilitate such connections in the future. Staff finds this commitment analogous to a subdivision providing

a stub street for an adjacent property. While the specific locations of the interparcel access points are not shown on the CDP, the proffers do commit to locate and show the access on each applicable FDP. The plans for FDP 2010-PR-014D show such points of access. Should the abutting C buildings redevelop first, the 014D plans show how a C building could create an temporary access to its parking garage to be used until such time as the adjacent D building and its alley is complete. At such time, the C building could connect to the D alley and the temporary driveway in C could be enclosed and converted to building space. By setting up shared access points, the applicant has ensured that, even though these cases are not proceeding on the same timeline, a single driveway can be utilized for each pair of buildings, which will limit the breaks in the pedestrian realm.

Public Facilities (Comprehensive Plan Recommendations)

The Comprehensive Plan recommends relocating Fire Station 29 from its current location on Spring Hill Road to a new site within the Tysons West - North Subdistrict or to the Spring Hill Transit Center (at International and Jones Branch Drives). The Plan further recommends that this relocation occur within the 2010-2020 time period. Finally, the Plan lays out a strategy for implementing public facilities to serve Tysons with a focus on receiving dedications of land or building space.

The negotiations for the Spring Hill Station development (as a whole) included the relocation of Fire Station #29 as recommended in the Plan. At the same time, the existing fire station property was included in the Spring Hill Station zoning case (now 014D). The inclusion of the fire station in the redevelopment proposal addressed the Comprehensive Plan language recommending its redevelopment, and allowed for the connection of a critical street link (now known as Pierpoint Street). When the applicant chose to separate the 014 application into separate cases and move forward with 014A and 014B, the commitment to provide a replacement fire station was assumed by 014B. As approved, 014B provides for the construction of a fire station in Building G4 (located on Tyco Road), to be delivered no later than December 2020. As noted in the 014B staff report, the provision of the replacement fire station was also thought to be the responsibility of the Spring Hill Station development as a whole, and was considered to address the Comprehensive Plan recommendation for the provision of public facilities for the entire application. Though the 014C case has been dropped from the package, the full commitment to provide the fire station still stands, and the applicant, as noted previously, is now requesting a small amount of excess office intensity as public facility bonus. As discussed earlier in this report, staff supports this request for bonus density.

In addition to the fire station, another public facility need identified for the Tysons West District is the undergrounding or relocation of the high-voltage transmission lines that currently run above grade through 014C and 014D between Tyco Road and Route 7. Specifically, the Plan recommends that this high-voltage line be placed underground in order to ensure a pedestrian friendly environment. The majority of the existing transmission line north of Route 7 is on the 014C property along the property line with 014D. Approximately 415 linear feet of the line is located on the 014D property. The applicant is proffering to contribute toward a pro rata share of the undergrounding with a

cost cap of $150,000. This contribution would be provided when the use permit is issued for Building D4.

Based on Dominion Virginia Power's planning-level construction estimate of $3,280 per linear foot for undergrounding (excluding right-of-way costs), the cost to underground that portion of the powerline on the 014D property would be approximately $1.4 million. Staff recommends that the applicant remove or increase the proffered cost cap in order to make a meaningful commitment to the implementation of this Plan objective.

Staff believes that the public facility commitments proposed for the subject applications are in general conformance with the Comprehensive Plan, with the recommended modifications to the undergrounding commitment.

Street Grid and Design

The Comprehensive Plan provides recommendations for a conceptual street grid and for street cross sections for various street types. The subject applications show a grid layout for the block surrounded by Route 7, Tyco Road, and Spring Hill Road and the continuation of a collector street (Broad Street) from Spring Hill Road to Westpark Drive, parallel to Route 7. The subject applications propose to construct the on-site portion of this grid, and limited off-site portions to provide a full street section (specifically on the north side of Broad Street and the south side of Merchant Street where it crosses 014C).

The proposed street grid for the overall project, as shown in the approved cases 014A and 014B as well as the current cases 014D and 014E, is in general conformance with the guidance in the Comprehensive Plan. Since the approval of 014A and 014B, Condominium Street has been renamed Broad Street and Retail Circle has been renamed Pierpoint Street. These names are not final, but reflect the discussion in this report.

The streets have been designed to comply with the *Transportation Design Standards for Tysons Corner Urban Center*, as adopted by the County and VDOT. Staff has requested that the applicant commit to dedication on demand for street improvements, specifically for those areas along Tyco and Spring Hill Roads. The applicant has indicated that impacts to existing uses limit their ability to provide dedication on demand. Staff recognizes these limitation and has asked that the applicant continue to work with staff to identify specific areas and/or circumstances where dedication on demand could be feasible.

The street grid proposed in the subject applications is in general conformance with the guidance in the Comprehensive Plan, as further discussed below.

RZ 2010-PR-014D and FDP 2010-PR-014D

Broad Street

Application 014D includes a new collector street (Broad Street) and two new local streets (Merchant and Pierpoint Streets). The ultimate section of Broad Street, which will require

the acquisition of off-site right-of-way, includes two travel lanes in each direction and one bike lane in each direction. On-street parking lanes are proposed on both sides of the street, except along the frontage of Building D5. Staff believes that the applicant could meet the Plan objective of providing parking lanes on collector streets while maintaining an adequate streetscape width by either adjusting the footprint for Building D5 or by slightly re-aligning Broad Street to the west (although a re-alignment would impact right-of-way needs and a proposed park). The applicant has not, at this time, made either adjustment.

Because the ultimate design of Broad Street requires right-of-way from adjacent properties, the applicant has proffered three versions of an interim street section (interim street Alternatives A, B and C). Alternative A is the preferred interim and the applicant has committed to construct Alternative A if right-of-way is available. Alternative A requires right-of-way from the adjacent property [Parcel 29-3 ((1)) 56A which is currently owned and occupied by Sunbelt Equipment Rental] to allow the southwestern curb of Broad Street to be set in its ultimate location. It also requires right-of-way from the adjacent commercial condominiums, located on Parcels 29-3 ((16)) 19-43 (known as Build America). The applicant has proffered to attempt to secure this right-of-way, and, if unsuccessful, to then request that the County use its powers of eminent domain to acquire this right-of-way (which would be paid for by the applicant). Should neither of these events occur, the applicant would construct either Alternative B (which does not require right-of-way from Sunbelt but does require right-of-way from Build America) or Alternative C (which does not require any off-site right-of-way)..

Under all of the interim street alternatives, Broad Street would be built to its ultimate configuration at such time as the adjacent properties redevelop. Under each alternative, some sort of connection between Spring Hill Road and Tyco Road would be completed with the construction of Building D4 (located on Tyco) and either Building D5 or D6, whichever comes first. While this issue has been on the whole addressed satisfactorily, staff continues to work with the applicant to ensure that the proffers clearly delineate future responsibilities for interim and ultimate construction to avoid future confusion.

Merchant and Pierpoint Streets

The two local streets proposed with 014D (Merchant and Pierpoint) are designed to accommodate two travel lanes in each direction during peak periods and one travel and one parking lane in each direction during non-peak periods. These street designs are consistent with the Plan recommendations. The completion of Merchant Street from Tyco Road to Broad Street will require right-of-way from 014C. The applicant is proffering to construct the ultimate cross-section, including that portion on 014C, as long as the right-of-way or an easement is provided by the 014C property owner. Because existing buildings are within the area of right-of-way that would need to be acquired, staff does not expect the 014C right-of-way to be made available in the near future. At such time as 014C is rezoned, however, circumstances might have changed, and construction of the full street may be possible. Because the provision of the ROW for the ultimate Merchant Street is not assured, the applicant has shown an interim section that is entirely on-site, consisting of two travel lanes and no parking lanes.

In addition to the commitment for the applicant to construct Merchant Street in its ultimate configuration on 014C (if possible), staff would like to see a reciprocal commitment from the applicant. Specifically, should the 014C property redevelop, staff would like this applicant to at least discuss the construction of Merchant Street by others across the 014D property. Again, staff recognizes that today there are buildings in the way, but this may not be the case in the future. To date, the applicant has not provided such a proffer, although they have indicated their willingness to engage in such discussions.

While a portion of Merchant Street crosses that land area subject to the proposed FDP, that street section is not proposed to be constructed at this time (the phasing plan shows it would be constructed with D2B or D3). Construction of this portion of Merchant Street is not necessary at this time as the road would neither serve an adjacent use nor connect to an adjacent property. Staff requested that the applicant show the alignment on the FDP to evaluate impacts and facilitate the road's construction. The applicant has provided this information (as discussed later, the alignment crosses a proposed interim park but would not impact a proposed volleyball court). Staff has recommended a Final Development Plan condition that would require dedication of Merchant Street on demand at such time as a site plan is approved for D2A and any buildings in the way have been demolished (but not before that time). With the implementation of this condition, the Comprehensive Plan recommendation to facilitate the construction of new grid streets where possible without impacting the current use of the property is addressed.

Finally, staff has asked the applicant to commit to attempt to provide a connection from the end of Pierpoint Street (at the property line) through the adjacent property (014C) to allow pedestrian and/or vehicular access to the new Kiss and Ride Lot. The Kiss and Ride Lot access on Spring Hill Road is right-in/right-out only, and is very close to Route 7. For these reasons, it is highly desirable to provide additional or alternative access to the Kiss and Ride as soon as possible. A pedestrian connection would also serve new residents of buildings D4 and D5. Staff recognizes that such a commitment would require the active participation of the 014C property. The applicant has provided a proffer to this effect for a pedestrian connection but not for a vehicular connection.

Traffic Signals

The application proposes several new traffic signals where new and existing streets intersect. The applicant has provided a tiered-approach to traffic signal warrant studies for these intersections. The proffer includes an appropriate "end-of-development" commitment (by which time, if a signal is going to be needed it should be warranted). Because staff would like to be able to have a signal installed at any time it is needed, even if that is between development of two buildings, staff has requested that the proffer be revised to provide for the installation of a traffic signal when it is warranted at any time during the development of the properties in the subject application.

RZ 2010-PR-014E

The portion of Broad Street on 014E is also designated as a collector street. The ultimate design of Broad Street is consistent with the Plan recommendations for collectors. However, there was a "pinch point" where the Plan recommendations were not met approved with 014A because of the narrowness of the property and the location of the existing garage on 014E. The configuration proposed with 014E reflects what was approved with 014A. The interim section of Broad Street located on 014A and 014E includes one travel lane in each direction with no parking or bike lanes. Until the properties abutting Broad Street redevelop, this street is only needed for access to the buildings on 014A and 014E and is therefore acceptable.

There is an existing driveway from Greensboro Drive that serves the existing Buildings E1 and E2. This driveway is proposed to be retrofitted into a service alley (called Logan Street). This alley will serve Buildings E1, E2 and E4, and will connect between Greensboro Drive and Broad Street. With one travel lane and one parking lane in each direction and streetscaping, it is designed to the local street standards as recommended in the Plan.

In addition to the new streets proposed on 014E, the applicant proposes to redesign Greensboro Drive along its frontage to provide new bike lanes in both directions. Parking lanes are not proposed due to the constraints of the existing parking structure on 014E and the Rotonda Condominiums on the opposite side of Greensboro, which are not planned for redevelopment.

Pedestrian and Bicycle Facilities

The Comprehensive Plan envisions a robust non-motorized transportation network for Tysons Corner. The applications accommodate the pedestrian primarily in the streetscape network, which will be further discussed below.

As noted in the street configuration discussion above, the proposed "collector" and "avenue" roads will provide for on-road bike lanes in their ultimate configurations. Local roads are expected to accommodate bike traffic without the need for separate lanes because of their lower speeds. The proffers further commit to provide for resident and visitor bike parking at the time of FDP approval. Finally, the FDP for 014D includes bike parking for residents in the garage as well as exterior bike parking for visitors. Staff believes these commitments meet the Comprehensive Plan recommendations for the provision of pedestrian and bicycle facilities.

Transportation Demand Management (TDM)

In discussing the needed transportation improvements in Tysons Corner, the Comprehensive Plan begins with transit. The Plan focuses not only on the new Metrorail line, but also on bus and circulator service, accommodation of bike users and the 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 Tysons-wide. 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 agreed to a TDM approach, which is consistent with that approved in other recent PTC rezonings, and is proffering the following commitments:

- The applicant is committing to meet the Plan goals during all phases of development of the site in conformance with a new approach to TDM. The specific vehicle reduction goals are as follows:

Development Levels	Percentage Vehicle Trip Reduction
Up to 65 million SF of GFA	30%
65 million SF of GFA	35%
84 million SF of GFA	40%
90 million SF of GFA	43%
96 million SF of GFA	45%
105 million SF of GFA	48%
113 million SF of GFA	50%

- The applicant proposes a larger contribution to a Remedy Fund in lieu of a larger contribution to a Penalty Fund, so that money will be immediately available and accessible to enhance the TDM program in the event that goals are not being met.

- The applicant proposes to make a contribution for seed money for a Tysons-wide TMA. The TMA will provide synergies between developments in Tysons and help reduce trips through an areawide TDM program that applicants can join at their discretion in lieu of running their own, smaller, program.

- The applicant is committing to monitor its TDM program with annual traffic counts and surveys every three years. This commitment is a significant improvement from monitoring programs in the past. Annual traffic counts will enable the county to review transportation in Tysons on an areawide basis and identify future concerns or areas for improvement.

- The applicant is committing to pay a $100 per day non-compliance fee for failure to submit an annual report by the date outlined in the proffers. Assuring that TDM programs are operating as proffered is important to the County, and the

annual reports will provide information on the TDM programs, trip levels in Tysons, and commuter behavior as well as indicating if modifications to the program are needed (including remedies or penalties).

- The applicant is proffering a detailed implementation plan for the TDM program that will also provide the flexibility to modify the program to address changes necessary during the life of the project.

Staff believes that the applicant has provided a robust TDM package that will allow the program goals to track closely with local and Tysons-overall development. This TDM program will also provide the flexibility to make adjustments if other portions of the development are not proceeding as expected today. Staff believes the program will strongly encourage significant traffic reduction measures, addressing the recommendations of the Comprehensive Plan.

Level of Service (Streets)

The Comprehensive Plan recognizes that congestion is expected in an urban area. While the Plan sets a level of service (LOS) standard for Tysons of LOS E, the Plan goes on to say that it may be preferable for an applicant to make transportation commitments or improvements that are not specifically related to improving the LOS at a single intersection. The goal would be, instead, to improve the multi-modal transportation network. For example, instead of adding turn lanes to improve the vehicular capacity of an intersection, an applicant might commit to fast track a needed grid link, provide an off-site sidewalk, or encourage transit use through a strong transportation demand management (TDM) program.

In this case, the applicant is addressing the Plan language by: (a) providing crucial grid streets including Broad Street, which is part of the only continuous collector street shown in the north part of Tysons; (b) committing to a robust TDM proffer; (c) limiting parking to rates at or below the maximums permitted in the Comprehensive Plan and Zoning Ordinance, and (d) providing for a strong pedestrian system, including interim improvements. Staff believes that these improvements address the Plan recommendations.

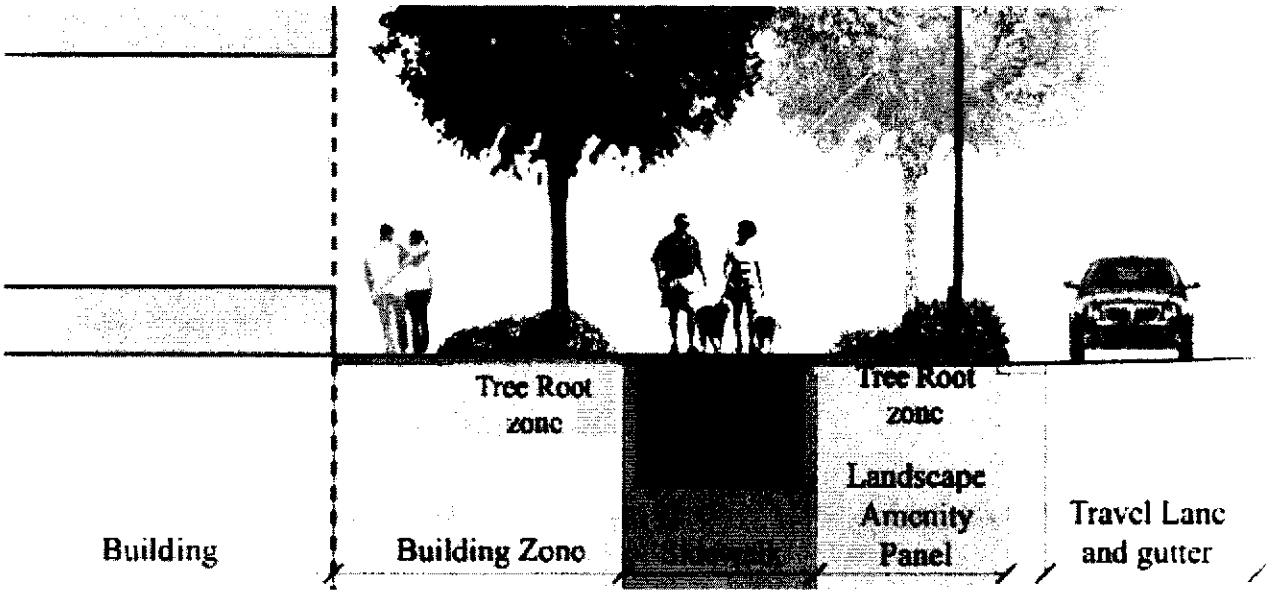
Parking

Rather than parking minimums, the PTC district regulations establish parking maximums as an effective TDM tool for transit-oriented developments (TODs). These maximums are seen as a critical component of an effective TDM program as a lack of readily available parking has a bearing on mode choice. The amount of parking provided with the proposed development will conform to the parking provisions of PTC district. By committing to the PTC parking rates, the applicant will bring an existing office development (the Greensboro Corporate Center) into compliance with the new rates even though the buildings will be retained. Additionally, the applicant has committed to exclude reserved parking spaces from residential unit sales/leases ("unbundle" the parking and the unit). This "unbundling"

will allow available parking spaces to be used more efficiently, and will create an incentive for residents to reduce car ownership.

Streetscape Design

The Urban Design section of the Comprehensive Plan provides detailed guidance on streetscapes within Tysons. The Plan defines three streetscape zones: the landscape amenity panel, the sidewalk, and the building zone. These zones are shown in the following illustration. Each zone serves a distinct purpose and has varying dimensions based on the adjacent street type and land use.



Staff recommends that the sidewalk be included within the public right-of-way to promote unification of the public transportation network. As has been noted many times, pedestrians are a vital part of the transportation network in a TOD. Staff believes that the best way to make sure that Tysons functions as a single entity (as opposed to a collection of private developments) is to ensure that the entire transportation system is in the public realm. The applicant has agreed in both applications to proffer that the public right-of-way be extended to include the sidewalk zone if and only if the County accepts the land with a deed restriction that limits the use of the dedicated area to "streetscape improvements, sidewalks, pedestrian access, underground utilities, traffic signal poles, traffic-related and wayfinding signage, bus stops, bus shelters and vehicular ingress and egress to adjacent properties."

The applicant has stated that, without such a stipulation, VDOT may add additional lanes to roads, which, in turn, would impinge upon the streetscape and pedestrian network. Staff is extremely concerned about the commitment to dedicate sidewalks *only* if the County accepts the land with a deed restriction. It is staff's position that this deed restriction is not only unnecessary, but that it could result in undesirable restrictions on the future development of the transportation network. For instance, the restriction might

preclude adjustments to the street width necessary to accommodate bike lanes or to facilitate off-site connections. As such, staff does not believe it would be in the interest of the County to accept such a deed restriction. In staff's opinion, the inclusion of this caveat within the proffer amounts to a negation of the commitment to dedicate the sidewalk zone. For these reasons, staff strongly objects to the proposed language. Finally, it should be noted that the applicant's stated concern relates to VDOT utilizing the right-of-way for widening the road. The area in question, outside of the vehicular travel way, is not intended to be accepted into the state system for VDOT maintenance. Control of (and permission to use) this area will remain with the County, not VDOT.

All of the proposed streetscapes for 014D and 014E meet the dimensional standards set forth in the Plan and the Urban Design Guidelines with the following exceptions:

- The Plan recommendation for the building zone width along a boulevard is 15 feet to allow for both street trees and retail browsing/outdoor dining. The proposed section for Route 7 has a width of 10 feet to address issues raised by the Fire Marshal. While staff finds this section acceptable, staff also requests that the applicant continue to work with the County to enhance the Route 7 streetscape at the time of FDP review. Specifically, staff believes that, at the time of FDP design, the building could be designed to step forward and back, meeting more of the intent of the Plan while still satisfying all fire code requirements.

- As noted previously, constraints on the width of Broad Street in previously approved 014A preclude a full streetscape from being provided along the existing parking structure in the vicinity of Building E2.

In addition to the dimensions and conceptual design of the streetscape areas, the applicant has proffered to provide a streetscape furnishings and materials plan with each FDP. These details have been provided with FDP 014D and are generally acceptable. The exception is that, along Pierpoint Street, the applicant has not provided a pedestrian refuge for people exiting their cars. Based on field measurements of similar developments, staff recommends this pedestrian step-off area be a minimum of 24 inches from face of curb (inclusive of the curb). Staff has proposed a final development plan condition (FDP condition) requiring a 24 inch pedestrian step-off area along Pierpoint. The applicant has indicated that a pedestrian step-off area adjacent to a tree pit is problematic because of the need to support the step-off area, and that if attached to a VDOT curb this can cause settling or buckling of the curb and gutter. In addition, they have indicated that the tree pits along Pierpoint are not bio-retention facilities and therefore the ground in the tree pits will be flush with the pavement, not lowered. Staff is currently reviewing this information and will continue to work with the applicant on this issue.

Finally, a dedicated circulator lane has been included on Spring Hill Road and Tyco Road, in conformance with the current plans for a circulator system. While the large turning radii (70') shown at this corner could ultimately be necessary, staff is concerned that a 70' radius could affect the streetscape design at that corner and increase the length of the pedestrian crossing of Tyco Road. Because the final design of the circulator system is not

yet set, staff would like to explore a smaller radius for this corner (perhaps 50'). To that end, when the FDP for Building D1 is submitted, staff will seek to work with the applicant to finalize the necessary radius and to reduce the impacts on the streetscape in this location.

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.

Building and Site Design

The Comprehensive Plan guidance for building and site design includes elements such as: build-to lines; bulk and massing; and step-backs. The subject applications generally adhere to these design recommendations. The proposed buildings have been sited along build-to lines to create a consistent street wall. The applicant proposes a pedestrian hierarchy to define those areas of the development where pedestrian activity will be focused. Basically, primary pedestrian zones are where pedestrian activity is expected to be focused. As such, and those areas should be designed to accommodate more pedestrians and provide for more interaction between the building and the sidewalk (cafes, storefronts, etc.) The proffers commit to appropriate design articulation and fenestration commitments for each zone within the hierarchy. The applicant also proposes to separate the height of any ground floor dwelling units from the sidewalk level to afford these units privacy.

Staff believes that the building and site design features proposed in the subject applications are in general conformance with the Comprehensive Plan.

The CDPs for both 014D and 014E include illustrative drawings to show the general character of the buildings and the sites, which is appropriate for this stage of the development process as additional design details will be provided with each FDP. The FDP for 014D includes significantly more detailed plans, showing (illustrative) interior layouts of ground floor, parking levels and roof as well as detailed drawings of the building exterior (all four sides) including building materials. Although the FDP includes notes that state these drawings are illustrative only and "all building materials are subject to change provided that the general quality and characteristics are maintained," staff believes that a more stringent standard of conformance should be applied at the FDP so that it can be assured that what is shown is what is built. Therefore, staff has proposed an FDP condition that requires the final building design to be in substantial conformance with that shown.

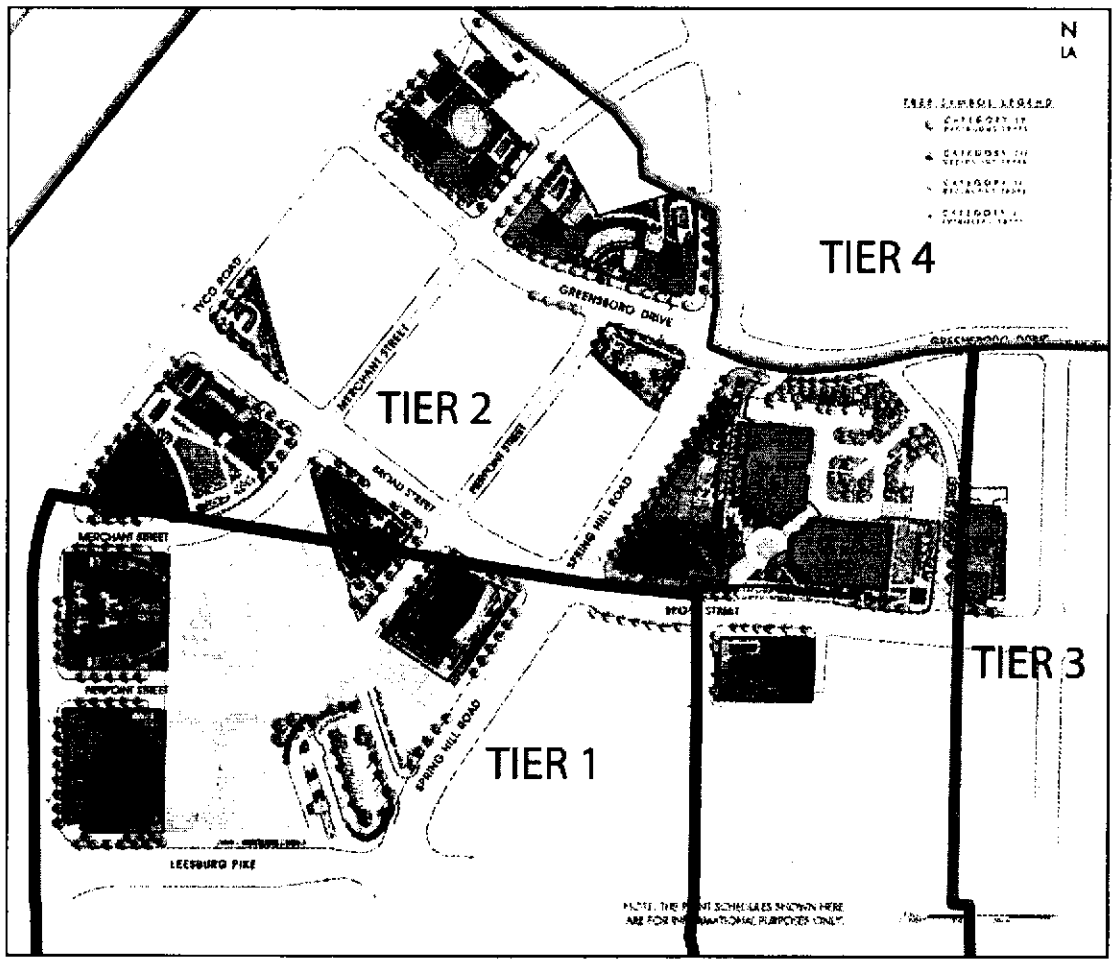
Additionally, as noted previously, the applicant has requested that a significant amount of flexibility be permitted in the size of Building D2A. The applicant proposes a building with a maximum of 436 units (360 feet in height) which would accommodate a larger (likely rental) apartment project. However, because of the current market, the applicant would like the flexibility to construct a much smaller project on the order of 150 units and 240 feet in height (likely a for-sale condominium product). As noted, the FDP does include illustrations of both the minimum (240 foot) and maximum (360 foot) buildings. For this particular site, staff does not object to this flexibility, which could result in crucial road

connections being made sooner rather than later. Because the building and parking podium heights could change drastically between the two ends of the proposed range, staff has proposed an FDP condition that would require the final building design and height to be reviewed and approved by DPZ and the Providence District Supervisor's office prior to site plan approval.

Building Height

Both 014D and 014E and are split between two designations on the Comprehensive Plan's Conceptual Building Heights Map. Application 014D is split between Tier 1 (recommended maximum heights ranging from 225 to 400 feet) and Tier 2 (recommended maximum heights ranging from 175 to 400 feet). Application 014E is split between Tier 2 and Tier 3 (recommended maximum heights ranging from 130 to 175 feet). The Plan allows for height flexibility "to facilitate the provision of affordable/workforce housing, [or] public and quasi-public uses ..."

The following graphic shows the Conceptual Building Heights Map overlaid on the application:



As shown in the chart below, there are two buildings in 014D and two buildings in 014E that have options which would exceed the Plan recommendations (all other buildings and options are in conformance with the Plan).

Application	Building	Proposed Use	Comprehensive Plan Maximum Building Height Range	Proposed Maximum Building Height
014D	D3 Option 1	Office/Retail	175 – 225 feet	285 feet
	D3 Option 2	Residential/Retail		300 feet
	D4	Residential/Retail	175 – 225 feet	300 feet
014E	E3	Office/Retail	175 – 225 feet	260 feet
	E4 Option 2	Residential	130 – 175 feet	225 feet

For the residential buildings/options where height flexibility is requested (D3, D4, and E4), the additional height requested is 29 – 33% above the Plan maximum. Staff believes that this amount of flexibility is appropriate because the applicant is proffering to provide affordable and workforce housing in accordance with the Plan objectives discussed above in the Land Use Analysis.

The two office buildings/options for which the applicant has requested height flexibility (D3 and E3) are both located at the edge of their height tier, adjacent to a higher tier. In addition, the applicant has indicated that the height of Building D3 is driven in part by: (1) the need to widen Merchant Street to increase its vehicular capacity and facilitate a future connection to the Dulles Toll Road; and (2) the ability to accommodate an at-grade plaza between D3 and D4 as recommended in the Plan.

In addition to the maximum building heights, the applicant is proposing maximum heights for each parking podium, ranging from 60 to 80 feet. (It should be noted that the 20-foot tall podium proffered for Building E4 is not a parking podium but rather a building stepback.) Staff encouraged the applicant to reduce the parking podium heights as much as possible when FDPs are filed, and to commit that any reductions in parking (driven by the market or by a reduction in building size) be accommodated by reducing the height of the parking podium (rather than by removing below grade parking). This last commitment would address the Plan recommendation that above-grade parking be minimized in favor of underground parking. The applicant has instead provided a proffer that if a building is less than 60% of its proffered maximum height, its podium will also be reduced from the maximum shown. For that reason, staff continues to recommend a stronger commitment to review podium height and design at FDP.

Staff believes that building heights proposed in the subject applications are in general conformance with 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. Because the Public Facilities Manual (PFM) does not allow off-site trees (such as streetscape trees on public streets) or trees in easements on-site to count towards the tree canopy requirements, a PFM modification of the 10-year tree canopy requirements is requested for this application. The two zoning cases generally provide the majority of their trees as street trees, with additional trees provided in above-grade terraces and parks. In these zoning applications, the applicant has demonstrated that the Plan's recommended 10% tree coverage goal for a redevelopment would be achieved in these applications, as well as in overall Spring Hill Station development so long as the street trees (in the public rights-of-way) and the trees in easements were counted. Staff believes a modification in favor of that shown on the CDPs is appropriate because of the commitment to provide uncompacted soil volumes, and to maintain, irrigate, and replace trees damaged by utility repair.

The applicant has provided a utility plan showing the proposed landscaping with conceptual utility layouts and sight distance lines. The applicant has also committed that should there be a conflict between utilities and trees, the utilities shall be adjusted so that the trees that are depicted on the plans will be planted generally as shown. To ensure that the tree coverage goals proposed in the current applications will be met, staff has recommended and the applicant has proffered to (with each FDP): (1) update the tree canopy calculations to reflect any changes in site or building design; (2) submit a labeled utility plan overlaid on the planting plan; and (3) submit a drawing that demonstrates that the locations of all proposed trees are viable considering vehicular sight line distance requirements.

Water Quality

The applicant has pursued a variety of measures to address stormwater management in a manner which satisfies both the requirements of the Public Facilities Manual (PFM) and the Comprehensive Plan's water quality goals for the Tysons Corner Urban Center. In both applications, the applicant has demonstrated how the application would satisfy the PFM standards for water quantity and quality control. These measures may include, but are not limited to, detention (underground stormwater vaults) and retention and reuse of runoff from the proposed development, low impact development (LID) measures in the form of porous pavement and green roof areas, and street tree planting areas designed as filter boxes.

Both sets of proffers commit to seek to retain on-site and/or reuse the first inch of rainfall, and to achieve the stormwater management design credit for LEED, with additional information as to how these goals will be achieved to be provided at the time of FDP approval. The CDP for 014D indicates that 98% of the first inch of runoff will be retained on-site. For 014E, only 77% of the first inch is achieved due in large measure to the

retention of the two existing building and an existing garage. The portions of the site proposed for new development, however, achieve 94% of the first inch (Building E4) and 96% of the first inch (Buildings E3 and E5). At staff's request, the applicant has proffered to make specific commitments at the time of FDP approval and to ensure that when the site plan is filed the goal set at FDP will be met. Simply stated, this means that the CDP and proffer commit to retain/reuse the first inch of rainfall to the extent practicable and show a possible scenario to attempt to reach that goal. The FDPs will refine the work done at CDP and will include a specific goal; at the time of FDP, reviewing staff will determine if this meets the intent of the Plan. The site plan will then conform to the goal set at FDP (although alternate measures may be still be used, for example a bio-retention tree pit may be enlarged to compensate for a smaller green roof). Staff believes that this structure will allow for continued refinement of the commitment while removing the subjective measurement of a goal from the site plan process.

"Green" Buildings

The Comprehensive Plan recommends that zoning proposals for residential development in the Tysons Corner Urban Center area provide green building commitments sufficient to attain, at a minimum, the United States Green Building Council's (USGBC) LEED certification or its equivalent. The applicant has committed to pursue LEED certification for residential buildings, with an option to pursue LEED Silver, and to pursue LEED Silver certification for non-residential buildings, with an option to pursue LEED Gold. Staff believes that this issue has been fully addressed based on the proffered commitments.

Energy/Resource Conservation

The Comprehensive Plan anticipates that zoning applications in Tysons Corner will include commitments to design elements and practices which will reduce the use of energy and water resources. The proposed proffers for both applications include the following commitments:

- To construct each parking garage with at least one electric vehicle recharging station that will serve at least two parking spaces and the infrastructure (such as conduit) to facilitate additional future stations;
- To provide an assessment of the potential for shared energy systems for site plans with more than one building;
- To provide utility sleeves through the foundations of the buildings to allow for future shared energy or similar systems; and
- To provide master electric, gas, and water usage data, to the extent that such exists, to the County for each building and the entire property.

The applicant, however, has not made a commitment to provide at least 50% of the rooftop coverage for new buildings as green roofs, as was provided in the 014A and 014B cases. Staff would encourage the applicant to add such proffer language.

Noise Impacts

In order to minimize exposure to unhealthy noise impacts, the Policy Plan of the Comprehensive Plan recommends that noise levels be mitigated to 65 dBA for outdoor activity areas, 50 dBA for office environments, and 45 dBA for residences, schools, theaters, hotels, and other noise sensitive uses.

Based on the location of the proposed public park spaces, staff believes that mitigation will not be necessary to meet the 65 dBA standard for such areas. Under the proffers, at the time of building plan, the applicant will provide a site-specific noise study in support of achieving the recommended Plan noise attenuation level of no more than 45 dBA for interior areas within any new residential or hotel building in 014D and for Building E5. Based on the noise study provided by the applicant, staff does not expect significant impacts to the residential or hotel buildings. Based on the study, no impacts are expected on Building E4, which has not been included in the proffer. However, the applicant should commit to achieve the recommended Plan noise attenuation level of no more than 50 dBA for interior areas within office buildings.

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. The Plan recognizes that while on-site parkland is an integral part of urban design, additional open spaces and parkland might be provided off-site to address some of the needs of the future residents and employees, especially as related to active recreation facilities. To that end, in the Tysons Corner Urban Center Areawide Recommendations, Environmental Stewardship Chapter, Parks and Recreation Section, 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."

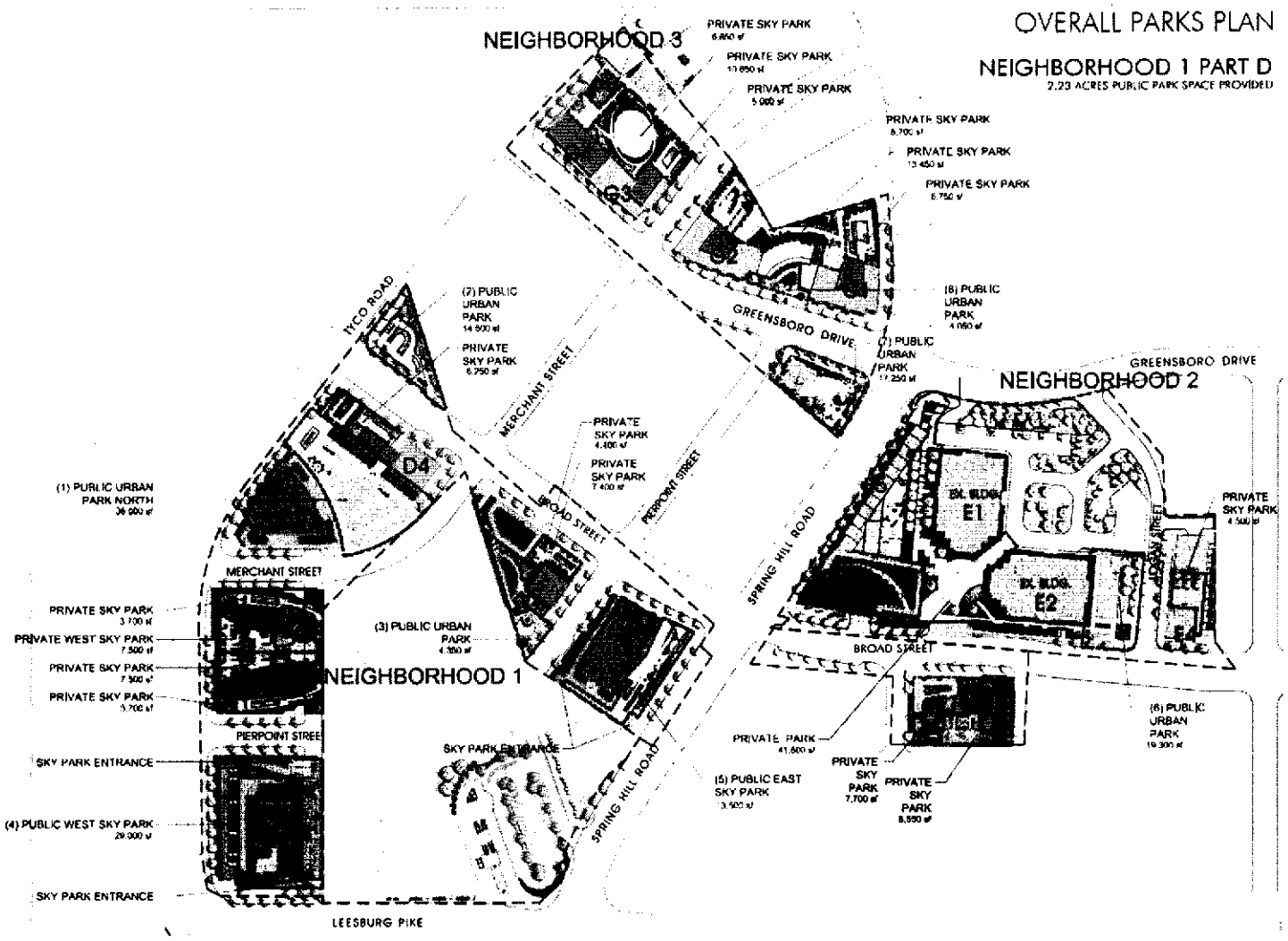
Applying this urban parkland standard to the overall proposed development in Spring Hill Station, and assuming ultimate build out of development at the mid-range of options, the overall proposal generates a need for between 8.42 acres (at the low end) and 12.76 acres (at the high end) of new urban parkland. The following chart illustrates how much urban parkland is provided by the four applications (including the off-site acquisition proffered with 014B).

Case	Acres of urban park/plaza
014A	0.00
014B	0.46
off-site acquisition	2.81
014D	2.23
014E	0.44
Total	**6.40**

As shown here, at the high end of residential development, the applications fall almost 50% short (6.39 acres), although at the lower end of the development range the park space is only two acres short. The recommendations in the Comprehensive Plan are a guide, and provision of a high quality park environment can be used to justify some shortfall. In this case, the Comprehensive Plan calls for a one-acre common green (shown on the Plan map at the north end of the application property) and the applicant has provided a 36,000 square foot common green type park in this location as well as a smaller (14,500 square foot) active recreation park nearby. The proffers provide performance standards to explain the proposed use and programming for each park, with specific details to be provided at FDP. While, in general, staff believes the proposal meets the goal of providing outdoor recreation and amenities for future residents, it should be noted that the residential component is the major driver of the noted shortfall of park space. Therefore, staff recommends that the applicant consider providing a contribution towards additional park facilities in Tysons if any building that includes primary use options exercises the residential option.

Onsite Public Parks

Landscape sheets in both CDPs and the FDP (all of which show the overall Spring Hill Station proposed park layout) show a total of about 6.4 acres of publicly accessible urban park space onsite in the overall Spring Hill Station. This overall exhibit is shown below.



Applications 014D and 014E include the following on-site park spaces:

<u>014D:</u>

- Public Urban Park North (#1) – This 36,000 sq. ft. (0.83 acres) common green type park is located between Buildings D3 and D4. It is designed to be a passive space with a large lawn area, seating and public art. This park is in the general location indicated on the Comprehensive Plan Conceptual Park Network Map, which the District Plan text recommends for a one-acre common green park. As shown on the Conceptual Park Network Map, the park is meant to be the terminus of a string of parks leading pedestrians north from the Metro Station plaza at Route 7. This design feature is dependent on the redevelopment of 014C, but it is expected that some sort of pedestrian feature will be provided with that future application to tie this area to the metro station.

- Public Urban Park (#2) – This 16,800 sq. ft. (0.39 acres) pocket park is located at street level at the corner of Tyco Road and Broad Street. This park will include either a small skateboarding park or an off-leash dog exercise area (or alternate facilities as decided at FDP), and the draft proffers indicate it will be offered to Fairfax County for dedication as a public park. If the County does not accept land dedication, a different active use may be substituted for the skating area and the park will be maintained in a public easement.

- Public Urban Park (#3) – This 4,350 sq. ft. (0.10 acres) pocket park is located at street level on Pierpoint Street adjacent to Building D5. Because the design and purpose of this space may change based on what is developed on the adjacent property (014C), the CDP provides basic information as to the intended program and design (such as hardscape, landscaping and seating areas). The applicant has proffered to provide additional details at the time of FDP for Building D5.

- Public West Sky Park (#4) – This 29,000 sq. ft. (0.67 acres) elevated park space at the podium level (60 feet) of Building D1 is designed as an active recreation space with a running track, golf putting area, open lawn and seating. Public stair and elevator access will be provided via Pierpont Street and Route 7. While the applicant has proffered to provide "well marked entrances and elevators," staff recommends that applicant provide additional commitments to wayfinding signage and access design to ensure that these park entrances are highly visible and clearly marked to assist the public in finding the elevated park. Such proffer language should outline performance standards for the park entrances, and commit to provide further details will be provided for review at FDP. To increase awareness and use of the parks, the applicant has proffered to work with the Park Authority to make sure that this (and other public park spaces provided in easements) are listed on the Park Authority website to promote public use.

- Public East Sky Park (#5) – This 13,500 sq. ft. (0.31 acres) elevated park space at the podium level (60 feet) of Building D6 is designed as an active recreation space with children's play areas for ages 1-5 and 6-10 as well as seating and a café or vending station. Public stair and elevator access will be provided via Pierpont Street and Spring Hill Road. Staff recommends that the applicant commit to the same wayfinding and access features outlined for Public West Sky Park (#4).

- In addition to the public park space, 0.93 acres of private rooftop terraces designed with recreational amenities are shown on the residential buildings. While these spaces do not provide the urban design benefits of at grade public parks, they may be used to satisfy the Zoning Ordinance requirement to spend $1,700 per dwelling unit on on-site recreational amenities such as swimming pools, patios, sport courts, game tables, and other such amenities.

014E:

- Public Urban Park (#6) – The only public park space shown on the development plan for 014E, this 19,300 sq. ft. (0.44 acres) pocket park is located between Buildings E2 and E4. It is designed to be a passive space with lawn area, bench seating and hardscape areas. No active recreational uses are shown to serve the new residents of E4; however, the applicant has proffered that if the residential option is exercised for E4, active recreational features will be provided in this park.

- In addition to the public park space, a 4,500 square foot private rooftop terrace with recreational amenities is shown on Building E4 that could be used to satisfy the Zoning Ordinance requirement to spend $1,700 per dwelling unit on on-site recreational amenities. Additionally, a 41,500 square foot private amenity area is shown around the existing buildings, E1 and E2. This space, which is existing (on top of the parking deck), will serve the tenants of E1 and E2 as a passive outdoor area, and may be utilized informally by other tenants and residents in the area.

FDP 2010-014D:

- The FDP shows an interim at-grade park (43,160 square feet) on the north side of Building D2A. This is the future location of Building D2B and Merchant Street. As shown on the FDP, the interim park space will primarily feature lawn area bounded by streetscape and a sand volleyball court. Limited seating and landscaping are shown for this park as it is intended to be an interim space, but landscape berms are shown along Tyco Road to promote a sense of enclosure and offer visual interest. The applicant has shown the alignment of Merchant Street across this interim park, illustrating that the volley ball court will not be disturbed if Merchant is constructed. This street, as discussed earlier, could be constructed prior to Building D2B, and based on these illustrations staff believes that accommodation of the road would not unduly impact the interim park.

- A 7,500 square foot terrace is shown at the parking podium level and an additional 3,700 square terrace is shown at the roof top level. These spaces will be private and contain amenities such as game tables, seating and dining areas and a pool. Provision of these spaces and facilities could be used to satisfy the Zoning Ordinance requirement to spend $1,700 per unit on on-site recreational amenities.

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 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... 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 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 indoor and rooftop facilities." The Plan also indicates a preference for recreational facilities to be provided onsite or in 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."

The Comprehensive Plan recommends the provision of one full-service athletic field per 4.5 million square feet of new GFA, the overall Spring Hill Station development (014A, 014B, 014D and 014E) proposes about 5.5 million square feet of new GFA in total. Therefore, the overall development generates the need for 1.25 athletic fields.

With the 014B application, the applicant committed to purchase (or fund the purchase of) offsite land for a field (the completion of Raglan Road Park). The 014A application proffered to provide $500,000 towards this purchase. Although a master plan for that park has not been done, initial review indicates that a full-size field with facilities could fit at Raglan Road Park with the additional land. As was noted at that time, it was expected that the remaining applications would construct or provide funding for construction of a full-service athletic field at the Raglan Road Park site (or elsewhere, should the Park Authority decide not to put a field at that location). The applicant has proffered for 014D and 014E to contribute 75 cents per square foot of new development for the field and facility construction. Taken as a whole, these commitments among the four parts of the Spring Hill Station development will provide for the construction of one full field plus money for additional facilities for Tysons.

Staff finds that the commitment to fund construction of a field provided with these applications, along with the commitment from 014A and 014B to acquire park land which could potentially support athletic field development meets the Plan's athletic field recommendations.

Other Recreational Facility Needs

Beyond athletic fields, in the Tysons Corner Urban Center Areawide Recommendations, Public Facilities Chapter, Parks Section, the Plan states the following:

> "The Countywide recreation 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. Provision of facilities to meet these service level needs will ensure that as Tysons redevelops, publicly accessible athletic fields, tennis courts, basketball courts, fitness and program space, swimming pools, and other active recreational facilities will be provided at levels meeting the needs of future Tysons residents, employees and visitors."

Using adopted recreational facility service level standards found in the Parks and Recreation element (Appendix 2, Part B) of the Policy Plan, the publicly accessible recreational facilities needed to address the planned growth for the Spring Hill Station Development (Parts A, B, D and E) include five sport courts and 2.5 playgrounds. Taken by themselves, 014D and 014E generate a need for 2.5 sport courts and 1.5 playgrounds. The applicant proposes to provide the following facilities:

014D

- The one-third acre public park at the corner of Tyco Road and Broad Street will include a small urban skate spot or an off-leash dog park.
- The sky park associated with Building D1 will include an elevated running track and golf putting green. The sky park associated with Building D6 will include a rooftop children's play area.

014E

- No on-site public recreational facilities are being provided with this part of the application.

In addition to the facilities in 014D and 014E, the 014B application previously provided for an additional playground and 1.5 basketball courts. Overall, the applicant has provided a complement of public recreational facilities which will serve a diverse variety of needs, but staff believes that the applications as a whole are slightly deficient in active recreational facilities. Staff therefore recommends that those public park spaces which are not currently programed for active recreational uses be reviewed to see what additional facilities could be provided within the framework of each park's intended programming. The provision of additional facilities could be done at the time of FDP. Alternatively, funds could be provided to the County or others for the provision of active recreation in Tysons. The applicant has proffered to provide an assessment of active recreational facilities in the area at the time of FDP, with an eye to increasing the active facilities over what is shown on the CDP. Additionally, the applicant has proffered that, should the residential option for

Building E4 be exercised, an active recreational feature will be included in Park #6 (adjacent to Building E4).

Fairfax County Public Schools

The proposed development would be served by the Spring Hill Elementary, Longfellow Middle and McLean High Schools. Longfellow Middle and McLean High Schools are projected to be over capacity in 2017. The total number of students generated by the 014D and 014E applications together is projected to be as follows (assuming development at the maximum level):

	014D	014E	Total
Elementary	96	13	109
Middle	26	4	30
High	55	8	63
Total	177	25	202

For both applications, the applicant has proffered a contribution of $9,378 per student, based on the number of students expected to be generated by Land Bay B utilizing the County's current formula, using the current ratios of 0.087 students per high rise dwelling unit and 0.44 students per townhouse. If development at the maximum level occurs, this would equate to a contribution of $1,894,356. *Please note that the memos provided in Appendix 14 cover cases 014C, 014D and 014E.*

Sanitary Sewer

As development in the Tysons Corner Urban Center is expected to increase dramatically based on the new Comprehensive Plan recommendations, the applicant should be aware that off-site trunk sewer upgrades might be necessary in the future, which 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 rectify any inadequacies. *Please note that the memos provided in Appendix 15 cover cases 014C, 014D and 014E.*

Fire and Rescue

The subject property is serviced by the Fairfax County Fire and Rescue Department Station #29, Tysons. The requested rezoning currently meets fire protection guidelines, as determined by the Fire and Rescue Department. As noted previously, the 014B application itself included a commitment to relocate Fire Station #29, which will allow the station to be enlarged, improving service in this area. *Please note that the memos provided in Appendix 16 cover cases 014C, 014D and 014E.*

Fairfax Water

The subject properties are located within the Fairfax Water Service Area. Adequate domestic water service is available from existing 8, 12 and 24 inch mains located at the properties. *Please note that the memos provided in Appendix 17 cover cases 014C, 014D and 014E.*

Telecommunications

While no specific telecommunications facilities are proposed with these applications, the applicant has proffered to retain the right to place telecommunications equipment on the roofs, so long as such installations meet the applicable Zoning Ordinance regulations and are screened or set back so as not to be visible from the surrounding streets. To address concerns about future "dead spaces" at ground level where wireless reception is impeded by a proliferation of tall buildings, the applicant has proffered that in addition to rooftop installations, equipment may be architecturally integrated onto the facades of the buildings to ensure on-street and/or open space wireless coverage.

ZONING ORDINANCE PROVISIONS (Appendix 18)

The purpose and intent of the Planned Tysons Corner 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).

As noted, both 014D and 014E will contain a mix of residential, office, hotel and other non-residential uses (such as ground floor retail) identified as "retail/service". The proffers retain the right to provide any non-residential use permitted in the PTC District in that square footage allocated to "retail/service" subject to: (1) the layout being in substantial conformance with the CDP; (2) the use meeting all of the use restrictions found in the Zoning Ordinance; and (3) the use being shown on an approved FDP.

The tabulations for FDP 014D seek to retain the same flexibility as the CDPs (that is, retail/service uses could be any use permitted in the PTC District). Because the use limitations of Sect. 6-505 of the Zoning Ordinance include additional standards for certain uses, staff has proposed an FDP condition that specifically states that any use permitted in the PTC may be provided in the "retail/service" portion of Building D2A subject to the use limitations of Sect. 6-505. This FDP condition excludes certain uses, however, because the use limitations of Sect. 6-505 require these uses to be specifically identified on an approved FDP. Because none of those uses (other than outdoor seating) are shown on the FDP, staff has proposed a development condition that prohibits the following uses: service stations, service station/mini-marts, vehicle light service establishments, car washes, drive-in financial institutions, drive-through pharmacies, any other drive-through

uses, and mini-warehouses. Although vehicle sales, rental and ancillary service establishments, are also required to be identified on an FDP, staff believes that the provision of a storefront car dealership or a rental counter for vehicle rental would not be out of character for an urban area. Therefore, staff does not believe that these uses should be prohibited. Instead, staff has proposed a condition to clarify that any vehicle storage parking on-site must be included within the maximum required parking for the building (and not in addition to that parking).

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 Plan analysis. It is staff's opinion, as expressed in this analysis, that the applications meet 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

Sign Control (SC) (Sect. 7-500)

The Sign Control Overlay District imposes additional constraints on the amount of signage permitted for commercial uses. No action is necessary at this time, and it should be noted that it is likely that the applicant will apply for a Comprehensive Sign Plan.

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, service stations and service station/mini-marts. All of these uses are permitted by the PTC District when shown on an approved FDP. Furthermore, staff believes that the appropriate time to evaluate these uses is when an FDP (or FDPA) is submitted requesting such a use. As discussed earlier in this report, under the proffers for both 014D and 014E, any use allowed in the PTC District as a permitted use would be allowed in the retail/service portion of the requested square footage when the use restrictions are met. For the FDP, staff has proposed a condition prohibiting certain uses which are required to be specifically shown on an FDP (these uses include drive-in financial institutions, service stations and service station/mini-marts). Fast food restaurants and quick-service food stores are limited in the Highway Corridor Overlay District because of their potential for high trip generation. In a high-rise building, which has no surface parking, fast food restaurants and quick-service food stores will be oriented to

the pedestrian. Staff therefore believes it is appropriate to permit these two uses to occur within the proposed building.

Waivers and Modifications Requested (for both applications unless otherwise noted)

Zoning Ordinance:

- Modification of the Tysons Corner Urban Center streetscape design in favor of that shown on the Plans and as proffered

The applicant's proposals, for both applications, establish design programs for each street in the development. The applications generally conform to the recommendations of the Comprehensive Plan, but as noted in the analysis section above, there are a few locations in each application where flexibility has been requested. While the applicant has requested a Zoning Ordinance modification of the streetscape (on the plans and in the statement of justification), no modification is required. Par. 1 of Sect. 6-508 of the Zoning Ordinance states that "the amount of open space ... shall be determined by the Board in accordance with the adopted comprehensive plan recommendations for streetscape ..." This provision does not specifically require any particular streetscape, but it does require the Board to make a determination as part of the review of the zoning case if the Comprehensive Plan standards have been addressed. The required streetscape, therefore, is what is shown on a development plan approved by the Board (and as proffered or conditioned).

- Modification of all trails and bike trails in favor of the streetscape and on-road bike lane system shown on the Plans

On-street bike lanes are provided on all collectors and avenues, and sidewalks are provided along all streets as part of the streetscape in keeping with the urban recommendations of the Comprehensive Plan. Therefore, staff can support the requested modification.

- Waiver of Par. 3 of Sect. 17-201 of the Zoning Ordinance to provide any additional interparcel connections to adjacent parcels beyond that shown on the Plans and as proffered

The applications provide for an interconnected grid of streets, and demonstrate how the grid may be extended in the future as surrounding properties develop. The proffers commit to these streets being public, and to the street itself being dedicated at the time of site plan approval. The applicant has further proffered to provide public access easements along the interior alleys beneath Buildings D1, D2A and D2B in 014D. With these commitments, adequate access is provided to connect these developments to the surrounding properties as they redevelop. Therefore, staff believes that a waiver is appropriate in this instance.

- Waiver of Par. 4 of Sect. 17-201 of the Zoning Ordinance requiring any further dedication and construction for widening of existing roads to address Comprehensive Plan requirements beyond that which is indicated in the Plans and proffers

The Comprehensive Plan for Tysons includes a conceptual grid of streets. The intent of the Plan is that as cases come through the zoning process, this grid of streets will be refined. The applicant's proffers will provide for improvements to existing streets in conformance with Plan recommendations. Because the street grid as shown on the plans and as proffered fully addresses the Comprehensive Plan, staff can support the requested waiver.

- Waiver of Par. 1 of Sect. 6-506 of the Zoning Ordinance requiring a minimum district size of 10 acres in the PTC District

Application 014D contains 9.86 acres; 014E contains 7.39 acres. While each application contains less than the required 10 acres, both applications are part of a larger development, the Spring Hill Station proposal, which, taken as a whole (Parts A, B, D and E), exceeds 24 acres. When the applicant requested the division of the original application, many of the major commitments (such as the extension of Greensboro Drive, the construction of a new fire station, and the acquisition of off-site parkland) were included in the first two applications. Staff believes that the current applications provide for a reasonable continuation of the previously approved development and, as discussed in the analysis, meet the Plan recommendations relating to coordinated development by facilitating the development of future roads and access to serve the non-consolidated 014C application. Therefore, staff can support the requested waiver.

- Waiver of Par. 2 of Sect. 2-506 of the Zoning Ordinance to allow a parapet wall, cornice or similar projection to extend more than three feet above the roof.

The applicant has requested this waiver to provide an opportunity to architecturally screen mechanical penthouse equipment and to provide for potential architectural elements above the main roof line. Additionally, active recreational uses on roofs may require fencing, screening, and barriers exceeding three feet in height. Because the applicant has indicated that such elements would be shown on an FDP; staff believes this commitment to show such elements should be included in the proffers. With this proffer, staff could support this waiver request.

- Waiver of a service drive on Route 7.

The new design for Route 7, as shown in the Comprehensive Plan, does not include a service drive. Therefore staff can support this waiver request.

- Waiver of maximum fence height to permit an increase from seven feet to 14 feet for sport courts and other features when shown on an FDP.

If active recreational uses are provided on roofs or adjacent to roads, they may require fencing, screening, or barriers exceeding seven feet (up to 14 feet). Were the applicant to commit that any such features be shown on an approved FDP, staff could support this waiver request.

- Modification of Par. 4 of Sect. 11-202 of the Zoning Ordinance requiring a minimum distance of 40 feet of a loading space from a drive aisle.

The applicant has requested this waiver for existing and proposed loading entrances within the application area. These existing entrances may be modified as part of the overall roadway / streetscape improvement proposal. Within residential buildings, the proposed loading entrances are combined with the garage entrances in keeping with the Tysons Street Standards and Comprehensive Plan Urban Guidelines. Were the applicant to proffer that any such features would be shown on an approved FDP, staff could support this waiver request.

- Modification of interior parking lot landscaping requirements for interim surface lots
- Modification of peripheral parking lot landscaping requirements for interim surface lots

If existing parking lots are proposed to remain as interim uses as part of an FDP, staff will work with an applicant to provide improvements to the lot to the extent feasible. If this occurs (such as on the interim proposal for the D1 site with FDP 014D) it will be shown on the approved FDP. The applicant has proffered to a standard for interim streetscape improvements, including landscaping that will be applied at that time. With the proffers that speak to interim landscaping that have been provided, staff supports these waiver requests.

- Waiver of Sect. 16-403 of the Zoning Ordinance requiring a final development plan as a prerequisite to a site plan in the PTC District for certain features.

In Tysons, it is expected that developments will occur in phases. In order to facilitate the early installation of as many public improvements as possible, staff believes it is appropriate to provide a waiver of the FDP requirement for certain public facilities when sufficient details are shown on the CDP to allow a site plan or public improvement plan to be evaluated. In this case, the applicant is requesting such a waiver for public improvement plans associated with all public streets and for the interim public park space located on 014E but proffered as an off-site interim improvement with 014A (See Sheets C-19A through C-19D of 014E). The applicant has also requested this waiver for minor modifications that might be made to the existing development on 014E (Buildings E1 and E2) in conjunction with future development. These modifications would allow the existing buildings, which are proposed to remain, to remain functional and up-to-date during the

interim period between now and when Building E3 is constructed. Staff supports the requested waiver for the described situations.

- Waiver of Sect. 11-302 of the Zoning Ordinance to allow a private street to exceed 600 feet in length as shown on the CDP.

This waiver is requested for two circumstances. While virtually all of the new proposed streets in these applications will be public, in certain circumstances (such as Broad Street) an interim street may be constructed as a private street because the ultimate street will shift locations. In 014E, Logan Street will remain private as it will be constructed on top of an existing garage and will be a service alley. Logan Street is 609 feet. Staff has reviewed and supports the proposed interim and ultimate alignments of the streets in this application and supports the requested waiver.

Public Facilities Manual (PFM):

- Modification of Sect. 7-0802.2 of the PFM to allow for the projection of structural columns into parking stall (no more than 4% of the stall area)

While each garage will be designed to meet the geometric requirements of the Zoning Ordinance and PFM, experience has shown that is likely to be a small amount of intrusion into parking stalls. Because parking is to be limited (and maximums are applied) with the proposed buildings, the applicant has not designed the parking garages above code, and therefore requests this modification to allow full use of all potential parking areas in the garage.

- Modification of Sect. 7-0800 of the PFM to allow the use of tandem parking spaces with valet service to be counted as required parking (as permitted by the PTC District regulations)

The Comprehensive Plan recommendations and PTC District regulations envision the use of tandem parking spaces and valet parking as an efficiency measure and as an encouragement for shared parking. The applicant requests the right to provide such spaces in conjunction with any non-residential uses when valet parking is provided. While this is permitted by the PTC District regulations, staff recommends that the applicant provide a proffer with additional details as to when tandem spaces and valet parking would be used. With such a commitment, staff could support this modification.

- Waiver to allow the use of underground stormwater management and best management practices in a residential development

As discussed in the stormwater analysis, staff is supportive of underground stormwater management in the higher density developments expected in Tysons Corner. Waiver request #8158-WPFM-002-1 (found in Appendix 11) has been reviewed by 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.

- Modification of the 10 year tree canopy requirements in favor of that shown on the Plans and as proffered

As noted earlier in this report, off-site trees (such as street trees in public rights-of-way) and trees in easements do not count toward the tree canopy requirements because of concerns about maintenance and replacement. However, with 014D and 014E, the applicant has proffered to maintain these trees, and replace them should they be damaged or removed (as might happen during utility repairs). Were these street trees and trees in easements counted per the PFM, the 10 year canopy would be met. Because of the applicant's commitment to maintain and replace these trees, staff supports the requested modification.

- Modification of the tree preservation target in favor of that shown on the Plans and as proffered

This is requested based on allowable deviations due to the density permitted by the Zoning Ordinance. At urban densities, properties outside of stream valleys and parks are expected to be completely cleared and regarded. In fact, most sites will be totally excavated to create underground parking. In 014E, existing trees in the on-structure park/plaza around Buildings E1 and E2 will be retained but no additional tree preservation is proposed.

- Modification of Sect. 12-0702 1B (2) to permit the reduction of the minimum planter opening area for trees used to satisfy the tree cover requirement, in favor of that shown on the Plans and as proffered

The minimum planter opening area is intended to enhance the survivability of street trees. In these applications, the applicant has utilized planting details in conformance with the Urban Design Guidelines, including the use of structural soils and the provision of adequate soil volumes. These guidelines account for smaller planter openings to allow for additional pedestrian accommodation. Therefore, staff is supportive of the requested waiver.

Other Requested Waivers and Modifications

The remaining requested waivers and modifications should be addressed at the time of site plan review as staff does not have enough information to evaluate those requests.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The overall Spring Hill Station development proposal was reviewed at length by staff while it served as the Demonstration Project during the development of the Tysons Comprehensive Plan Amendment and the PTC District Zoning Ordinance regulations. The two cases reviewed herein are the second set of cases from the Spring Hill Station development. Both cases continue the approach to building, site, landscape, streetscape, and park design that was envisioned in the Comprehensive Plan and embodied in the first two applications.

In general, these two projects include well thought-out buildings that frame a safe pleasant, and convenient pedestrian realm. The proposed grid of streets accommodates both on-site needs and serves the greater Tysons area by providing additional links in the network. The applicant's commitments to the construction of public streets (to be dedicated at site plan) will facilitate the approval of other adjacent developments, including the un-consolidated 014C application. The projects incorporate a streetscape design conforms to the recommendations of the Comprehensive Plan and can accommodate a future Tysons circulator system. Staff believes the project includes flexibly designed ground floor spaces which can be adapted to a number of uses with activated ground floors tied to an appropriate pedestrian hierarchy. In addition, both applications provide public park amenities that will enhance the neighborhoods' character, as well as proffer funds to construct park facilities at the off-site land which was proffered with the 014A/014B applications. These applications have what may be a unique situation: the applicant has already proffered major public facility improvements in the form of the relocation of Fire Station #29 and the construction of a Table 7 improvement (the extension of Greensboro Drive). While these new applications will assist in funding those two improvements, the County would be the beneficiary of those improvements even if these applications did not move forward.

Staff has worked with the applicant to ensure that the development meets the goals in the Comprehensive Plan and has been accommodating in areas such as office intensity, building height, streetscape dimensions and park facilities when the applicant has justified the need for flexibility, or has in turn provided public benefit to merit the flexibility.

While, on the whole, these applications conform to the recommendations of the Comprehensive Plan and good design principles, there are a few areas that remain outstanding. Staff believes that the applicant should proffer to show certain features on an FDP where a waiver is of the Zoning Ordinance or the PFM requested (as noted in the waiver section). Staff suggests that these applications consider a commitment to providing a contribution for open space and park facilities if the higher residential options are exercised. This would allow the County to provide additional facilities for these residents. While the applicant has provided a minimal proffer relating to the arts, staff believes that additional measures could be taken to increase the commitment to making the Spring Hill Metro station area a true "arts and entertainment district." Most importantly, staff believes

that the applicant's caveat on dedication of sidewalks (requiring the County to accept a deed restriction or nothing) is unacceptable and should be removed.

Outstanding issues notwithstanding, staff believes that these applications are an excellent example of transit oriented development and address the many recommendations of the Comprehensive Plan, including transportation, affordable housing, water quality, parks and open space and public facilities. Staff therefore concludes that the subject applications are in harmony with the Comprehensive Plan and in conformance with the applicable Zoning Ordinance provisions with the implementation of the Draft Proffers and Proposed Development Conditions contained in Appendices 1-3 of this Staff Report.

Recommendations

Staff recommends approval of RZ 2010-PR-014D, subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends approval of FDP 2010-PR-014D, subject to FDP conditions consistent with those contained in Appendix 2 and to the Board's approval of RZ 2010-PR-014D.

Staff recommends approval of RZ 2010-PR-014E, subject to the execution of proffers consistent with those contained in Appendix 3.

Staff recommends approval of the following modifications and waivers for both applications:

- Modification of all trails and bike trails in favor of the streetscape and on-road bike lane system shown on the Plans;
- Waiver of Par. 3 of Sect. 17-201 of the Zoning Ordinance to provide any additional interparcel connections to adjacent parcels beyond that shown on the Plans and as proffered;
- Waiver of Par. 4 of Sect. 17-201 of the Zoning Ordinance requiring any further dedication and construction for widening of existing roads to address Comprehensive Plan requirements beyond that which is indicated in the Plans and proffers;
- Waiver of Par. 1 of Sect. 6-506 of the Zoning Ordinance requiring a minimum district size of 10 acres in the PTC District;
- Waiver of a service drive on Route 7;
- Modification of interior and peripheral parking lot landscaping requirements for interim surface lots, when shown on an approved FDP or as applies to interim uses for existing conditions;
- Waiver of Zoning Ordinance Section 16-403 requiring a final development plan as a prerequisite to a site plan in the PTC District for the following features as shown on

the CDP: public improvement plans associated with public streets, interim park space previously proffered with RZ 2010-PR-014A and located on RZ 2010-PR-014E, and minor modifications to the existing buildings on RZ 2010-PR-014E;

- Waiver of Sect. 11-302 of the Zoning Ordinance to allow a private street to exceed 600 feet in length as shown on the CDP.
- Modification of Sect. 7-0802.2 of the PFM to allow for the projection of structural columns into parking stall (no more than 4% of the stall area);
- Waiver to allow the use of underground stormwater management and best management practices in a residential development, subject to Waiver #8158-WPFM-002-1;
- Modification of the 10 year tree canopy requirements in favor of that shown on the Plans and as proffered;
- Modification of the tree preservation target in favor of that shown on the Plans and as proffered; and
- Modification of Sect. 12-0702 1B (2) to permit the reduction of the minimum planter opening area for trees used to satisfy the tree cover requirement, in favor of that shown on the Plans and as proffered.

APPENDICES

1. Draft Proffer Statement: RZ 2010-PR-014D
2. Proposed Development Conditions: FDP 2010-PR-014D
3. Draft Proffer Statement: RZ 2010-PR-014E
4. Affidavits
5. Applicant's Statements
6. Plan Citations and Land Use Analysis
7. Transportation Analyses
8. Office of Office of Community Revitalization Analysis
9. Environmental Analyses
10. DPWES Stormwater Management Analyses
11. Waiver #8158-WPFM-002-1 (Underground SWM)
12. Park Authority Analyses
13. Urban Forest Management Branch Analyses
14. Schools Analyses
15. Sanitary Sewer Analyses
16. Fire and Rescue Analyses
17. Fairfax Water Analyses
18. Selected Excerpts from the Zoning Ordinance
19. Glossary of Terms

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

January 16, 2013

Pursuant to Section 15.2-2303(A) of the Code of Virginia (1950, as amended) and Section 18-204 of the Zoning Ordinance of Fairfax County (1978, as amended), the property owners and applicant, for themselves and their successors and/or assigns (hereinafter collectively referred to as the "Applicant"), hereby proffer that the parcels under consideration and shown on the Fairfax County 2012 Tax Maps as 29-1 ((1)) 18C and 29-3 ((1)) 54A, 57, 57B, and 57G (the "Subject Property") shall be in accordance with the following conditions if, and only if, rezoning application 2010-PR-014-D (the "Rezoning") is granted.

The Subject Property is part of a larger rezoning known as "Spring Hill Station" which includes four related components identified as A, B, D and E (collectively referred to as "RZ 2010-PR-014"). The Subject Property is the subject of RZ 2010-PR-014-D. Property identified as 2012 Tax Map 29-3 ((1)) 48D is the subject of RZ 2010-PR-014-A, which was previously approved. Property identified as 2012 Tax Map 29-3 ((1)) 60C is the subject of RZ 2010-PR-014-B, which was previously approved. Property identified as 2012 Tax Map 29-3 ((1)) 63C is the subject of RZ 2010-PR-014-E. RZ 2010-PR-014 is divided into three neighborhoods referred to as 1, 2 and 3 and six areas identified as Areas A, B, D, E, F and G. The Subject Property is in Neighborhood 1 and is referred to as Area D.

GENERAL

1. Conceptual Development Plan. The Subject Property shall be developed in substantial conformance with the Spring Hill Station Demonstration Project Part D Conceptual Development Plan ("CDP") dated June 22, 2010 and revised through January 11, 2013, prepared by VIKA, Incorporated, WDG Architecture, PLLC, and ParkerRodriquez, Inc. The CDP includes two options; Option 1 represents the maximum office proposal, Option 2 represents the maximum residential proposal. The Applicant reserves the right to develop in accord with either option or a combination of the two options. The proffered elements of the CDP are limited to the grid of streets, general location of the points of access, general location of the buildings, uses (i.e. office, hotel, residential and retail/service), building heights, amount, general location and quality of urban park land, and general quality and character of the streetscape. Other elements of the CDP may be adjusted or modified with approval of future Final Development Plans ("FDPs") in accordance with the provisions set forth in Sect. 16-402 of the Fairfax County Zoning Ordinance (the "Zoning Ordinance").

2. Minor Modifications. Minor modifications to the CDP may be permitted as determined by the Zoning Administrator. The Applicant shall have the flexibility to modify the layout shown on the CDP without requiring approval of a Conceptual Development Plan Amendment ("CDPA") provided such changes are in substantial conformance with the CDP as determined by the Zoning Administrator and do not affect the proffered elements

of the CDP identified in Proffer 1, pursuant to Par. 4 of Sect.16-403 of the Zoning Ordinance.

