



APPLICATION ACCEPTED: January 18, 2013
PLANNING COMMISSION: October 24, 2013
BOARD OF SUPERVISORS: October 29, 2013 @ 3:30 p.m.

County of Fairfax, Virginia

October 10, 2013

STAFF REPORT

APPLICATION RZ/FDP 2013-MV-001

MOUNT VERNON DISTRICT

APPLICANT: A&R Huntington Metro LLC

EXISTING ZONING: C-5 (Neighborhood Retail Commercial District)

PROPOSED ZONING: PRM (Planned Residential Mixed Use)

PARCELS: 83-1 ((8)) 92A, 92B, 93A, 93B, 94A

SITE AREA: 1.04 acres

FLOOR AREA RATIO (FAR): 2.99

PLAN MAP: Residential, 16 – 20 du/ac

PROPOSAL: The applicant proposes to rezone the property from the C-5 District to the PRM District to permit the development of one multi-family building with up to 141 dwelling units and up to 3,534 square feet of ground floor retail at a 2.99 FAR.

STAFF RECOMMENDATIONS:

Staff recommends denial of RZ 2013-MV-001. However, if it is the intent of the Board of Supervisors to approve RZ 2013-MV-001 and the associated Conceptual Development Plan, staff recommends that the approval be subject to execution of proffers consistent with those contained in Appendix 1.

Megan Duca

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



Staff recommends denial of FDP 2013-MV-001. However, if it is the intent of the Planning Commission to approve FDP 2013-MV-001, staff recommends that the approval be subject to the proposed Final Development Plan conditions contained in Appendix 2 and the Board of Supervisors approval of RZ 2013-MV-001 and associated Conceptual Development Plan.

If it is the intent of the Board of Supervisors to approve RZ 2013-MV-001, such approval should include the following waivers and modifications:

- Waiver #25678-WPFM-001-1 to locate underground facilities in a residential area (PFM Section 6-0303.8), subject to conditions dated July 10, 2013 contained in Appendix 10 as Attachment A;
- Waiver of Par. 1 of Section 6-407 of the Zoning Ordinance for the minimum district size for the PRM District;
- Waiver of Section 13-303 of the Zoning Ordinance for transitional screening and Section 13-304 for the barrier requirements between the uses within the proposed development and modification of the transitional screening and waiver of the barrier requirements for the surrounding properties;
- Deviation from the Tree Preservation Target pursuant to Section 12-0508 of the Public Facilities Manual (PFM);
- Modification of Section 12-0510.4E(5) of the PFM to permit a reduction of the minimum four foot planting distance from a restrictive barrier;
- Waiver of Par. 3 of Section 8-0201 of the PFM and Par. 2 of Section 17-201 of the Zoning Ordinance for the requirement to construct an on-road bike lane in favor of a contribution for future funding;
- Waiver of Par. 3 of Section 17-201 of the Zoning Ordinance for the requirement to provide inter-parcel connections to adjoining parcels;
- Waiver of Par. 4 and 10 of Section 17-201 of the Zoning Ordinance for further construction and/or widening of existing roads surrounding the application property and of the requirement for under-grounding existing utilities; and,
- Modification of Section 11-203 of the Zoning Ordinance for required loading spaces to permit the loading space depicted on the CDP/FDP.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board.

The approval of this application 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.

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.

O:\mbrad9\RZ\RZ 2013-MV-001 A&R Huntington Metro LLC\Staff Report\Staff Report Assembly\00_RZFDP 2013-MV-001_Staff Report cover.doc



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

Rezoning Application

RZ 2013-MV-001

Applicant: A&R HUNTINGTON METRO LLC
Accepted: 01/18/2013
Proposed: MIXED USE
Area: 1.04 AC OF LAND; DISTRICT - MOUNT VERNON

Located: 2338, 2340, 2342 & 2344 GLENDALE TERRACE AND 2317 HUNTINGTON AVENUE, ALEXANDRIA, VA 22303

Zoning: FROM C- 5 TO PRM

Map Ref Num: 083-1- /08/ /0092A /08/ /0092B /08/ /0093A /08/ /0093B /08/ /0094A

Final Development Plan

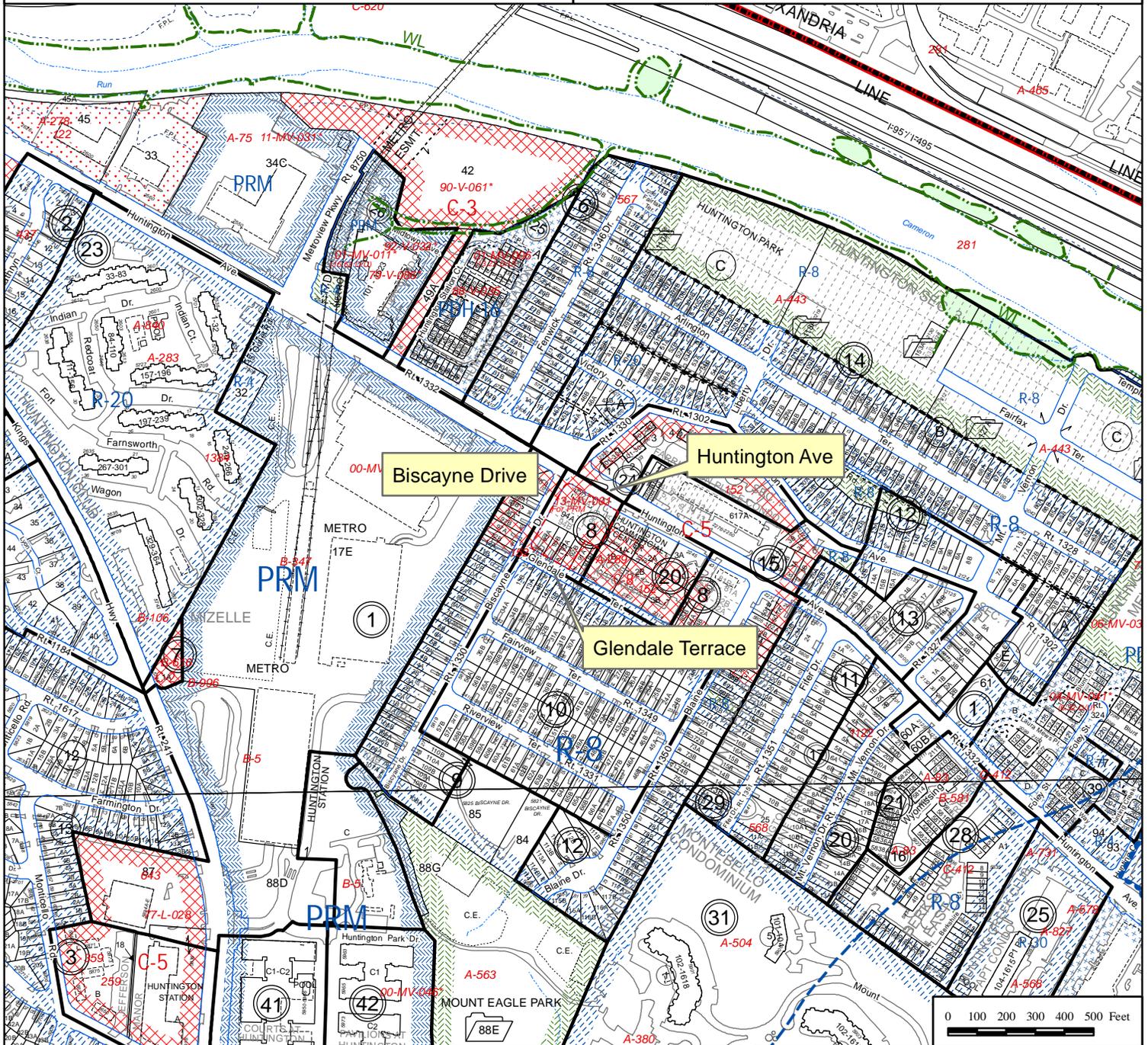
FDP 2013-MV-001

Applicant: A&R HUNTINGTON METRO LLC
Accepted: 01/18/2013
Proposed: MIXED USE
Area: 1.04 AC OF LAND; DISTRICT - MOUNT VERNON

Located: 2338, 2340, 2342 & 2344 GLENDALE TERRACE AND 2317 HUNTINGTON AVENUE, ALEXANDRIA, VA 22303

Zoning: PRM

Map Ref Num: 083-1- /08/ /0092A /08/ /0092B /08/ /0093A /08/ /0093B /08/ /0094A



HUNTINGTON AVENUE PROPERTIES

MOUNT VERNON DISTRICT FAIRFAX, VIRGINIA

CONCEPTUAL / FINAL DEVELOPMENT PLAN

RZ/FDP 2013-MV-001



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APPLICANT:
 AMR HUNTINGTON METRO LLC
 & 2317 HUNTINGTON LLC
 1040 PARK AVENUE
 SUITE 300
 BALTIMORE, MARYLAND 21201

CIVIL ENGINEER:
 ENGINEER/PLANNER:
 BOWMAN CONSULTING GROUP, LTD.
 14020 THUNDERBOLT PLACE, SUITE 300
 CHANTILLY, VIRGINIA 20151

ATTORNEY / AGENT:
 COOLEY LLP
 ONE FREEDOM SQUARE
 11951 FREEDOM DRIVE
 RESTON, VIRGINIA 20190

ARCHITECTURE:
 CURRY ARCHITECTS
 606 E. JOPPA RD
 TOWSON, MARYLAND 21286
 MASSA MONTALTO ARCHITECTURE, PC
 3297 STATE ROUTE 66
 NEPTUNE, NEW JERSEY 07753

LANDSCAPE ARCHITECTURE:
 CARVALHO & GOOD, PLLC
 1025 CONNECTICUT AVENUE, N.W.
 SUITE 0600
 WASHINGTON, D. C. 20006

TRAFFIC CONSULTANT:
 WELLS & ASSOCIATES, INC.
 1420 SPRING HILL ROAD
 SUITE 610
 MCLEAN, VIRGINIA 22102

OVERSEER: 8, 2013
 JUNE 26, 2013
 AUGUST 7, 2013
 JANUARY 11, 2013
 NOVEMBER 16, 2012

HUNTINGTON AVENUE CONTEXT PLAN

MOUNT VERNON DISTRICT
FAIRFAX, VIRGINIA

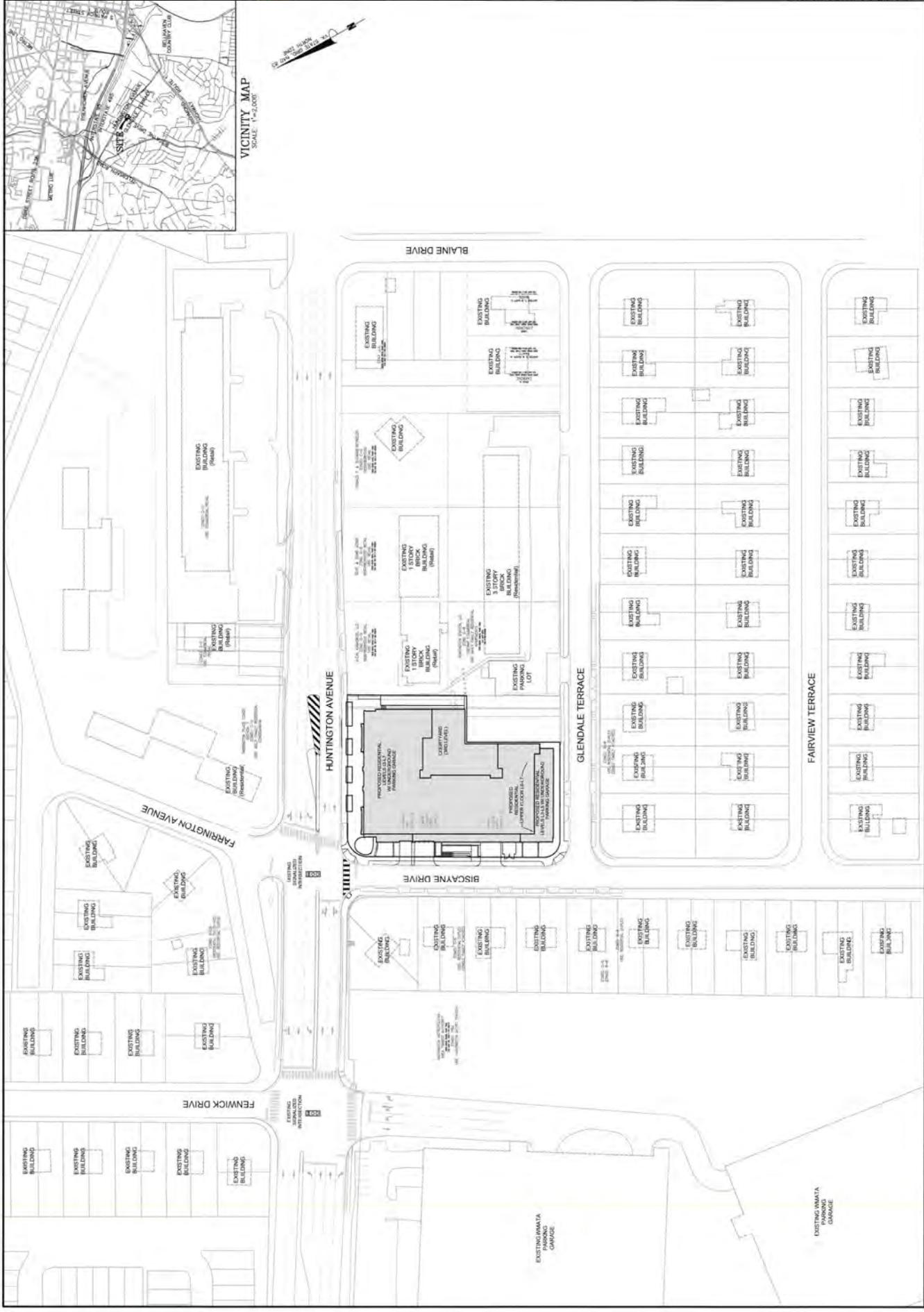


A.R. DEVELOPMENT, INC.
2387 South Royal 66
Suite 300
Baltimore, MD 21204

James McNeill Architects, P.C.
806 E. Joppa
Towson, MD 21286

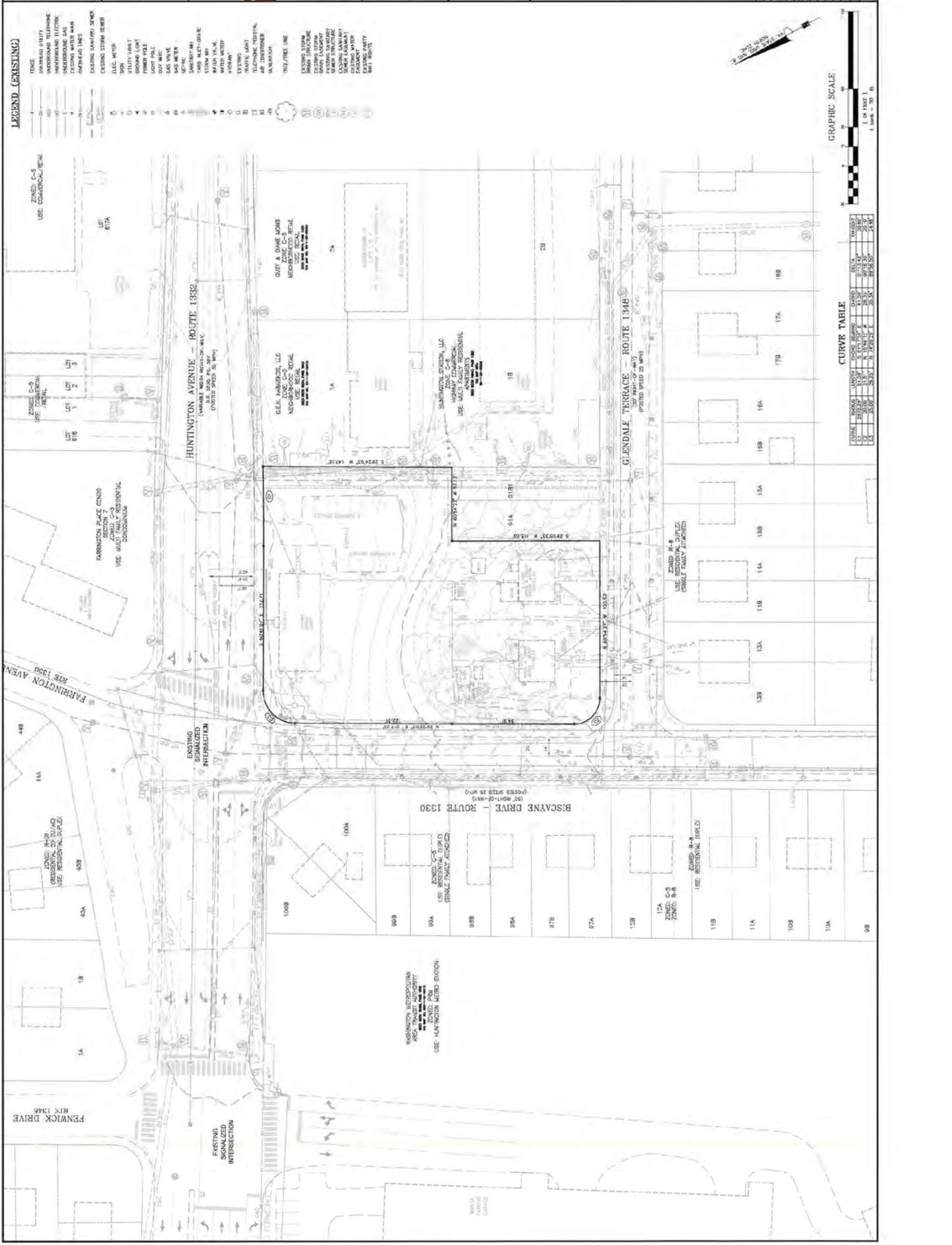
Cartier & O'Connell
1225 Connecticut Avenue, NW
Suite 1000
Washington, DC 20004

Bowman Consulting Group, Inc.
14000 Timberlane Plaza, Suite 200
Chantilly, Virginia 20151
Phone: (703) 881-1505
Fax: (703) 881-8720
www.bowmanconsulting.com



VICINITY MAP
SCALE: 1"=2,000'





LEGEND (EXISTING)

1	ZONE C-5	USE COMMERCIAL/RETAIL
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150	ZONE C-5	USE COMMERCIAL/RETAIL

CURVE TABLE

STATION	CHORD BEARING	CHORD LENGTH	DELTA	ARC LENGTH
1+00.00	N 15°41'15" E	20.00	30.00'	24.86'
1+20.00	N 15°41'15" E	20.00	30.00'	24.86'
1+40.00	N 15°41'15" E	20.00	30.00'	24.86'
1+60.00	N 15°41'15" E	20.00	30.00'	24.86'
1+80.00	N 15°41'15" E	20.00	30.00'	24.86'
2+00.00	N 15°41'15" E	20.00	30.00'	24.86'
2+20.00	N 15°41'15" E	20.00	30.00'	24.86'
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2+80.00	N 15°41'15" E	20.00	30.00'	24.86'
3+00.00	N 15°41'15" E	20.00	30.00'	24.86'
3+20.00	N 15°41'15" E	20.00	30.00'	24.86'
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10+00.00	N 15°41'15" E	20.00	30.00'	24.86'

GRAPHIC SCALE

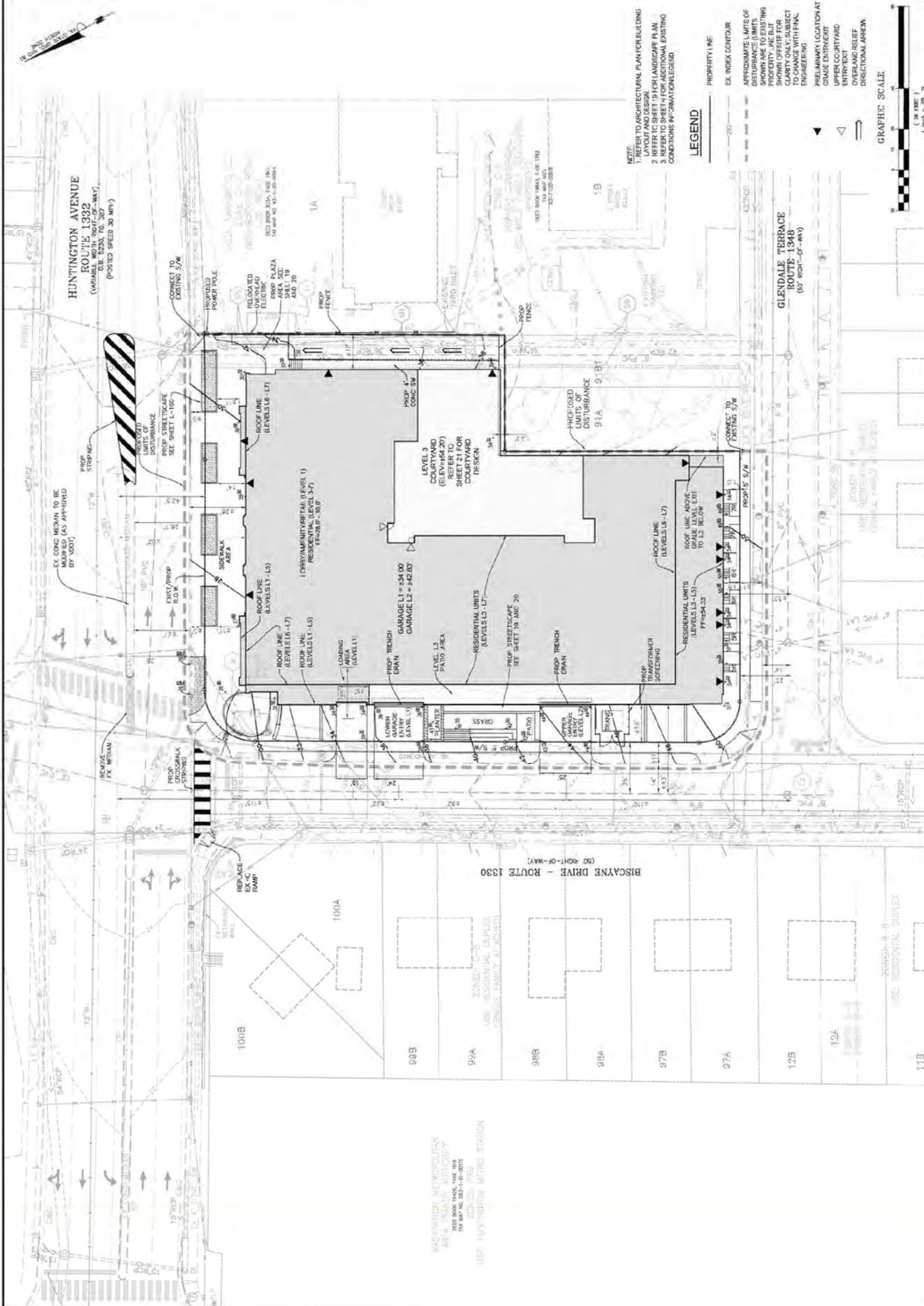
1" = 40'

(IN FEET)

1 inch = 40 ft

LEGEND (EXISTING)

1	ZONE C-5	USE COMMERCIAL/RETAIL
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43	ZONE C-5	USE COMMERCIAL/



NOTE:
1. REFER TO ARCHITECTURAL PLAN FOR BUILDING LAYOUT AND DESIGN.
2. REFER TO LAYOUT AND DESIGN FOR LANDSCAPE PLAN.
3. REFER TO SHEET FOR ADDITIONAL EXISTING CONDITIONS INFORMATION/LEGEND.

LEGEND

- PROPERTY LINE
- EX INDEX CONTOUR
- APPROXIMATE LIMITS OF SHOWN ARE TO EXISTING PROPERTY LINE BUT SHOWN OFFSITE FOR TO CHANGE WITH FINAL ENGINEERING.
- PRELIMINARY LOCATION AT GRADE ENTRYWAY
- UPPER COURTYARD
- ENTRY TRENCH
- DISIRECTIONAL ARROW



WASHINGTON METROPOLITAN
ARTS CENTER
1000 PENNSYLVANIA AVENUE
WASHINGTON, DC 20004
USE: HUNTINGTON METRO STATION

BISCAYNE DRIVE - ROUTE 1330
(50' RIGHT-OF-WAY)

HUNTINGTON AVENUE
ROUTE 1332
(WEHABEL WITH RIGHT-OF-WAY)
(POSTED SPEED 30 MPH)

GLENDALE TERRACE
ROUTE 1348
(60' RIGHT-OF-WAY)

BUILDING MATERIALS ARE SUBJECT TO CHANGE WITH FINAL DESIGN PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED



NO.	DATE	DESCRIPTION
1	11/14/18	ISSUED FOR PERMITS
2	11/14/18	ISSUED FOR PERMITS
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19	11/14/18	ISSUED FOR PERMITS
20	11/14/18	ISSUED FOR PERMITS

HUNTINGTON AVENUE PERSPECTIVE
 HUNTINGTON AVENUE PROPERTIES
 MOUNT VERNON DISTRICT FAYFAK, VIRGINIA



A & R HUNTINGTON
 3549 300
 1401 W. AVENUE
 BALTIMORE, MD 21201

MASS ARCHITECTS ARCHITECTS, P.C.
 1201 28th FLOOR
 NEWARK, NJ 07102

CURRY ARCHITECTS
 400 E. ROBERT
 TOWSON, MD 21286

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 1020 CONGRESS AVENUE, 19F
 WASHINGTON, DC 20006

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 1400 THUNDERBOLT PLACE SUITE 300
 CHERRYVILLE, VIRGINIA 22151
 PHONE: (703) 644-1000
 FAX: (703) 641-8725

Biscayne Drive



BUILDING MATERIALS ARE SUBJECT TO CHANGE WITH FINAL DESIGN PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED

HUNTINGTON AVENUE PROPERTIES
BISCAYNE DRIVE PERSPECTIVE
MOUNT VERNON DISTRICT
FARFAX, VIRGINIA



A. & P. HUNTINGTON MGMT. LLC
3400 W. HUNTINGTON
BARTON, MD 21201

MASSA ARCHITECTS
1500 CHASE BLVD. #200
ROSELAND, NJ 07068

CURRY ARCHITECTS
400 E. BRIDGE
TOWSON, MD 21286

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1400 COMMERCE HWY. #100
WASHINGTON, DC 20006

cgla
Bowman CONSULTING

DATE:	DESCRIPTION:
SCALE:	H:V:TS
DATE:	NOVEMBER 6, 2012

DATE:	DESCRIPTION:
SCALE:	H:V:TS
DATE:	NOVEMBER 6, 2012

GLENDALE TERRACE PERSPECTIVE
HUNTINGTON AVENUE PROPERTIES
 MOUNT VERNON DISTRICT FAIRFAX, VIRGINIA



A&E DEVELOPMENT
 1403 Pike Avenue
 Baltimore, MD 21201

MMA
 Maria Mendola Architects, PC
 2507 Swan Street, SE
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CUNRY ARCHITECTS
 Cary Architects
 406 E. Myrtle
 Towson, MD 21286

cyla
 Charles & Cook
 1425 Connecticut Avenue, NW
 Suite 1000
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 1423 Thicketts Trace, Suite 200
 Chantilly, Virginia 20151
 Phone: (703) 444-2000
 Fax: (703) 441-0726
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Glendale Terrace

BUILDING MATERIALS ARE SUBJECT TO CHANGE WITH FINAL DESIGN PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED



Huntington Avenue Elevation

- METAL COPING
- COMPOSITE METAL / FIBER CEMENT PANEL
- MASONRY
- COMPOSITE METAL / FIBER CEMENT PANEL

- ORNAMENTAL GRILLES AT GARAGE OPENINGS
- COMMERCIAL STOREFRONT



Alternative Huntington Avenue Elevation Detail

- RECESSES AT COMPOSITE METAL / FIBER CEMENT PANEL



East Elevation

- METAL COPING
- COMPOSITE METAL / FIBER CEMENT PANEL
- COMPOSITE METAL / FIBER CEMENT PANEL
- ORNAMENTAL GRILLES AT GARAGE OPENINGS
- COMMERCIAL STOREFRONT

NOTE:
 BUILDING MATERIALS ARE SUBJECT TO CHANGE WITH FINAL DESIGN PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED

Boynn
 Boyynn Consulting Group, Ltd.
 14200 The Woodlands Place, Suite 200
 Chesley, Virginia 22024
 Phone: (703) 464-1000
 Fax: (703) 464-0700
 Email: info@boynn.com
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 Washington, DC 20036

MMA
 Murray Architects, PC
 609 E. Joppa Road
 Towson, MD 21286

A&R Development
 A&R Development, LLC
 1040 Pike Avenue
 Suite 200
 Baltimore, MD 21201

Huntington & East Elevations
HUNTINGTON AVENUE PROPERTIES
 MOUNT VERNON DISTRICT
 FAIRFAX, VIRGINIA

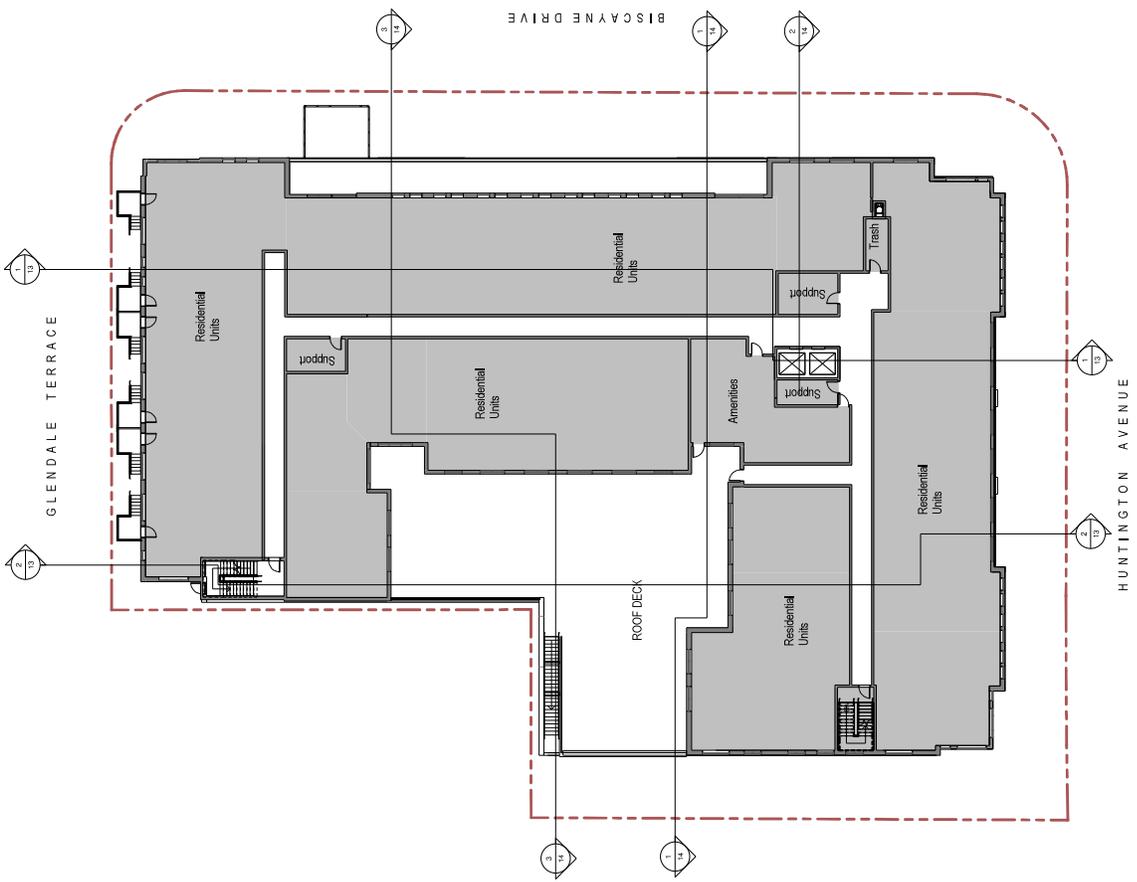
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Date: 11/15/13	Sheet: 10
Client: Fairfax County	Discipline: Architectural
Location: Mount Vernon District	Phase: Schematic Design
Architect: A&R Development, LLC	Contractor: [Blank]
Engineer: [Blank]	Inspector: [Blank]
City: Fairfax, VA	State: Virginia
Project No.: 0134X-001	Sheet No.: 10
Date: November 15, 2013	Scale: 1/8" = 1'-0"

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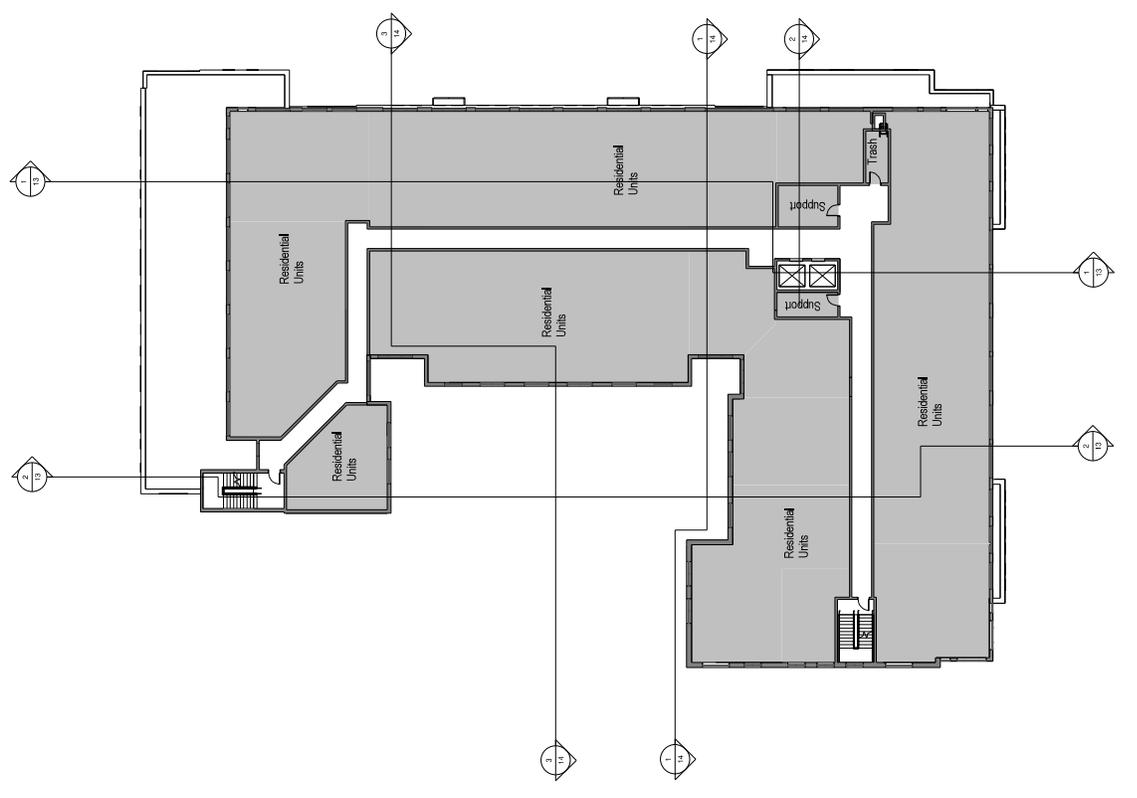
Level 2 Floor Plan
 1/16" = 1'-0"

Level 1 Floor Plan
 1/16" = 1'-0"

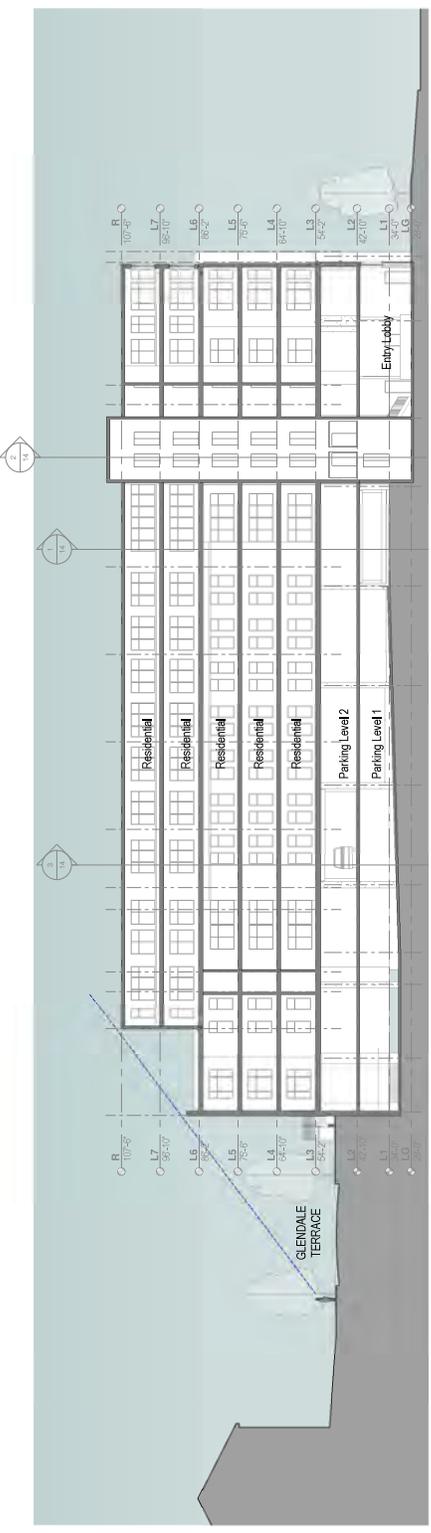
Level 3, 4 and 5 Floor Plan
1/16" = 1'-0"



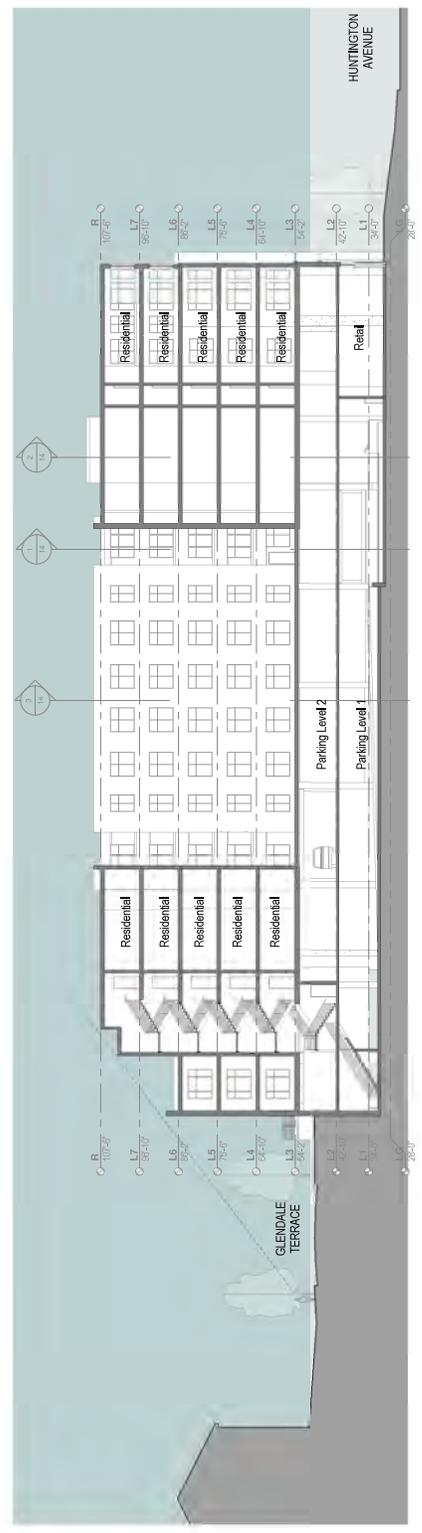
Level 6 and 7 Floor Plan
1/16" = 1'-0"



<p>Bowman CONSULTING GROUP, LLC 1100 Huntington Park Blvd, 5th Fl Chantilly, Virginia 20151 Phone: 703-444-7200 www.bowmanconsulting.com © 2013 BowmanConsulting.com</p>	<p>cgl Carvalho & Good 1025 Carmichael Avenue N.W. Suite 1060 Washington, DC 20006</p>	<p>MO MORRIS O'NEILL Curry Architects 101 E. Joppa Towson, MD 21286</p>	<p>MAK DEVELOPMENT A & P Huntington Manor, LLC 110 Park Avenue Baltimore, MD 21201</p>	<p>MOUNT VERNON DISTRICT FARFAX, VIRGINIA HUNTINGTON AVENUE PROPERTIES Levels 3 through 7</p>	<p>DATE: November 18, 2013</p>	<p>12</p>						
					<p>Sheet No. 03-002-003-SM0501</p>	<p>Scale: 1/16" = 1'-0"</p>	<p>11.0.0</p>	<p>10.0.0</p>	<p>9.0.0</p>	<p>8.0.0</p>	<p>7.0.0</p>	<p>6.0.0</p>



North South Section 1
 1/16" = 1'-0"

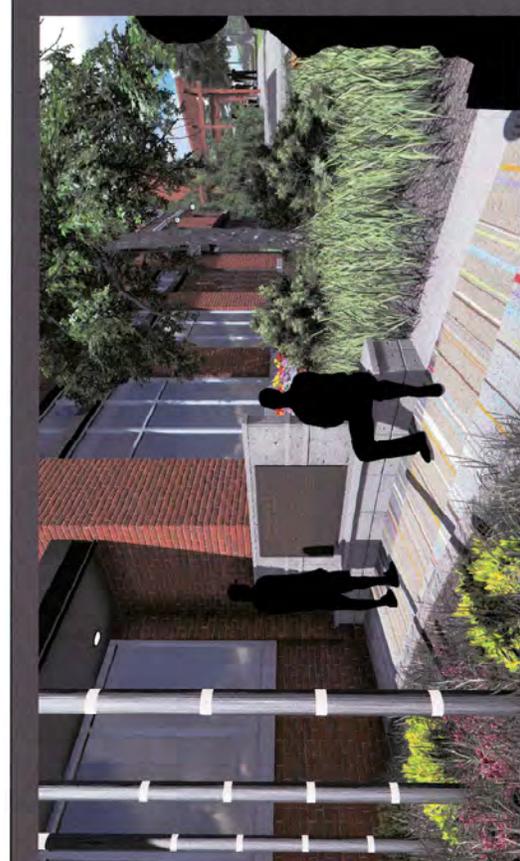


North South Section 2
 1/16" = 1'-0"

NOTE:
 SITE SECTIONS PRESENTED ON SHEET 11 AND 12 ARE PROVIDED TO AID IN THE UNDERSTANDING OF GRADE CHANGE ACROSS THE SUBJECT PROPERTY AND THE RELATIONSHIP OF PROPOSED BUILDINGS AND OTHER USES. BUILDING DESIGN AND THE FINAL GRADING ARE SUBJECT TO CHANGE WITH FINAL ENGINEERING AND ARCHITECTURAL DESIGN.

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303	1/15/37	REVISED
304	2/15/37	REVISED
305	3/15/37	REVISED
306	4/15/37	REVISED
307	5/15/37	REVISED
308	6/15/37	REVISED
309	7/15/37	REVISED
310	8/15/37	REVISED
311	9/15/37	REVISED
312	10/15/37	REVISED
313	11/15/37	REVISED
314	12/15/37	REVISED
315	1/15/38	REVISED
316	2/15/38	REVISED
317	3/15/38	REVISED

Building materials are subject to change with final design provided that the overall quality and characteristics are maintained.



Civic Plaza



Transition Plaza



Corner Detail of Huntington and Biscoyne



Bird's Eye View of Huntington and Biscoyne



Sidewalk along Huntington

Boyman
CONSULTANTS

10000 Cornerstone Drive, 10
Cherry Hill, NJ 08003
Tel: 856-686-1000
Fax: 856-686-1001
www.boymanconsultants.com

cyla

Channing & Assoc
1025 Connecticut Avenue NW
Suite 1000
Washington, DC 20036

CURRY ARCHITECTS

Curry Architects
1006 E. Avenue
Towson, MD 21286

MCA
MCA Group

Mason Kennerly Architects, PC
1007 E. Avenue
Towson, MD 21286

A&R DEVELOPMENT

A & R Development, LLC
1007 E. Avenue
Towson, MD 21286

Seal of the State of Maryland

1776



BUILDING MATERIALS ARE SUBJECT TO CHANGE WITH FINAL DESIGN PROVIDED THAT THE GENERAL QUALITY AND CHARACTERISTICS ARE MAINTAINED

SITE FEATURES

- Community Connectivity**
 - The building is within walking distance to multiple transportation options, including bus and the Huntington Metro Station.
 - The building is within walking distance of neighborhood services and amenities such as a neighborhood park, community center, restaurants, and service oriented retail.