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

PROPOSED DEVELOPMENT

4. Proposed Development. The maximum gross floor area ("GFA") (gross floor area as currently defined in the Zoning Ordinance), permitted on the Subject Property is 2,786,000 square feet, inclusive of density bonuses (the "Proposed Development"). Development of the Subject Property may include any use permitted in the Planned Tysons Corner Urban ("PTC") District, subject to limitations in the development tabulations on Sheet C-3A of the CDP and these Proffers. The primary uses of the Subject Property shall be office, hotel and multi-family residential dwellings, which may include accessory uses as defined by the Zoning Ordinance The Retail/Service category provided in the development tabulations may include any non-residential use permitted in the PTC District, subject to the Use Limitations in Sect. 6-505, or uses accessory to the primary use.

The maximum GFA for office uses and those other uses that generate more AM and PM peak hour trips than hotel uses (those other uses hereinafter referred to "High-Trip Generating Uses") shall be 1,272,000. For the purpose of these Proffers, High-Trip Generating Uses shall be defined as Retail/Service uses in a single building that total more than 58,000 GFA. However, should there be a future amendment to the Zoning Ordinance with regard to the "High-Trip Generating Uses", the Applicant may, at its sole discretion, opt to utilize the amended Zoning Ordinance regulations in place of this paragraph.

The general extent and location of all Retail/Service uses shall be provided with the submission of each FDP, and shall be subject to review and approval. The GFA allocated to the Retail/Service category in each building as shown in the development tabulations on Sheet C-3A of the CDP may be shifted between buildings with an approved FDP, and the overall GFA allocated to the Retail/Service category may be increased without the need for a PCA or CDPA as long as the proposed increase is shown on an approved FDP and the maximum GFA for individual buildings is not exceeded. Any increase in the GFA allocated to the Retail/Service category in a primarily residential building that is

30,000 square feet more than that shown in the development tabulations on Sheet C-3A may require a supplemental traffic analysis as determined by the Fairfax County Department of Transportation ("FCDOT").

Uses allowed by special exception or special permit in the PTC District may be authorized through a separate special exception or special permit process without the need for a PCA or CDPA, provided the use is in general conformance with the approved CDP and the applicable approved FDP.

5. Existing and Interim Structures and Uses.

A. Except as provided in paragraph C below, the existing structures on the Subject Property, as shown on the CDP, may remain in use as an initial phase until such time as the portion of the Subject Property on which the existing structure(s) is located is redeveloped in accordance with this application, or as otherwise stated in these Proffers. The structures may not be modified or enlarged, except that minor modifications and minor building additions may be approved by the Zoning Administrator pursuant to the provisions of Par. 4 of Sect. 16-403 of the Zoning Ordinance or may otherwise be necessitated with the implementation of Proffer 22D. Interior modifications to the structures shall be permitted. Changes may be made to the site conditions as shown in the phasing Sheets A-6.0 through A-8.0 of the CDP and changes may be made to accommodate interim uses, including access modifications.

Those uses within the existing structures that are legally existing at the time of approval of this Rezoning but are not uses permitted in the PTC District include Vehicle Major Service Establishments, Warehouse Establishments, Wholesale Trade Establishments, Heavy Equipment and Specialized Vehicle Sale, Rental and Service Establishment, and Storage Yards (see Exhibit A). These uses may remain as permitted interim uses, but may not be enlarged, except that the Zoning Administrator may permit minor modifications or minor enlargements. If any such use is discontinued for a period of two years, it shall no longer be a permitted use.

B. Privately owned and operated commercial interim off-street parking and commuter parking, at rates determined by the Applicant, shall be permitted in existing surface lots upon notification to FCDOT and without PCA/CDPA/FDP/FDPA approval and in new parking lots with a FDP as provided in paragraph C below, as an interim use on the existing properties at the sole discretion of the Applicant.

C. Any use that is permitted in the PTC District, with the exception of residential and hotel uses, may also be permitted as an interim use subject to the Use Limitations in Sect. 6-505 and the provisions of Part A of this Proffer except that commercial off-street parking in new parking lots and large retail establishments (as defined in the Zoning Ordinance) shall not be permitted without FDP approval.

D. Existing structures may be partially demolished to accommodate the construction in the early phases of development of the Subject Property. In that event, the portion of the existing structures to remain shall be included in the associated FDP for the purposes of coordinating site access, circulation and parking, and ensuring appropriate interim conditions and pedestrian improvements, but shall only be subject to transportation, streetscape or similar proffered improvements as shown on the approved FDP.

E. Parking for any new interim uses shall be provided in accordance with Section 6-509 of the Ordinance.

6. Final Development Plans. FDPs approved for individual building sites on the Subject Property shall establish the primary use (based on Option 1 or Option 2 CDP tabulations) and the maximum GFA for each building within the limits established by these Proffers and the CDP. The specific GFA for each building shall be established at final site plan. If the GFA approved with the FDP is less than the maximum shown on the CDP, the excess GFA under the selected use option may be utilized in another building or building(s) of the same use within the Subject Property, provided the excess GFA can be accommodated within the maximum building height(s) shown on the CDP and subject to approval of the applicable FDP(s) or FDPA(s) for the buildings transferring and utilizing the excess GFA. In addition, the following information shall be provided with each FDP not filed concurrently with this rezoning application.

A. Overall Tabulation. A tabulation indicating the development status of all property subject to RZ 2010-PR-014 A, B, D and E to include a listing of all existing and proposed buildings, along with the GFA, uses and parking approved on the CDP, FDP and site plan as may be applicable. The tabulation shall identify the reassignment of any excess GFA (as compared with what was originally shown on the applicable CDP) and shall be updated with each subsequent FDP and site plan approved for the Subject Property. A similar tabulation shall be provided on all site plans for the Subject Property.

B. Tree Canopy Calculation. A tabulation indicating the tree canopy calculations of all property subject to RZ 2010-PR-014 A, B, D and E to be updated with each subsequent FDPA and site plan approved for the Subject Property.

C. TDM Supplement. A copy of the previous TDM Annual Report, if available, to determine progress toward attaining TDM goals and any planned modifications to the TDM program.

D. Sight Distance. Vehicular sight distance lines at all intersections within, and adjacent to, the FDP area overlaid on the Landscape Plan as provided in Proffer 21.

E. Utilities. Approximate location of existing and proposed utilities to serve the area of the FDP including the location of the any utility vaults and maintenance points to stormwater management facilities overlaid on the Landscape Plan.

F. Proposed Uses. A list of proposed uses and demonstration of how such uses meet the applicable "Use Limitations" of Section 6-505 of the Ordinance.

G. Architectural Elements. Specific information on architectural elements as provided in Proffer 8.

H. Build-to-Lines. Refinement of the build-to-lines based on proposed uses, location of possible outdoor dining areas, and identification of awnings and canopies that extend beyond the building zone, as provided in Proffer 9.

I. Streetscape. A graphic depiction of, and any adjustments to, the activated streetscape elements as provided in Proffer 10 and refinement of, and adjustments to, streetscape elements as provided in Proffer 21.

J. Garage Treatments. Proposed parking garage façade treatments as provided in Proffers 8 and 11.

K. Landscaping. Detailed landscape plans as provided in Proffer 20.

L. Streetscape Furnishings. Submission of a "Streetscape Furnishing and Materials Plan" as provided in Proffer 21.

M. Interim Conditions. Identification of specific proposed interim conditions within the FDP area and outside the FDP area as provided in Proffer 22.

N. Alley Easements. Location of private access easements in the service alleys in Buildings D1, D2A and D2B, as provided in Proffer 30.

O. Phasing. Identification of specific proposed phased improvements in accordance with Proffer 7 and those generally set forth on the phasing-related exhibits provided on Sheets A-6.0_through A-8.0 of the CDP.

P. Parking Spaces. Refinement of the number of parking spaces as provided in Proffer 39.

Q. Parks and Recreation. Specific park details, site amenities and substitute recreation facilities as provided in Proffer 50.

R. Residential Amenities. Specific facilities and amenities to be provided for each residential building

S. Stormwater Management. Identification of specific stormwater management facilities and access points to underground vaults as provided in Proffers 21 and 58.

T. Rights-of-Way. Identification of proposed right-of-way lines associated with all public streets.

If requested by the District Supervisor, individual FDPs for the Subject Property which are not concurrent with this original rezoning or filed in conjunction with a PCA shall be subject to review by the Board of Supervisors to determine if the FDP is in accordance with the approved CDP and complies with applicable zoning district regulations. The Applicant shall provide written notice to the District Supervisor upon initial submission of each FDP or FDPA application filed after approval of this original rezoning that is not filed concurrently with a PCA application, requesting a determination by the District Supervisor as to whether review by the Board of Supervisors is warranted.

7. Development Phasing. The Proposed Development includes seven (7) buildings, which are identified on the CDP as Buildings D1 through D6. Development of each individual building may proceed in any order provided that each such building provides the phasing conditions depicted for such building on the CDP and that all proffers that apply to such building are addressed with the redevelopment of that building. Where a proffer establishes an obligation that applies to a building, reference to "Applicant" in such proffer shall mean the party undertaking the development of such building.

The Applicant shall construct the grid of streets and provide pedestrian improvements, public parks, private amenities and public facilities on the Subject Property in conjunction with the development of each new building in accordance with the phasing exhibits provided on Sheets A-6.0 through A-8.0 of the CDP and as further described in these Proffers. In addition, interim improvements as outlined in Proffer 22 and as may be determined at time of FDP approval shall be provided commensurate with the construction of each building. Adjustments to the phasing may be approved with FDP approvals without the requirement for a PCA or CDPA, provided the adjustments do not materially adversely affect the other phases. For purposes of these Proffers "construct" shall mean that: 1) a committed road improvement is substantially complete and is available for use by the public for travel whether or not the improvement has been accepted for maintenance by the state, and 2) a committed publicly accessible park space improvement is substantially complete and open to use by the public for use whether or not the improvement has been accepted by the Fairfax County or FCPA.

ARCHITECTURAL DESIGN

8. Building Design. The architectural treatment of all buildings within the Proposed Development shall create a sense of identity and place, and shall create human scale through the use of unifying elements such as materials, textures, color, window treatments, decorative details, lighting, and landscaping. Buildings shall be designed with high quality architecture and building materials that are typically used on the exterior of Class A office buildings and residential, retail and hotel buildings of a similar quality. FDPs shall specify design information on building materials, architecture, parking garage and loading space treatments, and specific features designed to activate streetscapes as described in Proffer 10. A minimum of 10 percent (10%) of all dwelling units shall be designed and constructed with some Universal Design features as determined by the Applicant.

9. Build-to-Lines. Build-to-lines ("BTL") have been established as depicted on Sheets C-6 and C-6A 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 as shown on an approved FDP. Awnings and other architectural canopies attached to the building frontage that project out from the BTLs shall not extend beyond the building zone, except as may be shown on an approved FDP. At the time of FDP approval, the Applicant shall identify possible locations along the street level for expanded areas for outdoor dining adjacent to cafes and restaurants and shall provide appropriate building zones for such uses.

10. Activated Streetscapes and Ground Floor Elements. The ground floors of all new buildings on the Subject Property, except those buildings with only residential uses on the ground floor, shall be designed and constructed with non-residential portions of ground floors having an average floor to floor height of 16 feet to accommodate potential non-residential uses designed to activate the streetscape. In addition, the Applicant shall provide for a hierarchy of activated streetscapes throughout the Subject Property as delineated on Sheet L-18 of the CDP and described below. The specific activation elements to be utilized for each building shall be graphically depicted on the FDP for review and approval.

A. Primary Circulation Zones. These areas are designed to accommodate major pedestrian activity, providing access to the Tysons-Spring Hill Road Metro Station (the "Metro Station") for walkers from the Subject Property and beyond and accommodating access to, and encouraging interaction with, a variety of uses on the Subject Property. Primary Circulation Zones shall generally incorporate the following elements, which may be adjusted with approval of an FDP:

(i) The ground floors of buildings shall incorporate active uses along approximately 75% of the street frontage, with functioning entry doors into such applicable uses provided with a maximum separation of 50 feet or less, unless a greater separation is needed to accommodate larger tenant spaces or as may be permitted by the Zoning Administrator. Should the requirements of a larger tenant not accommodate multiple entries with a maximum spacing of 50 feet, the design of the façade shall incorporate glazed elements no more than 20 feet apart that are a minimum of 48 square feet in area.

(ii) A minimum 70% of the area of the street front ground floor facades of such buildings shall be constructed with glazed windows and doors or other transparent materials.

(iii) Parking structures along the ground floor facades of buildings shall be minimized, but where they occur, the general façade detailing of the building above shall be continued to the ground plane or display windows provided.

(iv) Access to parking garages and loading/trash/service areas shall not be provided from Route 7 or Spring Hill Road. Loading/trash/service areas along other Primary Circulation Zones shall be minimized. Where such garage/loading/trash/service areas do occur along Primary Circulation Zones, they shall be screened from public view through the use of roll down doors or similar treatment.

B. Secondary Circulation Zones. These areas are designed to accommodate moderate pedestrian activity, providing access to the Tysons-Spring Hill Road Metro Station (the "Metro Station") for walkers from the Subject Property and beyond and accommodating access to a variety of uses on the Subject Property. Secondary Circulation Zones shall generally incorporate the following elements, which may be adjusted with approval of an FDP:

(i) Where the ground floors of buildings incorporate non-residential uses, functioning entry doors into such applicable uses shall be provided with a maximum separation of 75 feet or less, unless a greater separation is needed to accommodate larger tenant spaces or as may be permitted by the Zoning Administrator. Should the requirements of a larger tenant not accommodate multiple entries with a maximum spacing of 75 feet, the design of the façade shall incorporate glazed elements no more than 20 feet apart that are a minimum of 48 square feet in area.

(ii) A minimum 40% of the area of the street front ground floor facades of such buildings shall be constructed with glazed windows and doors or other transparent materials.

(iii) In residential buildings that do not incorporate non-residential uses on part or all of the ground floors, the building design of the primary facades shall incorporate, to the degree feasible, recreational and amenity spaces on the ground floor with a minimum of 40% of the ground floor façade constructed with glazed windows and/or doors or other transparent materials, and/or incorporate entries in to individual dwelling units from the street level. If residential units have direct access to the streetscape from an individual unit, design features shall be employed to provide interior privacy (such as having a ground floor elevation that is above the sidewalk grade).

(iv) Parking structures along the ground floor facades of buildings should be minimized, but where they occur, screening composed of architectural systems designed to restrict views into the garage spaces from street level shall be applied, or the general façade detailing of the building above may be continued to the ground plane.

(v) Loading/trash/service areas along Secondary Circulation Zones shall be screened from public view through the use of roll down doors or similar treatment.

C. Tertiary Circulation Zones. These areas are designed to accommodate modest pedestrian activity making connections to less intense areas or through alleys. Tertiary Circulation Zones, not located along private alleys, shall incorporate the following elements:

(i) Where the ground floors of buildings incorporate Non-Residential Uses, a minimum 25% of the area of the ground floor facades of such buildings shall be constructed with glazed windows and doors or other transparent materials.

(ii) In residential buildings that do not incorporate Non-Residential Uses on part or all of the ground floors, efforts shall be made to incorporate, recreational and amenity spaces on the ground floor with appropriate transparency and/or incorporate entries into individual dwelling units from the street level. Residential units that have direct access to the streetscape from an individual unit shall utilize design features to provide interior privacy (such as having a ground floor elevation that is above the sidewalk grade).

(iii) Parking structures along the ground floor facades of buildings should be minimized, but where they occur, screening composed of architectural systems designed to restrict views into the garage spaces from street level shall be applied, or the general façade detailing of the building above may be continued to the ground plane.

(iv) Access to parking garages and loading/trash/service areas may be provided along tertiary circulation zones and from the adjacent private alleys; loading/trash/service areas along tertiary circulation zones shall be screened from public view through the use of roll down doors or similar treatment

11. Parking Structures. To further the goals of the Comprehensive Plan, above grade parking structures shall incorporate uses or screening at the ground level in keeping with Proffer 10, so as to provide a pleasant and attractive design/experience along the streetscape. In addition, one or more of the following techniques shall be employed to screen garage areas above the street level:

A. Inclusion of an active layer of occupied space;

B. Application of architectural screening materials that may include, but not be limited to, metal framing systems with inserted panels of wire mesh, metal, glass or other materials, and precast concrete or masonry spandrels designed to minimize views into the garage spaces from street level;

C. Continuation of the general façade detailing of the tower above down to the top of the retail level storefront; or

D. Extension of retail signage and architectural expressions above the retail level to provide a variety of storefront experiences, as may be permitted by the Zoning Ordinance or by an approved Comprehensive Sign Plan.

Parking structure design features shall be depicted on the FDP for review and approval.

12. Building Height. The final height for each building and specific steps in building height, including parking podia, shall be determined at the time of site plan or building permit approval, but shall not exceed the maximum building heights shown on the CDP, as measured from average grade. Building and podium heights may be less than the maximum heights shown on the CDP, provided the building retains a similar urban form to that shown on the CDP or the FDP. Should, at the time of FDP, a building be proposed at a height that is 60% or less of the maximum shown on the CDP, the maximum height of the building's parking podium shall also be reduced.

Structures that are excluded from the maximum height regulations as set forth in Sect. 2-506 of the Zoning Ordinance may be constructed to a height not to exceed thirty (30) feet from the roof level of the top floor of the building. All building penthouses and rooftop structures shall be integrated into the architecture of the building. The height and extent of any roof top penthouse shall be provided at FDP.

13. Telecommunications Equipment. Telecommunications equipment may be placed on the proposed buildings' rooftops. Any such facilities must comply with the applicable requirements of the Zoning Ordinance and be screened and/or setback sufficiently from the perimeter of the roof and penthouse such that they are not visible from the surrounding streets. Other screening measures may be used such as including the facilities as part of the architecture of the buildings, utilizing compatible colors, or employing telecommunication screening material and flush mounted antennas. Telecommunications equipment may also be architecturally integrated onto the facades of the building where necessary to ensure on-street and/or open space coverage. In addition, the Applicant shall provide for an additional conduit in its utility plans to accommodate future fiber and/or telecommunication connections on the Subject Property.

14. Fire Marshal. The Applicant has coordinated the layouts depicted on the CDP with the Fire Marshal. Further changes to the CDP and future FDPs shall be permitted without the requirement for a CDPA in response to the review of site plans by the Fire Marshal, including adjustments to the streetscape and perimeter building areas as necessary to allow for required emergency vehicle access, provided such modifications are made in consultation with the Fairfax County Department of Planning and Zoning ("DPZ"), FCDOT, and the Office of Community Revitalization ("OCR") and are in substantial conformance with the intent of the CDP, future FDPs and these Proffers.

BUILDING PRACTICES

15. Non-Residential Building Certifications.

A. The Applicant shall include, as part of the building plan submission for any non-residential building to be constructed on the Subject Property, a list of specific credits within the project's registered version of the U.S. Green Building Council's Leadership in Energy and Environmental Design Core and Shell (LEED®-CS) rating system, or other LEED rating system determined to be applicable by the U.S. Green Building Council (USGBC), or its equivalent (as determined jointly by the Applicant and Fairfax County), that the Applicant anticipates attaining.

Except as otherwise provided below in Paragraph E as an alternative, a LEED or equivalent-accredited professional (the "LEED-AP") who is also a professional engineer or architect shall provide certification statements at the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED Silver certification of the building.

B. The Applicant shall designate the Chief of the Environment and Development Review Branch of the DPZ as a team member in the USGBC's LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.

C. Prior to the building plan approval for the building to be constructed, the Applicant shall:

(i) Submit documentation, to the Environment and Development Review Branch of DPZ, demonstrating that LEED Silver pre-certification under the Core and Shell program has been attained for that building.. This documentation will demonstrate that the building is anticipated to attain a sufficient number of credits to attain LEED-CS Silver certification.

(ii) Post a "green building escrow" in the form of cash or a letter(s) of credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual (PFM), in the amount of $2.00/square foot of GFA, as shown on the approved site plan. This green building escrow shall be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of LEED Silver certification by the USGBC, under the project's registered version of the LEED-CS rating system or other LEED rating system determined, by the USGBC, to be applicable to each building. The provision to the Environment and Development Review Branch of DPZ of documentation from the USGBC that each building has attained LEED Silver certification will be sufficient to satisfy this commitment.

D. At the time LEED-CS Silver certification is demonstrated to the Environment and Development Review Branch of DPZ, the escrowed funds and/or letter(s) of credit shall be released to the Applicant.

If the Applicant provides to the Environment and Development Review Branch of DPZ, within three (3) years of issuance of the final Non-RUP for the building, documentation demonstrating that LEED-CS Silver 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-CS Silver certification, 50% of the green building escrow will be released to the Applicant; the other 50% will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives.

If the Applicant fails to provide, within three (3) years of issuance of the final Non-RUP for the building, documentation to the Environment and Development Review Branch of DPZ demonstrating attainment of LEED-Silver certification or demonstrating that the building has fallen short of LEED Silver certification by three (3) points or less, 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-Silver certification application has been delayed through no fault of the Applicant, the Applicant's contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the Zoning Administrator, and no release of escrowed funds shall be made to the Applicant or to the County during the extension.

E. As an alternative to the actions outlined in the Paragraphs A, C and D above, the Applicant may choose at its sole discretion to pursue a certification higher than LEED-CS Silver, in which case the LEED-AP 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-CS Gold 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, demonstrating that LEED Gold pre-certification under the Core and Shell program has been attained for that building. This documentation will demonstrate that the building is anticipated to attain a sufficient number of credits to attain LEED Gold 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 Gold certification.

Prior to final bond release for each building, the Applicant shall submit documentation to the Environment and Development Review Branch of DPZ, confirming the status of the LEED certification.

16. Residential Building Certifications.

A. The Applicant shall include, as part of the building plan submission for each residential building to be constructed on the Subject Property, a list of specific credits within the project's registered version of the U.S. Green Building Council's Leadership in Energy and Environmental Design—New Construction (LEED®-NC) rating system, or other LEED rating system determined to be applicable by the U.S. Green Building Council (USGBC), or its equivalent (as determined jointly by the Applicant and Fairfax County), that the Applicant anticipates attaining.

B. In addition, the Applicant shall designate the Chief of the Environment and Development Review Branch of the Department of Planning and Zoning (DPZ) as a team member in the USGBC's LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.

C. Except as otherwise provided below as an alternative, a LEED or equivalent-accredited professional ("LEED-AP") who is also a professional engineer or licensed architect will provide certification statements at the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED-NC certification of the project.

D. Prior to building plan approval for each building, the Applicant will post a "green building escrow," in the form of cash or a letter of credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual ("PFM"), in the amount of $2.00/square foot of GFA. This green building escrow will be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of LEED-NC certification, by the USGBC, under the project's registered version of the LEED-NC rating system or other LEED rating system determined, by the USGBC, to be applicable to each building. The provision to the Environment and Development Review Branch of DPZ of documentation from the USGBC that each building has attained LEED-NC certification will be sufficient to satisfy this commitment. At the time LEED-NC 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 for the building, documentation demonstrating that LEED-NC certification for the building has not been attained but that the building has been determined by the USGBC to fall within three (3) points of attainment of LEED-NC certification, 50% of the green building escrow will be released to the Applicant; the other 50% will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives.

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

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

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

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

Prior to final bond release of each building, the Applicant shall submit documentation to the Environment and Development Review Branch of DPZ, confirming the status of LEED certification.

17. Sustainable Energy Practices. To promote efficient, renewable and sustainable energy practices, the Applicant shall provide:

A. Electric Vehicle Charging Infrastructure. Each parking garage shall initially be constructed with a minimum of one (1) electric vehicle recharging station that serves two (2) parking spaces and infrastructure (such as conduit) to facilitate additional future recharging stations.

B. Shared Energy. For any site plan that includes more than one building, provide an assessment of the potential, within the area subject to the site plan, 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, provide a narrative discussion regarding the reason(s) for this outcome. At a minimum, the Applicant shall ensure that a utility sleeves through the foundations of the proposed buildings, are sized to accommodate a pipe/facility, a maximum of 12 inches in diameter, allowing potential future energy sharing or alternate energy sources.

C. Energy and Water Data. To the extent there are master electric, gas and water meters for entire buildings, upon request by the County the Applicant shall provide to the County aggregated non-proprietary energy and water consumption data, as practicable, for the each building and the entire Subject Property.

18. Residential Interior Noise Level. The Applicant shall reduce the interior DNL to no more than 45 dBA for residential buildings on the Subject Property. At the time of building plan application for the full shell building permit for each residential building, the Applicant shall submit to the Chief of the Environment and Development Branch of DPZ (the "E&D Chief"), for approval, and to DPWES, for information only, an acoustical study prepared by a qualified acoustical consultant (the "Indoor Noise Study") addressing indoor noise levels, including proposed noise attenuation measures and materials to ensure compliance with the interior DNL limit of 45 dBA, The Applicant shall not obtain full-shell building permits until the E&D Chief has approved the applicable Indoor Noise Study, provided that a failure by the E&D Chief to review and respond to the Applicant within 60 days of receipt of the Indoor Noise Study shall be deemed approval of such study.

19. Bird-Friendly Design Elements. In an effort to reduce bird injury and death due to in-flight collisions with buildings, the Applicant shall include one or more bird friendly design elements, as determined by the Applicant, in the architectural plans of each building on the Subject Property. The bird friendly design elements may include, but not be limited to, the use of color, texture, opacity, fritting, frosting, patterns, louvers, screens, interior window treatments, or ultraviolet materials that are visible to birds, the angling of outside lights, curbing of excessive or unnecessary night-time illumination in commercial buildings, reduction of bird attracting vegetation, the use of decoys, and breaking of glass swaths. Nothing herein shall require the Applicant to obtain a bird-friendly LEED credit. Upon the issuance of a building permit for the building, the provisions of this Proffer shall be deemed satisfied as to such building.

SITE DESIGN

20. Landscaping. The CDP includes a conceptual landscape plan for the Subject Property consisting of an overall plan and details regarding streetscapes, plazas, publicly accessible park areas including courtyards and private amenity areas. As part of subsequent FDP approvals, more detailed landscape plans for each building phase shall be provided in general conformance with the concepts included on Sheets L-8 through L-

17 with adjustments permitted so long as the quantity and quality of the landscaping provided and the function of the space remains consistent with that shown on the CDP. Such plan shall include the location of all known utilities and sight distance requirements overlaid on the planting plan.

As part of the site plan submission for each building phase, the Applicant shall submit to the Urban Forestry Management Division ("UFMD") of the DPWES for review and approval a detailed landscape plan that is in substantial conformance with the quantity and quality of plantings and materials landscaping shown on the approved FDP, and shall include, among other things, irrigation information, 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.

21. Streetscaping. Streetscaping shall be installed throughout the Subject Property as conceptually illustrated on Sheets L-1 through L-6. Streetscape elements shall include: a landscape 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 and also storefront browsing, outdoor display, outdoor dining, and similar uses adjacent to Retail/Service uses. Streetscaping elements may be adjusted at the time of FDP approval provided the quality of the streetscape and minimum clear pedestrian sidewalks are 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 the UFMD. Revisions may be necessitated to accommodate bus stop shelters, clear zones, and other similar requirements and shall not require a CDPA or FDPA. The Applicant shall retain the services of a certified arborist or Registered Consulting Arborist to monitor the design and inspect the planting of the street trees and shall notify UFMD in writing or by electronic mail no later than three business days prior to tree pit construction to allow for County inspection. Where minimum planting widths of eight (8) feet are not provided, alternative measures either as identified in the Tysons Urban Design Guidelines (endorsed by the Board of Supervisors of January 24, 2012) (the "Tysons Urban Design Guidelines") or as found 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 hardscape areas within the pedestrian

realm), with no barrier to root growth within four feet of the base of the tree.

(iii) A minimum soil depth of four (4) feet as measured to the shallow most point of the tree pit as shown in the tree planting details found on Sheet L-9 of the CDP.

(iv) 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. 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. Soil volumes as listed above may be reduced to a minimum of 400 cubic feet per tree where necessary, such as where paving above rooting zones is necessary to accommodate pedestrian traffic or where utility locations preclude greater soil volume.

(v) Soil specifications in planting sites shall be provided in the planting notes to be included in all site plan submissions.

(vi) All shade trees shall be a minimum of 3 to 3.5 inches in caliper at the time of planting; all flowering trees shall be a minimum of 2 inch caliper at the time of planting; and all new evergreen trees shall be a minimum of eight (8) feet in height at the time of planting.

(vii) Trees zones shall be installed with a fully automatic drip irrigation system.

(viii) It is expected that street trees may have to be planted within utility easements. The Applicant shall replace any street trees on-site or along its street frontages that are removed for repairs or improvements in those easements. Should replacement of such trees be required of the utility or others under another agreement, this requirement shall not apply to the Applicant.

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

C. Utility Locations. Utilities, including, but not limited to water, sanitary sewer and storm sewer utility lines, shall be installed within the street network to the maximum extent feasible as determined by DPWES or shall be placed in locations that do not conflict with the landscaped open space areas and streetscape elements shown on the CDP and/or subsequent FDP as determined by DPWES. 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, as determined by the UFMD. A conceptual utility plan shall be overlaid on the landscape plan

submitted in the FDP. Adjustments to the type and location of plantings shall be permitted to avoid conflicts with utilities and other site engineering considerations. If at the time of site plan approval, street trees shown on the FDP are in conflict with existing or proposed utilities and alternative locations for the street trees satisfactory to UFMD cannot be accommodated, the Applicant shall modify the location of utilities to ensure that the trees shown on the FDP can be provided.

Maintenance access points to SWM Facilities and electric vaults beneath the streetscape shall be located outside of the clear pedestrian walkway zone of the streetscape to the extent feasible. If the access points must be located in the walkway zone, they shall be designed as a lift out panel with the same paving materials as the walkway (subject to ADA requirements), be flush with the walkway, and meet ADA accessibility requirements. These maintenance access points shall be shown on each FDP.

D. 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 Subject Property, the street tree(s) must be accommodated in another location on the Subject Property, as approved by DPZ in consultation with UFMD.

E. Streetscape Furnishings and Materials and Lighting. Unified and high quality streetscape materials shall be provided and may include, but not be limited to, unit pavers, seat walls, tree space edging, lighting, traffic signal poles, benches, trash receptacles and other hardscape elements. A Streetscape Furnishing and Materials Plan for elements in the landscape amenity panel and clear pedestrian sidewalk 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 and shall ensure that the proposed furnishings do not conflict with sight distance requirements. Materials, furnishings, and lighting shall be compatible with those already identified in the Tysons Corner Urban Design Guidelines for the Tysons West area, dated January 14, 2012, as may be amended and or modified and shall be coordinated with any streetscape design efforts put forth by the Tysons Partnership, but shall not be subject to approval by Tysons Partnership.

All streetscape lighting shall be energy efficient. All on-site, outdoor and parking garage lighting shall not exceed that permitted under the Outdoor Lighting Standards of Section 14-900 of the Zoning Ordinance, as may be amended. The same or similar street lights shall be used consistently throughout the Proposed Development and be selected from those listed in the Tysons Urban Design Guidelines, or other lights as may be approved by DPZ and OCR. All parking lot and building mounted security lighting shall utilize full cut-off fixtures. Recessed lighting shall be directionally shielded to mitigate the impact on adjacent properties.

F. Signage and Wayfinding. Signage for the Subject Property shall be provided in accordance with the requirements of Article 12 of the Zoning Ordinance. Alternatively, the Applicant may seek approval of a Comprehensive Sign Plan ("CSP"). The placement of all signage on existing/planned public streets is subject to VDOT review and/or approval. Wayfinding signage and elements shall be coordinated with the Tysons Partnership so to facilitate a consistent wayfinding and signage system throughout the district, but shall not be subject to approval by Tysons Partnership. Wayfinding shall provide direction to locations of prominent attractions, parks, cultural arts destinations, and other public amenities.

G. Tysons Urban Design Guidelines. The Applicant reserves the right, at its sole discretion, to utilize and follow in part, or in whole, the guidelines in lieu of the design specifications of these Proffers related to the specifications covered by such guidelines.

H. Maintenance. The Applicant or UOA shall maintain and replace in-kind all pedestrian realm elements within the Proposed Development. The pedestrian realm includes all areas between the back of curb and the building zone whether located within the public right-of-way or on private land with public access easements. The Applicant or UOA shall enter into the appropriate agreement, in a form approved by the Office of the County Attorney, with the County (or other public entity, as needed) to permit the Applicant to perform such maintenance. An alternative maintenance agreement, such as a Business Improvement District, may be entered into upon written agreement of both the County and the Applicant without the requirement for a PCA. Maintenance commitments include, but are not limited to:

(i) All plantings including trees, shrubs, perennials, and annuals;

(ii) All associated irrigation elements;

(iii) All hard surfaces;

(iv) All streetscape furnishings including benches, bike racks, trash and recycling receptacles and non-standard structures;

(v) All lighting fixtures;

(vi) All non-VDOT standard sign posts, traffic signal poles, pedestrian signal poles, mast arms, signal heads and control boxes;

(vii) Snow removal;

(viii) Leaf removal;

(ix) Trash, recycling and litter removal;

(x) Decorative retaining walls;

(xi) Special drainage features, such a Low Impact Design facilities; and

(xii) All urban park amenities including horticultural care, maintenance of all water features, irrigation, lighting, furnishings, paving, and art.

Phasing of streetscaping is discussed within the context of individual phases in Proffer 7. 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 22.

22. Interim Conditions and Standards. Due to the size of the Proposed Development and the time anticipated for its build-out, phased redevelopment may result in various interim conditions on the Subject Property. At the time of FDP submission, the Applicant shall identify the specific proposed interim conditions within the FDP area and outside the FDP area and shall ensure such conditions provide reasonable pedestrian connections, vehicular circulation and access, temporary streetscaping and landscaping, public park treatments, and screening/treatment of exposed/partially complete above grade parking structures.

A. If an interim condition/phase includes partial demolition of an existing structure, the FDP for that phase shall include all or a portion of the existing structure as necessary to ensure revisions to parking and on-site circulation for the existing structure are adequate.

B. If interim improvements not located on the Subject Property are contemplated with any FDP, such FDP shall specify how and when such improvements are to be constructed. In the event the Applicant is unable to acquire the right-of-way and/or easements necessary to construct such interim improvement through a cooperative agreement with the owners, the Applicant shall request in writing that Fairfax County acquire the easements or rights-of-way by means of its condemnation powers as described in Proffer 60. At the time of FDP approval, it shall also be determined what course of action shall be required of the Applicant should the County elect not to use, or is unsuccessful in its attempt to use, its condemnation powers.

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 appropriate:

(i) Construction of interim sidewalks a minimum of a five (5) feet in width and installation of interim street lights along the interim sidewalks, the selection of which shall be approved with the applicable FDP, 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 as determined by UFM 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 will include interim landscaping, pedestrian pathways, seating, signage, lighting 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 use of temporary art works as a part of the screening system shall also be considered as part of the interim screening system. 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 may be approved with FDP approval.

(vi) Grading and seeding of areas on the Subject Property where existing improvements are removed to accommodate a portion of the Proposed Development, and are not scheduled to commence construction within 12 months.

(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.

D. Should Buildings D2-A and D2-B be constructed prior to the issuance of a site development permit for the construction of Building D1, the Applicant shall

provide for interim "placemaking" uses on the Building D1 site, which may, or may not, replace all existing or interim uses on the Building D1 site. This may include the reuse of the existing structure and outdoor areas, or portions thereof, to create a festive, pedestrian-oriented destination. This may include, but not be limited to, eating establishments, retail uses, outdoor dining, recreational uses, performance spaces, farmers markets and/or other outdoor exhibits and fairs. As an alternative, the Building D1 site or portions thereof may be developed as an interim park or an interim commercial parking lot with placemaking opportunities. The details of the interim use of the D1 site shall be reviewed and approved at the time of FDP approval for Buildings D2-A and/or D2-B. These interim placemaking or park uses on the D1 site shall be provided prior to the issuance of the 100th RUP for the second of the D2-A and D2-B buildings to be constructed.

TRANSPORTATION IMPROVEMENTS

23. Grid of Streets. For the purposes of these Proffers, Route 7 (Leesburg Pike) and Broad Street shall be considered to run east-west and Spring Hill Road and Tyco Road shall be considered to run north-south. The Applicant shall construct and open for use to the public a proposed grid of streets as generally located and depicted on Sheets C-6 though C-8 of the CDP and as set forth in these Proffers. The functional classification of those roadways comprising the grid of streets is summarized below:

Street	Classification
Route 7 – Leesburg Pike	Boulevard
Spring Hill Road	Avenue
Tyco Road	Collector
Broad Street	Collector
Merchant Street	Local
Pierpoint Street	Local

A. Right-of-Way.

(i) The Applicant shall dedicate right-of-way along the Subject Property's frontage for each of the streets listed above to the adjacent property line(s) and to a point inclusive of the landscape amenity panel and the sidewalk or to such standard as may be approved on the FDP. The deed of dedication shall include a requirement that the area of the landscape amenity panel/sidewalk, exclusive of the building zone, be utilized for public purposes limited to streetscape improvements, sidewalks, pedestrian access, underground utilities, traffic signal poles, traffic-related and wayfinding signage, bus stops, bus shelters and vehicular ingress and egress to adjacent properties. Should Fairfax County not agree with the inclusion of this requirement, the Applicant shall dedicate and convey in fee simple right-of-way measuring 18 inches from the proposed face of the curb line.

(ii) The Applicant shall work diligently with VDOT and Fairfax County during the FDP and site plan approval processes to ensure that the streets and the area of the landscape amenity panel/sidewalk can be accepted as public streets. The Applicant shall dedicate and convey in fee simple right-of-way including the area of the landscape amenity panel/sidewalk to the Board of Supervisors at the time of site plan approval, with the following exceptions:

a. If at the time of site plan approval it is determined that stormwater management facilities, electric vaults or other similar facilities proposed to be located beneath the landscape amenity panel/sidewalk will prevent VDOT and/or Fairfax County from accepting the landscape amenity panel/sidewalk within the right-of-way, the Applicant shall provide dedication measuring 18 inches from the proposed face of curb line and shall reserve for potential future dedication the landscape amenity panel and sidewalk areas. 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. This reservation area shall include easements that 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 the amenity panel/sidewalk area for bus shelters as determined at the time of FDP or site plan. Conveyance of the amenity panel/sidewalk areas to the Board of Supervisors shall occur following construction of the street and streetscape improvements and final street acceptance inspection by Fairfax County and/or VDOT subject to the stipulations in these Proffers.

Should it be determined following final street acceptance inspection that the landscape amenity panel and sidewalk areas continue to be unacceptable to VDOT and/or Fairfax County for inclusion in the right-of-way, the reservation of potential future dedication of the landscape amenity panel and sidewalk areas shall be released and the Applicant shall grant a public sidewalk and utility easement, in a form acceptable to the Office of the County Attorney. 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 the amenity panel area for bus shelters as determined at the time of FDP or site plan.

b. If at the time of site plan approval it is unclear whether stormwater management facilities, electric vaults or other similar facilities proposed to be located beneath the landscape amenity

panel/sidewalk will be acceptable to VDOT and/or Fairfax County, the Applicant shall provide dedication measuring 18 inches from the proposed face of curb line at the time of site plan approval and shall reserve for potential future dedication the landscape amenity panel and sidewalk areas. 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. The reservation area shall include easements that 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 the amenity panel/sidewalk area for bus shelters as determined at the time of FDP or site plan. Conveyance of the amenity panel/sidewalk areas to the Board of Supervisors shall occur following construction of the street and streetscape improvements and final street acceptance inspection by Fairfax County and/or VDOT subject to the stipulations in these Proffers.

Should it be determined following final street acceptance inspection that the landscape amenity panel and sidewalk areas are not acceptable to VDOT and/or Fairfax 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 the Applicant shall grant a public sidewalk and utility easement, in a form acceptable to the Office of the County Attorney. 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 the amenity panel area for bus shelters as determined at the time of FDP or site plan.

(iii) All right-of-way dedications shall be subject to advanced density credit as specified in Proffer 63.

B. Definition of Construct. For purposes of this Proffer "construct" shall mean that the committed road improvement is open to use by the public for travel whether or not the improvement has been accepted for maintenance by VDOT. The Applicant shall diligently pursue acceptance of all improvements as public streets.

C. VDOT Approval. All public street improvements proposed herein shall be subject to VDOT approval and be in general conformance with the standards included in Attachment D (*Transportation Design Standards for Tysons Corner Urban Center)* of the Memorandum of Agreement approved by the Board of Supervisors on September 13, 2011, as may be amended (the "Transportation Design Standards"), subject to modifications as may be granted.

D. Public Streets. Those streets constructed within the limits of the Subject Property and identified on the CDP as Broad Street, Pierpoint Street, and Merchant Street shall be designed and constructed as public streets in general conformance with the Transportation Design Standards, as may be amended (subject to modifications as may be granted). The Applicant shall design these streets to meet the Transportation Design Standards and be accepted by VDOT for maintenance as public streets. In the event VDOT and FCDOT determine at the time of final street acceptance inspection, that any street does not satisfy VDOT criteria to be accepted in to the State System or if otherwise agreed to by the County at the time of FDP approval or site plan approval, the street shall be maintained as a private street by the Applicant. A public access easement in a form acceptable to the Office of the County Attorney shall be granted for the street and appurtenant facilities associated with any private streets as well as to facilitate County transit bus, inspection and emergency access, and other public access needs; such public access easement to become effective upon completion of the street.

In some instances, the Applicant will be constructing interim street improvements. The Applicant shall work diligently with VDOT and FCDOT to ensure that, when feasible, interim street sections can be accepted for public maintenance by VDOT.

E. Naming. The Applicant reserves the right to provide different names for the streets than those shown on the CDP.

F. Parking Lanes. The Applicant shall accommodate on-street parking throughout the limits of the Subject Property as generally shown on Sheets C-6 through C-8 of the CDP and as may be adjusted with FDP approval. The County and VDOT may restrict parking during peak commuting periods (typically 6:00 to 9:00 AM and 4:00 to 7:00 PM), in order to provide for turning movements to/from the public and/or private street network or to provide additional travel lanes. If requested by the County and/or VDOT, the Applicant shall install signs restricting parking.

The Applicant reserves the right to restrict the use of on-street parking spaces along any future public streets prior to dedication for use as temporary or short term parking, car-sharing parking and/or similar uses, through appropriate signage or such other means as the Applicant determines appropriate, . If requested by the County, the Applicant shall remove on-street parking to address street capacity needs. Prior to acceptance, the Applicant shall remove any signs the County or VDOT deems necessary to remove.

24. Tyco Road.

A. The Applicant shall design and construct improvements to Tyco Road along the Subject Property's frontage as generally depicted on Sheets C-6 through C-8 of the CDP. A one-half section of Tyco Road shall be constructed in general accordance with the typical sections depicted on Sheet C-8, as an undivided four-

lane Collector, with two travel lanes in each direction and variable pavement provided to accommodate pavement transitions as may be required by VDOT.

B. Improvements to Tyco Road along the Subject Property's frontages shall include a pavement section designed to accommodate a bicycle lane and a designated circulator lane. Striping of a bicycle lane shall be subject to the approval of the County and VDOT. For the section of Tyco Road along the Subject Property's frontage between Route 7 and Pierpoint Street, the designated circulator lane may be used as an interim right-turn lane until such time circulator service is initiated. For the section of Tyco Road north of Pierpoint Street along the Subject Property's frontage, the designated circulator lane may be used for curbside parking subject to County and VDOT approval prior to initiation of circulator service.

C. Street improvements to Tyco Road shall be undertaken and completed for the entire length of block between two planned streets, however streetscape improvements may be completed on a building frontage basis, unless otherwise determined at FDP.

D. Should it be determined at the time of FDP approval for Buildings D1, D3 or D4 that an additional right turn lane is required at the southbound approach to Route 7, the Applicant shall construct the additional lane. Construction of this right turn lane will require off-site rights-of-way and/or easements from properties identified as 2012 Tax Map 29-1 ((1)) 17B and 29-3 ((1)) 55.

(i) In the event the Applicant is unable to acquire the right-of-way and/or easements necessary to construct the above improvement through a cooperative agreement with the owners, which may include a reservation of advanced density credit for dedicated rights-of-way consistent with the Zoning Ordinance, then the Applicant shall submit a written request to Fairfax County in accordance with Proffer 60 asking the County to use its powers of condemnation to acquire those off-site rights-of-way and/or easements to facilitate the construction of the above improvement.

(ii) In the event the County elects not to use its powers of condemnation to acquire those off-site rights-of-way and/or easements, then the Applicant shall be relieved of its obligation to construct the right turn lane and such right turn lane shall not be a condition of any site plan approval. The Applicant shall escrow with DPWES its reasonably determined pro-rata share of the cost of the future construction of the right turn lane by others.

E. The final design of the improvements to Tyco Road as generally described above shall be further refined in conjunction with the submission of FDPs and all site plans associated with those portions of the Subject Property fronting Tyco Road. Construction of Tyco Road improvements shall be provided commensurate with the development of Building D1, D2A, D2B, D3 and D4.

25. Spring Hill Road.

A. The Applicant shall design and construct Spring Hill Road along the Subject Property's frontage as generally depicted on Sheets C-6 through C-8 of the CDP. A one-half section of Spring Hill Road shall be constructed in general accordance with the typical section depicted on Sheet C-8, to include a raised concrete median, with two travel lanes in each direction and additional pavement/widening provided at select locations to accommodate certain turning movements and/or pavement transitions as may be required by VDOT and as also depicted on Sheets C-6 through C-8 of the CDP.

B. Improvements to Spring Hill Road shall include pavement to accommodate a bicycle lane and a designated circulator lane along the Subject Property's frontage. Striping of a bicycle lane shall be subject to the approval of the County and VDOT. Until such time as circulator service is initiated, the designated circulator lane may be used for interim curbside parking if approved by the County and VDOT.

C. The final design of the improvements to Spring Hill Road as generally described above shall be further refined in conjunction with the submission of a FDP and site plan for Building D6 and construction, including, subject to VDOT approval, the extension of the existing median from its current terminus to Broad Street, shall be provided in conjunction with development of Building D6.

26. Broad Street. Broad Street from Tyco Road to Spring Hill Road shall be designed in general accordance with that shown on Sheets C-6 and C-6A which represents the ultimate Broad Street section to include two (2) travel lanes in each direction, on-street bicycle lanes in each direction, and a parking lane in select areas. The Applicant shall construct portions of Broad Street as follows:

A. From Spring Hill Road to Pierpoint Street, the Applicant shall construct the interim section of Broad Street shown on Sheet C-7 ("Interim Broad Street – Alternate A"). Construction of this section will require off-site right-of-way and/or easements from the adjacent parcel identified as 2012 Tax Map 29-3((1)) 56A ("Parcel 56A").

(i) In the event the Applicant is unable to acquire the right-of-way and/or easements necessary to construct the above improvement through a cooperative agreement with the owners, which may include a reservation of advanced density credit for dedicated rights-of-way consistent with the Zoning Ordinance, then the Applicant shall submit a written request to Fairfax County in accordance with Proffer 60 asking the County to use its powers of condemnation to acquire those off-site rights-of-way and/or easements to facilitate the construction of the above improvement. Concurrent with this request, the Applicant shall be entitled to file a site plan for the construction of an alternate interim design for Broad Street between Spring Hill Road and Pierpoint Street shown on Sheets C-7A and

C-7B ("Interim Broad Street – Alternate B"). If the County acquires those off-site rights-of-way and/or easements necessary to facilitate the construction of Interim Broad Street – Alternate A by condemnation or otherwise, then the Applicant shall revise its site plan to accommodate the Interim Broad Street – Alternate A design.

(ii) In the event the County elects not to use its powers of condemnation to acquire those off-site rights-of-way and/or easements to facilitate the construction of Interim Broad Street – Alternate A, the Applicant shall be relieved of its obligation to construct the Interim Broad Street – Alternate A and instead be permitted to construct Interim Broad Street – Alternate B between Spring Hill Road and Pierpoint Street.

B. From Pierpoint Street to Tyco Road, the Applicant shall construct a four (4) lane cross section to include two (2) travel lanes in each direction with on-street bicycle lanes in each direction, and a parking lane on the north side of the street where feasible and as may be approved by VDOT, transitioning to a section with parking lanes on both sides of the street west of Merchant Street as depicted on Sheets C-6 and C-6A. Construction of this four lane section will require off-site rights-of-way and/or easements from the adjacent parcels identified as 2012 Tax Map 29-1 ((8)) and 29-3 ((16)).

(i) In the event the Applicant is unable to acquire the right-of-way and/or easements necessary to construct the above improvement through a cooperative agreement with the owners, which may include a reservation of advanced density credit for dedicated rights-of-way consistent with the Zoning Ordinance, then the Applicant shall submit a written request to Fairfax County in accordance with Proffer 60 asking the County to use its powers of condemnation to acquire: 1) those off-site rights-of-way and/or easements to facilitate the construction of the above improvement; or 2) as an alternative, less extensive off-site rights-of-way and/or easements necessary to facilitate the construction of a three lane interim section of Broad Street as depicted on Sheets C-7, Interim Broad Street – Alternate A . Concurrent with this request, the Applicant shall be entitled to file a site plan for the construction of an alternate interim design for Broad Street between Pierpoint Street and Tyco Road shown on Sheet C-7B and ("Interim Broad Street – Alternate C"). If the County acquires those off-site rights-of-way and/or easements necessary to facilitate the construction of Interim Broad Street – Alternate A by condemnation or otherwise, then the Applicant shall revise its site plan to accommodate the Interim Broad Street – Alternate A design.

(ii) In the event the County elects not to use its powers of condemnation to acquire those off-site rights-of-way and/or easements to facilitate the construction of either of the two above alternative improvements, then the Applicant shall be relieved of its obligation to construct either the four or three lane section of Broad Street and instead be permitted to construct a

two lane interim section of Broad Street as depicted on Sheet C-7B ("Interim Broad Street – Alternate C"). The Applicant shall escrow with DPWES the cost differential between constructing the two lane interim section of Broad Street and the ultimate four lane section of Broad Street, and shall reserve and then dedicate the full width of the street to its ultimate configuration within the Subject Property in accordance with Proffer 23A.

C. Should Building D5 be constructed prior to the construction of Building D4, the Applicant shall be permitted to construct Broad Street from Spring Hill Road to the entrance to the Building D5 garage entrance as shown in the Phase D5 exhibit on Sheet A-7.0 of the CDP. In this event, the Applicant shall escrow with DPWES the hard construction costs of extending the ultimate four lane section of Broad Street across the remainder of Building D5's Broad Street frontage. Such escrowed funds shall be released to the entity completing construction of Broad Street as anticipated in Proffer 26F.

D. The design of the improvements to Broad Street as generally described does not include a sidewalk on the north side of the street except adjacent to Public Urban Park 2. The design above shall be refined with the FDPs for those buildings on the Subject Property with frontage on Broad Street (D4, D5 and D6) and final design shall be determined in conjunction with the submission of the site plans for Buildings D4, D5 and D6. If at the time of FDP or site plan approval, the County in conjunction with the Applicant determines that the interim lane configuration should be different than that described in paragraphs A and B above, the interim improvements may be adjusted without requirement of a PCA, CDPA, or FDPA.

E. The Applicant shall provide any necessary ancillary and reasonable easements on the Subject Property to facilitate the construction of the ultimate section of Broad Street by others if necessary.

F. Broad Street shall be constructed to connect Spring Hill Road and Tyco Road when Building D4 and either of Buildings D5 or D6 are constructed. This connection shall be complete and open for public use prior to the issuance of the first Non-RUP or RUP for the second building in either the combination of Buildings D4 and D5 or the combination of Buildings D4 and D6.

27. <u>Pierpoint Street</u>.

A. The Applicant shall design and construct Pierpoint Street across the Subject Property as generally depicted on Sheets C-6 through C-8 of the CDP. It shall be constructed in general accordance with the typical section depicted on Sheet C-8 as a Local Street 44 feet in width consisting of 4 travel lanes (two in each direction) to accommodate either travel or parking depending on the traffic needs. Such improvements shall be made commensurate with the development of buildings on the Subject Property with frontage on Pierpoint Street.

B. The final design of the improvements to Pierpoint Street as generally described above shall be further refined in conjunction with the submission of any FDP and all site plans for those portions of the Subject Property fronting Pierpoint Street and construction shall be provided in conjunction with the Subject Property's development on this frontage.

C. The section of Pierpoint Street on Parcel 54A shall be dedicated for public street purposes at the time of site plan approval for first of either Building D1 or D2-A and the section of Pierpoint Street on Parcel 57B shall be dedicated for public street purposes at the time of site plan approval for the first of either Buildings D5 or D6. Following dedication, the Applicant shall provide any necessary ancillary and reasonable easements on the Subject Property to facilitate the construction of Pierpoint Street by others if necessary.

D. At the time of FDP approval for Buildings D5 and/or D6, the Applicant shall study the feasibility of providing a pedestrian connection from the western terminus of Pierpoint Street to the Spring Hill Metro Station Kiss and Ride Lot on adjacent property shown on the Fairfax County Max Maps as 29-1 ((1)) 53, 53A, 57H and 57J, recognizing that an ADA compliant pedestrian connection may not be possible. If it is determined feasible and the necessary easements to construct the pedestrian connection are provided by the owner of the Parcels 53, 53A, 57H and 57J at no cost to the Applicant, then the Applicant shall construct the connection. Issuance of RUPs or Non-RUPs for Buildings D5 or D6 shall not be contingent on construction of this connection.

28. Merchant Street.

A. The Applicant shall design and construct Merchant Street across the Subject Property's limits as generally depicted on Sheets C-6 and C-6A of the CDP. Merchant Street shall be constructed in general accordance with the typical section depicted on Sheet C-8 as a Local Street 48 feet in width consisting of 4 travel lanes (two in each direction) to accommodate either travel or parking depending on the traffic needs, with variable pavement/widening provided at select locations to accommodate certain turning movements and/or pavement transitions.

B. If Merchant Street has not been constructed on the adjacent property identified on the Fairfax County 2012 Tax Maps as 29-3 ((1)) 57H ("Parcel 57H"), when the Applicant is constructing Building D4, the Applicant shall construct the portion of Merchant located on Parcel 57H. Construction of this section will require off-site rights-of-way and/or easements from Parcel 57H. The Applicant's obligation to construct the off-site portion of Merchant Street is contingent on the required off-site rights-of-way and/or easements from Parcels 57H being made available at no cost to the Applicant. If said rights of-way and/or easements are not available at no cost to the Applicant, then the Applicant shall be relieved of its obligation to construct the off-site portion of Merchant Street, and shall instead construct a temporary private section of Merchant Street along the frontage of Building D4 as

depicted on Sheets C-7A, C-7B and C-7C of the CDP. In this event, the Applicant shall escrow with DPWES the cost of removing the interim section from the Subject Property and the cost of reconstructing that portion of the ultimate section of Merchant Street on the Subject Property, to be constructed in the future by others and shall provide all necessary easements and right-of-way dedication to facilitate this construction by others.

C. The final design of the improvements to Merchant Street as generally described above shall be further refined in conjunction with the submission of any FDP and all site plans for those portions of the Subject Property fronting Merchant Street. If it is determined at FDP or site plan that a reduction in the 44 foot section of Merchant Street is appropriate, the section may reduced as approved by the County and VDOT. Construction shall be provided commensurate with development on the Subject Property's Merchant Street frontage.

D. Prior to issuance of the first RUP or Non-RUP for Building D3 or D4, the Applicant shall record a public access easement across the constructed portions of Merchant Street, in a form approved by the County Attorney, to permit future access from adjacent properties to the southeast. Said connections are to be provided by others. Under no circumstance shall the granting of this easement preclude the approval of site plans for development for the remainder of the Subject Property.

29. Advance Access Consideration. Provided the Georgelas Group LLC or a related entity has taken title to Parcel 57, the Georgelas Group LLC or related entity shall, upon request, make Parcel 57 available to another party for access purposes. Parcel 57 shall be made available upon (i) reimbursement by the other party of the Georgelas Group LLC or a related entity's costs of acquisition and all commercially reasonable expenses associated with the acquisition and rezoning of Parcel 57, (ii) agreement of the other party to construct Broad Street across Parcel 57 by a time certain or provide its pro-rata share of the cost of Broad Street between Pierpoint Street and Spring Hill Road and permit the Applicant to construct the section, and (iii) agreement of the other party to grant Applicant access to Broad Street across Parcel 57 and any extensions of Pierpoint Street across the property of such other party.

30. Service Alleys.

A. The Applicant shall construct a service alley within Building D1 immediately adjacent to its eastern boundary as depicted on Sheets C-6 and C-6A. The service alley shall provide access to garage, loading and service areas for Building D1 from Pierpoint Street and shall be designed and constructed with "knock-out panels" to allow future connection to, and use by, a potential future building to be constructed on adjacent property to the east identified as 2012 Tax Map 29-3 ((1)) 53.

B. The Applicant shall also construct a service alley through Buildings D2A and D2B immediately adjacent to its eastern boundary connecting Pierpoint Street and

Merchant Street as depicted on Sheet C-6 and C-6A. The service alley shall provide access to garage, loading and service areas for Building D2A and D2B and shall be designed and constructed with "knock-out panels" to allow future connection to, and use by, potential future buildings to be constructed on adjacent property to the east identified as 2012 Tax Map 29-1 ((1)) 17B and 29-3 ((1)) 55.

C. The general location of the private access easements shall be shown on the applicable FDPs. Deeds of easements in a form acceptable to the Office of the County Attorney shall be granted over the alleys for the benefit of the adjacent parcels; such private access easements to become effective upon completion of Buildings D1, D2A and D2B.

31. Circulator Accommodations. The Applicant shall dedicate the rights-of-way for the circulator route along the Subject Property's frontages with Spring Hill Road and Tyco Road as shown on Sheet C-8 of the CDP at site plan approval for Buildings D1, D3, D6 and the first of either Buildings D2A or D2B. The Applicant shall construct the asphalt vehicular lane for circulator use in conjunction with the construction of other street frontage and streetscape improvements as specified in these Proffers. Prior to operation of the circulator the street area may be used for on-street parking as may be permitted by the County and VDOT.

32. Traffic Signals.

A. Broad Street with Tyco Road and Spring Hill Road. A warrant study for the installation of two new traffic signals on Broad Street at its intersection with Spring Hill Road and Tyco Road shall be submitted within twelve (12) months after the issuance of the first initial RUP or Non-RUP for each of Buildings D4, D5 or D6. If one or more signals are deemed warranted by VDOT at that time, then such traffic signals, including pedestrian enhancements as may be required by VDOT, shall be designed, equipped and installed by the Applicant. In the event one or more of the signals are not warranted, the Applicant shall escrow with DPWES the building's pro-rata share of the signal(s).

If not previously warranted with Buildings D4, D5 or D6, the Applicant shall submit a warrant study within twelve (12) months after the issuance of the first initial RUP or Non-RUP for the final building to be built on the Subject Property. If warranted by VDOT at that time, the Applicant shall design, equip and install such signals including pedestrian enhancements as required by VDOT.

If one or both signals are not warranted with the last building on the Subject Property, then the Applicant shall be refunded its previously escrowed contributions toward the signal(s) and the Applicant's obligation to construct or in any manner pay for such signal(s) shall be deemed null and void and this Proffer of no further effect.

B. Merchant Street and Tyco Road. A warrant study for the installation of a new traffic signal at the Merchant Street and Tyco Road intersection shall be submitted

within twelve (12) months after the issuance of the first initial RUP or Non-RUP for each of Buildings D2B and D3. If a signal is deemed warranted by VDOT at that time, then such traffic signal, including pedestrian enhancements as may be required by VDOT, shall be designed, equipped and installed by the Applicant. In the event a signal is not warranted, the Applicant shall escrow with DPWES the building's pro-rata share of the signal.

If not previously warranted with Buildings D2B or D3, the Applicant shall submit a warrant study within twelve (12) months after the issuance of the first initial RUP or Non-RUP for the final building to be built on the Subject Property. If warranted by VDOT at that time, the Applicant shall design, equip and install such signal including pedestrian enhancements as required by VDOT.

If not warranted with the last building on the Subject Property, then the Applicant shall be refunded its previously escrowed contributions toward the signal and the Applicant's obligation to construct or in any manner pay for such signal shall be deemed null and void and this Proffer of no further effect.

C. Pierpoint Street and Tyco Road. A warrant study and operational analysis for the installation of a new traffic signal at the Pierpoint Street and Tyco Road intersection shall be submitted within twelve (12) months after the issuance of the first initial RUP or Non-RUP for each of Buildings D1 and D2-A. If a signal is deemed warranted by VDOT at that time, then such traffic signal, including pedestrian enhancements as may be required by VDOT, shall be designed, equipped and installed by the Applicant. In the event a signal is not warranted, the Applicant shall escrow with DPWES the building's pro-rata share of the signal.

If not previously warranted with Buildings D1 or D2-A, the Applicant shall submit a warrant study within twelve (12) months after the issuance of the first initial RUP or Non-RUP for the final building to be built on the Subject Property.. If warranted by VDOT at that time, the Applicant shall design, equip and install such signal including pedestrian enhancements as required by VDOT.If not warranted with the last building on the Subject Property, then the Applicant shall be refunded its previously escrowed contributions toward the signal and the Applicant's obligation to construct or in any manner further pay for such signal is deemed null and void and this Proffer of no further effect.

D. Prior to the issuance of a Non-RUP for Building D1, the Applicant shall modify or replace the existing traffic signal at Tyco Road and Route 7 to accommodate the revised intersection as required by VDOT, including installation of pedestrian enhancements across the northern and eastern legs of the intersection subject to VDOT approval.

E. For any signal warranted by VDOT, 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.) on the Subject Property not

already dedicated shall be reserved for dedication in fee simple to the Board of Supervisors in accordance with Proffer 23A.

If off-site right-of-way or easements associated with signal equipment (poles, equipment boxes, etc.) is required for the installation of warranted signals, the Applicant shall seek such off-site right-of-way or easements through a cooperative agreement with the owners. In the event the Applicant is unable to acquire the right-of-way and/or easements necessary to install the signal(s) through a cooperative agreement with the owners, then the Applicant shall contribute to Fairfax County its reasonably determined pro-rata share towards the future installation of said signal(s) by others. In such event, the Applicant's obligation to construct or in any manner further pay for such signal(s) is deemed null and void the proffered commitment with regard to said signal(s) of no further effect.

F. For any signal warranted by VDOT, the Applicant shall be entitled to the use of any pro-rata share contributions collected by Fairfax County with respect to such warranted signals.

G. Upon request of the Applicant or on the County's own initiative, the Zoning Administrator may (1) agree to a later date for completion of the traffic signal installation(s) or (2) permit the Applicant to proceed without the signal installations.

33. Signal Optimization. The Applicant shall analyze the signal operations in the Route 7 Corridor, from the Dulles Airport Access Road and Toll Road ("the Toll Road") to Westpark Drive/Gosnell Road and provide recommendations for optimizing signal timing to VDOT. The Applicant shall also provide this analysis for signals on Spring Hill Road from Route 7 to the intersection of International Drive and along Tyco Road between Route 7 and Spring Hill Road if those signals identified in Proffer 32 are installed. If modification recommendations for the Spring Hill Road and Tyco corridors are acceptable to VDOT, the Applicant shall implement these optimizations. Such analyses shall be provided with on or before the issuance of a building permit for the fourth building on the Subject Property.

34. Bus Shelters. Bus shelter locations shall be evaluated for the property on which a site plan has been submitted for approval for feasibility at the time of site plan approval in consultation with FCDOT and VDOT. Identified bus shelter locations shall be within the landscape amenity panel of the streetscape to the extent feasible and shall not impede convenient access to building entries. Bus shelter locations may necessitate adjustments to street tree locations and other street furnishings from that shown on the CDP which shall be accommodated without the requirement for a CDPA or FDPA.

35. Construction Traffic Management. The Applicant shall prepare and implement a construction management plan during construction of each phase, as appropriate, through its development/construction manager so as to provide safe and efficient pedestrian and vehicle circulation at all times on the Subject Property and on the public roadways

adjoining the Subject Property. The management plan shall identify anticipated construction entrances, construction staging areas, construction vehicle routes and procedures for coordination with FCDOT and/or VDOT concerning construction material deliveries, lane or street closures, and/or other construction related activities to minimize disturbance on the surrounding road network.

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

36. Tysons Grid of Streets Transportation Fund. The Applicant shall provide a contribution of $1000 for each residential unit and $6.44 for each square foot of new non-residential space constructed on the Subject Property to Fairfax County for the Tysons Grid of Streets Transportation Fund in keeping with the Guidelines for the Tysons Grid of Streets Transportation Fund adopted by the Board of Supervisors on January 8, 2013, except as may be modified in these Proffers. The contribution amount due shall be adjusted for all creditable expenditures described herein.

The Applicant shall receive credits against the contributions that would otherwise be due to the Tysons Grid Fund for the following costs:

A. Costs incurred by the Applicant in the acquisition of off-site right-of-way and associated easements, including costs borne by the Applicant associated with any Fairfax County condemnation actions, for the construction of off-site public streets and intersection improvements, such as portions of Broad Street, Merchant Street and Tyco Road; and

B. Costs incurred by the Applicant for the construction of all or a part of off-site public streets, such as Broad Street, Merchant Street and Tyco Road, (not including costs of the Subject Property's frontage improvements).

BICYCLE FACILITIES

37. Bicycle Circulation. In combination with the street and streetscape improvements identified in these Proffers, the Applicant shall provide pavement and, subject to County and VDOT approval, striping for on-road bicycle lanes along the Subject Property's frontages with Tyco Road, Spring Hill Road and Broad Street, as may be further provided in these Proffers. Such lanes shall typically be four (4) to six (6) feet in width as shown on Sheet C-8 with the final dimension determined at the time of site plan approval. Bicycle lane striping shall be subject to approval by VDOT.

38. Bicycle Parking. The Applicant shall provide bicycle racks, bike lockers, and bike storage areas throughout the Subject Property, the specific locations of which shall be determined at the time of site plan approval. The bike racks shall be inverted U-style racks or other design approved by FCDOT in consultation with OCR. The total number of bike parking/storage spaces and related facilities shall be consistent with the Fairfax

County Policy and Guidelines for Bicycle Parking for each building or group of buildings as determined at site plan.

PARKING

39. Zoning Ordinance Requirements. Parking on the Subject Property shall be provided in accordance with the parking requirements for the PTC District set forth in Sect. 6-509 and Article 11 of the Zoning Ordinance, and as shown on the CDP. The exact number of spaces to be provided shall be refined with approval of the Final Development Plan(s) (the "FDPs") and determined at the time of site plan approval based on the specific uses, number of residential units and bedroom mix. If changes in the mix of uses or residential bedroom mix result in parking greater than that anticipated on the CDP, the additional parking spaces shall be accommodated within the proposed parking structures, without increasing the height or mass of the parking structures.

40. Phasing of Parking. Parking shall be provided in phases commensurate with development of the Subject Property. Parking spaces in excess of the maximum parking ratios set forth in the Ordinance may be provided in the early phases of development of the Subject Property, provided that at the build-out of the Subject Property, the maximum parking rates are not exceeded. Required parking spaces for an individual building need not be provided on the parcel on which the building is located, but shall be provided within the Subject Property.

41. Future Parking Revisions. The Applicant reserves the right to provide parking at revised rates (rates referring to the number of parking spaces provided per dwelling unit for residential uses or per square foot of GFA for Office, Hotel and Retail/Service uses) as may be permitted by a future amendment to the Zoning Ordinance. Optional use of revised rates shall not require a CDPA or PCA, provided there is no increase in the size or height of above-grade parking structures.

42. Parking Stipulations.

    A. The Applicant shall provide controlled access to the parking garage and shall ensure that the control equipment is capable of counting vehicles entering and exiting the garage.

    B. The sale or lease rates of parking spaces shall be "unbundled" from the purchase price or lease rate of the individual dwelling units; meaning a unit's purchase price or lease rate shall be exclusive of parking costs.

TRANSPORTATION DEMAND MANAGEMENT

43. Tysons Transportation Management Association. The Applicant shall contribute to Fairfax County funds for the establishment of a future transportation management association (the "TMA") pursuant to paragraphs A and B hereof, which may be established for the Tysons Corner Urban Center and which all other Tysons property owners will also be required to contribute to.

A. The Applicant shall make a one-time contribution to the establishment of this future TMA based on a participation rate of $0.10 per gross square foot of new office uses and $0.05 per gross square foot of new residential uses to be constructed on the Subject Property.

B. The contribution to the TMA shall be paid prior to site plan approval for each new residential or office building to be constructed on the Subject Property.

C. If subsequent to the approval of this Rezoning, a Tysons Corner Urban Center-wide TMA is approved by FCDOT and established for the purpose of administering TDM programs in the Urban Center, then the Applicant may, at its sole discretion, join or otherwise become associated with such entity and transfer some or all functions of this TDM Program to the new entity, whereupon this Proffer in whole or in part shall be void and of no further force or effect. Further, if determined by FCDOT that a proactive, private TDM program is no longer necessary, the TDM structure in this Proffer may be rendered null and void in whole or in part without the need for a PCA.

D. If the TMA has not been established within three (3) years after the approval of this Rezoning, this Proffer shall be null and void and with no further effect on the Subject Property. Further, any funds contributed to the TMA by the Applicant would then be returned.

44. Transportation Demand Management Plan. The proffered elements of the TDM Program as set forth below are more fully described in the Spring Hill Station Transportation Demand Management Plan prepared by UrbanTrans dated August 22, 2011 (the "TDM Plan") and such revisions to the Plan as prepared by Wells + Associates, Inc. dated September 2012. It is the intent of this Proffer that the TDM Plan will adapt over time to respond to the changing transportation related circumstances of the Subject Property, the surrounding community and the region, as well as to technological and/or other improvements, all with the objective of meeting the trip reduction goals as set forth in these Proffers. Accordingly, modifications, revisions, and supplements to the TDM Plan as coordinated with FCDOT can be made without the need for a PCA provided that the TDM Plan continues to reflect the proffered elements of the TDM Program as set forth below.

A. Definitions. For purposes of this Proffer, "Stabilization" shall be deemed to occur one-year following issuance of the last initial RUP or Non-RUP for the final new building to be constructed on the Subject Property. "Pre-stabilization" shall be deemed to occur any time prior to Stabilization.

B. Trip Reduction Objective. The objective of this TDM Program shall be to reduce the vehicle trips generated by residents and/or office tenants of the Subject Property (i.e., not including trips from hotel and retail uses), during weekday peak hours associated with the adjacent streets as more fully described in the TDM Plan, by meeting the percentage vehicle trip reductions established by the

Comprehensive Plan as set forth below. These trip reduction percentages shall be multiplied by the total number of new residential and office vehicle trips that would be expected to be generated by the uses developed on the Subject Property as determined by the application of the Institute of Traffic Engineers, 8th Edition, Trip Generation rates and/or equations (the "ITE Trip Generation"), and the number of trips determined by the product of such equation shall be referred to herein as the "Maximum Trips After Reduction." For purposes of this calculation, the maximum number of dwelling units or the total gross square footage of office uses proposed to be constructed in each new building on the Subject Property as determined at the time of site plan approval for each building shall be applied to the calculation described in the preceding sentence. The target reductions shall be as follows:

Development Levels	Percentage Vehicle Trip Reduction
Up to 65 million sq.ft. of GFA	30%
65 million sq.ft. of GFA	35%
84 million sq.ft. of GFA	40%
90 million sq.ft. of GFA	43%
96 million sq.ft. of GFA	45%
105 million sq.ft. of GFA	48%
113 million sq.ft. of GFA	50%

The trip reduction goals outlined above are predicated on the achievement of specific development levels within the Tysons Corner Urban Center as anticipated in the Comprehensive Plan. Prior to undertaking trip measurements, the TPM shall, in consultation with the County, provide a summary of the then existing (i.e., based on RUPs and Non-RUPs issued) development levels in Tysons Corner in order to determine the appropriate vehicle trip reduction goal.

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

C. Process of Implementation. The TDM Program shall be implemented as follows, however modifications, revisions, and supplements to the implementation process as set forth herein and coordinated with FCDOT can be made without requiring a PCA.

(i) TDM Program Manager. If not previously appointed, the Applicant shall appoint and continuously employ, or cause to be employed, a TDM Program Manager (TPM) for Spring Hill Station. If not previously appointed, the TPM shall be appointed by the Applicant no later than sixty (60) days after the issuance of the first building permit for the first new office or residential building to be constructed on the Subject Property. The TPM's duties may be part of other duties associated with the

appointee. The Applicant shall notify FCDOT and the District Supervisor in writing within 10 days of the appointment of the TPM. Thereafter the Applicant (or UOA as applicable) shall do the same within ten (10) days of any change in such appointment.