Bioretention Basins (Approximately 10% of Site Area)

- Utilization of basins to slow and treat on-site stormwater runoff. Stormwater is directed to the basin and then percolates through the system where it is treated by a number of physical, chemical and biological processes. The slowed, cleaned water is allowed to infiltrate native soils or directed to nearby stormwater drains. Specially selected vegetation will serve as both a form of stormwater treatment and an attractive landscape feature.

Mechanical Water Quality Control (75% of Site Area)

- Water filtering cartridges within an underground vault system will capture and filter harmful phosphorus contaminant from the building and site runoff. Cleaned water is then directed to a storage chamber where it is released into nearby stormwater drains at a rate that is less than the existing stormwater runoff condition.

High-recycled Content And Regionally Sourced Materials

- Materials and finishes with a high percentage of recycled content will be used where possible.
- Regionally-sourced materials and finishes will be used where possible in order to reduce the amount of long distance over-land delivery.

Water Efficient Landscaping

- Landscaping will use climate-tolerant plants that do not require a permanent irrigation system and will survive on rainfall after initial establishment.
- Minimize the amount of site area covered with turf by using native grasses and much, thereby lessening the amount of irrigation required to sustain the turf.

Plaza Open Space

- Urban Plaza provides relief from urban density as well as an opportunity for vegetation in an urban context.

Permeable Pavement (Approximately 600 S.F.)

- Surface runoff will be reduced through the use of pervious paving materials, allowing water runoff to re-enter the sub-soil.
- Surface runoff will be filtered through the soil below the permeable pavement reducing the pollutants.

Alternative Transportation

- Indoor bike storage makes bicycle travel convenient and appealing to surrounding areas and adjacent metro station.
- Preferred parking provided for low-emitting and fuel-efficient vehicles in the mixed-use building



BUILDING FEATURES

- Covered Parking**
 - Onsite Parking is under cover, dramatically reducing the heat island effect and reducing the amount of impervious land coverage.
 - Light pollution is reduced by minimizing the need for brightly-lit surface parking.
- Cistern Water Storage (Approximately 350 gal. of storage)**
 - A portion of the rainwater to fall on the building roof will be captured, stored in cisterns and used to irrigate the turf area and plantings in the courtyard.
 - Turf areas with natural soil layers will serve as rain water filters and absorption in order to reduce stormwater runoff.
- Storage And Collection Of Recyclables**
 - The building will contain dedicated, easily-accessible areas for storage and collection of recycled materials, to reduce the amount of waste contributing to local landfills.
- No Smoking Buildings**
 - The building will be designated non-smoking.
- Water Use Reduction**
 - Demand for potable water will be reduced through the use of low-flow plumbing fixtures and water closets.
- Energy Conservation**
 - Energy demand will be reduced through a variety of means, including high-efficiency HVAC equipment, high-efficiency lighting, and enhanced insulation.
- Non-ozone Depleting Refrigerants**
 - Non-ozone depleting refrigerants will be used in all building HVAC systems.
 - Fire suppression systems will utilize non-ozone depleting fire retardants.
- Low-emitting Materials And Finishes**
 - Low-VOC paints, coatings, sealants, and adhesives will be used wherever possible.



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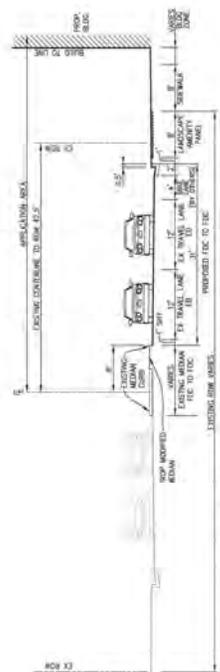
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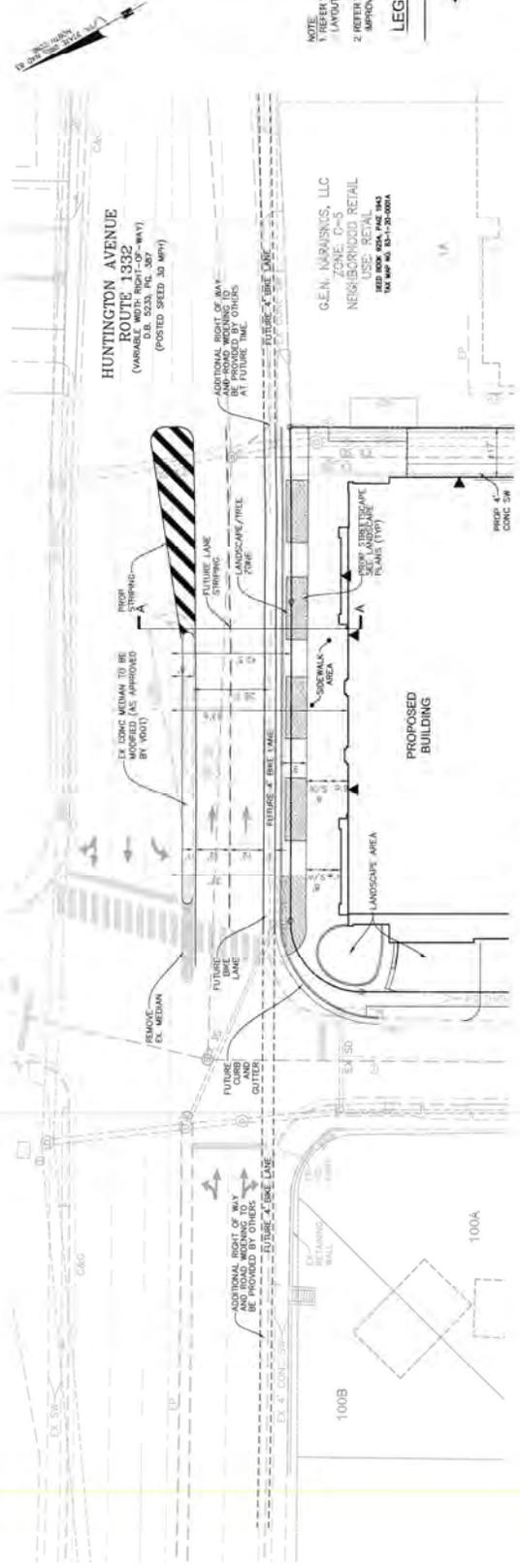
Seal of the Commonwealth of Virginia
 8/1/13
 COMMISSION ON SUSTAINABLE DEVELOPMENT

SUSTAINABLE CONSIDERATIONS EXHIBIT
HUNTINGTON AVENUE PROPERTIES
 MOUNT VERNON DISTRICT
 FAIRFAX, VIRGINIA

DATE: 02/20/2013
 PROJECT: 2013-001
 SHEET: 18



FUTURE HUNTINGTON AVENUE ON-STREET BIKE LANE CROSS SECTION A-A
 (EXISTING CURB 4'-0" HIGH)
 (BIKE LANE, ROAD AND UTILITY IMPROVEMENTS ALONG APPLICATION ROAD FRONTAGE TO BE PROVIDED BY OTHERS AT FUTURE TIME)



FUTURE ON-STREET BIKE LANE
 (BIKE LANE, ROAD AND UTILITY IMPROVEMENTS ALONG APPLICATION ROAD FRONTAGE TO BE PROVIDED BY OTHERS AT FUTURE TIME)

- NOTE:**
 1. REFER TO ARCHITECTURAL PLAN FOR BUILDING LAYOUT AND DESIGN.
 2. REFER TO SHEET 19 FOR STREETSCAPE IMPROVEMENTS.

LEGEND

- PROPERTY LINE EXISTING RIGHT OF WAY
- PRELIMINARY LOCATION AT GRADE ENTRY

GRAPHIC SCALE:
 1" = 10'-0"



G.E.N. MARKS, LLC
 ZONE P-5
 NEIGHBORHOOD RETAIL
 USE: RETAIL
 100' SETBACK
 TAX MAP NO. 15-1-20-000A

ADDITIONAL RIGHT OF WAY LANDSCAPE/PAVE AT FUTURE TIME
 FUTURE "X" BIKE LANE

EX. CONC. MEDIAN TO BE PROVIDED BY OTHERS AT FUTURE TIME

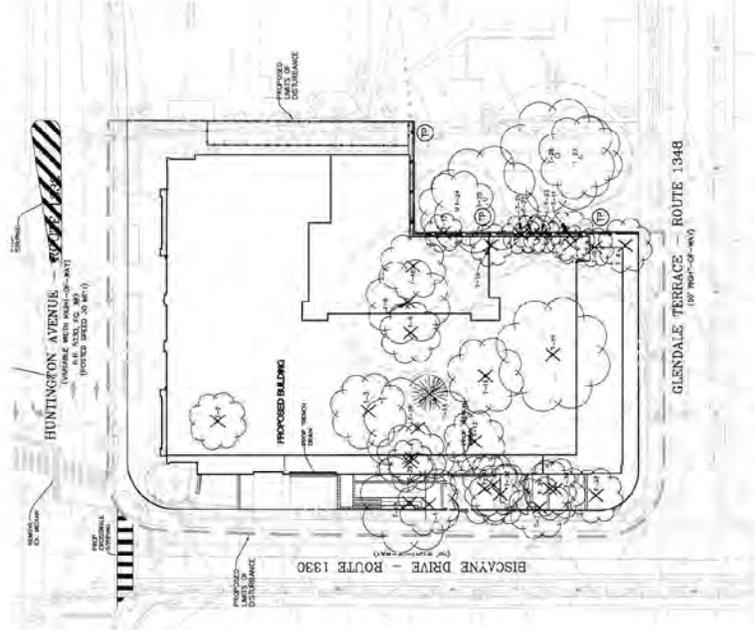
PROPOSED BIKE LANE

EXISTING TREE INVENTORY

HUNTINGTON AVENUE - FAIRFAX, VIRGINIA
 Date: 10/11/13
 Client: Fairfax County, Virginia
 Project: 14-0011
 Site: 14-0011
 Prepared by: Greg G. Dyer, MA-441 (CA)

#	Tree #	Species Name	Common Name	Caliper (DBH)	Condition	Species	Priority
1	1	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
2	2	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
3	3	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
4	4	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
5	5	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
6	6	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
7	7	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
8	8	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
9	9	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
10	10	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
11	11	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
12	12	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
13	13	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
14	14	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
15	15	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
16	16	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
17	17	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
18	18	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
19	19	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
20	20	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
21	21	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
22	22	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
23	23	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
24	24	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
25	25	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
26	26	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
27	27	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
28	28	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
29	29	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
30	30	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
31	31	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
32	32	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
33	33	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
34	34	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
35	35	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
36	36	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
37	37	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
38	38	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
39	39	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
40	40	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
41	41	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
42	42	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
43	43	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
44	44	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
45	45	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
46	46	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
47	47	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
48	48	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
49	49	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
50	50	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
51	51	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
52	52	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
53	53	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
54	54	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
55	55	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
56	56	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
57	57	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
58	58	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
59	59	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
60	60	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
61	61	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
62	62	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
63	63	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
64	64	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
65	65	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
66	66	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
67	67	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
68	68	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
69	69	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
70	70	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
71	71	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
72	72	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
73	73	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
74	74	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
75	75	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
76	76	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
77	77	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
78	78	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
79	79	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
80	80	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
81	81	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
82	82	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
83	83	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
84	84	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
85	85	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
86	86	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
87	87	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
88	88	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
89	89	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
90	90	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
91	91	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
92	92	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
93	93	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
94	94	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
95	95	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
96	96	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
97	97	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
98	98	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
99	99	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0
100	100	Shade Maple	Acer sp.	12.0	1.0	Shade	1.0

Notes:
 1. All trees shown are within the 100-foot buffer zone from the proposed building footprint.
 2. Caliper and Species Name listed are for information only. The final tree list will be provided by the contractor.
 3. Caliper and Species Name listed are for information only. The final tree list will be provided by the contractor.
 4. Tree condition is based on visual inspection of the tree. A tree condition of 1.0 indicates a tree that is in good health and should be retained.
 5. Tree condition of 2.0 indicates a tree that is in poor health and should be removed.



TREE CONSERVATION PLAN

SCALE: 1"=30'

LEGEND:

- Existing Tree to be Preserved
- Existing Tree to be Removed
- Existing Tree Critical Foot Zone
- Boundary with 2' Disturbance (Subject to Review with Final Site P.M.)
- Proposed Tree Protection Fence



EXISTING VEGETATION MAP

SCALE: 1"=30'

KEY	COVER TYPE	SPECIES TYPE	BIOCENTRAL CONDITION	TOTAL AREA
1	MAINTAINED GRASSLANDS	N/A	N/A	48 AC
2	UNMAINTAINED GRASSLANDS	N/A	N/A	22 AC
3	EARLY SUCCESSION FOREST	MAJ F. ASH, EARLY SUCCESSION FOREST, HOLLY, OAK	MAJ	33 AC
4	MAINTAINED GRASSLANDS	N/A	N/A	48 AC

TOTAL SITE AREA = 150 AC (SEE 14-0011 SITE PLAN)
 EXISTING TREE CANOPY = 14,274 SQ. FT. (95 AC)

SOILS MAP

SCALE: 1" = 200' - 0"

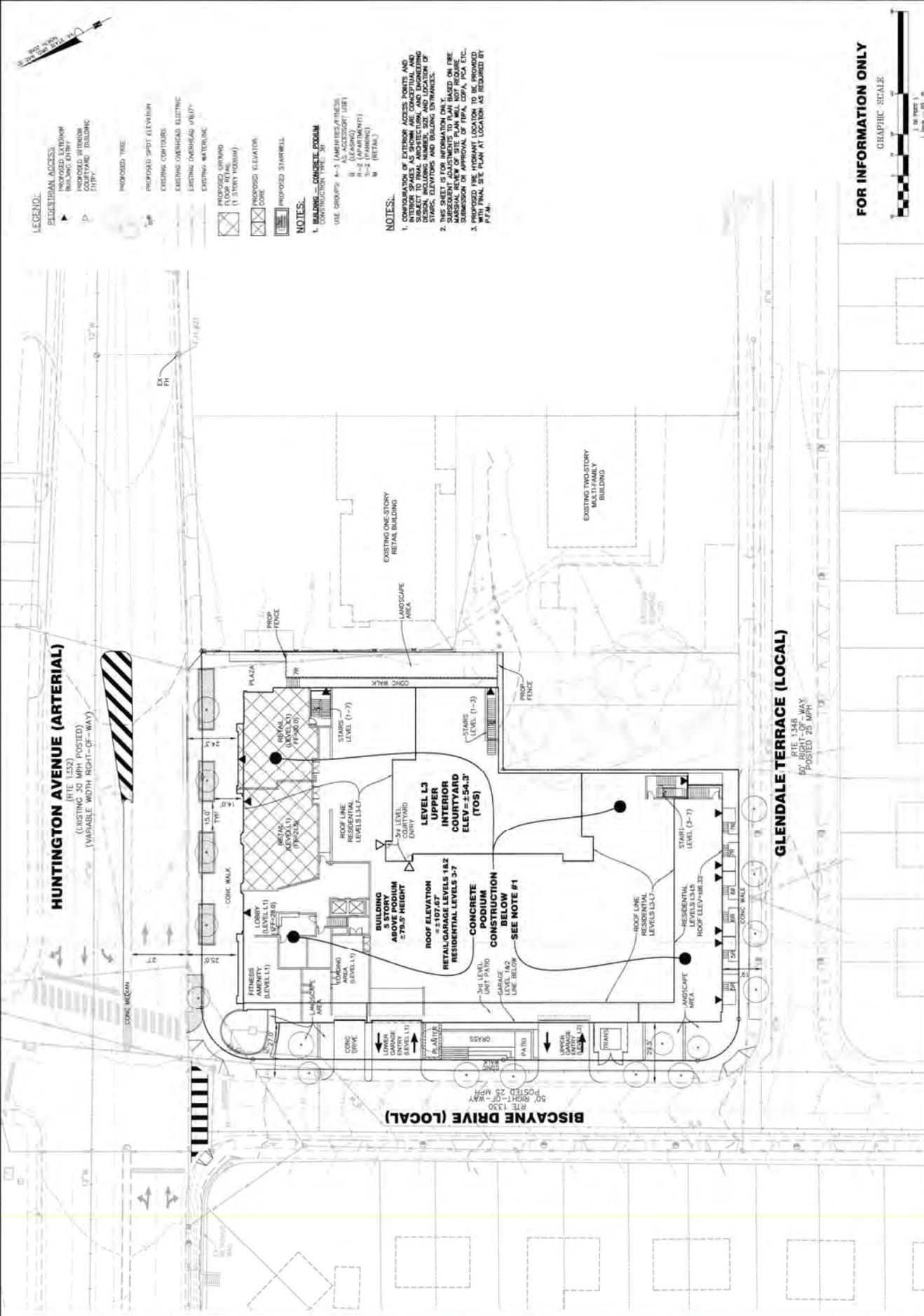


SOILS LEGEND

SOIL ID NUMBER	SOIL SERIES	FORMATION	SOIL DEPTH	EROSION POTENTIAL	PROBLEM CLUST
71C	SASSARAGO-WARMED COMPLEX	PA	PA	HIGH	1/A
96	URBAN LAND	NA	NA	NA	NA

NOTE:
 1. LOW BEARING VALUES FOR FOUNDATION SUPPORT.
 2. CLAYS WITH MODERATE TO HIGH SHRINK-SWELL POTENTIAL, OFTEN HAVING SLOW TO MODERATE PERMEABILITY.
 3. FENCED BROADWAY ABOVE RESTRICTIVE SIZE OF ROCK LAYERS.
 4. POTENTIALLY UNSATURATED CLAYS FROM MASSIVE SLOPE FAILURE OR SLOPE CRUISE.
 5. SEE INFORMATION OBTAINED FROM FAIRFAX COUNTY SOILS BAINING MAP 2011

GRAPHIC SCALE
 1" = 30'



LEGEND:

- VEGETATION ACCESS
- PROPOSED EXTERIOR BUILDING ENTRY
- PROPOSED INTERIOR COURTYARD BUILDING ENTRY
- PROPOSED TYPE
- PROPOSED SPOT ELEVATION
- EXISTING COURTYARD
- EXISTING OVERHEAD ELECTRIC
- EXISTING OVERHEAD (HULT)
- EXISTING WATERLINE
- PROPOSED UNPAVED ROOF RETAINMENT (1 STORY MODIUM)
- PROPOSED ELEVATOR CORE
- PROPOSED STAIRWELL

- NOTES:**
1. CONFIGURATION OF EXTERIOR ACCESS POINTS AND INTERIOR SPACES AS SHOWN ARE CONCEPTUAL AND NOT TO BE CONSIDERED FINAL. DESIGN, INCLUDING DESIGN, ELEVATORS AND BUILDING DRIVeways.
 2. SUBSEQUENT ADJUSTMENTS TO PLAN BASED ON THE MARSHAL REVIEW OF SITE PLAN WILL NOT REQUIRE REVISIONS TO THIS EXHIBIT.
 3. PROPOSED FIRE HYDRANT LOCATION TO BE PROVIDED BY P.T.M.

- USE GROUPS:** A-3 (APARTMENTS/THESES AS ACCESSORY USE)
 B-2 (APARTMENTS)
 S-2 (PARKING)
 M (RETAIL)

FOR INFORMATION ONLY

GRAPHIC SCALE

1" = 10'

1" = 10'

DESCRIPTION OF THE APPLICATION

The applicant, A&R Huntington Metro LLC, requests approval of a rezoning of approximately 1.04 acres from the Neighborhood Retail Commercial (C-5) District to the Planned Residential Mixed-Use (PRM) District to permit a mixed-use development within one-quarter of a mile of the Huntington Metrorail Station. The proposed development includes 132,266 square feet of multi-family residential use (up to 141 units) and up to 3,534 square feet of ground floor retail within one building. The proposed building’s maximum height transitions from approximately 80 feet along Huntington Avenue to approximately 36 feet along Glendale Terrace to the south. In total, the development contains 135,800 square feet of gross floor area at a Floor Area Ratio (FAR) of 2.99. Two levels of structured parking located on the first two levels of the building would serve the residential use. Below is a rendering of the proposed development along Huntington Avenue.



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

Waivers/Modifications Requested:

The applicant requests the following waivers and modifications:

- Waiver #25678-WPFM-001-1 to locate underground facilities in a residential area (PFM Section 6-0303.8), subject to conditions dated July 10, 2013 contained in Appendix 10 as Attachment A;
- Waiver of Par. 1 of Section 6-407 of the Zoning Ordinance for the minimum district size for the PRM District;
- Waiver of Section 13-303 of the Zoning Ordinance for transitional screening and Section 13-304 for the barrier requirements between the uses within the proposed development and modification of the transitional screening and waiver of the barrier requirements for the surrounding properties;
- Deviation from the Tree Preservation Target pursuant to Section 12-0508 of the Public Facilities Manual (PFM);
- Modification of Section 12-0510.4E(5) of the PFM to permit a reduction of the minimum four foot planting distance from a restrictive barrier;
- Waiver of Section 6-1307.2E of the PFM for the minimum setbacks of bioretention filters/basins from building foundations and property lines;
- Waiver of Par. 3 of Section 8-0201 of the PFM and Par. 2 of Section 17-201 of the Zoning Ordinance for the requirement to construct an on-road bike lane in favor of a contribution for future funding;
- Waiver of Par. 3 of Section 17-201 of the Zoning Ordinance for the requirement to provide inter-parcel connections to adjoining parcels;
- Waiver of Par. 4 and 10 of Section 17-201 of the Zoning Ordinance for further construction and/or widening of existing roads surrounding the application property and of the requirement for under-grounding existing utilities;
- Waiver of Section 7-0802.2 of the PFM for parking geometric standards to allow projections of structural columns within parking structures into the required parking stall area; and,
- Modification of Section 11-203 of the Zoning Ordinance for required loading spaces to permit the loading space depicted on the CDP/FDP.
- The Department of Public Works and Environmental Services (DPWES) is processing a request for the modification of the parking requirements separately for the Board of Supervisors' review.

LOCATION AND CHARACTER

The subject property is located in the Mount Vernon District along Huntington Avenue within one-quarter mile from the Huntington Metrorail Station. The application area includes five parcels totaling 1.04 acres and currently contains four single family attached dwellings (two duplexes), a 12-unit apartment building and an associated surface parking lot. The property is a corner lot bounded by Huntington Avenue to the north, Glendale Terrace to the south, and Biscayne Drive to the west. The property to the east along Huntington Avenue contains a commercial use, while the parcel to the southeast of the subject property is currently vacant. Vehicular access to the site is currently provided by driveways along Glendale Terrace that serve the duplex units and an entrance from Huntington Avenue to serve the 12-unit apartment building. The property slopes upward to the south and gains approximately 20 feet in elevation from Huntington Avenue to Glendale Terrace along Biscayne Drive. A vacant parcel that is not part of the application area is located near the southeast corner of the property. There are no Resource Protection Areas (RPAs), floodplains, or Environmental Quality Corridors (EQCs) on the property.



Source: Fairfax County Pictometry

The image above summarizes the zoning district and use for the surrounding parcels. The surrounding parcels to the south and west are planned for residential use at a density of 8 – 12 du/ac, while the adjacent parcels to the southeast and north are planned for residential use at a density of 16 – 20 du/ac. The parcels to the northeast are planned for Retail and Other.

BACKGROUND

On July 17, 1946, the subject property was rezoned to the General Business District pursuant to Rezoning Application #152A. The application property is not subject to any proffered conditions.

On April 22, 1946, the Board of Zoning Appeals (BZA) granted an exception for the construction of the Huntington Subdivision as a duplex development. The approved exception plat designated the application area as a commercial area.

According to assessment information from the Department of Tax Administration, the existing duplex residences on the property were constructed in 1949 and the apartment building on parcel 94A was built in 1950.

On August 14, 1978, the property was converted to the C-5 District in conjunction with the effective date of the current Zoning Ordinance.

On January 26, 2009, the Board of Supervisors approved a Comprehensive Plan amendment that included the subject property (BRAC# 08-IV-9MV) to add the option for redevelopment of Land Unit T as transit oriented mixed-use up to a 3.0 FAR.

On September 11, 2012, the Board of Supervisors approved an amendment to the Huntington Conservation Plan to allow for the redevelopment of Land Unit T as recommended by the Comprehensive Plan. The Huntington Conservation Area is comprised of Land Units A, B, and T, as described in the Comprehensive Plan provisions section below. The Huntington Conservation Plan was originally adopted for the community in 1976 with the basic goal of providing for the protection of a viable and sound residential community. The Conservation Plan also notes the importance of improving and maintaining housing and neighborhood quality.

COMPREHENSIVE PLAN PROVISIONS

The subject property is located within the Mount Vernon Planning District and MV1-Huntington Community Planning Sector within Land Unit T. Land Unit T is located within the Huntington Transit Station Area. Fairfax County Comprehensive Plan, 2013 Edition, Area IV Plan, Mount Vernon Planning District, Amended through April 9, 2013, MV1-Huntington Community Planning Sector, Land Unit Recommendations, on Pages 115 - 117 states:

*Land Units A, B and T
(Huntington Conservation Area)*

The land use recommendations for the Huntington community seek to preserve the stability of this residential area, upgrade local community shopping facilities, improve parklands and provide better pedestrian linkage to the Metro station. The Huntington Conservation Area is comprised of Land Units A, B and T as shown in Figure 28.

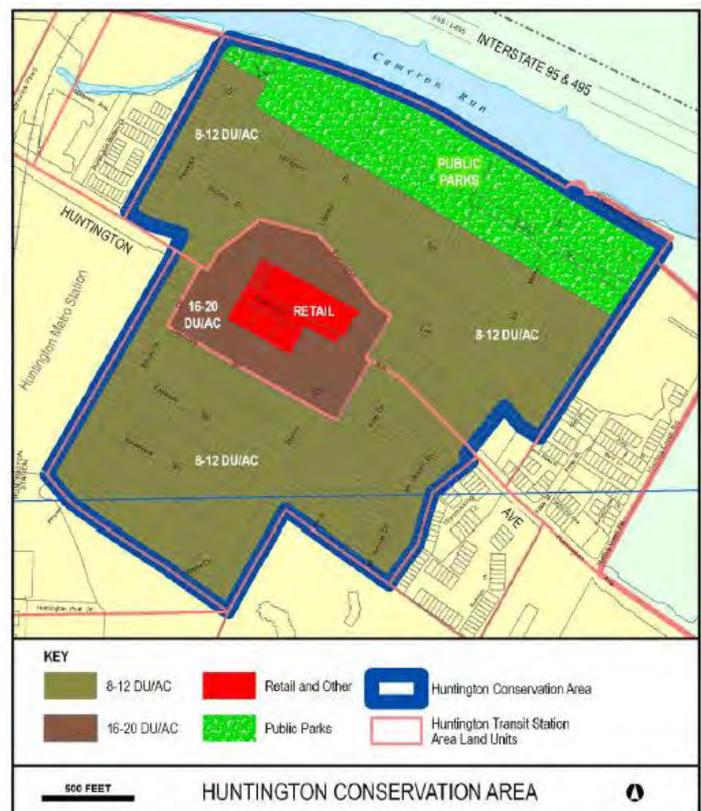


Figure 28 from Comprehensive Plan

A neighborhood improvement program and the Huntington Conservation Plan were adopted for the community by the Board of Supervisors in March, 1976. The basic goal of that document is the conservation and development of a viable and sound

residential community in the Huntington neighborhood. First, the neighborhood improvement program lists a series of public improvement projects that will be necessary to improve the livability of Huntington. Second, the Conservation Plan provides the legal mechanisms for carrying out the activities of the neighborhood improvement program; it firmly establishes land use densities for the Conservation Area; and it sets standards for future development and rehabilitation in the community.

...In the center of the Huntington Conservation Area on either side of Huntington Avenue is Land Unit T, an area developed with duplexes, garden apartments and local retail uses. This 10-acre area is planned for residential use at 16-20 dwelling units per acre with a retail component of up to 20,000 gross square feet to provide local services to the neighborhood (see Figure 28). Substantial consolidation of parcels is required in order to attain this level of development. To maintain the scale and character of the adjacent residential neighborhood, redevelopment of Land Unit T should:

- Respect a building height limit of three stories on the north side of Huntington Avenue; on the south side of Huntington Avenue, buildings should be within a three-story height as established along Glendale Terrace due to the sloping topography;*
- Provide landscaping between the existing residential uses and areas redeveloped with nonresidential uses or parking facilities to buffer the residential areas from adverse impacts;*
- Encourage the retention and rehabilitation of existing garden apartments on the site; and*
- Coordinate building design, massing and open spaces on both sides of Huntington Avenue.*

As an option, provided this option is in conformance with the Huntington Conservation Plan, the area bounded by Huntington Avenue, Biscayne Drive, Glendale Terrace and Blaine Drive is planned for transit oriented mixed use with an FAR up to a maximum of 3.0, incorporating approximately 75% residential, 20% office, and 5% retail uses with a significant portion of workforce housing. Building heights adjacent to Huntington Avenue closest to the Metro station should not exceed 120 feet, transitioning to lower building heights toward Glendale Terrace. High rise residential and office buildings along Huntington Avenue should incorporate street level community retail uses and a pedestrian friendly streetscape with convenient sidewalk access to the Metro station. Buildings along Glendale Terrace limited in height to 40 feet or less should be used as a transition to the adjacent neighborhood. Development along Glendale Terrace should be compatible in scale and architectural treatments to the surrounding residential neighborhood, incorporating sidewalk connections to the Metro and a pedestrian friendly streetscape. To encourage consolidation, portions may seek rezoning without the need for the entire block to be included at one time, provided that the applicant can demonstrate that any unconsolidated parcels would be able to develop in conformance with the Plan. Development within this area should also include the following:

- *Creative stormwater management techniques;*
- *Green building design to meet the criteria for certification as LEED Silver;*
- *Integration of urban park features within the site; and*
- *Consistency with the Policy Plan, Parks and Recreation, Objective 6 Policies.*

The full Comprehensive Plan text is available at the following link:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon2.pdf>

Additional relevant Comprehensive Plan guidance on land use compatibility and Transit Oriented Development (TOD) is presented in the Analysis section of this report and contained in Appendices 5 and 6.

DESCRIPTION OF THE CONCEPTUAL/FINAL DEVELOPMENT PLAN (CDP/FDP)

The CDP/FDP titled "Huntington Avenue Properties," submitted by Bowman Consulting Group and consisting of 28 sheets dated November 16, 2012, as revised through October 2, 2013, is reviewed below.

Site Layout

The CDP/FDP depicts the development of a single multi-family building containing up to 141 dwelling units and up to 3,534 square feet of retail use at a 2.99 FAR. The building's entrance, lobby, and residential amenity area is located at street level along Huntington Avenue. Retail uses would be located along Huntington Avenue at the eastern end of the ground floor.



Huntington Avenue Elevation with Retail

An option for residential use without retail, shown in the image to the right, is also depicted on the CPD/FDP. The portion of the building along Glendale Terrace features first-floor units with direct access to the street, as shown in the image below. The elevations provided on the CDP/FDP display a mixture of building materials, including masonry, composite metal/fiber cement panels, and metal coping. The masonry is primarily shown at the first five levels of the building, while the top levels contain composite metal / fiber cement panel and metal coping.

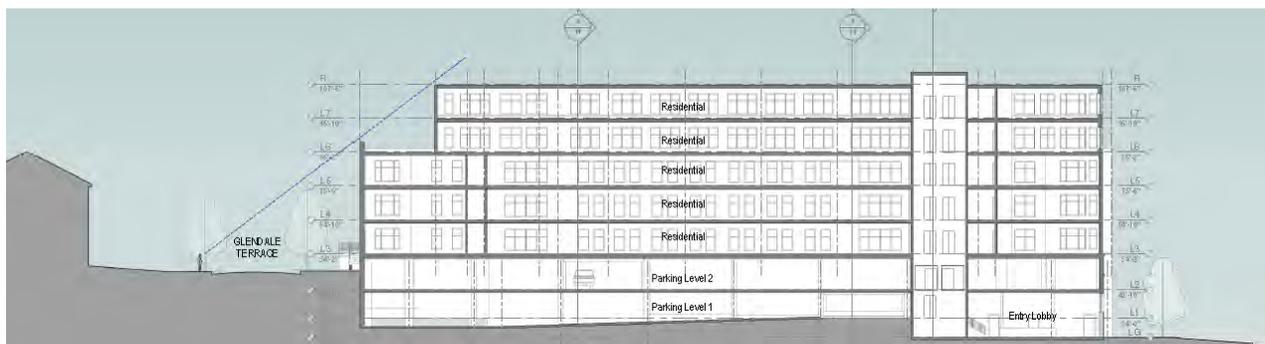


Alternative Huntington Avenue Elevation without Retail



Glendale Terrace Elevation

The building's maximum height transitions from approximately 80 feet (seven stories above grade) along Huntington Avenue to approximately 36 feet (three stories above grade) along Glendale Terrace. Two levels of structured parking would be located at the base of the building, which transitions from being above grade on the northern end of the building to below grade along Glendale Terrace due to the site's topography, which slopes upward from Huntington Avenue to Glendale Terrace. The cross-section below illustrates the transition in building height from Huntington Avenue to Glendale Terrace. The right side of the image displays the seven above-grade levels along Huntington Avenue, while the left side of the image illustrates the three above-grade stories along Glendale Terrace. The height of the building transitions to five stories within approximately 32 feet of the property line along the Glendale Terrace frontage.



Building Cross-Section Facing West

As shown in the image to the right, the building's setback along Biscayne Drive varies. Approximately 130 feet of the façade along Biscayne Drive is stepped back at the first level of residential units by approximately 10 feet to provide a patio area for the residents. Other portions of the building along Biscayne Drive step back at the top two levels of residential units.



Perspective at the Corner of Biscayne Drive and Glendale Terrace

Vehicular Access and Parking

Two proposed entrances along Biscayne Drive provide vehicular access to the building's parking structure. These access points feature recessed roll-up doors. The two levels of parking are not internally connected; therefore, each entrance provides access to one parking level. An additional entrance from Biscayne Drive provides access to the loading space. The applicant is providing 161 parking spaces for the residential use and no parking spaces for the retail use. The Zoning Ordinance requires 242 total parking spaces for the residential and retail uses. The applicant has submitted a request to the Department of Public Works and Environmental Services (DPWES) to permit the reduction in the required number of parking spaces. This request is being processed separately for the Board of Supervisors' review. However, DPWES is not supportive of the request.



Biscayne Drive Elevation: The circles indicate the locations of the entrances to the garage and loading space

Open Space

Sheet 21 of the CDP/FDP provides a site open space allocation map and states that a total of 15,019 square feet open space is provided throughout several private and public areas on the site. Approximately 3,549 square feet of this calculated open space is the streetscape along Huntington Avenue. The applicant is proposing one private 4,820 square foot courtyard on the third floor of the building, 730 square feet of private unit patios along Biscayne Drive, 1,072 square feet of private residential frontage along

Glendale Terrace, and four pockets of publicly accessible open space. The publicly accessible open space includes a 1,037 square foot “Public Plaza” along Biscayne Drive (also referred to as “Terraced Plaza”), an 868 square foot “Civic Plaza” near the corner of Biscayne Drive and Huntington Avenue, an 873 square foot “Neighborhood Plaza” near the corner of Biscayne Drive and Glendale Terrace, and a 2,070 square foot “Transitional Plaza” and dog park within an easement along the eastern side of the building. The image below illustrates the proposed “Public Plaza” and “Neighborhood Plaza.”



CDP/FDP excerpt with open space areas labeled

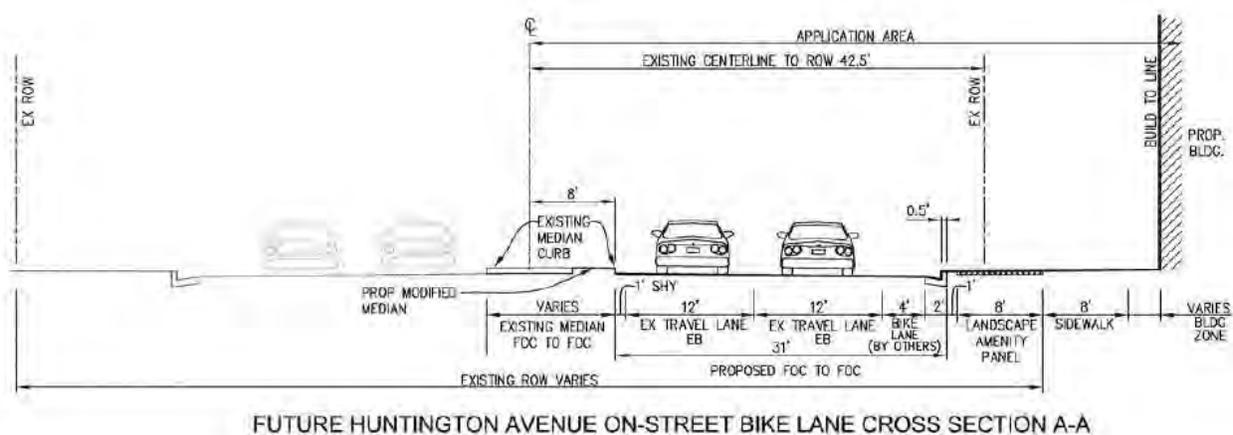
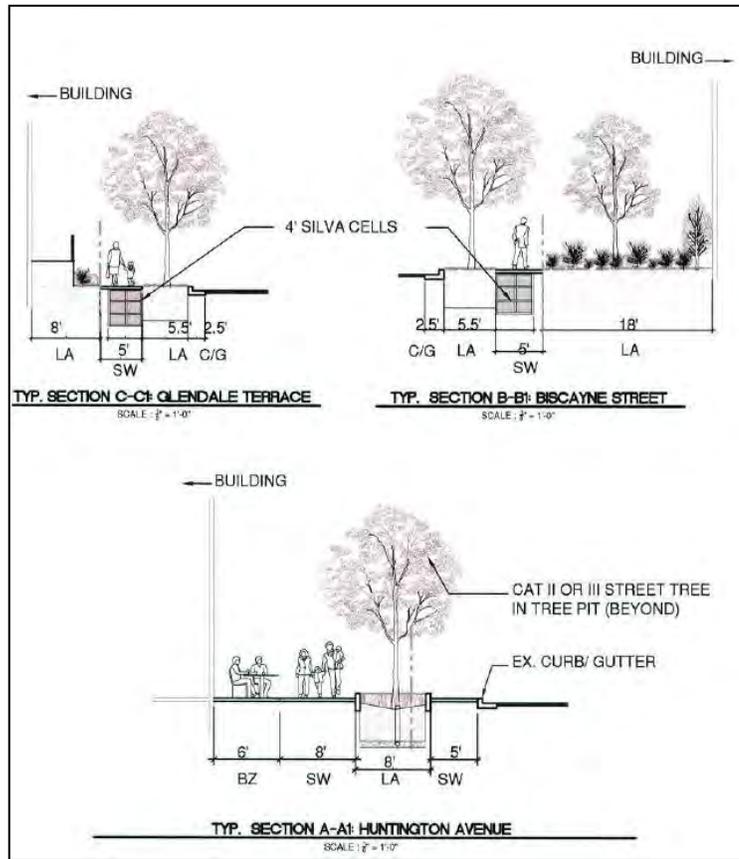


Proposed “Public Plaza” (shown at the top and left above) and “Neighborhood Plaza” (shown at the bottom right)

Streetscape and Landscaping

The proposed streetscape and landscaping for the site are shown on the CDP/FDP excerpts below. Along Glendale Terrace, the streetscape consists of an 8-foot wide landscaped area adjacent to the building, a 5.5-foot wide landscape buffer adjacent to the road, and a 5-foot wide sidewalk in between these two landscaped areas. The section along Biscayne Drive depicts an 18-foot wide landscaped area adjacent to the

building, a 5-foot wide sidewalk, and a 5.5-foot wide landscaped area adjacent to the road. Breaks in the streetscape occur along Biscayne Drive for the two garage entrances, the loading area, and a transformer box (shown as "TRANS" on CDP/FDP). Two sections are provided for the Huntington Avenue streetscape. The section to the right depicts the streetscape without the construction of an on-road bike lane on Huntington Avenue, which includes a 6-foot wide browsing area, 8-foot wide sidewalk, 8-foot wide landscaped area, and an additional 5-foot wide sidewalk on the northern side of the landscaped area. The applicant is requesting a waiver of construction for the on-road bike lane and is proffering an escrow for the future construction of this bike lane by others. Subsequent to a shift in the curb location to accommodate a future on-road bike lane, the Huntington Avenue streetscape would feature an 8-foot wide landscaped area, 8-foot wide sidewalk, and a varied building zone width (minimum of 3-foot wide), as shown in the image below. There are no current plans for the installation of the bike lane along Huntington Avenue.



Stormwater Management

The applicant proposes to meet stormwater management (SWM) detention requirements through the use of an underground detention vault located along the

Huntington Avenue frontage. Stormwater runoff from within the building footprint will be collected via roof drains and courtyard area drains and will be routed to the detention vault.

The Public Facilities Manual (PFM) requires that the development achieve a phosphorus removal efficiency of 40%. The applicant will meet the majority of this requirement with a mechanical filter located along Huntington Avenue. This storm filter will be privately owned and maintained. Additional phosphorus removal will be achieved with bioretention tree filters located along Huntington Avenue and Biscayne Drive. The CDP/FDP depicts an overall phosphorus removal efficiency of 44.3%.

The applicant is also proposing several additional stormwater management and BMP techniques that do not currently qualify for credit according to the PFM, such as a living lawn on the third level courtyard that does not qualify as a vegetative roof and water storage cisterns beneath a wooden deck within the courtyard.

RESIDENTIAL DEVELOPMENT CRITERIA AND TRANSIT-ORIENTED DEVELOPMENT (TOD) GUIDELINES

Fairfax County expects new residential development to enhance the community by fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on public facilities, being responsive to the County's historic heritage, contributing to the provision of affordable housing, and being responsive to the unique site specific considerations of the property. To that end, the Comprehensive Plan requires that the Residential Development Criteria be used to evaluate zoning requests for new residential development. Fairfax County also seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging transit-oriented development (TOD) as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations. The Policy Plan contains Guidelines for Transit-Oriented Development that the application must also meet. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area. For the complete Residential Development Criteria text and the Guidelines for Transit-Oriented Development, please see Appendix 5 and 6, respectively. The Land Use Analysis is provided in Appendix 7.

To avoid repetition and enhance readability, staff has combined the review of the Residential Development Criteria in the Policy Plan with the review of the TOD Guidelines. The following review uses the site specific Comprehensive Plan recommendations and the Residential Development Criteria as the format for the discussion.

Conformance with the Site Specific Comprehensive Plan Recommendations *(See Also TOD Guidelines 1, 2, 4, 6, and 16)*

The applicant is proposing to rezone the site to allow for redevelopment under the Plan option previously described in the Comprehensive Plan Provisions section of this report.

The 1.04 acre application property represents a portion of the 4.35 acre Land Unit T that is included in this Plan option.

Mix of Uses

The Plan recommends a mix of 75% residential, 20% office, and 5% retail uses over the entire 4.35-acre redevelopment area. The applicant's proposal consists of approximately 97.4% residential use and 2.6% retail use. TOD Guideline 4 promotes a mix of land uses to ensure the efficient use of transit, promote increased ridership during peak and off-peak travel periods in all directions, and encourage different types of activity throughout the day. In addition, TOD Guideline 6 calls for excellence in urban design, including streetscape and building design, which creates a pedestrian-focused sense of place. Staff believes a more balanced mix of uses would help advance some of the fundamental goals of TOD. Instead, the applicant's proposed intensity with the lack of consolidation leaves additional uses to be accommodated by future development within Land Unit T.

The applicant's proposal includes an option for the retail component on Huntington Avenue to be substituted with residential units or residential amenities if the applicant is unable to secure retailers within 12 months of the submission of the building permit for the building. Staff questions the likelihood of retail actually being provided within the development given this short recruiting timeframe, the absence of any parking spaces to serve the retail, and the sub-standard size of the retail spaces. Staff is also unclear on how this option will work from a building plan and construction standpoint if the applicant intends to build the maximum number of residential units. Staff does not support the proposed alternative of residential units from both an urban design and land use perspective. In terms of design, the residence entrances are located on Huntington Avenue without providing a zone of separation or privacy between the public and private realm. Inclusion of a front porch, steps, or a setback of the doorways from the sidewalk could help achieve a better sense of safety and privacy. This is particularly vital since Huntington Avenue functions as a primary pedestrian connection to the Huntington Metrorail station. The transition plaza and dog park may also need to be removed or redesigned, as they pose a similar concern if windows or additional entrances to the residential units are located along this side of the building.