(ii) Reporting and Budgeting. The TPM shall prepare and submit to FCDOT an initial TDM Work Plan ("TDMWP") and Annual Budget no later than 180 days after issuance of the first building permit for the first new building on the Subject Property. Every calendar year thereafter, but no later than February 1st, the TPM shall submit an Annual Report, which may revise the Annual Budget in order to incorporate any new construction on the Subject Property.

The Annual Report shall assess the success of the previous year's program, suggest modifications or enhancements to program elements and establish a budget to cover the costs of implementation of the TDM Program for the coming year. At a minimum the Annual Report shall include:

a. Specific details associated with the monitoring and reporting requirements of the TDM Program in accordance with the TDM Plan;

b. Submission of the results of any Person Surveys and Vehicular Trip Counts conducted on the Subject Property;

c. A summary of the development in Spring Hill Station, as well as the then existing development levels in the Tysons Corner Urban Center;

d. A determination of the applicable Maximum Trips After Reduction for the Subject Property;

e. Details as to the components of the TDM Program that will be put into action that year; and

f. Any revisions to the Annual Budget needed to implement the TDM Program for the coming year. The expected annual budget amounts are described in the TDM Plan.

The Annual Report and Budget shall be reviewed by FCDOT. If FCDOT has not responded with any comments within sixty (60) days after submission, then the Annual Report and Budget shall be deemed approved and the TDM Program elements shall be implemented. If FCDOT responds with comments on the Annual Report and Budget, then the TPM will meet with FCDOT staff within fifteen (15) days of receipt of the County's comments. No later than thirty (30) days after the meeting, the TPM shall submit such revisions to the TDM Program and/or Annual

Budget as discussed and agreed to with FCDOT and begin implementation of the approved program and fund the approved Annual Budget.

(iii) TDM Account. If not previously established, the Applicant, through the TPM, shall establish a separate interest bearing account with a bank or other financial institution qualified to do business in Virginia (the "TDM Account") within 30 days after approval of the Annual Budget. All interest earned on the principal shall remain in the TDM Account and shall be used by the TPM for TDM purposes. The TDM Account shall be funded by the Applicant until the end of the Applicant Control Period and managed by the TPM; thereafter, the Account shall be funded by the UOA. The TDM Account shall not be eliminated as a line item in the Subject Property's governing budget and funds in the TDM Account shall not be utilized for purposes other than to fund TDM strategies/programs and/or specific infrastructure needs as may be approved in consultation with FCDOT.

Funding of the TDM Account shall be in accordance with the Annual Budget for the TDM Program elements to be implemented in a year. In no event shall the Spring Hill Station TDM Budget overall exceed $200,000 (this amount shall be adjusted annually as set forth in Proffer 62). The TPM shall provide written documentation to FCDOT demonstrating the establishment of the TDM Account within ten (10) days of its establishment. The TDM Account shall be replenished annually, as necessary, thereafter following the establishment of each year's Annual Budget.

(iv) TDM Remedy Fund. At the same time the TPM establishes and funds the TDM Account, the TPM shall establish a separate interest bearing account (referred to as the "TDM Remedy Fund") with a bank or other financial institution qualified to do business in Virginia. Funding of the TDM Remedy Fund shall be made one time on a building by building basis at the rate of $0.40 per gross square foot of new office uses and $0.30 per gross square foot of new residential uses on the Subject Property. Funding shall be provided by the Applicant prior to the issuance of the first initial RUP or Non-RUP for the applicable new building. This amount shall be adjusted annually as set forth in Proffer 62. Funds from the TDM Remedy Fund shall be drawn upon only for purposes of immediate need for TDM funding and may be drawn on prior to any Annual Budget adjustments as may be required.

(v) TDM Incentive Fund. The "TDM Incentive Fund" is an account into which the Applicant, through the TPM, shall deposit contributions to fund a multimodal incentive program for initial purchasers/lessees within Subject Property. Such contributions shall be made one time on a building by building basis at the rate of $0.02 per gross square foot of new office and residential uses to be constructed on the Subject Property and

provided prior to the issuance of the first initial RUP or Non-RUP for each new building.

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

Prior to the issuance of the first RUP or Non-RUP for each new building on the Subject Property, the Applicant shall:

a. Establish the TDM Penalty Fund, if not previously established by the TPM.

b. Deliver to the County a clean, irrevocable letter of credit issued by a banking institution approved by the County or escrow cash in an interest-bearing account with an escrow agreement acceptable to DPWES to secure the Applicant's obligations to make payments into the TDM Penalty Fund (the "Letter(s) of Credit or Cash Escrow(s)"). The Letter(s) of Credit or Cash Escrow(s) shall be issued in an amount equal to $0.10 per gross square foot of new office uses and $0.05 per gross square foot of new residential uses shown on the approved site plan for each new building on the Subject Property. Until the Letter(s) of Credit or Cash Escrow(s) has been posted, the figures in the preceding sentence shall be adjusted annually as set forth in Proffer 62. Once the Letter(s) of Credit or Cash Escrow(s) has been posted, there shall be no further adjustments or increases in the amount thereof. The Letter(s) of Credit or Cash Escrow(s) shall name the County as the beneficiary and shall permit partial draws or a full draw. The foregoing stated amount(s) of the Letter(s) of Credit or Cash Escrow(s) shall be reduced by the sum of any and all previous draws under the Letter(s) of Credit or Cash Escrow(s) and payments by the Applicant (or the TPM) into the TDM Penalty Fund as provided below.

(vii) Monitoring. The Applicant shall verify that the proffered trip reduction goals are being met through the completion of Person Surveys and Vehicular Trip Counts of residential and/or office uses and/or other such methods as may be reviewed and approved by FCDOT. The results of such Person Surveys and Vehicular Trip Counts shall be provided to FCDOT as part of the Annual Report. Person Surveys and Vehicular Trip

Counts shall be collected for the Subject Property beginning one year following issuance of the final initial RUP or Non-RUP for the first new office or residential building to be constructed on the Subject Property. Person Surveys shall be conducted every three (3) years and Vehicular Trip Counts shall be conducted annually until the results of three (3) consecutive traffic counts collected upon Stabilization show that the applicable trip reduction goals have been met. Thereafter, Person Surveys and Vehicular Trip Counts shall be conducted every five (5) years. Notwithstanding the aforementioned, at any time prior to or after Stabilization, FCDOT may suspend or relieve the Applicant of annual Vehicular Traffic Counts or triennial Person Surveys if conditions warrant.

D. Remedies and Penalties.

(i) Prior to Stabilization. If Prior to Stabilization the TDM Program monitoring reveals that the Maximum Trips After Reduction for the Subject Property is exceeded, the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be, but not limited to those, identified in the TDM Plan and Annual Report.

Such remedial measures shall be funded by the TDM Remedy Fund as may be necessary and based on the expenditure program that follows:

Trip Goals Exceeded	Remedy Expenditure
Up to 1%	No Remedy needed
1.1% 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

If the results of the Vehicular Trip Counts conducted show that the trip reduction goals have been met on the Subject Property for three (3) consecutive years in accordance with the goals outlined in the table below, then a portion of the Remedy Fund as outlined in those same tables below shall be released to the building owners through the TPM. The amount released shall be relative to the amount contributed by those buildings constructed and occupied at the time Vehicular Trip Counts were collected. Any funds remaining in the Remedy Fund after such release shall be carried over to the next consecutive three (3) year period.

Up to 65,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	30%
5.% - 10%	50%
10.1% - 15%	65%
15.1% - 18%	80%
18.1 - 20%	90%
>20%	100%

65-84,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	50%
5% - 10%	65%
10.1% - 13%	80%
13.1% - 15%	90%
>15%	100%

84-90,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	65%
5% - 8%	80%
8.1% - 10%	90%
>10%	100%

90-96,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	80%
5% - 8%	90%
>8%	100%

96-113,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	90%
>5%	100%

113,000,000+ Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
>0%	100%

There is no requirement to replenish the TDM Remedy Fund at any time. Any cash left in the TDM Remedy Fund shall be released to the Applicant once three (3) consecutive annual Vehicular Trip Counts conducted show that the Maximum Trips After Reduction have not been exceeded.

(ii) Following Stabilization. If the TDM Program monitoring reveals that the Maximum Trips After Reduction for the Subject Property is exceeded, then the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the TDM Plan and Annual Report and funded by the TDM Remedy Fund as may be necessary, commensurate with the extent of deviation from the Maximum Trips After Reduction goal as set forth in accordance with the expenditure schedule outlined above.

If the results of the Vehicular Trip Counts conducted upon-Stabilization show that the trip reduction goals have been met site-wide for three (3) consecutive years in accordance with the goals outlined on the table above, then any remaining Remedy Funds shall be released back to the building owners through the TPM.

If despite the implementation of remedial efforts, the applicable Maximum Trips After Reduction (based on the existing development levels in the Tysons Corner Urban Center as described in this Proffer are still exceeded after three (3) consecutive years, then, in addition to addressing further remedial measures as set forth in this Proffer, the TPM shall be assessed a penalty according to the following:

Exceeded Trip Goals	Penalty
Less than 1%	No Penalty Due
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

Penalties may be incurred in subsequent Stabilization years when the applicable Maximum Trips After Reduction for the Subject Property continue to be exceeded and provided there are funds still available in the Penalty Fund.

The Applicant through the TPM shall make the payments required by this Proffer into the TDM Penalty Fund upon written demand by the County, and the County shall be authorized to withdraw the amounts on deposit in the TDM Penalty Fund. If the TPM fails to make the required penalty payment to the TDM Penalty Fund within thirty (30) days after written demand, the County shall have the ability to withdraw the penalty amount directly from the Letter(s) of Credit or Cash Escrow(s).

The maximum amount of penalties associated with the Subject Property, and the maximum amount the TPM shall ever be required to pay pursuant to the penalty provisions of this Proffer, including prior to and after Stabilization, shall not in the aggregate exceed the amount of the Letter(s) of Credit or Cash Escrow(s) determined and computed pursuant to the provisions of this Proffer. There is no requirement to replenish the TDM Penalty Fund at any time. The Letter(s) of Credit and/or any cash left in the Cash Escrow(s) shall be released to the Applicant through the TPM once three (3) consecutive Vehicular Trip Counts conducted after Stabilization show that the Maximum Trips After Reduction for the Subject Property have not been exceeded.

E. Additional Trip Counts. If an Annual Report indicates that a change has occurred that is significant enough to reasonably call into question whether the applicable vehicle trip reduction goals are continuing to be met, then FCDOT may require the TPM to conduct additional Vehicular Trip Counts (pursuant to the methodology set forth in the TDM Plan) within 90 days to determine whether in fact such objectives are being met. If any such Vehicular Trip Counts demonstrate that the applicable vehicle trip reduction goals are not being met, then the TPM shall meet with FCDOT to review the TDM strategies in place and to develop modifications to the TDM Plan to address the surplus of trips.

F. Review of Trip Reduction Goals. At any time and concurrent with remedial actions and/or the payment of penalties as outlined herein, the TPM may request that FCDOT review the vehicle trip reduction goals established for the Subject Property and set a revised lower goal for the Subject Property consistent with the results of such surveys and traffic counts provided for by this Proffer. In the event a revised lower goal is established for the Subject Property, the Maximum Trips After Reduction shall be revised accordingly for the subsequent review period without the need for a PCA.

G. Continuing Implementation. The TPM (through the UOA) shall bear sole responsibility for continuing implementation of the TDM Program and compliance with this Proffer after the end of the Applicant Control Period. The TPM shall continue to administer the TDM Program in the ordinary course in accordance with this Proffer including submission of Annual Reports.

H. Notice to Owners. All owners of the Subject Property shall be advised of the TDM Program set forth in this Proffer. The then current owner shall advise all successor owners and/or developers of their funding obligations pursuant to the requirements of this Proffer prior to purchase and the requirements of the TDM Program, including the annual contribution to the TDM Program (as provided herein), shall be included in all initial and subsequent purchase documents.

I. Enforcement. If the TPM fails to submit a report to FCDOT within the time frames required by this Proffer, the TPM shall have sixty (60) days within which to cure such violation. If after such sixty (60) day period the TPM has not

submitted the delinquent report, then the TMP (or UOA as applicable) shall be subject to a penalty of $100 per day up to a maximum of $36,500 per incident until such time as the report is submitted to FCDOT. Such penalty shall be paid to Fairfax County to be used for transit, transportation, or congestion management improvements within the vicinity of the Subject Property.

45. Transportation Demand Management for Retail/Hotel Uses. As provided in the above Proffer, certain components of the TDM Plan are applicable to and would benefit the retail and/or hotel uses proposed on the Subject Property. Therefore, the Applicant will provide an additional TDM program tailored to specifically serve the Retail and/or Hotel Uses (the "Retail/Hotel TDM Program"), which may be developed on the Subject Property. In no event will remedies and/or penalties be assessed against any Retail/Hotel Uses.

A. Goals of the Retail/Hotel TDM Program. Because tenants of the Retail stores and Hotels and their employees work hours that are atypical of the standard work day, these tenants and their employees do not necessarily travel to and from the Subject Property during Peak Hours. Given this, the Retail/Hotel TDM Program shall encourage Retail tenants, Hotel Guests and the Retail/Hotel employees to utilize transit, carpools, walking, biking and other non-Single Occupancy Vehicle ("non-SOV") modes of transportation to travel to and from the Subject Property rather than focusing on the specific trip reductions during the weekday AM or PM Peak Hours.

B. Components of the Retail/Hotel TDM Program. The Retail/Hotel TDM Program shall include, at a minimum, the components applicable to the Subject Property that are described in this Proffer and the additional components provided below. These additional components may be subsequently amended by mutual agreement between the Applicant and FCDOT. All amendments to the components of the Retail/Hotel TDM Program contained in this Proffer shall be approved by FCDOT and will not require a PCA.

C. Employee/Tenant Meetings. The TPM shall hold, at a minimum, an annual TDM meeting with the Retail store tenants and Hotel Managers, and their respective employees, to review the available transit options, changes in transit service and other relevant transit-related topics. Based on these meetings, the TPM shall work with Fairfax County to consider changes to the relevant services, such as changes to bus schedules, if such changes would provide better service to the Subject Property tenants and their employees.

D. Regional TDM Programs. The TPM shall make information available to Retail store tenants, Hotel Guests and the Retail/Hotel employees about regional TDM programs that promote alternative commuting options. This shall include information on vanpools, carpools, guaranteed ride home and other programs offered by organizations in the Washington, D.C. Metropolitan Area.

E. Retail/Hotel TDM Program Participation Outreach. The TPM shall endeavor in good faith to encourage participation by Retail store tenants and Hotel Management in the Retail/Hotel TDM Program, including the encouragement of a financial participation by such tenants through their direct offering of transit benefit programs and transit incentives to their employees. The TPM shall include a report to the County with respect to the activities described in the TDM Proffer as part of the Annual Report to be filed with the County. This report shall include detailed accounts of the outreach efforts and the feedback and response from the tenants.

46. Existing Uses. Certain components of the TDM Plan may be applicable to and could benefit tenants/employees of the existing uses on the Subject Property. The TPM shall make available information on those components to any existing occupied use which is located on the Subject Property. Such uses shall not be subject to monitoring nor will remedies and penalties be assessed against those existing uses.

AFFORDABLE/WORKFORCE HOUSING

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

48. 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 Subject Property in accordance with the Board of Supervisors' Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010. Workforce Dwelling Units ("WDUs") shall be provided such that the total number of ADUs, if any, plus the total number of WDUs results in not less than twenty percent (20%) of the total residential units constructed as part of the Proposed Development. The 20% applies to the total number of dwelling units to be constructed on the Subject Property. If ADUs are provided in the development, both the ADUs and the ADU bonus units shall be deducted from the total number of dwelling units on which the WDU calculation is based.

The WDUs generated by each residential building on the Subject Property shall be provided within said building, however the Applicant reserves the right to consolidate the WDUs into one or more buildings with the build-out of the Subject 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 in each building shall have a bedroom mix similar to that provided in the market rate units in such building. Additionally, in the event that parking spaces are guaranteed to be made available for lease to individual market rate dwelling units, at least one (1) parking space shall be made available for lease by each ADU and/or WDU in the development.

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

49. Office and Non-Residential Contributions to Affordable/Workforce Housing. For new office and other non-residential uses on the Subject Property, the Applicant shall select, within its sole discretion, one of the following two options for contributing toward the provision of affordable and/or workforce housing within Tysons Corner. These contributions shall be made to the Board, be deposited in a specific fund to be used solely for this purpose within Tysons Corner and shall be payable at the time of issuance of the first Non-RUP for new office or other non-residential buildings on the Subject Property The options shall consist of either (i) a one-time contribution of $3.00 for each square foot of GFA of new office or other non-residential use, or (ii) an annual contribution of $0.25 for each square foot of GFA of new office or other non-residential use continuing for a total of 16 years. Under either option, GFA associated with Retail/Service uses and public uses are excluded from the contribution.

PARK AND RECREATIONAL FACILITIES

50. Publicly Accessible Parks and Recreational Facilities. The Applicant shall provide park spaces and recreational facilities on the Subject Property that will be open and accessible to the general public as depicted on the CDP. 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, or other times as agreed to with the FCPA, subject to usual and customary rules and regulations, and provide for perpetual private maintenance. The Applicant shall also enter in to an agreement with FCPA to plan and coordinate activities and events within the publicly accessible park areas and shall coordinate with FCPA to ensure such park areas are included on the FCPA's website to encourage public use. A wayfinding and signage system shall be developed in coordination with FCPA at the time of FDP and site plan approval and installed by the Applicant to ensure the public can easily identify and access all publicly accessible park spaces. The following parks and facilities shall be

provided as generally shown on the CDP, 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. With each FDP that includes publically accessible park areas, the Applicant shall assess the opportunity to increase active recreational facilities over that shown on the CDP and provide additional active recreational facilities when feasible.

A. Public Urban Park North (1) – A street level plaza of approximately 36,000 square feet is to be located between Buildings D3 and D4 as generally depicted on Sheets L-7 and L-10. This civic plaza shall remain in private ownership as a public park space with appropriate access easements as noted in these Proffers. The park shall be constructed commensurate with the construction of Buildings D3 and D4 and shall include:

(i) a mixture of hardscaping and landscaping;

(ii) outdoor seating; and

(iii) a designated space to accommodate public art, including visual arts exhibits and small scale performing arts.

The Applicant shall coordinate with FCPA to permit and publicize art performances, art fairs, and rotating art exhibits within the park.

B. Public Urban Park (2) –A street level park of approximately 14,500 square feet is to be located at the corner of Tyco Road and Broad Street as generally depicted on Sheets L-7 and L-16 of the CDP. The Applicant shall offer to dedicate this area to the FCPA for park purposes at the time of site plan approval for Building D4. Based on the FCPA's decision with regard to dedication and use of this park area, the park area shall be developed in one of the following manners:

(i) Should FCPA decide to accept dedication and maintenance of the park area with the intention of utilizing it as a public park, the Applicant shall construct on the site either: 1) a skate park with "skateable art", hardscaping, landscaping, and outdoor seating; 2) a dog park with hardscaping, landscaping, fencing and outdoor seating; or 3) a park with alternative substitute recreational facilities as may be determined at FDP. The park shall be designed to allow future expansion on to adjacent property.

(ii) Should Fairfax County and FCPA, in consultation with the Providence District Supervisor, decide that they prefer to accept dedication of the park area for the purpose of selling or trading it for parkland elsewhere in the Tysons West area, the Applicant shall not construct the skate park, but shall instead install and maintain a fenced area on the site appropriate for dog exercise area on an interim basis until such time as the land is sold or

traded. Under these circumstances, the Applicant shall contribute the estimated cost of the proposed skate park component and outdoor seating to the County for use in developing park facilities in the Tysons West area.

(iii) Should FCPA decide not to accept dedication of the park area, the park area shall remain in private ownership as a public park space with appropriate access easements as noted in these Proffers. Under these circumstances, the Applicant shall develop the park area as either: 1) a dog park with hardscaping, landscaping, and outdoor seating; or 2) a park with alternative substitute recreational facilities as may be determined at FDP. The Applicant shall enter into an agreement with FCPA for the Applicant or its successors to provide perpetual maintenance of the park.

(iv) Construction of the park improvements shall be substantially complete within 18 months of the issuance of the first RUP for Building D4 and dedication, if applicable, shall occur prior to bond release for that same building.

C. Public Urban Park (3) – a street level plaza of approximately 4,350 square feet is to be located adjacent to Buildings D5 as generally depicted on Sheets L-7. It shall include hardscaping, specialty landscaping and outdoor seating, the details of which shall be detailed at FDP. The park design may also need to accommodate an interim fire lane turn-around until such time as Pierpoint Street is extended to the west. This plaza shall remain in private ownership as a public park space with appropriate access easements as noted in these Proffers.

D. Public West Sky Park (4) – an elevated park of approximately 29,000 square feet to be located a top the parking podium of Building D1 as generally depicted on of the CDP. Well marked entrances and elevators to the West Sky Park shall be provided from Pierpoint Street and Leesburg Pike, similar in character to that shown on Sheet A-19.0 of the CDP. As shown on Sheets L-11 and L-12 of the CDP, the West Sky Park shall include:

(i) a running track;

(ii) golf putting greens;

(iii) a yoga/exercise area; and

(iv) outdoor seating.

It is anticipated that the West Sky Park could be expanded with the potential development of buildings to the east and that the expanded space could be utilized for a partial athletic field in lieu of some of the uses specified above. Should this occur, the Applicant shall grant the necessary easements to facilitate construction of the park expansion by others.

E. Public East Sky Park (5) – an elevated park of approximately 13,500 square feet to be located a top the parking podium of Building D6 as depicted on the CDP. Well marked entrances and elevators to the East Sky Park shall be provided from Pierpoint Street and Leesburg Pike, similar in character to that shown on Sheet A-19.0 of the CDP. As shown on Sheet L-13 and L-14 of the CDP, the East Sky Park shall include:

(i) play area for children ages 2-5;

(ii) play area for children ages 5-12;

(iii) loose chairs and lounges; and

(iv) small outdoor café or vending station.

It is anticipated that the East Sky Park could be expanded with the potential development of buildings to the south. Should this occur, the Applicant shall grant the necessary easements to facilitate construction of the park expansion by others.

51. Private Amenities and Recreation Facilities for Residents. The Applicant shall provide on-site recreational facilities for the future residents of the Subject Property. Pursuant to Par. 2 of Sect. 6-110 of the Zoning Ordinance regarding developed recreational facilities, the Applicant shall expend a minimum of $1700 per market-rate and workforce residential unit on such recreation facilities. Prior to final bond release for each building constructed on the Subject Property, the balance of any funds not expended on-site, as determined by DPWES shall be contributed to the FCPA for the provision of recreation facilities serving Tysons Corner.

The specific facilities and amenities to be provided for each individual residential building or shared between two or more buildings, which shall be for the use and enjoyment of those building(s) residents, shall be determined at the time of FDP approval. Amenities to be provided may include but not be limited to:

A. Private exterior recreational areas/courtyards on the upper level of the parking podiums with seating areas, specialty landscaping, lawn and/or shaded areas and hardscape areas, and may also include a volleyball court, putting green, bocci court, boules court, board game tables, or similar recreational facility as generally shown on Sheets L-15 of the CDP or as may be approved with the FDP;

B. Private exterior recreational area 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 bikes, treadmills, weight machines, free weights, etc., but not necessarily staffing; and

D. Clubroom for resident gatherings and/or media/entertainment center.

52. Athletic Field Construction. To address the Comprehensive Plan's recommendations regarding the provision of athletic fields in Tysons, the Applicant shall provide a contribution of $0.75 for each gross square foot of new space constructed on the Subject Property to the FCPA to fund the design and construction of a new rectangular athletic field with synthetic turf and field lights within the FCPA Raglan Road Park, as may be shown on an approved park master plan for Raglan Road Park (the "Raglan Road Park Field"). The contributions shall be payable at the time of issuance of the first RUP or non-RUP as applicable, for each new building on the Subject Property.

In the event, the Raglan Road Park Field is constructed by the County or FCPA prior to all proffered funds from the Subject Property being collected, or alternatively Raglan Road Park Field is not constructed, said contributions to the FCPA may be utilized to support the provision of other active recreation facilities either through land acquisition or facility development in Tysons.

PUBLIC FACILITIES

53. Fire and Rescue Station Contribution. The Applicant shall contribute $2.00 per new square foot of GFA constructed on the Subject Property for the construction of a new Fairfax County Fire and Rescue Station (the "New Station") on property subject to RZ 2010-PR-014-B. The contributions shall be payable at the time of issuance of the first RUP or non-RUP as applicable, for each new building on the Subject Property. Any such contributions due prior to delivery of the New Station to Fairfax County shall be paid by the Applicant to Fairfax County. Any such contributions following the delivery of the New Station to Fairfax County shall be paid by the Applicant directly to the applicant of RZ 2010-PR-014-B, or its successors or assigns. In this instance, the Applicant shall demonstrate to DPZ and DPWES, as applicable, that such contribution has been made prior to the issuance of the first RUP or Non-RUP for each new building.

54. Interim Fire Station Circulation Improvements. In the event that the existing Fire and Rescue Station on the Subject Property has not been relocated by the time Building D5 is constructed or Pierpoint Street is constructed across Parcel 57B, the Applicant shall provide interim circulation improvements to the existing Fire and Rescue Station as generally shown on Sheets 18 through 18B of the CDP, if such improvements have not been previously completed by others. During the construction of the improvements, the Applicant shall ensure that the existing station remains fully functional, with the ability to maintain fire and rescue operations, fuel and test equipment, and park a minimum of 22 cars. Testing of equipment and parking of cars may occur off-site on adjacent properties, as may be approved by the Fire Department. Modifications to the interim improvements may be permitted without the need for a PCA, CDPA or FDPA with approval of DPZ and the Fairfax County Fire & Rescue Department. The improvements shall be completed prior to the issuance of the first RUP or Non-RUP for Building D5.

55. Public School Contribution. Per the Residential Development Criteria Implementation Motion adopted by the Board of Supervisors on September 9, 2002, and revised July, 2006, the Applicant shall contribute $9,378 per expected student (based on a ratio of 0.087 student per multi-family residential unit) to the Fairfax County School Board to be

utilized for capital improvements to schools that serve the Tysons Corner area. Such contribution shall be made on or before the issuance of the first RUP for each residential building on the Subject Property and shall be based on the actual number of dwelling units built in each building.

If, prior to site plan approval for the respective residential buildings, Fairfax County should modify, on a county-wide basis, the expected ratio of students per subject multi-family unit or the amount of the contribution per student, the amount of the contribution shall be modified for that building to reflect the then current ratio and/or contribution.

56. Electric Transmission Line Relocation. The Applicant shall make a monetary contribution to Fairfax County towards the relocation and undergrounding by others of the existing electric transmission line located between the Dominion Power Tyco electric substation and a future Dominion Power substation anticipated to be located south of Route 7. The Applicant's percentage share of this undergrounding project shall be equal to the percentage of linear feet of the existing transmission line actually located on the Subject Property, however in no event shall the Applicant's share exceed $150,000. Said contribution shall be provided prior to the issuance of the initial RUP or Non-RUP for Building D4.

57. Arts and Entertainment. The Applicant shall coordinate with the Fairfax Arts Council to identify art related uses that may be appropriate to include in the Proposed Development. Such uses may, at the Applicant's sole discretion, be included on an interim or permanent basis.

STORMWATER MANAGEMENT

58. Stormwater Management.

A. Stormwater Management (SWM) measures for the Subject Property shall be designed to protect receiving waters downstream of Tysons Corner by reducing runoff from impervious surfaces using a progressive approach. This progressive approach shall, to the maximum extent practicable, strive to retain on-site and/or reuse the first inch of rainfall. Proposed SWM and Best Management Practice (BMP) facilities shall follow a tiered approach as identified by the County which may include infiltration facilities (where applicable), rainwater harvesting/detention vaults, runoff reducing and other innovative BMPs.

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 Applicants shall provide green roofs both intensive and/or extensive. Other LID techniques may include, but not be limited to, tree box filters, pervious hardscapes/streetscapes, and stormwater reuse for landscape irrigation and air conditioning unit makeup water.

Additionally, the SWM facilities shall be designed to accommodate not just the pre-developed (existing) peak release rates, but also strive to preserve and/or improve the pre-developed (existing) runoff volumes as contemplated within current LEED requirements, depending on the existing impervious condition. The above noted SWM Facilities shall be designed to (where applicable) meet the requirements of LEED 6.1 and 6.2 for each building/phase of the development based upon the LEED Boundary identified with each building/phase.

B. At the time of each FDP, the Applicant shall provide calculations for that phase 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. This requirement may be met on an individual building basis or based upon the total area of the Subject Property. Extended detention facilities and extended release techniques may be used to augment the proposed volume reductions. It is further understood that interim or temporary SWM and BMP measures may be required during any interim phase of the Proposed Development.

Each FDP shall include the location and preliminary design of the SWM facilities including the access points to underground vaults. Access points, detailed at the time of FDP, shall be located outside of the landscape amenity panel and sidewalk zone of the streetscape.

C. With each subsequent site plan, the Applicant shall provide refined calculations illustrating conformance with the proposed volume reductions shown on the FDP. The specific SWM facilities shall be determined at the time of site plan, and as may be approved by the DPWES. While it is anticipated that compliance with the goal of retaining and/or reusing the first inch of rainfall will be confirmed at site plan by utilizing the proposed retention credits identified by Fairfax County as part of their stormwater spreadsheet, the Applicant reserves the right to utilize any combination of LIDs (existing and future) measures to meet this goal, subject to the review and approval of DPWES.

It is understood that seasonal variations in reuse water demand will create fluctuations in the draw down period, and as such, the stormwater system will be designed (to the extent practicable) to not exceed 10 days of storage. If storage time exceeds 10 days, the Applicant shall have the right to discharge excess volumes off site at release rates as allowed by the PFM or approved by the Director.

MISCELLANEOUS

59. Zoning Administrator Consideration. Notwithstanding the foregoing, upon demonstration by the Applicant that, despite diligent efforts or due to factors beyond the Applicant's control, the required transportation, traffic signal, 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 timeframes specified, the Zoning Administrator may agree to a later date for completion of these improvement(s).

60. Condemnation Procedures. The development of the Subject Property in accordance with these Proffers anticipates the acquisition of property, rights-of-way and/or easements from parcels that are not part of the Subject Property (collectively referred to as the "Off-Site Parcels"). The Applicant shall use its good faith efforts and offer a reasonable fair market value for said property, right-of-way and/or easements. In the event the Applicant is not able to acquire the property, rights-of way and/or easements from the Off-Site Parcels necessary to fulfill the obligations described herein, the Applicant shall demonstrate its efforts in writing and submit a written request to Fairfax County to acquire the property, rights-of way and easements by means of its condemnation powers.

In conjunction with any such request, the Applicant shall forward to the appropriate County agency: (a) plat, plans and profiles showing the necessary property, rights-of way and/or easements to be acquired; (b) an appraisal, prepared by a MAI (Member of the Appraisal Institute) independent appraiser approved by the County, of the value of the property, rights-of way and/or easements to be acquired and of all damages, if any, to the residue of the Off-Site Parcel; (c) a sixty (60) year title search certificate of the Off-Site Parcel from which the property, rights-of way and/or easement is to be acquired; and (d) cash in an amount equal to appraised value of the property, rights-of-way and easements and of all damages to the residue of the Off-Site Parcel; and (e) a copy of written offers and counteroffers and evidence of owners refusal of such offers and counteroffers. In the event the Owner of the Off-Site Parcel is awarded more than the appraised value of the Off-Site Parcel and of the damages to the residue in a condemnation suit, the Applicant shall pay the amount of the award in excess of cash amount to the County within fifteen (15) calendar days of said award. It is understood that the Applicant upon demand shall pay all other costs incurred by the County in acquiring the easements to the County.

Prior to and during any potential condemnation proceedings, the Applicant, its successors and assigns, shall be permitted, at its own risk, to submit, process and receive approval of the Site Plan and related subdivision plat(s), easement plats, development permits, building plan approvals and building permits for other portions of the Subject Property.

61. Metrorail Tax District Buyout for Certain Residential Uses. At least sixty days prior to recording any residential condominium documents for portions of the Subject Property located within the now existing Phase I Dulles Rail Transportation Improvement District (the "Phase I District"), the Applicant shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to record condominium documents for that portion of the Subject Property. Prior to recording the condominium documents, the Applicant shall pay to Fairfax County a sum equal to the then-present value of Phase I District taxes based on the use of that portion of the Subject Property subject to the condominium prior to this Rezoning that will be lost as a result of recording the condominium documents, in accordance with a formula approved by the Fairfax County Board of Supervisors.

62. Adjustment in Contribution Amounts. All monetary contributions specified in these Proffers, with the exception of the contributions to the Tysons Grid Fund and public schools, shall adjust on a yearly basis from the base month of January 2013 and change effective each January 1 thereafter, based on changes in the Consumer Price Index for all urban consumers [1982-84=100] (not seasonally adjusted) ("CPI-U"), both as permitted by VA. Code Ann. Section 15.2-2303.3.

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

64. Tysons Partnership. The Applicant and successors shall become a member in the Tysons Partnership, or its residential equivalent.

65. Severability. Pursuant to Section 18-204 of the Zoning Ordinance, any portion of the Subject Property may be the subject of a PCA, Special Exception ("SE"), Special Permit ("SP"), or FDPA without joinder and/or consent of the owners of the other portions of the Subject Property, provided that such PCA, SE, SP or FDPA does not materially adversely affect the other phases. Previously approved zoning applications applicable to the balance of the Subject Property that is not the subject of such a PCA, SE, SP or FDPA shall otherwise remain in full force and effect.

66. Successors and Assigns. These Proffers will bind and inure to the benefit of the Applicant and their successors and assigns. Each reference to "Applicant" in this Proffer statement shall include within its meaning and shall be binding upon Applicant's successor(s) in interest and/or the owners from time to time of any portion of the Subject Property during the period of their ownership.

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

EXHIBIT A: Tenants and Uses as of Date of Proffers

{A0545235.DOC / 1 D Proffers 1/16/13 cln 003676 000010}

[SIGNATURES BEGIN ON NEXT PAGE]

APPLICANT/CONTRACT PURCHASER
OF TAX MAP 29-3 ((1)) 57B and 57G and 29-1 ((1)) 18C

GEORGELAS GROUP LLC

_____

By: Theodore J. Georgelas
Its: Manager

[SIGNATURES CONTINUE ON NEXT PAGE]

TITLE OWNER OF TAX MAP 29-3 ((1)) 54A

B.P. REALTY, L.P.

By: MB Peacock, LLC, its General Partner

_____

By: Michael J. Peacock
Its: Vice President

[SIGNATURES CONTINUE ON NEXT PAGE]

TITLE OWNER OF TAX MAP 29-3 ((1)) 57

MCLEAN SELF STORAGE, LLC

By: The Young Group, Inc., its Managing Member

_____

By: Robert A. Young
Its: President

[SIGNATURES CONTINUE ON NEXT PAGE]

TITLE OWNER OF TAX MAP 29-1 ((1)) 18C and 29-3 ((1)) 57G

RMC-TYCO, L.L.C.

By: Ravenwood Management Company, R.L.L.L.P.,
its Managing Member

_____

By: Victor F. Rinaldi
Its: General Partner

[SIGNATURES CONTINUE ON NEXT PAGE]

TITLE OWNER OF TAX MAP 29-3 ((1)) 57B

THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA

_____

By: Edward L. Long, Jr.
Its: County Executive

[SIGNATURES CONTINUE ON NEXT PAGE]

CONTRACT PURCHASER OF TAX MAP 29-1 ((1)) 57

GD SPRING HILL METRO, LLC

_____

By: Theodore J. Georgelas
Its: Manager

_____

By: Jeffrey B. Dierman
Its: Manager

[SIGNATURES CONTINUE ON NEXT PAGE]

CONTRACT PURCHASER OF TAX MAP 29-3 ((1)) 54A

GDM SPRING HILL STATION, LLC

_____

By: Theodore J. Georgelas
Its: Manager

_____

By: Jeffrey B. Dierman
Its: Manager

[SIGNATURES END]

Exhibit A

Tenants and Uses as of Date of Proffers

8590 Leesburg Pike/TM 29-3 ((1)) 54A:		
Name	**Use**	**Sq. Ft.**
Mina Design Gallery, Inc. First Floor	Retail Sales Establishment	10,000
Arlington Motorcar Service Inc.	Vehicle Sale, Rental, Ancillary Services (Must Comply with Zoning SE 201)	32,406
Atlantic Motors First Floor	Vehicle Sale Rental, Ancillary Service (Must Comply with SE 201)	914
Body Shop Accessory to Existing Vehicle Sale, Rental, Ancillary Services Use		

8501, 8515, 8519, 8525 Tyco Road/TM 29-1 ((1)) 18C:		
Name	**Use**	**Sq. Ft.**
Papa Johns	Business Service and Supply Service Establishment	1,546
Floor Discounters Inc.	Warehouse Establishment	2,040
McCormick Paint Works Co.	Wholesale Trade Establishment	2,888
Eurasian Service Center	Vehicle Major Service Establishment	4,503
Merrifield Oriental Rug Inc.	Wholesale Trade Establishment	3,450
AAMCO Transmissions	Vehicle Major Service Establishment	5,497
Express Auto Dreams	Heavy Equipment and Specialty Vehicle Sale	2,340
Pete's Towing and Storage, LLC	Storage Yard	2,755

FINAL DEVELOPMENT PLAN CONDITIONS

FDP 2010-PR-014D

January 17, 2013

If it is the intent of the Planning Commission to approve Final Development Plan FDP 2010-PR-014D on property located at Tax Map 29-3 ((1)) 54A, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions.

1. Any plan submitted pursuant to this final development plan shall be in substantial conformance with the approved CDP/FDP entitled "Spring Hill Station Demonstration Project – Building D2A," prepared by VIKA, Inc.; WDG Architecture, PLLC; and, ParkerRodriguez, Inc., and dated June 5, 2012 as revised through January 16, 2013, and these conditions. Minor modifications may be permitted pursuant to Sect. 16-402 of the Zoning Ordinance.

2. The improvements shown on Sheet C-6A of the FDP shall be installed with development of the new residential building unless the applicant opts to provide improvements as shown on C-6B or C-6C.

3. Uses in that portion of Building D2A identified as "retail/service" shall be any use permitted in the PTC District, subject to the use limitations of Sect. 6-505 of the Zoning Ordinance, except that the following uses shall not be permitted:

   - service stations,
   - service station/mini-marts,
   - vehicle light service establishments,
   - car washes,
   - drive-in financial institutions,
   - drive-through pharmacies,
   - any other drive-through uses, or
   - mini-warehouses

4. Vehicle sales, rental and ancillary service establishments may be permitted in Building D2A, provided that any vehicle storage parking for such uses must be included within the maximum required parking for the building and not in addition to that parking.

5. Uses in the existing building which are designated to remain as shown on Sheet C-6A of the FDP shall be as permitted by Proffer #5 of RZ 2010-PR-014D relating to interim uses.

6. Irrespective of the notes in the FDP, exterior architecture of Building D2A shall be in substantial conformance with that shown on Sheets A2.2 through A2.5 of the FDP.

7. The height of the building and the parking podium may be adjusted from that shown on Sheet A2.5 of the FDP but the height must be between the minimum and maximum as shown and any change to the height shall be subject to review and approval of the Department of Planning and Zoning (DPZ) and the Providence District Supervisor prior to site plan approval.

8. The streetscape along the Building D2A frontage of Pierpoint Street shall be designed with a pedestrian step-off area measuring at least 24 inches from face of curb (inclusive of the curb). These step-off areas shall be constructed of pavers, concrete or other hardscape material as approved by DPZ and the Office of Community Revitalization. Should interim Option 3 (commercial off-street parking) be developed for the D1 site as shown on Sheet C-6C of the FDP, and should a parking lane be provided along the Pierpoint Street frontage of the D1 site, this requirement shall also apply to that frontage.

9. The applicant shall dedicate on demand the land for the extension of Merchant Street as shown on Sheets C-6A through C-6C of the FDP (and any necessary temporary or construction easements) to permit the construction of Merchant Street across the property. Such dedication shall not be required prior to both: (1) approval of a site plan for Building D2A; and (2) demolition of any existing buildings shown on Sheet C-4 of the FDP which lie in the alignment for Merchant Street.

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

January 16, 2013

Pursuant to Section 15.2-2303(A) of the Code of Virginia (1950, as amended) and Section 18-204 of the Zoning Ordinance of Fairfax County (1978, as amended), the property owners and applicant, for themselves and their successors and/or assigns (hereinafter collectively referred to as the "Applicant"), hereby proffer that the parcel under consideration and shown on the Fairfax County 2012 Tax Maps as 29-3 ((1)) 63C (the "Subject Property") shall be in accordance with the following conditions if, and only if, rezoning application 2010-PR-014-E (the "Rezoning") is granted.

The Subject Property is part of a larger rezoning known as "Spring Hill Station" which includes four related components identified as A, B, D and E (collectively referred to as "RZ 2010-PR-014"). The Subject Property is the subject of RZ 2010-PR-014-E. Property identified as 2012 Tax Map 29-3 ((1)) 48D is the subject of RZ 2010-PR-014-A, which was previously approved. Property identified as 2012 Tax Map 29-3 ((1)) 60C is the subject of RZ 2010-PR-014-B, which was previously approved. Property identified as 2012 Tax Map 29-1 ((1)) 18C and 29-3 ((1)) 54A, 57, 57B, and 57G is the subject of RZ 2010-PR-014-D. RZ 2010-PR-014 is divided into three Neighborhoods referred to as 1, 2 and 3 and six areas identified as Areas A, B, D, E, F and G. The Subject Property is in Neighborhood 2 and is referred to as Area E.

GENERAL

1. Conceptual Development Plan. The Subject Property shall be developed in substantial conformance with the Spring Hill Station Demonstration Project Part E Conceptual Development Plan ("CDP") dated June 22, 2010 and revised through January 11, 2013, prepared by VIKA, Incorporated, WDG Architecture, PLLC, and ParkerRodriquez, Inc. The CDP includes two options; Option 1 represents the maximum office proposal and Option 2 represents the maximum, residential proposal. The Applicant reserves the right to develop in accord with either option or a combination of the two options. The proffered elements of the CDP are limited to the grid of streets, general location of the points of access, general location of the buildings, uses (i.e., office, residential, hotel and retail/service), building heights, amount, general location and quality of urban park land, and general quality and character of the streetscape. Other elements of the CDP may be adjusted or modified with approval of future Final Development Plans ("FDPs") in accordance with the provisions set forth in Sect. 16-402 of the Fairfax County Zoning Ordinance (the "Zoning Ordinance").

2. Minor Modifications. Minor modifications to the CDP may be permitted as determined by the Zoning Administrator. The Applicant shall have the flexibility to modify the layout shown on the CDP without requiring approval of a Conceptual Development Plan Amendment ("CDPA") provided such changes are in substantial conformance with the CDP as determined by the Zoning Administrator and do not affect the proffered elements

of the CDP identified in Proffer 1, pursuant to Par. 4 of Sect.16-403 of the Zoning Ordinance.

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

PROPOSED DEVELOPMENT

4. Existing Development.

A. The Subject Property is developed with the two existing office buildings which contain approximately 431,170 square feet, a structured parking garage and surface parking lots (collectively, the "Existing Development"). The Existing Development is currently occupied with office uses and accessory uses including a child care center. The Existing Development is shown on Sheet C-4 of the CDP (the "Existing Conditions Plan") and may remain in operation in its current form.

B. The Applicant may make modifications to the Existing Development that are in substantial conformance with the Existing Development Plan. Minor modifications and minor building additions to the Existing Development Plan may be approved by the Zoning Administrator pursuant to the provisions of Par. 4 of Sect. 16-403 of the Zoning Ordinance without the need for a CDPA or FDP. The Applicant may secure site plan, subdivision and building permit approvals for, and make interior and minor exterior improvements to, the Existing Development shown on Sheet C-4 but shall not be subject to transportation, streetscape or similar proffered improvements or be required to request deferrals of street dedication, street construction, streetscape, sidewalk and trail construction, streetlights, providing Tysons PTC stormwater criteria, or other related improvements shown on the CDP.

C. The existing parking structure and associated elements may be partially demolished to accommodate the construction of Building E4 and Urban Park 9 or Building E5. In that event, portions of the Existing Development shall be included in the FDP for Buildings E4 and E5 for the purposes of coordinating site access, circulation and parking, and ensuring appropriate interim conditions, but shall not be subject to transportation, streetscape or similar proffered improvements

associated with Building E3, except as might be approved with the Building E4 and Building E5 FDPs.

D. When Building E3 is submitted for FDP approval, the Existing Development shall also be submitted for FDP approval.

5. Proposed Development. The maximum gross floor area ("GFA") (gross floor area as currently defined in the Zoning Ordinance), permitted on the Subject Property is 1,083,170 square feet, including the Existing Development (the "Proposed Development"). Development of the Subject Property may include any use permitted in the Planned Tysons Corner Urban ("PTC") District, subject to the Use Limitations in Sect. 6-505 of the Zoning Ordinance and the limitations in the development tabulations on Sheet C-3A of the CDP and these Proffers. The primary uses of the Subject Property shall be office, hotel and multi-family residential dwellings, which may include accessory uses as defined by the Zoning Ordinance. The Retail/Service category provided in the development tabulations may include any non-residential use permitted in the PTC District, subject to the Use Limitations in Sect. 6-505, or uses accessory to the primary use.

The maximum GFA for office uses and those other uses that generate more AM and PM peak hour trips than hotel uses (those other uses hereinafter referred to "High-Trip Generating Uses") shall be 851,170. For the purpose of these Proffers, High-Trip Generating Uses shall be defined as Retail/Service uses in a single building that total more than 58,000 GFA. However, should there be a future amendment to the Zoning Ordinance with regard to the "High-Trip Generating Uses", the Applicant may, at its sole discretion, opt to utilize the amended Zoning Ordinance regulations in place of this paragraph.

The general extent and location of all Retail/Service uses shall be provided with the submission of each FDP, and shall be subject to review and approval. The GFA allocated to the Retail/Service category in each building as shown in the development tabulations on Sheet C-3A of the CDP may be shifted between buildings and the overall GFA allocated to the Retail/Service category may be increased without the need for a PCA or CDPA as long as the proposed increase is shown on an approved FDP and the maximum GFA for individual buildings is not exceeded. Any increase in the GFA allocated to the Retail/Service category in a primarily residential building that is 30,000 square feet more than that shown in the development tabulations on Sheet C-3A may require a supplemental traffic analysis as determined by the Fairfax County Department of Transportation ("FCDOT").

Uses allowed by special exception or special permit in the PTC District may be authorized through a separate special exception or special permit process without the need for a PCA or CDPA, provided the use is in general conformance with the approved CDP and the applicable FDP.

6. Final Development Plans. FDPs approved for individual building sites on the Subject Property shall establish the primary use (based on the Option 1 or Option 2 CDP

tabulations) and the maximum GFA for each building within the limits established by these Proffers and the CDP. The specific GFA for each building shall be established at final site plan. If the GFA approved with the FDP is less than the maximum shown on the CDP, the excess GFA under the selected use option may be utilized in another building or building(s) of the same use within the Subject Property, provided the excess GFA can be accommodated within the maximum building height(s) shown on the CDP and subject to approval of the applicable FDP(s) or FDPA(s) for the buildings transferring and utilizing the excess GFA. In addition, the following information shall be provided with each FDP not filed concurrently with this rezoning application.

A. Overall Tabulation. A tabulation indicating the development status of all property subject to RZ 2010-PR-014 A, B, D and E to include a listing of all existing and proposed buildings, along with the GFA, uses and parking approved on the CDP, FDP and site plan as may be applicable. The tabulation shall identify the reassignment of any excess GFA (as compared with what was originally shown on the applicable CDP) and shall be updated with each subsequent FDP and site plan approved for the Subject Property. A similar tabulation shall be provided on all site plans for the Subject Property.

B. Tree Canopy Calculation. A tabulation indicating the tree canopy calculations of all property subject to RZ 2010-PR-014 A, B, D and E to be updated with each subsequent FDPA and site plan approved for the Subject Property.

C. TDM Supplement. A copy of the previous TDM Annual Report, if available, to determine progress toward attaining TDM goals and any planned modifications to the TDM program.

D. Sight Distance. Vehicular sight distance lines at all intersections within, and adjacent to, the FDP area overlaid on the Landscape Plan as provided in Proffer 20D.

E. Utilities. Approximate location of existing and proposed utilities to serve the area of the FDP including the location of the any utility vaults and maintenance points to stormwater management facilities overlaid on the Landscape Plan.

F. Proposed Uses. A list of proposed uses and demonstration of how such uses meet the applicable "Use Limitations" of Section 6-505 of the Ordinance.

G. Architectural Elements. Specific information on architectural elements as provided in Proffer 8.

H. Build-to-Lines. Refinement of the build-to-lines based on proposed uses, location of possible outdoor dining areas, and identification of awnings and canopies that extend beyond the building zone, as provided in Proffer 9.

I. Streetscape. A graphic depiction of, and any adjustments to, the activated streetscape elements as provided in Proffer 10 and refinement of, and adjustments to, streetscape elements as provided in Proffer 21.

J. Garage Treatments. Proposed parking garage façade treatments as provided in Proffers 8 and 11.

K. Landscaping. Detailed landscape plans as provided in Proffer 20.

L. Streetscape Furnishings. Submission of a "Streetscape Furnishing and Materials Plan" as provided in Proffer 21.

M. Interim Conditions. Identification of specific proposed interim conditions within the FDP area and outside the FDP area as provided in Proffer 22.

N. Phasing. Identification of specific proposed phased improvements in accordance with Proffer 7 and those generally set forth on the phasing-related exhibits provided on Sheet A-4.0 of the CDP.

O. Parking Spaces. Refinement of the number of parking spaces as provided in Proffer 35.

P. Parks and Recreation. Specific park details, site amenities and substitute recreation facilities as provided in Proffer 48.

Q. Residential Amenities. Specific facilities and amenities to be provided for each residential building

R. Stormwater Management. Identification of specific stormwater management facilities and access points to underground vaults as provided in Proffers 21 and 55.

S. Rights-of-way. Identification of proposed rights-of-way lines associated with public street.

If requested by the District Supervisor, individual FDPs for the Subject Property which are not concurrent with this original rezoning or filed in conjunction with a PCA shall be subject to review by the Board of Supervisors to determine if the FDP is in accordance with the approved CDP and complies with applicable zoning district regulations. The Applicant shall provide written notice to the District Supervisor upon initial submission of each FDP or FDPA application filed after approval of this original rezoning that is not filed concurrently with a PCA application, requesting a determination by the District Supervisor as to whether review by the Board of Supervisors is warranted.

7. Development Phasing. The Proposed Development includes five (5) buildings, which are identified on the CDP as Buildings E1 through E5. Buildings E3 through E5 are new buildings. Development of each new building may proceed in any order provided that each such building provides the phasing conditions depicted for such building on the CDP and that all proffers that apply to such building are addressed with the redevelopment of that building. Where a proffer establishes an obligation that applies to

a building, reference to "Applicant" in such proffer shall mean the party undertaking the development of such building.

The Applicant shall construct the grid of streets and provide pedestrian improvements, public parks, private amenities and public facilities on the Subject Property in conjunction with the development of each new building in accordance with the phasing exhibits provided on Sheet A-4.0 of the CDP and as further described in these Proffers. In addition, interim improvements as outlined in Proffer 22 and as may be determined at time of FDP approval shall be provided commensurate with the construction of each building. Adjustments to the phasing may be approved with FDP approvals without the requirement for a PCA or CDPA, provided the adjustments do not materially adversely affect the other phases. For purposes of these Proffers "construct" shall mean that: 1) a committed road improvement is substantially complete and is available for use by the public for travel whether or not the improvement has been accepted for maintenance by the state, and 2) a committed publicly accessible park space improvement is substantially complete and open to use by the public for use whether or not the improvement has been accepted by the County or FCPA.

ARCHITECTURAL DESIGN

8. Building Design. The architectural treatment of all buildings within the Proposed Development shall create a sense of identity and place, and shall create human scale through the use of unifying elements such as materials, textures, color, window treatments, decorative details, lighting, and landscaping. Buildings shall be designed with high quality architecture and building materials that are typically used on the exterior of Class A office buildings and residential, retail and hotel buildings of a similar quality. FDPs shall specify design information on building materials, architecture, parking garage and loading space treatments, and specific features designed to activate streetscapes as described in Proffer 10. A minimum of 10 percent (10%) of all dwelling units shall be designed and constructed with some Universal Design features as determined by the Applicant to promote visitability.

9. Build-to-Lines. Build-to-lines ("BTL") have been established as depicted on Sheets C-6 and C-6A of the CDP, 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 modifications are in general conformance with the CDP and are shown on an approved FDP. Awnings and other architectural canopies attached to the building frontage that project out from the BTLs shall not extend beyond the building zone, except as may be shown on an approved FDP. At the time of FDP approval, the Applicant shall identify possible locations along the street level for expanded areas for outdoor dining adjacent to cafes and restaurants and shall provide appropriate building zones for such uses.

10. Activated Streetscapes and Ground Floor Elements. The ground floors of Buildings E3, E4 (Option1) and E5 (Option1) shall be designed and constructed with ground floors

having an average floor to floor height of 16 feet to accommodate potential non-residential uses designed to activate the streetscape. In addition, the Applicant shall provide for a hierarchy of activated streetscapes throughout the Subject Property as delineated on Sheet L-10 of the CDP and described below. The specific activation elements to be utilized for each building shall be graphically depicted on the FDP for review and approval.

A. Secondary Pedestrian Corridors. These areas are designed to accommodate moderate pedestrian activity, providing access to the Tysons-Spring Hill Road Metro Station (the "Metro Station") for walkers from the Subject Property and beyond and accommodating access to a variety of uses on the Subject Property. Secondary Circulation Zones shall generally incorporate the following elements, which may be adjusted with approval of an FDP:

(i) Where the ground floors of new buildings incorporate non-residential uses, functioning entry doors into such applicable uses shall be provided with a maximum separation of 75 feet or less, unless a greater separation is needed to accommodate larger tenant spaces or as may be permitted by the Zoning Administrator. Should the requirements of a larger tenant not accommodate multiple entries with a maximum spacing of 75 feet, the design of the façade shall incorporate glazed elements no more than 20 feet apart that are a minimum of 48 square feet in area.

(ii) A minimum 40% of the area of the street front ground floor facades of such buildings shall be constructed with glazed windows and doors or other transparent materials.

(iii) In residential buildings that do not incorporate non-residential uses on part or all of the ground floors, the building design of the primary facades shall incorporate, to the degree feasible, recreational and amenity spaces on the ground floor with a minimum of 40% of the ground floor façade constructed with glazed windows and/or doors or other transparent materials, and/or incorporate entries in to individual dwelling units from the street level. If residential units have direct access to the streetscape from an individual unit, design features shall be employed to provide interior privacy (such as having a ground floor elevation that is above the sidewalk grade).

(iv) Parking structures along the ground floor facades of buildings should be minimized, but where they occur, screening composed of architectural systems designed to restrict views into the garage spaces from street level shall be applied, or the general façade detailing of the building above may be continued to the ground plane.

(v) Loading/trash/service areas along Secondary Circulation Corridors shall be screened from public view through the use of roll down doors or similar treatment.

B. Tertiary Pedestrian Corridors. These areas are designed to accommodate modest pedestrian activity making connections to less intense areas or through alleys. Tertiary Circulation Zones, not located along private alleys, shall incorporate the following elements:

(i) Where the ground floors of new buildings incorporate Non-Residential Uses, a minimum 25% of the area of the ground floor facades of such buildings shall be constructed with glazed windows and doors or other transparent materials.

(ii) In residential buildings that do not incorporate Non-Residential Uses on part or all of the ground floors, efforts shall be made to incorporate, recreational and amenity spaces on the ground floor with appropriate transparency and/or incorporate entries into individual dwelling units from the street level. Residential units that have direct access to the streetscape from an individual unit shall utilize design features to provide interior privacy (such as having a ground floor elevation that is above the sidewalk grade).

(iii) Parking structures along the ground floor facades of buildings should be minimized, but where they occur, screening composed of architectural systems designed to restrict views into the garage spaces from street level shall be applied, or the general façade detailing of the building above may be continued to the ground plane.

(iv) Access to parking garages and loading/trash/service areas may be provided along tertiary circulation zones and from the adjacent private alleys; loading/trash/service areas along tertiary circulation corridors shall be screened from public view through the use of roll down doors or similar treatment

11. Parking Structures. To further the goals of the Comprehensive Plan, above grade parking structures shall incorporate uses or screening at the ground level in keeping with Proffer 10, so as to provide a pleasant and attractive design/experience along the streetscape. In addition, one or more of the following techniques shall be employed to screen garage areas above the street level:

A. Inclusion of an active layer of occupied space;

B. Application of architectural screening materials that may include, but not be limited to, metal framing systems with inserted panels of wire mesh, metal, glass or other materials, and precast concrete or masonry spandrels designed to minimize views into the garage spaces from street level;

C. Continuation of the general façade detailing of the tower above down to the top of the retail level storefront; or

D. Extension of retail signage and architectural expressions above the retail level to provide a variety of storefront experiences, as may be permitted by the Zoning Ordinance or by an approved Comprehensive Sign Plan.

Parking structure design features shall be depicted on the FDP for review and approval.

12. Building Height. The final height for each building and specific steps in building height, including parking podia, shall be determined at the time of site plan or building permit approval, but shall not exceed the maximum building heights shown on the CDP, as measured from average grade. Building and podium heights may be less than the maximum heights shown on the CDP, provided the building retains a similar urban form to that shown on the CDP or the FDP.

Notwithstanding what is shown on the CDP the height of the parking podium serving Buildings E1, E2 and E3 shall not exceed a height of 45 feet as measured from average grade.

Structures that are excluded from the maximum height regulations as set forth in Sect. 2-506 of the Zoning Ordinance may be constructed to a height not to exceed thirty (30) feet from the roof level of the top floor of the building. All building penthouses and rooftop structures shall be integrated into the architecture of the building. The height and extent of any roof top penthouse shall be provided at FDP.

13. Telecommunications Equipment. Telecommunications equipment may be placed on the proposed buildings' rooftops. Any such facilities must comply with the applicable requirements of the Zoning Ordinance and be screened and/or setback sufficiently from the perimeter of the roof and penthouse such that they are not visible from the surrounding streets. Other screening measures may be used such as including the facilities as part of the architecture of the buildings, utilizing compatible colors, or employing telecommunication screening material and flush mounted antennas. Telecommunications equipment may also be architecturally integrated onto the facades of the building where necessary to ensure on-street and/or open space coverage. In addition, the Applicant shall provide for an additional conduit in its utility plans to accommodate future fiber and/or telecommunication connections on the Subject Property.

14. Fire Marshal. The Applicant has coordinated the layouts depicted on the CDP with the Fire Marshal. Further changes to the CDP and future FDPs shall be permitted without the requirement for a CDPA in response to the review of site plans by the Fire Marshal, including adjustments to the streetscape and perimeter building areas as necessary to allow for required emergency vehicle access, provided such modifications are made in consultation with the Fairfax County Department of Planning and Zoning ("DPZ"), FCDOT, and the Office of Community Revitalization ("OCR") and are in substantial conformance with the intent of the CDP, future FDPs and these Proffers.

BUILDING PRACTICES

15. Non-Residential Building Certifications.

A. The Applicant shall include, as part of the building plan submission for any new non-residential building to be constructed on the Subject Property, a list of specific credits within the project's registered version of the U.S. Green Building Council's Leadership in Energy and Environmental Design Core and Shell (LEED®-CS) rating system, or other LEED rating system determined to be applicable by the U.S. Green Building Council (USGBC), or its equivalent (as determined jointly by the Applicant and Fairfax County), that the Applicant anticipate attaining.

Except as otherwise provided below in Paragraph E as an alternative, a LEED or equivalent-accredited professional (the "LEED-AP") who is also a professional engineer or architect shall provide certification statements at the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED-CS Silver certification of the building.

B. The Applicant shall designate the Chief of the Environment and Development Review Branch of the Department of Planning and Zoning as a team member in the USGBC's LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.

C. Prior to the building plan approval for the building to be constructed, the Applicant shall:

(i) Submit documentation, to the Environment and Development Review Branch of DPZ, demonstrating that LEED Silver pre-certification under the Core and Shell program has been attained for that building.. This documentation will demonstrate that the building is anticipated to attain a sufficient number of credits attain LEED Silver certification.

(ii) Post a "green building escrow" in the form of cash or a letter(s) of credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual (PFM), in the amount of $2.00/square foot of GFA, as shown on the approved site plan. This green building escrow shall be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of LEED-CS Silver certification, by the USGBC, under the project's registered version of the LEED-CS 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-CS Silver certification will be sufficient to satisfy this commitment.

D. At the time LEED-CS Silver certification is demonstrated to the Environment and Development Review Branch of DPZ, the escrowed funds and/or letter(s) of credit shall be released to the Applicant.

If the Applicant provides to the Environment and Development Review Branch of DPZ, within three (3) years of issuance of the final Non-RUP for the building, documentation demonstrating that LEED-CS 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-CS Silver certification, 50% of the green building escrow will be released to the Applicant; the other 50% will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of county environmental initiatives.

If the Applicant fails to provide, within three (3) years of issuance of the final Non-RUP for the building, documentation to the Environment and Development Review Branch of DPZ demonstrating attainment of LEED-Silver certification or demonstrating that the building has fallen short of LEED-CS Silver certification by three (3) points or less, 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-Silver certification application has been delayed through no fault of the Applicant, the Applicant's contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the Zoning Administrator, and no release of escrowed funds shall be made to the Applicant or to the County during the extension.

E. As an alternative to the actions outlined in the Paragraphs A, C and D above, the Applicant may choose at its sole discretion to pursue a certification higher than LEED-CS Silver, in which case the LEED-AP 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-CS Gold 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, demonstrating that LEED Gold pre-certification under the Core and Shell program has been attained for that building. This documentation will demonstrate that the building is anticipated to attain a sufficient number of credits to attain LEED-CS Gold 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-CS Gold certification.

Prior to final bond release for the building, the Applicant shall submit documentation to the Environment and Development Review Branch of DPZ, confirming the status of LEED certification.

16. Residential Building Certifications.

A. The Applicant shall include, as part of the building plan submission for the residential building to be constructed on the Subject Property, a list of specific credits within the project's registered version of the U.S. Green Building Council's Leadership in Energy and Environmental Design—New Construction (LEED®-NC) rating system, or other LEED rating system determined to be applicable by the U.S. Green Building Council (USGBC), or its equivalent (as determined jointly by the Applicant and Fairfax County), that the Applicant anticipates attaining.

B. In addition, the Applicant shall designate the Chief of the Environment and Development Review Branch of the Department of Planning and Zoning (DPZ) as a team member in the USGBC's LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.

C. Except as otherwise provided below as an alternative, a LEED or equivalent-accredited professional ("LEED-AP") who is also a professional engineer or licensed architect will provide certification statements at the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED-NC certification of the project.

D. Prior to building plan approval, the Applicant will execute a separate agreement and post, for each building, a "green building escrow," in the form of cash or a letter of credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual ("PFM"), in the amount of $2.00/square foot of GFA. This green building escrow will be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of LEED-NC certification, by the USGBC, under the project's registered version of the LEED-NC rating system or other LEED rating system determined, by the USGBC, to be applicable to each building. The provision to the Environment and Development Review Branch of DPZ of documentation from the USGBC that each building has attained LEED-NC certification will be sufficient to satisfy this commitment. At the time LEED-NC 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 for the building, documentation demonstrating that LEED-NC certification for the building has not been attained but that the building has been determined by the USGBC to fall within three (3) points of attainment of LEED-NC certification, 50% of the green building escrow will be released to the Applicant; the other 50% will be released to Fairfax County (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 for the building, documentation to the Environment and Development Review Branch of DPZ demonstrating attainment of LEED-NC certification or demonstrating that the building has fallen short of LEED-NC certification by more than three (3) points, the entirety of the escrow for that building will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives.

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

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

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

Prior to final bond release for the building, the Applicant shall submit documentation to the Environment and Development Review Branch of DPZ, confirming the status of LEED certification.

17. Sustainable Energy Practices. To promote efficient, renewable and sustainable energy practices, the Applicant shall provide in newly constructed buildings:

A. Electric Vehicle Charging Infrastructure. Each parking garage shall initially be constructed with a minimum of one (1) electric vehicle recharging station that serves two (2) parking spaces and infrastructure (such as conduit) to facilitate additional future recharging stations.

B. Shared Energy. For any site plan that includes more than one building, provide an assessment of the potential, within the area subject to the site plan, 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, provide a narrative discussion regarding the reason(s) for this outcome. At a minimum, the Applicant shall ensure that a utility sleeve through the foundations of the proposed buildings, are sized to accommodate a pipe/facility, a maximum of 12 inches in diameter, allowing potential future energy sharing or alternate energy sources.

C. Energy and Water Data. To the extent there are master electric, gas and water meters for entire buildings, upon request by the County the Applicant shall provide to the County aggregated non-proprietary energy and water consumption data, as practicable, for the each building and the entire Subject Property.

18. Residential Interior Noise Level. The Applicant shall reduce the interior DNL to no more than 45 dBA for residential use of Building E5. At the time of building plan application for Building, E5 the Applicant shall submit to the Chief of the Environment and Development Branch of DPZ (the "E&D Chief"), for approval, and to DPWES, for information only, an acoustical study prepared by a qualified acoustical consultant (the "Indoor Noise Study") addressing indoor noise levels, including proposed noise attenuation measures and materials to ensure compliance with the interior DNL limit of 45 dBA, The Applicant shall not obtain building permits until the E&D Chief has approved the applicable Indoor Noise Study, provided that a failure by the E&D Chief to review and respond to the Applicant within 60 days of receipt of the Indoor Noise Study shall be deemed approval of such study.

19. Bird-Friendly Design Elements. In an effort to reduce bird injury and death due to in-flight collisions with buildings, the Applicant shall include one or more bird friendly design elements, as determined by the Applicant in the architectural plans of each new building on the Subject Property. The bird friendly design elements may include, but not be limited to, the use of color, texture, opacity, patterns, louvers, screens, interior window treatments, or ultraviolet materials that are visible to birds, the angling of outside lights, curbing of excessive or unnecessary night-time illumination in commercial buildings, reduction of bird attracting bird vegetation, the use of decoys and breaking of glass swaths. Nothing herein shall require the Applicant to obtain a bird-friendly LEED credit. Upon the issuance of a building permit for the building, the provisions of this Proffer shall be deemed satisfied to such building.

SITE DESIGN

20. Landscaping. The CDP includes a conceptual landscape plan for the Subject Property consisting of an overall plan and details regarding streetscapes, plazas, publicly accessible park areas including courtyards and private amenity areas. As part of subsequent FDP approvals, more detailed landscape plans for each building phase shall be provided in general conformance with the concepts included on Sheets L-6 through L-9 with adjustments permitted so long as the quantity and quality of the landscaping provided and the function of the space remains consistent with that shown on the CDP. Such plan shall include the location of all known utilities and sight distance requirements overlaid on the planting plan.

As part of the site plan submission for each building phase, the Applicant shall submit to the Urban Forestry Management Division ("UFMD") of the DPWES for review and approval a detailed landscape plan that is in substantial conformance with the quantity and quality of plantings and materials landscaping shown on the approved FDP, and shall include, among other things, irrigation information, 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.

21. Streetscaping. Streetscaping shall be installed on the Subject Property as conceptually illustrated on Sheets L-1 through L-4. Streetscape elements shall include: a landscape 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 and also storefront browsing, outdoor display, outdoor dining, and similar uses adjacent to Retail/Service uses. Streetscaping elements may be adjusted at the time of FDP approval provided the quality of the streetscape and minimum clear pedestrian sidewalks are 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 the UFMD. Revisions may be necessitated to accommodate bus stop shelters, clear zones, and other similar requirements and shall not require a CDPA or FDPA. The Applicant shall retain the services of a certified arborist or Registered Consulting Arborist to monitor the design and inspect the planting of the street trees and shall notify UFMD in writing or by electronic mail no later than three business days prior to tree pit construction to allow for County inspection. Where minimum planting widths of eight (8) feet are not provided, alternative measures either as identified in the Tysons Urban Design Guidelines (endorsed by the Board of Supervisors of January 24, 2012) (the "Tysons Urban Design Guidelines") or as found 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 hardscape areas within the pedestrian realm), with no barrier to root growth within four feet of the base of the tree.

(iii) A minimum soil depth of four (4) feet as measured to the shallow most point of the tree pit as shown in the tree planting details found on Sheet L-7 of the CDP.

(iv) 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. 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. Soil volumes as listed above may be reduced to a minimum of 400 cubic feet per tree where necessary, such as where paving above rooting zones is necessary to accommodate pedestrian traffic or where utility locations preclude greater soil volume.

(v) Soil specifications in planting sites shall be provided in the planting notes to be included in all site plan submissions.

(vi) All shade trees shall be a minimum of 3 to 3.5 inches in caliper at the time of planting; all flowering trees shall be a minimum of 2 inch caliper at the time of planting; and all new evergreen trees shall be a minimum of eight (8) feet in height at the time of planting.

(vii) Trees zones shall be installed with a fully automatic drip irrigation system.

(viii) It is expected that street trees will have to be planted within existing utility easements. The Applicant shall replace any street trees on-site or along its street frontages that are removed for repairs or improvements in those easements. Should replacement of such trees be required of the utility or others under another agreement, this requirement shall not apply to the Applicant.

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

C. Utility Locations. Utilities, including, but not limited to water, sanitary sewer and storm sewer utility lines, shall be installed within the street network to the maximum extent feasible as determined by DPWES or shall be placed in locations

that do not conflict with the landscaped open space areas and streetscape elements shown on the CDP and/or subsequent FDP as determined by DPWES. 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, as determined by the UFMD. A conceptual utility plan shall be overlaid on the landscape plan submitted in the FDP. Adjustments to the type and location of plantings shall be permitted to avoid conflicts with utilities and other site engineering considerations. If at the time of site plan approval, street trees shown on the FDP are in conflict with existing or proposed utilities and alternative locations for the street trees satisfactory to UFMD cannot be accommodated, the Applicant shall modify the location of utilities to ensure that the trees shown on the FDP can be provided.

Maintenance access points to SWM Facilities and electric vaults beneath the streetscape shall be located outside of the clear pedestrian walkway zone of the streetscape to the extent feasible. If the access points must be located in the walkway zone, they shall be designed as a lift out panel with the same paving materials as the walkway (subject to ADA requirements), be flush with the walkway, and meet ADA accessibility requirements. These maintenance access points shall be shown on each FDP.

D. 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 Subject Property, the street tree(s) must be accommodated in another location on the Subject Property, as approved by DPZ in consultation with UFMD.

E. Streetscape Furnishings and Materials and Lighting. Unified and high quality streetscape materials shall be provided and may include, but not be limited to, unit pavers, seat walls, tree space edging, lighting, traffic signal poles, benches, trash receptacles and other hardscape elements. A Streetscape Furnishing and Materials Plan shall be provided as part of 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 and shall ensure that the proposed furnishings do not conflict with sight distance requirements. Materials, furnishings, and lighting shall be compatible with those already identified in the Tysons Corner Urban Design Guidelines for the Tysons West area, as may be

amended and or modified, and shall be coordinated with any streetscape design efforts put forth by the Tysons Partnership, but shall not be subject to approval by Tysons Partnership.

All streetscape lighting shall be energy efficient. All on-site, outdoor and parking garage lighting shall not exceed that permitted under the Outdoor Lighting Standards of Section 14-900 of the Zoning Ordinance, as may be amended. The same or similar street lights shall be used consistently throughout the Proposed Development and be selected from those listed in the Tysons Urban Design Guidelines, or other lights as may be approved by DPZ and OCR. All parking lot and building mounted security lighting shall utilize full cut-off fixtures. Recessed lighting shall be directionally shielded to mitigate the impact on adjacent properties.

F. Signage and Wayfinding. Signage for the Subject Property shall be provided in accordance with the requirements of Article 12 of the Zoning Ordinance. Alternatively, the Applicant may seek approval of a Comprehensive Sign Plan ("CSP"). The placement of all signage on existing/planned public streets is subject to VDOT review and/or approval. Wayfinding signage and elements shall be coordinated with the Tysons Partnership so to facilitate a consistent wayfinding and signage system throughout the district, but shall not be subject to approval by Tysons Partnership. Wayfinding shall provide direction to locations of prominent attractions, parks, cultural arts destinations, and other public amenities.

G. Tysons Urban Design Guidelines. The Applicant shall utilize and follow the Tysons Urban Design Guidelines in the preparation of the streetscape design provided on FDPs. In any instances an inconsistency exists between the Tysons Urban Design Guidelines and the approved CDP/FDP and/or these Proffers, the approved CDP/FDP and these Proffers shall govern.

H. Maintenance. The Applicant or UOA shall maintain and replace in-kind all pedestrian realm elements within the Proposed Development. The pedestrian realm includes all areas between the back of curb and the building zone whether located within the public right-of-way or on private land with public access easements. The Applicant or UOA shall enter into the appropriate agreement, in a form approved by the Office of the County Attorney, with the County (or other public entity, as needed) to permit the Applicant to perform such maintenance. An alternative maintenance agreement, such as a Business Improvement District, may be entered into upon written agreement of both the County and the Applicant without the requirement for a PCA. Maintenance commitments include, but are not limited to:

(i) All plantings including trees, shrubs, perennials, and annuals;

(ii) All associated irrigation elements;

(iii) All hard surfaces;

(iv) All streetscape furnishings including benches, bike racks, trash and recycling receptacles and non-standard structures;

(v) All lighting fixtures;

(vi) All non-VDOT standard sign posts, traffic signal poles, pedestrian signal poles, mast arms, signal heads and control boxes;

(vii) Snow removal;

(viii) Leaf removal;

(ix) Trash, recycling and litter removal;

(x) Decorative retaining walls;

(xi) Special drainage features, such a Low Impact Design facilities; and

(xii) All urban park amenities including horticultural care, maintenance of all water features, irrigation, lighting, furnishings, paving, and art.

Phasing of streetscaping shall occur in the context of individual phases as provided in Proffer 7. 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 22.

22. Interim Conditions and Standards. Due to the size of the Proposed Development and the time anticipated for its build-out, phased redevelopment may result in various interim conditions on the Subject Property. At the time of FDP submission, the Applicant shall identify the specific proposed interim conditions within the FDP area and outside the FDP area and shall ensure such conditions provide reasonable pedestrian connections, vehicular circulation and access, temporary streetscaping and landscaping, public park treatments, and screening/treatment of exposed/partially complete above grade parking structures.

A. If an interim condition/phase includes partial demolition of an existing structure, the FDP for that phase shall include all or a portion of the existing structure as necessary to ensure revisions to parking and on-site circulation for the existing structure are adequate.

B. If interim improvements not located on the Subject Property are contemplated with any FDP, such FDP shall specify how and when such improvements are to be constructed. In the event the Applicant is unable to acquire the right-of-way and/or easements necessary to construct such interim improvement through a cooperative agreement with the owners, the Applicant shall request in writing that Fairfax County acquire the easements or rights-of-way by means of its

condemnation powers as described in Proffer 57. At the time of FDP approval, it shall also be determined what course of action shall be required of the Applicant should the County elect not to use, or is unsuccessful in its attempt to use, its condemnation powers.

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 appropriate:

(i) Construction of interim sidewalks a minimum of a five (5) feet in width and installation of interim street lights along the interim sidewalks, the selection of which shall be approved with the applicable FDP, 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 as determined by UFMD 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 will include interim landscaping, pedestrian pathways, seating, signage, lighting 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 use of temporary art works as a part of the screening system shall also be considered as part of the interim screening system. 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 may be approved with FDP approval.

(vi) Grading and seeding of areas on the Subject Property where existing improvements are removed to accommodate a portion of the Proposed Development, and are not scheduled to commence construction within 12 months.

(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.

TRANSPORTATION IMPROVEMENTS

23. Grid of Streets. For the purposes of these Proffers, Greensboro Drive and Broad Street shall be considered to run east-west and Spring Hill Road and Logan Street shall be considered to run north-south. The Applicant shall construct and open for use to the public a proposed grid of streets as generally located and depicted on Sheets C-6 though C-8 of the CDP and as set forth in these Proffers. The functional classification of those roadways comprising the grid of streets is summarized below:

Street	Classification
Greensboro Drive	Avenue
Spring Hill Road	Avenue
Broad Street	Collector
Logan Street	Service Alley (private)

A. Right-of-Way.

(i) The Applicant shall dedicate right-of-way along the Subject Property's frontage for each of the public streets listed above to the adjacent property line and to a point inclusive of the landscape amenity panel and the sidewalk or to such standard as may be approved on the FDP. The deed of dedication shall include a requirement that the area of the landscape amenity panel/sidewalk, exclusive of the building zone, be utilized for public purposes limited to streetscape improvements, sidewalks, pedestrian access, underground utilities, traffic signal poles, traffic-related and wayfinding signage, bus stops, bus shelters and vehicular ingress and egress to adjacent properties. Should the County not agree with the inclusion of this requirement, the Applicant shall dedicate and convey in fee simple right-of-way measuring 18 inches from the proposed face of the curb line.

(ii) The Applicant shall work diligently with VDOT and Fairfax County during the FDP and site plan approval processes to ensure that the streets and/or the area of the landscape amenity panel/sidewalk can be accepted as public streets. The Applicant shall dedicate and convey in fee simple right-of-way including the area of the landscape amenity panel/sidewalk to the Board of Supervisors at the time of site plan approval, with the following exceptions:

a. If at the time of site plan approval it is determined that stormwater management facilities, electric vaults or other similar facilities proposed to be located beneath the landscape amenity panel/sidewalk will prevent VDOT and/or Fairfax County from

accepting the landscape amenity panel/sidewalk within the right-of-way, the Applicant shall provide dedication measuring 18 inches from the proposed face of curb line and shall reserve for potential future dedication the landscape amenity panel and sidewalk areas. 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. This reservation area shall include easements that 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 the amenity panel/sidewalk area for bus shelters as determined at the time of FDP or site plan. Conveyance of the amenity panel/sidewalk areas to the Board of Supervisors shall occur following construction of the street and streetscape improvements and final street acceptance inspection by Fairfax County and/or VDOT subject to the stipulations in these Proffers.

Should it be determined following final street acceptance inspection that the landscape amenity panel and sidewalk areas continue to be unacceptable to VDOT and/or Fairfax County for inclusion in the right-of-way, the reservation of potential future dedication of the landscape amenity panel and sidewalk areas shall be released and the Applicant shall grant a public sidewalk and utility easement, in a form acceptable to the Office of the County Attorney. 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 the amenity panel area for bus shelters as determined at the time of FDP or site plan.

b. If at the time of site plan approval it is unclear whether stormwater management facilities, electric vaults or other similar facilities proposed to be located beneath the landscape amenity panel/sidewalk will be acceptable to VDOT and/or Fairfax County, the Applicant shall provide dedication measuring 18 inches from the proposed face of curb line at the time of site plan approval and shall reserve for potential future dedication the landscape amenity panel and sidewalk areas. 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. The reservation area shall include easements that 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 the amenity

panel/sidewalk area for bus shelters as determined at the time of FDP or site plan. Conveyance of the amenity panel/sidewalk areas to the Board of Supervisors shall occur following construction of the street and streetscape improvements and final street acceptance inspection by Fairfax County and/or VDOT subject to the stipulations in these Proffers.

Should it be determined following final street acceptance inspection that the landscape amenity panel and sidewalk areas are not acceptable to VDOT and/or Fairfax 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 the Applicant shall grant a public sidewalk and utility easement, in a form acceptable to the Office of the County Attorney. 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 the amenity panel/sidewalk area for bus shelters as determined at the time of FDP or site plan.

(iii) All right-of-way dedications shall be subject to advanced density credit as specified in Proffer 60.

B. Definition of Construct. For purposes of this Proffer "construct" shall mean that the committed road improvement is open to use by the public for travel whether or not the improvement has been accepted for maintenance by VDOT.

C. VDOT Approval. All public street improvements proposed herein shall be subject to VDOT approval and be in general conformance with the standards included in Attachment D (*Transportation Design Standards for Tysons Corner Urban Center)* of the Memorandum of Agreement approved by the Board of Supervisors on September 13, 2011, as may be amended (the "Transportation Design Standards"), subject to modifications as may be granted.

D. Public Street. Broad Street shall be designed and constructed as a public street in general conformance with the Transportation Design Standards as may be amended (subject to modifications as may be granted). The Applicant shall design Broad Street to meet the Transportation Design Standards and be accepted by VDOT for maintenance as a public street and shall diligently work with VDOT and Fairfax County to ensure acceptance. In the event VDOT and FCDOT determine at the time of final street acceptance inspection, that Broad Street does not satisfy VDOT criteria to be accepted in to the State System or if otherwise agreed to by the County at the time of FDP approval or site plan approval, the street shall be maintained as a private street by the Applicant. A public access easement in a form acceptable to the Office of the County Attorney shall be granted for the street and appurtenant facilities associated with any private streets

as well as to facilitate County transit bus, inspection and emergency access; such public access easement to become effective upon completion of the street.

In some instances, the Applicant will be constructing interim street improvements. The Applicant shall work diligently with VDOT and FCDOT to ensure that, when feasible, interim street sections can be accepted for public maintenance by VDOT.

E. Naming. The Applicant reserves the right to provide different names for the streets than those shown on the CDP.

F. Parking Lanes. The Applicant shall accommodate on-street parking throughout the limits of the Subject Property as generally shown on Sheets C-6 through C-8 of the CDP and as may be adjusted with FDP approval. The County and VDOT may restrict parking during peak commuting periods (typically 6:00 to 9:00 AM and 4:00 to 7:00 PM), in order to provide for turning movements to/from the public and/or private street network or to provide additional travel lanes. If requested by the County and/or VDOT, the Applicant shall install signs restricting parking.

The on-street spaces located along private streets may be part of or in addition to the total number of required parking spaces to be provided on the Subject Property. The Applicant reserves the right to restrict the use of those spaces along any private streets and/or on any future public streets prior to dedication for use as temporary or short term parking, car-sharing parking and/or similar uses, through appropriate signage or such other means as the Applicant determines appropriate. If requested by the County, the Applicant shall remove on-street parking to address street capacity needs. Prior to acceptance, the Applicant shall remove any signs the County or VDOT deems necessary to remove.

24. Greensboro Drive.

A. The Applicant shall design and construct Greensboro Drive along the Subject Property's frontage as generally depicted on Sheets C-6 through C-8 of the CDP. Frontage improvements shall provide for relocation/reconstruction of the loading entrance serving Building E1 and the addition of a bicycle lane in each direction with the westbound bicycle lane accommodated within the existing pavement as depicted on Sheets C-6 through C-8 of the CDP and as approved by VDOT.

B. The final design of the improvements to Greensboro Drive as generally described above shall be further refined in conjunction with the submission of FDPs and the site plan for Building E3.

25. Spring Hill Road.

A. The Applicant shall design and construct Spring Hill Road along the Subject Property's frontage as generally depicted on Sheets C-6 through C-8 of the CDP. Frontage improvements shall provide for the typical half section depicted on

Sheet C-8, which includes a raised median with two travel lanes a parking lane and bicycle lane with additional pavement/widening provided at select locations to accommodate certain turning movements and/or pavement transitions as depicted on Sheets C-6 through C-8 of the CDP and as may be required by VDOT. The Applicant shall stripe a bicycle lane on the southbound section of Spring Hill Road (opposite the Subject Property's frontage) if the southbound bicycle lane can be accommodated within the existing pavement and is approved by VDOT.

B. The final design of the improvements to Spring Hill Road as generally described above shall be further refined in conjunction with the submission of FDPs and site plans for Buildings E3 and/or E5 and construction shall be provided in conjunction with the development of Buildings E3 or E5, whichever occurs first.

26. Broad Street. The Applicant shall construct Broad Street from Spring Hill Road to the Subject Property's eastern property line in general accordance with the designs shown on Sheets C-6 through C-8. The Applicant shall construct portions of Broad Street as follows:

A. From Spring Hill Road to East Street, the Applicant shall construct the ultimate section of Broad Street as shown on Sheet C-7, to accommodate a four (4) lane, undivided section with two (2) lanes in each direction, bicycle lanes in each direction and parking lanes where feasible, to align with the ultimate section of Broad Street shown on Sheets C-6 and C-6A and included in RZ 2010-PR-014D. If at the time of FDP or site plan approval for Building E3, Fairfax County or VDOT determines that the section of Broad Street adjacent to Building E3 should be different than that shown on Sheet C-7, the street design may be adjusted without requirement of a PCA, CDPA or FDPA; said adjusted design to occur within the Subject Property and the property subject to RZ 2010-PR-014A. Construction shall occur commensurate with the construction of Building E3.

B. From East Street to the Subject Property's eastern property line, the Applicant shall construct a two (2) lane section including one (1) lane in each direction as shown on Sheet C-7 of the CDP. It is anticipated that this section of Broad Street will be widened to its ultimate section with the future redevelopment of adjacent properties. This street section shall be constructed to match the anticipated grade of the future extension of Broad Street east of the Subject Property. Such interim construction shall occur commensurate with the construction of Building E4.

C. The design of the improvements to Broad Street as generally described above shall be further refined with the first and second FDPs for buildings on the Subject Property with frontage on Broad Street and final design shall be determined in conjunction with the submission of the site plans for the first and second buildings on the Subject Property with frontage on Broad Street. If at the time of FDP approval, the County in conjunction with the Applicant determines that the vehicle lane, bicycle lane, sidewalk, and streetscape configuration should be different than that described in paragraphs A and B above in order to satisfy

VDOT or other engineering requirements, the improvements may be adjusted without requirement of a PCA or CDPA.

D. The Applicant shall provide easements necessary to access the existing parking garage located on property identified as 2012 Tax Map 29-3 ((1)) 46A from future Broad Street should the owners of said property choose to construct such access.

E. Following the Applicant's dedication of right-of-way for Broad Street as provided in Proffer 23A, the Applicant shall provide all necessary easements to facilitate construction of the ultimate width of Broad Street either upon demand of Fairfax County and/or VDOT or with future construction by adjoining property owners.

27. Logan Street.

A. The Applicant shall design and construct Logan Street within the Subject Property from Broad Street to Greensboro Drive following the design as generally depicted on Sheets C-6 through C-8 of the CDP. Logan Street shall be constructed in general accordance with the typical section depicted on Sheet C-8, a Service Alley, with variable pavement/widening provided at select locations to accommodate certain turning movements and/or pavement transitions. Logan Street shall be a private street with parking permitted under the street.

B. The final design of the improvements to Logan Street as generally described above shall be further refined in conjunction with the submission of a FDP and/or site plan for Building E4.

28. Inter-Parcel Access. At the time of site plan approval for Building E4, the Applicant shall record an inter-parcel access easement, in a form approved by the County Attorney, over the service lane located immediately north of Building E4 in order to provide access for future redevelopment of adjacent properties identified on the 2012 Tax Maps as 29-3 ((1)) 63B and 29-3 ((18)).

29. Traffic Signals.

A. Provide a signal is not already installed, a warrant study for the installation of a new traffic signal at the intersection of Broad Street and Spring Hill Road shall be submitted within twelve (12) months after the issuance of the first initial RUP or Non-RUP for each of Buildings E3 and E4. If a signal is deemed warranted by VDOT at that time, the Applicant shall then design, equip and install the signal along with pedestrian enhancements as may be required by VDOT, utilizing any escrowed contributions for the signal received by the County. In the event a signal is not warranted, the Applicant shall escrow with DPWES the building's pro rata share of the signal.

If not previously warranted with Buildings E3 or E4, the Applicant shall submit a warrant study within twelve (12) months after the issuance of the first initial RUP or Non-RUP for the final building to be built on the Subject Property. If

warranted by VDOT at that time, the Applicant shall design, equip and install such signal including pedestrian enhancements as required by VDOT. If not warranted with the last building on the Subject Property, then the Applicant shall be refunded its previously escrowed contributions toward the signal and the Applicant's obligation to construct or in any manner pay for such signal shall be deemed null and void and this Proffer of no further effect.

B. All right-of-way associated with signal equipment (poles, equipment boxes, etc.) on the Subject Property not already dedicated shall be reserved for dedication in fee simple to the Board of Supervisors in accordance with Proffer 23A.

C. If right-of-way and/or easements are needed from other properties in order to install the subject signal and the Applicant is unable to secure such off-site rights-of-way and/or easements then the Applicant shall contribute to Fairfax County its reasonably determined pro-rata share towards the future installation of said signal by others. In such event, the Applicant's obligation to construct or in any manner further pay for such signal is deemed null and void and this Proffer of no further effect.

D. If the County, upon request of the Applicant or on its own initiative, determines that such 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.

30. Bus Shelters. Bus shelter locations shall be evaluated for the property on which a site plan has been submitted for approval for feasibility at the time of site plan approval in consultation with FCDOT and VDOT. Identified bus shelter locations shall be within the landscape amenity panel of the streetscape to the extent feasible and shall not impede convenient access to building entries. Bus shelter locations may necessitate adjustments to street tree locations and other street furnishings from that shown on the CDP which shall be accommodated without the requirement for a CDPA or FDPA.

31. Construction Traffic Management. The Applicant shall prepare and implement a construction management plan during construction of each phase, as appropriate, through its development/construction manager so as to provide safe and efficient pedestrian and vehicle circulation at all times on the Subject Property and on the public roadways adjoining the Subject Property. The management plan shall identify anticipated construction entrances, construction staging areas, construction vehicle routes and procedures for coordination with FCDOT and/or VDOT concerning construction material deliveries, lane or street closures, and/or other construction related activities to minimize disturbance on the surrounding road network.

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

32. Tysons Grid of Streets Transportation Fund. The Applicant shall provide a contribution of $1000 for each residential unit and $6.44 for each square foot of new non-residential space constructed on the Subject Property to Fairfax County for the Tysons Grid of Streets Transportation Fund in keeping with the Guidelines for the Tysons Grid of Streets Transportation Fund adopted by the Board of Supervisors on January 8, 2013, except as may be modified in these Proffers. The contribution amount due shall be adjusted for all creditable expenditures described herein.

The Applicant shall receive credits against the contributions that would otherwise be due to the Tysons Grid Fund for the following costs:

A. Costs incurred by the Applicant in the acquisition of off-site right-of-way and associated easements, including costs borne by the Applicant associated with any Fairfax County condemnation actions, for the construction of off-site public streets and intersection improvements, and

B. Costs incurred by the Applicant for the construction of all or a part of off-site public streets, (not including costs of the Subject Property's frontage improvements).

BICYCLE FACILITIES

33. Bicycle Circulation. In combination with the street and streetscape improvements identified in these Proffers, the Applicant shall provide pavement and, subject to County and VDOT approval, striping for on-road bicycle lanes along the Subject Property's frontages with Greensboro Drive, Spring Hill Road and Broad Street, and striping of bike lanes within the existing pavement on Greensboro Drive and Spring Hill Road opposite the Subject Property's frontages as shown on Sheet C-8 and as may be further provided in these Proffers. Such lanes shall typically be four (4) to six (6) feet in width with the final dimension determined at the time of site plan approval. Bicycle lane striping shall be subject to approval by VDOT.

34. Bicycle Parking. The Applicant shall provide bicycle racks, bike lockers, and bike storage areas throughout the Subject Property, the specific locations of which shall be determined at the time of site plan approval. The bike racks shall be inverted U-style racks or other design approved by FCDOT in consultation with OCR. The total number of bike parking/storage spaces and related facilities shall be consistent with the Fairfax County Policy and Guidelines for Bicycle Parking for each building or group of buildings as determined at site plan.

PARKING

35. Zoning Ordinance Requirements. Parking on the Subject Property shall be provided in accordance with the parking requirements in the PTC District for properties located between ⅛ and ¼ mile from a Metro station as set forth in Sect. 6-509 and Article 11 of the Zoning Ordinance, and as shown on the CDP. The exact number of spaces to be provided shall be refined with approval of an FDP and determined at the time of site plan

approval based on the specific uses, number of residential units and bedroom mix. If changes in the mix of uses or residential bedroom mix result in parking greater than that anticipated on the CDP, the additional parking spaces shall be accommodated within the proposed parking structures, without increasing the height or mass of the parking podia.

36. Phasing of Parking. Parking shall be provided in phases commensurate with development of the Subject Property. Parking spaces in excess of the maximum parking ratios set forth in the Ordinance may be provided in the early phases of development of the Subject Property, provided that at the build-out of the Subject Property, the maximum parking rates are not exceeded. Required parking spaces for an individual building need not be provided on the parcel on which the building is located, but shall be provided within the Subject Property.

37. Commercial Off-Street Parking. The Applicant may provide commercial off-street parking within the existing and/or expanded garage on the Subject Property. This parking shall be in addition to the permitted parking for the proposed uses on the Subject Property.

38. Future Parking Revisions. The Applicant reserves the right to provide parking at revised rates (rates referring to the number of parking spaces provided per dwelling unit for residential uses or per square foot of GFA for Office, Hotel and Retail/Service uses) as may be permitted by a future amendment to the Zoning Ordinance. Optional use of revised rates shall not require a CDPA or PCA, provided there is no increase in the size or height of above-grade parking structures.

39. Parking Stipulations.

    A. The Applicant shall provide controlled access to new parking garages and shall ensure that the control equipment is capable of counting vehicles entering and exiting the garage.

    B. The sale or lease rates of parking spaces shall be "unbundled" from the purchase price or lease rate of the individual dwelling units; meaning a unit's purchase price or lease rate shall be exclusive of parking costs.

TRANSPORTATION DEMAND MANAGEMENT

40. Tysons Transportation Management Association. The Applicant shall contribute to Fairfax County funds for the establishment of a future transportation management association (the "TMA") pursuant to paragraphs A and B hereof, which may be established for the Tysons Corner Urban Center and which all other Tysons property owners will also be required to contribute to.

    A. The Applicant shall make a one-time contribution to the establishment of this future TMA based on a participation rate of $0.10 per gross square foot of new office uses and $0.05 per gross square foot of new residential uses to be constructed on the Subject Property.

B. The contribution to the TMA shall be paid prior to site plan approval for each new residential or office building to be constructed on the Subject Property.

C. If subsequent to the approval of this Rezoning, a Tysons Corner Urban Center-wide TMA is approved by FCDOT and established for the purpose of administering TDM programs in the Urban Center, then the Applicant may, at its sole discretion, join or otherwise become associated with such entity and transfer some or all functions of this TDM Program to the new entity, whereupon this Proffer in whole or in part shall be void and of no further force or effect. Further, if determined by FCDOT that a proactive, private TDM program is no longer necessary, the TDM structure in this Proffer may be rendered null and void in whole or in part without the need for a PCA.

D. If the TMA has not been established within three (3) years after the approval of this Rezoning, this Proffer shall be null and void and with no further effect on the Subject Property. Further, any funds contributed to the TMA by the Applicant would then be returned to the Applicant.

41. Transportation Demand Management Plan. The proffered elements of the TDM Program as set forth below are more fully described in the Spring Hill Station Transportation Demand Management Plan prepared by UrbanTrans dated August 22, 2011 (the "TDM Plan") and such revisions to the Plan as prepared by Wells + Associates, Inc. dated September 2012. It is the intent of this Proffer that the TDM Plan will adapt over time to respond to the changing transportation related circumstances of the Subject Property, the surrounding community and the region, as well as to technological and/or other improvements, all with the objective of meeting the trip reduction goals as set forth in these Proffers. Accordingly, modifications, revisions, and supplements to the TDM Plan, as coordinated with FCDOT, can be made without the need for a PCA provided that the TDM Plan continues to reflect the proffered elements of the TDM Program as set forth below.

A. Definitions. For purposes of this Proffer, "Stabilization" shall be deemed to occur one-year following issuance of the last initial RUP or Non-RUP for the final new building to be constructed on the Subject Property. "Pre-stabilization" shall be deemed to occur any time prior to Stabilization.

B. Trip Reduction Objective. The objective of this TDM Program shall be to reduce the vehicle trips generated by residents and/or office tenants of the Subject Property (i.e., not including trips from hotel and/or retail uses), during weekday peak hours associated with the adjacent streets as more fully described in the TDM Plan, by meeting the percentage vehicle trip reductions established by the Comprehensive Plan as set forth below. These trip reduction percentages shall be multiplied by the total number of new residential and/or office vehicle trips that would be expected to be generated by the new uses developed on the Subject Property as determined by the application of the Institute of Traffic Engineers, 8th Edition, Trip Generation rates and/or equations (the "ITE Trip Generation"), and the number of trips determined by the product of such equation shall be referred

to herein as the "Maximum Trips After Reduction." For purposes of this calculation, the maximum number of dwelling units or the total gross square footage of office uses proposed to be constructed in each new building on the Subject Property, as determined at the time of site plan approval for each building, shall be applied to the calculation described in the preceding sentence. The target reductions shall be as follows:

Development Levels	Percentage Vehicle Trip Reduction
Up to 65 million sq.ft. of GFA	30%
65 million sq.ft. of GFA	35%
84 million sq.ft. of GFA	40%
90 million sq.ft. of GFA	43%
96 million sq.ft. of GFA	45%
105 million sq.ft. of GFA	48%
113 million sq.ft. of GFA	50%

The trip reduction goals outlined above are predicated on the achievement of specific development levels within the Tysons Corner Urban Center as anticipated in the Comprehensive Plan. Prior to undertaking trip measurements, the TPM shall, in consultation with the County, provide a summary of the then existing (i.e., based on RUPs and Non-RUPs issued) development levels in Tysons Corner in order to determine the appropriate vehicle trip reduction goal.

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

C. Process of Implementation. The TDM Program shall be implemented as follows, however modifications, revisions, and supplements to the implementation process as set forth herein and coordinated with FCDOT can be made without requiring a PCA.

(i) TDM Program Manager. If not previously appointed, the Applicant shall appoint and continuously employ, or cause to be employed, a TDM Program Manager (TPM) for Spring Hill Station. If not previously appointed, the TPM shall be appointed by the Applicant no later than sixty (60) days after the issuance of the first building permit for the first new office or residential building to be constructed on the Subject Property. The TPM's duties may be part of other duties associated with the appointee. The Applicant shall notify FCDOT and the District Supervisor in writing within 10 days of the appointment of the TPM. Thereafter the Applicant (or UOA as applicable) shall do the same within ten (10) days of any change in such appointment.

(ii) Reporting and Budgeting. The TPM shall prepare and submit to FCDOT an initial TDM Work Plan ("TDMWP") and Annual Budget no later than 180 days after issuance of the first building permit for the first new building on the Subject Property. Every calendar year thereafter, but no later than February 1st, the TPM shall submit an Annual Report, which may revise the Annual Budget in order to incorporate any new construction on the Subject Property.

The Annual Report shall assess the success of the previous year's program, suggest modifications or enhancements to program elements and establish a budget to cover the costs of implementation of the TDM Program for the coming year. At a minimum the Annual Report shall include:

a. Specific details associated with the monitoring and reporting requirements of the TDM Program in accordance with the TDM Plan;

b. Submission of the results of any Person Surveys and Vehicular Trip Counts conducted on the Subject Property;

c. A summary of the development in Spring Hill Station, as well as the then existing development levels in the Tysons Corner Urban Center;

d. A determination of the applicable Maximum Trips After Reduction for the Subject Property;

e. Details as to the components of the TDM Program that will be put into action that year; and

f. Any revisions to the Annual Budget needed to implement the TDM Program for the coming year. The expected annual budget amounts are described in the TDM Plan.

The Annual Report and Budget shall be reviewed by FCDOT. If FCDOT has not responded with any comments within sixty (60) days after submission, then the Annual Report and Budget shall be deemed approved and the TDM Program elements shall be implemented. If FCDOT responds with comments on the Annual Report and Budget, then the TPM will meet with FCDOT staff within fifteen (15) days of receipt of the County's comments. No later than thirty (30) days after the meeting, the TPM shall submit such revisions to the TDM Program and/or Annual Budget as discussed and agreed to with FCDOT and begin implementation of the approved program and fund the approved Annual Budget.

(iii) TDM Account. If not previously established, the Applicant, through the TPM, shall establish a separate interest bearing account with a bank or other financial institution qualified to do business in Virginia (the "TDM

Account") within 30 days after approval of the Annual Budget. All interest earned on the principal shall remain in the TDM Account and shall be used by the TPM for TDM purposes. The TDM Account shall be funded by the Applicant until the end of the Applicant Control Period and managed by the TPM; thereafter the Account shall be funded by the UOA. The TDM Account shall not be eliminated as a line item in the Subject Property's governing budget and funds in the TDM Account shall not be utilized for purposes other than to fund TDM strategies/programs and/or specific infrastructure needs as may be approved in consultation with FCDOT.

Funding of the TDM Account shall be in accordance with the Annual Budget for the TDM Program elements to be implemented in a year. In no event shall the Spring Hill Station TDM Budget overall exceed $200,000 (this amount shall be adjusted annually as set forth in Proffer 59). The TPM shall provide written documentation to FCDOT demonstrating the establishment of the TDM Account within ten (10) days of its establishment. The TDM Account shall be replenished annually, as necessary, thereafter following the establishment of each year's Annual Budget.

(iv) TDM Remedy Fund. At the same time the TPM establishes and funds the TDM Account, the TPM shall establish a separate interest bearing account (referred to as the "TDM Remedy Fund") with a bank or other financial institution qualified to do business in Virginia. Funding of the TDM Remedy Fund shall be made one time on a building by building basis at the rate of $0.40 per gross square foot of new office uses and $0.30 per gross square foot of new residential uses on the Subject Property. Funding shall be provided by the Applicant prior to the issuance of the first initial RUP or Non-RUP for the applicable new building. This amount shall be adjusted annually as set forth in Proffer 59. Funds from the TDM Remedy Fund shall be drawn upon only for purposes of immediate need for TDM funding and may be drawn on prior to any Annual Budget adjustments as may be required.

(v) TDM Incentive Fund. The "TDM Incentive Fund" is an account into which the Applicant, through the TPM, shall deposit contributions to fund a multimodal incentive program for initial purchasers/lessees within Subject Property. Such contributions shall be made one time on a building by building basis at the rate of $0.02 per gross square foot of new office and/or residential uses to be constructed on the Subject Property and provided prior to the issuance of the first initial RUP or Non-RUP for each new building.

(vi) TDM Penalty Fund. The "TDM Penalty Fund" is an account into which the Applicant, through the TPM, shall deposit penalty payments as may be required pursuant to this Proffer for non-attainment of trip reduction goals.

The County may withdraw funds from the TDM Penalty Fund for the implementation of additional TDM Program elements/incentives and/or congestion management within or proximate to the Spring Hill Station area. To secure the Applicant's obligations to make payments into the TDM Penalty Fund, the Applicant shall provide the County with a letter of credit or a cash escrow as further described below.

Prior to the issuance of the first RUP or Non-RUP for each new building on the Subject Property, the Applicant shall:

a. Establish the TDM Penalty Fund, if not previously established by the TPM.

b. Deliver to the County a clean, irrevocable letter of credit issued by a banking institution approved by the County or escrow cash in an interest-bearing account with an escrow agreement acceptable to DPWES to secure the Applicant's obligations to make payments into the TDM Penalty Fund (the "Letter(s) of Credit or Cash Escrow(s)"). The Letter(s) of Credit or Cash Escrow(s) shall be issued in an amount equal to $0.10 per gross square foot of new office uses and/or $0.05 per gross square foot of new residential uses shown on the approved site plan for each new building on the Subject Property. Until the Letter(s) of Credit or Cash Escrow(s) has been posted, the figures in the preceding sentence shall be adjusted annually as set forth in Proffer 59. Once the Letter(s) of Credit or Cash Escrow(s) has been posted, there shall be no further adjustments or increases in the amount thereof. The Letter(s) of Credit or Cash Escrow(s) shall name the County as the beneficiary and shall permit partial draws or a full draw. The foregoing stated amount(s) of the Letter(s) of Credit or Cash Escrow(s) shall be reduced by the sum of any and all previous draws under the Letter(s) of Credit or Cash Escrow(s) and payments by the Applicant (or the TPM) into the TDM Penalty Fund as provided below.

(vii) Monitoring. The Applicant shall verify that the proffered trip reduction goals are being met through the completion of Person Surveys and Vehicular Trip Counts of residential and/or office uses and/or other such methods as may be reviewed and approved by FCDOT. The results of such Person Surveys and Vehicular Trip Counts shall be provided to FCDOT as part of the Annual Report. Person Surveys and Vehicular Trip Counts shall be collected for the Subject Property beginning one year following issuance of the final initial RUP or Non-RUP for the first new office or residential building to be constructed on the Subject Property. Person Surveys shall be conducted every three (3) years and Vehicular Trip Counts shall be conducted annually until the results of three (3) consecutive traffic counts collected upon Stabilization show that the

applicable trip reduction goals have been met. Thereafter, Person Surveys and Vehicular Trip Counts shall be conducted every five (5) years. Notwithstanding the aforementioned, at any time prior to or after Stabilization, FCDOT may suspend or relieve the Applicant of annual Vehicular Traffic Counts or triennial Person Surveys if conditions warrant.

D. Remedies and Penalties.

(i) Prior to Stabilization. If Prior to Stabilization the TDM Program monitoring reveals that the Maximum Trips After Reduction for the Subject Property is exceeded, the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be, but not limited to those, identified in the TDM Plan and Annual Report.

Such remedial measures shall be funded by the TDM Remedy Fund as may be necessary and based on the expenditure program that follows:

Trip Goals Exceeded	Remedy Expenditure
Up to 1%	No Remedy needed
1.1% 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

If the results of the Vehicular Trip Counts conducted show that the trip reduction goals have been met on the Subject Property for three (3) consecutive years in accordance with the goals outlined in the table below, then a portion of the Remedy Fund as outlined in those same tables below shall be released to the building owners through the TPM. The amount released shall be relative to the amount contributed by those buildings constructed and occupied at the time Vehicular Trip Counts were collected. Any funds remaining in the Remedy Fund after such release shall be carried over to the next consecutive three (3) year period.

Up to 65,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	30%
5.% - 10%	50%
10.1% - 15%	65%
15.1% - 18%	80%
18.1 - 20%	90%
>20%	100%

65-84,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	50%
5% - 10%	65%
10.1% - 13%	80%
13.1% - 15%	90%
>15%	100%

84-90,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	65%
5% - 8%	80%
8.1% - 10%	90%
>10%	100%

90-96,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	80%
5% - 8%	90%
>8%	100%

96-113,000,000 Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
0.0%-4.9%	90%
>5%	100%

113,000,000+ Square Feet of GFA in Tysons	
Meet or Exceed Trip Goal for 3 Years By:	**Cumulative % Remedy Fund Returned**
>0%	100%

There is no requirement to replenish the TDM Remedy Fund at any time. Any cash left in the TDM Remedy Fund shall be released to the Applicant once three (3) consecutive annual Vehicular Trip Counts conducted show that the Maximum Trips After Reduction have not been exceeded.

(ii) Following Stabilization. If the TDM Program monitoring reveals that the Maximum Trips After Reduction for the Subject Property is exceeded, then the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the TDM Plan and Annual Report and funded by the TDM Remedy Fund as may be necessary, commensurate with the extent of deviation from the Maximum Trips After Reduction goal as set forth in accordance with the expenditure schedule outlined above.

If the results of the Vehicular Trip Counts conducted upon-Stabilization show that the trip reduction goals have been met site-wide for three (3) consecutive years in accordance with the goals outlined on the table above, then any remaining Remedy Funds shall be released back to the building owners through the TPM.

If despite the implementation of remedial efforts, the applicable Maximum Trips After Reduction (based on the existing development levels in the Tysons Corner Urban Center as described in this Proffer are still exceeded after three (3) consecutive years, then, in addition to addressing further remedial measures as set forth in this Proffer, the TPM shall be assessed a penalty according to the following:

Exceeded Trip Goals	Penalty
Less than 1%	No Penalty Due
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

Penalties may be incurred in subsequent Stabilization years when the applicable Maximum Trips After Reduction for the Subject Property continue to be exceeded and provided there are funds still available in the Penalty Fund.

The Applicant through the TPM shall make the payments required by this Proffer into the TDM Penalty Fund upon written demand by the County, and the County shall be authorized to withdraw the amounts on deposit in the TDM Penalty Fund. If the TPM fails to make the required penalty payment to the TDM Penalty Fund within thirty (30) days after written

demand, the County shall have the ability to withdraw the penalty amount directly from the Letter(s) of Credit or Cash Escrow(s).

The maximum amount of penalties associated with the Subject Property, and the maximum amount the TPM shall ever be required to pay pursuant to the penalty provisions of this Proffer, including prior to and after Stabilization, shall not in the aggregate exceed the amount of the Letter(s) of Credit or Cash Escrow(s) determined and computed pursuant to the provisions of this Proffer. There is no requirement to replenish the TDM Penalty Fund at any time. The Letter(s) of Credit and/or any cash left in the Cash Escrow(s) shall be released to the Applicant through the TPM once three (3) consecutive Vehicular Trip Counts conducted after Stabilization show that the Maximum Trips After Reduction for the Subject Property have not been exceeded.

E. Additional Trip Counts. If an Annual Report indicates that a change has occurred that is significant enough to reasonably call into question whether the applicable vehicle trip reduction goals are continuing to be met, then FCDOT may require the TPM to conduct additional Vehicular Trip Counts (pursuant to the methodology set forth in the TDM Plan) within 90 days to determine whether in fact such objectives are being met. If any such Vehicular Trip Counts demonstrate that the applicable vehicle trip reduction goals are not being met, then the TPM shall meet with FCDOT to review the TDM strategies in place and to develop modifications to the TDM Plan to address the surplus of trips.

F. Review of Trip Reduction Goals. At any time and concurrent with remedial actions and/or the payment of penalties as outlined herein, the TPM may request that FCDOT review the vehicle trip reduction goals established for the Subject Property and set a revised lower goal for the Subject Property consistent with the results of such surveys and traffic counts provided for by this Proffer. In the event a revised lower goal is established for the Subject Property, the Maximum Trips After Reduction shall be revised accordingly for the subsequent review period without the need for a PCA.

G. Continuing Implementation. The TPM (through the UOA) shall bear sole responsibility for continuing implementation of the TDM Program and compliance with this Proffer at the end of the Applicant Control Period. The TPM shall continue to administer the TDM Program in the ordinary course in accordance with this Proffer including submission of Annual Reports.

H. Notice to Owners. All owners of the Subject Property shall be advised of the TDM Program set forth in this Proffer. The then current owner shall advise all successor owners and/or developers of their funding obligations pursuant to the requirements of this Proffer prior to purchase and the requirements of the TDM Program, including the annual contribution to the TDM Program (as provided herein), shall be included in all initial and subsequent purchase documents.

I. Enforcement. If the TPM fails to submit a report to FCDOT within the time frames required by this Proffer, the TPM shall have sixty (60) days within which to cure such violation. If after such sixty (60) day period the TPM has not submitted the delinquent report, then the TMP (or UOA as applicable) shall be subject to a penalty of $100 per day up to a maximum of $36,500 per incident until such time as the report is submitted to FCDOT. Such penalty shall be paid to Fairfax County to be used for transit, transportation, or congestion management improvements within the vicinity of the Subject Property.

42. Transportation Demand Management for Retail/Hotel Uses. As provided in the above Proffer, certain components of the TDM Plan are applicable to and would benefit the retail and/or hotel uses proposed on the Subject Property. Therefore, the Applicant will provide an additional TDM program tailored to specifically serve any Retail and/or Hotel Uses (the "Retail/Hotel TDM Program") which may be developed on the Subject Property. In no event will remedies and/or penalties be assessed against any such Retail and/or Hotel Uses.

A. Goals of the Retail/Hotel TDM Program. Because tenants of the Retail stores and Hotels and their employees work hours that are atypical of the standard work day, these tenants and their employees do not necessarily travel to and from the Subject Property during Peak Hours. Given this, the Retail/Hotel TDM Program shall encourage Retail tenants, Hotel Guests and the Retail/Hotel employees to utilize transit, carpools, walking, biking and other non-Single Occupancy Vehicle ("non-SOV") modes of transportation to travel to and from the Subject Property rather than focusing on the specific trip reductions during the weekday AM or PM Peak Hours.

B. Components of the Retail/Hotel TDM Program. The Retail/Hotel TDM Program shall include, at a minimum, the components applicable to the Subject Property that are described in this Proffer and the additional components provided below. These additional components may be subsequently amended by mutual agreement between the Applicant and FCDOT. All amendments to the components of the Retail/Hotel TDM Program contained in this Proffer shall be approved by FCDOT and will not require a PCA.

C. Employee/Tenant Meetings. The TPM shall hold, at a minimum, an annual TDM meeting with the Retail store tenants and Hotel Managers, and their respective employees, to review the available transit options, changes in transit service and other relevant transit-related topics. Based on these meetings, the TPM shall work with Fairfax County to consider changes to the relevant services, such as changes to bus schedules, if such changes would provide better service to the Subject Property tenants and their employees.

D. Regional TDM Programs. The TPM shall make information available to Retail store tenants, Hotel Guests and the Retail/Hotel employees about regional TDM programs that promote alternative commuting options. This shall include

information on vanpools, carpools, guaranteed ride home and other programs offered by organizations in the Washington, D.C. Metropolitan Area.

E. Retail/Hotel TDM Program Participation Outreach. The TPM shall endeavor in good faith to encourage participation by Retail store tenants and Hotel Management in the Retail/Hotel TDM Program, including the encouragement of a financial participation by such tenants through their direct offering of transit benefit programs and transit incentives to their employees. The TPM shall include a report to the County with respect to the activities described in the TDM Proffer as part of the Annual Report to be filed with the County. This report shall include detailed accounts of the outreach efforts and the feedback and response from the tenants.

43. Existing Greensboro Corporate Centre Office Uses. Certain components of the TDM Plan are applicable to and would benefit the existing office uses on the Subject Property. The TPM shall make available information on those components to any existing occupied office use which is located on the Subject Property. Such uses shall not be subject to monitoring nor will remedies and penalties be assessed against those existing office uses.

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

A. Traffic conditions, road hazards, construction work zones, and road detours.

B. Arrival times and delays on Metrorail, Tysons Circulator, and area bus routes.

C. Real time parking conditions and guidance to current on-site parking vacancies.

D. Bus stops pre-wired for real-time arrival/departures information.

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

AFFORDABLE/WORKFORCE HOUSING

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

46. 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

Subject Property in accordance with the Board of Supervisors' Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010. Workforce Dwelling Units ("WDUs") shall be provided such that the total number of ADUs, if any, plus the total number of WDUs results in not less than twenty percent (20%) of the total residential units constructed as part of the Proposed Development, thereby treating all of the Subject Property as if it were located within ¼ mile of the Metro Station. The 20% applies to the total number of dwelling units to be constructed on the Subject Property. If ADUs are provided in the development, both the ADUs and the ADU bonus units shall be deducted from the total number of dwelling units on which the WDU calculation is based.

The WDUs generated by each residential building on the Subject Property shall be provided within said building, however the Applicant reserves the right to consolidate the WDUs into one of the buildings with the build-out of the Subject Property and thereby increase the number of WDU units in one of the buildings beyond twenty percent (20%) with a corresponding decrease in the number of WDU units in the other building. The WDUs in each building shall have a bedroom mix similar to that provided in the market rate units in such building. Additionally, in the event that parking spaces are guaranteed to be made available for lease to individual market rate dwelling units, at least one (1) parking space shall be made available for lease by each ADU and/or WDU in the development.

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

47. Office and Non-Residential Contributions to Affordable/Workforce Housing. For new office and other non-residential uses on the Subject Property, the Applicant shall select, within its sole discretion, one of the following two options for contributing toward the provision of affordable and/or workforce housing within Tysons Corner. These contributions shall be made to the Board, be deposited in a specific fund to be used solely for this purpose within Tysons Corner and shall be payable at the time of issuance of the first Non-RUP for the new office or other non-residential buildings on the Subject Property. The options shall consist of either (i) a one-time contribution of $3.00 for each

square foot of GFA of new office or non-residential use, or (ii) an annual contribution of $0.25 for each square foot of GFA of new office or non-residential use continuing for a total of 16 years. Under either option, GFA associated with Retail/Service uses and public uses shall be excluded from the contribution.

PARK AND RECREATIONAL FACILITIES

48. Public Park Space. The Applicant shall provide a park on the Subject Property identified as Urban Park 9 on the CDP. Urban Park 9, located at the corner of Logan Street and Broad Street, is approximately 19,300 square feet in area. This park/plaza shall be provided with the construction of Building E4 and shall include hardscaping, landscaping, an open lawn panel, focal element and outdoor seating, as generally shown on the CDP, with more specific details provided at the time of FDP approval. Additional or substitute recreational facilities to those listed may be approved with the FDP provided such facilities result in an equivalent or enhanced quality of recreational opportunities. Should Building E4 be developed as a residential building, the Applicant shall provide an active recreational facility in Urban Park 9, to be determined at FDP.

The Applicant shall record a public access easement over Urban Park 9 to ensure the park will be open to the general public for periods of times consistent with traditional Fairfax County parks, or other times as agreed to with the FCPA, subject to usual and customary rules and regulations. The Applicant shall provide for perpetual private maintenance of Urban Park 9. A wayfinding and signage system shall be developed at the time of FDP and site plan approval and installed by the Applicant to ensure the park can easily be identified. The Applicant shall coordinate with FCPA to ensure Urban Park 9 is included on the FCPA's website to encourage public use

49. Private Park Space. The Applicant shall enhance and expand existing private park space located between existing Buildings E1 and E2 and adjacent to future Building E3 as shown on Sheet L-8 of the CDP. This area of approximately 41,500 square feet shall include hardscaping, landscaping, a central plaza with the potential for a movable stage, pathways and outdoor tables and seating. Specific details shall be provided with the FDP for Building E3, and additional or substitute recreational facilities to those listed may be approved with the FDP provided such facilities result in an equivalent or enhanced quality of recreational opportunities. The private park enhancements shall be constructed commensurate with the construction of Buildings E3.

50. Private Amenities and Recreation Facilities for Residents. The Applicant shall provide on-site recreational facilities for the future residents of the Subject Property. Pursuant to Par. 2 of Sect. 6-110 of the Zoning Ordinance regarding developed recreational facilities, the Applicant shall expend a minimum of $1700 per market-rate and workforce residential unit on such recreation facilities. Prior to final bond release for the residential building constructed on the Subject Property, the balance of any funds not expended on-site, as determined by DPWES shall be contributed to the FCPA for the provision of recreation facilities serving Tysons Corner.

The specific facilities and amenities to be provided for the residential building shall be determined at the time of FDP approval. Amenities to be provided may include but not be limited to:

A. Private exterior recreational area/courtyard on the upper level of the parking podium with seating areas, specialty landscaping, lawn and/or shaded areas and hardscape areas, and may also include a volleyball court, putting green, bocci court, boules court, board game tables, or similar recreational facility as may be approved with the FDP;

B. Private exterior recreational area 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 bikes, treadmills, weight machines, free weights, etc., but not necessarily staffing; and

D. Clubroom for resident gatherings and/or media/entertainment center.

51. Athletic Field Construction. To address the Comprehensive Plan's recommendations regarding the provision of athletic fields in Tysons, the Applicant shall contribute to the cost of constructing an athletic field within the FCPA's Raglan Road Park (the "Raglan Road Park Field"). The Applicant shall contribute $0.75 per new square foot of GFA constructed on the Subject Property for the construction of the Raglan Road Park Field. The contributions shall be payable at the time of issuance of the first RUP or Non-RUP as applicable, for each new building on the Subject Property.

In the event, the Raglan Road Park Field is constructed by the County or FCPA prior to all proffered funds from the Subject Property being collected, or alternatively Raglan Road Park Field is not constructed, said contributions to the FCPA may be utilized to support the provision of other active recreation facilities either through land acquisition or facility development in Tysons.

PUBLIC FACILITIES

52. Fire and Rescue Station Contribution. The Applicant shall contribute $2.00 per new square foot of GFA constructed on the Subject Property for the construction of a new Fairfax County Fire and Rescue Station (the "New Station") on property subject to RZ 2010-PR-014-B. The contributions shall be payable at the time of issuance of the first RUP or Non-RUP as applicable, for each new building on the Subject Property. Any such contributions due prior to delivery of the New Station to Fairfax County shall be paid by the Applicant to Fairfax County. Any such contributions following the delivery of the New Station to Fairfax County shall be paid by the Applicant directly to the applicant of RZ 2010-PR-014-B, or its successors or assigns. In this instance, the Applicant shall demonstrate to DPZ and DPWES, as applicable, that such contribution has been made prior to the issuance of the first RUP or Non-RUP for each new building.

53. Public School Contribution. Per the Residential Development Criteria Implementation Motion adopted by the Board of Supervisors on September 9, 2002, and revised July, 2006, the Applicant shall contribute $9,378 per expected student (based on ratios of 0.087 student per multi-family residential unit and 0.44 student per single-family attached residential unit) to the Fairfax County School Board to be utilized for capital improvements to schools that serve the Tysons Corner area. Such contribution shall be made on or before the issuance of the first RUP for each residential building on the Subject Property and shall be based on the actual number of dwelling units built in each building.

If prior to site plan approval for the respective residential buildings, the County should modify, on a countywide basis, the expected ratio of students per subject multi-family unit or the amount of the contribution per student, the amount of the contribution shall be modified for that building to reflect the then current ratio and/or contribution.

54. Arts and Entertainment. The Applicant shall coordinate with the Fairfax Arts Council to identify art related uses or artworks that may be appropriate to include in the Proposed Development. Such uses may, at the Applicant's sole discretion, be included on an interim or permanent basis.

STORMWATER MANAGEMENT

55. Stormwater Management.

A. Stormwater Management (SWM) measures for the Subject Property shall be designed to protect receiving waters downstream of Tysons Corner by reducing runoff from impervious surfaces using a progressive approach. This progressive approach shall, to the maximum extent practicable, strive to retain on-site and/or reuse the first inch of rainfall. Proposed SWM and Best Management Practice (BMP) facilities shall follow a tiered approach as identified by the County which may include infiltration facilities (where applicable), rainwater harvesting/detention vaults, runoff reducing and other innovative BMPs.

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 Applicants shall provide green roofs both intensive and/or extensive on new buildings. Other LID techniques may include, but not be limited to, tree box filters, pervious hardscapes/streetscapes, and stormwater reuse for landscape irrigation and air conditioning unit makeup water.

Additionally, the SWM facilities shall be designed to accommodate not just the pre-developed (existing) peak release rates, but also strive to preserve and/or improve the pre-developed (existing) runoff volumes as contemplated within current LEED requirements, depending on the existing impervious condition. The above noted SWM Facilities shall be designed to (where applicable) meet the requirements of LEED 6.1 and 6.2 for each building/phase of the development based upon the LEED Boundary identified with each building/phase.

B. At the time of each FDP, the Applicant shall provide calculations for that phase 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. This requirement may be met on an individual building basis or based upon the total area of the Subject Property excluding existing development. Extended detention facilities and extended release techniques may be used to augment the proposed volume reductions.

Each FDP shall include the location and preliminary design of the SWM facilities including the access points to underground vaults. Access points, detailed at the time of FDP, shall be located outside of the landscape amenity panel and sidewalk zone of the streetscape.

C. With each subsequent site plan, the Applicant shall provide refined calculations illustrating conformance with the proposed volume reductions shown on the FDP. The specific SWM facilities shall be determined at the time of site plan, and as may be approved by the DPWES. While it is anticipated that compliance with the goal of retaining and/or reusing the first inch of rainfall will be confirmed at site plan by utilizing the proposed retention credits identified by Fairfax County as part of their stormwater spreadsheet, the Applicant reserves the right to utilize any combination of LIDs (existing and future) measures to meet this goal, subject to the review and approval of DPWES.

It is understood that seasonal variations in reuse water demand will create fluctuations in the draw down period, and as such, the stormwater system will be designed (to the extent practicable) to not exceed 10 days of storage. If storage time exceeds 10 days, the Applicant shall have the right to discharge excess volumes off site at release rates as allowed by the PFM or approved by the Director. It is further understood that interim or temporary SWM and BMP measures may be required during any interim phase of the Proposed Development.

MISCELLANEOUS

56. Zoning Administrator Consideration. 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 timeframes specified, the Zoning Administrator may agree to a later date for completion of these improvement(s).

57. Condemnation Procedures. Should the development of the Subject Property in accordance with these Proffers require acquisition of property, rights-of-way and/or easements from parcels that are not part of the Subject Property (collectively referred to

as the "Off-Site Parcels"). The Applicant shall use its good faith efforts and offer a reasonable fair market value for said property, right-of-way and/or easements. In the event the Applicant is not able to acquire the property, rights-of way and/or easements from the Off-Site Parcels necessary to fulfill the obligations described herein, the Applicant shall demonstrate its efforts in writing and submit a written request to Fairfax County to acquire the property, rights-of way and easements by means of its condemnation powers.

In conjunction with any such request, the Applicant shall forward to the appropriate County agency: (a) plat, plans and profiles showing the necessary property, rights-of way and/or easements to be acquired; (b) an appraisal, prepared by a MAI (Member of the Appraisal Institute) independent appraiser approved by the County, of the value of the property, rights-of way and/or easements to be acquired and of all damages, if any, to the residue of the Off-Site Parcel; (c) a sixty (60) year title search certificate of the Off-Site Parcel from which the property, rights-of way and/or easement is to be acquired; and (d) cash in an amount equal to appraised value of the property, rights-of-way and easements and of all damages to the residue of the Off-Site Parcel; and (e) a copy of written offers and counteroffers and evidence of owners refusal of such offers and counteroffers. In the event the Owner of the Off-Site Parcel is awarded more than the appraised value of the Off-Site Parcel and of the damages to the residue in a condemnation suit, the Applicant shall pay the amount of the award in excess of cash amount to the County within fifteen (15) calendar days of said award. It is understood that the Applicant upon demand shall pay all other costs incurred by the County in acquiring the easements to the County.

Prior to and during any potential condemnation proceedings, the Applicant, its successors and assigns, shall be permitted, at its own risk, to submit, process and receive approval of the Site Plan and related subdivision plat(s), easement plats, development permits, building plan approvals and building permits for other portions of the Subject Property.

58. Metrorail Tax District Buyout for Certain Residential Uses. At least sixty days prior to recording any residential condominium documents for portions of the Subject Property located within the now existing Phase I Dulles Rail Transportation Improvement District (the "Phase I District"), the Applicant shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to record condominium documents for that portion of the Subject Property. Prior to recording the condominium documents, the Applicant shall pay to Fairfax County a sum equal to the then-present value of Phase I District taxes based on the use of that portion of the Subject Property subject to the condominium prior to this Rezoning that will be lost as a result of recording the condominium documents, in accordance with a formula approved by the Fairfax County Board of Supervisors.

59. Adjustment in Contribution Amounts. All monetary contributions specified in these Proffers, with the exception of the contributions to the Tysons Grid Fund and public schools, shall adjust on a yearly basis from the base month of January 2013 and change effective each January 1 thereafter, based on changes in the Consumer Price Index for all urban consumers [1982-84=100] (not seasonally adjusted) ("CPI-U"), both as permitted by VA. Code Ann. Section 15.2-2303.3.

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

61. Tysons Partnership. The Applicant and successors shall become a member in the Tysons Partnership, or its residential equivalent.

62. Severability. Pursuant to Section 18-204 of the Zoning Ordinance, any portion of the Subject Property may be the subject of a PCA, Special Exception ("SE"), Special Permit ("SP"), or FDPA without joinder and/or consent of the owners of the other portions of the Subject Property, provided that such PCA, SE, SP or FDPA does not materially adversely affect the other phases. Previously approved zoning applications applicable to the balance of the Subject Property that is not the subject of such a PCA, SE, SP or FDPA shall otherwise remain in full force and effect.

63. Successors and Assigns. These Proffers will bind and inure to the benefit of the Applicant and their successors and assigns. Each reference to "Applicant" in this proffer statement shall include within its meaning and shall be binding upon Applicant's successor(s) in interest and/or the owners from time to time of any portion of the Subject Property during the period of their ownership.

64. 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.

{A0545179.DOC / 1 E Proffers 1/16/13 (cln) 003676 000010}

[SIGNATURES BEGIN ON NEXT PAGE]

APPLICANT/AGENT FOR OWNER OF
TAX MAP 29-3 ((1)) 63C

GEORGELAS GROUP LLC

_____

By: Theodore J. Georgelas
Its: Manager

[SIGNATURES CONTINUE ON NEXT PAGE]

114673 v

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
VIKA Virginia, LLC
8180 Greensboro Drive, #200
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)
John F. Amatetti, Charles A. Irish, Jr., Jeffrey B. Amateau, Philip C. Champagne, Robert R. Cochran, Harry L. Jenkins, Kyle U. Oliver, Mark R. Morelock

==========

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)
GD Spring Hill Metro, LLC
8405 Greensboro Drive, #P130
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)
Managers/Members: Theodore J. Georgelas, Jeffrey B. Dierman

==========

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: January 4, 2013
(enter date affidavit is notarized)

1146736

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
GDM Spring Hill Station, LLC
8405 Greensboro Drive, #P130
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)
Managers: Theodore J. Georgelas, Jeffrey B. Dierman, Thomas M. Mulroy
Members: T-Rex Peacock LLC, Georgelas-Springhill, LLC, Georgelas Spring Hill Equity, LLC, DRG-Springhill, LLC, Jeffrey B. Dierman, Tamara S. Dierman
Executive Member: Georgelas-Springhill, LLC

==========

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)
Phoenix Noise & Vibration LLC
5216 Chairman's Court, Suite 107
Frederick, MD 21703

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)
Scott B. Harvey, Karen Q. Marble-Hall, Mark W. Heaney, Rhonda E. Cleveland, Joseph G. Harvey, Tommie J. Harvey

==========

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: January 4, 2013
(enter date affidavit is notarized)

146736

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Transwestern Commercial Services
1667 K Street, N.W., #300
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Robert D. Duncan

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Robert D. Duncan, Chairman; Larry P. Heard, President & CEO; Mark (nmi) Doran, COO; Steve (nmi) Harding, CFO
Directors: Alan Harrington, Caulley Deringer, Colleen Doran, Don Wilson, Brant Landry, Chip Clarke, Dave Rock, Doug Little, Brian Gammill, Chuck Howard, David Baker, Eric Anderson, Eric Johnson, Jack Elmer, Joseph Stevens, Kevin Roberts, [continued, below]

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Transwestern Commercial Services
1667 K Street, N.W., #300
Washington, DC 20006

[directors, continued]

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.)
Directors, continued: George Garfield, Jim Achen, Keith Foery, Larry P. Heard, Gerald P. Trainor, Jonathan Larsen, Ken Page, Larry Mendez, Laurie Dotter, Mike Ogden, Peter Prominski, Robert Bagguley, Mark Doran, Patrick Robinson, Phil McCarthy, Robert D. Duncan, Mark Richardson, Pete Larsen, Reid Caldwell, Ron Davis, Stephen Quazzo, Tamara Kos, Walter Byrd, Steve Harding, Tom Hilley, William Zurek, Steve Pumper, Tom McNearney

(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: January 4, 2013
(enter date affidavit is notarized)

114673v

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
McLean Self Storage, LLC
6718 Whittier Avenue, #220
McLean, VA 22101

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
The Young Group, Inc., Managing Member
Sherwood Properties, LLC (not LEJ, LLC), Member

==========

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

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
The Young Group, Inc.
6718 Whittier Avenue, #220
McLean, VA 22101

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Robert A. Young
Nancy B. Young

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Robert A. Young, President/CEO; Nancy B. Young, VP/Treasurer

(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: January 4, 2013
(enter date affidavit is notarized)

1146736

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Sherwood Properties, LLC
6718 Whittier Avenue, #220
McLean, VA 22101

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Leslie C. Johnson, Manager/Member
Jeffrey M. Johnson, Manager/Member

==========

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

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
RMC-TYCO, L.L.C.
11244F Waples Mill Road
Fairfax, Virginia 22030

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)
Ravenwood Management Company, R.L.L.L.P., Managing Member
Ronald P. Rinaldi, Member
Barbara A. Rinaldi, Member

==========

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

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

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2013
(enter date affidavit is notarized)

1146736

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
MB Peacock, LLC
P.O. Box 3240
McLean, VA 22103

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 B. Peacock, Sole Manager/Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Board of Managers: Michael B. Peacock

Michael B. Peacock, President & CEO

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Peacock Buick, Inc.
P.O. Box 3240
McLean, VA 22103

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)
Michael B. Peacock, Michael J. Peacock, Jennifer D. Peacock, Joan F. Smith, James (nmi) Burns

---

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Michael B. Peacock, Director, President; Michael J. Peacock, VP

(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: January 4, 2013
(enter date affidavit is notarized)

1146736

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Urban Trans Consultants, Inc.
1140 Connecticut Avenue, NW, #777
Washington, DC 20036

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)
Joddie A. Gray
Matthew S. Kaufman
Aaron D. Gaul
Jessica E. Hindman

==========

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)
T-Rex Peacock LLC
8405 Greensboro Drive, Suite P130
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)
T-Rex Peacock Holdings LLC, Sole Member/Manager

==========

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)

1146736

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
T-Rex Peacock Holdings LLC
8405 Greensboro Drive, Suite P130
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)
T-Rex, LLC, Sole Member/Manager

==========

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)
T-Rex, LLC
8405 Greensboro Drive, Suite P130
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)
Members: Thomas M. Mulroy, Mulroy Family Limited Partnership

==========

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.

1146736

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Georgelas-Springhill, LLC,
8405 Greensboro Drive, #P130
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)
Managers/Members: Thodore J. Georgelas, Anthony J. Georgelas, Aaron J. Georgelas

==========

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)
Georgelas Spring Hill Equity, LLC
8405 Greensboro Drive, #P130
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)
Managers/Members: Thodore J. Georgelas, Anthony J. Georgelas

==========

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: January 4, 2013
(enter date affidavit is notarized)

1146726

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
DRG-Springhill, LLC
1313 Dolley Madison Rd, Ste 401
McLean, VA 22101-3952

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)
Manager: Jeffrey B. Dierman
Members: Jeffrey B. Dierman, Tamara S. Dierman, Dierman Children Investors, LLC, Katherine (nmi) Baumgartner, Victoria B. Larson

==========

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)
Dierman Children Investors, LLC
1313 Dolley Madison Rd, Ste 401
McLean, VA 22101-3952

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)
Managers: Jeffrey B. Dierman, Tamara S. Dierman
Members: Christopher B. Dierman, Nicholas A. Dierman, Whitney A. Dierman, Tanner A. Dierman

==========

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: January 4, 2013
(enter date affidavit is notarized)

1146736

for Application No. (s): RZ 2010-PR-014-D
(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)
B.P. Realty, L.P.
P.O. Box 3240
McLean, VA 22103

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

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

General Partner:
MB Peacock, LLC

Limited Partners:
Michael B. Peacock
Peacock Buick, Inc.
Norman Bernstein Family Generation Trust dated April 12, 2006 f/b/o Michael J. Peacock, Jennifer D. Peacock and Michael B. Peacock

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

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

Rezoning Attachment to Par. 1(c)

DATE: January 4, 2013
(enter date affidavit is notarized)

1146736

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

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

Ravenwood Management Company, R.L.L.L.P.
11244F Waples Mill Road
Fairfax, Virginia 22030

(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**)

General Partners:
Paul D. Rinaldi
Victor F. Rinaldi

Limited Partners:
John E. Rinaldi
Katreen L. Lombardo
Elizabeth (nmi) Williams
Daniel (nmi) Rinaldi
Ralph D. Rinaldi
Margaret A. Cottrell
Katherine L. Siu
Carrie G. Rinaldi
Katreen K. Rinaldi
Mary M. Rinaldi

(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: January 4, 2013
(enter date affidavit is notarized)

114673b

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

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

Mulroy Family Limited Partnership
8405 Greensboro Drive, Suite P130
McLean, VA 22102

(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**)

General Partner: Thomas M. Mulroy

Limited Partners:
Thomas M. Mulroy
Dorothy E. Mulroy
Mulroy 1999 Family Trust f/b/o Faith E. Mulroy, Thomas J. Mulroy, Michael J. Mulroy

(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: January 4, 2013
(enter date affidavit is notarized)

1146731

for Application No. (s): RZ 2010-PR-014-D
(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: January 4, 2013
(enter date affidavit is notarized)

1146735

for Application No. (s): RZ 2010-PR-014-D
(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.)

Within the twelve-month period prior to the public hearing, Theodore J. Georgelas donated excess of $100 to Pat Herrity for Supervisor.

(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: Elizabeth D. Baker

(check one) [ ] Applicant [✓] Applicant's Authorized Agent

Elizabeth D. Baker, agent
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 4 day of January 2013, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K Follin
Notary Public

My commission expires: 11/30/2015

KIMBERLY K. FOLLIN
Registration # 283945
Notary Public
COMMONWEALTH OF VIRGINIA

REZONING AFFIDAVIT

DATE: January 4, 2013
(enter date affidavit is notarized)

I, Elizabeth D. Baker, agent, do hereby state that I am an
(enter name of applicant or authorized agent)

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

1175656

in Application No.(s): FDP 2010-PR-014D
(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)
Georgelas Group LLC Agents: Aaron J. Georgelas Jonathan M. Adler Theodore J. Georgelas Russell E. Whitworth	8405 Greensboro Drive, #P130 McLean, VA 22102	Applicant/Contract Purchaser of Tax Map 29-3 ((1)) 54A
B.P. Realty, L.P. Agents: Michael J. Peacock Michael B. Peacock	P.O. Box 3240 McLean, VA 22103	Title Owner of Tax Map 29-3 ((1)) 54A

(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)

117565b

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): FDP 2010-PR-014D
(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)
R2L:Architects, PLLC Agents: Thomas J. Lenar Sacha M. Rosen Lee D. Rubenstein Gaston W. Dietz	3222 N Street NW #500 Washington, DC 20007	Architect/Agent
WDG Architecture, PLLC Agents: Siti N. Abdul-Rahman C.R. George Dove	1025 Connecticut Avenue, NW Washington, DC 20036	Architect/Agent
ParkerRodriguez, Inc. Agents: Trini M. Rodriguez Daniel A. Avrit Barbara J. Coulston	101 N. Union Street, #320 Alexandria, VA 22314	Landscape Architects/Agent
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C. Agents: Martin D. Walsh Lynne J. Strobel Timothy S. Sampson M. Catharine Puskar Sara V. Mariska G. Evan Pritchard Jonathan D. Puvak Elizabeth D. Baker Inda E. Stagg Elizabeth A. McKeeby	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Agent

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

Rezoning Attachment to Par. 1(a)

DATE: January 4, 2013
(enter date affidavit is notarized)

117565

for Application No. (s): FDP 2010-PR-014D
(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)
VIKA, Incorporated Agents: John F. Amatetti Robert R. Cochran Robert J. Bosco Philip C. Champagne	8180 Greensboro Drive, #200 McLean, VA 22102	Engineer/Agent
VIKA Virginia, LLC Agents: John F. Amatetti Robert R. Cochran Robert J. Bosco Philip C. Champagne	8180 Greensboro Drive, #200 McLean, VA 22102	Engineer/Agent
M.J. Wells & Associates, Inc. Agents: Terence J. Miller Robin L. Antonucci Christopher R. Kabatt Michael R. Pinkoske Justin B. Schor Courtney J. Menjivar Samuel W. Beneck	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation 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: January 4, 2013
(enter date affidavit is notarized)

1175650

for Application No. (s): FDP 2010-PR-014D
(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)
Georgelas Group LLC
8405 Greensboro Drive, #P-130
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 SHAREHOLDERS: (enter first name, middle initial, and last name)
Georgelas Management, Inc., sole Member
Theodore J. Georgelas, Manager

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

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

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

Rezoning Attachment to Par. 1(b)

1175656

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): FDP 2010-PR-014D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Washington, DC 20036

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)
Managing Members: C. R. George Dove, Malcolm D. Dixon, Frederick B. Hammann II, Eric J. Liebmann, Marc Nathanson (nmi), Jeffrey A. Morris
Member: Robert C. Keane

==========

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)
VIKA, Incorporated
8180 Greensboro Drive, Suite 200
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)
John F. Amatetti, Charles A. Irish, Jr., Harry L. Jenkins, Robert R. Cochran, Mark G. Morelock, Jeffrey B. Amateau, Kyle U. Oliver
Philip C. Champagne

==========

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: January 4, 2013
(enter date affidavit is notarized)

117565v

for Application No. (s): FDP 2010-PR-014D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
ParkerRodriguez, Inc.
101 N. Union Street, Suite 320
Alexandria, VA 22314-3231

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)
Trini M. Rodriguez
James E. Parker

==========

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

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

==========

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

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

TITLE OWNER OF TAX MAP 29-3 ((1)) 63C

GREENSBORO CENTER LIMITED PARTNERSHIP

By: Greensboro Center's, Inc., its general partner

_____

By: Theodore J. Georgelas
Its: President

[SIGNATURES END]

REZONING AFFIDAVIT

DATE: January 4, 2013
(enter date affidavit is notarized)

I, Elizabeth D. Baker, agent, do hereby state that I am an
(enter name of applicant or authorized agent)

(check one) [ ] applicant
[✓] applicant's authorized agent listed in Par. 1(a) below 1146736

in Application No.(s): RZ 2010-PR-014-D
(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)
Georgelas Group LLC Agents: Aaron J. Georgelas Jonathan M. Adler Theodore J. Georgelas	8405 Greensboro Drive, #P130 McLean, VA 22102	Applicant/Contract Purchaser of Tax Map 29-3 ((1)) 57B and 57G and 29-1 ((1)) 18C/Agent for GD Spring Hill Metro, LLC and GDM Spring Hill Station, LLC
B.P. Realty, L.P. Agents: Michael J. Peacock Michael B. Peacock	P.O. Box 3240 McLean, VA 22103	Title Owner of Tax Map 29-3 ((1)) 54A

(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: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

1146736

(**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)
McLean Self Storage, LLC Agent: Robert A. Young	6718 Whittier Avenue, #220 McLean, VA 22101	Title Owner of Tax Map 29-3 ((1)) 57
RMC-TYCO, L.L.C. Agents: Ronald P. Rinaldi Paul D. Rinaldi Victor F. Rinaldi John E. Rinaldi Ralph D. Rinaldi	11244F Waples Mill Road Fairfax, Virginia 22030	Title Owner of Tax Map 29-1 ((1)) 18C and 29-3 ((1)) 57G
The Board of Supervisors of Fairfax County, Virginia County Executive/Agent Edward L. Long, Jr.	12000 Government Center Parkway, #533 Fairfax, VA 22035	Title Owner of Tax Map 29-3 ((1)) 57B
GD Spring Hill Metro, LLC Agents: Aaron J. Georgelas Jonathan M. Adler Theodore J. Georgelas Jeffrey B. Dierman	8405 Greensboro Drive, #P130 McLean, VA 22102	Contract Purchaser of Tax Map 29-3 ((1)) 57
Transwestern Commercial Services Agent: Gerald P. Trainor	1667 K Street, N.W., #300 Washington, DC 20006	Real Estate Broker/Agent for Title Owner of Tax Map 29-3 ((1)) 54A

(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: January 4, 2013
(enter date affidavit is notarized)

1146736

for Application No. (s): RZ 2010-PR-014-D
(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)
WDG Architecture, PLLC Agents: Siti N. Abdul-Rahman C.R. George Dove	1025 Connecticut Avenue, NW Washington, DC 20036	Architect/Agent
ParkerRodriguez, Inc. Agents: Trini M. Rodriguez Daniel A. Avrit Barbara J. Coulston	101 N. Union Street, #320 Alexandria, VA 22314	Landscape Architects/Agent
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C. Agents: Martin D. Walsh Lynne J. Strobel Timothy S. Sampson M. Catharine Puskar Sara V. Mariska G. Evan Pritchard Jonathan D. Puvak Elizabeth D. Baker Inda E. Stagg Elizabeth A. McKeeby	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Agent
GDM Spring Hill Station, LLC Agents: Theodore J. Georgelas Jeffrey B. Dierman Thomas M. Mulroy Aaron J. Georgelas Jonathan M. Adler	8405 Greensboro Drive, #P130 McLean, VA 22102	Contract Purchaser of Tax Map 29-3 ((1)) 54A

(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: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

114736

(**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)
VIKA, Incorporated Agents: John F. Amatetti Robert R. Cochran Robert J. Bosco Philip C. Champagne	8180 Greensboro Drive, #200 McLean, VA 22102	Engineer/Agent
VIKA Virginia, LLC Agents: John F. Amatetti Robert R. Cochran Robert J. Bosco Philip C. Champagne	8180 Greensboro Drive, #200 McLean, VA 22102	Engineer/Agent
M.J. Wells & Associates, Inc. Agents: Terence J. Miller Robin L. Antonucci Christopher R. Kabatt Justin B. Schor Courtney J. Menjivar Michael R. Pinkoske Samuel W. Beneck	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation Consultant/ Agent
Phoenix Noise & Vibration LLC Agent: Scott B. Harvey	5216 Chairman's Court, Suite 107 Frederick, MD 21703	Noise Consultant/Agent
Urban Trans Consultants, Inc. Agents: Matthew S. Kaufman Larry Filler (nmi)	1140 Connecticut Avenue, NW, #777 Washington, DC 20036	TDM 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: January 4, 2013
(enter date affidavit is notarized)

114673v

for Application No. (s): RZ 2010-PR-014-D
(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)
Georgelas Group LLC
8405 Greensboro Drive, #P-130
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 SHAREHOLDERS: (enter first name, middle initial, and last name)
Georgelas Management, Inc., sole Member
Theodore J. Georgelas, Manager

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

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

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

114673b

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Washington, DC 20036

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)
Managing Members: C. R. George Dove, Malcolm D. Dixon, Frederick B. Hammann II, Eric J. Liebmann, Marc Nathanson (nmi), Jeffrey A. Morris
Members: Robert C. Keane

==========

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)
VIKA, Incorporated
8180 Greensboro Drive, Suite 200
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)
John F. Amatetti, Charles A. Irish, Jr., Harry L. Jenkins, Robert R. Cochran, Mark G. Morelock, Jeffrey B. Amateau, Kyle U. Oliver
Philip C. Champagne

==========

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)

1146736

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
ParkerRodriguez, Inc.
101 N. Union Street, Suite 320
Alexandria, VA 22314-3231

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)
Trini M. Rodriguez
James E. Parker

==========

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

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

==========

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

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

Rezoning Attachment to Par. 1(b)

114673b

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-D
(enter County-assigned application number (s))

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

==========

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

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Georgelas Management, Inc.
8405 Greensboro Drive, #P130
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)
Theodore J. Georgelas
Anthony J. Georgelas

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Officers: Theodore J. Georgelas, President; Anthony J. Georgelas, VP; William M. Galayda, Secretary
Directors: Theodore J. Georgelas, Anthony J. Georgelas

(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)

117565b

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): FDP 2010-PR-014D
(enter County-assigned application number (s))

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

==========

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

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Georgelas Management, Inc.
8405 Greensboro Drive, #P130
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)
Theodore J. Georgelas
Anthony J. Georgelas

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Officers: Theodore J. Georgelas, President; Anthony J. Georgelas, VP; William M. Galayda, Secretary
Directors: Theodore J. Georgelas, Anthony J. Georgelas

(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)

1178656

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): FDP 2010-PR-014D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
VIKA Virginia, LLC
8180 Greensboro Drive, #200
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)
John F. Amatetti, Charles A. Irish, Jr., Jeffrey B. Amateau, Philip C. Champagne, Robert R. Cochran, Harry L. Jenkins, Kyle U. Oliver, Mark R. Morelock

==========

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)
R2L:Architects, PLLC
1052 Potomac 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)
Thomas J. Lenar
Sacha M. Rosen
Lee D. Rubenstein

==========

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)

1175656

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): FDP 2010-PR-014D
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
MB Peacock, LLC
P.O. Box 3240
McLean, VA 22103

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 B. Peacock, Sole Manager/Member

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Board of Managers: Michael B. Peacock

Michael B. Peacock, President & CEO

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Peacock Buick, Inc.
P.O. Box 3240
McLean, VA 22103

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)
Michael B. Peacock, Michael J. Peacock, Jennifer D. Peacock, Joan F. Smith, James (nmi) Burns

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Michael B. Peacock, Director, President; Michael J. Peacock, VP

(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: January 4, 2013
(enter date affidavit is notarized)

1175656

for Application No. (s): FDP 2010-PR-014D
(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)
B.P. Realty, L.P.
P.O. Box 3240
McLean, VA 22103

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

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

General Partner:
MB Peacock, LLC

Limited Partners:
Michael B. Peacock
Peacock Buick, Inc.
Norman Bernstein Family Generation Trust dated April 12, 2006 f/b/o Michael J. Peacock, Jennifer D. Peacock and Michael B. Peacock

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

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

REZONING AFFIDAVIT

DATE: January 4, 2013
(enter date affidavit is notarized)

1175656

for Application No. (s): FDP 2010-PR-014D
(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: January 4, 2013
(enter date affidavit is notarized)

1175656

for Application No. (s): FDP 2010-PR-014D
(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.)