The Comprehensive Plan calls for ground level retail to provide neighborhood services and opportunities for residents to socialize. Outdoor seating in front of a coffee shop or café would greatly enhance the character of the area and help achieve the goal of encouraging pedestrian activity throughout the day and achieving an appropriate sense of place and a pleasant pedestrian environment. Staff believes that this could not be achieved if there are residential units along the Huntington frontage instead of retail and has concerns about the functionality of the proposed Huntington Avenue streetscape in the absence of the retail uses. To achieve the same underlying goals if retail is not feasible, staff suggests the applicant consider programming the space for a community center rather than residential use.

In summary, staff does not believe the applicant is sufficiently meeting TOD Guidelines 4 (Mix of Land Uses) and 6 (Urban Design) given the option to substitute the retail for residential units or residential amenities.

Recommended Conditions

Development within the area that this Plan option applies to should also meet the following recommended conditions of the Comprehensive Plan.

“Creative stormwater management techniques”

The applicant is proposing a small area of rooftop cisterns which will capture a portion of typical rainfall events for reuse in some of the surrounding landscaping, as well as some additional areas for infiltration beyond the typical requirements for stormwater management. However, staff believes that the limited size of the site, combined with the overall intensity of the proposal, limits the potential for any broader application of innovative stormwater management measures. While staff recognizes that this Comprehensive Plan language applies to a larger land area than the subject property, the consolidation of additional land area could provide for additional creative stormwater management options to be considered for the proposed development. Staff does not believe that this site specific recommendation has been sufficiently addressed with the current proposal.

“Green building design to meet the criteria for certification as LEED Silver”

The development is expected to achieve LEED certification or an equivalent third party green building residential program. In addition, this site specific text references LEED Silver. The Comprehensive Plan does not specify whether the LEED Silver recommendation is applicable to all development in this Land Unit or just non-residential development; however, there are not expectations elsewhere in the County for residential structures to achieve this level of commitment. The applicant has committed to certification of the EarthCraft House Program or National Green Building Standard using the Energy Star Qualified Homes path for energy performance. This commitment conforms to the Policy Plan’s green building policy and, in staff’s opinion, meets the intent of this Comprehensive Plan condition.

“Integration of urban park features within the site” and “Consistency with the Policy Plan, Parks and Recreation, Objective 6 Policies”

Additional conditions for redevelopment include the integration of urban park features and consistency with the Policy Plan, Parks and Recreation, Objective 6 Policies. The Policy Plan describes the need to mitigate adverse impacts to park and recreational facilities caused by growth and development and offers a variety of ways to offset those impacts, including contributions, land dedication, development of facilities, and others. The Policy Plan also describes that developers should be encouraged to cooperatively develop and maintain publicly accessible urban parks, connective trails, park amenities, and active recreation

facilities in mixed-use centers in accordance with the Urban Parks Framework. The Urban Parks Framework, which was adopted by the Board of Supervisors on May 14, 2013, provides an urban parkland standard and more detailed guidance regarding parks and resources.

Using the adopted urban park level standard, the proposed development generates a need for 0.32 acres (13,939 square feet) of urban parkland on-site. The CDP/FDP depicts four pockets of publicly accessible open space at a total of 4,848 square feet. The applicant is also proposing one private 4,820 square foot courtyard on the third floor of the building and 730 square feet of private unit patios along Biscayne Drive, as detailed in the Description of the CDP/FDP section of this report. Although staff acknowledges that meeting the full requirement would require approximately 31% of the site, staff believes that the proposed public open spaces could be improved to better reflect the Urban Parks Framework. Specifically, staff commented that the applicant enhance the “Civic Plaza” park space on the corner of Huntington Avenue and Biscayne Drive; expand the size of the “Neighborhood Corner” park space on the corner of Biscayne Drive and Glendale Terrace and add a focal feature to activate the space; clarify the intended use and function of the “Transitional Plaza” park space and provide additional seating options; and, consider an alternative use for the space designated for an off-leash grass community dog park. The area of the dog park is smaller than the Park Authority’s minimum recommended size for an off-leash dog park (0.25 acres with a preference of at least 0.5 acres) and is adjacent to the proposed development and existing buildings.

Staff appreciates that the applicant’s most recent submission more clearly delineates the public spaces and includes details regarding the proposed public art, variations in paving materials, seating areas, and improved streetscape and landscaping. However, while the rooftop courtyard provides an appealing private recreational space for residents, the proposal lacks usable, well-integrated, publicly accessible urban park space. In staff’s opinion, additional public open space areas might be feasible if the applicant designed the building at a greater height along Huntington Avenue, as this could result in a less land-intensive design. Further, staff believes that a larger consolidation would have provided an opportunity to create a more functional publicly accessible open space to serve the nearby community and better meet the intent of this Plan recommendation.

The Comprehensive Plan’s site specific recommendations also include guidance for building heights and the provision of workforce housing. Staff’s analysis of this is included within the discussion of Residential Development Criteria 2 and 7, respectively.

Residential Development Criteria 1: Site Design (See also *TOD Guidelines 3 and 14*)

All rezoning applications for residential development are expected to be characterized by high quality site design. Developments are expected to address the consolidation goals in the Comprehensive Plan and integrate the proposed development with adjacent planned and existing development. This criterion further recommends that the

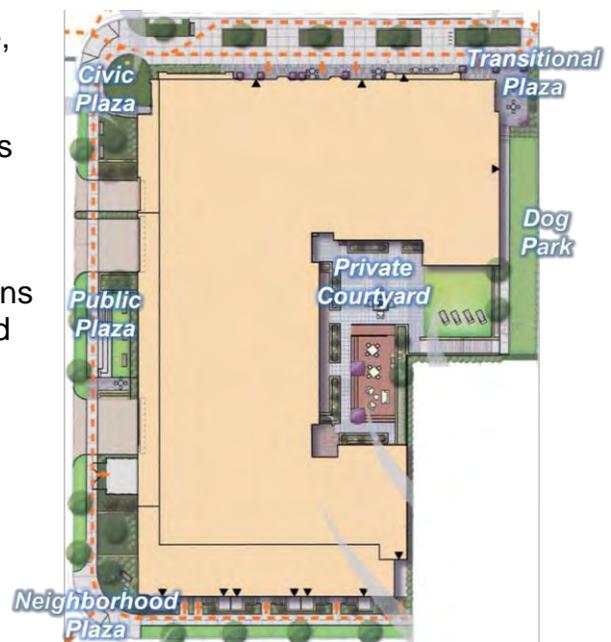
proposed site layout provide for a logical design with appropriate relationships within the development. Further, it states that open space should be usable, accessible and integrated with the proposed development and that appropriate landscaping and recreational amenities be provided. TOD Guideline 14 also speaks to the provision of publicly-accessible, high-quality, usable open space.

Consolidation

The Policy Plan states that developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. The Comprehensive Plan's site specific guidance recommends "substantial consolidation of parcels." However, this language refers to the entirety of Land Unit T to allow for 16 – 20 dwelling units per acre and up to 20,000 gross square feet of retail use rather than redevelopment under the Plan option. Although the site specific text for the Plan option that the applicant is pursuing does not require full consolidation of the 4.35 acre area, staff feels that substantial consolidation is relevant to this application because it would better enable achievement of the goals of redevelopment stated within the Plan option. In staff's opinion, the applicant has not provided for substantial consolidation.

Landscaping and Amenities

The applicant's proposal includes landscaping along the Huntington Avenue, Glendale Terrace, and Biscayne Drive frontages of the site, as described in the Description of the CDP/FDP section of this report and as shown in the CDP/FDP excerpt to the right. Staff appreciates the details that the applicant has provided regarding the proposed public art, variations in paving materials, and seating areas and is generally supportive of the proposed landscaping and streetscape. Staff has suggested that the applicant consider additional amenities in the proposed park areas, such as additional seating in the "Neighborhood Plaza," the use of grass rather than the concrete seating area in the "Public Plaza," and an alternative use for the park space designated for an off-leash grass community dog park.



CDP/FDP excerpt with open space areas labeled

Open Space

The CDP/FDP depicts four pockets of publicly accessible open space at a total of 4,848 square feet. The applicant is also proposing one private 4,820 square foot courtyard on the third floor of the building, 730 square feet of private unit

patios along Biscayne Drive, and 1,072 square feet of private residential frontage along Glendale Terrace. In addition, the applicant is proposing 3,549 square feet of streetscape along Huntington Avenue. Staff acknowledges that the applicant's most recent submission demonstrates a marked improvement from previous submissions in terms of the provision of usable open space. However, as previously discussed, staff finds that the proposed intensity in the absence of substantial consolidation presents obstacles to providing high-quality, well-integrated, and usable public open space.

Overall, staff is generally supportive of many of the site design elements proposed with this application, including the proposed streetscape and landscaping as well as most of the site amenities shown on the CDP/FDP. However, staff finds that the application does not fully satisfy Residential Development Criterion 1 and TOD Guideline 14 due to the lack of well-integrated and usable public open space on the site.

Residential Development Criteria 2: Neighborhood Context

(See also TOD Guideline 10)

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

The area surrounding Land Unit T remains in the Huntington Conservation Area. The scale and character of the stable residential area surrounding the subject site is planned to remain, as the Huntington Conservation Area designation is not anticipated to be modified. Ensuring compatibility between higher intensity development and the surrounding low density residential area is particularly critical within the context of conservation areas. The basic goal of the Huntington Conservation Plan is to provide for the protection of a viable and sound residential community. Staff is concerned that the proposed intensity of approximately 2.99 FAR on the 1.04 acre subject property precludes the ability for the applicant to demonstrate compatibility with the surrounding stable residential area that is part of a neighborhood Conservation Area.

The Comprehensive Plan's site specific recommendations limit building heights to 120 feet adjacent to Huntington Avenue closest to the metro station and 40 feet along Glendale Terrace. As demonstrated in the elevation below, the building is seven stories (80 feet) in height along Huntington Avenue and the majority of the building's façade along Biscayne Drive is six to seven stories in height.



Biscayne Drive Elevation

The building then transitions to three stories in height along Glendale Terrace. While the proposed building conforms to the maximum heights specified in the Comprehensive Plan, the Plan does not provide guidance on tapering of building height along Biscayne Drive. Glendale Terrace and Biscayne Drive are similarly situated adjacent to duplexes along residential streets; therefore, staff believes that the impacts of redevelopment should be given similar consideration. Staff appreciates the revisions that the applicant has made to attempt to address staff's concern regarding compatibility along Biscayne Drive with the adjacent residential neighborhood, including a greater setback at level three of the building with private patios, a terraced plaza at ground level, and some slight terracing of the upper levels from the primary building façade. However, staff feels that the townhouse-style design and scale demonstrated along Glendale Terrace provides the transition needed to protect the character of the surrounding neighborhood.

Given the overall intensity and the treatment along Biscayne Drive, staff remains concerned about the compatibility of the proposed development with the surrounding stable residential area and, therefore, does not believe that the application fully satisfies Criterion 2.

Residential Development Criteria 3: Environment (Appendix 8)

(See also TOD Guideline 12)

Developments are expected to conserve natural environmental features to the extent possible and account for soil and topographic conditions. Developments are expected to protect current and future residents from noise and lighting impacts. Developments are also expected to minimize off-site impacts from stormwater runoff and adverse water quality impacts. Finally, sites are expected to be designed to encourage walking and biking.

Green Building and Stormwater Management (Appendices 8 – 10)

As previously discussed, the applicant's green building proffer conforms to the Policy Plan's green building policy. In addition, the applicant will meet stormwater management detention requirements through the use of an underground detention vault. The CDP/FDP illustrates that the application will also meet the

PFM's minimum 40% Best Management Practices (BMP) requirement. However, as previously discussed, staff does not believe that the applicant's proposal sufficiently addresses the Comprehensive Plan's site specific recommendation to provide "creative stormwater management techniques."

Soils

Marumscos soils are clearly noted on the subject property on the County's Soil Map. These soils may be prone to slippage, with the potential to result in damage to the subject property as well as adjoining properties. The applicant's proffers state the intent to submit a geotechnical study at the time of site plan. Staff has informed the applicant that should they choose to complete the geotechnical study as part of the site plan process and it ultimately results in design changes, they could be required to submit a proffered condition amendment (PCA) and a final development plan amendment (FDPA) application for the proposed development. Any final determination regarding matters related to the final geotechnical study will be determined by staff within DPWES at the time of site plan.

Noise

The subject property is likely to be affected by transportation generated noise from Huntington Avenue as well as the nearby commuter rail station. Staff requested that the applicant commit to providing a noise study to determine the extent of these impacts and any proposed mitigation measures needed to result in an interior noise level of no greater than DNL 45 dBA. The applicant has not provided staff with the requested noise study. However, a noise study provided for a nearby development expects to see noise levels in excess of 70 dBA along Huntington Avenue. The applicant has proffered to provide a noise study to the Department of Planning and Zoning (DPZ) and DPWES prior to site plan approval to demonstrate that with adopted noise mitigation measures all affected interior areas of the residential units constructed on the property will have noise levels reduced to a maximum of approximately 45 dBA Ldn. However, to be in accordance with the Policy Plan on noise mitigation for outdoor activity areas, the applicant should also commit to noise attenuation, if needed, to achieve DNL 65 dBA or less in the outdoor activity areas. The applicant has only proffered to this level for the residential courtyard.

In summary, staff believes that the applicant's proposal conforms to the Policy Plan's green building policy. However, staff believes that the application does not sufficiently address the Plan's site specific recommendation of providing creative stormwater management techniques and is not in accordance with the Policy Plan on noise mitigation for outdoor activity areas. Therefore, the application does not fully meet Criterion 3 in staff's opinion.

Residential Development Criteria 4: Tree Preservation and Tree Cover Requirements (Appendix 11)

(See also TOD Guideline 12)

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

The existing vegetation map depicts 0.33 acres of early succession forest in fair condition, 0.49 acres of maintained grasslands, and 0.22 acres of development land on the 1.04 acre subject property. Staff did not identify any specific trees as candidates for preservation. The applicant is proposing to remove all 30 existing trees on the property. Four off-site trees are shown as to be preserved. This will require a deviation from the tree preservation target, as the applicant is not providing any tree preservation and the tree preservation target for this site is 1,445 square feet. Staff does not object to this deviation given the lack of desirable existing vegetation on the property, as further discussed in the Waivers and Modifications section of this report.

Sheet L-100 contains the conceptual landscape plan for the proposed development and depicts the streetscape along the site's three frontages. In total, the development includes 4,571 square feet of proposed plantings. The 10-year tree canopy requirement for the site is 4,513 square feet. Urban Forestry staff noted that the low crowns of Category II ornamental trees shown between the building and the street on the north and west sides of the proposed building will ultimately impede pedestrian and vehicular traffic and recommended that the CDP/FDP be revised to show Category III trees along these frontages where trees are located adjacent to the sidewalk or the street. Staff has proposed a development condition that would require that the applicant plant Category III trees rather than Category II trees in these areas.

Overall, staff finds that with the adoption of the above described proposed development condition the application satisfies Criterion 4.

Residential Development Criteria 5: Transportation (Appendix 12)

(See also TOD Guidelines 3, 7, 8, 9 and 11)

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

Access to the building will be provided via two proposed garage entrances off of Biscayne Drive. The applicant has indicated that the Virginia Department of Transportation (VDOT) approved an access management exception for the entrance closest to the corner of Huntington Avenue and Biscayne Drive. The applicant has proffered to reconstruct the median along the Huntington Avenue frontage in order to

provide for an extended westbound left turn lane on Huntington, subject to VDOT approval.

Staff believes that the applicant proffers to a strong Transportation Management (TDM) program, which includes a 45% reduction in vehicle trip generation. The applicant is also proposing bicycle and pedestrian improvements in addition to the sidewalks being provided on-site. Specifically, the applicant will provide bicycle parking as well as a proffered escrow of \$32,270 for the cost of striping, curbing, pavement and storm drain relocation along the property's frontage on Huntington Avenue to accommodate an on-street bicycle lane within the existing right-of-way. In addition, the applicant proffers to contributing \$30,000 for pedestrian improvements on the north and west legs of the intersection of Biscayne Drive and Huntington Avenue. The applicant's proffers also provide for a marked pedestrian crosswalk, pedestrian ramps, and a countdown pedestrian signal (if necessary) on the south leg of the intersection, subject to VDOT approval. The applicant is proffering to escrow funds in the event that VDOT does not approve the median or pedestrian improvements at the Biscayne Drive intersection. However, staff does not believe that the proffered amounts are sufficient.

In summary, staff finds that the application meets Criterion 5 given the strong TDM program and the proffered transportation contributions and improvements. However, staff believes that the applicant should increase the proposed contributions in the event that the proposed median and Biscayne Drive pedestrian improvements are not approved by VDOT. This remains an outstanding issue.

Residential Development Criteria 6: Public Facilities

(See also TOD Guidelines 13 and 15)

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

Fairfax County Public Schools (Appendix 13)

The proposed development would be served by Cameron Elementary, Twain Middle, and Edison High schools. A total of 11 new students are anticipated based on the County-wide student yield ratios (five elementary, three Middle, and three High School). The Fairfax County Public Schools (FCPS) determined that \$115,368 (11 x \$10,488) is appropriate to offset the potential impact of additional students on the area. The applicant proffers to providing \$10,488 per expected new student generated by the proposed development to be utilized for capital construction and capacity enhancements to schools to which the students generated by the proposed development are scheduled to attend. The proffers allow for the final amount to change if the number of units is reduced from 141 and fewer students are generated by the site. The proffers commit to notifying FCPS of the intended construction and anticipated completion date prior to beginning construction of the proposed development.

Fairfax County Park Authority (Appendix 14)

The applicant proffers to the Fairfax County Park Authority's requested contribution of \$191,102 for recreational facility development at one or more park sites located within the service area of the subject property in order to offset the additional impact caused by the proposed development. In addition, the proposed private courtyard, indoor fitness center, and unspecified amenity room will apply to the Zoning Ordinance requirement to provide on-site recreation facilities at \$1,700 per non-affordable dwelling unit to serve the on-site residents. However, as previously discussed, the applicant is not providing for the requested 0.32 acres of urban parkland on site.

Fairfax County Water Authority, Fire and Rescue, and Sanitary Sewer (Appendices 15 – 17)

There is adequate sanitary sewer capacity to serve the proposed development (Appendix 15). The development would be serviced by the Fairfax County Fire and Rescue Department Station #411, Penn Daw (Appendix 16). The property is currently served by Fairfax Water. Adequate domestic water service is available at the site from existing 12-inch and 6-inch water mains located along Huntington Avenue and Biscayne Drive (Appendix 17).

The applicant is providing for the requested school contribution and has adequate water, fire, and sanitary sewer services available. The applicant is providing for the FCPA's requested contribution of \$191,102 as well as on-site recreational facilities to meet the Zoning Ordinance requirement of \$1,700 per non-affordable dwelling unit to serve the on-site residents. However, as discussed earlier in this report, the proposal lacks usable, publicly accessible urban park space. Therefore, staff believes that the application does not fully meet Criterion 6.

Residential Development Criteria 7: Affordable Housing
(See also TOD Guideline 5)

Ensuring an adequate supply of housing for low and moderate income families, those with special accessibility requirements, and those with other special needs is a goal of the County. The applicant can elect to fulfill this criterion by providing affordable units that are not otherwise required by the Accessory Dwelling Unit (ADU) Ordinance. As an alternative, land that is adequate and ready to be developed for an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity as may be approved by the Board. Satisfaction of this criterion may also be achieved by a contribution to the Housing Trust Fund or, as may be approved by the Board, a monetary and/or in-kind contribution to another entity whose mission is to provide affordable housing in Fairfax County, equal to 0.5% of the value of all of the units approved on the property except those that result in the provision of ADUs.

Affordable dwelling units will likely not be required for this application based on the type of construction. A minimum of 12% Workforce Dwelling Units (WDUs) is recommended under the Housing element of the Policy Plan. Further, the site specific Plan option

states that a significant portion of workforce housing is recommended to be incorporated with redevelopment. The applicant has proffered to provide 15% of the units as workforce dwelling units (WDUs) in accordance with the Policy Guidelines adopted by the Board of Supervisors. In the event that the construction type changes, the applicant may be required to provide ADUs and WDUs in accordance with the Board Policy. Staff finds that the application meets Criteria 5 and believes that the applicant's proffer to provide no less than 15% of the total residential units as WDUs represents a significant portion of workforce housing in line with the Plan's site specific recommendations.

Residential Development Criteria 8: Heritage Resources

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

The subject parcels were subjected to archival cultural resources review, which indicated that the property contains structures that are more than 50 years old. Therefore, the Fairfax County Park Authority (FCPA) recommends that the applicant have the structures assessed and documented by a qualified historic architect for architectural significance. The applicant's draft proffers commit to this request. As such, staff finds that the application adequately addresses Criterion 8.

ZONING ORDINANCE PROVISIONS (Appendix 18)

Planned Residential Mixed Use (PRM)

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

The subject property is located in the Huntington Transit Station Area. The

Comprehensive Plan allows for the option of a mix of residential, office, and retail uses up to a 3.0 FAR. The applicant is proposing a mix of residential and retail, with the residential component comprising a large majority of the development. Staff believes that residential and retail uses themselves at this location are compatible and would not adversely impact the adjacent developments. However, as previously discussed, staff has concerns about the proposed development's compatibility with the surrounding residential development along Biscayne Drive and the lack of adequate public open space due to the proposed intensity in the absence of substantial consolidation.

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

Section 16-101 contains six general standards that a planned development must meet. In addition, Sect. 16-102 contains three design standards that all Conceptual and Final Development Plans must satisfy. These standards are summarized below and contained in Appendix 18.

General Standards (Sect. 16-101)

General Standard 1 requires that the planned development substantially conform to the adopted Comprehensive Plan with respect to type, character and intensity.

Development at a maximum intensity of 3.0 FAR is recommended for the 4.35 acre Land Unit T. The Comprehensive Plan guidance does not require full consolidation, but it does not specify how development might occur for a portion of the 4.35 acres. With an overall intensity of 2.99 FAR, the proposed intensity is not inconsistent with the Comprehensive Plan. However, staff believes that the lack of consolidation, along with the proposed intensity, precludes the application from satisfying all of the Plan option's site specific criteria and the Policy Plan's Residential Development Criteria and TOD Guidelines, as previously discussed.

General Standard 2 requires that the planned development achieve the stated purpose and intent of the planned development district more than under a conventional district.

The PRM District regulations are designed to promote high standards in design and layout and to encourage compatibility among uses within the development and integration with adjacent developments. Staff believes that the proposed intensity on the site constrains the ability to provide for high-quality design and layout, particularly in terms of usable public open space. However, the Comprehensive Plan option that includes the subject property could not be achieved with a conventional district due to the limits on intensity.