Within the twelve-month period prior to the public hearing, Theodore J. Georgelas donated excess of $100 to Pat Herrity for Supervisor.

(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: Elizabeth D. Baker

(check one) [ ] Applicant [✓] Applicant's Authorized Agent

Elizabeth D. Baker, agent
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 4 day of January 2013, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K Follin
Notary Public

My commission expires: 11/30/2015

KIMBERLY K. FOLLIN
Registration # 283945
Notary Public
COMMONWEALTH OF VIRGINIA

FORM RZA-1 Updated (7/1/06)

REZONING AFFIDAVIT

DATE: January 4, 2013
(enter date affidavit is notarized)

I, Elizabeth D. Baker, agent, do hereby state that I am an
(enter name of applicant or authorized agent)

(check one) [ ] applicant
[✓] applicant's authorized agent listed in Par. 1(a) below 11467/6

in Application No.(s): RZ 2010-PR-014-E
(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)
Georgelas Group LLC Agents: Aaron J. Georgelas Jonathan M. Adler Theodore J. Georgelas	8405 Greensboro Drive, #P130 McLean, VA 22102	Applicant/Agent for Owner of Tax Map 29-3 ((1)) 63C
Greensboro Center Limited Partnership Agents: Theodore J. Georgelas Aaron J. Georgelas	8405 Greensboro Drive, #P-130 McLean, VA 22102	Title Owner of Tax Map 29-3 ((1)) 63C

(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: January 4, 2013
(enter date affidavit is notarized)

114671v

for Application No. (s): RZ 2010-PR-014-E
(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)
WDG Architecture, PLLC Agents: Siti N. Abdul-Rahman C.R. George Dove	1025 Connecticut Avenue, NW Washington, DC 20036	Architect/Agent
ParkerRodriguez, Inc. Agents: Trini M. Rodriguez Daniel A. Avrit Barbara J. Coulston	101 N. Union Street, #320 Alexandria, VA 22314	Landscape Architects/Agent
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C. Agents: Martin D. Walsh Lynne J. Strobel Timothy S. Sampson M. Catharine Puskar Sara V. Mariska G. Evan Pritchard Jonathan D. Puvak Elizabeth D. Baker Inda E. Stagg Elizabeth A. McKeeby	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Agent

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

Rezoning Attachment to Par. 1(a)

DATE: January 4, 2013
(enter date affidavit is notarized)

11467/v

for Application No. (s): RZ 2010-PR-014-E
(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)
VIKA, Incorporated Agents: John F. Amatetti Robert R. Cochran Robert J. Bosco Philip C. Champagne	8180 Greensboro Drive, #200 McLean, VA 22102	Engineer/Agent
VIKA Virginia, LLC Agents: John F. Amatetti Robert R. Cochran Robert J. Bosco Philip C. Champagne	8180 Greensboro Drive, #200 McLean, VA 22102	Engineer/Agent
M.J. Wells & Associates, Inc. Agents: Terence J. Miller Robin L. Antonucci Christopher R. Kabatt Justin B. Schor Courtney J. Menjivar Michael R. Pinkoske Samuel W. Beneck	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation Consultant/ Agent
Phoenix Noise & Vibration LLC Agent: Scott B. Harvey	5216 Chairman's Court, Suite 107 Frederick, MD 21703	Noise Consultant/Agent
Urban Trans Consultants, Inc. Agents: Matthew S. Kaufman Larry Filler (nmi)	1140 Connecticut Avenue, NW, #777 Washington, DC 20036	TDM 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: January 4, 2013
(enter date affidavit is notarized)

114671-6

for Application No. (s): RZ 2010-PR-014-E
(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)
Georgelas Group LLC
8405 Greensboro Drive, #P-130
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 SHAREHOLDERS: (enter first name, middle initial, and last name)
Georgelas Management, Inc., sole Member
Theodore J. Georgelas, Manager

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

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

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

114671b

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-E
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
WDG Architecture, PLLC
1025 Connecticut Avenue, NW
Washington, DC 20036

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)
Managing Members: C. R. George Dove, Malcolm D. Dixon, Frederick B. Hammann II, Eric J. Liebmann, Marc Nathanson (nmi), Jeffrey A. Morris
Member: Robert C. Keane

==========

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)
VIKA, Incorporated
8180 Greensboro Drive, Suite 200
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)
John F. Amatetti, Charles A. Irish, Jr., Harry L. Jenkins, Robert R. Cochran, Mark G. Morelock, Jeffrey B. Amateau, Kyle U. Oliver
Philip C. Champagne

==========

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.

114671 v

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-E
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
ParkerRodriguez, Inc.
101 N. Union Street, Suite 320
Alexandria, VA 22314-3231

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)
Trini M. Rodriguez
James E. Parker

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

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

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

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2013
(enter date affidavit is notarized)

11467/6

for Application No. (s): RZ 2010-PR-014-E
(enter County-assigned application number (s))

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

==========

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

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Georgelas Management, Inc.
8405 Greensboro Drive, #P130
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)
Theodore J. Georgelas
Anthony J. Georgelas

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Officers: Theodore J. Georgelas, President; Anthony J. Georgelas, VP; William M. Galayda, Secretary
Directors: Theodore J. Georgelas, Anthony J. Georgelas

(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)

114676

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-E
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Greensboro Center's, Inc.
8405 Greensboro Drive, #P-130
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)
Greensboro Center Subtier Limited Partnership, Sole Member

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Theodore J. Georgelas, President/Treasurer; Richard M. Patrick, VP/Secretary
Directors: Theodore J. Georgelas, Richard M. Patrick, Kenneth J. Uva

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
VIKA Virginia, LLC
8180 Greensboro Drive, #200
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)
John F. Amatetti, Charles A. Irish, Jr., Jeffrey B. Amateau, Philip C. Champagne, Robert R. Cochran, Harry L. Jenkins, Kyle U. Oliver, Mark R. Morelock

==========

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: January 4, 2013
(enter date affidavit is notarized)

114676

for Application No. (s): RZ 2010-PR-014-E
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Greensboro Drive Acquisition Company LLC
8405 Greensboro Drive, #P-130
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)
Managers: Richard M. Patrick, Theodore J. Georgelas
Members: Theodore J. Georgelas, Rachel D. Georgelas, Thomas G. Georgelas, Vickie J. Georgelas, John G. Georgelas, Angelina F. Georgelas, Anthony J. Georgelas, Carol C. Georgelas, John P. Geiger, Katherine P. Geiger, Greensboro Associates LLC

==========

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)
Greensboro Associates LLC
8405 Greensboro Drive, #P-130
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)
Manager/Member: Richard M. Patrick

==========

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: January 4, 2013
(enter date affidavit is notarized)

11467b

for Application No. (s): RZ 2010-PR-014-E
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Greensboro Center Subtier, Inc.
8405 Greensboro Drive, #P-130
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)
Richard M. Patrick, Theodore J. Georgelas

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Theodore J. Georgelas, President/Treasurer; Richard M. Patrick, VP/Secretary
Director: Robert J. Bradley, Jr.

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Tysons Equity Investors, L.L.C.
8405 Greensboro Drive, #P-130
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)
Members: Richard M. Patrick, Thomas M. Mulroy, Georgelas Family Limited Partnership

---

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)

11467/v

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-E
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Phoenix Noise & Vibration LLC
5216 Chairman's Court, Suite 107
Frederick, MD 21703

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)
Scott B. Harvey, Karen Q. Marble-Hall, Mark W. Heaney, Rhonda E. Cleveland, Joseph G. Harvey, Tommie J. Harvey

==========

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)
Urban Trans Consultants, Inc.
1140 Connecticut Avenue, NW, #777
Washington, DC 20036

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)
Joddie A. Gray
Matthew S. Kaufman
Aaron D. Gaul
Jessica E. Hindman

==========

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: January 4, 2013
(enter date affidavit is notarized)

114671-6

for Application No. (s): RZ 2010-PR-014-E
(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)
Greensboro Center Limited Partnership
8405 Greensboro Drive, #P-130
McLean, VA 22102

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

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

General Partner:
Greensboro Center's, Inc.

Limited Partners:
Greensboro Center Subtier Limited Partnership
Greensboro Drive Acquisition Company LLC

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

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

Rezoning Attachment to Par. 1(c)

114671-b

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-E
(enter County-assigned application number (s))

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

Greensboro Center Subtier Limited Partnership
8405 Greensboro Drive, #P-130
McLean, VA 22102

(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**)

General Partner:
Greensboro Center Subtier, Inc.

Limited Partner:
Tysons Equity Investors, L.L.C.

(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)

11467|6

DATE: January 4, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ 2010-PR-014-E
(enter County-assigned application number (s))

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

Georgelas Family Limited Partnership
8405 Greensboro Drive, #P-130
McLean, VA 22102

(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**)

General Partner:
Theodore J. Georgelas

Limited Partners:
Theodore J. Georgelas
Rachel S. Georgelas
Vickie J. Georgelas
Angelina F. Georgelas
Anthony J. Georgelas
Carol C. Georgelas

(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: January 4, 2013
(enter date affidavit is notarized)

114671b

for Application No. (s): RZ 2010-PR-014-E
(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: January 4, 2013
(enter date affidavit is notarized)

1146746

for Application No. (s): RZ 2010-PR-014-E
(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.)

Within the twelve-month period prior to the public hearing, Theodore J. Georgelas donated excess of $100 to Pat Herrity for Supervisor.

(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: Elizabeth D. Baker

(check one) [ ] Applicant [✓] Applicant's Authorized Agent

Elizabeth D. Baker, agent
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 4 day of January 2013, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2015

KIMBERLY K. FOLLIN
Registration # 283945
Notary Public
COMMONWEALTH OF VIRGINIA

FORM RZA-1 Updated (7/1/06)

E. Public East Sky Park (5) – an elevated park of approximately 13,500 square feet to be located a top the parking podium of Building D6 as depicted on the CDP. Well marked entrances and elevators to the East Sky Park shall be provided from Pierpoint Street and Leesburg Pike, similar in character to that shown on Sheet A-19.0 of the CDP. As shown on Sheet L-13 and L-14 of the CDP, the East Sky Park shall include:

(i) play area for children ages 2-5;

(ii) play area for children ages 5-12;

(iii) loose chairs and lounges; and

(iv) small outdoor café or vending station.

It is anticipated that the East Sky Park could be expanded with the potential development of buildings to the south. Should this occur, the Applicant shall grant the necessary easements to facilitate construction of the park expansion by others.

51. Private Amenities and Recreation Facilities for Residents. The Applicant shall provide on-site recreational facilities for the future residents of the Subject Property. Pursuant to Par. 2 of Sect. 6-110 of the Zoning Ordinance regarding developed recreational facilities, the Applicant shall expend a minimum of $1700 per market-rate and workforce residential unit on such recreation facilities. Prior to final bond release for each building constructed on the Subject Property, the balance of any funds not expended on-site, as determined by DPWES shall be contributed to the FCPA for the provision of recreation facilities serving Tysons Corner.

The specific facilities and amenities to be provided for each individual residential building or shared between two or more buildings, which shall be for the use and enjoyment of those building(s) residents, shall be determined at the time of FDP approval. Amenities to be provided may include but not be limited to:

A. Private exterior recreational areas/courtyards on the upper level of the parking podiums with seating areas, specialty landscaping, lawn and/or shaded areas and hardscape areas, and may also include a volleyball court, putting green, bocci court, boules court, board game tables, or similar recreational facility as generally shown on Sheets L-15 of the CDP or as may be approved with the FDP;

B. Private exterior recreational area 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 bikes, treadmills, weight machines, free weights, etc., but not necessarily staffing; and

D. Clubroom for resident gatherings and/or media/entertainment center.

52. Athletic Field Construction. To address the Comprehensive Plan's recommendations regarding the provision of athletic fields in Tysons, the Applicant shall provide a contribution of $0.75 for each gross square foot of new space constructed on the Subject Property to the FCPA to fund the design and construction of a new rectangular athletic field with synthetic turf and field lights within the FCPA Raglan Road Park, as may be shown on an approved park master plan for Raglan Road Park (the "Raglan Road Park Field"). The contributions shall be payable at the time of issuance of the first RUP or non-RUP as applicable, for each new building on the Subject Property.

In the event, the Raglan Road Park Field is constructed by the County or FCPA prior to all proffered funds from the Subject Property being collected, or alternatively Raglan Road Park Field is not constructed, said contributions to the FCPA may be utilized to support the provision of other active recreation facilities either through land acquisition or facility development in Tysons.

PUBLIC FACILITIES

53. Fire and Rescue Station Contribution. The Applicant shall contribute $2.00 per new square foot of GFA constructed on the Subject Property for the construction of a new Fairfax County Fire and Rescue Station (the "New Station") on property subject to RZ 2010-PR-014-B. The contributions shall be payable at the time of issuance of the first RUP or non-RUP as applicable, for each new building on the Subject Property. Any such contributions due prior to delivery of the New Station to Fairfax County shall be paid by the Applicant to Fairfax County. Any such contributions following the delivery of the New Station to Fairfax County shall be paid by the Applicant directly to the applicant of RZ 2010-PR-014-B, or its successors or assigns. In this instance, the Applicant shall demonstrate to DPZ and DPWES, as applicable, that such contribution has been made prior to the issuance of the first RUP or Non-RUP for each new building.

54. Interim Fire Station Circulation Improvements. In the event that the existing Fire and Rescue Station on the Subject Property has not been relocated by the time Building D5 is constructed or Pierpoint Street is constructed across Parcel 57B, the Applicant shall provide interim circulation improvements to the existing Fire and Rescue Station as generally shown on Sheets 18 through 18B of the CDP, if such improvements have not been previously completed by others. During the construction of the improvements, the Applicant shall ensure that the existing station remains fully functional, with the ability to maintain fire and rescue operations, fuel and test equipment, and park a minimum of 22 cars. Testing of equipment and parking of cars may occur off-site on adjacent properties, as may be approved by the Fire Department. Modifications to the interim improvements may be permitted without the need for a PCA, CDPA or FDPA with approval of DPZ and the Fairfax County Fire & Rescue Department. The improvements shall be completed prior to the issuance of the first RUP or Non-RUP for Building D5.

55. Public School Contribution. Per the Residential Development Criteria Implementation Motion adopted by the Board of Supervisors on September 9, 2002, and revised July, 2006, the Applicant shall contribute $9,378 per expected student (based on a ratio of 0.087 student per multi-family residential unit) to the Fairfax County School Board to be

WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

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

Elizabeth D. Baker
Senior Land Use Planner
(703) 528-4700 Ext. 5414
ebaker@arl.thelandlawyers.com

November 30, 2012

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

Re: RZ 2010-PR-014-D and RZ 2010-PR-014-E
Georgelas Group LLC (the "Applicant")
Tax Map 29-1 ((1)) 18C and 29-3 ((1)) 54A, 57, 57B and 57G (the "Part D Property") and Tax Map 29-3 ((1)) 63C (the "Part E Property") (collectively the "Application Properties")

Dear Ms. Berlin:

This letter serves as a revised statement of justification for Parts D and E of the rezoning of the Spring Hill Station Demonstration Project. The Applicant, Georgelas Group LLC, previously submitted the Application Properties along with additional properties for review as the Tysons Demonstration Project and worked diligently with County Staff, the Tysons Committee and the Planning Commission prior to the new Comprehensive Plan adoption to develop a proposal for a mixed-use, transit oriented community that will create a new urban form in Tysons and truly celebrate Metrorail.

Subsequent to the adoption of the new Comprehensive Plan, the Applicant filed an application on a consolidated area of 31.62 acres for rezoning to the Planned Tysons Corner Urban ("PTC") District identified as RZ 2010-PR-014 ("Spring Hill Station"). The original application included five related components identified as Parts A, B, C, D and E. The rezoning of Parts A and B was approved by the Board of Supervisors on September 27, 2011. This statement of justification relates to Parts D and E. Part C has been indefinitely deferred. Spring Hill Station is divided into three Neighborhoods referred to as 1, 2 and 3. Neighborhood 1 is comprised of Parts C and D. Neighborhood 2 includes Parts A and E, while Neighborhood 3 includes Part B.

The Applicant seeks a rezoning of the Part D Property from the C-7, I-5, HC and SC Districts to the PTC, HC and SC Districts and approval of associated Conceptual Development Plan ("CDP") in order to develop a transit oriented, mixed use development near the Tysons/Spring Hill Metro Station. A companion final development plan ("FDP") application has been filed for one residential building in Part D. Rezoning of the Part E Property from the C-4 and HC Districts to the PTC and HC Districts and approval of a CDP is requested for a mixed use development to complement the approved residential building in adjacent Part A.

I. Program of Development

Spring Hill Station is an area with considerable redevelopment potential, largely because for the most part it is developed with relatively low intensity buildings. However, the major stimulus for redevelopment is the opportunity for high intensity development based on proximity to the Spring Hill Metro Station. Two development options are provided on the CDPs. Option 1 shows the maximum commercial (office and hotel) development and Option 2 provides the maximum residential development. Overall, Parts A, B, D and E of Spring Hill Station propose over the three neighborhoods a maximum gross floor area ("GFA") of 5,969,270 under Option 1 and 5,894,770 GFA under Option 2, with a maximum floor area ratio ("FAR") of 5.58. (See Table 1.) The general program for each neighborhood is described below.

Part D in Neighborhood 1 includes 9.86 acres of land and has frontage on Leesburg Pike, Tyco Road and Spring Hill Road. The Part D Property is currently developed with a former car dealership, industrial buildings, Fairfax County Fire Station 29, and a mini-storage warehouse establishment. The Spring Hill Metro station entrance will be located in Neighborhood 1 near the corner of Leesburg Pike and Spring Hill Road. The majority of the Part D Property is located within ⅛ mile of the station entrance. It offers an excellent opportunity for interfacing with transit, establishing a "sense of place" for Tysons West, and acting as a catalyst for redevelopment from a suburban industrial area to a vibrant transit-oriented urban center.

Seven new buildings, including office, residential and/or hotel towers will be constructed oriented to existing and new streets. In general, office uses are located closest to the metro station, with more residential buildings planned north of the station. A new connector street, referenced as Broad Street, will be constructed from Spring Hill Road to Tyco Road. Pierpoint Street and Merchant Street will be two new local streets ultimately connecting Broad Street with Tyco Road. It is envisioned that Pierpoint Street will develop into a lively pedestrian friendly street with retail storefronts, café's and restaurants.

Throughout the Part D Property, parking is provided in below and above-ground structures with on-street parking along Pierpoint Street, Broad Street, and Merchant Street to the extent feasible. Where adjacent to streets, retail and service use storefronts are incorporated in to the garage design. The top level of each of these parking structures has been designed as functional open space and park land. Two public sky parks will be accessible to the general public and will be signed and programmed to encourage public use. Private sky parks are

proposed to serve the residential and hotel uses north of Pierpoint Street and will include such amenities as swimming pools, seating for passive use, and specialty landscaping.

Proposed development of the Part D Property includes a total GFA of 2,786,000 under Option 1 and 2,781,000 under Option 2.

Neighborhood 2 is located in the southeast quadrant of the intersection of Spring Hill Road and Greensboro Drive, and is a total of 8.95 acres in size. This neighborhood includes Greensboro Corporate Center, an existing two building Class A office complex totaling 431,170 square feet which will remain, but also provides the ability to add buildings, uses and important street connections to create greater synergy in this area. The majority of this neighborhood is within ¼ mile of the station entrance; 97,500 square feet are located between ¼ and ⅓ mile from the station. A new street, a continuation of Broad Street, will be constructed generally through the southern portion of Neighborhood 2. An existing driveway providing access to the existing buildings from Greensboro Drive will be extended to form a new local street (Logan Street) that will ultimately connect with Broad Street. North of Broad in the Part E Property, three new buildings are proposed. Building E3 at the corner of Spring Hill Road and Broad Street is planned as a 22 story office tower. Building E4 at the intersection of Broad Street and Logan Street is planned as either a 14 story hotel or a 19 story residential tower. Building E-5 is planned as either 16,000 square feet of retail uses or 12 units of urban townhomes. Part E includes a total GFA of 1,009,170 under Option 1 and 1,083,170 under Option 2. A series of park/open spaces link the five buildings north of Broad Street. Lining Spring Hill Road.

The Part A Property located south of Broad Street is approved and being developed with a 436,000 square foot multi-family residential building referred to as Building F1. It is permitted for up to 478 dwelling units and a maximum height of 300 feet.

Neighborhood 3 is located between Spring Hill Road and Tyco Road near the intersection of Greensboro Drive. It is 5.51 acres in size. Most of the neighborhood falls within ¼ mile of the station; with 67,507 square feet located between ¼ and ⅓ mile of the station. It is currently developed with a multi-tenant industrial building of 150,625 square feet, but has gained zoning approval for four new residential buildings identified as G1, G2, G3 and G4. Neighborhood 3 has been designed around the proposed extension of Greensboro Drive through Neighborhood 3 providing an important connection between Spring Hill Road and Tyco Road. This significant new transportation improvement is the Applicant's Table 7 Tysons-wide contribution for Parts A, B, D and E. Fire Station 29, an older Fairfax County fire and rescue facility currently occupying land in Neighborhood 1, will be relocated to Neighborhood 3 as the Applicant's public facility contribution for Spring Hill Station.

The approved GFA of development in Neighborhood 3 under Option 1 is up to 1,738,100 square feet, including approximately 18,100 square feet of Retail/Service uses, and 25,000 square feet of fire station use. Under Option 2, the GFA is 1,594,600.

A summary of the land use mix proposed for combined Spring Hill Station Parts A, B, D and E is provided below.

Table 1 – Combined Tabulation for Parts A, B, D and E

	Office	Hotel	Residential	Retail/Service	Total
Part A	--	--	430,000	6,000	436,000
Part B [1]					
Option 1	--	--	1,720,000	18,100	1,738,100
Option 2	--	--	1,576,500	18,100	1,594,600
Part D					
Option 1	600,000 - 1,272,000	189,000	1,222,000	103,000	2,114,000 - 2,786,000
Option 2	400,000 - 837,000	--	1,841,000	103,000	2,344,000 - 2,781,000
Part E					
Option 1	631,170 - 851,170	135,000	--	23,000	789,170 – 1,009,170
Option 2	631,170 - 851,170	--	225,000	7,000	863,170 - 1,083,170
TOTAL					
Option 1	**1,231,170 - 2,123,170**	**324,000**	**3,372,000**	**150,100**	**5,077,270 - 5,969,270**
% of Total	**24 - 35%**	**6 - 5%**	**66 - 57%**	**~ 3%**	**100.0%**
FAR [2]	**1.60 -1.99**	**0.30**	**3.15**	**0.14**	**4.75 - 5.58**
TOTAL					
Option 2	**1,031,170 - 1,688,170**	**--**	**4,072,500**	**134,100**	**5,237,770 - 5,894,770**
% of Total	**20 - 29%**	**--**	**78 - 69%**	**3 - 2%**	**100.0%**
FAR [2]	**0.98 - 1.58**	**--**	**3.80**	**0.13**	**4.90 - 5.51**

[1] Part B also includes a fire station with a potential GFA of 25,000. However, this GFA is not included in the Part B totals. As specified in the Comprehensive Plan, the floor area of a public facility does not count toward a development's allowable FAR.

[2] FAR was calculated based on a total area for density purposes of 1,070,360 SF or 24.57 acres.

II. Phasing of Development

Parts A, B, C and D of Spring Hill Station with 24.57 acres and more than 5,900,000 GFA will, even in the best of economic times, take years perhaps decades to complete. Phasing of development with key infrastructure components is an intricate process; flexibility is needed. An FDP has been filed for Building D2A, but it is not possible at this time to definitively determine which building will be built first or second. However, it is possible to identify what infrastructure, parking, public facilities and parks will be built with each building. This has been graphically portrayed in phasing exhibits included in the CDPs.

III. Comprehensive Plan Guidance

The Application Properties are located in the Tysons West District of Tysons Corner Urban Center and recommendations for their use and development are guided by the newly adopted Comprehensive Plan Amendment for *Transforming Tysons* (the "Plan"). Guidance is provided in both the areawide recommendations and in the more site specific Tysons West - North Subdistrict recommendations.

Mix of Uses. The Plan recommends that the Part D Property be developed in keeping with Transit Mixed-Use land use category. This category is described as a balanced mix of retail, office, arts/civic, hotel, and residential uses, with office comprising approximately 65% and residential comprising 20% or more of the total development throughout all Transit Mixed-Use areas. The Part E Property in Neighborhood 3 is also planned for Transit Mixed-Use.

Intensity. Planned intensity recommendations are based on a tiered approach based on proximity to a metro station entrance. All of the Part D Property and 70% of the Part E Property located within ¼ mile of the proposed Spring Hill Metro Station entrance. Approximately 30% of the Part E Property is located between ¼ and ⅓ mile of the station entrance. Below is a table outlining the land areas and development proposed within and outside the ¼ mile radius. For Part D, Option 1 GFA is used as it is greater than Option 2 GFA. For Part E, Option 2 GFA issued as it is greater than the Option 1 GFA.

Table 2 – Parts D and E Intensity Based on Proximity to Metro

Part	Total Land Area & Density Credit (SF)	Total GFA	Land Area within ¼ Mile SF	GFA/FAR within ¼ Mile		Land Area outside ¼ Mile	GFA/FAR outside ¼ Mile	
D	432,819	2,786,000	432,819	2,786,000	6.43	--	--	0
E	328,803	1,083,170	239,463	883,170	3.69	89,340	200,000	2.24

- The Plan does not set a maximum FAR for development within ¼ mile of a station entrance. Office use is limited to 2.5 FAR, although additional office GFA can be achieved through approval of a special exception or granting of bonus intensity. The Applicant is requesting bonus intensity for office use above a 2.5 FAR for both Parts D and E applications, as described below.

  The Part D application proposes a maximum of 1,272,000 GFA of office uses under Option 1, with a resultant FAR of 2.94. The Applicant requests bonus intensity of 0.44 FAR or 189.953 GFA for Part D. Similarly, Part E includes a maximum of 851,170 GFA of office uses under Option 1, resulting in a FAR of 2.59. Bonus intensity of 0.04 FAR or 29,163 GFA is requested. The bonus GFA is reasonable given the specifics of the Part A, B, D and E applications:

- When viewed comprehensively, the maximum office uses proposed for Parts A, B, D and E under Option1 total 2,123,170 GFA or 1.99 FAR, considerably less than the 2.50 threshold. (See Table 1.)
- Office uses have been concentrated in Parts D and E, areas close to the metro station as recommended in the Plan. No office use is approved for Parts A or B.
- The Applicant's commitment to construct a new fire and rescue station exceeds the public facility expectation for the size of the combined applications. This construction provides a much needed facility in a relatively short time frame and also frees up the existing station site for transit oriented development in keeping with the vision for station areas.

- The Plan recommends a 2.0 FAR for projects between ¼ and ½ mile of the station, and for projects that are all residential and within ¼ and ⅓ mile of the station the potential for up to 3.0 FAR, including bonuses. As shown in Table 2, the area of Part E outside the ¼ mile radius with a FAR of 2.24 is well within the Plan guidance.

Additional Plan Guidance. The Plan also provides guidance on consolidation, street grid, urban design, urban park standards and a host of other topics. Below is a description of how the proposed rezoning of the Application Properties meets the major elements of the Plan and the specific subdistrict recommendations. Where the description of compliance with the major elements also satisfies the subdistrict recommendations, it is so noted and not repeated.

A. Major Elements of the Plan

1. Mix and arrangement of uses

The proposed mix of uses is in keeping with overall guidance in the Land Use section and the North Subdistrict description. Office uses are located closest to the metro station. Residential uses are provided slightly further from the station and in more protected areas to create a quality living environment. Retail and service uses are provided along Leesburg Pike, Pierpoint Street and Spring Hill Road to create a lively pedestrian environment. Parking is provided primarily in structures and sited and treated to be an attractive element.

2. Affordable and workforce housing

The proposed development provides the full complement of workforce housing as recommended in the Plan. Twenty percent of all units will be provided as workforce dwelling units ("WDUs"). This could result in as many as 453 WDUs across the Application Properties.

3. Green building expectations

All office structures will be designed and constructed to meet a minimum of LEED Silver certification or higher. All residential structures will be designed and constructed to meet a minimum of LEED certification or higher.

4. Stormwater management

The goal of stormwater management measures for the Application Properties is to protect the downstream receiving waters in the Tysons Corner area from further degradation while providing sufficient controls to proportionally improve the condition of said receiving waters. Through the use of aggressive and innovative stormwater management planning and techniques, the subject rezoning areas will provide both water quantity and water quality controls to achieve the above-stated goal.

It is the intent of these applications to commit to a stormwater management plan which not only attempts to mimic the predeveloped peak release rates, but also the pre-developed runoff volumes. In order to both control the post-developed peak flow rates and reduce the post-developed runoff volumes, it is the intent of the stormwater management plan to make use of certain low impact development (LID) techniques that will aid in water runoff reduction and reuse, such as:

- *Green roofs will allow for a portion of the runoff volume to be decreased through the uptake by plantings on the green roof.*

- *Tree box filters will also allow for a degree of plant uptake, and can also be designed to infiltrate portions of the runoff volume, depending on the characteristics of the insitu soils.*

- *Previous hardscapes/streetscapes will allow for infiltration of portions of the runoff volume through the previous surface into storage below where it will be held for infiltration into the ground, depending on the characteristics of the insitu soils.*

- *Stormwater reuse will allow for runoff volume to be recycled into the water supply of the new buildings for allowable purposes such as grey water, landscape irrigation, and air conditioning unit cooling. So, instead of merely holding runoff to reduce its peak flow rate, detention vaults on a site which as stormwater reuse can hold runoff until it is reused in the buildings. This reuse has the added benefit of reducing the demand on the domestic water supply, while infiltration techniques will have the added benefit of recharging the surrounding water table.*

5. Consolidation performance objectives

The subdistrict guidance suggests a consolidation goal of 20 acres with properties located in both Tiers 1 and 2. Spring Hill Station Parts A, B, D and E

overall includes 8 parcels with more than 24.31 acres. This large area includes property in Tiers 1, 2 and 3. The size and situation of the Spring Hill Station allows attainment of the performance objectives of developing an efficiently functioning community, creating a grid of streets and public open space system, integrating with and facilitating the redevelopment of adjacent land in keeping with the Plan, and permitting redevelopment in several phases. The applications provide critical street connections and public facility advances within the whole of Spring Hill Station.

6. Transportation

- Grid of streets on and off-site

  The Applicant has worked with many of the property owners in the Tysons West area from Spring Hill Road to the Dulles Toll Road to develop a grid of streets to provide accessibility and connectivity for the area. In doing so, it has attempted to create a grid that is both effective and achievable. We have also worked with Fairfax County Department of Transportation (FCDOT) to refine the grid and have included the grid in the CDP. An important extension of Greensboro Drive was approved with the Part B application. Parts D and E include construction of portions of several other new streets, including Broad Street, Pierpoint Street, Merchant Street and Logan Street. These along with proposed private alleys proposed make major advances in creating a grid of streets in the near future.

- Vehicle trip reduction objectives

  The Traffic Impact Statement ("TIA"), prepared by Wells + Associates, Inc. and approved by the Virginia Department of Transportation ("VDOT") includes a Transportation Demand Management ("TDM") vehicle trip reduction goal of 35% for residential uses and a 30% reduction for office and hotels uses in Neighborhood 1. For Neighborhood 2 and 3, a 30% TDM reduction was taken for residential uses. These reduction objectives were determined with FCDOT and VDOT per the scoping agreement. However, proffers will advance the TDM vehicle trip reduction goal for Spring Hill Station beyond those taken in the TIA. A comprehensive TDM Program is planned to achieve the established goals.

- Parking management

  Parking management is very important to the success of a TDM Program. The Applicant may develop parking in phases with the early phases providing parking in excess of that set forth in the Plan and the PTC District regulations, but will, with the later phases, provide less parking so that by build-out of the Application Properties total parking provided in at or below

the maximum permitted. The location, access and cost of parking will all be important aspects to include in the Applicant's TDM Program.

- Phasing to transportation improvements and programs

  The CDP provides several sheets outlining the potential phasing of development in Parts D and E to planned transportation improvements, particularly the construction of Broad Street, Pierpoint Street and Merchant Street. The proffers expand upon these commitments.

- Traffic impact analysis evaluating three time periods: first phase, interim phase, and Plan build-out

  The TIA referenced above provides the evaluation over three phases.

7. Urban design

- Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons

  Great care has been taken to create a new urban form for this proposal distinctly different from the existing suburban style. WDG Architecture PLLC has included numerous sheets in the CDP with perspective views and sections, in addition to plan views, to accurately portray the key design concepts. Working with Parker/Rodriquez, Inc., landscape architects, WDG has provided details of building forms and relationships, streetscapes and the pedestrian realm, open plazas and park areas, all in keeping with the guidance of the Urban Design section of the Plan.

- A variety of buildings heights with the tallest buildings in the ranges specified by the building height map

  Seventeen buildings are proposed within Spring Hill Station. They range in height from a low of 40 feet for Building E5 to 400 feet. For the seven buildings subject to the Part D application, heights range from a low of 60 feet for the parking podium elements to 400 feet for Buildings D1 and D6. Buildings D2A, D2B and D5 are proposed with a maximum height of 360 feet. Building D3's height is proposed at 285 feet as an office building (Option1) and 300 feet as a residential building (Option2). Building D4 is 300 feet in height. The podium structures are generally wrapped with first floor uses and topped with sky parks that helps provide separation between the taller towers and a nice variation in the skyline.

  The Plan recommends maximum heights of 225 to 400 feet for the majority of the Part D Property; however, the northern portion of corner of Part D is

recommended for a maximum building height of 225 feet. Flexibility is requested for the height of Buildings D3 and D4.

--Buildings D3 and D4 are located in the area recommended for up to 225 feet, but a maximum height of 300 feet is proposed for the residential buildings and 285 feet for the office option of Building D3. The area available for development is limited by the surrounding streets of Tyco Road, Merchant Street and Broad Street. Tyco Road is an avenue with additional circulator facilities, Broad Street is a major collector and Merchant Street is an expanded local street. Its expansion to four travel lanes was requested of the Applicant by County Staff to ensure adequate capacity in the event the future extension of Merchant Street to the northwest becomes a direct connection to the Dulles Airport Access Road. Thus the area available for development has decreased. The triangular shape created by the existing curve in Tyco Road and the planned Merchant Street alignment results in a building footprint unusual for an office or residential building. In addition, the D3/D4 block will incorporate a significant ground level plaza extending from Tyco Road to Merchant Street. This plaza area encompasses 36,000 square feet or 0.82 acre and will be the beginning of a larger civic plaza that extends southward to the Spring Hill Metro Station and Leesburg Pike. The physical constraints of the road widths, the irregular shape of the D3 building site and the large plaza do not allow for an increase in the building footprints, but rather requires that height be increased. Furthermore, the increases in building height will help accommodate the required and desired workforce housing units. The Comprehensive Plan allows flexibility in building height to facilitate the provision of workforce housing. The Plan text states: "Height flexibility will be provided to facilitate the provision of affordable/workforce housing, as well as public and quasi-public uses such as conference center or arts center." However it is also important to note that Buildings D3 and D4 are the lowest buildings in Part D and respect the vision for decreasing heights with distance from the metro station. They are located immediately adjacent to property planned for up to 400 feet in height, so the proposed increase will not present any compatibility issues with adjacent properties.

All of the Part E Property is recommended for a building height of 175 to 225 feet. None of the proposed buildings in Part E exceed that height, with the exception of Building E3 which is proposed at 260 feet.

--The request for additional height is sought due to very visible location at the corner of Spring Hill Road and Broad Street and the

fact that Building E3 sits immediately adjacent to properties planned at up to 400 feet in height. In fact, Building D6, located diagonally across the intersection from E3, is proposed at 400 feet. A similarly scaled building could be developed directly south of Building E3 across Broad Street. The proposal for 260 feet still leaves a significant 140 foot difference between it and a 400 foot tall neighboring building.

- Shadow and wind studies demonstrating that the design creates an inviting environment and does not cause a canyon effect

  Buildings have been sited to avoid any canyon effects. Shadow studies have been provided in the CDPs and wind studies will be undertaken during the FDP reviews when more details are known about the architectural design of the buildings.

8. Urban park standards

Development of a usable and varied park and open space system is a fundamental tenet of the Tysons Plan. The urban environment is enriched by its open spaces both grand and intimate. A preliminary analysis of the urban park standards and the needs of the future residents, employees and visitors of our three neighborhoods have been prepared. The transit oriented location within ¼ mile of the station makes the provision of large parks and/or athletic fields impractical. However, a comprehensive plan has been developed for the provision of appropriately scaled urban parks, which are vital to developing a vibrant urban center.

The Applicant envisions a significant public plaza between Buildings D3 and D4 which could be extended through future components of Neighborhood 1 as the main focal point of the station area. This plaza is activated by residents and office workers and to the mix of uses on site. It includes hardscapes and landscapes, outdoor seating. As a component of the arts and entertainment district, it also serves as a gathering spot where art exhibits and shows or other special events are programmed. To complement this civic space, two public sky parks are proposed. Public Skypark West is proposed above the parking podium serving Buildings D1. It is a large space that could be expanded with the development of buildings to the east. It includes a running track, putting green and space for yoga and other activities. Public Skypark East is proposed above the parking podium serving Buildings D6. It offers a variety of children's activity as well as passive lawn opportunities. Both sky parks will be well signed and provide elevator access from both Leesburg Pike and Pierpoint Street to encourage community use and enjoyment. There are also numerous other public open space areas proposed throughout the Application Properties with varying functions and character. Parker/Rodriquez Inc. has developed a typology of parks and open spaces including small neighborhood parks such as the skate park at the corner of Tyco

Road and Broad Street and the plaza at the corner of Broad Street and Logan Street, private sky parks, and urban pocket parks, the details of which are included in the CDP.

In addition to the on-site parks, the Applicant has proffered to fund the development of an athletic field on 2.58 acres it previously proffered to purchase and dedicate as a public park with the Part A and B applications. The identified site is adjacent to land already owned by the Fairfax County Park Authority near Raglan Road. This will be a significant contribution to the County's stock of park land and facilities in and near Tysons.

9. Active recreation facilities

In addition to the facilities in the skate park and the two public skyparks, the Applicant will include active recreational facilities within its buildings and the private sky parks. These will include such items as swimming pools, children's play areas, lawn games, fitness centers, etc.

10. Public facilities

The Applicant has committed to provide the following public facilities as a part of the development of the Application Properties and Parts A and B.

Greensboro Drive Extension -- Of major importance is the provision of an interconnected grid of streets and important connections with the existing road network. The Applicant proposes to extend Greensboro Avenue to connect Spring Hill Road with Tyco Road with the development of the Part B Property and set the alignment for the ultimate extension of Greensboro to a new ramp to westbound Dulles Airport Access and Toll Road. Construction of Greensboro Drive between Spring Hill Road and Tyco Road is identified in Table 7-Transportation Infrastructure, Programs and Services in the Comprehensive Plan as a Tysons-wide road improvement needed between 2013 and 2020. It will provide a much needed connection.

Fire Station 29 – The Applicant has proffered with the Part B application to construct a new urban-style fire and rescue station within Building G4 on the Part B Property. This will allow the current station site which is located on the Part D Property to be developed in a transit oriented manner, but also will result in a new modern station able to provide fire and rescue services to a new urban Tysons Corner. Construction of the new station will require close coordination with the County. Funding for the new station is being provided by all new development in parts A, B, D and E.

Parkland Acquisition – As described previously, The Applicant committed with the Part B application to purchase 2.58 acres of land for dedication to the County

as parkland and is committing with parts D and E to fund construction of a new athletic field.

The contributions to public facilities and parks previously proffered with Part B were exceedingly generous given the amount of development proposed with the Part A and B applications. These commitments were made not only to address the public facility requirements for Parts A and B, but those anticipated with the Part C, D and E applications as well.

11. Demonstrating how other properties in the subdistrict and in the general vicinity of the proposal can develop in conformance with the Plan

The CDP includes a sheet showing how the proposed grid of streets for the subdistrict can be provided and that the grid results in appropriately sized, walkable blocks. Plans also show how these new blocks that are not a part of the Application Properties can develop with a variety of buildings, heights and uses in conformance with the Plan.

B. Tysons West North Subdistrict - Redevelopment Option Guidance

Development proposals should provide for the following.

1. The vision for this subdistrict is to redevelop with office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, including hotels, residential dwellings, arts and entertainment uses, as well as retail and support services. Sites within 1/8 mile of the Metro station should be redeveloped predominantly with office use. Beyond 1/8 mile it is envisioned that the area will transition to urban residential neighborhoods. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

   Previously described in Major Elements of the Plan, paragraph 1.

2. 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.

   Previously described in Major Elements of the Plan.

- Throughout this subdistrict, 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.

  Previously described in Major Elements of the Plan.

- When a consolidation includes land located in the first intensity tier (within ⅛ mile of a Metro station), it should also include land in the second intensity tier (between ⅛ and ¼ mile of a station), in order to ensure connectivity to the Metro station.

  Previously described in Major Elements of the Plan.

- For property along Spring Hill Road, redevelopment proposals should address the redevelopment and relocation of the existing fire station and/or post office.

  The relocation and construction of the fire station was proffered with the Part B application as previously described. The rezoning of the Fire Station property and subsequent redevelopment is addressed in the Part D application.

3. 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. The major vehicular circulation and access improvements in this subdistrict are the extension of Greensboro Drive and the planned new ramps from the Dulles Airport Access Road and Toll Road connecting to Greensboro Drive.

   Previously described in Major Elements of the Plan.

4. Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks and pedestrian and bike circulation improvements should be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation recommendations.

   The Applicant proposes to construct key sections of a grid of streets on the Application Properties. Greensboro Drive, Tyco Road, Spring Hill Road, Broad Street, Pierpoint Street and Merchants Avenue are planned as public streets.

They are being designed in accordance with new public street standards developed by VDOT and FCDOT and will include bicycle lanes on avenues and collectors. It is the intention of the Applicant to dedicate the right-of-way for these streets with the applicable site plans as detailed in the proffers.

5. Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations.

   Previously described in Major Elements of the Plan and detailed on the CDPs for the Application Properties.

6. As discussed above under the South Subdistrict, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment. However, if undergrounding proves infeasible, redevelopment should relocate the line or accommodate it in place.

   Only a relatively small portion of this existing overhead power line is located on the Part D Property. It is located along the eastern property line in the area planned for a park. It does not impede development of the property as shown on the Part D CDP. Nonetheless, the Applicant has met with Dominion Virginia Power to explore various underground routes and will continue to work with them on options. The Applicant's proffers provide for a monetary contribution to assist in the undergrounding efforts.

7. The green network planned for this subdistrict illustrates how the existing Dominion Power easement could be used as a pedestrian and open space amenity that links the Tysons West Metro station to the rest of the subdistrict. Along the power line easement, a series of urban parks are envisioned which link to other urban parks by the street grid. Alternatives that provide open spaces linking this subdistrict to the area's Metro station in a similar manner should be considered.

   The Applicant has located park land in the area of the existing high voltage power line, specifically Public Urban Park 2 located north of Broad Street and Public Urban Park 3 located on Pierpoint Street. Additional urban parks could be provided to create a series of parks along the easement with the future development of Part C.

8. Additional urban parks are to be located throughout the subdistrict. All urban parks in this subdistrict should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and

workers in the area. The sizes of these parks should be between 1/2 to over one acre. At least one two acre recreation-focused park should be provided in the subdistrict to serve the recreation and leisure needs of future residents and workers. Facilities could include sport courts, playground features, skate parks, splash pads, or other small-footprint facilities. Publicly accessible open space and recreational facilities should be provided in this subdistrict consistent with the Areawide Environmental Stewardship Recommendations.

Previously described in Major Elements of the Plan.

9. 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 under the Areawide Land Use Recommendations.

   Residential structures will be designed with a full complement of on-site indoor and outdoor recreational amenities. These are likely to include swimming pools, fitness gyms, sport courts, clubrooms and exercise areas, and will be detailed on future Final Development Plans. In addition, 20% of all residential units will be provided as affordable and/or workforce units.

10. Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify needed 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. It is anticipated that existing Fire Station 29 and the U.S. Post Office on Spring Hill Road will be relocated as redevelopment occurs.

    The Applicant has committed in its Part B proffers to phase development to the provision of public facilities and is making similar commitments with Parts D and E. The Applicant has also agreed to contribute to the Tysons Grid Fund, which provides for construction of critical missing grid streets and to participate in the special service district to fund needed transportation improvements throughout Tysons.

11. Building heights will vary depending upon location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station where building height is planned up to 400 feet. Building heights (generally between one-eighth and one quarter mile from the Metro station) should be between 175 and 225 feet. Beyond one-quarter mile, buildings should have lower heights, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations.

Building heights should be consistent with the above guidance as well as the guidelines in the Areawide Urban Design Recommendations.

Previously described in Major Elements of the Plan.

12. Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.

    The Application Property does not include any parking structures adjacent to the Dulles Toll Road.

13. A potential circulator alignment extends through this subdistrict as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

    The Part D application will provide for a future circulator route along Spring Hill Road and Tyco Road, just as the Part B application did. The Applicant will proffer to dedicate right-of-way for the circulator and to construct the additional pavement needed as the Part D Property develops.

The proposed rezonings are in keeping with the recommendations of the Plan. The Plan encourages the development of residential uses in order to improve the balance between the number of people working in Tysons and the number of people living in Tysons. Office and commercial uses are encouraged in the areas closest to the metro stations, with residential uses located just beyond. Spring Hill Station Part D includes a vibrant mix of office, hotel, residential and retail uses adjacent to the metro station. Part E transforms an existing first class office park into a mixed use neighborhood. Parts A and B offer substantial residential components.

IV. Requested Waivers and Modifications

To the best of our knowledge, there are no known hazardous or toxic materials on the Application Properties or are there any planned with the proposed uses. A number of Zoning Ordinance modifications and waivers as well as Public Facilities modifications are requested to accommodate the proposed development. These modifications and waivers are detailed on exhibits provided by VIKA. Waivers related to the urban road design standards are provided on Sheet S-1 of both the Part D and Part E CDP.

The proposed rezoning implements the vision of the new Comprehensive Plan for Tysons Corner to create a vibrant community that is transit-oriented and pedestrian friendly. It will result in a new urban form for Tysons, with a connected grid of streets, walkable blocks, new residential opportunities, lively streets as well as attractive parks and plazas. A high level of

detail to site design, transit integration, architectural style, and streetscaping will ensure that Spring Hill Station becomes a signature transit-oriented development and a stimulus for further redevelopment of the Tysons West District.

Thank you for your attention to this matter.

Very truly yours,

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

Elizabeth D. Baker

Elizabeth D. Baker
Senior Land Use Planner

WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

RECEIVED
Department of Planning
DEC 17
Zoning Evaluation

Elizabeth D. Baker
Senior Land Use Planner
(703) 528-4700 Ext. 5414
ebaker@arl.thelandlawyers.com

November 30, 2012

Via Hand Delivery

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

Re: FDP 2010-PR-014-D
Georgelas Group LLC (the "Applicant")
Tax Map 29-3 ((1)) 54A (the "Application Property")

Dear Ms. Berlin:

This letter serves as the statement of justification for an application seeking Final Development Plan ("FDP") approval for a residential building located in Part D of the Spring Hill Station Demonstration Project. The Applicant, Georgelas Group LLC, is processing a concurrent application for the rezoning of the Application Property and additional properties, jointly referred to as Spring Hill Station, to the Planned Tysons Corner Urban ("PTC") District as part of the Tysons Demonstration Project. The Applicant has worked diligently with County Staff, the Tysons Committee and the Planning Commission prior to, and following, the new Comprehensive Plan adoption to develop a proposal for a mixed-use, transit oriented community that will create a new urban form in Tysons.

I. Final Development Plan Area

Part D of Spring Hill Station will include seven new buildings. It is an area with considerable redevelopment potential because it is developed with relatively low intensity buildings and is situated in close proximity to the future Tysons Spring Hill Metro Station. The FDP area represents a portion of Part D and is identified in the Fairfax County tax records as 29-3 ((1)) 54A. It is approximately 3.52 acres in size; however, density credits associated with Parcel 54A bring the total FDP area for density calculations to 3.59364 acres.

Situated in the eastern quadrant of the intersection of Leesburg Pike and Tyco Road, the majority of the Application Property is located within ⅛ mile of the station entrance.

Approximately 91 percent (91%) of the Application Property is within ⅛ mile of the station and 9 percent (9%) is located within ¼ mile of the station. Developed with one commercial building and several smaller outbuildings, the site is currently being used for a variety of retail/service uses as well as a storage/staging area for the construction of the Metrorail.

II. Proposed Development

The CDP for the Application Property provides for three buildings identified as Buildings D1, D2A and D2B. This application seeks approval of a FDP for Building D2A and adjacent interim uses on the future D1 and D2B building sites. Two development options are provided on the Part D CDP. Option 1 shows the maximum commercial (office and hotel) development and Option 2 provides the maximum residential development. Under both Options, Building D2A is shown for residential use.

Building D2A will be located at the intersection of Tyco Road and a new proposed local street referred to as Pierpoint Street. Tyco Road is planned as a four-lane collector and will provide for vehicle, bike, circulator and pedestrian movements. Pierpoint Street is part of the proposed new grid of streets and ultimately is planned to extend eastward to connect with the Metro station and future Broad Street. It is envisioned that Pierpoint Street will be a lively pedestrian-friendly street with retail storefronts, café's and restaurants.

Proposed as a 34 story residential building, Building D2A will also include between 6,000 and 10,000 square feet of retail and service uses fronting on to Tyco Road and Pierpoint Street on the ground level and potentially on the second level. Pedestrian access to the residential lobby is from Pierpoint Street. Parking is provided in two-three levels underground and six levels above grade with on-street parking along Pierpoint Street and Tyco Road. Access to the structured parking is from Pierpoint Street. Above the parking podium, a residential tower with 24 levels of units and a penthouse rise to create an exciting residential environment and new Tysons skyline. The maximum building height, including the podium and penthouse, is 360 feet. Building D2A will include a maximum GFA of 422,000 with between 150 to 436 dwelling units, depending on the size of the units.

The elliptical plan of the tower is designed to maximize daylight and views from the residential units in anticipation of the planned future development of the neighborhood. The contemporary facade consists of an irregular pattern of floor-to-ceiling glass and metal panels which enhance the quality of light and views in the dwelling units and provides an iridescent visual quality to the tower. The projecting balconies concentrated on the south facade provide solar shading to enhance the energy performance of the building. The building base is wrapped in a contemporary composition of clear glazing at the residential entry and retail frontage, concrete and perforated metal panels at the parking levels, and features trees and other plantings integrated into the facades.

The Applicant will include passive amenities and active recreational facilities within Building D2A and on its podium and rooftop. These will include a fitness center and community

room inside the building; a lounge, outdoor dining area, play area and fire pit on the podium level, and a swimming pool, club room and terrace on the rooftop.

Building D2A and the future building to the north are planned as companion buildings. As such, the parking podium for D2A will be expanded in the future and a new residential tower will be constructed on top of the expanded podium. Thus, the landscaping and recreational amenities on the podium level have been designed so that they can meet the needs of residents of Building D2A now and also be expanded to provide additional amenities for the future adjoining building. Similarly, the service alley providing garage access has been designed so that it can be extended to serve the future adjoining building and intersect with future Merchant Street, creating a private alley connection to the larger grid of streets. In anticipation that future development on the adjacent property to the east (Tax Map 29-3 ((1)) 53) may benefit from access to this private alley, the Applicant is providing for "knock-out panels" and associated access easements to allow future interparcel access from Parcel 53.

The streetscapes along the frontages of Building D2A are designed to meet or exceed the recommendations in the Tysons Urban Design Guidelines (the "Guidelines"). The Applicant will be providing a minimum 20 foot streetscape along the north side of Pierpoint Street. As Pierpoint Street is a local street, the Guidelines suggest a minimum 16 foot streetscape section. Because the Applicant believes that Pierpoint Street will become a highly activated street over time, the Applicant proposes a minimum streetscape of 20 feet. This is comprised of a six foot landscape/amenity panel, a six foot clear sidewalk and an eight foot building zone. This building zone could become three to five feet wider in certain areas as it is anticipated that the retail storefronts may be recessed slightly from the main building façade.

The Tyco Road streetscape is proposed to be 20 feet wide as recommended for collector streets in the Guidelines. The Applicant will be widening Tyco Road to accommodate a lane 12 feet in width for the future circulator system as well as a bicycle lane. Until such time as the circulator is in operation, the circulator lane will be used for on-street parking as may be permitted by VDOT.

III. Proposed Interim Improvements

The Applicant proposes to make interim improvements within the areas of the FDP north and south of Building D2A. These improvements will provide for the reuse and revitalization of the former Peacock dealership building or an alternate use, interim park uses and enhanced pedestrian facilities. It is envisioned that these interim uses will remain until such times as Buildings D1 and D2B are constructed.

For the area between Route 7 and Pierpoint Street, the Applicant proposes two alternate interim uses. One alternate would be to provide façade improvements and site enhancements to reactivate the existing dealership structure and surrounding area. This single story building would be utilized for a variety of retail and community uses. The vision is to create a fun and lively attraction that will animate the Route 7 frontage. The concept involves painting the asphalt

in front of the dealership and permitting food trucks to locate in this area. Outdoor and indoor dining space would be provided for food truck clients and other eating establishments that may occupy the structure. A leasing office for the residential buildings may be incorporated into this space. It is also envisioned that the interior space and the area between the Tyco Road and the structure can serve as the location of farmers' markets, art shows and similar community draws. This area would include temporary landscape improvements with casual and fun seating and above grade planters. A second alternate use would be to combine a commercial surface parking lot with enhanced streetscaping and park facilities. This would provide convenient parking to serve metro riders but also would allow space to accommodate and food trucks. This combined parking and open space could be used as a venue for fairs, festivals and outdoor markets. Again painted asphalt and whimsical landscaping mounds would enliven the space. Such improvements, under either alternative, would be made with the future construction of Building D2B, although the Applicant reserves the right to provide them sooner.

For the area north of Building D2A, the Applicant intends to remove the existing buildings and asphalt paving and provide an interim park space. The park will include a large lawn panel for open play and lawn seating, a sport/volleyball court, pathways and benches. The park will be signed so the larger community is aware it is a temporary use. Such improvements will be provided after this area is no longer needed as a construction staging area for Building D2A.

It is anticipated that future buildings will adjoin Building D2A along its northern and eastern podium facades, thus these facades will remain unfinished for an interim period of time. Care will be taken to provide a temporary façade treatment to reduce any negative impacts. It is anticipated that these would be treated with temporary art installations as illustrated in the FDP. This will enliven these facades and are in keeping with the arts and entertainment theme of the Tysons West area.

In order to ensure a pleasant environment for pedestrians walking to Metro or elsewhere in the community, the Applicant will be making improvements to the existing streetscapes north and south of Building D2A. The Applicant will remove the existing asphalt path along the Route 7 frontage and replace it with a six foot concrete sidewalk with street trees on either side of the sidewalk. Between Route 7 and Pierpoint Street, the Tyco Road streetscape will be improved with a new interim five foot sidewalk and new street trees. Similarly, north of Building D2A the Tyco Road streetscape will be enhanced with new street trees and a new five foot wide concrete sidewalk.

IV. <u>Comprehensive Plan Guidance</u>

The Application Property is located in the Tysons West District of Tysons Corner Urban Center of the Comprehensive Plan (the "Plan"). Recommendations for its use and development are provided in both the areawide recommendations and in the more site specific Tysons West - North Subdistrict recommendations. The Plan recommends that the Application Property be developed in keeping with Transit Mixed-Use land use category which calls for a balanced mix

of retail, office, arts/civic, hotel, and residential uses. The Plan encourages the development of residential uses in order to improve the balance between the number of people working in Tysons and the number of people living in Tysons. The Plan also provides guidance on consolidation, street grid, urban design, urban park standards and a host of other topics. These topics are discussed in detail in the statement of justification for the rezoning and CDP. The proposed FDP is in keeping with the CDP submission, however, certain elements of the Plan conformance are reiterated below.

A. Major Elements of the Plan

- Affordable and workforce housing

  The proposed development will provide the full complement of workforce housing as recommended in the Plan. Twenty percent of all units will be provided as workforce dwelling units ("WDUs"). This will result in between 30 and 87 WDUs with this FDP.

- Green building expectations

  Building D2A will meet a minimum of LEED certification, although the Applicant intends to design and construct the building to meet LEED Silver certification.

- Stormwater management

  Stormwater management (SWM) measures for the Application Property are being designed to protect receiving waters downstream of Tysons Corner by reducing runoff from impervious surfaces using a progressive approach. This progressive approach will, to the maximum extent practicable, strive to retain on-site and/or reuse the first inch of rainfall. Proposed SWM and Best Management Practice (BMP) facilities will follow a tiered approach and include (where applicable) rainwater harvesting/detention vaults, runoff reducing BMPs, Innovative BMPs, and Offsite or Shared SWM Facilities.

  Additionally, the above noted SWM Facilities will be designed to (where applicable) meet the requirements of LEED 6.1 and 6.2 for the building based upon the LEED Boundary identified for the building. Low Impact Development (LID) streetscape design techniques will be identified/detailed to treat/control the rain that falls on the ground plane. Access points to the various SWM facilities have been detailed on the FDP to ensure they are outside of the landscape amenity panel and sidewalk zone in public rights-of-way of the streetscape.

- Transportation - grid of streets

  The Applicant has worked with many of the property owners in the Tysons West area from Spring Hill Road to the Dulles Toll Road to develop a grid of streets to provide accessibility and connectivity for the area. In doing so, it has attempted to create a

grid that is both effective and achievable. We have also worked with Fairfax County Department of Transportation (FCDOT) to refine the grid and have included the grid in the CDP. With this application, the Applicant will be constructing Pierpoint Street from Tyco Road to the eastern boundary of the Application Property; will be making frontage improvements to Tyco Road to add a circulator/parking lane and bicycle lane along the frontage of Building D2A and north to the FDP boundary; and will construct a portion of the service alley that will ultimately connect Pierpoint Street to Merchant Street. These improvements advance the creation a grid of streets in the near future.

- Urban design
  - Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons

    Great care has been taken to create a new urban form for this proposal distinctly different from the existing suburban style and in keeping with the new Urban Design Guidelines for Tysons. R2L: Architects, PLLC has included sheets in the FDP with perspective views and sections, in addition to plan views, to accurately portray the key design concepts. Parker/Rodriquez, Inc., landscape architects, working with R2L has provided details of building relationships, streetscapes and the pedestrian realm, and interim park areas, all in keeping with the guidance of the Urban Design section of the Plan.

  - A variety of buildings heights with the tallest buildings in the ranges specified by the building height map

    The Plan recommends maximum heights of 225 to 400 feet for the Application Property. Building D2A is proposed to be a maximum height of 360 feet in keeping with Plan guidance.

- Active recreation facilities

  With this FDP application, the Applicant will include active recreational facilities within its building, on its podium and rooftop, and on an interim basis, in the open space area of the future Building D2B. These will include a fitness center and community room inside the building; a lounge, outdoor dining area, play area and fire pit on the podium level; and a swimming pool, club room and terrace on the rooftop. Within the interim ground level open space/park, the Applicant proposes a great lawn, a sport court, benches and pathways.

B. <u>Tysons West North Subdistrict - Redevelopment Option Guidance</u>

- Circulator Alignment

This FDP application provides for a future circulator route on Tyco Road along the Building D2A frontage and north to the FDP boundary.

V. Requested Waivers and Modifications

To the best of our knowledge, there are no known hazardous or toxic materials on the Application Property or are there any planned with the proposed uses. A number of Zoning Ordinance modifications and waivers as well as Public Facilities modifications are requested to accommodate the proposed development. These modifications and waivers are detailed on exhibits provided by VIKA.

This proposed FDP with the construction of an iconic residential tower in close proximity to the Tysons Spring Hill Station will significantly advance the vision of the new Tysons Corner. It will result in the beginning of a new urban form for Tysons and create a vibrant community that is transit-oriented and pedestrian friendly. It will also showcase how interim uses on future building sites can help create the new community of mixed uses and lively spaces before all permanent development is constructed. This FDP application includes a high level of detail in site design, architectural style, and streetscaping will ensure that Spring Hill Station becomes a signature transit-oriented development and a stimulus for further redevelopment of the Tysons West District.

Thank you for your attention to this matter.

Very truly yours,

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

Elizabeth D. Baker

Elizabeth D. Baker
Senior Land Use Planner

County of Fairfax, Virginia

MEMORANDUM

DATE: January 14, 2012

TO: Barbara C. Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief
Environmental and Development Review Branch, DPZ

SUBJECT: Land Use Analysis: Spring Hill Station (Georgelas Group LLC)
RZ/CDP 2010-PR-014-D
RZ/CDP 2010-PR-014-E
FDP 2010-PR-014-D

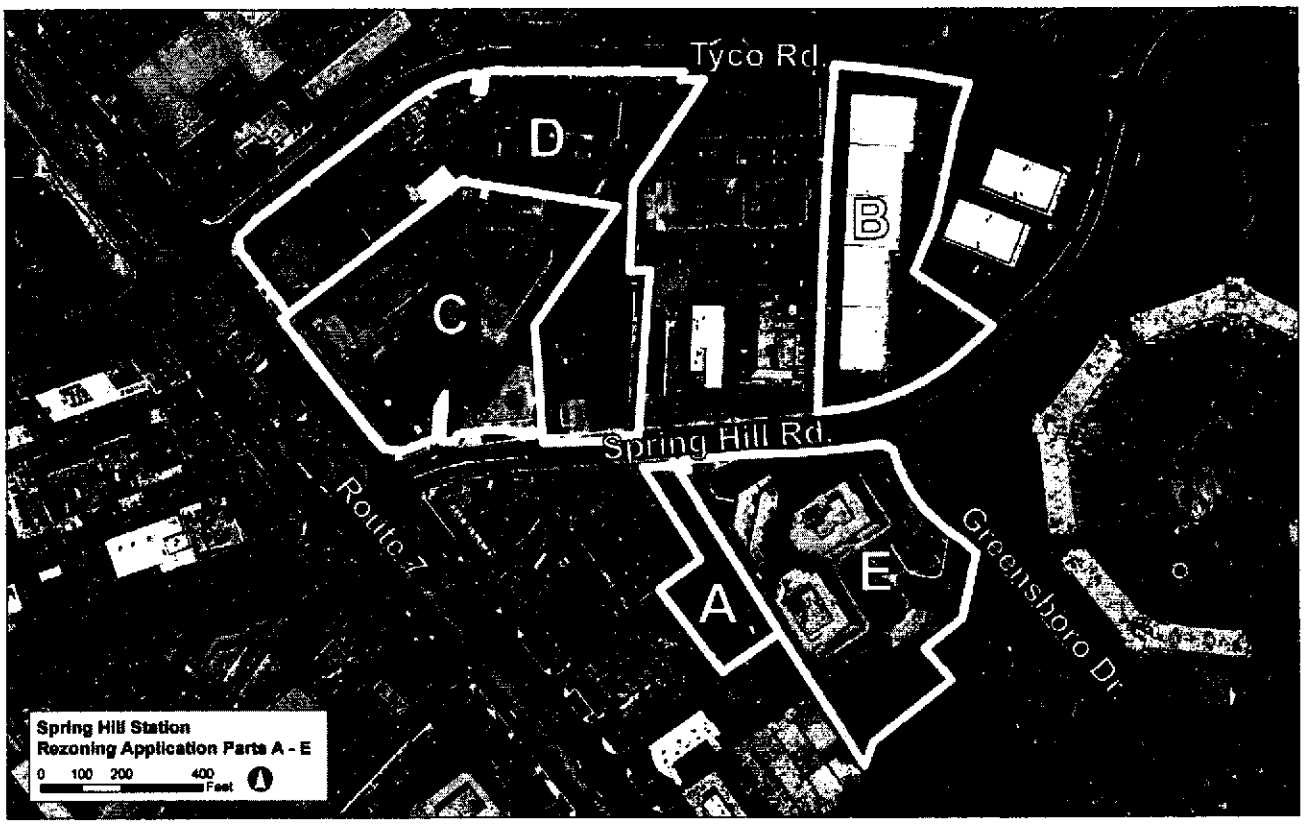
The memorandum, prepared by Matthew Ladd, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Concept Development Plan (CDP), Final Development Plan (FDP) and Rezoning (RZ) applications dated August 24, 2010, as revised through November 28, 2012, and proffers dated November 28, 2012. The extent to which the applications conform to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested.

BACKGROUND INFORMATION

During the Tysons Comprehensive Plan amendment process, the Board of Supervisors directed staff to work with the Planning Commission to select a demonstration project at a Metro station site in Tysons. On July 8, 2009, The Planning Commission selected the applicant for the subject rezonings, Georgelas Group, LLC, to be the County's demonstration project partner. Staff reviewed the demonstration project proposal and worked with the applicant as the Comprehensive Plan and Zoning Ordinance Amendments were being drafted in the summer and fall of 2009.

Following the adoption of the Comprehensive Plan amendment, the applicant submitted RZ-2010-PR-014 for a 32 acre property at the Tysons Spring Hill Metro station. This was the first application accepted for review under the Planned Tysons Corner Urban Center District (PTC). As staff reviewed this complex mixed-use application, it became apparent that resolving some of the site-specific and Tysons-wide policy issues would require additional time. Due to the unique nature of the application as the County's demonstration project for redevelopment at the Tysons Metro stations, as well as the County's and applicant's shared desire to allow redevelopment to occur

concurrently with the opening of Metrorail service, the applicant requested to split the original rezoning application into multiple applications. The first two applications, RZ/FDP 2010-PR-014-A (Part A) and RZ 2010-PR-014-B (Part B) were approved by the Board of Supervisors on September 27, 2011. These applications included residential buildings with ground floor retail and a new facility for Fire Station 29. Following the approval of Parts A and B, the applicant split the remainder of the 32 acre Spring Hill Station project into three separate rezoning applications: RZ 2010-PR-014-C (Part C), RZ 2010-PR-014-D (Part D), and RZ 2010-PR-014-E (Part E). Part C is no longer under the control of the Georgelas Group. Staff is working with the land owner of Part C to advance that application. Parts D and E are the subjects of this land use analysis. The following map indicates land areas associated with each of the five rezoning applications.



Because the larger Spring Hill Station project has been split into multiple applications, this analysis evaluates the subject applications in the context of the whole project that is under the applicant's control (Parts A, B, D, and E). Plan objectives such as land use, public facilities, and urban parks are being evaluated for the overall project rather than for each individual application.

DESCRIPTION OF THE APPLICATION

Part D: The applicant, Georgelas Group LLC, proposes to rezone a 9.94 acre parcel (including areas of density credit) from I-5 and C-7 to PTC. The applicant proposes to construct seven new buildings with maximum heights ranging from 285 to 400 feet. The proposed land uses include office, residential, hotel, and retail. Two of the proposed buildings have multiple land use options. Building D3 could be either office or residential, and Building D5 could be either hotel or residential with ground floor retail in both options. The proposed maximum gross floor area (GFA) is 2,786,000, resulting in a floor area ratio (FAR) of 6.44. The buildings are proposed to be integrated into parking podiums with maximum heights ranging from 60 to 80 feet. The application is designed as a series of smaller urban blocks that will be created by the construction of three new streets: Pierpoint Street, Merchant Street, and Broad Street. Two public at-grade parks are also proposed with sizes of 0.84 and 0.33 acre. The applicant has filed a FDP application for building D2A, a 34-story residential building with a maximum of 436 dwelling units and 10,000 square feet of ground floor retail space. This FDP application is being reviewed concurrently with the CDP for Part D.

Part E: The applicant proposes to rezone a 7.55 acre parcel (including areas of density credit) from C-4 to PTC. Two existing ten-story office buildings on the site are proposed to remain. The applicant proposes to construct three new buildings with maximum heights ranging from 40 to 260 feet. The proposed land uses are office, hotel, retail, and residential. Two of the proposed buildings have multiple land use options. Building E4 could be either hotel or residential, and Building E5 could be either retail or residential. The proposed maximum GFA is 1,009,170 square feet, resulting in a FAR of 3.29. The new buildings are proposed to be integrated into parking podiums with maximum heights ranging from 20 to 60 feet. This application is adjacent to the previously approved Part A, and it extends the new collector street (Broad Street) that will be constructed with Part A. An existing private driveway is proposed to be redesigned as Logan Street, which will connect to Broad Street. A 0.44 acre public park is proposed at the intersection of Logan and Broad Streets. No FDP applications have been filed for Part E.

LOCATION AND CHARACTER OF THE AREA

Part D: The subject property is located in the Tysons West TOD District and is entirely within 1/4 mile of the Spring Hill Metro station entrance. The site is shaped like a horseshoe with frontage on the south side of Tyco Road and the north side of Spring Hill Road in the vicinity of Leesburg Pike (Route 7). It is currently developed with low intensity retail, auto repair, warehousing, and self-storage uses and a County fire station (Station 29). The site surrounds auto sales and repair uses and a four-story office building that are adjacent to the Spring Hill Metro station, which is currently under construction. To the west are an equipment rental business, an auto body shop, the West McLean Post Office, and the Build America light industrial condominiums.

Part E: The subject property is located in the Tysons West TOD District, and 73% is between 1/8 and 1/4 mile of the Spring Hill Metro station entrance. The remaining 27% of the site is located

between 1/4 and 1/3 mile from the station entrance. The site is currently developed with two ten-story office buildings that are proposed to remain. It is located south of Spring Hill Road and west of Greensboro Drive. The Rotonda Condominiums are located to the east of the property, across Greensboro Drive. An equipment rental business, an auto body shop, and West McLean Post Office, and an industrial building that is proposed to be redeveloped as Part B of the Spring Hill Station project are all located to the north, across Spring Hill Road. A high-rise residential building (Part A) that is currently under construction and a parking lot and structure associated with retail and office uses on Leesburg Pike are located to the east of the subject site. The Greensboro Square office condominiums and a vacant parcel zoned C-4 are located to the south.

COMPREHENSIVE PLAN CITATIONS:

The specific District and Subdistrict Comprehensive Plan citations for the subject applications are provided below. Relevant text citations and graphics from the Areawide Recommendations are provided within the analysis sections of this memo. The complete Tysons Corner Urban Center section of the Comprehensive Plan is available on the web at the links below.

The Comprehensive Plan Areawide 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

Land Use

In the Fairfax County Comprehensive Plan, 2011 Edition, Area II, Tysons Corner Urban Center, District Recommendations, Tysons West District, North Subdistrict, as amended through June 22, 2010, on pages 120-122 and 125-128, the Plan states:

> **"Tysons West**
>
> Tysons West is a gateway to Tysons from Route 7 and the Dulles Airport Access Road and Toll Road. This area of industrial uses, car dealerships and offices is envisioned to transform into a new transit-oriented, mixed use destination with special emphasis as an arts and entertainment center.
>
> To become this vibrant urban destination, Tysons West will need a diversity in land use, including office, residential, hotel and retail uses, as well as a concentration of arts and entertainment uses of the type often found in more established downtown areas. Taking advantage of the Metro station, the majority of land uses closest to the station are designated for employment uses.
>
> Retail uses should include restaurants and cafes, art galleries, small theaters, specialty and general retail that form the basis of an arts and entertainment center and stay open after the

workday ends. Streets immediately adjacent to the Tysons West transit station are envisioned as retail streets, drawing people off Metrorail and into new residential neighborhoods. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A series of urban park spaces linked by the area's urban street grid will provide attractive places for walking and places for informal neighborhood gatherings. Live/work and loft housing should integrate with or be in close proximity to arts and entertainment uses...

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."

"NORTH SUBDISTRICT

The North Subdistrict is comprised of about 125 acres and is bounded by the Dulles Airport Access Road and Toll Road on the north, Route 7 on the southwest, and the Tysons Central 7 and North Central Districts on the southeast...

Redevelopment Option

The subdistrict is envisioned for substantial redevelopment to mixed use with office being focused along Route 7 and adjacent to the Dulles Airport Access Road and Toll Road. Urban residential neighborhoods should be provided and will enliven the vibrancy of this mixed use district. Other land uses should include hotels, arts and entertainment, retail and support services. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

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

- The vision for this subdistrict is to redevelop with office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, including hotels, residential dwellings, arts and entertainment uses, as well as retail and support services. Sites within 1/8 mile of the Metro station should be redeveloped predominantly with office use. Beyond 1/8 mile it is envisioned that the area will transition to urban residential neighborhoods. 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.

- Throughout this subdistrict, 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.

- For property along Spring Hill Road, redevelopment proposals should address the redevelopment and relocation of the existing fire station and/or post office.

- 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. The major vehicular circulation and access improvements in this subdistrict are the extension of Greensboro Drive and the planned new ramps from the Dulles Airport Access Road and Toll Road connecting to Greensboro Drive.

- Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks and pedestrian and bike circulation improvements should be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation recommendations.

- Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations.

- As discussed above under the South Subdistrict, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment. However, if undergrounding proves infeasible, redevelopment should relocate the line or accommodate it in place.

- The green network planned for this subdistrict illustrates how the existing Dominion Power easement could be used as a pedestrian and open space amenity that links the Tysons West Metro station to the rest of the subdistrict. Along the power line easement, a series of urban parks are envisioned which link to other urban parks by the street grid. Alternatives that provide open spaces linking this subdistrict to the area's Metro station in a similar manner should be considered.

- Additional urban parks are to be located throughout the subdistrict. All urban parks in this subdistrict should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in the area. The sizes of these parks should be between 1/2 to over one acre. At least one two acre recreation-focused park should be provided in the subdistrict to serve the recreation and leisure needs of future residents and workers. Facilities could include sport courts, playground features, skate parks, splash pads, or other small-footprint facilities. Publicly accessible open space and recreational facilities should be provided in this subdistrict consistent with 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 under 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 needed 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. It is anticipated that existing Fire Station 29 and the U.S. Post Office on Spring Hill Road will be relocated as redevelopment occurs.

- Building heights will vary depending upon location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station where building height is planned up to 400 feet. Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 175 and 225 feet. Beyond one-quarter mile, buildings should have lower heights, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. Building heights should be consistent with the above guidance as well as the guidelines in the Areawide Urban Design Recommendations.

- Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.

- A potential circulator alignment extends through this subdistrict as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the 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):

Part D: Transit Station Mixed Use

Part E: Transit Station Mixed Use and Residential Mixed Use

TYSONS COMPREHENSIVE PLAN BUILDING HEIGHT TIER (Page 116):

Part D: Tier 1 (225' – 400') and Tier 2 (175' – 125')

Part E: Tier 2 (175' – 125') and Tier 3 (130' – 175')

LAND USE ANALYSIS

The land use analysis evaluates whether the applications are in general conformance with Comprehensive Plan objectives such as land use, intensity, and consolidation.

Land Use

Staff has evaluated the land use mix for the subject applications in the context of the applicant's four Spring Hill Station cases (Parts A, B, D, and E). The overall proposal is split between the Transit Station Mixed Use and Residential Mixed Use categories on the Comprehensive Plan's Conceptual Land Use Map (page 22). The Plan defines these land use category on pages 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."
>
> "**Residential Mixed Use:** These areas are planned for primarily residential uses with a mix of other uses, including office, hotel, arts/civic, and supporting retail and services. These complementary uses should provide for the residents' daily needs, such as basic shopping and services, recreation, schools and community interaction. It is anticipated that the residential component should be on the order of 75% or more of the total development."

The Plan further recommends the following for projects that are split between two or more land use categories (page 21):

> "These categories indicate a general proportion of uses; however, the appropriate mix will be evaluated on a case-by-case basis during the development review process. Projects that span multiple land use categories may be granted flexibility in the location of uses as long as the

overall land use mix is consistent with the proportions recommended for the entire project area."

By blending the two categories based on land area, the expected range of uses for all of the applications is a minimum of 39% residential and a maximum of 51% office, with retail, hotel, and other complementary uses. The applicant is proposing different use options for certain buildings. The range of uses proposed is detailed in the table below.

Spring Hill Station Proposed Land Use Options
Summary of Parts A, B, D, and E

	Option 1 Maximum GFA (Sq. Ft.)	Option 1 Percentage	Option 2 Maximum GFA (Sq. Ft.)	Option 2 Percentage
Office	2,123,170	36%	1,688,170	29%
Retail	130,100	2%	114,100	2%
Hotel	324,000	5%	0	0%
Residential	3,392,000	57%	4,092,500	69%
TOTAL	5,969,270	100%	5,894,770	100%

Option 1 is the maximum amount of office and hotel uses that could be built.
Option 2 is the maximum amount of residential uses that could be built.

The land use mix in the table is based on a maximum buildout of the subject property. The following table demonstrates the range of dwelling units proposed for Parts D and E.

Range of Dwelling Units Proposed

	Option 1	Option 2
Part D	550 – 1,350 DUs	700 – 2,035 DUs
Part E	0 DUs	110 – 234 DUs

While a commitment to a minimum number of dwelling units can help to ensure a balanced mix of land uses are achieved, the range proposed is very wide. Because Part D is located within 1/4 mile of a Metro station, staff encourages the applicant to commit to a minimum of 250 dwelling units for buildings D2A, D2B, D3, and D4.

The land use mix proposed for the subject applications is in general conformance with the Comprehensive Plan. However, ideally, the applicant should commit to a higher minimum number of dwelling units to ensure a balanced land use mix and a level of density appropriate for transit-oriented development.

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 Plan recommends an intensity of 2.5 FAR, plus bonuses, for sites located between 1/4 mile and 1/3 mile from a station, provided that no office uses are proposed within this area.

The Comprehensive Plan and PTC zoning regulations also limit the office portion of a development to 2.5 FAR unless a Special Exception is approved or bonus intensity is achieved for the provision of public facilities. The maximum office intensity proposed for Part D is 2.94 FAR, and the maximum office intensity proposed for Part E is 2.59 FAR. The applicant is requesting of 219,116 square feet of office floor area as a public facility bonus. The Plan recommendations concerning such bonuses are as follows (page 28):

> "In addition to intensity credit given for dedicating land for parks and roads, additional floor area could be allowed in limited circumstances for the provision of major public facilities, such as a school, a conference center, or facilities associated with a large urban park. In order to achieve this additional floor area, the facility provided should significantly advance securing the necessary improvements identified in the Public Facilities section and in the District Recommendations. The extent of the public benefit being provided, which should be substantially greater than the expectations described in the 'Phasing to Public Facilities' portion of the Land Use section, will be considered in determining the amount of additional floor area.
>
> The total amount of bonus floor area for public facilities granted through the rezoning process should be no more than 2 million square feet of office uses and 10 million square feet of residential uses throughout Tysons... The office bonuses may be achieved throughout Tysons and could be used to either increase the amount of floor area that is not subject to a special exception (SE) within 1/4 of the stations, or to increase the total amount of development permitted on a site outside of 1/4 mile of the stations."

The following is the rationale behind the applicant's request for a public facility bonus (from the Statement of Justification dated November 30, 2012):

- "When viewed comprehensively, the maximum office uses proposed for Parts A, B, D and E under Option 1 total 2,123,170 GFA or 1.99 FAR, considerably less than the 2.50 threshold...
- Office uses have been concentrated in Parts D and E, areas close to the metro station as recommended in the Plan. No office use is approved for Parts A or B.
- The Applicant's commitment to construct a new fire and rescue station exceeds the public facility expectation for the size of the combined applications. This construction provides a

> much needed facility in a relatively short time frame and also frees up the existing station site for transit oriented development in keeping with the vision for station areas."

This justification is sufficient to meet the Comprehensive Plan recommendations for public facility bonuses. It should be noted that the pending Part C application will be expected to stand alone when considering the Plan objectives for public facilities. Staff also notes that this is the first PTC application to request a public facility bonus for office uses. As noted in the citation above, the Plan recommends that no more than 2,000,000 square feet of office floor area be granted through such bonuses.

The subject property of Part D is located entirely within 1/4 mile of the Spring Hill Metro station. Based on the Plan recommendations, it is not subject to a maximum intensity other than the limits on office uses addressed above.

The majority (73%) of the subject property of Part E is located within 1/4 mile of the Tysons West station. The remainder of the property (27%) is located between 1/4 and 1/3 mile of the station. The portion of the site within 1/4 mile is not subject to a maximum intensity other than the limits on office uses addressed above. The intensity proposed for the area in the 1/4 to 1/3 mile ring is 1.51 FAR under Option 1 and 2.24 FAR under Option 2. Because office uses are not proposed in this ring, the Plan recommends a maximum FAR of 2.5 before bonuses.

While the intensity proposed in the Conceptual Development Plans for both Parts D and E is in in general conformance with the Comprehensive Plan, staff is concerned that some of the language in the proffers could be used to allow changes to the project that would not be consistent with the Plan. Specifically, the applicant is requesting the ability to shift GFA between buildings within each zoning case as long as the maximum height for each building is not exceeded. While flexibility on the order of 10% is reasonable, the proffers as currently written could allow circumstances where intensity is shifted to buildings that are farther away from the Metro station. The Land Use section of the Tysons Plan includes the following recommendations:

> "The resulting development pattern should generally conform to the goal of locating the highest intensities closest to transit (page 24)."

> "Under no circumstance should floor area be moved from an area without a maximum FAR in the Plan to an area located more than 1/4 mile from a Metro station (page 28)."

Staff and the Planning Commission would have an opportunity to review proposals to shift GFA as FDPs are filed. However, ideally, the applicant should commit to limiting such modifications so that the maximum GFA proposed on the CDP can be increased by no more than 10%.

Initial Development Level

The Comprehensive Plan sets an initial development level (IDL) 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 October 16, 2012, the Board of Supervisors directed staff to "incorporate with the next Tysons-wide plan amendment consideration of a change to the current Interim Development Level (IDL) of 45 million square feet of office use and the criteria for evaluating any such change to the IDL."

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

Category	CDP/GDP Office GFA (sq. ft)	FDP/GDP Office GFA (sq. ft.)
Existing Development[1]	26,789,000	26,789,000
Approved, Unbuilt Development [2]	9,363,290	5,953,988
RZ 2010-PR-014-D and 014-E	1,692,000	0
Total Office GFA	**37,844,290**	**32,742,988**

[1] *Report to Board of Supervisors on Tysons Corner*, October 2012
[2] Includes applications approved prior to creation of PTC district and approved Capital One and Arbor Row PTC applications

The office space proposed for the subject applications, combined with existing and approved development, does not exceed the 45 million square feet set as the initial development level for office uses in the Comprehensive Plan.

Phasing Development to Transportation Improvements

An important element of the Comprehensive Plan for Tysons is the guidance on phasing development to transportation improvements (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."

On January 8, 2013, the Board of Supervisors adopted guidelines for two transportation funds related to Tysons: the Tysons Grid of Streets Transportation Fund (Grid Fund) and the Tysons-wide Transportation Fund (Tysons-wide Fund).

The Grid Fund is for the construction of improvements to the grid of streets that do not fall within the bounds of development proposals. This could include the construction of missing links in the network or off-site improvements to increase capacity or improve alignment. The applicant's draft proffers are consistent with the Board's Policy for the Grid Fund.

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) by proffering to adhere to the Board of Supervisors' Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010. The Comprehensive Plan recommendations for affordable and workforce housing in Tysons are incorporated into these policy guidelines, which 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 based on the total number of units provided, regardless of whether the site is located inside or outside the 1/4 mile Metro ring, carrying forth a commitment made with Parts A and B.

The Plan also recommends that rezoning applicants contribute $3.00 (or $0.25 annually) 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 two options for non-residential contributions toward affordable housing in Tysons. The first option is to contribute $3.00 per non-residential square foot. The second option is to contribute $0.25 per office or hotel square foot annually for 16 years. The applicant will decide which option will be pursued for each building. While the Plan does not specify the time period that would apply for the $0.25 annual contribution, 16 years is an appropriate term that is roughly equivalent to the net present value of an upfront $3.00 contribution. The contributions will be made (or initiated in the case of the annual payments) when a Non-RUP is issued. Because multiple Non-RUPs could be issued for each building, the proffers should clarify that the timing of the contribution is based on the initial Non-RUP issued for each building.

With clarification on the timing of the non-residential contributions, the subject applications 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 applications is as follows (Tysons West North Subdistrict Recommendations, page 126):

> "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.
>
> - Throughout this subdistrict, 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.
>
> - For property along Spring Hill Road, redevelopment proposals should address the redevelopment and relocation of the existing fire station and/or post office"

The subject applications, considered on their own, are approximately 17.5 acres. When combined with Parts A and B, the total size of the project under the applicant's control is 24.6 acres. Part D, the only part that includes land within 1/8 mile of the Metro station, meets the objective of including land in both the first and second intensity tiers. Part B included a commitment to relocate the existing fire station on Spring Hill Road, and Part D proposes redevelopment of the Station 29 site following relocation.

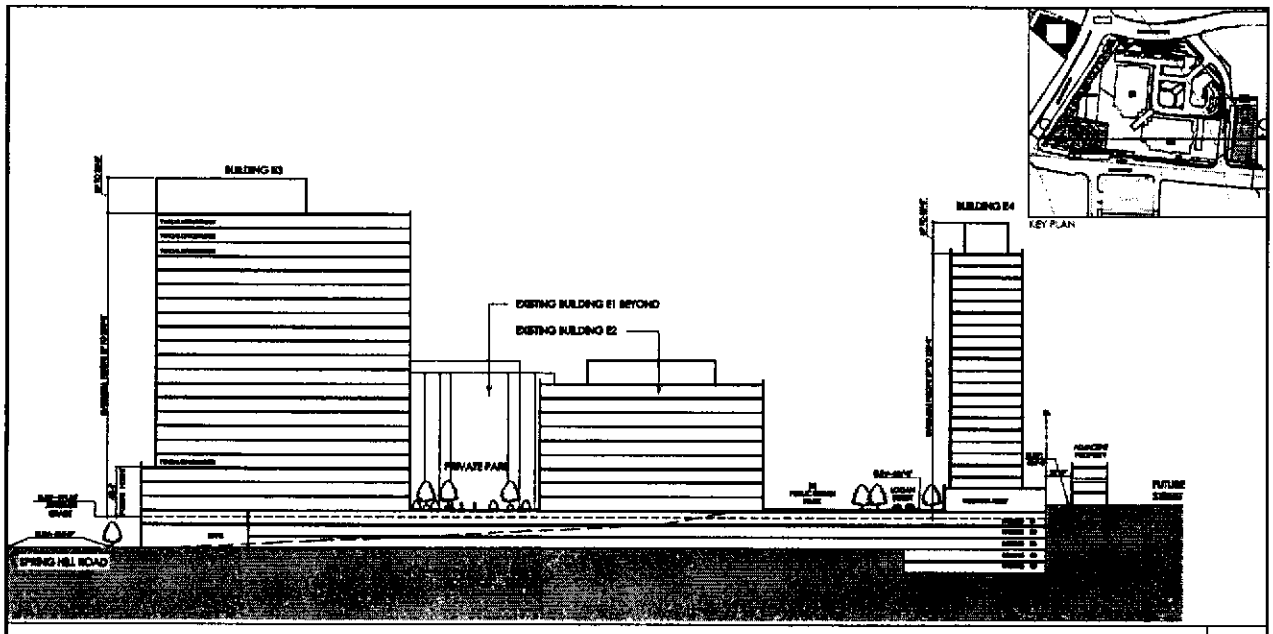
In addition to the site-specific consolidation guidance, the Comprehensive Plan sets five specific objectives for consolidations (page 36):

> "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 four objectives, as described in the relevant sections of this memo. One outstanding issue related to consolidation is the fifth objective, demonstration how adjacent properties can redevelop in conformance with the Plan. Part D meets this objective by showing potential development plans for the adjacent Part C properties. Part E includes a significant change in grade along the proposed alignment of Broad Street, and the applicant has not clearly demonstrated that its development proposal would not adversely impact the ability of adjacent properties to redevelop. The applicant's proposed grading would bring Broad Street to an elevation of approximately 460 feet at the edge of the subject property, which is 20 feet below the existing grade. This will likely require significant retaining walls and could make it difficult for adjacent property owners to access Broad Street without major re-grading. The applicant has not provided

detailed engineering for Broad Street so that staff and other property owners in Tysons West can understand the impacts on future development.

Similarly, the proposed locations of Building E4 and Future Street result in approximately 30-40 feet of width for a future building site on the remainder of the block. The graphic below from Sheet A-3.0 demonstrates that a low-rise building is the only viable option that could fit into this width.



When viewed in the context of the overall Spring Hill Station proposal, the subject applications are mostly in conformance with the Comprehensive Plan, with one outstanding issue. This issue could be resolved by providing more detailed grading information for Part E and the adjacent sites and by demonstrating how these sites could redevelop in conformance with the Comprehensive Plan.

Public Facilities

The Comprehensive Plan recommends relocating Fire Station 29 from Spring Hill Road to a new site within the Tysons West North Subdistrict or to the Spring Hill Transit Center (page 87). The Plan further recommends that this relocation occur in the 2010-2020 time period (page 93). The Plan's strategy for implementing public facilities to serve Tysons is to focus on receiving dedications of land or building space with the initial rezoning applications (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."

With Part B of the Spring Hill Station rezoning, the applicant proffered to "design, permit, construct and dedicate to the County" a two-level fire station by December 31, 2020. Although this commitment is proffered with Part B, it is intended to meet the public facility objectives for all four of the applicant's rezoning applications. As noted in the intensity section of this memo, the applicant is requesting bonus intensity for going beyond the expectations set forth in the Plan.

Another public facility need identified for the Tysons West District is undergrounding the high-voltage transmission lines that currently run above grade through Parts C and D. The majority of the existing transmission line is on the Part C property along the property line with Part D. Approximately 415 linear feet of the line is located on the Part D property. The applicant is proffering to contribute toward a pro rata share of the undergrounding with a cost cap of $150,000. This contribution would be provided when the use permit is issued for Building D4 or when the undergrounding project is initiated, whichever occurs last.

Based on Dominion Virginia Power's planning-level construction estimate of $3,280 per linear foot for undergrounding (excluding right-of-way costs), the applicant's pro rata share would be approximately $1.4 million. Staff prefers that the applicant remove or significantly increase the proffered cost cap in order to be consistent with the Plan recommendation to underground this line. The applicant should also reconsider the timing of such a contribution. .

URBAN DESIGN ANALYSIS

Several urban design issues have been identified and are discussed below. Additional comments on urban design have been provided by the County's Office of Community Revitalization.

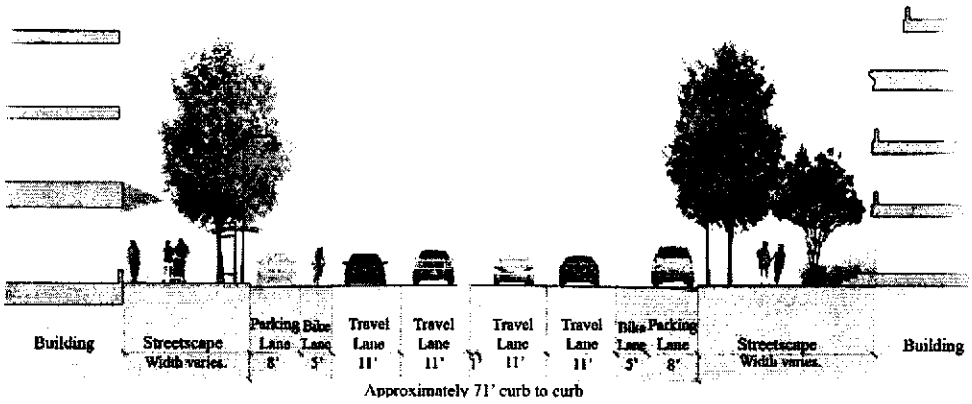
Street Grid and Design

The Comprehensive Plan provides recommendations for both street grids (pages 46-47, 96) and street cross sections (pages 96-108). The subject applications show a street grid design for the block surrounded by Route 7, Tyco Road, and Spring Hill Road and the continuation of a collector street, Broad Street, from Spring Hill Road to Westpark Drive, parallel to Route 7. The subject applications propose to construct the on-site portion of this grid and limited off-site portions to provide full street sections.

The proposed street grid for the overall project is largely unchanged from when Parts A and B were approved. This grid is in general conformance with the guidance in the Comprehensive Plan. Since the approval of Parts A and B, Condominium Street has been renamed Broad Street and Retail Circle has been renamed Pierpoint Street. These names are not final, but they facilitate review of the projects.

Part D includes a new collector street (Broad Street) and two new local streets (Merchant Street and Pierpoint Street). The ultimate section of Broad Street, which will require off-site right-of-way, includes two travel lanes in each direction and one bike lane in each direction. On-street parking lanes are proposed on both sides of the street, except along the frontage of Building D5. The applicant could meet the Plan objective of providing parking lanes on collector streets while maintaining an adequate streetscape width by adjusting the footprint for Building D5 by seven feet or by slightly re-aligning Broad Street to the west. The typical section recommended for a collector street with four travel lanes and no median is shown in Figure 6 from the Plan (page 54).

Figure 6
Collector Street section with
two travel lanes in each direction and no median



The two local streets proposed with Part D (Merchant and Pierpoint) are designed to accommodate two travel lanes in each direction during peak periods and one travel and one parking lane in each direction during non-peak periods. These street designs are consistent with the Plan recommendations. The completion of Merchant Street from Tyco Road to Broad Street will require right-of-way from Part C. The applicant is proffering to construct the off-site portion as long as the easements can be obtained. The completion of Pierpoint Street from Tyco Road to Broad Street will likely require the redevelopment of Part C.

The portion of Broad Street on Part E is also designated as a collector street. With the exception of a pinch point that was approved with Part A, the ultimate design of Broad Street is consistent with the Plan recommendations for collectors. The interim section of Broad Street is located completely on Parts A and E and includes one travel lane in each direction with no parking or bike lanes. Until the adjacent properties redevelop, this street is only needed for access to the buildings on Parts A and E.

The existing driveway to the southeast of Buildings E1 and E2 is proposed as a service alley. With one travel lane and one parking lane in each direction and streetscaping, it is designed like a typical local street as recommended in the Plan.

In addition to the new streets proposed on Part E, the applicant proposes to redesign Greensboro Drive along its frontage to provide new bike lanes in both directions. Parking lanes are not proposed due to the constraints of the existing parking structure on Part E and the Rotonda Condominiums on the opposite side of Greensboro, which are not planned for redevelopment.

The street designs proposed in the subject applications are in general conformance with the Plan with one outstanding issue being the lack of a parking lane on Broad Street adjacent to Building D5.

Streetscape Design

The Urban Design section of the Comprehensive Plan provides detailed guidance on streetscapes (pages 96-108). 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 of the proposed streetscapes for Parts D and E meet the dimensional standards set forth in the Plan with the following exceptions:

- The Plan recommendation for the building zone width along a boulevard is 15 feet to allow for both street trees and retail browsing or outdoor dining. The proposed section for Route 7 has a width of 10 feet to not conflict with the fire code. This is acceptable for a CDP, but the applicant is encouraged to work with the County to enhance the Route 7 streetscape when FDPs are filed.

- As noted previously, constraints on the width of Broad Street in Part A preclude a full streetscape from being provided along the existing parking structure in the vicinity of Building E2.

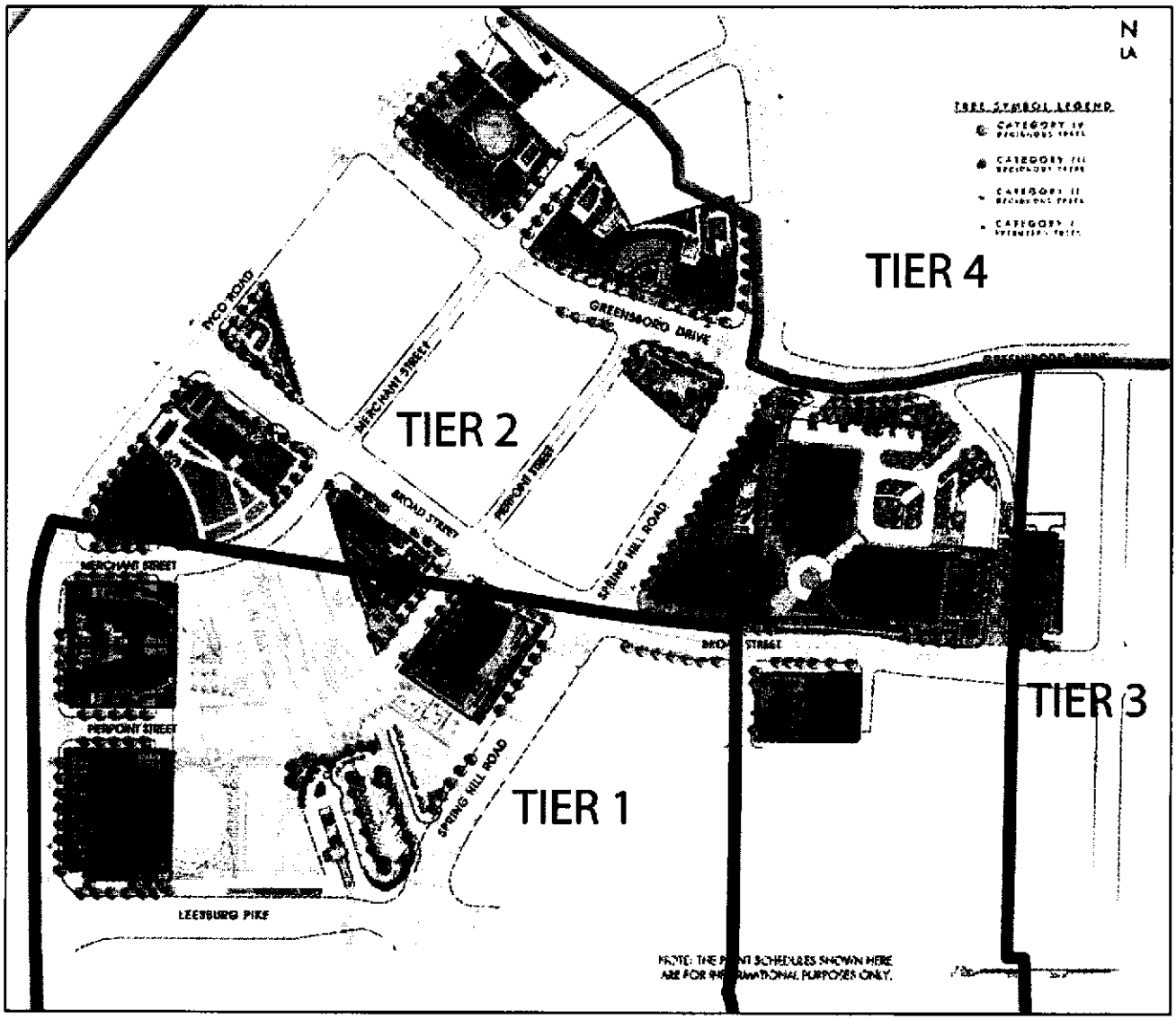
In the context of the overall goals of the Comprehensive Plan, the streetscape designs proposed in the subject applications are in general conformance with the Plan.

Building Height

Both Parts D and E and are split between two designations on the Comprehensive Plan's Conceptual Building Heights Map (page 116). Part D is split between Tier 1 (recommended maximum heights ranging from 225 to 400 feet) and Tier 2 (recommended maximum heights ranging from 175 to 400 feet). Part E is split between Tier 2 and Tier 3 (recommended maximum heights ranging from 130 to 175 feet). The Plan allows for height flexibility in certain circumstances, as cited below (page 115).

> "Height flexibility will be provided to facilitate the provision of affordable/workforce housing, as well as public and quasi-public uses such as a conference center or arts center."

The following graphic shows the Conceptual Building Heights Map overlaid on the application areas:



The following table compares the Plan's recommended maximum height ranges to the heights proposed by the applicant for each building. Shaded rows indicate buildings that would exceed the Plan recommendations.

Maximum Proposed Building Heights

Application	Building	Proposed Use	Comprehensive Plan Maximum Building Height Range (feet)	Proposed Maximum Building Height (feet)
Part D	D1	Office/Retail	225 – 400	400 feet
Part D	D2A	Residential/Retail	225 – 400	360 feet
Part D	D2B	Residential/Retail	225 – 400	360 feet
Part D	D3 Option 1	Office/Retail	175 – 225	[illegible]
Part D	D3 Option 2	Residential/Retail		300 feet
Part D	D4	Residential/Retail	175 – 225	300 feet
Part D	D5 Option 1	Hotel/Retail	Split: 225 – 400 and 175 – 225	360 feet
Part D	D5 Option 2	Residential/Retail		360 feet
Part D	D6	Office/Retail	225 – 400	400 feet
Part E	E1	Office (existing)	175 – 225	130 feet
Part E	E2	Office (existing)	175 – 225	130 feet
Part E	E3	Office/Retail	175 – 225	260 feet
Part E	E4 Option 1	Hotel	130 – 175	175 feet
Part E	E4 Option 2	Residential		225 feet
Part E	E5 Option 1	Retail	175 – 225	40 feet
Part E	E5 Option 2	Residential		40 feet

For the residential buildings where height flexibility is requested (D3, D4, and E4), the additional height requested is 29 – 33% above the Plan maximum. This amount of flexibility is appropriate because the applicant is proffering to provide affordable and workforce housing in accordance with the Plan objectives discussed above in the Land Use Analysis. The applicant has requested height flexibility for the office option for Building D3 because increasing the capacity on Merchant Street and accommodating an at-grade plaza between D3 and D4 has reduced the area available for

development on this block. The applicant has also requested flexibility for another office building, E3 from 225 feet to 260 feet with the most recent submission. Without justification for the request for increased height for Building E3, staff prefers that the maximum building height be limited to 225 feet.

In addition to the maximum building heights listed in the table above, the applicant is proposing maximum heights for each parking podium, ranging from 20 to 80 feet. Staff encourages the applicant to reduce the podium heights as much as possible when FDPs are filed.

With the exception of the maximum office building heights noted above, the building heights proposed in the subject applications are in general conformance with the Comprehensive Plan.

County of Fairfax, Virginia

MEMORANDUM

DATE: January 16, 2013

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Angela Kadar Rodeheaver, Chief MAD for AKR
Site Analysis Section, DOT

FILE: 3-4 (RZ 2010-PR-014D)

SUBJECT: RZ/FDP 2010-PR-014D - Georgelas Group, LLC
Site - Spring Hill Station, Part D
Land Identification Maps: 29-3 ((1)) 18C, 54A, 57, 57B, 57G

This department has reviewed the subject rezoning submittal including proffers and development plans dated January 11, 2013. The applicant is proposing to construct a total of 7 buildings in two development options that would range from 2.1 million square feet to 2.7 million square feet within the land area included in the subject rezoning application.

In June 2010, the Fairfax County Board of Supervisors adopted changes to the Comprehensive Plan for the Tysons Corner Urban Center. Included in the Plan are a number of transportation initiatives that are intended to offset the increases in density envisioned for Tysons. The goal for Tysons is to create an urban downtown that integrates multimodal transportation facilities in a dense development framework. This is particularly sought adjacent to transit facilities, such as Metrorail station areas. The Plan defines rings of development extending to ½ mile from the four proposed stations in the urban center with densities stepping away from the station. Providing multimodal options is critical to efficient transportation operations in Tysons.

The transportation plan for Tysons outlines a structure for achieving a multimodal network. It speaks of a grid of streets that incorporates vehicular traffic, surface transit, bicycles, and pedestrians. In addition, transportation demand management (TDM) initiatives to create and implement viable options to low-occupant vehicle use are equally important to the functionality of network for the reduction of vehicular travel in the Tysons Corner Urban Center. Further, changes in the existing overall development mix in Tysons to create a balance between commercial and residential development are sought to provide opportunities for offsetting vehicular demand on the road network within and outside Tysons. The Plan provides guidance and phased transportation improvements to be both incorporated and funded with development applications to address the Plan's recommendations.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot

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Critical transportation issues identified in the Tysons Urban Center Plan are addressed by the applicant in this development proposal. These are outlined below.

- Grid of Streets – The applicant has committed to phased construction of the planned grid within and adjacent to the development area.
  a. A critical collector street (designated as Broad Street) paralleling Route 7 between Spring Hill Road and Tyco Road will be constructed in phases with site development. Several cross-sections are proposed depending on timing and available right-of-way for the construction.
  b. Local streets (designated as Merchant Street and Pierpoint Street) designed to accommodate off-peak parking and peak hour traffic are proposed.
  c. The collector and local street grid could ultimately provide a network connection to the Dulles Toll Road as options for access to this facility remain under consideration.
  d. Widening and improvements to Spring Hill Road and Tyco Road are anticipated to accommodate the planned bus circulator system in Tysons. In the short term the added curb lane will provide on-street parking.

- Transportation Demand Management (TDM) – The applicant has agreed to design a TDM program to meet the goals outlined in Table 5 of the Plan as well as conforming to the TDM benchmarks developed by FCDOT staff. Staff has collaborated with several developers to draft a standard proffer that establishes a universal approach to TDM. Key elements of this proffer include:
  a. A commitment to fund a Tysons-wide Transportation Management Association (TMA). The establishment of a TMA for Tysons is seen as essential to a coordinated stakeholder effort to achieve the Table 5 goals for the whole of Tysons.
  b. Site conformity to trip reduction objectives based on constructed square footage of development in the Tysons Corner Urban Center.
  c. Inclusion of Remedy, Incentive, and Penalty Funds and processes for administering these funds.
  d. A detailed implementation and administration plan for the TDM program that will also provide the flexibility to modify the program to address changes necessary during the life of the project.

- Parking – The parking supply provided with the proposed development will conform to the parking provisions associated with PTC district which establishes parking maximums. These maximums are seen as a critical component of an effective TDM program as lack of readily available parking has a bearing on mode choice.

- Tysons Grid Fund – The applicant has committed to contribute to the Tysons Grid Fund in conformance with the guidelines drafted by staff. Credits for off-site land acquisition and construction have been included in the proffers.

- Public Street Network – FCDOT staff are advocating strongly for a publically maintained street and adjoining pedestrian network in the Tysons Corner Urban Center. This is important to provide continuity in street design, access, maintenance, and operation throughout Tysons. The street grid is critical to functionality of the urban center and access to it by and for the public interest is essential.

  In combination with public streets, FCDOT, VDOT, and other County staff have drafted and secured approval for urban public street design standards to be implemented with re-development of Tysons for new and existing street construction. The modifications to street design and engineering are intended to establish multi-modal streets that especially accommodate pedestrian and bicycle movement. The goal is to create a street environment that is inviting to people and activity shared with vehicular traffic. These standards were approved by VDOT in September 2011.

  The applicant has committed that Broad Street, Merchant Street, and Pierpoint Street will be constructed for acceptance as public streets and sidewalks.

- General Transportation Commitments – In addition to the above the applicant has made the following commitments
  a. Construction of streetscape and pedestrian facilities on the street frontages in conformance with urban design recommendations in the Comprehensive Plan.
  b. Dedication of the street-side pedestrian areas to public use. This has been identified as a critical element to provide a multimodal street environment.
  c. Design of street improvements for collector streets and avenues to accommodate on-street bicycling.
  d. Dedication for a potential future bus or rail circulator in Tysons.
  e. Construction of traffic signals where warranted.
  f. A contingent commitment to construct a pedestrian connection to the Spring Hill Metro station via Tax Map Parcel 29-3 ((1)) 57H and the adjoining kiss-n-ride lot has been made.

Notwithstanding the commitments discussed above, there are several remaining unresolved concerns with the application.

- The applicant has committed to warrant studies and signal installations in their proffers however they have not agreed to install signals at the identified intersections when warranted by circumstances outside the timeline the applicant has proposed.

- Broad Street
  i. Staff continues to ensure that the proffers of various scenarios proposed for construction of Broad Street between Spring Hill Road and Tyco Road will result in an acceptable street cross-section either constructed by the applicant or others.
  ii. Due to design constraints imposed by proposed Building D-5, under no scenario will on-street parking be accommodated on the Broad Street frontage.

- Staff has asked that the applicant commit to participate in the reconstruction of Merchant Street to planned ultimate width if feasible prior to final bond release for the entire project. The applicant has proposed to escrow funds for reconstruction and provide easements and dedication if unable to build the ultimate section at the time of development of Building D-4. While this partially addresses our concerns, it also absolves the applicant of a responsibility associated with site redevelopment.

- Staff is concerned that the applicant has indicated he is unable to provide dedication on demand for the Tyco Road street frontage. Typically, applicants provide this in conjunction with zoning approval. Further, staff would like to secure agreement for dedication and/or construction on the site of Building D-1 when the interim use as proposed is established.

- While the applicant has agreed to provide pedestrian access if an agreement with the owner of Tax Map 29-3 ((1)) 57H is secured, the applicant has not included seeking vehicular access from the Spring Hill Metro kiss-n-ride lot to Spring Hill Road via Pierpoint and Broad Streets.

AKR/MAD

County of Fairfax, Virginia

MEMORANDUM

DATE: January 17, 2013

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Angela Kadar Rodeheaver, Chief
Site Analysis Section, DOT

FILE: 3-4 (RZ 2010-PR-014E)

SUBJECT: RZ 2010-PR-014E - Georgelas Group, LLC
Site - Spring Hill Station, Part E
Land Identification Maps: 29-3 ((1)) 63C

This department has reviewed the subject rezoning submittal including proffers and development plans dated November 28, 2012. The applicant is proposing to construct a total of 3 new buildings in two development options each of which contain approximately 1 million square feet. The applicant also intends to retain the 2 existing buildings on the site.

In June 2010, the Fairfax County Board of Supervisors adopted changes to the Comprehensive Plan for the Tysons Corner Urban Center. Included in the Plan are a number of transportation initiatives that are intended to offset the increases in density envisioned for Tysons. The goal for Tysons is to create an urban downtown that integrates multimodal transportation facilities in a dense development framework. This is particularly sought adjacent to transit facilities, such as Metrorail station areas. The Plan defines rings of development extending to ½ mile from the four proposed stations in the urban center with densities stepping away from the station. Providing multimodal options is critical to efficient transportation operations in Tysons.

The transportation plan for Tysons outlines a structure for achieving a multimodal network. It speaks of a grid of streets that incorporates vehicular traffic, surface transit, bicycles, and pedestrians. In addition, transportation demand management (TDM) initiatives to create and implement viable options to low-occupant vehicle use are equally important to the functionality of network for the reduction of vehicular travel in the Tysons Corner Urban Center. Further, changes in the existing overall development mix in Tysons to create a balance between commercial and residential development are sought to provide opportunities for offsetting vehicular demand on the road network within and outside Tysons. The Plan provides guidance and phased transportation improvements to be both incorporated and funded with development applications to address the Plan's recommendations.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
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Critical transportation issues identified in the Tysons Urban Center Plan are addressed by the applicant in this development proposal. These are outlined below.

- Broad Street (formerly known as Condominium Avenue) – The applicant has committed to provide a street section with construction on the subject property that will become part of the ultimate street envisioned to provide connectivity between Tyco Road and International Drive. This continuous connection is likely to be a critical multi-modal transportation link between the central and western areas of Tysons.

  The design of the subject property and conditions on Parcel 63C presented challenges for staff regarding the street area. Broad Street is designated a Collector in the Plan which indicates that it is expected to serve a wider traffic need than a local street. As defined in the Plan, a Collector street has 4 lanes of traffic, bike lanes in each direction, and on-street parking combined with an urban, pedestrian-oriented streetscape. This concept is considered critical to serve both multi-modalism and urban design. However, due to constraints with an existing structure and one under construction, the ultimate street design needed to be narrowed for a segment of this street. This results in a cross-section that eliminates an area of on-street parking but preserves 4 lanes of traffic and bike lanes in each direction. This was determined to be acceptable to staff.

  Further, the alignment of Broad Street presents grade challenges on and adjacent to the site. The applicant has made an effort to engineer a horizontal and vertical cross-section that appears to be workable to extend the street eastward. It is expected that other development application(s) adjoining the site will tie-in to this street.

- Transportation Demand Management (TDM) – The applicant has agreed to design a TDM program to meet the goals outlined in Table 5 of the Plan as well as conforming to the TDM benchmarks developed by FCDOT staff. Staff has collaborated with several developers to draft a standard proffer that establishes a universal approach to TDM. Key elements of this proffer include:
  a. A commitment to fund a Tysons-wide Transportation Management Association (TMA). The establishment of a TMA for Tysons is seen as essential to a coordinated stakeholder effort to achieve the Table 5 goals for the whole of Tysons.
  b. Site conformity to trip reduction objectives based on constructed square footage of development in the Tysons Corner Urban Center.
  c. Inclusion of Remedy, Incentive, and Penalty Funds and processes for administering these funds.
  d. A detailed implementation and administration plan for the TDM program that will also provide the flexibility to modify the program to address changes necessary during the life of the project.

- Parking – The parking supply provided with the proposed development will conform to the parking provisions associated with PTC district which establishes parking maximums. These maximums are seen as a critical component of an effective TDM program as lack of readily available parking has a bearing on mode choice.

- Tysons Grid Fund – The applicant has committed to contribute to the Tysons Grid Fund in conformance with the guidelines drafted by staff. Credits for off-site land acquisition and construction have been included in the proffers.

- Public Street Network – FCDOT staff are advocating strongly for a publically maintained street and adjoining pedestrian network in the Tysons Corner Urban Center. This is important to provide continuity in street design, access, maintenance, and operation throughout Tysons. The street grid is critical to functionality of the urban center and access to it by and for the public interest is essential.

  In combination with public streets, FCDOT, VDOT, and other County staff have drafted and secured approval for urban public street design standards to be implemented with re-development of Tysons for new and existing street construction. The modifications to street design and engineering are intended to establish multi-modal streets that especially accommodate pedestrian and bicycle movement. The goal is to create a street environment that is inviting to people and activity shared with vehicular traffic. These standards were approved by VDOT in September 2011.

  The applicant has committed that Broad Street will be constructed for acceptance as both a public street as well as its adjoining sidewalks.

- General Transportation Commitments – In addition to the above the applicant has made the following commitments
  a. Construction of streetscape and pedestrian facilities on the street frontages in conformance with urban design recommendations in the Comprehensive Plan.
  b. Dedication of the street-side pedestrian areas to public use. This has been identified as a critical element to provide a multimodal street environment.
  c. Design of street improvements for collector streets and avenues to accommodate on-street bicycling.
  d. Construction of traffic signals where warranted.

AKR/MAD

County of Fairfax, Virginia

MEMORANDUM

DATE: December 14, 2012

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

FROM: Barbara A. Byron, Director
Office of Community Revitalization

SUBJECT: OCR Comments – Georgelas CDPs/FDP:
RZ 2010-PR-014-D
RZ 2010-PR-014-E
FDP 2010-PR-014-D

The Office of Community Revitalization (OCR) has reviewed the above referenced rezoning, including the CDPs/FDP marked as "Received" by the Department of Planning and Zoning on November 29, 2012, and Draft Proffers dated November 28, 2012. The following analysis and recommendations are offered for consideration regarding this application.

General Comments:

The Georgelas development proposal for Parts D and E meets the Urban Design intent of the Comprehensive Plan for a pedestrian-oriented, mixed use development. While the area included in Part D creates a horseshoe around future Part C, the development proposal provides an appropriate framework for Part C, including a well-placed and integrated street grid, locations of service alleys, building frontages, and the location of park spaces.

Part E, while largely a retrofit of the existing office park, provides pedestrian scale improvements that are important for the overall vision of Tysons. Street level activation, wrapping buildings around the existing parking structure, and public access to park spaces all work to enhance this existing facility and better integrate it into the urban fabric of Tyons.

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

RZ/CDP 2010-PR-014-D

Detailed Comments (CDP):

1. Street Grid and Block Length: The application area is comprised of a series of parcels located along Tyco Road, Spring Hill Road, and Route 7, and envelops the Future Part C application, where the Metro Station is currently under construction. The proposed development plan provides a series of east west connector roads, as well as a new north-south connector road (Broad Street), that help break up the site into buildable blocks and complete the conceptual future grid for the area. The northernmost block, containing buildings D3 and D4, is the largest block with approximately 400 feet of frontage along Tyco Road. Therefore, all block lengths are generally consistent with the Comprehensive Plan and the Tysons Urban Design Guidelines (TUDGs), which establishes a maximum block size of 600 feet.

2. Arts and Entertainment District: This area is envisioned to be an Arts and Entertainment District. The applicant has provided a proffer that indicates they will work with the Fairfax County Park Authority (FCPA) to publicize events happening in the public park spaces. While this proffer is a good start, more detail is needed to understand how the Arts and Entertainment concept will be reflected in this proposal. Staff suggests that the applicant provide clarification on how the Arts and Entertainment concept will be implemented in this development, including coordinating efforts with the Fairfax Arts Council and the FCPA and providing more specific art locations and artists with future FDPs.

3. Pedestrian Hierarchy: The applicant has provided a Pedestrian Hierarchy Plan and has utilized the recommended language provided in the TUDGs to describe the corridor types. In general, Route 7 and Spring Hill Road are indicated as the primary pedestrian corridors linking the site to the Metro Station and Part C in general. This is consistent with the orientation of buildings and active uses proposed for the first level of Buildings D1 and D6. In addition, Pierpoint Street is planned as a primary pedestrian corridor. The D1 public skypark entrance will be located off of this street, and this street is envisioned as an active retail street with active uses on the ground floor. As Part C is currently envisioned, an at-grade central park will be accessible from either side of the street.

a. The applicant has committed in Proffer 10 to the general characteristics of the pedestrian hierarchy. This will help protect the quality of the streetscape experience. The proffer indicates glazing and door separation distances which are modified from those recommended in the TUDGs; however, based on a review of the proposed plans, these deviations are acceptable.
b. The applicant has indicated retail uses at appropriate locations within the development; however, neither plans nor proffers commit to a minimum level of retail. The locations indicated on the plan should be reserved for retail or other kinds of uses which activate the streetscape. Active uses may include, among other things, retail, services, some commercial uses, and educational or child care uses. The proffers indicate that the GFA allocated to the Retail/Service use category may be shifted between buildings with an approved FDP; staff will continue to review this with FDPs to ensure that active street level uses are provided.

4. Streetscape Design: With one exception, the application is consistent with recommendations of the Comprehensive Plan and TUDGs regarding streetscape dimensions.
   a. The applicant has requested a waiver of the streetscape width for Building D1 along Leesburg Pike, due to Fire Marshal regulations. While the required streetscape width is 33' for this Boulevard, the applicant requests that this be waived to provide 30'. The 3' width difference will be taken from the building zone. Staff is continuing to work with the Fire Marshal's Office on design solutions that will allow the full streetscape width to be provided while also meeting the required fire access. Urban design staff suggests that stepbacks be provided in specific locations along the Route 7 frontage, so that the 30' width is the exception and not the rule.
   b. The applicant has also provided a proffer that states that a Streetscape Furnishing and Materials plan for all elements in the landscape amenity panel will be included with each FDP.
   c. A dedicated circulator lane has been included on Spring Hill Road and Tyco Road. Of most concern is the large (70') turning radii that is shown and could ultimately be needed; this will affect the streetscape design at that corner. Although the plan shows a 70' radius, it is still unclear if this is the required radius or if can be reduced to 50'. When the FDP for building D1 comes in, staff will evaluate to finalize what radii is absolutely necessary and work to reduce the impacts on the streetscape in this location.

d. As requested by staff, the applicant has included a proffer that states that awnings and other architectural canopies shall not extend beyond the building zone, except as may be shown on an FDP. Staff prefers that the clear sidewalk zone remain free of any overhead extensions; in special circumstances where a building has a signature entrance or it is appropriate that building features extend beyond the building zone, this design will be evaluated with the FDP. The CDP streetscape sections still show awnings extending beyond the building zone; the applicant should update the sections so that they coincide with the proffer language.
e. Sheet L-8A should be updated so that the utility lines and any proposed vaults are more legible on the plans. Plans should clearly indicate potential locations for electrical and stormwater vaults throughout the development. Locations for such facilities will be refined during the evaluation of FDPs. In general, vaults should be sited to avoid conflicts with the streetscape and plantings.

5. Building Design: Generally, the building design and massing is consistent with the recommendations of the TUDGs. Staff recommends that the buildings be stepped back even more gradually to reduce the massing at the street level and to provide varied height and depth. Staff encourages the applicant to continue to look for opportunities to provide stepbacks with individual FDPs, and encourages flexibility through the proffer language.

6. Parking Garage Design: Parking is provided in parking structures which are integrated into the building design.
   a. All of the proposed buildings, with the exception of D4, have parking podiums that range from 60-80' in height. If, as permitted by the proffers, the building height is reduced, staff strongly suggests that the height of the exposed parking podium be reduced as well.
   b. Parking garage facades are potentially visible in a few locations on the site. The applicant has committed in the proffers and indicated on the drawings that these will be sufficiently treated to provide an attractive and enjoyable pedestrian experience.
   c. The applicant has provided a proffer that states that all parking garage lighting shall utilize full cut-off fixtures, and recessed lighting shall be directionally shielded to mitigate the impact on adjacent properties and views from the street.

7. Building Heights: The building height for the office option for Building D3 (285' in height) exceeds the Tier 2 height as recommended in the Comprehensive Plan (175-225'); the applicant has justified this additional height by stating that the building is just outside the 1/8 mile ring from metro and adjacent to the 400' building height zone. From an urban design perspective, staff has suggested that a shorter building in this location would add variety to the building massing and skyline views. Overall, the heights of the proposed buildings could be varied to create a more interesting skyline. In addition, staff continues to recommend that the applicant list minimum heights on the CDP to ensure that the urban form is retained.

8. Interim Conditions: The application provides a series of diagrams indicating how the development could potentially be built out and what improvements will be provided with the construction of each building. The diagrams demonstrate how connectivity and access (pedestrian and vehicular), interim streetscapes, parks, and screen walls are addressed through each phase. Given the configuration of the site surrounding Part C, the improvements associated with each phase are appropriate.
    a. In those cases where buildings will be demolished but the site will not be developed for 12 months or longer, the applicant has committed to grading and seeding any disturbed land.
    b. Interim sidewalks, a minimum of 5' in width, and interim pedestrian lighting will be installed as needed to ensure a safe and convenient pedestrian path to the Metro Station.
    c. The applicant has committed to temporary screening for above grade parking structures that are exposed in the interim but will be interior when later phases are complete.
    d. Staff recommends that the location and heights of any interim retaining walls be shown on subsequent FDPs, so that their impacts on the pedestrian realm can be evaluated.

9. Urban Parks: The applicant is proposing a series of parks and open spaces throughout the development.
    a. The large park space between Buildings D3 and D4 will connect to a future open space shown conceptually for Part C. As suggested by staff, the applicant has shown doors for the uses that line the park space, and this will help activate the space.
    b. Public sky parks are provided on top of Buildings D1 and D6, with access provided at acceptable locations. While the locations have been identified, it should be ensured that these park entrances are highly visible and clearly

marked. Staff suggests that the applicant include proffer language that outlines the performance standards for the park entrances (well-lighted, adequately signed, integrated into the building façade, etc.) and that further review of these take place with individual FDPs.

c. Commitments to the provision of athletic fields are provided in the proffers.

10. Proffers & Miscellaneous:
    a. The large screen shown along Building D1, facing Tyco Road should be removed from the development proposal at this time. There are a number of outstanding questions with this part of the proposal, including how this screen will be classified under the Zoning Ordinance, what is the intent of this screen, and whether it will alter the safety of vehicular traffic on Tyco Road. This design concept can be further reviewed at the time of FDP for Building D1.
    b. 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 on private land.

RZ/CDP 2010-PR-014-E

Detailed Comments:

1. General: The building wrapping the parking garage along Spring Hill Road will activate the street edge and provides a good example of how exposed parking garages can be modified to align with the vision for Tysons.

2. Streetscape Design:
    a. The existing parking and loading entrances on Broad Street (across from Part A) are very wide and create a huge gap in the streetscape. Due to engineering constraints, these entrances cannot be combined or reduced in width, but the flared curbs presented should help reduce the impacts to the pedestrian realm.
    b. The existing garage façade along Greensboro Drive will be screened through the use of landscape plantings. Staff recommends that sheet A-9.0 Graphic A be updated to reflect the intensity of plantings that is proposed for screening this façade.
    c. Sheet L-6A should be updated so that the utility lines and any proposed vaults are more legible on the plans. Plans should clearly indicate potential locations for electrical and stormwater vaults throughout the development. Locations for

such facilities will be refined during the evaluation of FDPs. In general, vaults should be sited to avoid conflicts with the streetscape and plantings.

3. Parks: Overall, staff is in favor of the open plaza concept shown for the Logan Street hotel and believes it provides a nice relationship between the building and the open space. We anticipate that it will be further refined and detailed at the time of FDP.

4. Timing of Improvements: The proposed changes to the site's Spring Hill Road frontage will enhance the Spring Hill Road streetscape, add pedestrian scale elements, and help integrate this existing office park into the fabric of Tysons. These improvements are an important piece of this development proposal. Therefore, understanding that this is largely a retrofit project, staff suggests that the façade improvements in Part E be phased with the new Building E3.

FDP 2010-PR-014-D (Building D2A)

Detailed Comments:

1. Building Design: Staff has expressed concern with the vertical and horizontal clearance provided with the private covered alley that is part of the building. Trash trucks and large delivery vehicles will be accessing the building through this entrance. The plan shows 16' of vertical clearance, and no auto turn documentation has been provided to demonstrate necessary turning radii are met. Adequate clearance is necessary to ensure that trash trucks and large delivery vehicles have enough space to maneuver. In addition, it is envisioned that the future building on Part C will share access off of the private alley. Therefore, it is imperative that the column spacing will allow this shared access to happen in the future.

2. Streetscape:
    a. Pierpoint Street: The TUDGs call for a 2' wide paved pedestrian refuge adjacent to planting areas and parallel to the curb to accommodate passengers entering and exiting cars parking along the street. This pedestrian area has been eliminated on Pierpoint Street, which appears to have off-peak street parking. The applicant should provide this pedestrian access so that people are able to get out of their cars without stepping into the continuous landscape amenity panel, which is being used for SWM. Curb walks (paved pedestrian access across the landscape amenity panel) are provided at the requested intervals.

b. There is no 2' wide paved pedestrian refuge provided adjacent to the planting areas on Tyco Road, but staff is comfortable with this, as this will eventually be a circulator route. Curb walks are provided at the requested intervals.
c. Recycling receptacles should be placed next to the trash receptacles to encourage their use. The plans show details for both trash and recycling receptacle options, but the plans do not identify locations for recycling receptacles.

3. D1 Interim Use Plans: From conversations with the applicant, it has been clarified that there are 3 options proposed for the D1 site. The drawings in the FDP should be clarified so that it is clear what is proposed with each option.
   a. Option 1- the existing building remains and minor streetscape improvements are made. While staff prefers that an interim sidewalk be provided along Pierpoint Street rather than trees, the applicant has indicated that extensive topography modifications would have to occur in order to get a functional sidewalk along this portion of the site.
   b. Option 2- The existing building is reused for parking, placemaking elements are completed, and major streetscape improvements are completed. This option shows the Route 7 access point to remain; however, staff prefers that this entrance be closed. The applicant will be subject to any VDOT requests at the time that this option is implemented.
   c. Option 3- The existing building is demolished and interim commercial parking takes place on the site. This option also includes placemaking elements, such as space for food trucks and a possible farmer's market located underneath the existing building canopy. Staff suggests that the applicant add traffic aisle arrows to the plan to help clarify how this space functions.

4. Fire Access: The fire access lane shown on the rear of the building appears to be removed on some sheets but not others. It is staff's understanding that this fire lane has been deleted from the proposal; please clarify on the plans.

CC: Tracy Strunk, DPZ/ZED
Suzianne Zottl, Revitalization Program Manager, OCR
OCR File

County of Fairfax, Virginia

MEMORANDUM

DATE: December 19, 2012

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief PGN
Environment and Development Review Branch, DPZ

SUBJECT: **ENVIRONMENTAL ASSESSMENT** for: **RZ/CDP 2010-PR-014-D**
Spring Hill Station – Part D

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the above referenced special exception plat as revised through November 28, 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, 2007 Edition, Environment section as amended through July 27, 2010, page 7 through 9:

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

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
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. . . ."

Fairfax County Comprehensive Plan, 2007 Edition, Tysons Corner Urban Center, Areawide Recommendations:Environmental Stewardship, as amended through June 22, 2010, 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, 2007 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, 2007 Edition, Tysons Corner Urban Center, Areawide Recommendations, as amended through June 22, 2010, page 76:

"Currently Fairfax County encourages new buildings in mixed use centers to have Leadership in Energy and Environmental Design (LEED) certification, or the equivalent. The concept of green buildings recognizes that certain design and construction practices can increase the efficiency of resource use, protect occupants' health and productivity, and reduce waste and

pollution. LEED, developed by the U.S. Green Building Council, is just one rating system used to measure a building's effectiveness on these measures. 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."

Fairfax County Comprehensive Plan, 2011 Edition, Tysons Corner Urban Center, 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.

<u>Green Building Design and Energy/Resource Conservation</u>

Existing Fairfax County policy calls for certain zoning proposals for nonresidential development and multifamily residential development of four or more stories in urban centers to incorporate green building practices sufficient to attain LEED certification or its equivalent. Nonresidential development in Tysons should go one step further and seek LEED Silver certification or equivalent as a minimum. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.

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 July 27, 2010, page 11-12, 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. . . .

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

In support of stream protection and stormwater management the Comprehensive Plan recommends that three levels be satisfied in order to achieve conformance with the Plan:

1) Meet the Public Facilities Manual (PFM) standards
2) Meet the LEED standards for water quantity control
3) Retain and/or reuse the 1st inch of rainfall onsite

The first two measures appear to be adequately addressed with respect to meeting the PFM standards and LEED standards for water quantity control. The conceptual development plan indicates that the proposed measures will result in the retention of 98% of the first inch of

rainfall onsite for this portion of the proposed development. The applicant has proposed a variety of measures to achieve this level of onsite retention, including, green roof areas, permeable pavers, bioretention and planters. While fully achieving the goal of retaining the first inch of rainfall onsite continues to be the goal of the Comprehensive Plan, staff feels that the extent of measures shown to achieve this goal are adequate for the proposed development.

Green Buildings

The subject property is located within the Tysons Corner Urban Center. 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 LEED Silver certification or equivalent for non-residential development. The applicant has committed to pursue at a minimum LEED Silver certification for all new non-residential development and LEED certification or an equivalent for all new residential development. The applicant proposes to post a green building escrow with the pursuit of LEED Silver certification for non-residential buildings and LEED certification for residential buildings. As an alternative, the applicant will not be required to post a green building escrow if the applicant demonstrates prior to final building plan approval that there is a sufficient number of design-related credits along with construction-related credits to attain LEED Gold for non-residential buildings and LEED Silver for residential buildings. Under the alternative approach, staff recommends that prior to release of the bond for the project, the applicant provide documentation to the Environment and Development Review Branch of DPZ demonstrating the status of attainment of LEED Silver or higher level certification for non-residential buildings and LEED certification or higher level for residential buildings.

Energy/Resource Conservation

The proposed proffers include a provision for an assessment of the feasibility to include electric vehicle charging infrastructure that would facilitate the future provision of charging stations. It is unclear from the draft proffers when this assessment would be performed. It is recommended that such a study would be submitted prior to approval of any Final Development Plan on the property, as this would provide an opportunity for the consideration of commitments to the provision of such infrastructure through the FDP approval process. The applicant should clarify that this analysis would be performed in conjunction with the FDP review process.

As noted in the Plan citation provided above, the 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 aforementioned commitment to rooftop coverage as green roofs (with appropriate clarification) would support this language. Additional commitments should be considered.

Noise

This portion of the proposed development includes multi-family residential in close proximity to Route 7 and the commuter rail right-of-way. A previous noise study included portions of this area and resulted in a conclusion that the noise levels would fall below 75 dBA DNL. No noise mitigation proffer was provided with the Conceptual Development Plan (CDP) or Final Development Plan (FDP) for this portion of the proposed development. The current FDP is for building D2A. This building will have frontage on a portion of Tyco Road. According to the noise study submitted by the applicant some portions of the proposed structure will be impacted by noise at approximately 65 dBA Ldn. This level was noted consistently at ground level and upper level project measures up to approximately 25 feet. Given the proposed construction of the building on a pedestal with parking on the lower levels and the residential portion above, staff feels that no additional noise mitigation measures will be needed to address this concern for the proposed development as the construction materials and overall design for the structure should provide adequate noise mitigation in order to ensure that interior noise is reduce to 45 dBA Ldn in accordance with Comprehensive Plan guidance. However, it should be noted that the study was based on a development concept differing somewhat from the current design. As such, it may be warranted to seek a noise study at the time of building plan submission which clearly demonstrates that the proposed design and construction materials will ensure an interior noise level of no greater than 45 dBA.

PGN:JRB

County of Fairfax, Virginia

MEMORANDUM

DATE: December 18, 2012

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief PGN
Environment and Development Review Branch, DPZ

SUBJECT: **ENVIRONMENTAL ASSESSMENT** for: **RZ/CDP 2010-PR-014-E**
Spring Hill Station – Part E

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the above referenced special exception plat as revised through November 28, 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:

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"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:

- 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. . . ."

Fairfax County Comprehensive Plan, 2007 Edition, Tysons Corner Urban Center, Areawide Recommendations: Environmental Stewardship, as amended through June 22, 2010, 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."

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"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, 2007 Edition, Tysons Corner Urban Center, Areawide Recommendations, as amended through June 22, 2010, page 76:

"Currently Fairfax County encourages new buildings in mixed use centers to have Leadership in Energy and Environmental Design (LEED) certification, or the equivalent. The concept of green buildings recognizes that certain design and construction practices can increase the efficiency of resource use, protect occupants' health and productivity, and reduce waste and pollution. LEED, developed by the U.S. Green Building Council, is just one rating system used to measure a building's effectiveness on these measures. 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."

Fairfax County Comprehensive Plan, 2011 Edition, Tysons Corner Urban Center, Amended through 6-22-2010, 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.

<u>Green Building Design and Energy/Resource Conservation</u>

Existing Fairfax County policy calls for certain zoning proposals for nonresidential development and multifamily residential development of four or more stories in urban centers to incorporate green building practices sufficient to attain LEED certification or its equivalent. Nonresidential development in Tysons should go one step further and seek LEED Silver certification or equivalent as a minimum. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.
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."

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

In support of water quality controls, the Comprehensive Plan recommends that three levels be satisfied in order to achieve full conformance with the Plan:

1) Meet the Public Facilities Manual (PFM) standards
2) Meet the LEED standards for water quantity control
3) Retain and/or reuse the 1st inch of rainfall onsite

The application appears to adequately address the first two measures with respect to meeting PFM standards and LEED standards for water quality control. The conceptual development plan indicates that the proposed measures will result in the retention of 77% of the first inch of rainfall onsite for this portion (Part E) of the proposed development. However, it should be noted that this calculation takes into account portions of the area in question which are already developed and will be maintained as part of this application. The applicant has divided the land area of Part E into Blocks A, B and C. New development on Blocks A and B are achieving close to 1 inch (.96 and .94) while the existing development on Block C is at .65 inch. The applicant has proposed a variety of measures to achieve this level of onsite retention, including, green roof areas, permeable pavers, bioretention and planters. While fully achieving the goal of retaining the first inch of rainfall onsite continues to be the goal of the Comprehensive Plan, staff feels that the extent of measures shown to achieve this goal has been met for the proposed new development.

Green Buildings

The subject property is located within the Tysons Corner Urban Center. 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 LEED Silver certification or equivalent for non-residential development. The applicant has committed to pursue at a minimum LEED Silver certification for all new non-residential development and LEED certification or an equivalent for all new residential development. The applicant proposes to post a green building escrow with the pursuit of LEED Silver certification for non-residential buildings and LEED certification for residential buildings. As an alternative, the applicant will not be required to post a green building escrow if the applicant demonstrates prior to final building plan approval that there is a sufficient number of design-related credits along with construction-related credits to attain LEED Gold for non-residential buildings and LEED Silver for residential buildings. Under the alternative approach, staff recommends that prior to release of the bond for the project, the applicant provide documentation to the Environment and Development

Review Branch of DPZ demonstrating the status of attainment of LEED Silver or higher level certification for non-residential buildings and LEED certification or higher level for residential building.

Energy/Resource Conservation

The proposed proffers include a provision for an assessment of the feasibility to include electric vehicle charging infrastructure that would facilitate the future provision of charging stations. It is unclear from the draft proffers when this assessment would be performed. It is recommended that such a study be submitted prior to approval of any Final Development Plan on the property, as this would provide an opportunity for the consideration of commitments to the provision of such infrastructure through the FDP approval process. The applicant should clarify that this analysis would be performed in conjunction with the FDP review process.

As noted in the Plan citation provided above, the 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 aforementioned commitment to rooftop coverage as green roofs (with appropriate clarification) would support this language. Additional commitments should be considered.

PGN:JRB

County of Fairfax, Virginia

MEMORANDUM

DATE: January 9, 2013

TO: Tracy Strunk, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Jerry Stonefield, Acting, Stormwater Review
Site Development and Inspection Division
Department of Public Works and Environmental Services

SUBJECT: Rezoning Application RZ 2010-PR-014-D; Springhill Station Demonstration Project – Part D; Conceptual Development Plan (CDP), Revised November 28, 2012; Tax Map Numbers; 029-1-01-0018-C, 029-3-01-0054-A, 0057, 0057-B and 0057-G; Providence District

We have reviewed the subject CDP, revised November 28, 2012; and draft proffers dated November 28, 2012; and offer the following stormwater management related comments.

Chesapeake Bay Preservation Ordinance (CBPO)
There is no Resource Protection Area (RPA) designated on the site.

Floodplain
There are no regulated floodplains on the site.

Stormwater Quality Control
The applicant states (sheet C-12) that the water quality controls are provided in the existing downstream regional stormwater management pond, D-67, and provides on sheet C-14A, "For Information Only" copy of the drainage area and soils maps. However, design computations demonstrating that regional pond D-67 provides control of the Spring Hill Station Part D site are not included. Note: the parcel labeled "site" on the drainage area map is not subject site, and the Carrington Pond information is not relevant to this application, as Part D is not within that pond's drainage area. With each FDP, that applicant must provide information to verify that the original design of D-67 has the capacity to control the proposed increase in impervious area, or otherwise demonstrate how the BMP requirements will be met.

Stormwater Quantity Control
A separate waiver request, 8158-WPFM-002-1, to allow the proposed underground stormwater detention vault within the residential development in accordance with PFM § 6-0303.8, was submitted to DPWES August 8, 2012. The Board of Supervisors must take action on the waiver request concurrently with the subject rezoning application. (Please note that the previous waiver, 8158-WPFM-001-2, applied to only Spring Hill Station Parts A and B.) DPWES analysis and

Department of Public Works and Environmental Services
Land Development Services, Site Development and Inspections Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720 • TTY 703-324-1877 • FAX 703-324-8359

recommendation were provided in a separate memorandum, dated September 20, 2012.

The applicant indicates that the proposed facilities will be designed to reduce the peak flow such that the proposed release rates will be equal to or less than 75% of the existing condition peak rates, considering the existing conditions of the entire site as open space in a good condition. Sheet C-10 indicates areas of the site that is currently served by stormwater detention facilities, and states those areas will be considered 100% pervious for the existing condition calculations. However, it appears that the existing pond on Parcel 029-3-01-0057-B was not included as part of the area with existing stormwater detention. The FDPs must show any and all on-site existing stormwater management facilities, and include computations that show the proposed facilities adequately compensate for the removal, such that the proposed peak release rates consider the flow reductions of the existing facilities, in accordance with accepted practices.

The CDP includes narratives and preliminary computations that estimate storage volumes assuming complete saturation of the BMP soil media, and includes the statements on sheets C-13A through 13E that "BMP storage allows for a smaller release rate than what is required, therefore, PFM requirement is satisfied" and shows fewer, and smaller, detention vaults. In addition, although some traditionally flow-based (i.e., water is filtered as it passes through the media) BMP facilities may be modified to provide additional storage (e.g., by increasing the ponding on the surface, and/or expanding the bottom stone layer to promote infiltration), total water volume may not be completely captured and detained as assumed, because the available storage may be less than the total void space, due to the antecedent moisture (which is governed by the rate of evapotranspiration), and because the underdrains will generate a release rate, even with a restricted orifice. The FDP and final design on the Site Plan must include appropriate calculations of the release rates that demonstrate compliance with the detention requirement (e.g., more than just the sum of the storage volumes of each of the facilities). The applicant should show on the CDP all potential vaults that might be utilized, based on more detailed calculations at the time of the FDP, as part of the stormwater management measures for the development.

At the time of each FDP, the release rate from each facility must be calculated that demonstrate that the facilities will achieve the additional flow reduction. Additional details and supporting documentation regarding the design, function, operation, longevity and maintenance of the alternative designs will be required. At the time of final Site Plan, additional information will be necessary for the County to evaluate the proposed alternative designs, including, but not limited to: the design standards and specifications; underdrain details (e.g., sizes, restrictive orifice dimensions and release rates); stone reservoir and soil media specifications (e.g., depths, void ratios, hydraulic conductivities and retention capacities); vegetation information (e.g., evapotranspiration rates); overflow locations and capacities; and operation and maintenance procedures. If the alternative designs are not approved, other facilities may be required to achieve the proposed peak flow reduction.