General Standard 3 requires the planned development to efficiently utilize the land and preserve scenic and natural features to the extent possible.

Staff did not identify any scenic assets or natural features for preservation during the review of the application.

General Standard 4 requires that the planned development be designed to prevent substantial injury to surrounding development and not deter or impede development.

While the proposed intensity is not inconsistent with the Comprehensive Plan, staff is concerned that the amount of development proposed in the absence of substantial consolidation precludes the ability for the applicant to demonstrate compatibility with the adjacent low-density residential area, as previously discussed. In addition, staff is concerned that the proposed development's significant reduction in the number of parking spaces from that of the Zoning Ordinance's minimum requirement and the provision of no retail parking spaces could negatively affect the surrounding residential neighborhood. The Zoning Ordinance requires 1.6 parking spaces per residential unit and the applicant is providing 1.14 parking spaces per residential unit. The surrounding neighborhood and the Biscayne Drive and Glendale Terrace frontages of the site are currently located within the Huntington 1A Residential Permit Parking District. This district restricts parking between 6:00 a.m. and 8:00 p.m. on weekdays to residents who reside within the district and have a valid 1A permit. Residents of the proposed building as well as visitors and retail customers and employees could park in these areas only outside of the restricted times. Therefore, if adequate parking is not provided for the proposed use and residents, visitors, and retail customers park along the street outside of the restricted times, the proposed development could negatively impact the surrounding development by possibly creating parking shortages during these unrestricted times. DPWES is performing a review of the applicant's requested parking reduction. Appendix 19 of this report contains their comments on the proposed parking reduction request.

Given the potential for the proposed development to negative impact the surrounding development, staff does not believe that the application fully meets this standard.

General Standard 5 requires the planned development to be located in an area with adequate public facilities.

Adequate public facilities are available. Therefore, staff finds that this standard is satisfied.

General Standard 6 requires that the planned development provide coordinated linkages.

The proposed development includes an on-site pedestrian network that would provide coordinated linkages to adjacent properties and the nearby Huntington Metrorail Station. Staff believes that the application satisfies this standard.

Design Standards (Sect. 16-102)

The Design Standards specify that bulk regulations and landscaping and

screening provisions shall generally conform to the provisions of the most similar conventional zoning district and stipulate that adequate parking and street systems shall be provided. The R-30 District (Residential 30 dwelling units per acre) is the closest conventional residential district. The table below summarizes the R-30 district's minimum yard requirements and the building setbacks provided by the proposed development.

	R-30 Requirement	Proposed Building
Front Yard	20 feet or 25° ABP	17 feet (Huntington Avenue) 18 feet (Biscayne Drive) 8 feet (Glendale Terrace)
Side Yard	10 feet or 25° ABP	2 feet
Rear Yard	25 feet or 25° ABP	N/A

Although the proposed building is closer to the peripheral lots lines than what the R-30 district would allow, this can help to create a more urban setting and dynamic streetscape in accordance with the Comprehensive Plan's Guidelines for Transit Oriented Development. However, staff is concerned about the proposed height of the building along Biscayne Drive within this reduced setback. Although the setback along Biscayne Drive is approximately twice the distance of the setback along Glendale Terrace, the reduced height of the building along Glendale Terrace creates an appropriate scale that is compatible with the adjacent residential development that staff believes the Biscayne Drive frontage does not achieve.

The applicant is asking for a waiver of one of the two required loading spaces and interparcel access as well as a modification of the transitional screening and barrier requirements. Staff does not object to these waivers and modification, as discussed further below. The development does not include any proposed streets. Staff believes that the proposed sidewalks on the property will effectively provide convenient access to surrounding properties and the Huntington Metrorail station. The applicant is proposing a parking reduction that DPWES staff does not support.

Overall, in staff's opinion the application fails to meet the P-District design standards. The applicant should consider further increasing the setback of the upper levels of the building along Biscayne Drive.

REQUESTED WAIVERS AND MODIFICATIONS

Waiver #25678-WPFM-001-1 to locate underground facilities in a residential area (PFM Section 6-0303.8), subject to conditions dated July 10, 2013 (Appendix 10)

Section 6-0303.8 of the Public Facilities Manual (PFM) restricts use of underground stormwater management facilities in a residential development. The Board of Supervisors may grant a waiver of this restriction, which the applicant is seeking with this application. The Department of Public Works and Environmental Services (DPWES) reviewed this waiver request (#25678-WPFM-001-1) and recommends that the Board approve the waiver to locate the underground facility, subject to the conditions contained in

Attachment A of Appendix 10 of this report.

Waiver of Par. 1 of Section 6-407 of the Zoning Ordinance for the minimum district size for the PRM District

Pursuant to Par. 1 of Sec. 6-407, the minimum district size for a PRM district is 2.0 acres. The subject property is 1.04 acres; therefore, the applicant requests a waiver of this requirement to allow for a rezoning to PRM. Par. 8 of Sec. 16-401 of the Zoning Ordinance authorizes the Board to approve a variance in the strict application of specific zoning district regulations for a conceptual/final development plan whenever: A) Such strict application would inhibit or frustrate the purpose and intent for establishing such a zoning district; and B) Such variance would promote and comply with the planned development standards in Part 1 of Article 16 of the Zoning Ordinance.

The Standards for All Planned Developments section of this report provides staff's analysis of the application in terms of compliance with the planned development standards in Part 1 of Article 16 of the Zoning Ordinance. Staff does not believe that all of these standards have been met and, therefore, does not support this requested waiver. If the applicant were to address the concerns discussed in the Standards for All Planned Developments section of this report, staff could support the requested waiver.

Waiver of Section 13-303 of the Zoning Ordinance for transitional screening and Section 13-304 for the barrier requirements between the uses within the proposed development and modification of the transitional screening and waiver of the barrier requirements for the surrounding properties

The applicant requests a waiver of the transitional screening and barrier requirements between the uses on-site and along all property boundaries in favor of that shown on the CDP/FDP. In accordance with Section 13-304 of the Zoning Ordinance, a transitional screening Type 1 (25 foot wide landscaped area) and a Barrier D (42"-48" chain link fence), E (6' brick wall), or F (6' wood fence) barrier is required between the adjacent multi-family residential buildings across Huntington Avenue and between the on-site multi-family and retail uses. A transitional screening Type 2 and Barrier D, E, or F is also required between the multi-family building and the adjacent single family attached residences to the south and west. Section 13-305 (1) of the Zoning Ordinance specifically permits a waiver of the transitional screening and barrier requirements when the uses are shown in the PRM District with a common development plan and when compatibility issues have been addressed. Section 13-305 (3) permits a waiver when the site has been specifically designed to minimize adverse off-site impacts through architectural and landscape technique. Transitional screening between the multi-family and retail uses on-site would not be appropriate given the building design. Staff believes that the proposed transitional screening on the site's periphery could be improved to provide for a greater buffer between the adjacent residential neighborhood to the west. However, staff finds that the applicant's proposed streetscape provides for landscaping that meets the intent of this requirement. Therefore, staff does not object to the requested waivers.

Deviation from the Tree Preservation Target pursuant to Section 12-0508 of the Public Facilities Manual (PFM) to provide no tree preservation

The applicant is not providing any tree preservation and the tree preservation target for this site is 1,445 square feet. Therefore, the applicant is requesting a deviation of the tree preservation target. Staff did not identify any specific trees as candidates for preservation and does not object to this deviation given the lack of desirable existing vegetation on the property.

Modification of Section 12-0510.4E(5) of the PFM to permit a reduction of the minimum four foot planting distance from a restrictive barrier

The applicant requests a modification of PFM standard 12-0510.4E(5). This standard requires a planting area to be eight feet in width at a minimum and also stipulates that trees shall be located no closer than four feet from any restrictive barrier. Alternative planting methods to satisfy the 8-foot minimum planting bed width must provide for the 8-foot width extending beneath paved surfaces and incorporate the specified volume of uncompacted soil. The applicant's draft proffers commit to a number of specifications for all planting sites where minimum planting widths cannot be provided, including a minimum rooting area of eight feet wide with no barrier to root growth within four feet of the base of the tree as well as a minimum depth of planting spaces of 3 to 4 feet. Given these proposed measures, staff does not object to this modification.

Waiver of Par. 3 of Section 8-0201 of the PFM and Par. 2 of Section 17-201 of the Zoning Ordinance for the requirement to construct an on-road bike lane in favor of a contribution for future funding

The applicant requests a waiver of the construction of the bicycle lane along Huntington Avenue. The applicant has proffered to escrow \$32,270 for its future construction within the existing right-of-way and has provided for adequate space within the streetscape to allow the curb to be moved in the future without disturbing the vegetation within the streetscape. In staff's opinion, it is appropriate for the bike lane to be constructed in its entirety along Huntington Avenue rather than piecemeal; therefore, staff does not object to the waiver.

Waiver of Par. 3 of Section 17-201 of the Zoning Ordinance for the requirement to provide inter-parcel connections to adjoining parcels

The subject property is bounded by roadways on three sides of the property. Staff does not foresee a need for interparcel access with the proposed development and, therefore, does not object to this waiver.

Waiver of Par. 4 and 10 of Section 17-201 of the Zoning Ordinance for further construction and/or widening of existing roads surrounding the application property and of the requirement to under-ground existing utilities

The applicant requests a waiver of further construction and/or widening of existing roads surrounding the property and the requirement to under-ground existing utilities. While this

waiver request is more appropriate at site plan in staff's opinion, staff believes that the applicant's proposed transportation improvements and contributions are sufficient and, therefore, does not object to this requested waiver.

Modification of Section 11-203 of the Zoning Ordinance for required loading spaces to permit the loading space depicted on the CDP/FDP

The applicant requests a modification of the required two loading spaces in favor of providing one loading space to serve the site. The applicant stated that tenants will be required to "reserve" loading docks and corresponding "move-in" elevators so that the scheduling and use of the loading dock and freight elevator can be controlled. While staff would prefer an additional loading space to serve the residential building, staff does not object to the proposed modification given the applicant's justification.

Modification of the parking requirements (Appendix 19)

The Department of Public Works and Environmental Services (DPWES) is processing this request separately for the Board of Supervisors' review. Staff from DPWES does not support the requested reduction and recommends that additional parking be provided. Staff noted a concern about parking spilling over into the adjacent residential area if insufficient on-site parking is provided.

Waiver of Section 6-1307.2E of the PFM for the minimum setbacks of bioretention filters/basins from building foundations and property lines

The applicant requests a waiver of the minimum setbacks for bioretention filters/basins from building foundations and property lines. Section 6-1307.2E of the PFM requires that bioretention filters be located a minimum of 10 feet horizontally from building foundations and that bioretention basins be located a minimum of 20 feet horizontally from building foundations. The PFM also requires bioretention facilities to be set back a minimum of two feet from property lines. Staff believes that this is a modification that should be addressed at site plan when more detailed stormwater information is available for review. Therefore, staff is unable to make a recommendation on this modification.

Waiver of Section 7-0802.2 of the PFM for parking geometric standards to allow projections of structural columns within parking structures into the required parking stall area

The applicant requests a waiver of the parking geometric standards contained in the PFM to allow projections of structural columns within parking structures into the required parking stall area. This would allow the parking spaces affected by the structural columns to be counted toward the parking requirement. In staff's opinion, this is a modification that should be addressed at site plan when more information is available for review, such as exactly how many spaces and which spaces will be affected by the modification. Therefore, staff is unable to make a recommendation on this waiver since the applicant has not provided a standard for approval.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

Staff believes that the applicant's current proposal demonstrates many improvements over the applicant's previous submissions. In addition, staff acknowledges that the proposed development includes many positive elements, including a significant portion of workforce housing (15%), a strong TDM program at a 45% reduction in vehicle trips, numerous streetscape and open space elements, and several noteworthy transportation and pedestrian improvements, among other things. However, staff is unable to support the applicant's request based on the following outstanding issues:

- Given the overall intensity and the treatment along Biscayne Drive, staff remains concerned about the compatibility of the proposed development with the surrounding stable residential area and, therefore, does not believe that the application fully satisfies Residential Development Criteria 2 or General Standard 4 for all Planned Developments;
- Staff believes the proposal lacks publicly accessible open space to meet the intent of the Plan's site specific recommendations as well as Residential Development Criteria 1 and 6 and TOD Guideline 14;
- Given the applicant's option to substitute the retail for residential units or residential amenities, staff concludes that the applicant is not meeting TOD Guidelines 4 (Mix of Land Uses) and 6 (Urban Design);
- Staff is concerned that the proposed development's significant reduction in the number of parking spaces from that of the Zoning Ordinance's minimum requirement and the provision of no retail parking spaces could negatively impact the surrounding residential neighborhood;
- In staff's opinion, the applicant is not providing for adequate "creative stormwater management techniques" to fully meet the intent of the Comprehensive Plan's site specific language; and,
- The application is not in accordance with the Policy Plan on noise mitigation for outdoor activity areas (Residential Development Criteria 3).

Recommendation

Staff recommends denial of RZ 2013-MV-001. However, if it is the intent of the Board of Supervisors to approve RZ 2013-MV-001 and the associated Conceptual Development Plan, staff recommends that the approval be subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends denial of FDP 2013-MV-001. However, if it is the intent of the Planning Commission to approve FDP 2013-MV-001, staff recommends that the approval be subject to the proposed Final Development Plan conditions contained in

Appendix 2 and the Board of Supervisors' approval of RZ 2013-MV-001 and associated Conceptual Development Plan.

If it is the intent of the Board of Supervisors to approve RZ 2013-MV-001, such approval should include the following waivers and modifications:

- Waiver #25678-WPFM-001-1 to locate underground facilities in a residential area (PFM Section 6-0303.8), subject to conditions dated July 10, 2013 contained in Appendix 10 as Attachment A;
- Waiver of Par. 1 of Section 6-407 of the Zoning Ordinance for the minimum district size for the PRM District;
- Waiver of Section 13-303 of the Zoning Ordinance for transitional screening and Section 13-304 for the barrier requirements between the uses within the proposed development and modification of the transitional screening and waiver of the barrier requirements for the surrounding properties;
- Deviation from the Tree Preservation Target pursuant to Section 12-0508 of the Public Facilities Manual (PFM);
- Modification of Section 12-0510.4E(5) of the PFM to permit a reduction of the minimum four foot planting distance from a restrictive barrier;
- Waiver of Par. 3 of Section 8-0201 of the PFM and Par. 2 of Section 17-201 of the Zoning Ordinance for the requirement to construct an on-road bike lane in favor of a contribution for future funding;
- Waiver of Par. 3 of Section 17-201 of the Zoning Ordinance for the requirement to provide inter-parcel connections to adjoining parcels;
- Waiver of Par. 4 and 10 of Section 17-201 of the Zoning Ordinance for further construction and/or widening of existing roads surrounding the application property and of the requirement for under-grounding existing utilities; and,
- Modification of Section 11-203 of the Zoning Ordinance for required loading spaces to permit the loading space depicted on the CDP/FDP.

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

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

APPENDICES

1. Proffers
2. Final Development Plan Conditions
3. Statement of Justification
4. Affidavit
5. Residential Development Criteria
6. Guidelines for Transit Oriented Development
7. Land Use Analysis
8. Environmental Analysis
9. Site Development and Inspections Division Analysis
10. Waiver #25678-WPFM-001-1 to locate underground facilities in a residential area
11. Urban Forest Management Division Analysis
12. Fairfax County Department of Transportation (FCDOT) Analysis
13. Fairfax County Public Schools Analysis
14. Fairfax County Park Authority Analysis
15. Wastewater Planning & Monitoring Division Analysis
16. Fairfax County Fire and Rescue Analysis
17. Fairfax County Water Authority Analysis
18. Zoning Ordinance Provisions
19. Code Development and Compliance Analysis
20. Glossary

**PROFFER STATEMENT
A&R HUNTINGTON METRO**

RZ/FDP 2013-MV-001

April 4, 2013

Revised June 27, 2013

Revised August 12, 2013

Revised September 4, 2013

Revised October 2, 2013

A&R Huntington Metro LLC and 2317 Huntington LLC (collectively, the “Applicant”), as owners of the property identified on the Fairfax County Tax Map as Tax Map 83-1 ((8)) Parcels 0092A, 0092B, 0093A, 0093B, and 0094A (the “Property”), seek to rezone the Property from the C-5 (Neighborhood Retail Commercial) District to the Planned Residential Mixed Use (“PRM”) District (the “Rezoning”).

Pursuant to Section 15.2-2303(A) of the Code of Virginia, as amended, and subject to approval by the Fairfax County Board of Supervisors of the Rezoning, the Applicant hereby proffers that development of the Property shall be in accordance with the following conditions (the “Proffers”), which, if the Rezoning is approved by the Board of Supervisors, shall replace and supersede any and all existing proffered conditions applicable to the Property. In the event the Rezoning is denied, these Proffers shall immediately be null and void.

GENERAL

1. Conceptual/Final Development Plan

- A. Development of the Application Property shall be in substantial conformance with the Conceptual Development Plan/Final Development Plan (CDP/FDP) prepared by Bowman Consulting Group, consisting of twenty-eight (28) sheets, dated November 16, 2012, as revised through October 2, 2013.
- B. Notwithstanding that the CDP/FDP is presented on twenty-eight (28) sheets, it shall be understood that the proffered portion of the CDP shall be the entire plan relative to the points of access, the maximum number and type of dwelling units, the square footage of non-residential uses, building heights, the amount and location of open space, the location of the limits of clearing and grading, uses, setbacks from peripheral lot lines and the general location and arrangement of the buildings and parking. The Applicant has the option to request an FDPA for elements other than the CDP elements from the Planning Commission for all or a portion of the FDP in accordance with the provisions set forth in Section 16-402 of the Fairfax County Zoning Ordinance (the “Zoning Ordinance”).
- C. Pursuant to Paragraph 4 of Section 16-403 of the Zoning Ordinance, minor modifications from the Final Development Plan (FDP) may be permitted as determined by the Zoning Administrator. The Applicant shall have the flexibility

to modify the layout shown on the FDP without requiring approval of an amended FDP provided such changes are in substantial conformance with the FDP as determined by the Zoning Administrator.

2. Proposed Development. The Applicant shall be permitted to develop the Property with up to a maximum of 135,800 gross square feet, inclusive of up to a maximum 141 multifamily dwelling units and up to a maximum 3,534 gross square feet of secondary uses such as retail sales establishments, eating establishments, and personal service establishments, all as more particularly shown on the CDP/FDP and described in these Proffers (the "Proposed Development").
 - A. Ground-Floor Uses on Huntington Avenue. The Applicant shall use its "best efforts" to establish community-serving secondary/retail uses on the ground floor of the Proposed Development along the Property's frontage on Huntington Avenue in the location shown on the CDP/FDP (the "Retail Space"). The Applicant's "best efforts" shall include retaining a qualified retail broker or internal leasing agent and marketing the Retail Space for such uses for at least twelve (12) months following submission of a building permit application for the Proposed Development. In the event the Applicant is unable to lease the Retail Space despite the Applicant's marketing efforts, as evidenced by documentation provided to the Zoning Evaluation Division of the Department of Planning and Zoning ("ZED"), the Applicant may substitute residential units or residential amenities for the Retail Space, provided the exterior design of such alternate uses helps create a sense of place on the street comparable to that shown on Sheets 10 and 16 of the CDP/FDP, and that the maximum number of dwelling units does not exceed 141.

BUILDING DESIGN

3. Architecture. The Applicant shall design the Proposed Development with high-quality architecture and building materials that are typically used on the exterior of residential buildings of a similar quality. The architectural design of the building shall be consistent with the conceptual elevations as shown on the CDP/FDP, and shall be generally consistent in style on all sides of the building. Exterior building materials for the residential building shall be selected by the Applicant from among the following: brick, masonry/stone, aluminum, steel, glass, cementitious paneling and siding, and architectural pre-cast concrete headers, sills, and trim details, provided that final architectural details and accents may include other materials. While design details are provided with the CDP/FDP and these Proffers, the Applicant may adjust or modify the architectural plans, elevations, illustrations, materials, and building heights subsequent to CDP/FDP approval as part of its final design without requiring CDPA, FDPA, PCA or other zoning approval, provided the general quality and characteristics of design remain in substantial conformance with those shown on the CDP/FDP and set forth in these Proffers.
4. Parking and Loading Entry Screening. In order to improve the visual aesthetics of the loading area and parking garage entrances along Biscayne Drive, the Applicant shall install

automated roll-up screen doors (the “Garage Doors”) at each entrance to screen such entrances when not in use. The Garage Doors shall be aesthetically treated with color, glazing and/or metal grillworks to complement the building, diminish their scale, and improve their aesthetics at the street level. Notwithstanding the above, the Applicant reserves the right to designate periods of weekday peak demand for the garage entrances during which the Garage Doors may remain open in order to facilitate the efficient movement of vehicles to and from the parking garage. The Applicant shall establish policies that direct the Garage Doors to be closed outside of the peak demand periods designated by the Applicant.

5. Transformer(s) Screening. In order to improve the visual aesthetics of the transformer(s) located along Biscayne Drive, the Applicant shall screen the transformer(s) with landscaping or treat aesthetically with color, glazing and/or metal grillworks to complement the Proposed Development, diminish the scale, and improve the aesthetics at the street level.
6. Building Height. The building height of the Proposed Development shall not exceed the maximum height identified on the CDP/FDP, exclusive of accessory structures and uses outlined in Section 2-506 of the Zoning Ordinance that may be constructed above the roof level of the Proposed Development. Final building height shall be determined at the time of site plan approval, and may be less than the maximum height shown on the CDP/FDP, provided that the Proposed Development retains a compatible urban form to that shown on the CDP/FDP.
7. Rooftop Telecommunications Equipment and Mechanical Units. Telecommunications equipment, mechanical units and all appurtenant facilities may be placed on the rooftop of the Proposed Development but shall comply with the applicable requirements of the Zoning Ordinance and be screened and/or set back sufficiently from the perimeter of the roof such that they are generally not visible from the surrounding streets at street level when viewed at a reasonable distance from the property line of the Property.
8. Geotechnical Study. Prior to site plan approval for the Proposed Development and in accordance with the provisions of the Public Facilities Manual, the Applicant shall submit a geotechnical study of the Property to the Geotechnical Review Board (the “GRB”) through the Department of Public Works and Environmental Services (“DPWES”) for the review and approval of the GRB. If needed to alleviate potential structural, grading and construction problems to the Property and the adjacent properties, the Applicant shall incorporate into its site plan and/or building design appropriate engineering practices as recommended by the GRB and to the satisfaction of DPWES. In addition, the Applicant shall complete a pre-construction survey of the abutting properties and submit the results to the GRB concurrent with submission of the geotechnical study. During construction activities, the Applicant shall protect the off-site utilities located to the northeast of the Property, as determined by DPWES, from construction-related impacts except as may be permitted by the applicable utility providers following consultation and review. In the event that the geotechnical recommendations of the GRB and DPWES result in design changes that alter the Proposed Development, the Applicant may be required to submit a Proffered Condition Amendment and/or Final Development Plan Amendment.