Downstream Drainage Complaints

There are no relevant downstream drainage complaints on file.

Adequate outfall

The outfall narrative and map on Sheet C-15 shows the location and direction of the downstream drainage system, but states, in part: "The adequacy of outfall for Neighborhood 1, Part D, is based on the premise that an adequate outfall is in place." At the time of each FDP, per Section 16-502.2.A(14) of the Zoning Ordinance (ZO), the applicant must provide a preliminary stormwater management plan that includes information about the condition and adequacy of downstream drainage system, including the sufficiency of capacity of any storm drainage pipes and other conveyances into which stormwater runoff from the site will be conveyed to the point that is 100 times the site area, in addition to a description of how the adequate outfall requirements of the PFM will be satisfied. If the downstream system is not adequate, additional measures will be necessary to satisfy the outfall requirements.

Tysons Corner Urban Center, Areawide Recommendations:

The Environmental Stewardship Guidelines state that the reduction of stormwater runoff volume is the single most important stormwater design objective for Tysons. Applications with a significant increase in density/intensity (e.g. redevelopment option is being pursued) should provide stormwater control measures that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. Redevelopment projects should incorporate innovative measures in a manner that will, first and foremost, optimize reduction of stormwater runoff volume, and control peak flows for the remaining stormwater that cannot be completely captured on-site. Among other recommendations, the first inch of runoff should be retained on-site through infiltration, evapotranspiration and/or reuse. Achieving a goal of retaining the first inch of rainfall will ensure the runoff characteristics associated with the site will mimic those of a good forest condition for a significant majority of rainfall events. In addition, the stormwater measures should be sufficient to attain the stormwater quality and quantity control credits of LEED (or equivalent). If, on a given site, these are demonstrated to be not fully achievable, all available measures should be implemented to the extent possible in order to support these goals.

With respect to the preliminary stormwater management design information that is shown on the CDP, DPWES offers the following comments:

1) The applicant provides, on sheet C-13, preliminary computations indicating that 9.53 acres (97% of the total site area) will be captured by BMPs, and a stormwater volume equivalent to a rainfall depth of 0.98 inch will be retained on-site. The Guidelines recommend that redevelopment projects should retain the first inch of runoff through infiltration, evapotranspiration and/or reuse, but if this is not fully achievable on a given site, all available measures should be implemented, to the extent possible, to optimize stormwater runoff volume reduction, achieve partial retention and significantly delay the release of the remaining stormwater that cannot be completely captured on-site. At the time of each FDP, per ZO 16-502.2.A(14), the applicant must show the type, approximate location, estimated size (footprint area and storage volume) and maintenance access of each stormwater facility, demonstrate the stormwater requirements have been met, and describe how all available stormwater management measures have been implemented to the extent possible, reduction of the stormwater runoff volume has been optimized, and the peak rates of the remaining

stormwater that is not captured (i.e., retained) on-site have been controlled to significantly delay its entry into the stream system.

2) The narrative on sheet C-12 states "There on no infiltration facilities proposed with this application…" Infiltration into the underlying soil, if suitable, is an effective means to reduce the stormwater runoff volume. Without infiltration, the volume reduction capability of the types of BMPs proposed (e.g., bio-retention) is limited to the rate of evapotranspiration and the moist (not saturated) soil storage capacity (minus antecedent moisture), even with an expanded stone storage layer and restricted outflow. Although the locations of infiltration facilities are significantly constrained within high-density urban developments, such facilities may be appropriate in the open space portions of the site, (e.g., such as public urban park #2). Prior to submission of the FDPs, the applicant should conduct field tests to determine actual infiltration rates and soil suitability, and reconsider incorporating infiltration into the design, if appropriate, to optimize reduction of the stormwater runoff volume to the extent possible.

3) The inconsistent names, description, details and preliminary computations shown on the CDP regarding the proposed stormwater facilities may lead to confusion and complications during final design. For example, the proposed intensive green roof areas are deemed as a vegetated roof for drainage area D, stormwater planters for drainage area C, and as both for drainage area B. Also, the proposed urban stormwater planters are entered on some of the spreadsheet as Bio-retention Level 2 (although denoted as "tree pits" in the Description of Area cell), but designated as Disconnection to Urban Bio-retention on other spreadsheets, labeled as tree box filters in the legend on Sheet C-11, described as stormwater planters in the narrative on sheet C-12, and the volumes calculated under the heading Intensive Green Roof Storage. Consistent and correct designations of the types of the proposed facilities are critical to the successful implementation of the stormwater measures, because the applicable design standards, specifications, and limitations are different for each. Where one type of facility may be acceptable, another may not be appropriate for the same location. At the time of each FDP, the applicant must show the type, approximate location, estimated size (footprint area and storage volume), and maintenance access of each stormwater facility, and demonstrate how the stormwater requirements will be met, per ZO 16-502.2.A(14).

4) Modified Vegetated green roofs are proposed to treat a total drainage area of 1.72 acres, and retain a volume equivalent to 0.17 inch of rainfall. The narrative states that each building's roof area shall be controlled by a vegetated roof that has been designed to treat both vegetated and non-vegetated areas. However, based on both the PFM and VA DCR Design Specifications, green roofs capture and treat only the rain that falls on the vegetated surface, but not additional areas. In order for the County to evaluate the proposed design concept of treating additional non-vegetated roof areas, sufficient details and documentation must be included on the FDP regarding the design, function, operation, and maintenance of the facilities including, but not limited to: the design standards (e.g., the locations and sizes of the vegetated and non-vegetated roof areas, drainage areas, sizing criteria, rainwater collection, conveyance, distribution and overflow systems); soil media specifications (e.g., depth, void ratio, hydraulic conductivity and retention capacities); vegetation information (e.g., plant species, including seasonal ranges of water absorption and consumption rates);

availability of materials; maintenance considerations (e.g., responsibility, frequency of inspections, procedures and costs); and monitoring of the long term function, viability and efficiency of the alternative designs.

5) Modified Stormwater Planters are proposed to treat a total drainage area of 1.54 acres, and retain a volume equivalent to 0.15 inch of rain. The narrative states that the stormwater planters are proposed to treat impervious building roof areas where green roof is impractical. The modified design is proposed to disconnect the tower roof water to a podium or at grade. However, based on the VA DCR Design Specifications, stormwater planters are located adjacent to the buildings. The proposed design concept of locating the facilities on podiums or underground structures is not in conformance with the DCR standards and specifications. In order for the County to evaluate the modified design, sufficient documentation and design, function, operation, and maintenance details must be included on the FDP, including, but not limited to: whether another type of facility may be better suited for the area (e.g., vegetated roof); the design standards (e.g., the locations and sizes of the underdrains, impermeable liners); maintenance considerations; and monitoring of the alternative designs.

6) In the narrative on sheet C-12, the applicant requests that, if the modified design concepts are not feasible, they be allowed to capture and treat approximately 0.36 acres of off-site Tyco Road ROW in the tree pits, retaining a volume equivalent to 0.03 inch, to partially mitigate the volume reduction. If retention of the first inch of rainfall is not fully achieved, the applicant should implement all available measures to the extent possible in order to support the stormwater goals and achieve partial retention of the first inch of rainfall. With each FDP, per ZO 16-501.2.K(6)(a)(ii), the applicant must show the on-site and off-site drainage area to be served by each stormwater management facility, along with the acreage draining to each facility.

7) The approximate sizes of the stormwater vaults shown on sheet C-11 do not correspond to the estimated footprint areas specified in the stormwater information checklist on sheet C-12. With the FDP, per ZO 16-502.2.A(14), the applicant must show the type, approximate location, estimated size (footprint area and storage volume) and maintenance access of each stormwater facility, and demonstrate the stormwater requirements will be met. In addition, the applicant should design and size the stormwater vaults to detain the remaining stormwater that is not captured (i.e., retained) on-site, and significantly delay its entry into the stream system, as described above.

8) On sheets C-3 and C-12, the applicant lists certain deviations from the strict adherence to certain sections PFM that will be necessary in order to implement the environmental stewardship guidelines of the Comprehensive Plan. It is the long-standing policy of DPWES that staff does not take final action on such requests when there is a pending application, as we wish to avoid conflicts with the Board's action. Some of the deviations, as detailed below, are not applicable to the design as currently proposed on the CDP. The CDP should list only those deviations that are necessary for the design as currently presented, but not include additional deviations that might be needed in the event of subsequent minor modifications of the site design. At the time of Site Plan, staff will consider only those

deviations that are necessary and relevant to the final design and details, in accordance with the regulations, requirements, policies and procedures in effect at the time. If any deviations are not approved at the time of Site Plan, the design must be revised, or other facilities may be required to achieve an equivalent volume reduction credit claimed on the CDP. Based on the preliminary information presented, staff offers the following observations and remarks regarding the deviations related to stormwater facilities:

a) Waiver of PFM Section 6-0303.8 for the location of an underground SWM vault located in a residential area is (listed on both sheets C-3 and C-12).

   As described above, a separate request, 8158-WPFM-002-1, has been submitted, and staff analysis and recommendation is provided in a separate memorandum. As specified in the PFM, the Board of Supervisors must take action on the request concurrently with the subject rezoning application.

b) Waiver of PFM Section 6-1304.2F to set the minimum horizontal setbacks from building foundations in order to facilitate installation of the permeable pavement systems (listed on sheet C-12 only).

   Sufficient details have not been provided to evaluate and comment upon the waiver. Prior to approval of the Site Plan, the applicant must provide design details, including, but not limited to: the specific distance to the building foundations or depth to the roof of the underground garage; the justification for the reduction; the respective drainage areas to each facility; specifications of underdrains, impermeable liners and other measures proposed to prevent seepage; stone reservoir size; and evaluations by the geotechnical engineer and structural design engineer of the building of the potential impact and/or damage to the building foundation that may be caused by seepage from the permeable pavement.

c) All requested deviations of PFM Section 6-1304.4I to allow utilization of infiltration rates less than 0.52 inch/hour (listed only on sheet C-3).

   The narrative on sheet C-12 states "There are no infiltration facilities proposed with this application…" A deviation is not warranted, as it is not applicable to the development as proposed.

d) All requested deviations of PFM Section 6-1306.3F to allow for any detention facility located within a building or garage structure to be governed by building code requirements for access and maintenance (listed on sheets C-3 and C12).

   The CDP does not clearly show the configuration of the facilities within the building or garage. The general locations of the proposed stormwater vaults are shown on sheet C-11, but not on the parking garage floor plans. The narrative on sheet C-12 states that vaults will be in the parking garage and access points will extend beyond the building face. Additional specific details of the configuration must be provided on the FDP. Prior to approval of the Site Plan and Building Plans, the applicant must provide design details demonstrating adequate access and ventilation to facilitate safe and effective inspection, cleaning and maintenance in a manner that conforms with all applicable requirements in effect at the time. Whether or not a specific feature is governed by a particular code or regulation cannot be waived or modified. The deviation must not be listed on the CDP, as is not approvable.

e) All requested deviations of PFM Section 6-1307.2C to allow for installation of bio-retention facilities that utilize infiltration to be constructed on in-situ fill material,

provided field tests show adequate infiltration rates exist for in-situ material (listed only on sheet C-3).

The narrative on sheet C-12 states "There are no infiltration facilities proposed with this application…" A deviation is not warranted, as it is not applicable to the development as proposed.

f) All requested deviations of PFM Section 6-1307.2E to set the minimum horizontal setbacks from building foundations be reduced in order to facilitate installation of the bio-retention systems.

The narrative on sheet C-3 indicates the requests a deviation to set the horizontal setback to zero (0) feet, but the narrative on sheet C-12 indicates the requested deviation is for the setback be reduced to four (4) feet. A deviation of any requirement will be considered only if it can be demonstrated that the reduction of the standard is necessary based on the specific circumstances of the particular site, and any reduction will be no more than the minimum amount necessary. In addition, the facilities are listed on the spreadsheets as a bio-retention practice, but described as tree pits, and labeled as tree box filters on sheet C-11. The correct classification of the type of facility is critical, as the requirements are different for each. Based on the details and narrative, it appears the appropriate standards are those for the tree box filter. The PFM does not specify a setback for tree box filters, and DCR Design Specification, Section 9-A-5, states that if an impermeable liner and underdrain are used, no setback from a building is needed. The deviation should be removed from the CDP, as the referenced PFM Section does not appear to be applicable to the development as shown.

g) All requested deviations of PFM Section 6-1307.2F to allow installation of bio-retention facilities in the vicinity of loading docks, vehicle maintenance or outdoor storage areas (listed only on sheet C-3).

The loading spaces appear to be within the proposed building. The application does not specify if the facilities would even capture surface drainage from the loading dock(s). As part of the Site Plan, the applicant must provide final design details, such as the individual drainage areas for each facility, and any pre-treatment mechanisms to reduce the concentrations of potential hydrocarbons, toxics or heavy metals before the flow is treated by the tree box filters.

h) Please note that the list of stormwater related deviations included on sheet C-3 is different than the list on sheet C-12. The CDP should list only those deviations that are applicable to the design as currently presented. As indicated above, staff will review the specific design and details submitted on the Site Plan, and consider only those relevant deviations that are the minimum necessary for the final design.

9) Sheets C-13A through C-13 E - Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheets comments:

a) The applicant has condensed the lists of available runoff reduction practices to only those currently proposed on the CDP. Although the County included in the spreadsheet all currently available facilities, practices, and measures that should be considered and, where appropriate, implemented to the extent possible in order to support the stormwater goals, the vision for a sustainable Tysons recognizing an evolving approach. At the time

of each FDP submission, especially as new technologies lead to improvements in the management of stormwater, the applicant should pursue a progressive approach to stormwater management that recognizes evolving technology, promotes low impact development techniques, and incorporates innovative stormwater management measures.

b) For certain practices, the "Description of Area" cells include annotations regarding certain assumptions related to sizing and design of the practice (e.g., soil porosity) that are not consistent with the applicable specifications. The Spreadsheet was developed with the expectation that the design, construction and long term maintenance of the stormwater facilities meet all standards and specifications applicable to the proposed practices. As specified in the spreadsheet's instructions, the design, sizing, limitations, details and specifications for the practices should be based on the PFM. For practices not in the PFM, the design and specifications should be based on the Virginia DCR Stormwater Design Specifications found at the BMP Clearinghouse website; http://vwrrc.vt.edu/swc/NonProprietaryBMPs.html (when in both, the more restrictive specification applies). If the design does not meet all applicable standards and specifications, the volume reduction credit claimed may not be approved at the time of Site Plan. Runoff reduction credit for any new practice not listed in the spreadsheet must be supported by documentation and approved by the County.

c) The use of the spreadsheet, particularly the designation of the Runoff Reduction Practices, is inconsistent. For example, some subareas include the intensive green roofs as vegetated roofs, but others include the facilities as stormwater planters. The inconsistent designation will only complicate the design and review of the measures for conformance with the comprehensive goals and compliance with the applicable standards and specifications. At the time of each FDP, the applicant must provide the appropriate facility designation and stormwater designs and computations conforming with the applicable criteria.

d) Permeable pavements are proposed in three of the drainage areas, but the remaining volume was not directed to be captured by any downstream practices. By connecting the stormwater treatment facilities in series, using a "treatment train" approach, the overall function and efficiency may be improved. The FDP should show the design details and demonstrate that all available measures have been implemented to the extent possible.

10) The applicant includes a table (sheet C-13) indicating additional the retention capacity of the proposed facilities, if retention credit is permitted up to 1.4 inches for runoff reduction BMP's onsite. The additional retention credit (for facilities other than stormwater harvesting) is not endorsed by DPWES. Rather than oversizing the facilities to capture additional rainfall volumes from larger, less frequent storms, the applicant should design and size the stormwater management measures to control the peak rates and significantly delay the release of the remaining stormwater that cannot be completely captured (i.e., retained) on-site, as described above.

11) Sheets A-6.0 through A-8.0. The location of the existing and or proposed storm sewer system is not clearly identified. Based on the possible lower elevations of Pierpoint Street, it may be necessary for a storm sewer to be constructed through Part C before either building D5 or D6 can be built. At the time of each FDP, per ZO 16-502.2.A(14), the applicant must

provide a preliminary stormwater management plan that includes information about the condition and adequacy of downstream drainage system, including the sufficiency of capacity of any storm drainage pipes and other conveyances into which stormwater runoff from the site will be conveyed, including, but not limited to, through parcels 029-3-01-0053, 0057-A and 0057-H.

12) Comments on draft Proffers dated November 28, 2012, related to stormwater design.
   a) Staff recommends that Proffer 6.S be revised as follows: "identification of specific stormwater management facilities, and calculations showing the minimum volume of the first inch of rainfall that will be captured retained and reused for the subject area of the FDP, and access points to underground vaults as provided in Proffers 19 and 54."
   b) Proffer 19.C states:
      "… If the [maintenance] access points access points [to SWM facilities] must be located in the walkway zone, they shall be designed as a lift out panel with the same paving materials as the walkway (subject to ADA requirements), be flush with the walkway, and meet ADA accessibility requirements."

      The access points to the stormwater vaults for inspection must be designed to be capable of being opened by one person without the need of additional lifting equipment (e.g., a crane), so that the weight of the access covers does not impede the frequent inspections and routine maintenance of the facilities.
   c) Proffer 54:
      i) The third paragraph states:
         "At the time of each FDP and site plan 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. This requirement may be met on an individual building basis or based upon the total area of the Subject Property."

         The specific (i.e., minimum) amount of control that will be achieved for each building must be finalized no later than the approval of the FDP, because each FDP would only establish commitments for the area of the FDP application, but would not be binding on other land areas of the rezoning.
      ii) The fifth paragraph must be revised. The additional retention credit of up to 1.4 inches that is proposed on the CDP was not part of the stormwater spreadsheet prepared by the County. DPWES does not endorse the additional credit for facilities other than rainwater harvesting.
      iii) The last paragraph states:
         "…that seasonal variations in reuse water demand will create fluctuations in the draw down period, and as such, the stormwater system will be designed (to the extent practicable) to not exceed 10 days of storage. If storage time exceeds 10 days, the applicant shall have the right to discharge excess volumes off site at release rates as allowed by the PFM."

         The magnitude and duration of the seasonal fluctuations, or the anticipated total volume that might be discharged off-site after the 10 day limit, are not indicated. The demand for certain uses, such as the irrigation, may be insignificant during non-

growing seasons (e.g. winter), such that the entire stormwater volume could be discharged off-site. In addition, the release rates specified by the current PFM would not achieve the additional stormwater goals of the comprehensive plan. Any excess volume should be directed to other facilities using a "treatment train" approach, if possible, or controlled to significantly delay the release of the remaining stormwater and mimic the runoff characteristics associated with the site in a good forest condition for a significant majority of rainfall events, as described above.

Pending and Future County Code and regulation changes:
The Environmental Stewardship Guidelines in the Comprehensive Plan for the Tysons Corner Urban Center envisions a progressive approach to stormwater management that recognizes evolving technology, promotes low impact development techniques, and incorporates innovative stormwater management measures. However, the standards and specifications currently in the PFM were intended for conventional, suburban style developments. DPWES is in the process of preparing a proposed amendment to the PFM to allow, on a case-by-case basis, alternatives that differ from the standards and specifications as currently set forth in the PFM. Also, the County is participating in the ongoing code change cycles of the national and state building codes to, among other things, clarify, enhance and expand the provisions regarding rainwater harvesting and reuse within buildings.

In addition, the County is actively drafting amendments to the County Codes and regulations to comply with the Virginia Stormwater Management Law and Regulations. Please note that the Regulations, as adopted by the Virginia Soil and Water Conservation Board on May 24, 2011, include provisions (4VAC50-60-48.A) limiting which land-disturbing activities could be considered "grandfathered" by the program administrative authority, and therefore would not be subject to certain new criteria, based on several factors, including but not limited to, the dates of rezoning and site plan approval, initial VSMP permit coverage and renewal(s), as well as the dates of the start and completion of construction.

Notwithstanding any notes, analysis, computations, narrative, facilities, details and design presented on the CPDs, or statements in the Proffers, the final design, construction, operation and maintenance of the site, including, but not limited to, the stormwater facilities, shall be subject to review and approval by DPWES, in accordance with all applicable Codes, requirements, standards, specifications, policies and procedures in effect at the time of Site Plan approval.

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

cc: Betsy Smith, Director, Site Development and Inspections Division, DPWES
Don Demetrius, Chief, Watershed Projects Evaluation Branch, Stormwater Planning Division, DPWES
William Marsh, DPWES Tysons Urban Center Coordinator, LDS, DPWES
Judy Cronauer, Chief, Central Branch, SDID, DPWES
Durga Kharel, Senior Stormwater Engineer, Central Branch SDID, DPWES
DPWES Zoning Application File (8158-ZONA-006-1)

County of Fairfax, Virginia

MEMORANDUM

DATE: January 14, 2013

TO: Tracy Strunk, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Jerry Stonefield, Acting Stormwater Review Engineer
Site Development and Inspection Division
Department of Public Works and Environmental Services

SUBJECT: Final Development Plan Application FDP 2010-PR-014-D; Springhill Station Demonstration Project, Building D2A; Final Development Plan (FDP), Revised November 28, 2012; Tax Map Number 029-3-01-0054-A; Providence District

We have reviewed the subject FDP, revised November 28, 2012; and draft proffers for Part D dated January 11, 2013; and offer the following stormwater management comments.

Chesapeake Bay Preservation Ordinance (CBPO)
There is no Resource Protection Area (RPA) designated on the site.

Floodplain
There are no regulated floodplains on the site.

Stormwater Quality Control
On sheet C.11, the applicant states that the water quality controls are provided in the existing downstream regional stormwater management pond, D-67. In addition, the applicant indicates that the BMP requirement for the redevelopment of the site will also be satisfied because of the proposed decrease in impervious area. As part of the Site Plan, the applicant must either provide "For Information Only" copies of the applicable sheets (e.g., water quality design computations and drainage area map) from the approved regional pond D-67site plan demonstrating that the site is currently and adequately served, in accordance with PFM Section 6-0401.2C, or include the appropriate computations in accordance with PFM Section 6-0401.2B, and demonstrate compliance with the applicable water quality control requirements in effect at the time.

Stormwater Quantity Control
The applicant states that the proposed facilities will be designed to reduce the peak flow such that the proposed release rates will be equal to or less than 75% of the existing condition peak rates, considering the existing conditions of the entire site as open space in a good condition.

Department of Public Works and Environmental Services
Land Development Services, Site Development and Inspections Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720 • TTY 703-324-1877 • FAX 703-324-8359

The applicant must show on the FDP any on-site existing stormwater management facilities (e.g., existing rooftop detention), and ensure that the proposed facilities will include capacity to compensate for the removal, such that the proposed release rates consider the peak flow reductions of the existing facilities.

A separate waiver request, 8158-WPFM-002-1, to allow the proposed underground stormwater detention vault within the residential development in accordance with PFM § 6-0303.8, was submitted in conjunction with the pending rezoning application, RZ 2010-PR-014-D. The Board of Supervisors must take action on the waiver request with the concurrent rezoning application.

The FDP includes a narrative and preliminary computations that estimate storage volumes assuming complete saturation of the BMP soil media, and includes the statement on sheet C.12 that "BMP storage allows for a smaller release rate than what is required, therefore, PFM requirement is satisfied." The final design on the Site Plan must include appropriate details and documentation of the capacity and function of the facilities, and calculations of the release rates (e.g., more than just the sum of the storage volumes), and demonstrate compliance with the detention requirement.

Downstream Drainage Complaints
There are no relevant downstream drainage complaints on file.

Adequate Outfall
The outfall narrative and map on Sheet C.15 focus solely on the layout and location of the downstream drainage system to a point where the drainage area of the receiving watercourse exceeds one square mile, and includes the statement "The adequacy of outfall for the FDP area is based on the premise that an adequate outfall is in place." The narrative does not include information about the condition or adequacy of downstream drainage system, such as the sufficiency of capacity of any storm drainage pipes and other conveyances into which stormwater runoff from the site will be conveyed, per Paragraph 6 of Section 16-501.2.K of the Zoning Ordinance. The purpose for the evaluation of the additional reach at the time of the FDP is to identify any opportunities for improvements that are above and beyond the minimum PFM requirements. In addition, the narrative does not describe how the adequate outfall requirements of the PFM will be satisfied, (only a statement regarding the anticipated extent of review). If the detailed analysis shows the downstream system is not adequate, the Site Plan will not be approved unless additional measures, such as extra on-site detention, and/or off-site clearing and grading, energy dissipation, storm drain outlet protection or stream bank stabilization, are employed to satisfy the minimum outfall requirements.

Tysons Corner Urban Center, Areawide Recommendations:
The Environmental Stewardship Guidelines state that the reduction of stormwater runoff volume is the single most important stormwater design objective for Tysons. Applications with a significant increase in density/intensity (e.g. redevelopment option is being pursued) should provide stormwater control measures that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume and/or significantly delaying its

entry into the stream system. Redevelopment projects should incorporate innovative measures in a manner that will, first and foremost, optimize reduction of stormwater runoff volume, and control peak flows for the remaining stormwater that cannot be completely captured on-site. Among other recommendations, the first inch of runoff should be retained on-site through infiltration, evapotranspiration and/or reuse. Achieving a goal of retaining the first inch of rainfall will ensure the runoff characteristics associated with the site will mimic those of a good forest condition for a significant majority of rainfall events. In addition, the stormwater measures should be sufficient to attain the stormwater quality and quantity control credits of LEED (or equivalent). If, on a given site, these are demonstrated to be not fully achievable, all available measures should be implemented to the extent possible in order to support these goals.

With respect to the preliminary stormwater management design information that is shown on the FDP, DPWES offers the following comments:

1) The applicant provides preliminary computations indicating that 86% of the total 3.51 acre site area will be captured by BMPs, and a volume equivalent to a rainfall depth of 0.90 inch will be retained on-site. The applicant includes temporary facilities with the interim uses on the north and south parts of the site that will remain until the future development of Buildings D1 and D2B. Considering only the 0.89 acres proposed in the final configuration, the BMP facilities will capture 91% of the Building D2A portion of the site, and retain a volume equivalent to a rainfall depth of 0.94 inch.

2) The narrative on sheet C.11 states "There on no infiltration facilities proposed with this application..." Infiltration into the underlying soil, if suitable, is an effective means to reduce the stormwater runoff volume. Without infiltration, the volume reduction capability of the types of BMPs proposed is limited to the rate of evapotranspiration and the moist (not saturated) soil storage capacity (minus antecedent moisture), even with an expanded stone storage layer and restricted outflow. Although locations are constrained within high-density urban developments, infiltration may be incorporated within the open space portions of the site or some of the proposed facilities (e.g., the bioswale identified on sheets L-1.12 and L-1.13). The applicant should conduct field tests to determine actual infiltration rates and soil suitability, and reconsider incorporating infiltration into the design, if appropriate, to optimize reduction of the stormwater runoff volume to the extent possible. If infiltration is not possible and retention of the first inch is not fully achievable, the Site Plan should show the measures will significantly delay the release of the remaining stormwater that cannot be completely captured on-site, and the runoff characteristics associated with the site will mimic those of a good forest condition for a significant majority of rainfall events.

3) The inconsistent names and descriptions of the proposed stormwater facilities shown on the FDP may lead to difficulty at the time of final Site Plan, because the applicable design standards, specifications, and limitations are different for each type of facility. Where one type may be acceptable, another may not be appropriate for the same location. For example, the drainage areas shown on sheet C.12 in the "Tysons's Corner Bioretention (Tree Pit) Sizing Chart" exceed the maximum drainage area listed in DCR Specification 9-A for Extended Tree Pits, but could comply with DCR Specification 9 (Table 9.3), if the facilities

are designed as Bioretention Filters. The final design on the Site Plan must clarify the specific type of facility and demonstrate compliance with all the applicable standards.

4) Modified Vegetated green roofs are proposed to treat a total drainage area of 0.32 acres, and could retain a volume equivalent to 0.09 inch of rainfall. The narrative states that each building's roof area shall be controlled by a vegetated roof that has been designed to treat both vegetated and non-vegetated areas. However, based on both the PFM and VA DCR Design Specifications, green roofs capture and treat only the rain that falls on the vegetated surface, but not additional areas. In order for DPWES to evaluate the proposed design, function, operation, and maintenance of the facilities, the final design details and documentation must be shown on the Site Plan including, but not limited to: the design standards (e.g., the locations and sizes of the vegetated and non-vegetated roof areas, drainage areas, sizing criteria, rainwater collection, conveyance, distribution and overflow systems); soil media specifications (e.g., depth, void ratio, hydraulic conductivity and retention capacities); vegetation information (e.g., plant species, including seasonal ranges of water absorption and consumption rates); availability of materials; maintenance considerations (e.g., responsibility, frequency of inspections, procedures and costs); and monitoring of the long term function, viability and efficiency of the alternative designs. If the alternative is not approved, other facilities and measures may be required at the time of Site Plan to achieve the volume reduction credit claimed on the FDP.

5) Modified Stormwater Planters are proposed to treat a total drainage area of 0.25 acres, and retain a volume equivalent to 0.07 inch of rain. The narrative states that the stormwater planters are proposed to treat impervious building roof areas where green roof is impractical. The modified design is proposed to disconnect the tower roof water to a podium or at grade. However, based on the VA DCR Design Specifications, stormwater planters are located adjacent to the buildings. The modified design concept of locating the facilities on podiums or underground structures is not in conformance with the DCR standards and specifications. In order for DPWES to evaluate the proposed design, sufficient documentation and design, function, operation, and maintenance details must be included on the Site Plan, including, but not limited to: whether another type of facility may be better suited for the area (e.g., vegetated roof); the design standards (e.g., the locations and sizes of the underdrains, impermeable liners); maintenance considerations; and monitoring of the alternative designs. If the alternative is not approved, other measures may be required at the time of Site Plan to achieve the volume reduction credit claimed on the FDP.

6) In the narrative on sheet C.11, the applicant requests that, if the modified design concepts are not feasible, they be allowed to capture and treat off-site Tyco Road ROW in tree pits, retaining a volume equivalent to 0.08 inch, to partially mitigate the volume reduction. The Guidelines recommend that if retention of the first inch of rainfall is not fully achieved, the applicant should implement all available measures to the extent possible in order to support the stormwater goals and achieve partial retention of the first inch of rainfall. The applicant should show on the Site Plan that all on-site and off-site drainage areas, where allowed, will be served by stormwater management facilities to the maximum extent practicable.

7) On sheet C.11, the applicant states that deviations from the strict adherence to the certain sections PFM will be necessary in order to implement the environmental stewardship guidelines of the Comprehensive Plan. Please note it is the long-standing policy of DPWES that staff does not take final action on such requests when there is a pending application, as we wish to avoid conflicts with the Board's action. At the time of Site Plan, staff will complete a final review of the modifications and deviations once the detailed design is submitted with the final Site Plan, in accordance with the regulations, requirements, policies and procedures in effect at the time. Please note that if the requested deviation is not approved at the time of Site Plan, the design must be revised, and/or other facilities may be required to achieve an equivalent volume reduction credit specified on the FDP. Based on the preliminary information presented, staff offers the following observations and remarks regarding the deviations related to stormwater facilities:
   a) A waiver of PFM Section 6-1304.2F to reduce the minimum horizontal setbacks from building foundations in order to facilitate installation of the permeable pavement system.
      Prior to approval of the Site Plan, the applicant must provide details of the final design, including, but not limited to: the specifications of impermeable liners and other measures proposed to prevent seepage; the size and location of the underdrains, stone reservoir size, distance to the building foundation, and drainage area of each facility; and evaluations by the geotechnical engineer and structural design engineer of the building of the potential impact to the building foundation that may be caused by any seepage.
   b) All requested deviations of PFM Section 6-1307.2E to set the minimum horizontal setbacks from building foundations be reduced to four (4) feet in order to facilitate installation of the bio-retention systems.
      Any deviation will only be considered, based on the specific circumstances of the site, if it is the minimum necessary. However, the names used for the proposed stormwater facilities are inconsistent, and the applicable design standards, specifications, and limitations are different for each. For example, the proposed setback would not meet the minimum listed in DCR Specification 9 for Bioretention Filters, but DCR Design Specification for Urban Bioretention (i.e., Stormwater Planter or Extended Tree Pit), Section 9-A-5, states that no setback from a building is needed if an impermeable liner and underdrain are used. The Site Plan must accurately specific type of facility, and demonstrate relief from compliance with the applicable standard is the minimum necessary (e.g., the site could not be revised such that the resultant design complies with the applicable standards).

8) Sheet C.13 - Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheet comments:
   a) For certain practices, the "Description of Area" cells include annotations regarding certain assumptions related to sizing and design of the practice (e.g., soil porosity, void ratio, drainage areas, etc.) that are not consistent with the applicable specifications. The Spreadsheet was developed with the expectation that the design, construction and long term maintenance of the stormwater facilities meet all standards and specifications applicable to the proposed practices. As specified in the spreadsheet's instructions, the design, sizing, limitations, details and specifications for the practices should be based on

the PFM. For practices not in the PFM, the design and specifications should be based on the Virginia DCR Stormwater Design Specifications found at the BMP Clearinghouse website; http://vwrrc.vt.edu/swc/NonProprietaryBMPs.html (when in both, the more restrictive specification applies). If the design does not meet all applicable standards and specifications, the volume reduction credit claimed may not be approved at the time of Site Plan. Runoff reduction credit for any new practice not listed in the spreadsheet must be supported by documentation and approved by the County.

b) The use of the spreadsheet, particularly the names and designations of the Runoff Reduction Practices, is inconsistent. For example, some subareas include the intensive green roofs as vegetated roofs, but others include the facilities as stormwater planters. The inconsistent designation will only complicate the design and review of the Site Plan for conformance with the comprehensive goals and compliance with the applicable standards and specifications.

c) Permeable pavements are proposed in two of the drainage areas, but the remaining volume was not directed to be captured by any downstream practices. By connecting the stormwater treatment facilities in series, using a "treatment train" approach, the overall function and efficiency of the stormwater system will be improved. The final design presented on the Site Plan should show the design details and demonstrate that all available measures have been implemented to the extent possible

9) The applicant includes a table on sheet C.13 indicating additional the retention capacity of the proposed facilities, if retention credit is permitted up to 1.4 inches for runoff reduction BMP's onsite. The additional retention credit (for facilities other than stormwater harvesting) is not endorsed by DPWES. Rather than oversizing the facilities to capture additional rainfall volumes from larger, less frequent storms, the applicant should design and size the stormwater management measures to control the peak rates and significantly delay the release of the remaining stormwater that cannot be completely captured (i.e., retained) on-site, as described above.

10) The applicant shows on sheet A2.0 a possible stormwater vaults within Level B1 of Building D2A, but does not specify the estimated size (storage volume) and maintenance access of the vault. The applicant should design and size the stormwater vaults to detain the remaining stormwater that is not captured (i.e., retained) on-site, and significantly delay its entry into the stream system, as described above.

11) Sheet L-1.12 and 13: The design, location and size of the BMPs within Block 1, Options 1 and 2 are not clear. The dimension of the Bioswale is listed in the detail as "varies – see plan", but the location and size is not clearly delineated.

12) Comments on the stormwater design related to draft Proffers dated January 11, 2013.

a) Proffer 21.C states:

> "... If the [maintenance] access points access points [to SWM facilities] must be located in the walkway zone, they shall be designed as a lift out panel with the same paving materials as the walkway (subject to ADA requirements), be flush with the walkway, and meet ADA accessibility requirements."

The final design on the Site Plan must show the access points to stormwater facilities are be capable of being opened by one person without the need of additional lifting equipment (e.g., a crane), so that the weight of the access covers does not impede the frequent inspections and routine maintenance of the facilities.

b) Proffer 58:
   i) The third paragraph states:
      "At the time of each FDP and site plan 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. This requirement may be met on an individual building basis or based upon the total area of the Subject Property."

      The amount of stormwater control that will be achieved with the development of Building D2A and the Interim Park and Interim configuration(s) of Block 1 as shown on the FDP establishes the specific (i.e., minimum) amount that must be met with the Site Plan.
   ii) Fifth paragraph - The additional retention credit of up to 1.4 inches that is proposed on the FDP was not part of the stormwater spreadsheet prepared by the County. DPWES does not endorse the additional credit for facilities other than rainwater harvesting.
   iii) The last paragraph states:
      "...that seasonal variations in reuse water demand will create fluctuations in the draw down period, and as such, the stormwater system will be designed (to the extent practicable) to not exceed 10 days of storage. If storage time exceeds 10 days, the applicant shall have the right to discharge excess volumes off site at release rates as allowed by the PFM."

      The types of facilities shown on the FDP do not utilize a reuse water demand or draw down period that could be controlled as described. In addition, the allowable release rates specified by the current PFM do not correlate the stormwater goals of the comprehensive plan. Any excess volume should be directed to other facilities, if possible, using a "treatment train" approach to optimize the volume reduction, or the release rate of the remaining stormwater volume must be significantly delayed and mimic the runoff characteristics associated with the site in a good forest condition for a significant majority of rainfall events, as described above.

<u>Pending and Future County Code and regulation changes</u>:
The Environmental Stewardship Guidelines in the Comprehensive Plan for the Tysons Corner Urban Center envisions a progressive approach to stormwater management that recognizes evolving technology, promotes low impact development techniques, and incorporates innovative stormwater management measures. However, the current standards and specifications in the PFM pertain to conventional facilities associated with suburban style developments. DPWES is in the process of preparing an amendment to allow, on a case-by-case basis, alternatives that differ from the standards and specifications, where strict application of criteria as currently set forth in the PFM would preclude implementation of the goals and vision for Tysons. Also, the County is participating in the ongoing code change cycles of the national and state building

codes to, among other things, clarify, enhance and expand the provisions regarding rainwater harvesting and reuse within buildings.

In addition, the County is drafting amendments to the County Codes and regulations to comply with the Virginia Stormwater Management Law and Regulations. Please note that the Regulations, as adopted by the Virginia Soil and Water Conservation Board on May 24, 2011, include provisions (4VAC50-60-48.A) limiting which land-disturbing activities could be considered "grandfathered" by the program administrative authority, and therefore would not be subject to certain new criteria, based on several factors, including but not limited to, the dates of rezoning and site plan approval, initial VSMP permit coverage and renewal(s), as well as the dates of the start and completion of construction.

Notwithstanding any notes, analysis, computations, narrative, facilities, details and design presented on the FPD or statements in the Proffers, the final design, construction, operation and maintenance of the site, including, but not limited to, the stormwater facilities, shall be subject to review and approval by DPWES, in accordance with all applicable Codes, requirements, standards, specifications, policies and procedures in effect at the time of Site Plan approval.

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

cc: Betsy Smith, Director, Site Development and Inspections Division, DPWES
Don Demetrius, Chief, Watershed Projects Evaluation Branch, Stormwater Planning Division, DPWES
William Marsh, DPWES Tysons Urban Center Coordinator, LDS, DPWES
Bin Zhang, Tysons Corner Urban Center Plan Reviewer, SDID, LDS, DPWES
Judy Cronauer, Chief, Central Branch, SDID, LDS, DPWES
Durga Kharel, Senior Stormwater Engineer, Central Branch SDID, LDS, DPWES
DPWES Zoning Application File (8158-ZONA-005-1)

County of Fairfax, Virginia

MEMORANDUM

DATE: January 9, 2013

TO: Tracy Strunk, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Jerry Stonefield, Acting, Stormwater Review
Site Development and Inspection Division
Department of Public Works and Environmental Services

SUBJECT: Rezoning Application RZ 2010-PR-014-E; Springhill Station Demonstration Project – Part E; Conceptual Development Plan (CDP), Revised November 28, 2012; Tax Map Number 029-1-01-0063-C; Providence District

We have reviewed the subject CDP, revised November 28, 2012, and draft proffers dated November 28, 2012, and offer the following stormwater management comments.

Chesapeake Bay Preservation Ordinance (CBPO)
There is no Resource Protection Area (RPA) designated on the site.

Floodplain
There are no regulated floodplains on the site.

Stormwater Quality Control
The applicant states (sheet C-12) that the water quality controls are provided in the existing downstream regional stormwater management pond, D-67, and provides on sheet C-14A, "For Information Only" copy of the drainage area and soils maps. (Note: the parcel labeled "site" on the drainage area map is not subject site.) However, design computations demonstrating that regional pond D-67 provides control of the Spring Hill Station Part E site were not included. With each the FDP, that applicant must provide information to verify that the original design of D-67 has the capacity to control any proposed increased impervious area, or otherwise demonstrate how the BMP requirements will be met.

Stormwater Quantity Control
A separate request, 8158-WPFM-002-1, to allow the proposed underground stormwater detention vault within a residential development has been submitted. In accordance with PFM §6-0303.8, the Board of Supervisors must take action on the request concurrently with the subject rezoning application. (Please note that the previous waiver, 8158-WPFM-001-2, applied only to Spring Hill Station Parts A and B.) DPWES analysis and recommendation were provided in a separate memorandum, dated September 20, 2012.

The applicant indicates that the proposed facilities will be designed to reduce the peak flow such that the proposed release rates will be equal to or less than 75% of the existing condition peak rates, considering the existing conditions of the entire site as open space in a good condition. Sheet C-10 indicates the entire site is currently served by stormwater detention facilities, and states that those areas will be considered 100% pervious for the existing condition calculations. The existing on-site stormwater pond and underground detention on parcel 029-3-01-0063-C were constructed to provide 10-year peak flow control. The proposed facilities must include capacity to compensate for the removal of the existing facilities, such that the proposed release rates consider the existing peak flow reductions for the 10-year storm.

The CDP includes narratives and preliminary computations that estimate storage volumes assuming complete saturation of the BMP soil media, and the statements "BMP storage allows for a smaller release rate than what is required, therefore, PFM requirement is satisfied" on sheets C-13A and C-13B, and shows fewer, and smaller, detention vaults. Although some flow-based BMP facilities (i.e., water is filtered as it passes through the media) may be modified to provide additional storage (e.g., by increasing the ponding on the surface, and/or expanding the bottom stone layer to promote infiltration), total water volume may not be completely captured and detained as assumed, because the available storage may be less than the total void space, due to the antecedent moisture (which is governed by the rate of evapotranspiration), and because the underdrains will generate a release rate, even with a restricted orifice. The FDP and final design on the Site Plan must include appropriate calculations of the release rates that demonstrate compliance with the detention requirement (e.g., more than just the sum of the storage volumes of each of the facilities). The applicant should show on the CDP all potential vaults that might be utilized, based on more detailed calculations at the time of the FDP, as part of the stormwater management measures for the development.

At the time of each FDP, the release rate from each facility must be calculated that demonstrate that the facilities will achieve the additional flow reduction. Additional details and supporting documentation regarding the design, function, operation, longevity and maintenance of the alternative designs will be required. At the time of final Site Plan, additional information will be necessary for the County to evaluate the proposed alternative designs, including, but not limited to: the design standards and specifications; underdrain details (e.g., sizes, restrictive orifice dimensions and release rates); stone reservoir and soil media specifications (e.g., depths, void ratios, hydraulic conductivities and retention capacities); vegetation information (e.g., evapotranspiration rates); overflow locations and capacities; and operation and maintenance procedures. If the alternative designs are not approved, other facilities may be required to achieve the proposed peak flow reduction.

Downstream Drainage Complaints
There are no relevant downstream drainage complaints on file.

Adequate outfall
The outfall narrative and map on Sheet C-15 shows the location and direction of the downstream drainage system, but states, in part: "The adequacy of outfall for Neighborhood 1, Part D, is based on the premise that an adequate outfall is in place." At the time of each FDP, per Section

16-502.2.A(14) of the Zoning Ordinance (ZO), the applicant must provide a preliminary stormwater management plan that includes information about the condition and adequacy of downstream drainage system, including the sufficiency of capacity of any storm drainage pipes and other conveyances into which stormwater runoff from the site will be conveyed to the point that is 100 times the site area, in addition to a description of how the adequate outfall requirements of the PFM will be satisfied. If the downstream system is not adequate, additional measures will be necessary to satisfy the outfall requirements.

Tysons Corner Urban Center, Areawide Recommendations:
The Environmental Stewardship Guidelines state that the reduction of stormwater runoff volume is the single most important stormwater design objective for Tysons. Applications with a significant increase in density/intensity (e.g. redevelopment option is being pursued) should provide stormwater control measures that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. Redevelopment projects should incorporate innovative measures in a manner that will, first and foremost, optimize reduction of stormwater runoff volume, and control peak flows for the remaining stormwater that cannot be completely captured on-site. Among other recommendations, the first inch of runoff should be retained on-site through infiltration, evapotranspiration and/or reuse. Achieving a goal of retaining the first inch of rainfall will ensure the runoff characteristics associated with the site will mimic those of a good forest condition for a significant majority of rainfall events. In addition, the stormwater measures should be sufficient to attain the stormwater quality and quantity control credits of LEED (or equivalent). If, on a given site, these are demonstrated to be not fully achievable, all available measures should be implemented to the extent possible in order to support these goals.

With respect to the preliminary stormwater management design information that is shown on the CDP, DPWES offers the following comments:

1) The applicant provides, on sheet C-13, preliminary computations indicating that 5.32 acres (72% of the total site area) will be captured by BMPs, and a stormwater volume equivalent to a rainfall depth of 0.77 inch will be retained on-site. The Guidelines recommend that redevelopment projects should retain the first inch of runoff through infiltration, evapotranspiration and/or reuse, but if this is not fully achievable on a given site, all available measures should be implemented, to the extent possible, to optimize stormwater runoff volume reduction, achieve partial retention and significantly delay the release of the remaining stormwater that cannot be completely captured on-site. At the time of each FDP, per ZO 16-502.2.A(14), the applicant must show the type, approximate location, estimated size (footprint area and storage volume) and maintenance access of each stormwater facility, demonstrate the stormwater requirements have been met, and describe how all available stormwater management measures have been implemented to the extent possible, reduction of the stormwater runoff volume has been optimized, and the peak rates of the remaining stormwater that is not captured (i.e., retained) on-site have been controlled to significantly delay its entry into the stream system.

2) The narrative on sheet C-12 states "There on no infiltration facilities proposed with this application…" Infiltration into the underlying soil, if suitable, is an effective means to

reduce the stormwater runoff volume, although the locations of infiltration facilities are significantly constrained within high-density urban developments. Without infiltration, the volume reduction capability of the types of BMPs proposed (e.g., bio-retention) is limited to the rate of evapotranspiration and the moist (not saturated) soil storage capacity (minus antecedent moisture), even with an expanded stone storage layer and restricted outflow. Prior to submission of the FDPs, the applicant could conduct field tests to determine actual infiltration rates and soil suitability, and reconsider incorporating infiltration into the design, if appropriate, to optimize reduction of the stormwater runoff volume to the extent possible.

3) Drainage Area C includes existing buildings E1 and E2. The current existing conditions exhibit on sheet C-10 shows areas of existing green roof located on the parking garages, and the spreadsheet for the Existing Buildings E1 and E2 Improvements includes volume reduction credit for the vegetated roof, tree pits and bio-retention filter. The applicant must indicate these facilities were constructed to the appropriate design standards, or when the facilities will be upgraded, as buildings E1 and E2 are not proposed to be redeveloped.

4) The inconsistent names, description, details and preliminary computations shown on the CDP regarding the proposed stormwater facilities may lead to confusion and complications during final design. Consistent and correct designations of the types of the proposed facilities are critical to the successful implementation of the stormwater measures, because the applicable design standards, specifications, and limitations are different for each. Where one type of facility may be acceptable, another may not be appropriate for the same location. At the time of each FDP, the applicant must show the type, approximate location, estimated size (footprint area and storage volume), and maintenance access of each stormwater facility, and demonstrate how the stormwater requirements will be met, per ZO 16-502.2.A(14).

5) Modified Vegetated green roofs are proposed to retain a volume equivalent to 0.21 inch of rainfall. The narrative states that each building's roof area shall be controlled by a vegetated roof that has been designed to treat both vegetated and non-vegetated areas. However, based on both the PFM and VA DCR Design Specifications, green roofs capture and treat only the rain that falls on the vegetated surface, but not additional areas. In order for the County to evaluate the proposed design concept of treating additional non-vegetated roof areas, sufficient details and documentation must be included on the FDP regarding the design, function, operation, and maintenance of the facilities including, but not limited to: the design standards (e.g., the locations and sizes of the vegetated and non-vegetated roof areas, drainage areas, sizing criteria, rainwater collection, conveyance, distribution and overflow systems); soil media specifications (e.g., depth, void ratio, hydraulic conductivity and retention capacities); vegetation information (e.g., plant species, including seasonal ranges of water absorption and consumption rates); availability of materials; maintenance considerations (e.g., responsibility, frequency of inspections, procedures and costs); and monitoring of the long term function, viability and efficiency of the alternative designs.

6) Modified Stormwater Planters are proposed to retain a volume equivalent to 0.04 inch of rain. The narrative states that the stormwater planters are proposed to treat impervious building roof areas where green roof is impractical. The modified design is proposed to disconnect the tower roof water to a podium or at grade. However, based on the VA DCR

Design Specifications, stormwater planters are located adjacent to the buildings. The proposed design concept of locating the facilities on podiums or underground structures is not in conformance with the DCR standards and specifications. In order for the County to evaluate the modified design, sufficient documentation and design, function, operation, and maintenance details must be included on the FDP, including, but not limited to: whether another type of facility may be better suited for the area (e.g., vegetated roof); the design standards (e.g., the locations and sizes of the underdrains, impermeable liners); maintenance considerations; and monitoring of the alternative designs.

7) In the narrative on sheet C-12, the applicant requests that, if the modified design concepts are not feasible, they be allowed to capture and treat off-site existing surrounding roads in the tree pits, retaining a volume equivalent to 0.10 inch, to partially mitigate the volume reduction. If retention of the first inch of rainfall is not fully achieved, the applicant should implement all available measures to the extent possible in order to support the stormwater goals and achieve partial retention of the first inch of rainfall. With each FDP, per ZO 16-501.2.K(6)(a)(ii), the applicant must show the on-site and off-site drainage areas to be served by each stormwater management facility, along with the acreage draining to each facility.

8) The approximate sizes of the stormwater vault shown on sheet C-11 does not correspond to the estimated footprint area specified in the stormwater information checklist on sheet C-12. With the FDP, per ZO 16-502.2.A(14), the applicant must show the type, approximate location, estimated size (footprint area and storage volume) and maintenance access of each stormwater facility, and demonstrate the stormwater requirements will be met. In addition, the applicant should design and size the stormwater vaults to detain the remaining stormwater that is not captured (i.e., retained) on-site, and significantly delay its entry into the stream system, as described above.

9) On sheets C-3 and C-12, the applicant lists certain deviations from the strict adherence to certain sections PFM that will be necessary in order to implement the environmental stewardship guidelines of the Comprehensive Plan. It is the long-standing policy of DPWES that staff does not take final action on such requests when there is a pending application, as we wish to avoid conflicts with the Board's action. Some of the deviations, as detailed below, are not applicable to the design as currently proposed on the CDP. The CDP should list only those deviations that are necessary for the design as currently presented, but not include additional deviations that might be needed in the event of subsequent minor modifications of the site design. At the time of Site Plan, staff will consider only those deviations that are necessary and relevant to the final design and details, in accordance with the regulations, requirements, policies and procedures in effect at the time. If any deviations are not approved at the time of Site Plan, the design must be revised, or other facilities may be required to achieve an equivalent volume reduction credit claimed on the CDP. Based on the preliminary information presented, staff offers the following observations and remarks regarding the deviations related to stormwater facilities:
   a) Waiver of PFM Section 6-0303.8 for the location of an underground SWM vault located in a residential area is (listed on both sheets C-3 and C-12).

      As described above, the Board of Supervisors must take action on the request concurrently with the subject rezoning application.

b) Waiver of PFM Section 6-1304.2F to set the minimum horizontal setbacks from building foundations in order to facilitate installation of the permeable pavement systems (listed on sheet C-12 only).

   Sufficient details have not been provided to evaluate and comment upon the waiver. Prior to approval of the Site Plan, the applicant must provide design details, including, but not limited to: the specific distance to the building foundations or depth to the roof of the underground garage; the justification for the reduction; the respective drainage areas to each facility; specifications of underdrains, impermeable liners and other measures proposed to prevent seepage; stone reservoir size; and evaluations by the geotechnical engineer and structural design engineer of the building of the potential impact and/or damage to the building foundation that may be caused by seepage from the permeable pavement.

c) All requested deviations of PFM Section 6-1304.4I to allow utilization of infiltration rates less than 0.52 inch/hour (listed only on sheet C-3).

   The narrative on sheet C-12 states "There are no infiltration facilities proposed with this application…" A deviation is not warranted, as it is not applicable to the development as proposed.

d) All requested deviations of PFM Section 6-1306.3F to allow for any detention facility located within a building or garage structure to be governed by building code requirements for access and maintenance (listed on sheets C-3 and C12).

   Whether or not a specific feature is governed by a particular code or regulation cannot be waived. The deviation, as listed on the CDP, is not approvable. The general location of the proposed stormwater vault is shown on sheet C-11, but not on the floor plans. The narrative on sheet C-12 states that vaults will be in the parking garage and access points will extend beyond the building face. Specific details of the configuration must be provided on the FDP. Prior to approval of the Site and Building Plans, the applicant must provide design details demonstrating adequate access and ventilation to facilitate safe and effective inspection, cleaning and maintenance in accordance with all applicable requirements in effect at the time.

e) All requested deviations of PFM Section 6-1307.2C to allow for installation of bio-retention facilities that utilize infiltration to be constructed on in-situ fill material, provided field tests show adequate infiltration rates exist for in-situ material (listed only on sheet C-3).

   The narrative on sheet C-12 states "There are no infiltration facilities proposed with this application…" A deviation is not warranted, as it is not applicable to the development as proposed.

f) All requested deviations of PFM Section 6-1307.2E to set the minimum horizontal setbacks from building foundations be reduced in order to facilitate installation of the bio-retention systems (the narrative on sheet C-3 requests a deviation to set the horizontal setback to zero (0) feet, but the narrative on sheet C-12 requests a deviation to reduce the setback to four (4) feet).

   Sufficient details have not been provided to assess and comment upon the deviation, including, but not limited to, the specific proposed setback, the required setback based on the drainage area to the facility, or whether the deviation is even warranted. A deviation of any requirement will be considered only if it can be demonstrated that the reduction of the standard is necessary based on the specific circumstances of the

particular site, and any reduction will be no more than the minimum amount necessary. For example, if the facilities located immediately adjacent to the underground garage could be designed as tree box filters, DCR Design Specification, Section 9-A-5, state that no setback from a building is needed if an impermeable liner and an underdrain are used. Therefore a deviation may not be necessary.

g) All requested deviations of PFM Section 6-1307.2F to allow installation of bio-retention facilities in the vicinity of loading docks, vehicle maintenance or outdoor storage areas (listed only on sheet C-3).

The loading spaces appear to be within the proposed building. The application does not specify if the facilities would even capture surface drainage from the loading dock(s). As part of the Site Plan, the applicant must provide final design details, such as the individual drainage areas for each facility, and any pre-treatment mechanisms to reduce the concentrations of potential hydrocarbons, toxics or heavy metals before the flow is treated by the tree box filters.

h) All requested deviations of PFM Section 6-1307.2G to allow for the maximum drainage areas to bio-retention filters utilized for the retention of the first 1" on runoff be eliminated in order to accommodate rooftop runoff piped to proposed structures.

Sufficient details have not been provided to evaluate and comment upon the deviation, including, but not limited to: the proposed drainage areas to each individual bio-retention filter; the corresponding larger size (footprint), and the additional pre-treatment devices; proposed enhancements to the design of the specific facilities to mitigate the potential adverse effects related to evapotranspiration rates, porosity, hydraulic overloading, short-circuiting, bypass and larger storm overflow; and sufficient flow controls and other mechanisms to ensure proper function, safety and community acceptance.

i) All requested deviations of PFM Section 6-1309.2C to allow installation of tree box filters in the vicinity of loading docks, vehicle maintenance or outdoor storage areas.

Sufficient details have not been provided to evaluate and comment upon the deviation. The loading spaces appear to be either within the buildings or downslope of the filters. The application does not specify if the facilities would even capture surface drainage from the loading dock(s). Prior to approval of the Site Plan, the applicant must provide design details, such as the drainage divides, and if necessary, pre-treatment to reduce the concentrations of potential hydrocarbons, toxics or heavy metals before the flow is captured by the tree box filters.

j) Please note that the list of stormwater related deviations included on sheet C-3 is different than the list on sheet C-12. The CDP should list only those deviations that are applicable to the design as currently presented. As indicated above, staff will review the specific design and details submitted on the Site Plan, and consider only those relevant deviations that are the minimum necessary for the final design.

10) Sheets C-13 through C-13B - Tysons Corner Comprehensive Plan Stormwater Conformance Spreadsheets comments:

a) The applicant has condensed the lists of available runoff reduction practices to only those currently proposed on the CDP. Although the County included in the spreadsheet all currently available facilities, practices, and measures that should be considered and, where appropriate, implemented to the extent possible in order to support the stormwater

goals, the vision for a sustainable Tysons recognizing an evolving approach. At the time of each FDP submission, especially as new technologies lead to improvements in the management of stormwater, the applicant should pursue a progressive approach to stormwater management that recognizes evolving technology, promotes low impact development techniques, and incorporates innovative stormwater management measures.

b) For certain practices, the "Description of Area" cells include annotations regarding certain assumptions related to sizing and design of the practice (e.g., soil porosity or drainage area) that are not consistent with the standards and specifications applicable to the proposed practices. As specified in the spreadsheet's instructions, the design, sizing, limitations, details and specifications for the practices should be based on the PFM. For practices not in the PFM, the design and specifications should be based on the Virginia DCR Stormwater Design Specifications found at the BMP Clearinghouse website; http://vwrrc.vt.edu/swc/NonProprietaryBMPs.html (if the facilities are listed in both the PFM and DCR Specification, and the standards are different, the more restrictive applies). If the design does not meet all applicable standards and specifications, the volume reduction credit claimed may not be approved at the time of Site Plan. Runoff reduction credit for any new practice not listed in the spreadsheet must be supported by documentation and approved by the County.

c) The use of the spreadsheet, particularly the designation of the Runoff Reduction Practices, is inconsistent. For example, some subareas list the intensive green roofs as vegetated roofs, but others include the facilities as stormwater planters. The inconsistent designation will only complicate the design and review of the measures for conformance with the comprehensive goals and compliance with the applicable standards and specifications. At the time of each FDP, the applicant must provide the appropriate facility designation and stormwater designs and computations conforming with the applicable design and performance criteria.

d) Permeable pavements are proposed in drainage area B, but the remaining volume was not directed to be captured by any downstream practices. By connecting the stormwater treatment facilities in series, using a "treatment train" approach, and the overall function and efficiency could be improved. The FDP should show the design details and demonstrate that all available measures have been implemented to the extent possible.

11) The applicant includes a table (sheet C-13) indicating additional the retention capacity of the proposed facilities, if retention credit is permitted up to 1.4 inches for runoff reduction BMP's onsite. The additional retention credit (for facilities other than stormwater harvesting) is not endorsed by DPWES. Rather than oversizing the facilities to capture additional rainfall volumes from larger, less frequent storms, the applicant should design the stormwater measures to control the peak rates and significantly delay the release of the remaining stormwater that cannot be completely captured (i.e., retained) on-site, as described above.

12) Sheet C-17 shows a fire lane along the southeast (public urban park #6) side of Building E2, which is in an area designated on the stormwater management plan as a vegetated roof. With the FDP, the applicant must clarify the configuration and revise the stormwater computations, if necessary.

13) Comments on draft Proffers dated November 28, 2012, related to stormwater design.
   a) Staff suggests that Proffer 6.R be revised to read as follows: "Stormwater Management. Identification of specific stormwater management facilities, and calculations showing the minimum volume of the first inch of rainfall that will be captured retained and reused for the subject area of the FDP, and access points to underground vaults as provided in Proffers 19 and 51."
   b) Proffer 19.C, second paragraph, states:
      "... If the [maintenance] access points access points [to SWM facilities] must be located in the walkway zone, they shall be designed as a lift out panel with the same paving materials as the walkway (subject to ADA requirements), be flush with the walkway, and meet ADA accessibility requirements."

      The access points for inspection of the stormwater vaults must be designed to be capable of being opened by one person without the need of additional lifting equipment (e.g., a crane), so that the weight of the access covers does not become an impediment to the frequent inspections and routine maintenance of the facilities.
   c) Proffer 51:
      i) The third paragraph states:
         "At the time of each FDP and site plan 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. This requirement may be met on an individual building basis or based upon the total area of the Subject Property."

         The specific (i.e., minimum) amount of control that will be achieved for each building must be finalized no later than the approval of the FDP, because each FDP would only establish commitments for the area of the FDP application, but would not be binding on other land areas of the rezoning.
      ii) The fifth paragraph must be revised. The additional retention credit of up to 1.4 inches that is proposed on the CDP was not part of the stormwater spreadsheet prepared by the County. DPWES does not endorse the additional credit for facilities other than rainwater harvesting.
      iii) The sixth paragraph states:
         "...that seasonal variations in reuse water demand will create fluctuations in the draw down period, and as such, the stormwater system will be designed (to the extent practicable) to not exceed 10 days of storage. If storage time exceeds 10 days, the applicant shall have the right to discharge excess volumes off site at release rates as allowed by the PFM."

         The magnitude and duration of the seasonal fluctuations, or the anticipated total volume that might be discharged off-site after the 10 day limit, are not indicated. The demand for certain uses, such as the irrigation, may be insignificant during non-growing seasons (e.g. winter), such that the entire stormwater volume could be discharged off-site. In addition, the release rates specified by the current PFM would not achieve the additional stormwater goals of the comprehensive plan. Any excess volume should be directed to other facilities using a "treatment train" approach, if possible, or controlled to significantly delay the release of the remaining stormwater

and mimic the runoff characteristics associated with the site in a good forest condition for a significant majority of rainfall events, as described above.

iv) The last paragraph states:

"...It is understood that interim or temporary SWM and BMP measures may be required during any interim phase of the Proposed Development."

Section 16-502.2.A(14) of the Zoning Ordinance requires the applicant to show, at the time of each FDP, the type, approximate location, estimated size (footprint area and storage volume) and maintenance access of each stormwater facility, and demonstrate the stormwater requirements will be met.

Pending and Future County Code and regulation changes:

The Environmental Stewardship Guidelines in the Comprehensive Plan for the Tysons Corner Urban Center envisions a progressive approach to stormwater management that recognizes evolving technology, promotes low impact development techniques, and incorporates innovative stormwater management measures. However, the standards and specifications currently in the PFM were intended for conventional, suburban style developments. DPWES is in the process of preparing a proposed amendment to the PFM to allow, on a case-by-case basis, alternatives that differ from the standards and specifications as currently set forth in the PFM. Also, the County is participating in the ongoing code change of the national and state building codes to clarify, enhance and expand the provisions regarding rainwater harvesting and reuse.

In addition, the County is actively drafting amendments to the County Codes and regulations to comply with the Virginia Stormwater Management Law and Regulations. Please note that the Regulations, as adopted by the Virginia Soil and Water Conservation Board on May 24, 2011, include provisions (4VAC50-60-48.A) limiting which land-disturbing activities could be considered "grandfathered" by the program administrative authority, and therefore would not be subject to certain new criteria, based on several factors, including but not limited to, the dates of rezoning and site plan approval, initial VSMP permit coverage and renewal(s), as well as the dates of the start and completion of construction.

Notwithstanding any notes, analysis, computations, narrative, facilities, details and design presented on the CPDs or statements in the Proffers, the final design, construction, operation and maintenance of the site, including, but not limited to, the stormwater facilities, shall be subject to review and approval by DPWES, in accordance with all applicable Codes, requirements, standards, specifications, policies and procedures in effect at the time of Site Plan approval.

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

cc: Betsy Smith, Director, Site Development and Inspections Division, DPWES
Don Demetrius, Chief, Watershed Projects Evaluation Branch, Stormwater Planning Division, DPWES
William Marsh, DPWES Tysons Urban Center Coordinator, LDS, DPWES
Judy Cronauer, Chief, Central Branch, SDID, DPWES
Durga Kharel, Senior Stormwater Engineer, Central Branch SDID, DPWES
DPWES Zoning Application File (8158-ZONA-007-1)

County of Fairfax, Virginia

MEMORANDUM

DATE: September 20, 2012

TO: Tracy Strunk, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Jeremiah Stonefield, Acting Stormwater Review Engineer
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: Spring Hill Station, Part D, RZ 2010-PR-014-D and Spring Hill Station, Part E, RZ 2-10-PR-014-E, Tax Map Nos. 029-3-01-0054-A, 0057 and 0057-B (Part D), and 029-3-01-0063-C (Part E), Providence District

REFERENCE: Waiver #8158-WPFM-002-1, request to allow Underground Stormwater Vaults in a Residential Development

In a waiver request dated July 31, 2012, the applicant seeks a waiver by the Board of Supervisors (Board) in conjunction with the approval of the subject rezoning to allow underground stormwater management facilities in a residential development, in accordance with Section 6-0303.8 of the Public Facilities Manual (PFM). The Board may grant a waiver to allow after taking into consideration possible impacts on public safety, the environment, and the burden placed on prospective homeowners for maintenance. 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 applicant has provided estimates for the construction and maintenance costs of the proposed vaults in Neighborhood 1 (Part D) and Neighborhood 3 (Part E) of the proposed Spring Hill Station Demonstration Project mixed-use development that include residential components. (The previous waiver, 8158-WPFM-001-2, was for only Parts A and B of Spring Hill Station.)

Department of Public Works and Environmental Services
Land Development Services, Site Development and Inspections Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
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 prospective home owners for maintenance is as follows:

Impacts on Public Safety – The design, locations and access points of the stormwater vaults are critical components that are considered when evaluating the potential impact on public safety. For example, a proposed facility within a paved parking lot or next to a street or travel lane is viewed differently than a facility located in a grassy open space area. Parking lots and travelways are places where children are less likely to play and gain unauthorized access to the facilities. The applicant has stated in Proffer #50 that specific SWM facilities shall be determined at FDP approval and subsequent Site Plan approval, and as may be approved by DPWES. If it is the intent of the Board to approve the waiver request, staff recommends that the approval include a condition that the design of the vault(s), including, but not limited to, the number, size, shape, location, access and function, be subject to approval by DPWES, in accordance with all applicable requirements, policies and procedures in effect at the time of final Site Plan. In any location, locking manhole covers and doors must be provided at each access point.

If it is the intent of the Board to approve the waiver request, the applicant 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.

Impacts on the Environment – The surrounding areas are developed and the proposed underground facilities will outfall into proposed piped storm drainage systems. Therefore, staff does not believe there will be any adverse impact on the environment from the proposed underground facilities.

Burden Placed on Prospective Homeowners for Maintenance and Future Replacement – The financial burden of the prospective homeowners is dependent upon the anticipated annual maintenance costs, the projected cost of future replacement of the vaults, the form of ownership (e.g. rental apartments vs. homeowner's association), and the number of dwelling units. The annual maintenance costs are dependent upon factors such as size, location, access, and number of vaults, function, and frequency and methods of required maintenance activities. The future replacement costs are dictated by the final design, such as the number, size, and location of vaults, as well as the expected life span of the construction materials.

The July 13, 2012, CDPs indicate proposed Parts D and E of the mixed-use development include residential components in various options and alternatives. The applicant has provided estimates of the total construction costs, in current dollars, for the underground detention facilities, as well as annual maintenance. Staff calculated the per unit share of the estimated costs, tabulated below.

Stormwater Management Vault Cost Estimates

Building	Number of Residential Units[1] Minimum - Maximum				Estimated SWM Vault Construction Costs[2]	Est. Annual Replacement Contribution, per Vault[3]	Est. Annual Maintenance Cost, per Vault[4]	Estimated Total Annual Share of Costs, per Residential Unit[5]	
	Option 1	Option 2	Alternate Design 1	Alternate Design 2				Min.[6]	Max[7]
D1	N/A[8]		N/A[9]		$84,303	$1,686	$1500	N/A[8]	
D2A	150-436		N/A[9]		$82,841[10]	$1,657[10]	$1500[10]	$7.24[11]/ $3.62[12]	$21.05[11]/ $10.52[12]
D2B	150-436		N/A[9]						
D3	0	150-478	150-420	300-872	$41,429	$ 841	$1500	$4.90	$15.61
D4	150-478				$27,608	$ 552	$1500	$4.29	$13.68
D5	0	100-207	N/A[9]		$42,143	$ 843	$1500	$11.32	$23.43
D6	N/A[8]		N/A[9]		$58,871	$1,177	$1500	N/A[8]	
E1&E2	N/A[13]				$278,358[14]	$5,567[14]	$1500[14]	N/A[13]	
E3A&B	N/A[8]		N/A[9]					N/A[8]	
E4	0	100-222	N/A[9]		$21,046	$ 421	$1500	$8.65	$19.21

1. Range of proposed residential dwelling units based on Development Tabulations as shown on the CDPs dated July 13, 2012. Buildings D2A&B and D4 have residential units proposed for both maximum commercial (option 1) and maximum residential (option 2) scenarios.
2. Estimated stormwater construction costs for each vault, in current dollars, provided by the applicant.
3. The estimated amount of the total annual contribution toward the future replacement reserve fund, based on the estimated construction cost, and assuming an estimated 50-year lifespan (for concrete products) and interest compensates for inflation.
4. Estimated annual routine maintenance costs per vault, provided by the applicant.
5. Estimated portion of the total annual costs attributable to each residential unit owner, based on the estimated total annual costs (maintenance plus future replacement contribution) divided by the number of units, assuming the entire cost burden is split among only the residential units.
6. The minimum per unit share of the costs based on the maximum proposed number of dwelling units proposed (i.e., the costs are shared by maximum number of owners).
7. The maximum per unit share of the costs based on the minimum number of units (i.e., the highest estimated financial burden for each individual residential unit owner).
8. Not applicable – no residential component proposed under any option or alternative.
9. Alternate Design proposed for only Buildings D3 and D4.
10. One vault proposed to serve both Buildings D2A and D2B.
11. The costs per unit will be higher if only one building is built (e.g., Building D2A).
12. After the second building is constructed (e.g., Building D2B), the residential owners of both buildings would share the cost burden of the one vault.
13. Not applicable – existing office buildings to remain.
14. The vault proposed with building E3 is sized to control a drainage area of 4.5 acres, which includes the vast majority of the existing development on the site, and must be sized to accommodate the removal of the existing vault and pond serving existing Buildings E1 and E2.

Although these calculations are based on the entire maintenance burden split among only the residential units, as a conservative estimate of the maximum financial burden per unit, staff recommends that the maintenance responsibility be shared among all owners within the

development, not just the residential owners. The applicant has indicated that maintenance of the private utility systems will be assumed by an Umbrella Owners Association (UOA) or equivalent. Draft Proffer #3 (dated July 17, 2012) does not differentiate the obligations of the residential owners vs. the non-residential owners. In addition, the Proffers should commit to a minimum number of dwelling units for each particular building or Part, such that the costs associated with each vault are shared among at least the anticipated minimum number of owners, to ensure that the per unit share of the costs paid by any individual residential owner would not be a financial burden.

A maintenance agreement must be executed prior to site plan approval. Staff recommends that, if it is the intent of the Board to grant the waiver, the applicant be required to establish a financial plan for the operation, inspection, maintenance and future replacement of the underground facilities. The applicant should be required to establish, as part of the owners documents, a fund (i.e., account) for the annual maintenance and a separate reserve fund (i.e., account) to cover future replacement of the facilities, based on the initial construction costs, an estimated 50-year lifespan (for concrete products). The replacement reserve fund must be separate from the annual maintenance fund to ensure the monies are available at the time replacement is required and have not been previously spent on maintenance activities. Staff recommends that the applicant prior to site plan approval, deposit in an escrow account an amount equal to the estimated costs for the residential units' responsibility of the first 20-years of maintenance of the facilities (based on the current maintenance estimate, a minimum of $30,000 for each vault). The escrow must not be made available to the owners association until after final bond release.

The applicant should also be required, as a waiver condition, to address future replacement of the underground facilities as part of a private maintenance agreement with the County. In order to maximize the useful life of underground facilities and minimize maintenance issues, Staff recommends that, if it is the intent of the Board to grant the waiver, then the applicant must be required to construct the underground facilities with reinforced concrete products only.

The applicant must also provide that disclosure will be made in the chain of title of the owners' responsibility for maintenance and the associated waiver conditions.

RECOMMENDATION:
DPWES recommends that the Board approve the waiver to locate underground facilities in a residential development for the Arbor Row Development, subject to conditions consistent with the Proposed Conditions, Waiver #8158-WPFM-002-1, dated September 20, 2012, as contained in Attachment A.

If you have any questions, or need further assistance, please contact me at 324-1720.

ATTACHED DOCUMENTS:
Attachment A – Proposed Conditions, Waiver #8158-WPFM-002-1, dated September 20, 2012
Attachment B – PFM Section 6-0303.8

cc: Michelle Brickner, Director, Land Development Services, DPWES
Betsy Smith, Director, Site Development and Inspections Division, DPWES
Steve Aitcheson, Director, Maintenance and Stormwater Management Division, DPWES
William Marsh, DPWES Tysons Urban Center Coordinator, LDS, DPWES
Judy Cronauer, Branch Chief, Site Development and Inspections Division, DPWES
Durga Kharal, Stormwater Review Engineer, Central Branch, SDID, DPWES
Zoning Application Files: 8158-ZONAV-002-A-1 (Part D); 8158-ZONA-004-1 (Part E)
Waiver File (8158-WPFM-002-1)

Waiver Conditions

8158-WPFM-002-1

September 20, 2012

(Concurrent with RZ 2010-PR-014-D, Spring Hill Station, Part D, and RZ 2010-PR-014-E, Spring Hill Station, Part E)

1. Notwithstanding any notes, analysis, narrative, preliminary design and/or facilities presented on the CDP, the final design, construction, operation and maintenance of the underground stormwater detention vaults, including, but not limited to, the function, number, size, shape, location, access and discharge, shall be subject to review and approval by the Director of the Department of Public Works and Environmental Services (DPWES), in accordance with these conditions, and all applicable Codes, requirements, standards, specifications, policies and procedures in effect at the time of Site Plan approval.

2. This approval is limited to only Part D and Part E of the proposed Spring Hill Station mixed use development. Notwithstanding any notes, analysis, narrative, preliminary design and/or facilities presented on the CDP, any substantial changes to the development plan, such as including residential units and underground stormwater vaults within other part of the development will require Board of approval of a revised waiver and conditions.

3. The underground facilities shall be located under the travel lanes or private streets and not within the open space areas of the proposed development, as determined by DPWES.

4. 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.

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 Site Plan approval.

   The private maintenance agreement shall address:
   - County inspection and all other issues as may be necessary to insure that the facilities are maintained by the property owners in good working condition

acceptable to the County so as to control stormwater generated from the development of the site.

- A condition that the applicant, property owners, 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 property owners provide and continuously maintain, 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.

6. Operation, inspection and maintenance procedures associated with the underground facilities shall be incorporated in the site construction plan and private maintenance agreement, which insure safe operation, inspection and maintenance of the facilities.

7. A financial plan, for the owner to finance regular maintenance and full life cycle replacement costs, shall be established prior to final subdivision plat approval. A separate a line item in the annual budget for operation, inspection and maintenance shall be established. A separate reserve fund (i.e., account) for future replacement of the underground facilities shall also be established to receive annual deposits based on the initial construction costs and an estimated 50-year lifespan for concrete products.

8. Prior to final construction plan approval, the applicant shall escrow sufficient funds for the benefit of the owner which will cover a 20-year maintenance cycle of the underground facilities. These monies shall not be made available to the owners association, or equivalent, until after final bond release.

9. All future purchasers of any of the residential units shall be advised prior to entering into a contract of sale, that the owner is responsible for the operation, inspection, maintenance and replacement of the underground facilities.

10. The owner 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 owner's responsibility for operation, inspection, maintenance and replacement of such facilities, by including the following language within the deed for each lot and the record plat:

    "The owner and its successors and assigns are responsible for the operation, inspection, maintenance and replacement of the underground stormwater facilities as set forth in the 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

DATE: November ~~13~~ 27, 2012

SUBJECT: RZ 2010-PR-014D, RZ 2010-PR-014E; Spring Hill Station (Georgelas) - **Revised**
Tax Map Numbers: 29-1 ((1)) 18C; 29-3 ((1)) 54A, 57, 57B, 57G, & 63C

The Park Authority staff has reviewed the proposed Conceptual Development Plan (CDP) dated April 25, 2011 for the entire subject area, the CDPs for sub-applications D & E, and draft proffers for sub-applications D & E dated October 19, 2012. This memorandum replaces a previous memorandum dated August 16, 2012. Comments regarding impacts to Park Authority resources and levels of service are based on the policies in the Parks and Recreation section of the Countywide Policy Plan, including Objective 2, Policies g, j, and k; Objective 5, Policies a and b; Objective 6, Policy c. and Appendix 2, Part B: Park Facility Service Level Standards. The evaluation is also based on guidance provided in the Tysons Corner Urban Center Environmental Stewardship and Tysons West District sections of the Comprehensive Plan.

BACKGROUND

The subject property is located in the Tysons West District, North Subdistrict within a quarter mile of the planned Tysons West Metro Station. Parts A and B of the application were approved on September 27, 2011 for up to 2,390 new multi-family dwelling units, 18,000 square feet of retail commercial uses, and a 25,000 square foot fire station facility. Part D seeks approval for up to 2,035 dwelling units and 1,560,000 square feet of commercial uses. Part E seeks approval for up to 222 dwelling units and 998,770 square feet of commercial uses. Combined, Parts A, B, D & E could add up to 5.6 million square feet of new development in Tysons Corner.

Based on the average projected multi-family household size of 1.75 in the Tysons Corner Urban Center, Parts A and B could add up to 4,183 new residents, Part D could add up to 3,561 new residents and Part E could add up to 389 new residents for a total of 8,133 new residents in the Providence Supervisory District. The high end of the applicant's requested residential development options was used for the purposes of this evaluation to show the maximum potential impact to park and recreation resources and levels of service.

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, Parts A, B, D & E together generate a need for 8.42 acres of new public parkland at the low end and 12.76 acres of new urban parkland at the high end of the range of residential options. Together, the applications provide about 3 acres of new public park space onsite and a commitment to fund the acquisition of about 3 acres of parkland offsite, resulting in an overall deficit of about 2.5 - 6.75 acres of new public urban park space. The urban parkland need breaks down as follows:

Application	Urban Park Acreage Need	Urban Park Acreage Shown	% of need provided for
Georgelas Part A	1.25	0.00	0%
Georgelas Part B*	5.02	3.27	65%
Georgelas Part D	5.62	2.23	40%
Georgelas Part E	0.86	.44	51%
TOTAL	**12.76**	**5.94**	**47%**

*includes commitment to fund acquisition of 2.81 acres of land offsite.

The Comprehensive Plan for the North Subdistrict of the Tysons West District where the subject property is located notes that this area should include spaces for "arts and entertainment." Specifically, with regard to park spaces, the Plan states the following (Page 126):

> "All urban parks in this subdistrict should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in the area. The sizes of these parks should be between 1/2 to over one acre. At least one two acre recreation-focused park should be provided in the subdistrict to serve the recreation and leisure needs of future residents and workers. Facilities could include sport courts, playground features, skate parks, splash pads, or other small-footprint facilities. "

Following is a discussion of onsite urban park spaces provided in Parts D & E and how well they fit with the Comprehensive Plan guidance for the Tysons West District, North Subdistrict.

Onsite Urban Park Space – *Part D*

- Based on the urban park land standard in the Tysons Areawide Plan, proposed uses in Part D generate a need for 1.87 (at the lowest residential option) to 5.62 acres (at the highest residential option) of onsite public urban parks. The application shows 2.23 acres of onsite public urban parks, meeting the need at the lowest end of the range of residential options, but falling far short at the highest end of the range of residential options.
- 44% of the public park space in Part D is provided above grade ("sky parks"), meeting the PTC Zoning District regulation that not more than 50% of public park space shall be provided above grade.
- Four distinct public urban parks are shown on the development plan for Part D:
  - Public Urban Park North (#1) – This 36,000 sq. ft. (0.83 acres) common green type park is located between Buildings D3 and D4 (the Rinaldi Property). It is designed to be a passive space with a large lawn area, seating and public art. This park is in the general location indicated on the Comprehensive Plan Conceptual Park Network Map and recommended in the District Plan text for a one-acre common green park. As shown on the Conceptual Park Network Map, it is meant to be the terminus of a string of parks leading pedestrians north into the District from the Metro Station plaza at Route 7.
  - Public Urban Park (#2) – This 16,800 sq. ft. (0.39 acres) pocket park is located at street level at the corner of Tyco Road and Broad Street. This park will include either a small skateboarding park or off-leash dog exercise area and the draft proffers indicate it will be offered to Fairfax County for dedication as a public park.
  - Public Urban Park (#3) – This 4,350 sq. ft. (0.10 acres) pocket park is located at street level along Pierpoint Street adjacent to Building D5. The plan does not provide information as to the intended program or design for the space.
  - Public West Sky Park (#4) – This 29,000 sq. ft. (0.67 acres) elevated park space adjacent to Building D1 is designed as an active recreation space with a running track, golf putting area, open lawn and seating. Public elevator access will be provided via both Pierpoint Street and Leesburg Pike (Route 7). The applicant should commit to wayfinding signage to assist the public in finding the elevated park.
  - Public East Sky Park (#5) – This 13,500 sq. ft. (0.31 acres) elevated park space adjacent to Building D6 is designed as an active recreation space with children's play areas for ages 1-5 and 6-10 as well as seating and a café or vending station. Public elevator access will be provided via both Pierpoint Street and Spring Hill Road. The applicant should commit to wayfinding signage to assist the public in finding the elevated park.
- Additionally, 0.93 acres of private rooftop parks in seven locations are shown. These areas can be used to satisfy the Zoning Ordinance requirement to spend $1,700 per dwelling unit on onsite recreational amenities, such as swimming pools, patios, sport courts, game tables, etc.

Part D Evaluation – The public urban park network in Part D falls short of the need generated by about 3 ½ acres at the high end of the range of residential options. If residential options are exercised, the applicant should commit to provide an additional 3.5 acres of land offsite and/or funding for public park development to support the added population growth.

Onsite Urban Park Space – *Part E*

- Based on the urban park land standard in the Tysons Areawide Plan, proposed uses in Part E generate a need for 0.28 (at the no residential option) to 0.86 acres (at the highest residential option) of onsite urban parks. The application shows 0.44 acres of onsite public urban parks with a single new pocket park between Buildings E2 and E4.
- None of the public park space in Part E is provided above grade ("sky parks"), meeting the PTC Zoning District regulation that not more than 50% of public park space shall be provided above grade.
- A single new public urban park is shown on the development plan for Part E:
    - Public Urban Park (#6) – This 19,300 sq. ft. (0.44 acres) pocket park is located between Buildings E2 and E4. It is designed to be a passive space with a lawn area, bench seating and hardscape areas. No active recreational uses to serve the new residential buildings are provided.
- Additionally, a 0.19 acres private rooftop park in one location is shown. This area can be used to satisfy the Zoning Ordinance requirement to spend $1,700 per dwelling unit on onsite recreational amenities, such as swimming pools, patios, sport courts, game tables, etc.

Part E Evaluation – The public urban park in Part E is designed primarily as passive park space with no outdoor recreational facilities to serve the new residential population.

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."

Based on Comprehensive Plan guidance for provision of one full-service athletic field per 4.5 million square feet of new GFA, the proposed development in Parts A, B, D & E combined, with over 5.5 million square feet of proposed GFA, generates the need for 1.25 athletic fields. The chart below shows the breakdown of generated need for each of the four parts of the rezoning:

Part	Total GFA	Existing GFA to remain	Net new GFA	# Athletic fields needed 1 "Tysons" field / 4.5 m sq ft new GFA
A	436,000	0	436,000	0.10
B	1,738,100	0	1,738,100	0.39
D	2,786,000	0	2,786,000	0.62
E	1,081,000	431,170	649,830	0.14
TOTAL	**6,041,100**	**431,170**	**5,609,930**	**1.25**

No athletic field facilities are proposed onsite, however, with approval of Parts A & B, the applicant is committed to purchase and dedicate or provide funds for the county to acquire 2.81 acres of land adjacent to Raglan Road Park on the western side of Tysons Corner for possible athletic field development.

The applicant indicates in the draft proffers for Parts D & E the intent to fund the design and construction of an athletic field at Raglan Road Park or another location to be determined by the Park Authority by contributing $0.75 per square foot of new development. At full buildout at the maximum requested GFA, this would provide about $2.9 million for construction of facilities that could include a lighted, synthetic turf athletic field, parking, stormwater management and other park infrastructure. The draft proffers do not indicate the timing of the monetary contribution. The Park Authority requests that the applicant commit to providing funding for athletic field construction at a date that aligns with the completion of a majority of residential buildings in the development (in Parts A, B, D & E combined), or sooner.

Evaluation – While the applicant demonstrates a commitment to fund the design and construction of athletic field facilities to offset the impact of proposed development, this commitment should include timing that aligns with the completion of a majority of residential buildings (in Parts A, B, D & E combined), or sooner.

Other Recreational Facility Needs

In the Tysons Corner Urban Center Areawide Recommendations, Public Facilities Chapter, Parks Section, Page 88, the Plan states the following:

> "The Countywide recreation 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. Provision of facilities to meet these service level needs will ensure that as Tysons redevelops, publicly accessible athletic fields, tennis courts, basketball courts, fitness and program space, swimming pools, and other active recreational facilities will be provided at levels meeting the needs of future Tysons residents, employees and visitors."

Using adopted recreational facility service level standards found in the Parks and Recreation element (Appendix 2, Part B) of the Policy Plan, the publicly accessible recreational facilities

needed to address the planned growth for Parts A, B, D & E includes 5 sport courts and 2.5 playgrounds. Combined, Parts D & E generate a need for 2.5 sport courts and 1.5 playgrounds. The applications propose to provide onsite recreational facilities as follows:

Part A
- No onsite public recreational facilities are being provided with this part of the application.

Part B
- The one-third acre public park at the corner of Spring Hill Road and Greensboro Drive will include children's play equipment and a half-court basketball area. The applicant has also proffered to provide two private indoor half courts or a member-based health club with full size indoor basketball gym.

Part D
- The one-third acre public park at the corner of Tyco Road and Broad Street will include a small urban skate spot or small off-leash dog park.
- The sky park associated with Building D1 will include an elevated running track and golf putting green.
- The sky park associated with Building D6 will include a rooftop children's play area.

Part E
- No onsite public recreational facilities are being provided with this part of the application.

Evaluation – Overall, the applicant has attempted to provide a complement of public recreational facilities that will serve a diverse variety of needs in Parts A, B, D & E. The two children's play areas and skate spot or dog park could be considered to meet the 2.5 playground need. The 1.5 basketball courts, elevated running track, and golf putting green could be considered to meet 3 of the 5 sport court needs. If more indoor or outdoor recreational facilities are not provided, there will be a deficiency of recreational opportunities in the Spring Hill Station development.

SUMMARY

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

- Parts A, B, D & E together generate a need for 12.75 acres of new urban parkland. Together, they provide about 5.9 acres of new public park acreage, resulting in an overall deficit of about 6.85 acres.
- The public urban park network in Part D falls short of the need generated by about 3 ½ acres at the high end of the range of residential options. If residential options are exercised, the applicant should commit to provide an additional 3.5 acres of land offsite and/or funding for public park development to support Tysons growth.
- The plan does not provide information as to the intended program or design for Public Urban Park #3, a pocket park located at street level along Pierpoint Street adjacent to Building D5.
- The public urban park in Part E is designed primarily as passive park space with no outdoor recreational facilities to serve the new residential population.
- Parts A, B, D & E together generate a need for 1.25 athletic fields. With approval of Parts A & B, the applicant is committed to purchase and dedicate or provide funds for the county to

acquire 2.81 acres of land adjacent to Raglan Road Park on the western side of Tysons Corner for possible athletic field development.

- The draft proffers for Parts D & E include a commitment to fund the design and construction of athletic field facilities to offset the impact of proposed development. This commitment should include timing that aligns with the completion of a majority of residential buildings (in Parts A, B, D & E combined), or sooner.
- Overall, the applicant has attempted to provide a complement of public recreational facilities that will serve a diverse variety of needs in Parts A, B, D & E. The two children's play areas and skate spot or dog park could be considered to meet the 2.5 playground need. The 1.5 basketball courts, elevated running track, and golf putting green could be considered to meet 3 of the 5 sport court needs. If more indoor or outdoor recreational facilities are not provided, there will be a deficiency of recreational opportunities in the Spring Hill Station development.

Please note the Park Authority would like to review and comment on proffers and/or development conditions related to park and recreation issues. We request that draft and final proffers and/or development conditions be submitted to the assigned reviewer noted below for review and comment prior to completion of the staff report and prior to final Board of Supervisors approval.

FCPA Reviewer: Andrea L. Dorlester
DPZ Coordinator: Tracy Strunk

Copy: John W. Dargle, Jr., Director
Cindy Messinger, Deputy Director/CFO
Sara K. Baldwin, Deputy Director/COO
Cindy Walsh, Director, Resource Management Division
David Bowden, Director, Planning & Development Division
Julie Cline, Manager, Land Acquisition & Management Branch
Andrea L. Dorlester, Planner IV, Park Planning Branch, PDD
Cathy Lewis, Branch Manager, ZED, DPZ
Tracy Strunk, Planner IV, Zoning Evaluation Division, DPZ
Chron Binder
File Copy

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: August 16, 2012

SUBJECT: FDP 2010-PR-014-D; Spring Hill Station (Georgelas)
Tax Map Number: 29-3 ((1)) 54A

The Park Authority staff has reviewed the proposed Final Development Plan (FDP) for Building D2-A dated June 5, 2012. This memorandum provides comments regarding impacts to Park Authority resources and levels of service based on the policies in the Parks and Recreation section of the Countywide Policy Plan, including Objective 2, Policies g, j, and k; Objective 5, Policies a and b; Objective 6, Policy c. and Appendix 2, Part B: Park Facility Service Level Standards. The evaluation is also based on guidance provided in the Tysons Corner Urban Center Environmental Stewardship and Tysons West District sections of the Comprehensive Plan.

ANALYSIS AND RECOMMENDATIONS

Urban Parkland Needs

Based on the urban park land standard in the Tysons Areawide Plan, the proposed building D2-A generates a need for 1.12 acres of onsite public urban parks. No new permanent public park space is shown for this block.

Sheet L-1.03 of the FDP shows an interim park space of unknown size being provided on land adjacent and to the north of the proposed building. The interim park space is the future location of building D2-B and a portion of the future Merchant Street. The FDP indicates the interim park space will consist of an open grassy lawn and a sand volleyball court. No seating, landscaping or other amenities are shown. The draft proffers do not provide any further details or information about the interim park space. Some form of outdoor seating and landscaping other than grass should be provided. In addition, the plan and proffers should indicate the size of the interim park space and what facilities specifically will be provided there.

About 0.26 acres of private rooftop parks in two locations on top of the 8 story parking podium are shown. These areas can be used to satisfy the Zoning Ordinance requirement to spend $1,700 per dwelling unit on onsite recreational amenities, such as swimming pools, patios, sport courts, game tables, etc.

Athletic Field Needs

Based on Comprehensive Plan guidance for provision of one full-service athletic field per 4.5 million square feet of new GFA, the proposed development of building D2-A generates a need for 0.09 athletic fields. The draft proffers indicate that funding for construction of a full size athletic field (at Raglan Road Park or other location to be determined by the Park Authority) will occur with the 6th completed building in Part D. There is no indication that a portion of funds for athletic field construction will be provided with each building. A pro-rata portion of funds for athletic field construction should be provided with completion of the D2-A building.

Other Recreational Facility Needs

The proposed development generates a need for the following recreational facilities: 0.87 sport courts and 0.27 playgrounds. The interim park space on the site of future Building D2-B includes a sand volleyball court; however, no definite length of time for the interim period is indicated. No other public recreational facilities are shown on site. The CDP indicates public sport courts, playgrounds and other recreational facilities will be provided in other phases of development of the Part D property. If construction on Building D2-B begins prior to completion of any permanent recreational facilities in Part D, the interim sand volleyball court (or another comparable sport court or "small footprint" recreational facility) should be relocated to another interim location nearby.

SUMMARY

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

- Some form of outdoor seating and landscaping other than grass should be provided in the interim park on the site of future Building D2-B.
- The Final Development Plan and proffers should indicate the size of the interim park space and what facilities specifically will be provided there.
- A pro-rata portion of funds for athletic field construction should be provided with completion of the D2-A building.
- If construction on Building D2-B begins prior to completion of any permanent recreational facilities in Part D, the interim sand volleyball court (or another comparable sport court or "small footprint" recreational facility) should be relocated to another interim location nearby.

Please note the Park Authority would like to review and comment on proffers and/or development conditions related to park and recreation issues. We request that draft and final proffers and/or development conditions be submitted to the assigned reviewer noted below for review and comment prior to completion of the staff report and prior to final Board of Supervisors approval.

FCPA Reviewer: Andrea L. Dorlester
DPZ Coordinator: Tracy Strunk

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Cindy Messinger, Deputy Director/CFO
Sara K. Baldwin, Deputy Director/COO
Cindy Walsh, Director, Resource Management Division
David Bowden, Director, Planning & Development Division
Julie Cline, Manager, Land Acquisition & Management Branch
Andrea L. Dorlester, Planner IV, Park Planning Branch, PDD
Cathy Lewis, Branch Manager, ZED, DPZ
Tracy Strunk, Planner IV, Zoning Evaluation Division, DPZ
Chron Binder
File Copy

County of Fairfax, Virginia

MEMORANDUM

December 27, 2012

TO: Tracy Strunk, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Todd Nelson, Urban Forester II
Forest Conservation Branch, DPWES

SUBJECT: Spring Hill Station Building D2A; FDP 2010-PR-014-D

RE: Request for assistance dated December 4, 2012

This review is based upon the Final Development Plan (FDP) 2010-PR-014-D stamped "Received, Department of Planning and Zoning, November 29, 2012." A site visit was conducted on November 29, 2010, as part of a review of the Conceptual Development Plan (CDP) stamped "Received, Department of Planning and Zoning, October 15, 2010".

General Comment: Urban Forest Management Division (UFMD) comments and recommendations on the previously submitted FDP were provided to DPZ in the memo dated October 19, 2012. Several comments and recommendations contained in the memo were not adequately addressed and are similar to the following. Additional comments and recommendations are provided to address the 10-year tree canopy calculations.

1. **Comment:** The "proposed preliminary landscape 10-year tree canopy calculations will provide canopy coverage of 38,441 square feet" as claimed in the Tree Preservation Target Deviation Request on sheet C-8 is unclear. The 38,441 sq. ft. does not appear to be consistent with the 43,000 sq. ft. claimed as Total Tree Cover Provided by Planting, as identified in the Conceptual Plant Schedule for Neighborhood 1 on sheet L-1.02.

   Recommendation: The Tree Preservation Target Deviation Request should be revised to accurately reflect the total amount of tree canopy coverage to be provided through tree planting specified in the Conceptual Plant Schedule for Neighborhood 1. In addition, the total amount of tree canopy provided through tree planting specified in the Conceptual Plant Schedule for Neighborhood 1 should be consistent with the total amount of tree canopy provided through tree planting specified in the 10-year Tree Canopy Calculation Worksheet for Neighborhood 1, as shown on the CDP.

2. **Comment:** The 10-year Tree Canopy Calculations provided for this FDP and the 4,150 square feet of total area to be provide through tree planting are unclear and it cannot be determined if they are in conformance with the 10-year Tree Canopy Calculations for the CDP.

Department of Public Works and Environmental Services
Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503
Phone 703-324-1770, TTY: 703-324-1877, Fax: 703-803-7769
www.fairfaxcounty.gov/dpwes

Recommendation: The 10-year Tree Canopy Calculations for the CDP, demonstrating how the overall 10-year tree canopy requirements will be met for the entire Neighborhood 1 land area will be met, should be provided as part of this FDP. 10-year Tree Canopy Calculations specific to this FDP should also be provided demonstrating how the proposed landscaping and tree save areas located on this FDP will meet the overall 10-year tree canopy requirements of the CDP.

3. **Comment:** There are 9 trees shown to be planted at the northeast corner of the Tyco Road/Pierpoint Street intersection that are not clearly identified and labeled on the Landscape Plan or Plant Schedule. In addition, it is unclear which of the various landscape plans is the final landscape plan design.

   Recommendation: The Landscape Plan and Plant Schedule should be revised to accurately label and identify all trees proposed to be planted as part of this FDP. In addition, clearly show and identify the final landscape plan design for this FDP.

4. **Comment:** Several trees along Tyco Road, northern of the 1-story block and stone building, as shown on the interim landscape plan, appear to be planted on the existing parking lot.

   Recommendation: The interim landscape plan should be revised to provide suitable planting areas and planting area details for all trees proposed to be planted throughout the site.

5. **Comment:** A landscape plan showing the locations of the trees specified in the Tysons Spring Hill D2A Plant Schedule has not been provided. In addition, it does not appear the trees proposed to be planted as part of the Interim Plant Schedule are included in the Tysons Spring Hill D2A Plant Schedule and associated Tree Cover Calculations.

   Recommendation: A landscape plan showing the locations of the trees specified in the Tysons Spring Hill D2A Plant Schedule should be provided. Trees identified in the Interim Plant Schedule that are proposed to remain throughout the development process should be included in the Tysons Spring Hill D2A Plant Schedule.

Please contact me at 703-324-1770 should you have any questions.

TLN/
UFMDID #:175441

cc: DPZ File

County of Fairfax, Virginia

MEMORANDUM

December 19, 2012

TO: Tracy Strunk, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Todd Nelson, Urban Forester II
Forest Conservation Branch, DPWES

SUBJECT: Spring Hill Station; RZ 2010-PR-014-E

RE: Request for assistance dated December 4, 2012

This review is based upon the Conceptual Development Plan (CDP) RZ 2010-PR-014-E stamped "Received, Department of Planning and Zoning, November 29, 2012." A site visit was conducted on November 29, 2010, as part of a review of the Conceptual Development Plan (CDP) stamped "Received, Department of Planning and Zoning, October 15, 2010" and an additional site visit was conducted on February 16, 2012.

General Comment: Urban Forest Management Division (UFMD) comments and recommendations on the previously submitted CDP were provided to DPZ in memos dated February 17, 2012, August 9, 2012, and November 15, 2012. Several comments and recommendations contained in the above memos were not adequately addressed and are similar to the following. Additional comments and recommendations are provided to address the 10-year tree canopy calculations and the draft proffers.

1. **Comment:** The Tree Preservation Target Deviation Request states a portion of the developed landscape area in the upper plaza areas will be preserved and the 10-year Tree Canopy Calculations for Neighborhood 2 on sheet L-7 specify 4,851 sq. ft. of total canopy being provided through preservation; however, it does not appear the preservation of these trees is included in the Tree Preservation Target Calculations and Statement table as the proposed percentage of canopy requirement that will be met through preservation is 0%, as indicated in Line E. Trees in fair to good condition that appear to meet the pre- and post-development condition standards should be included in areas counting towards meeting the Tree Preservation Target.

   Recommendation: Prior to consideration of the deviation request, the existing landscape trees in Neighborhood 2 in fair to good condition that meet the pre-and post-development condition standards for trees should be included in areas counting towards meeting the Tree Preservation Target and the deviation request. The Tree Preservation Target Calculations

Department of Public Works and Environmental Services
Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503
Phone 703-324-1770, TTY: 703-324-1877, Fax: 703-803-7769
www.fairfaxcounty.gov/dpwes

and Statement table on sheet C-9, and Tree Preservation Target Deviation request should be revised to identify the total of canopy area proposed to be provided through tree preservation. All areas of existing landscaping proposed to be counted toward meeting the tree preservation target should be shaded and labeled on the CDP indicating the amount of 10-year canopy claimed for each area.

2. **Comment:** The total of canopy area provided through tree planting, as identified in line E2 of the Tree Cover Calculations for each of the Neighborhoods shown on sheet L-7, does not match the total tree cover provided by planting, as identified in the Conceptual Planting Schedules for each of the Neighborhoods shown on sheet L-6.

   Recommendation: The Tree Cover Calculations on sheet L-7 should be revised to accurately reflect the total of canopy area provided through tree planting and should match the total tree cover provided by planting as shown on sheet L-6 for each of the Neighborhoods.

3. **Comment:** The Conceptual Plant Schedule for Neighborhood 2 includes Category II evergreen trees however; the Tree Symbol Legend does not include a key symbol for Category II evergreen trees.

   Recommendation: A key and symbol for Category II evergreen trees should be provided in the Tree Symbol Legend on sheet L-6 or the Category II evergreen trees should be removed from the Conceptual Plant Schedules for Neighborhood 2.

4. **Comment:** The caliper size specification provided for the various evergreen trees, as indicated in the Conceptual Plant Schedules for each of the Neighborhoods on sheet L-6 is unclear as size specifications for evergreen trees shall be identified by height and for deciduous trees shall be identified by caliper.

   Recommendation: Provide caliper size specifications for all deciduous trees and height size specifications for all evergreen trees identified in the Conceptual Plant Schedules for each of the Neighborhoods.

5. **Comment:** Given the nature of the landscape area in the upper plaza and the tree cover located off-site at the southern property of proposed Building E4, and depending on the ultimate development configuration provided, several proffers will be instrumental in assuring adequate tree preservation throughout the development process.

   Recommendation: Recommend the following proffer language to ensure effective tree preservation:

   Tree Preservation: "The applicant shall submit a Tree Preservation Plan and Narrative as part of the first and all subsequent site plan submissions. The preservation plan and narrative shall be prepared by a Certified Arborist or a Registered Consulting Arborist, and

shall be subject to the review and approval of the Urban Forest Management Division, DPWES.

The tree preservation plan shall include a tree inventory that identifies the location, species, critical root zone, size, crown spread and condition analysis percentage rating for all individual trees to be preserved, as well as all on and off-site trees, living or dead with trunks 8 inches in diameter and greater (measured at 4 ½ -feet from the base of the trunk or as otherwise allowed in the latest edition of the Guide for Plant Appraisal published by the International Society of Arboriculture) located within 25 feet to either side of the limits of clearing and grading. The tree preservation plan shall provide for the preservation of those areas shown for tree preservation, those areas outside of the limits of clearing and grading shown on the CDP and those additional areas in which trees can be preserved as a result of final engineering. The tree preservation plan and narrative shall include all items specified in PFM 12-0507 and 12-0509. Specific tree preservation activities that will maximize the survivability of any tree identified to be preserved, such as: crown pruning, root pruning, mulching, fertilization, and others as necessary, shall be included in the plan."

Tree Appraisal: "The Applicant shall retain a professional arborist with experience in plant appraisal, to determine the replacement value of all trees 8 inches in diameter or greater located on the Application Property that are shown to be saved on the Tree Preservation Plan. These trees and their value shall be identified on the Tree Preservation Plan at the time of the first submission of the respective site plan(s). The replacement value shall take into consideration the age, size and condition of these trees and shall be determined by the so-called "Trunk Formula Method" contained in the latest edition of the Guide for Plan Appraisal published by the International Society of Arboriculture, subject to review and approval by UFMD.

At the time of the respective site plan approvals, the Applicant shall post a cash bond or a letter of credit payable to the County of Fairfax to ensure preservation and/or replacement of the trees for which a tree value has been determined in accordance with the paragraph above (the "Bonded Trees") that die or are dying due to unauthorized construction activities. The letter of credit or cash deposit shall be equal to 50% of the replacement value of the Bonded Trees. At any time prior to final bond release for the improvements on the Application Property constructed adjacent to the respective tree save areas, should any Bonded Trees die, be removed, or are determined to be dying by UFMD due to unauthorized construction activities, the Applicant shall replace such trees at its expense. The replacement trees shall be of equivalent size, species and/or canopy cover as approved by UFMD. In addition to this replacement obligation, the Applicant shall also make a payment equal to the value of any Bonded Tree that is dead or dying or improperly removed due to unauthorized construction activity. This payment shall be determined based on the Trunk Formula Method and paid to a fund established by the County for furtherance of tree preservation objectives. Upon release of the bond for the improvements on the Application Property constructed adjacent to the respective tree save areas, any amount remaining in the tree bonds required by this proffer shall be returned/released to the Applicant."

Tree Preservation Walk-Through. "The Applicant shall retain the services of a certified arborist or Registered Consulting Arborist, and shall have the limits of clearing and grading marked with a continuous line of flagging prior to the walk-through meeting. During the tree-preservation walk-through meeting, the Applicant's certified arborist or landscape architect shall walk the limits of clearing and grading with an UFMD, DPWES, representative to determine where adjustments to the clearing limits can be made to increase the area of tree preservation and/or to increase the survivability of trees at the edge of the limits of clearing and grading, and such adjustment shall be implemented. Trees that are identified as dead or dying may be removed as part of the clearing operation. Any tree that is so designated shall be removed using a chain saw and such removal shall be accomplished in a manner that avoids damage to surrounding trees and associated understory vegetation. If a stump must be removed, this shall be done using a stump-grinding machine in a manner causing as little disturbance as possible to adjacent trees and associated understory vegetation and soil conditions."

Limits of Clearing and Grading. "The Applicant shall conform strictly to the limits of clearing and grading as shown on the CDP, subject to allowances specified in these proffered conditions and for the installation of utilities and/or trails as determined necessary by the Director of DPWES, as described herein. If it is determined necessary to install utilities and/or trails in areas protected by the limits of clearing and grading as shown on the CDP, they shall be located in the least disruptive manner necessary as determined by the UFMD, DPWES. A replanting plan shall be developed and implemented, subject to approval by the UFMD, DPWES, for any areas protected by the limits of clearing and grading that must be disturbed for such trails or utilities."

Tree Preservation Fencing: "All trees shown to be preserved on the tree preservation plan shall be protected by tree protection fence. Tree protection fencing in the form of four (4) foot high, fourteen (14) gauge welded wire attached to six (6) foot steel posts driven eighteen (18) inches into the ground and placed no further than ten (10) feet apart or, super silt fence to the extent that required trenching for super silt fence does not sever or wound compression roots which can lead to structural failure and/or uprooting of trees shall be erected at the limits of clearing and grading as shown on the demolition, and phase I & II erosion and sediment control sheets, as may be modified by the "Root Pruning" proffer below.

All tree protection fencing shall be installed after the tree preservation walk-through meeting but prior to any clearing and grading activities, including the demolition of any existing structures. The installation of all tree protection fencing shall be performed under the supervision of a certified arborist, and accomplished in a manner that does not harm existing vegetation that is to be preserved. Three (3) days prior to the commencement of any clearing, grading or demolition activities, but subsequent to the installation of the tree protection devices, the UFMD, DPWES, shall be notified and given the opportunity to inspect the site to ensure that all tree protection devices have been correctly installed. If it is determined that the fencing has not been installed correctly, no grading or construction

activities shall occur until the fencing is installed correctly, as determined by the UFMD, DPWES."

Root Pruning. "The Applicant shall root prune, as needed to comply with the tree preservation requirements of these proffers. All treatments shall be clearly identified, labeled, and detailed on the erosion and sediment control sheets of the subdivision plan submission. The details for these treatments shall be reviewed and approved by the UFMD, DPWES, accomplished in a manner that protects affected and adjacent vegetation to be preserved, and may include, but not be limited to the following:

- Root pruning shall be done with a trencher or vibratory plow to a depth of 18 inches.
- Root pruning shall take place prior to any clearing and grading, or demolition of structures.
- Root pruning shall be conducted with the supervision of a certified arborist.
- An UFMD, DPWES, representative shall be informed when all root pruning and tree protection fence installation is complete."

Demolition of Existing Structures. "The demolition of all existing features and structures within areas protected by the limits of clearing and grading areas shown on the CDP shall be done by hand without heavy equipment and conducted in a manner that does not impact individual trees and/or groups of trees that are to be preserved as reviewed and approved by the UFMD, DPWES."

Site Monitoring. "During any clearing or tree/vegetation/structure removal on the Applicant Property, a representative of the Applicant shall be present to monitor the process and ensure that the activities are conducted as proffered and as approved by the UFMD. The Applicant shall retain the services of a certified arborist or Registered Consulting Arborist to monitor all construction and demolition work and tree preservation efforts in order to ensure conformance with all tree preservation proffers, and UFMD approvals. The monitoring schedule shall be described and detailed in the Landscaping and Tree Preservation Plan, and reviewed and approved by the UFMD, DPWES."

Please contact me at 703-324-1770 should you have any questions.

TLN/

UFMDID #:167380

cc: DPZ File

Department of Facilities and Transportation Services

FAIRFAX COUNTY PUBLIC SCHOOLS

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

February 17, 2012

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

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

SUBJECT: RZ 2010-PR-014C and RZ 2010-PR-014D, Georgelas Group LLC

ACREAGE: 7.13 acres (Part C) and 9.86 acres (Part D)

TAX MAP: 29-3 ((1)) and 29-1 ((1))

PROPOSAL: Rezone property to the PTC District to permit a mixed-use, transit oriented community in proximity to the Spring Hill Station

COMMENTS: The proposed rezoning area is within the Spring Hill Elementary, Longfellow Middle, and McLean 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
Spring Hill ES	862/962*	972	958	-96	937	25
Longfellow MS	815/1350**	1329	1238	112	1416	-66
McLean HS	1944	1974	2008	-64	1948	-4

Capacity and enrollment are based on the FCPS FY 2013-17 CIP
** Spring Hill Elementary is currently under renovation, which will increase capacity beginning with the 2013-14 school year.*
*** Longfellow Middle is currently under renovation, which will increase capacity beginning with the 2011-12 school year.*

The school capacity chart shows a snapshot in time for student enrollment and school capacity balance. Both Longfellow and McLean are projected to have a capacity deficit. Student enrollment projections are done on a six year horizon, currently through school year 2016-17 and are updated annually. Beyond this timeframe, enrollment projections are not available.

The rezoning application proposes to rezone property to the PTC District to permit redevelopment of property in proximity to the Spring Hill metro rail station to include a mix of office, residential, hotel, retail, and service uses. Two options are proposed for Part C and Part D of the development area with a range of highrise multi-family residential units. Part C Option 1 proposes between 305 to 472 units and Part C Option 2 proposes between 808 to 1254 units. Part D Option 1 proposes between 671 to 1045 units and Part D Option 2 proposes between 1158 to 1810 units.

The proposed area currently is developed with office, industrial, a fire station, and a mini storage warehouse.

The chart below shows the number of anticipated students by school level based on the county-wide student yield ratio.

Part C: Option 1

School level	Mid/high-rise multi-family ratio	Proposed # of units	Student yield
Elementary	.047	305 to 472	14 to 22
Middle	.013	305 to 472	4 to 6
High	.027	305 to 472	8 to 13
Total			**26 to 41**

Part C: Option 2

School level	Mid/high-rise multi-family ratio	Proposed # of units	Student yield
Elementary	.047	808 to 1254	38 to 59
Middle	.013	808 to 1254	11 to 16
High	.027	808 to 1254	22 to 34
Total			**71 to 109**

Part D: Option 1

School level	Mid/high-rise multi-family ratio	Proposed # of units	Student yield
Elementary	.047	671 to 1045	32 to 49
Middle	.013	671 to 1045	9 to 14
High	.027	671 to 1045	18 to 28
Total			**59 to 91**

Part D: Option 2

School level	Mid/high-rise multi-family ratio	Proposed # of units	Student yield
Elementary	.047	1158 to 1810	54 to 85
Middle	.013	1158 to 1810	15 to 24
High	.027	1158 to 1810	31 to 49
Total			**100 to 158**

SUMMARY:

The current per student suggested proffer amount is $9,378. However, since the applicant states that development may take years, even decades to complete, it is recommended that the developer make a proffer contribution based on the school proffer amount in effect at the time of development. The current school proffer amount is based, in part, on construction costs that reflect current market conditions. Given that development is likely to occur when market conditions improve, a school proffer amount at the time of development would better offset the impact of new students will have on surrounding schools. A proffer contribution at the time of occupancy is not recommended. An example of such approved proffer language is provided below.

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

It is recommended that all proffer contributions be directed to FCPS to use at its discretion for schools serving the Tysons Corner area since present school attendance areas may change as development occurs in Tysons Corner.

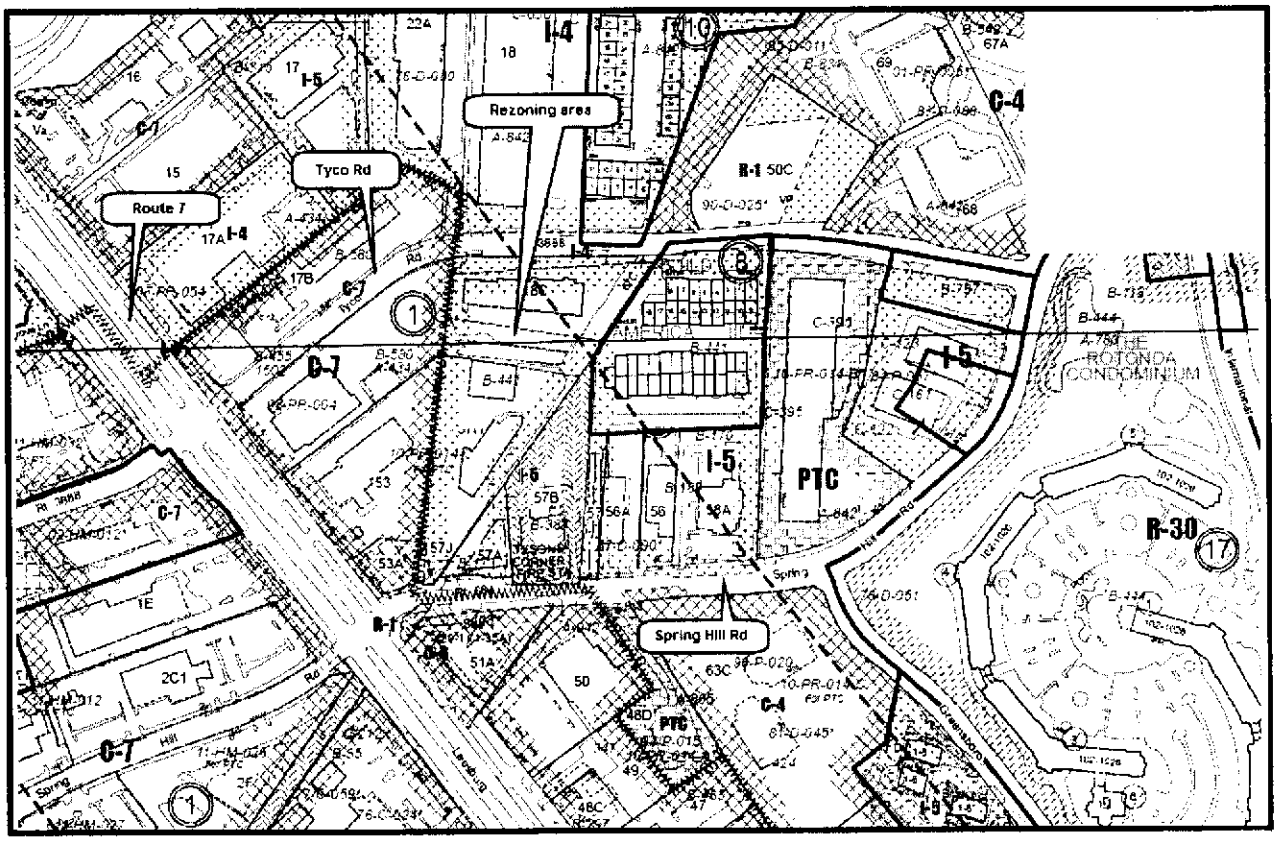
It is also recommended that notification be given to FCPS when construction is anticipated to commence in order for FCPS to include the timely projection of students into its five year Capital Improvement Program.

It is noted that in order to address future student growth in the Tysons Corner area, FCPS is seeking a location for a new elementary school site 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.

Attachment: Locator Map

cc: Patricia S. Reed, School Board Member, Providence District
Ilryong Moon, School Board Member, At-Large
Ryan McElveen, School Board, At-Large
Ted Velkoff, School Board, At-Large
Dean Tistadt, Chief Operating Officer, FCPS
Marty Smith, Assistant Superintendent, Cluster I
Deborah Jackson, Principal, McLean High
Carole Kihm, Principal, Longfellow Middle
Roger Vanderhye, Principal, Spring Hill Elementary

Fairfax County Public Schools
Office of Facilities Planning Services



Department of Facilities and Transportation Services

FAIRFAX COUNTY
PUBLIC SCHOOLS

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

February 17, 2012

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

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

SUBJECT: RZ 2010-PR-014E, Georgelas Group LLC

ACREAGE: 7.39 acres

TAX MAP: 29-3 ((1)) 63C

PROPOSAL: Rezone property to the PTC District to permit a mixed-use, transit oriented community in proximity to the Spring Hill metro rail station.

COMMENTS: The proposed rezoning area is within the Spring Hill Elementary, Longfellow Middle, and McLean 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
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The school capacity chart shows a snapshot in time for student enrollment and school capacity balance. Both Longfellow and McLean are projected to have a capacity deficit. Student enrollment projections are done on a six year horizon, currently through school year 2016-17 and are updated annually. Beyond this timeframe, projections are not available.

The rezoning application proposes to rezone property to the PTC District to permit redevelopment of property in proximity to the Spring Hill metro rail station to include a mix of uses to include residential. Two options are proposed. Only Option 2 proposes residential units with a range of between 143 to 222 high-rise multi-family units. The proposed area currently is developed with office use.

The chart below shows the number of anticipated students by school level based on the county-wide student yield ratio.

Part E: Option 2

School level	Mid/high-rise multi-family ratio	Proposed # of units	Student yield
Elementary	.047	143 to 222	7 to 10
Middle	.013	143 to 222	2 to 3
High	.027	143 to 222	4 to 6
			13 to 19

SUMMARY:
The current per student suggested proffer amount is $9,378. However, since the applicant states that development may take years, even decades to complete, it is recommended that the developer make a proffer contribution based on the school proffer amount in effect at the time of development. The current school proffer amount is based, in part, on construction costs that reflect current market conditions. Given that development is likely to occur when market conditions improve, a school proffer amount at the time of development would better offset the impact of new students will have on surrounding schools. A proffer contribution at the time of occupancy is not recommended. An example of such approved proffer language is provided below.

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

It is recommended that all proffer contributions be directed to FCPS to use at its discretion for schools serving the Tysons Corner area since present school attendance areas may change as development occurs in Tysons Corner.

It is also recommended that notification be given to FCPS when construction is anticipated to commence in order for FCPS to include the timely projection of students into its five year Capital Improvement Program.

It is noted that in order to address future student growth in the Tysons Corner area, FCPS is seeking a location for a new elementary school site 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.

Attachment: Locator Map

cc: Patricia S. Reed, School Board Member, Providence District
Ilryong Moon, School Board Member, At-Large
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Dean Tistadt, Chief Operating Officer, FCPS
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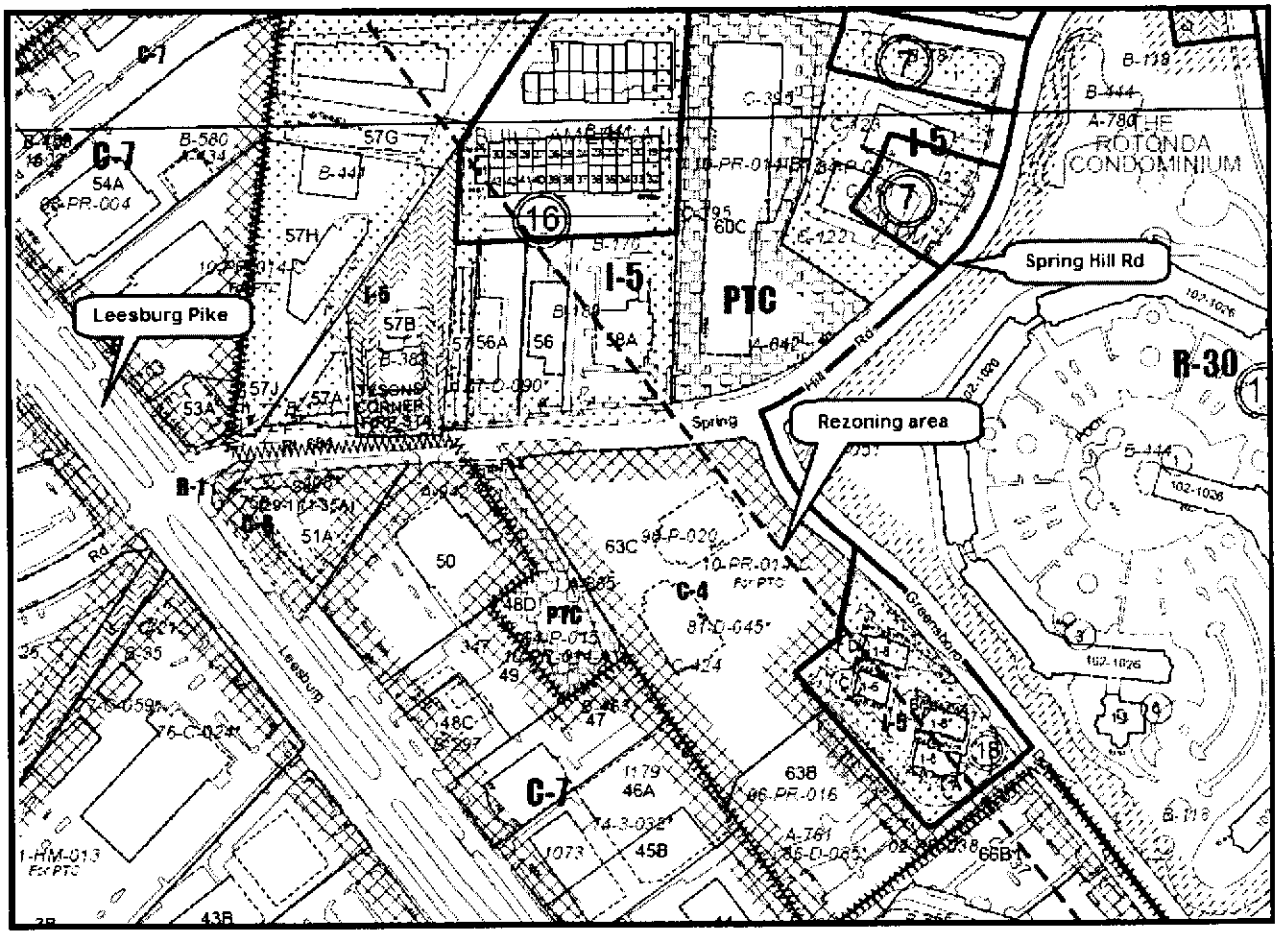
Roger Vanderhye, Principal, Spring Hill Elementary

Fairfax County Public Schools
Office of Facilities Planning Services



County of Fairfax, Virginia

MEMORANDUM

DATE: April 3, 2012
TO: Tracy Strunk
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Gilbert Osei-Kwadwo, P.E.
Engineering Analysis and Planning Branch

SUBJECT: Sanitary Sewer Analysis Report

REF: **Application No. RZ 2010-PR-014 C and D**

The above referenced zoning 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 are 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 Tysons Corner Urban Center but are located beyond the boundary of the 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 703-324-5025.

FAIRFAX COUNTY
WASTEWATER MANAGEMENT

Quality of Water = Quality of Life

Department of Public Works and Environmental Services
Wastewater Planning & Monitoring Division
12000 Government Center Parkway, Suite 358
Fairfax, VA 22035
Phone: 703-324-5030, **Fax**: 703-803-3297
www.fairfaxcounty.gov/dpwes

County of Fairfax, Virginia

MEMORANDUM

DATE: March 27, 2012

TO: Tracy Strunk
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Gilbert Osei-Kwadwo, P.E.
Engineering Analysis and Planning Branch

SUBJECT: Sanitary Sewer Analysis Report

REF: **Application No. RZ 2010-PR-014E**
Tax Map No. 029-3-((01)) - -0063C

The above referenced zoning 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 are 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 Tysons Corner Urban Center but are located beyond the boundary of the 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 703-324-5025.

FAIRFAX COUNTY
WASTEWATER MANAGEMENT

Quality of Water = Quality of Life

Department of Public Works and Environmental Services
Wastewater Planning & Monitoring Division
12000 Government Center Parkway, Suite 358
Fairfax, VA 22035
Phone: 703-324-5030, **Fax:** 703-803-3297
www.fairfaxcounty.gov/dpwes

County of Fairfax, Virginia

MEMORANDUM

DATE: February 3, 2012

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 Application RZ 2010-PR-014 C and D

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 currently serviced by the Fairfax County Fire and Rescue Department Station **#429, Tysons Corner**

2. For the development of this project to occur, Fairfax County Fire and Rescue Department Station **#429, Tysons Corner** must be relocated. This relocation of the fire station will require close coordination between the developer and the County. Construction and opening of the new fire station must occur prior to the vacation and demolition of the current fire station.

3. After construction, it is envisioned that this property will still be serviced by the fire station **#429, Tysons Corner.**

Fire and Rescue Department
4100 Chain Bridge Road
Fairfax, VA 22030
703-246-2126
www.fairfaxcounty.gov/fire

County of Fairfax, Virginia

MEMORANDUM

DATE: February 3, 2012

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 Application RZ 2010-PR-014 E

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 currently serviced by the Fairfax County Fire and Rescue Department Station **#429, Tysons Corner**

2. For the development of this project to occur, Fairfax County Fire and Rescue Department Station **#429, Tysons Corner** must be relocated. This relocation of the fire station will require close coordination between the developer and the County. Construction and opening of the new fire station must occur prior to the vacation and demolition of the current fire station.

3. After construction, it is envisioned that this property will still be serviced by the fire station **#429, Tysons Corner.**

APPENDIX 17

Fairfax Water

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 29, 2012

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-014C
RZ 2010-PR-014D
Spring Hill Station
Tax Map: 29-1 & 29-3

Dear Ms. Berlin:

Fairfax Water would like to reiterate its comments submitted in our March 10, 2011 letter to you, regarding Spring Hill Station (copy enclosed).

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,

Traci K. Goldberg

Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosure
cc: Robert Cochran, VIKA, Inc.
Elizabeth Baker, Walsh Colucci

Fairfax Water

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

March 10 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-014
FDP 2010-PR-014
FDP-2010-PR-014-02
FDP-2010-PR-014-03
Spring Hill Station
Tax Map: 29-1 & 29-3

Dear Ms. Berlin:

The following information is submitted in response to your request for a water service analysis for the above application:

1. The property is currently served by Fairfax Water.

2. Adequate domestic water service is available at the site from existing 24-inch and 8-inch water mains. See the enclosed water system map and the Generalized Development Plan for comments.

3. Depending upon the configuration of the on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

4. Relocation of distribution/transmission water facilities necessary to accommodate this development plan are at the owners expense, and must be approved by Fairfax Water.

5. In accordance with Fairfax Water policy (copy enclosed) all developer proposed relocations of Fairfax Water transmission mains greater than 16-inches in diameter require the approval of the Fairfax Water Board. If it is determined that

the proposed construction requires a relocation, the applicant must submit a letter to the attention of Ms. Jamie Bain Hedges, P.E., Director, Planning and Engineering, requesting permission to relocate the existing transmission main. Relocation of the transmission main, if approved, is at the owner's expense.

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,

Traci K. Goldberg

Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosure
cc: Robert Cochran, VIKA, Inc.
Elizabeth Baker, Walsh Colucci

Transmission Main Relocation Policy

Adopted April 23, 2009

Water mains larger than 16-inches in diameter constitute the backbone of the Fairfax County Water Authority's (Authority) transmission system. Their continuous operation is necessary to best ensure adequate flow and pressure throughout the system for the provision of domestic service and fire protection. These transmission mains are located in easements benefitting the Authority and in state right-of-ways with approval of the Virginia Department of Transportation.

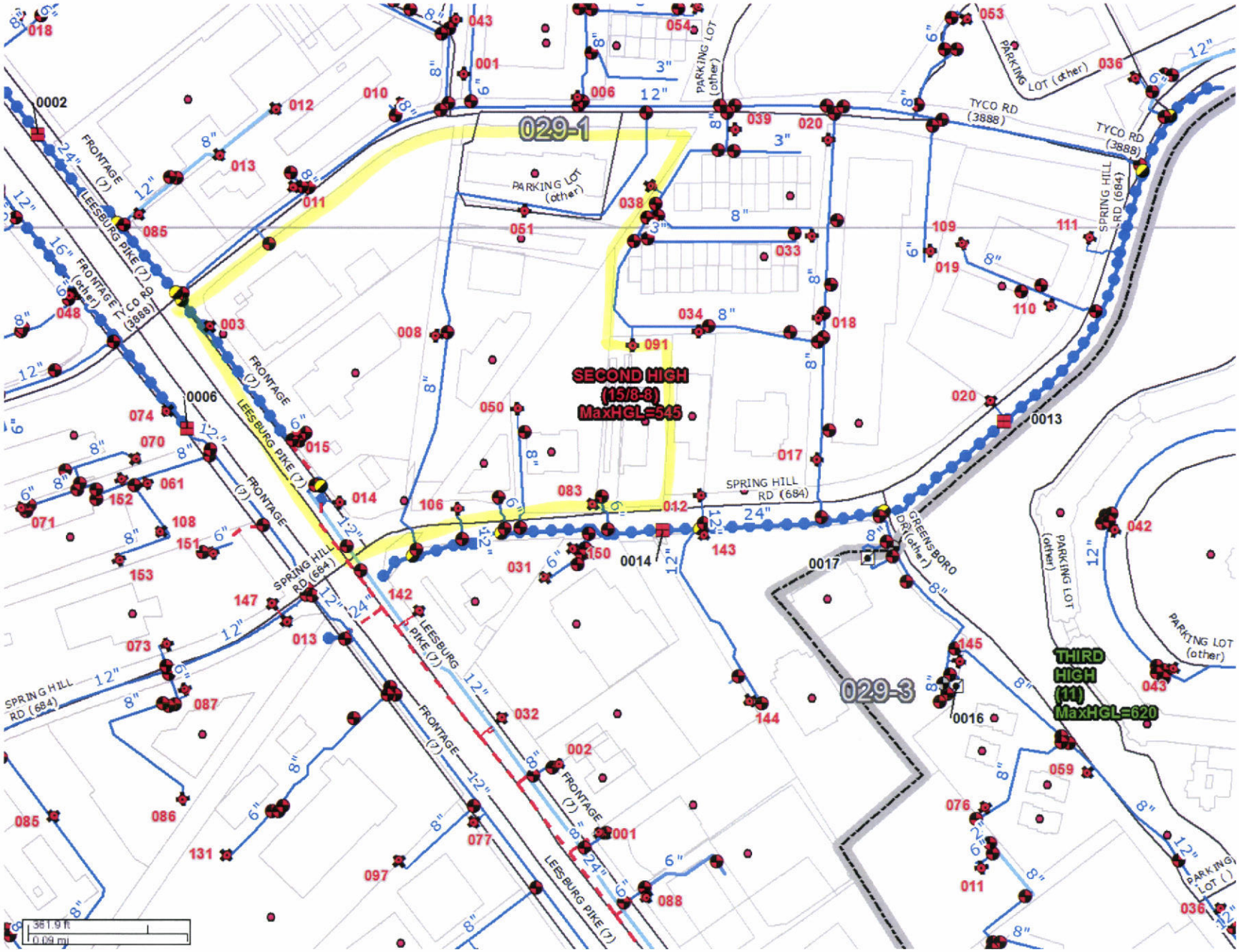
Occasionally, private land developers request permission to relocate portions of the Authority's transmission mains to facilitate best use of the developer's property. Given the significant risk and high degree of coordination necessary to effectively relocate transmission mains without compromising the integrity of the Authority's operations during these activities, all proposed relocations of water mains larger than 16-inches in diameter that are initiated by private development activity must be submitted to the Authority Board for approval

When reviewing proposed relocations, the Board will consider various factors, including but not limited to:

1) The extent of the relocation.
2) The anticipated transmission main outage duration during tie-ins.
3) The impact to the local service area and the overall system.
4) The level of staff effort required to effectively coordinate and execute the relocation.
5) The benefits to the Authority of the proposed relocation.

Upon a request from a private developer to relocate a water main larger than 16-inches in diameter, Authority staff will prepare an item discussing the above factors for the Board's consideration.

All such transmission relocations approved by the Authority shall be designed, constructed and completed at the sole cost and expense of the developer, including a reasonable fee to compensate the Authority for staff time devoted to the review, inspection and approval of such relocation. For all approved transmission relocations, the Authority shall require the developer to enter into a written agreement that obligates the developer to complete all work in accordance with the plans approved by the Authority for such relocation. Whether the subject property will be served by the Authority or by another public water utility shall not be a factor in the Board's consideration of whether to approve a relocation request.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SPRING HILL
RD (684)
LEESBURG PIKE (7)
FRONTAGE
(7)
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(other)
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(other)
GREENSBORO
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Fairfax Water

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 29, 2012

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-014E
Spring Hill Station
Part E
Tax Map: 29-3

Dear Ms. Berlin:

Fairfax Water would like to reiterate its comments submitted in our March 10, 2011 letter to you, regarding Spring Hill Station (copy enclosed). Please note that in addition to the existing 24-inch and 8-inch water mains available for adequate domestic service referenced in paragraph 2, an existing onsite 12-inch water main is also available (refer to enclosed system map).

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,

Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosures

cc: Robert Cochran, VIKA, Inc.
Elizabeth Baker, Walsh Colucci

Fairfax Water

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

March 10 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-014
FDP 2010-PR-014
FDP-2010-PR-014-02
FDP-2010-PR-014-03
Spring Hill Station
Tax Map: 29-1 & 29-3

Dear Ms. Berlin:

The following information is submitted in response to your request for a water service analysis for the above application:

1. The property is currently served by Fairfax Water.

2. Adequate domestic water service is available at the site from existing 24-inch and 8-inch water mains. See the enclosed water system map and the Generalized Development Plan for comments.

3. Depending upon the configuration of the on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

4. Relocation of distribution/transmission water facilities necessary to accommodate this development plan are at the owners expense, and must be approved by Fairfax Water.

5. In accordance with Fairfax Water policy (copy enclosed) all developer proposed relocations of Fairfax Water transmission mains greater than 16-inches in diameter require the approval of the Fairfax Water Board. If it is determined that

the proposed construction requires a relocation, the applicant must submit a letter to the attention of Ms. Jamie Bain Hedges, P.E., Director, Planning and Engineering, requesting permission to relocate the existing transmission main. Relocation of the transmission main, if approved, is at the owner's expense.

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,

Traci K. Goldberg

Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosure
cc: Robert Cochran, VIKA, Inc.
Elizabeth Baker, Walsh Colucci

Transmission Main Relocation Policy

Adopted April 23, 2009

Water mains larger than 16-inches in diameter constitute the backbone of the Fairfax County Water Authority's (Authority) transmission system. Their continuous operation is necessary to best ensure adequate flow and pressure throughout the system for the provision of domestic service and fire protection. These transmission mains are located in easements benefitting the Authority and in state right-of-ways with approval of the Virginia Department of Transportation.

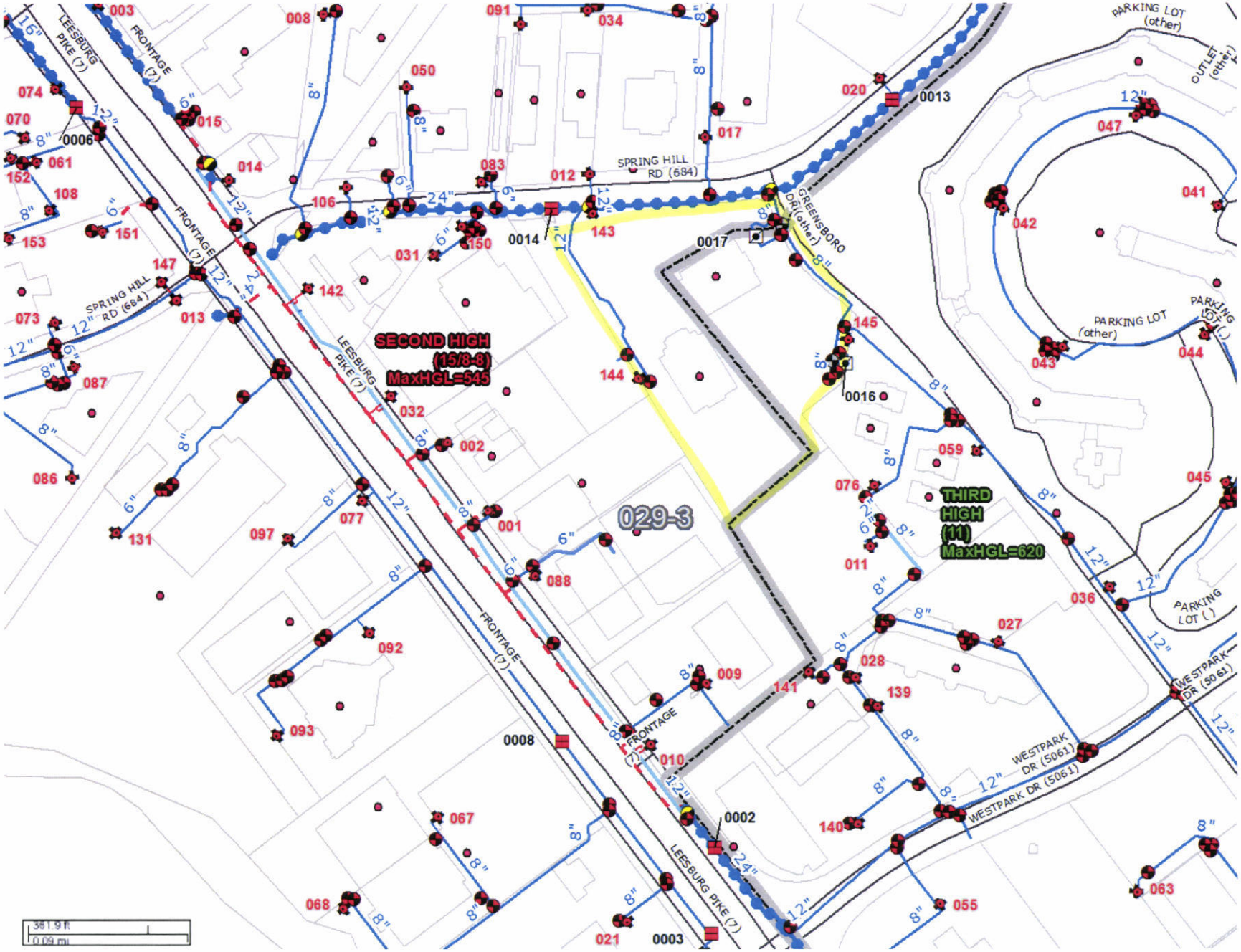
Occasionally, private land developers request permission to relocate portions of the Authority's transmission mains to facilitate best use of the developer's property. Given the significant risk and high degree of coordination necessary to effectively relocate transmission mains without compromising the integrity of the Authority's operations during these activities, all proposed relocations of water mains larger than 16-inches in diameter that are initiated by private development activity must be submitted to the Authority Board for approval

When reviewing proposed relocations, the Board will consider various factors, including but not limited to:

1) The extent of the relocation.
2) The anticipated transmission main outage duration during tie-ins.
3) The impact to the local service area and the overall system.
4) The level of staff effort required to effectively coordinate and execute the relocation.
5) The benefits to the Authority of the proposed relocation.

Upon a request from a private developer to relocate a water main larger than 16-inches in diameter, Authority staff will prepare an item discussing the above factors for the Board's consideration.

All such transmission relocations approved by the Authority shall be designed, constructed and completed at the sole cost and expense of the developer, including a reasonable fee to compensate the Authority for staff time devoted to the review, inspection and approval of such relocation. For all approved transmission relocations, the Authority shall require the developer to enter into a written agreement that obligates the developer to complete all work in accordance with the plans approved by the Authority for such relocation. Whether the subject property will be served by the Authority or by another public water utility shall not be a factor in the Board's consideration of whether to approve a relocation request.


SECOND HIGH
(15/8-8)
MaxHGL=545
THIRD HIGH
(11)
MaxHGL=620
029-3
SPRING HILL RD (684)
LEESBURG PIKE (7)
FRONTAGE (7)
GREENSBORO DR (other)
PARKING LOT (other)
OUTLET (other)
WESTPARK DR (5061)
0006
0013
0014
0017
0016
0008
0002
0003
381.9 ft
0.09 mi

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.

16-101 General Standards

A rezoning application or development plan amendment application may only be approved for a planned development under the provisions of Article 6 if the planned development satisfies the following general standards:

1. The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character, intensity of use and public facilities. Planned developments shall not exceed the density or intensity permitted by the adopted comprehensive plan, except as expressly permitted under the applicable density or intensity bonus provisions.

2. The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.

3. The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.

4. The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.

5. The planned development shall be located in an area in which transportation, police and fire protection, other public facilities and public utilities, including sewerage, are or will be available and adequate for the uses proposed; provided, however, that the applicant may make provision for such facilities or utilities which are not presently available.

6. The planned development shall provide coordinated linkages among internal facilities and services as well as connections to major external facilities and services at a scale appropriate to the development.

16-102 Design Standards

Whereas it is the intent to allow flexibility in the design of all planned developments, it is deemed necessary to establish design standards by which to review rezoning applications, development plans, conceptual development plans, final development plans, PRC plans, site plans and subdivision plats. Therefore, the following design standards shall apply:

1. In order to complement development on adjacent properties, at all peripheral boundaries of the PDH, PRM, PDC, PRC Districts the bulk regulations and landscaping and screening provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration. In the PTC District, such provisions shall only have general applicability and only at the periphery of the Tysons Corner Urban Center, as designated in the adopted comprehensive plan.

2. Other than those regulations specifically set forth in Article 6 for a particular P district, the open space, off-street parking, loading, sign and all other similar regulations set forth in this Ordinance shall have general application in all planned developments.

3. Streets and driveways shall be designed to generally conform to the provisions set forth in this Ordinance and all other County ordinances and regulations controlling same, and where applicable, street systems shall be designed to afford convenient access to mass transportation facilities. In addition, a network of trails and sidewalks shall be coordinated to provide access to recreational amenities, open space, public facilities, vehicular access routes, and mass transportation facilities.

GLOSSARY

This Glossary is provided to assist the public in understanding
the staff evaluation and analysis of development proposals.
It should not be construed as representing legal definitions.
Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan
or Public Facilities Manual for additional information.

ABANDONMENT: Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

ACCESSORY DWELLING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT: Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

AGRICULTURAL AND FORESTAL DISTRICTS: A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

BARRIER: A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

BEST MANAGEMENT PRACTICES (BMPs): Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

BUFFER: Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

CHESAPEAKE BAY PRESERVATION ORDINANCE: Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

CLUSTER DEVELOPMENT: Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

COUNTY 2232 REVIEW PROCESS: A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

dBA: The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

DENSITY: Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

DENSITY BONUS: An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

DEVELOPMENT CONDITIONS: Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is s 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 be 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 staggared 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
ADU	Affordable Dwelling Unit
ARB	Architectural Review Board
BMP	Best Management Practices
BOS	Board of Supervisors
BZA	Board of Zoning Appeals
COG	Council of Governments
CBC	Community Business Center
CDP	Conceptual Development Plan
CRD	Commercial Revitalization District
DOT	Department of Transportation
DP	Development Plan
DPWES	Department of Public Works and Environmental Services
DPZ	Department of Planning and Zoning
DU/AC	Dwelling Units Per Acre
EQC	Environmental Quality Corridor
FAR	Floor Area Ratio
FDP	Final Development Plan
GDP	Generalized Development Plan
GFA	Gross Floor Area
HC	Highway Corridor Overlay District
HCD	Housing and Community Development
LOS	Level of Service
Non-RUP	Non-Residential Use Permit
OSDS	Office of Site Development Services, DPWES
PCA	Proffered Condition Amendment
PD	Planning Division
PDC	Planned Development Commercial
PDH	Planned Development Housing
PFM	Public Facilities Manual
PRC	Planned Residential Community
RC	Residential-Conservation
RE	Residential Estate
RMA	Resource Management Area
RPA	Resource Protection Area
RUP	Residential Use Permit
RZ	Rezoning
SE	Special Exception
SEA	Special Exception Amendment
SP	Special Permit
TDM	Transportation Demand Management
TMA	Transportation Management Association
TSA	Transit Station Area
TSM	Transportation System Management
UP & DD	Utilities Planning and Design Division, DPWES
VC	Variance
VDOT	Virginia Dept. of Transportation
VPD	Vehicles Per Day
VPH	Vehicles per Hour
WMATA	Washington Metropolitan Area Transit Authority
WS	Water Supply Protection Overlay District
ZAD	Zoning Administration Division, DPZ
ZED	Zoning Evaluation Division, DPZ
ZPRB	Zoning Permit Review Branch