9. Noise Study and Mitigation. Prior to site plan approval for the Proposed Development, the Applicant shall submit to the Department of Planning and Zoning (the “DPZ”) and DPWES for review and comment a noise study demonstrating that, based on noise mitigation measures the Applicant proposes to include in its building design (if any), all affected interior areas of the residential units constructed on the Property will have noise levels reduced to approximately 45 dBA Ldn or less based on future traffic conditions and final site conditions, as more particularly set forth below.

A. Noise Levels within Residential Units.

i. 70 dBA Ldn to 75 dBA Ldn. Except as set forth in paragraph (B) below, in order to reduce interior noise to a level of no more than 45 dBA Ldn for residential units that are projected to be impacted by noise greater than 70 dBA Ldn (but not more than 75 dBA Ldn), the Applicant shall construct such units using the following acoustical measures:

- a. Exterior walls shall have a laboratory STC rating of at least 45;
- b. Doors and glazing shall have a laboratory STC rating of at least 37 unless glazing constitutes more than twenty percent (20%) of any façade exposed to noise levels of Ldn 70 dBA or above;
- c. If glazing constitutes more than twenty percent (20%) of an exposed façade, then the glazing shall have a laboratory STC rating of at least 45; and
- d. All surfaces shall be sealed and caulked in accordance with methods approved by the American Society for Testing and Materials (“ASTM”) to minimize sound transmission.

ii. 65 dBA Ldn to 70 dBA Ldn. Except as set forth in paragraph (B) below, in order to reduce interior noise to a level of no more than 45 dBA Ldn for residential units that are projected to be impacted by noise projected greater than 65 dBA Ldn (but not more than 70 dBA Ldn), the Applicant shall construct such units using the following acoustical measures:

- a. Exterior walls shall have a laboratory sound transmission class (“STC”) rating of at least 39;
- b. Doors and glazing shall have a laboratory STC rating of at least 28 unless glazing constitutes more than twenty percent (20%) of any façade exposed to noise levels of Ldn 70 dBA or above;
- c. If glazing constitutes more than twenty percent (20%) of an exposed façade, then the glazing shall have a laboratory STC rating of at least 39; and

- d. All surfaces shall be sealed and caulked in accordance with methods approved by the ASTM to minimize sound transmission.
 - B. As an alternative to the mitigation strategies set forth in subparagraphs A(i) and A(ii) above, the Applicant may submit a certification by an acoustical engineer that the construction practices and/or materials proposed for the Proposed Development structure will provide sufficient noise mitigation to achieve the required interior noise levels. As part of such certification, the acoustical professional shall submit relevant information to permit the Director to verify that the proposed measures will achieve the interior noise level standard.
 - C. All building permit applications and building plans submitted to the County shall indicate whether such portion of the Proposed Development is required to include noise attenuation measures and, if so, the type of attenuation measure to be implemented. Building plans for the Proposed Development also shall depict the final noise contours as determined by the noise study.
 - D. The Applicant shall also submit a certification by an acoustical engineer that the construction practices and/or materials proposed for the Proposed Development will provide sufficient noise mitigation to achieve DNL 65 dBA or less in the interior residential courtyard shown on Sheets 5 and 21 of the CDP/FDP. As part of such certification, the acoustical professional shall submit relevant information to permit staff within the Environment and Development Review Branch of DPZ to verify that the proposed measures will achieve the noise level standard.
- 10. Sustainable Design. Beginning with the initial site plan submission, the Applicant shall pursue a sustainable design program selected by the Applicant at its sole discretion, such as one of the following programs or a comparable program approved by DPZ, to be implemented in the construction of the Proposed Development.
 - A. EarthCraft House Program. Certification in accordance with the EarthCraft House Program as demonstrated through documentation provided to DPWES and DPZ prior to the issuance of the first RUP for the Proposed Development; or
 - B. National Green Building Standard (“NGBS”). Certification in accordance with the 2012 National Green Building Standard (NGBS) using the ENERGY STAR® Qualified Homes path for energy performance, as demonstrated through documentation submitted to DPWES and the Environment and Development Review Branch of DPZ from a home energy rater certified through Home Innovation Research Labs that demonstrates that the dwelling unit has attained the certification prior to the issuance of the first RUP for the Proposed Development.

AFFORDABLE HOUSING

11. 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.
12. 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’ Workforce Dwelling Unit Administrative Policy Guidelines dated October 15, 2007. 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 15 percent (15%) of the total residential units constructed as part of the Proposed Development. 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 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 without the need for a proffered condition amendment. 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.

13. Parking for Affordable Dwelling Units and Workforce Dwelling Units. If undesignated/unreserved parking is provided on-site for the market rate units in the Proposed Development, then parking for ADUs and WDUs may also be undesignated/unreserved. If parking is reserved/designated for market rate units that elect to purchase/lease a parking space(s) in accordance with Proffer 23 below, then no less than one (1) parking space per dwelling unit shall be reserved/designated free of charge for each ADUs and/or WDUs that elects to purchase/lease such a parking space(s). In no event, however, shall the minimum number of parking spaces required for the ADUs and/or WDUs be reserved for use, sold or leased in association with any market rate units in the Proposed Development or any other use for which the parking is associated.

LANDSCAPING, OPEN SPACE, AND RECREATION

14. Landscaping. Sheet 19 of the CDP/FDP includes a conceptual landscape plan for the Proposed Development (the “Conceptual Landscape Plan”), which the Applicant shall update and separately submit to the Urban Forest Management Division (“UFMD”) of DPWES for review and approval with its first site plan submission for the Proposed Development. The Applicant may modify the landscaping during site plan review to allow for final engineering and design considerations, provided that such modifications are in substantial conformance with the quality and quantity of plantings and materials shown on the Conceptual Landscape

Plan. The Applicant shall install the final landscaping as shown on the approved site plan prior to issuance of the first RUP or non-RUP for the Proposed Development. All street trees shall be located subject to VDOT approval so as not to interfere with required sight distance. The Applicant shall provide maintenance and replacement of landscaping as necessary.

- A. The residential courtyard shown on Sheet 21 shall be landscaped with natural turf in lieu of synthetic.

15. Planting Width Details. Street tree species and planting sites are depicted on the Conceptual Landscape Plan but may be revised during site plan review subject to the approval of UFMD. Where minimum planting widths of eight (8) feet cannot be provided, alternative measures as approved by the UFMD shall be used to satisfy the following specifications for all planting sites:

- A. A minimum of 5.5 feet open surface width and 50 square feet open surface area for Category II and III trees (as defined in Table 12.17 of the PFM), with the tree located in the center of such open area. The depth of planting spaces shall be 3 to 4 feet.
- B. A minimum rooting area of eight (8) feet wide (may be achieved with techniques to provide uncompacted soil below hardscape areas), with no barrier to root growth within four feet of the base of the tree. Structural soil shall not be used to satisfy requirements for soil volume.
- C. Soil volume for Category III trees (as defined in Table 12.17 of the PFM) shall be 700 cubic feet per tree for single trees. For two (2) 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. Minimum soil volumes of 700 cubic feet will be achieved in areas of lower pedestrian volume and may be reduced to a minimum of 400 cubic feet where utility locations preclude greater soil volume.
- D. Soil specifications in planting sites shall be provided in the planting notes to be included in all site plans filed subsequent to the approval of this Rezoning.
- E. The Applicant shall contact UFM at least three (3) business days prior to installation of street trees pursuant to this proffer, and provide an opportunity for UFM staff to verify conformance with above requirements.

16. Cisterns. The Applicant shall install cisterns in the general locations shown on Sheet 21 of the CDP/FDP to capture storm runoff from the building to be used for irrigation purposes. Upon approval of DPWES, the cistern(s) shall be installed prior to the issuance of the first Residential Use Permit (“RUP”) for the residential building.

17. Limits of Disturbance. The Applicant shall adhere to the Limits of Disturbance (“LOD”) as

noted on the CDP/FDP. Minor adjustment of the LOD at time of final design and engineering and the location of proposed utilities may be permitted pursuant to Section 16-403 and Section 18-204 of the Zoning Ordinance.

18. Streetscape. Prior to the issuance of the first RUP for the Proposed Development, the Applicant shall install streetscape improvements on the Property as conceptually illustrated on Sheets 19 through 21 of the CDP/FDP and further defined below. The Applicant shall be permitted to modify the streetscape elements during site plan review to allow for final engineering and design considerations provided such modifications are in substantial conformance with the CDP/FDP.
 - A. Biscayne Drive plaza. The Applicant shall construct an ADA compliant multi-tiered plaza made up of hardscape and natural lawn area along Biscayne Drive as more particularly shown on Sheet 20 of the CDP/FDP.
 - B. Huntington Avenue. The Applicant shall construct an ADA compliant corner terrace of approximately 500 square feet, programmed as public space with seating and interpretive plaque as more particularly shown on Sheet 20 of the CDP/FDP.
 - C. Huntington Avenue Building Zone. The building zone along Huntington Avenue is the area between the building and the back of the sidewalk. The building zone will vary in width provided the minimum zone is at least three (3) feet wide.
19. Signage. Signage for the Property shall be provided in accordance with the requirements of Article 12 of the Zoning Ordinance. The Applicant reserves the right to pursue approval of a comprehensive sign plan in accordance with the requirements set forth in the Zoning Ordinance.
20. Private Amenities and Recreation Facilities for Residents. Pursuant to Paragraph 2 of Section 6-409 of the Zoning Ordinance, the Applicant shall provide on-site recreational facilities for the future residents of the Property as shown on the CDP/FDP, and shall expend a minimum of \$1,700.00 per residential unit in doing so. In the event the total cost of recreational improvements constructed on the Application Property is demonstrated to be less than one thousand seven hundred dollars (\$1,700.00) per unit, the Applicant shall provide the remainder in a cash contribution to the Fairfax County Park Authority (“FCPA”) for the development of active recreational facilities in the vicinity of the Application Property prior to the issuance of the final RUP for the Proposed Development.
21. Off-site Recreational Facilities. Prior to the issuance of the first RUP for the Proposed Development, the Applicant shall contribute \$893.00 per resident generated by the Proposed Development, up to a maximum total \$191,102.00, to the Board of Supervisors for park, trail and athletic field improvements in the Mount Vernon District intended to serve the future residents, as determined by FCPA in consultation with the Supervisor for the Mount Vernon District. In the event that fewer than 141 units are constructed, the total contribution may be adjusted/lowered by \$1,355 per unit not constructed.

22. Photographic Documentation of the Existing Property. Prior to any land disturbing activity on the Property, outside of any geotechnical study, the Applicant shall photographically document the interior and exterior of the existing structures. In addition, the Applicant shall prepare a hand sketch plan of the Property showing existing features and structures, general landscape features, interior floor plans, and a plan showing the number and angle of photographic views. Prior to initiation of such documentation, the Applicant or its consultant shall meet with the DPZ historic preservation planner to determine the appropriate methodology for documentation, which the Applicant shall use to satisfy this proffer. At a minimum, such methodology shall include views of each façade, perspective views, exterior detail views (such as the main entrance, stairs, porches, and other character defining features), interior detail views (such as moldings, newel posts, stairways and other character defining features) and general streetscape views. All photographs or other documentation shall be contributed to DPZ and directly to the Virginia Room of the Fairfax County Public Library for curation, with the intent that such photographs will be available for exhibit in the Huntington area or the Virginia Room of the Fairfax County Public Library. The Applicant shall provide written documentation to DPZ that the required documentation has been submitted to the Virginia Room.

PARKING AND LOADING

23. Parking. Parking for the Proposed Development shall be provided in accordance with the provisions of Article 11 of the Zoning Ordinance. Notwithstanding anything in this Proffer 23 to the contrary, the Applicant reserves the right to seek a parking reduction for the Proposed Development given its proximity to the Huntington Metrorail Station, as the same may be approved by the Board of Supervisors.

A. Unbundled Parking for Residential Uses. All for-sale residential units shall be offered exclusive of parking (i.e. at a separate cost). All leases for residential units shall be offered exclusive of parking (i.e. at a separate cost).

24. Loading Spaces. The Applicant shall provide one (1) loading space for the Proposed Development in the general location shown on Sheet 11 of the CDP/FDP.

25. Electric Vehicle Charging Facilities. As part of the site plan approval for the Proposed Development, the Applicant shall designate on the site plan and install at least one (1) electric vehicle charging station within the parking garage for the residential building to serve two (2) parking spaces, along with ancillary wiring and infrastructure necessary to increase, if demand dictates, the number of electric vehicle charging stations in the future.

TRANSPORTATION

26. Bicycle Parking. Bicycle racks, bike lockers, and/or bike storage areas (collectively “Bicycle Parking”) shall be provided as generally shown the CDP/FDP, with the specific locations determined as part of site plan approval for the Proposed Development and in consultation with the Fairfax County Department of Transportation (“FCDOT”) Bicycle Coordinator or

his/her designee. The total number and design of Bicycle Parking spaces provided shall be determined at the time of site plan approval but shall generally be consistent with the Fairfax County Policy and Guidelines for Bicycle Parking. The Bicycle Parking shall be installed prior to the issuance of the first RUP for the Property.

27. Bicycle Lane Along Huntington Avenue. Prior to issuance of the first RUP for the Proposed Development, the Applicant shall contribute \$39,270 to the Board of Supervisors for the cost of providing striping curbing, pavement and storm drain relocation along the Property's frontage on Huntington Avenue necessary to accommodate an on-street bicycle lane within the existing right-of-way, as more particularly shown on Sheet 23 of the CDP/FDP. The amount of the contribution shall be adjusted in accordance with Proffer 35 below. Actual installation of the future bicycle lane and related facilities shall be completed by others.
28. Huntington Avenue Median. Subject to VDOT and FCDOT approval, prior to the issuance of the first RUP for the Proposed Development, the Applicant shall reconstruct the median along the Property's Huntington Avenue frontage in the location and configuration shown on Sheet 23 of the CDP/FDP. To the extent necessary, the Applicant shall apply for a design waiver from VDOT to allow for this improvement, as shown. In the event that the design waiver and/or median configuration is not approved by VDOT, the Applicant shall contribute \$10,000.00 to the Board of Supervisors to be used for regional road improvements in the vicinity of the Property.
29. Pedestrian Circulation. Prior to issuance of the first RUP for the Proposed Development, the Applicant shall install concrete sidewalks on the Property in the locations shown as proposed on Sheets 5 and 22 of the CDP/FDP (the "Pedestrian Circulation Plan") in order to enhance pedestrian connectivity to and through the Property. The Applicant shall be responsible for maintenance of all of the Pedestrian Circulation Plan proposed sidewalks installed out of the right of way. For the purpose of this Proffer, maintenance means, landscaping, snow removal and the provision of the general upkeep and cleanliness of the pedestrian path.
30. Pedestrian Enhancements.
 - A. Biscayne Drive Pedestrian Improvements. Subject to VDOT approval, the Applicant shall install a marked pedestrian crosswalk, pedestrian ramps and a countdown pedestrian signal (if necessary) on the Biscayne Drive approach of the intersection with Huntington Avenue and abutting the Property, as shown on Sheet 5 of the CDP/FDP, prior to the issuance of the first RUP for the Proposed Development. The Applicant shall not be required to replace existing signal poles, signal heads or controllers. In the event that VDOT does not approve the above proposed crosswalk improvements, the Applicant shall contribute \$5,000.00 to the Board of Supervisors to be used for regional road improvements in the vicinity of the Property
 - B. Additional Pedestrian Improvements. The Applicant shall contribute \$30,000 to the Board of Supervisors for additional pedestrian improvements on the north and west legs of the intersection of Biscayne Drive with Huntington Avenue not

addressed in the immediately preceding Proffer 30A. The Applicant shall contribute such funds prior to the issuance of the first RUP for the Proposed Development.

- C. Biscayne Drive/Site entrances. Prior to site plan approval for the Proposed Development, the Applicant shall propose measures or treatments designed to reduce conflicts between pedestrians and vehicles at the Proposed Development's vehicular entrances from Biscayne Drive. Such measures may include, but need not be limited to, special pavement markings or treatments, mirrors, audible signals or other systems of the Applicant's choosing. All elements of the program that are intended to be located in the public right-of-way shall be reviewed and approved by VDOT. The Applicant shall install such measures prior to the issuance of the first RUP for the Proposed Development and shall be responsible for the maintenance of such measures and treatments.

31. Transportation Demand Management Plan.

- A. Trip Reduction Objective. The objective of this TDM Program shall be to reduce the vehicle trips generated by residents of the Proposed Development (i.e., not including trips associated with the retail uses) during weekday peak hours by 45%. To determine the maximum total peak hour trips, the Applicant shall multiply the total number of residential vehicle trips that would be expected to be generated by the dwelling units developed on the Property as determined by the application of the Institute of Traffic Engineers, 9th Edition, Trip Generation rates and/or equations (the "ITE Trip Generation") by 55%, the product of which shall be referred to herein as the "Maximum Trips After Reduction." For purposes of this calculation, the maximum number of dwelling units proposed to be constructed on the Property is 141, and this number of units shall be applied to the calculation described in the preceding sentence.
- B. TDM Program Components. The TDM Program may include, but not necessarily be limited to, the following components:
- (i) Property-wide TDM Program Management.
 - (ii) Dissemination of County/Regional Program Information.
 - (iii) Live-Work-Play Marketing.
 - (iv) Bicycle Parking, as set forth in Proffer 26.
 - (v) Regular monitoring/reporting.
 - (vi) Parking Management.
 - (vii) Participation in a larger Transportation Management Association should one be established for the area that includes the Property.

- (viii) Upon initial leases for the Proposed Development, make available SmartTrip cards loaded with a minimum of \$25 to all residential tenants.

C. Process of Implementation. The TDM Program shall be implemented as follows, provided that modifications, revisions, and supplements to the implementation process as set forth herein as coordinated with FCDOT can be made without requiring a Proffered Condition Amendment (“PCA”).

- (i) TDM Program Manager. The Applicant shall appoint and continuously employ, or cause to be employed, a TDM Program Manager (TPM) for the Property. The TPM shall be appointed no later than sixty (60) days after the issuance of the building permit for the Property. The TPM duties may be part of other duties associated with the appointee. The Applicant shall notify FCDOT and the District Supervisor in writing within 10 days of the appointment of the TPM. Thereafter the Applicant shall do the same within ten (10) days of any change in such appointment.
- (ii) TDM Work Plan (the “Annual Report”) and Annual Budget. If not already effectuated for the then-current calendar year, the TPM shall prepare and submit to FCDOT an initial TDM Work Plan (the “TDMWP”) (and thereafter an Annual Report and Annual Budget as described below) no later than 180 days after issuance of the first building permit associated with the Property. The Annual Report shall include, at a minimum:
 - a. Details as to the start-up/on-going components of the TDM Program;
 - b. The budget needed to implement the TDM program (the “TDM Budget”) for the coming calendar year;
 - c. A determination of the applicable Maximum Trips After Reduction for the Property in accordance with Paragraph B above; and
 - d. Provision of the specific details associated with the monitoring and reporting requirements of the TDM program in accordance with the TDM plan.

The initial Annual Report and subsequent Annual Report shall be reviewed by FCDOT. If FCDOT has not responded with any comments within sixty (60) days after submission, then the TDM Program shall be deemed approved, and the TDM Program shall be implemented. If FCDOT responds with comments on the Program and/or budget, then the TPM will meet with FCDOT staff within fifteen (15) days of receipt of the County's comments. Thereafter but in any event, no later than thirty (30) days after the meeting, the TPM shall submit such revisions to the TDM

Program as discussed and agreed to with FCDOT and begin implementation of the approved program and fund the approved TDM Budget.

Thereafter, the TPM shall by no later than February 1st of each calendar year submit an Annual Report summarizing the results of the TDM Program and updating the TDM Program and TDM Budget for the coming calendar year. The Annual Reports shall be subject to the same review and approval process as described in this Proffer 31.C(ii) for the initial submission.

- (iii) TDM Account. If not previously established, 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 initial TDMWP and subsequent Annual Report and TDM Budget. All interest earned on the principal shall remain in the TDM Account and shall be used by the TPM for TDM purposes. The TDM Account shall be funded by the Applicant through the TPM. Funds in the TDM Account shall not be utilized for purposes other than to fund TDM strategies/programs and/or specific infrastructure needs as may be approved in consultation with FCDOT.

Funding of the TDM Account shall be in accordance with the budget for the TDM Program elements to be implemented in each calendar year. The TPM shall provide written documentation to FCDOT demonstrating the establishment of the TDM Account within ten (10) days of its establishment. The TDM Account shall be replenished annually thereafter following the establishment of each year’s TDM Budget. The TDM Account shall be managed by the TPM.

- (iv) TDM Remedy Fund. At the same time the TPM creates and funds the TDM Account, the TPM shall establish a separate interest bearing account (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 at the rate of \$0.10 per gross square foot of new residential uses on the Property. Funding shall be provided by the Applicant prior to the issuance of the first initial RUP associated with the Property. This amount shall be adjusted annually as set forth in Proffer 35 below. Funds from the TDM Remedy Fund shall be drawn upon only for purposes of immediate need for TDM funding and may be drawn on prior to any TDM Budget adjustments as may be required.

- (v) TDM Incentive Fund. The “TDM Incentive Fund” is an account into which the Applicant through the TPM, shall deposit contributions to fund a transit incentive program for initial purchasers/lessees within the Subject development. Such contributions shall be made one time at the rate of

\$0.02 per gross square foot of new residential uses constructed on the Property and provided prior to the issuance of the first RUP. This amount shall be adjusted annually as set forth in Proffer 35 below. If funds remain after incentives are provided to initial purchasers/lessees, the Applicant shall continue to provide incentives until the fund is depleted.

- (vi) Monitoring. The TPM shall verify that the proffered trip reduction goals are being met through the provision of person surveys, trip counts of residential uses and/or other such methods as may be reviewed and approved by FCDOT. Surveys shall be conducted and traffic counts collected for the Property beginning with the first September after issuances of the first initial RUP. Surveys shall be conducted every three (3) years and Vehicular Traffic Counts shall be collected annually until the results of three consecutive annual traffic counts conducted upon Build Out show that the applicable trip reduction goals for the Property have been met. Any time during which Person Survey response rates do not reach 20%, FCDOT may request additional surveys be conducted the following year. At such time and notwithstanding Paragraph H below, Person Surveys and Vehicular Traffic Counts shall thereafter be provided every five (5) years. Notwithstanding the aforementioned, at any time prior to or after Build Out, FCDOT may suspend such Vehicle Traffic Counts if conditions warrant such without the need for a PCA.

D. Remedies. If the TDM Program monitoring reveals that the Maximum Trips After Reduction for the 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.

- (i) If the TDM Program monitoring reveals that the Maximum Trips After Reduction for the Property is exceeded, then 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 Remedy Fund; the amount of additional monies to be expended annually on remedial measures shall be based on the following scale:

<u>Trip Goals Exceeded</u>	<u>Remedy Expenditure</u>
Up to 1%	No Remedy needed
1.1% to 3%	3% of Remedy fund
3.1% to 6%	6% of Remedy Fund
6.1% to 10%	10% of Remedy Fund
Over 10%	15% of Remedy Fund

- (ii) There is no requirement to replenish the TDM Remedy Fund at any time. Any cash left in the Remedy Fund shall be released to the Applicant once three consecutive counts conducted upon build out (defined as 85% of the

units are occupied) show that the Maximum Trips After Reduction 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 continue to be met, then FCDOT may require the TPM to conduct additional Trip Counts within 90 days to determine whether in fact such objectives are being met. If any such Trip Counts demonstrate that the applicable vehicle trip reduction goals are not being met, then the 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 as outlined in Paragraph D, the Applicant may request that FCDOT review the vehicle trip reduction goals established for the Property and set a revised lower goal for the 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 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 Applicant through the TPM shall bear sole responsibility for the implementation of the TDM Program and compliance with this Proffer. The Applicant through 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. The 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 timely submit a report to FCDOT as required by this Proffer, Fairfax County will thereafter issue the TPM a written notice stating the TPM has violated the terms of this Proffer and providing the TPM with 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 Applicant shall be subject to a penalty of \$75 per day until such time as the report is submitted to FCDOT. Such penalties shall be payable to Fairfax County and shall be used for transit, transportation, or congestion management improvements within the vicinity of the Property.

STORMWATER MANAGEMENT

- 33. Stormwater Management. In order to protect receiving waters downstream of the Property, the Applicant shall provide stormwater management (“SWM”) measures designed in

accordance with the Public Facilities Manual (“PFM”) in order to control the quantity and quality of stormwater runoff from the Property. As part of site plan approval for the Proposed Development, the Applicant shall demonstrate that the Proposed Development will meet applicable Fairfax County Public Facilities Manual (“PFM”) requirements for stormwater quantity and stormwater quality. Stormwater detention and Best Management Practices (“BMPs”) facilities shall be provided in an appropriate system per the PFM and may include, but are not limited to, an underground detention vault, LID facilities, and infiltration trenches, all as generally set forth on the CDP/FDP (collectively, the “SWM Facilities”). Underground stormwater detention shall be provided in conformance with the conditions of DPWES Waiver #25678-WPFM-001-1. The Applicant may also include Low Impact Development (“LID”) techniques such as tree box filters, bio-retention areas, pervious hardscapes/streetscapes, and stormwater reuse for landscape irrigation and air conditioning unit makeup water. The specific SWM Facilities shall be identified at the time of site plan approval and approved by DPWES.

Prior to site plan approval for the Proposed Development, the Applicant shall execute an agreement with the County in a form satisfactory to the County Attorney (the “SWM Agreement”) providing for the perpetual maintenance of the SWM Facilities. The SWM Agreement shall require the Applicant (or its successors) to perform regular routine maintenance of the SWM Facilities and to provide a maintenance report annually to the Fairfax County Maintenance and Stormwater Management Division of DPWES, provided DPWES requests such a maintenance report. The SWM Agreement also shall address easements for County inspection and emergency maintenance of the SWM Facilities to ensure that the facilities are maintained by the Applicant in good working order.

Should the U.S. Environmental Protection Agency, the Commonwealth of Virginia, Fairfax County, or their designee, issue new or additional stormwater management requirements or regulations affecting the Property, the Applicant shall have the right to accommodate necessary changes to its stormwater management designs without the requirement to amend the CDP/FDP or these Proffers or gain approval of an administrative modifications to the CDP/FDP or Proffers. Such changes to the stormwater management design shall not materially impact the limits of clearing and grading, building locations, or road layouts

MISCELLANEOUS

34. Fairfax County Public Schools Contribution. Prior to issuance of the first building permit for the Proposed Development, the Applicant shall contribute \$10,488 per expected new student generated by the Proposed Development (based on a ratio of 0.059 elementary school students, 0.019 middle school students, and 0.032 high school students per dwelling unit), up to a maximum \$115,368.00 if 141 dwelling units are constructed, to the Fairfax County Board of Supervisors to be utilized for capital construction and capacity enhancements to schools to which the students generated by the Proposed Development are scheduled to attend. The final school contribution shall be determined based upon the total number of units constructed within the Proposed Development. If prior to site plan approval for the Proposed Development, the County should increase the accepted ratio of students per subject

multifamily unit or the amount of the contribution per student, the amount of the contribution shall be increased to reflect the then-current ratio and/or contribution. If the County should decrease the ratio or contribution amount, the amount of the contribution shall be decreased to reflect the then-current ratio and/or contribution. Prior to beginning construction of the Proposed Development, the Applicant shall notify the Fairfax County Public Schools of the intended construction and anticipated completion date.

35. Escalation in Contribution Amounts. All monetary contributions specified in these Proffers shall be adjusted on a yearly basis from the base month of January 2014 and change effective each January 1 thereafter, based on changes in the Consumer Price Index for all urban consumers (not seasonally adjusted) (“CPI-U”), as permitted by Section 15.2-2303.3 of the Code of Virginia, as amended.
36. Density Credit. All intensity/density attributable to land areas dedicated and/or conveyed at no cost to the Board or any other public entity pursuant to these Proffers shall be subject to the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance and is hereby reserved to the residue of the parcel of land from which it came.
37. Binding Effect. These Proffers will bind and inure to the benefit of the Applicant and its successors and assigns. If any portion of the Property is sold or otherwise transferred, the associated Proffers become the obligation of the purchaser or other transferee and shall no longer be binding on the seller or other transferor.
38. 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.

[SIGNATURES ON FOLLOWING PAGES]

APPLICANT/TITLE OWNER:

A&R Huntington Metro LLC

By: _____

Name: _____

Title: _____

APPLICANT/TITLE OWNER:

2317 Huntington LLC

By: _____

Name: _____

Title: _____

FINAL DEVELOPMENT PLAN CONDITIONS

FDP 2013-MV-001

October 10, 2013

If it is the intent of the Planning Commission to approve FDP 2013-MV-001 for a mixed use development at Tax Map 83-1 ((8)) 92A, 92B, 93A, 93B, and 94A, by requiring conformance with the following development conditions.

1. Development of the property shall be in substantial conformance with the FDP entitled "Huntington Avenue Properties" submitted by Bowman Consulting consisting of 28 sheets dated November 16, 2013 as revised through October 2, 2013.
2. Irrespective of what is shown on the CDP/FDP, the applicant shall provide Category III trees rather than Category II trees along the north and west frontages of the site, as determined by UFMD.

STATEMENT OF JUSTIFICATION
RZ/FDP 2013-MV-001
Huntington Avenue Properties
Revised September 4, 2013

Overview

A&R Huntington Metro, LLC (the "Applicant"), proposes to rezone approximately 1.04 acres of land located in close proximity to the existing Huntington Metro Station in the Mount Vernon District of Fairfax County, Virginia, to permit development of up to 141 dwelling units, approximately 4,000 square feet of retail uses and associated structured parking facilities (collectively, the "Proposed Development"). The Proposed Development implements the initial phase of a broader redevelopment plan approved by Fairfax County in January 2009 for the area bounded by Huntington Avenue, Blaine Drive, Glendale Terrace, and Biscayne Drive (APR 08-IV-9MV). It is consistent with the Comprehensive Plan's recommendations for the Property and with the Transit Oriented Development ("TOD") principles set forth in the Policy Plan portion of the Comprehensive Plan. The design of the Proposed Development includes ground floor retail uses aligning Huntington Avenue and residential uses located along the Glendale Terrace frontage to transition to the existing duplex residential units located across that street. The Proposed Development aims to utilize urban design principles and take advantage of the close proximity to mass transit.

The Property

The subject Property includes five parcels of land: 2317 Huntington Avenue and 2338, 2340, 2342, and 2344 Glendale Terrace in Alexandria, further identified by the County as 83-1 ((8)) 92A, 92B, 93A, 93B, and 94A, respectively (the Property). The Property is currently zoned C-5 and is occupied with two sets of duplex dwelling units and a 3-story garden apartment building supported by surface parking. Additionally, the Property is located within 1/4 mile of the Huntington Metro Station.

Consistency with the Comprehensive Plan.

The Comprehensive Plan locates the Property in Land Unit T of the MV-1 Huntington Community Planning Sector within the Mount Vernon Planning District. Land Unit T is a small segment, south of Huntington Avenue, within the Huntington Conservation Area. It includes existing residential uses located predominantly north, south and east of the Property. The 2009 amendment to the Comprehensive Plan provides an option for a portion of Land Unit T, including the Property, to redevelop as "transit oriented mixed use with an FAR up to a maximum of 3.0, incorporating approximately 75 percent residential, 20 percent office, and 5 percent retail uses with a significant portion of workforce housing."

The Proposed Development is consistent with this vision, providing a predominately residential project with support ground-level, neighborhood-oriented retail

and locating the residential uses closest to the Huntington Metro. Additionally, 15 percent of the proposed residential units are designated for workforce housing. The proposed 2.98 FAR is in keeping with the overall Comprehensive Plan guideline of 3.0 for Land Unit T. Redevelopment of the Property also will serve as a catalyst for future redevelopment of the rest of the land unit consistent with the Plan's TOD recommendations and has been championed by the community.

In terms of building height, the Comprehensive Plan limits project heights to 120 feet along Huntington Avenue nearest the Metro Station and 40 feet or less along Glendale Terrace to transition to the adjacent neighborhood. The Proposed Development presents an effective building height of 80 feet along Huntington Avenue and 35 feet along Glendale Terrace. As the existing ground elevation at Glendale Terrace is over 20 feet higher than the existing elevation at Huntington Avenue, the height difference across the block is less than the effective heights would indicate, thereby providing for a smooth transition between the Huntington Avenue frontage and the existing residential uses to the South.

Consistent with the Plan's recommendations, the Proposed Development "incorporate[s] street level community retail uses" with "a pedestrian friendly streetscape with convenient sidewalk access to the Metro station." The Proposed Development's design also ensures conformance with the Plan's guidance that "any unconsolidated parcels would be able to develop in conformance with the Plan." In addition, the Applicant's inclusion of underground stormwater management facilities, an internal ground floor courtyard and green roof elements into the project's design will provide substantial environmental benefits and help mitigate storm runoff from the Property.

The proposed building will be developed with sustainable building techniques and achieve certification via one of the County's endorsed sustainability programs such as LEED, NGBS or EarthCraft, consistent with the Comprehensive Plan's expectations. The amendment to the Huntington Conservation Plan ensures the Proposed Development's full conformance with the Comprehensive Plan.

Consistency with the PRM provisions of the Zoning Ordinance.

The Applicant is proposing to rezone the Property to the Planned Residential Mixed Use ("PRM") zoning district, which has the stated purpose of providing "for mixed use development consisting primarily of multiple family residential developments, generally with a density of at least twenty (20) dwelling units per acre, with secondary office and/or other commercial uses," at locations proximate to transit and in key employment centers. The Property is located 300 feet due east of the Huntington Metro Station, and the scale and density of the Proposed Development reflects this proximity. The Applicant's design, as shown on the RZ/FDP, also is sensitive to its context in promoting Huntington Avenue as an ideal mixed use corridor proximate to Metro, while recognizing and transitioning to the adjoining residential uses that comprise the majority of the Huntington Conservation Area. Moreover, given that the Huntington Avenue Metro Station is the closest station to Fort Belvoir, the Proposed Development is ideally

situated to provide new housing options for workers relocated in response to the 2005 BRAC directives.

Pursuant to Section 6-406, the Property will comply with all applicable standards for P-district zoning contained in Part 1 of Article 16, as follows:

16-101(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.

The Proposed Development substantially conforms to the adopted Comprehensive Plan, which specifically provides for a "transit oriented mixed use" project as an option for the Property. The Comprehensive Plan provides additional guidelines for the mixed use option including building heights, transitions to adjoining residential, pedestrian features, environmental design, and parks and recreation. The proposal is in keeping with these guidelines by design. The overall density and design of the Property allows the surrounding properties to be developed in harmony with the intended mixture of uses and at the planned density suggested by the Comprehensive Plan.

16-101(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.

The Proposed Development provides ground floor retail with multifamily residential units in a relationship not envisioned by conventional zoning districts. Use of the PRM zoning district enables the Applicant to implement high-quality urban design with a vertical integration of uses and increased density located within walking distance of mass transit, allowing the Property to effectively implement the option provided by the Comprehensive Plan for "transit oriented mixed use development."

16-101(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.

As shown on the RZ/FDP, the Proposed Development utilizes the existing changes in topography to effectively transition to adjoining residential uses. Portions of the parking structure that sit above-grade to account for topographic changes will be screened to reduce visual impacts. Additionally, the proposal provides for a more efficient use of the land than the current small apartment building and duplex units by locating higher density development adjacent to mass transit.

16-101(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.

The Proposed Development represents the first phase of a long-term redevelopment of the portion of Land Unit T recommended for TOD developments under the 2009 amendments to the Comprehensive Plan. It represents an improvement over the existing development and will serve as a catalyst for future redevelopment of adjacent parcels as contemplated in the Comprehensive Plan.

16-101(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.

The public facilities and utilities to support the Proposed Development are in place, as this proposal constitutes redevelopment of existing developed property. The location of the Property in proximity to the Metro station enables future residents and patrons to utilize mass transit in place of automobiles, thereby minimizing impacts to the surrounding transportation network.

16-101(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.

As shown on the RZ/FDP, the Proposed Development will include complete pedestrian accommodations along all road frontages, along with first floor retail to create an appropriate, pedestrian-friendly urban street level scale that integrates with the surrounding community. Additionally, the upper levels along Glendale Terrace have been stepped back to present a more pedestrian-scaled project at the street.

Requested Waivers and Modifications:

The Applicant respectfully requests the following waivers and modifications from the Zoning Ordinance:

- a) *Waiver the minimum district size of two (2) acres per Section 6-407.* The Applicant submits that the proposed rezoning of 1.04 acres implements the initial phase of a larger development envisioned by the Comprehensive Plan. As the proposal enables future phases of the overall development to proceed, the waiver simply allows the Applicant to implement the first piece of the larger picture, which will encourage the future phases to occur.
- b) *Modification of Parking Requirement per Section 11-103 and 11-104* to permit the proposed parking for the multifamily residential and commercial/retail uses at the Proposed Development to be as shown on the RZ/FDP.

- c) *Modification of Loading Requirement per Section 11-201 and 11-203* to permit the Proposed Development to operate with one (1) loading space. The Applicant submits that the proposed development will function as an integrated whole and will be serviced adequately by one loading space.
- d) *Waiver of transitional yard requirement between the proposed building and the existing duplex residential units across Biscayne Drive and Glendale Terrace, paragraph 3 of Section 13-305.* Although the Proposed Development is proximate to mass transit, the design still recognizes the existing adjoining residential uses by utilizing high-quality design and transitioning heights to merge the project with the adjoining residential uses.
- e) *Waiver of paragraph 2 of Section 17-201* to allow a proffered contribution for future construction by others for the bike lane along Huntington Avenue in lieu of constructing it as part of the development. The Proposed Development reserves the needed right of way for the bike lane.
- f) *Waiver of paragraph 3 of Section 17-201* to not require interparcel connections to adjoining parcels.
- g) *Waiver of paragraphs 4 and 10 of Section 17-201* to maintain the existing width of roads adjacent to the Proposed Development in lieu of widening such roads or further construction and to allow the utilities to remain in place in lieu of undergrounding the poles.

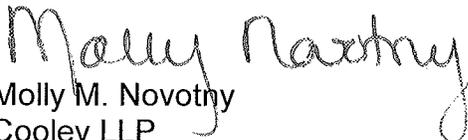
The Applicant respectfully requests the following waivers and modifications from the Public Facilities Manual:

- h) *Waiver to permit underground stormwater detention within a residential development, paragraph 8 of Section 6-0303.* The proposed underground stormwater detention facility will serve the entire site, both commercial and residential uses. The Applicant submits that an underground stormwater facility ensures more open space area can be used for the benefit of future residents and patrons, and is appropriate within a transit-oriented, mixed use development.
- i) *Waiver of Section 6-1307.2E* to allow the bioretention filters/basins in the locations as shown on the RZ/FDP instead of at the minimum setbacks from the building foundation and property lines.
- j) *Modification of Section 7-0802.2, Parking Geometric Standards,* to allow for projection of structural columns within parking structures into the required parking stall area. Areas of conflicts will be minimized to the extent feasible.
- k) *Waiver of paragraph 3 of Section 8-0201* to allow a proffered contribution for future construction by others for the bike lane along Huntington Avenue in lieu of

constructing it as part of the development. The Proposed Development reserves the needed right of way for the bike lane.

- l) *Modification of Section 12-0508* of the tree preservation target as permitted by deviations permitted in Section 12-0508.3A(1) and (3) to that shown on the Landscape Plan.
- m) *Modification of Paragraph 4E(5) of Section 12-0510* to permit the reduction of the minimum 4-foot planting distance from a restrictive barrier to a minimum of 2-feet and still allow those trees to satisfy the tree cover requirement.

Respectfully submitted,


Molly M. Novotny
Cooley LLP

9/5/13

MASTER PLAN

PARCEL 'A'

GROSS SITE AREA: 45,431 SF
 FAR: 3
 BUILDING AREA (7 FL): 136,293 SF
 RESIDENTIAL: 141 D.U.
 OFFICE: 3,486 SF
 PARKING (2 FL): 161 SPACES
 1.14 SPACES / RESIDENTIAL UNIT

PARCEL 'B'

GROSS SITE AREA: 91,425 SF
 FAR: 3
 BUILDING AREA (7 FL): 274,070 SF
 RESIDENTIAL: 80 D.U.
 OFFICE: 114,000 SF
 RETAIL: 21,000 SF
 PARKING (3 FL): 601 SPACES
 1.4 SPACES / RESIDENTIAL UNIT
 3 SPACES / 1,000 SF OFFICE
 3 SPACES / 1,000 SF RETAIL

PARCEL 'C'

GROSS SITE AREA: 47,250 SF
 FAR: 3
 BUILDING AREA (7 FL): 141,750 SF
 RESIDENTIAL: 134,298 SF
 OFFICE: 130,812 SF
 RETAIL: 3,486 SF
 PARKING (2 FL): 161 SPACES
 1.14 SPACES / RESIDENTIAL UNIT

OVERALL SITE

PARKING:
 RESIDENTIAL: 1.22 SPACES / UNIT
 OFFICE: 3 / 1,000 SF
 RETAIL: 2.25 / 1,000 SF
 FAR:
 RESIDENTIAL: 74%
 OFFICE: 21%
 RETAIL: 5%

NOTE: DUE TO TWO FLOOR DROP IN GRADE BETWEEN GLENDALE TERRACE AND HUNTINGTON AVENUE, ALL FLOORS INDICATED ARE RELATIVE TO GLENDALE TERRACE UNLESS NOTED OTHERWISE.



HUNTINGTON: REVISED CONCEPT AUGUST 9, 2013

REZONING AFFIDAVIT

DATE: September 20, 2013
(enter date affidavit is notarized)

I, Molly M. Novotny, 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

119628a

in Application No.(s): RZ/FDP 2013-MV-001
(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)
A&R Huntington Metro LLC Agent: Sean J. Pink Feras B. Qumseya Henry T. Vail Craig L. Rosenthal Theo C. Rodgers Marjorie Cheshire Rodgers	1040 Park Avenue, Suite 300 Baltimore, MD 21201	Applicant/Title Owner of 83-1 ((8)) 92A, 92B, 93A, and 93B
Bowman Consulting Group, Ltd. Agent: Matthew J. Tauscher Donald H. Hughes Brice R. Kutch	3863 Centerview Drive, Suite 300 Chantilly, VA 20151	Agent/Civil Engineer
Carvalho & Good, PLLC Agent: Bruno P. Carvalho Brian J. Stephenson	1025 Connecticut Avenue, Suite 106 Washington, DC 20036	Agent/Landscape Architect

(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: September 20, 2013
(enter date affidavit is notarized)for Application No. (s): RZ/FDP 2013-MV-001
(enter County-assigned application number (s))

119628a

(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)
2317 Huntington, LLC Agents: Anwar Q. Karam Maha A. Karam	4704 Red Fox Drive Annandale, VA 22003	Title Owner of 83-1 ((8)) 94A
Curry Architects, Inc. Agent: Shellie A. Curry	606 E. Joppa Road Towson, MD 21286	Agent/Architect
Richard Burns Design Agent: Richard T. Burns	6519 Darnall Road Ruxton, MD 21204	Agent/Architect
M.J. Wells & Associates, Inc. Agents: Robin L. Antonucci Kevin R. Fellin William F. Johnson Terence J. Miller Courtney J. Menjivar Justin B. Schor Jami L. Milanovich John F. Cavan, IV Brian J. Horan	1420 Spring Hill Road, Suite 610 Tysons, VA 22102	Agent/Traffic Engineer
Cooley LLP Agents: Antonio J. Calabrese Mark C. Looney Colleen P. Gillis Snow Jill S. Parks Brian J. Winterhalter Shane M. Murphy Jeffrey A. Nein Ben I. Wales Molly M. Novotny Katherine P. Humphrey	One Freedom Square, Reston Town Center 11951 Freedom Drive, Suite 1500 Reston, VA 20190	Agent/Attorney
Massa Montalto Architects, PC Agents: Gabriel J. Massa Daniel M. Condatore Andrew R. Dorin	3297 Route 66 Neptune, NJ 07753	Agent/Architect

(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: September 20, 2013
(enter date affidavit is notarized)

119628a

for Application No. (s): RZ/FDP 2013-MV-001
(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)
A&R Huntington Metro LLC
1040 Park Avenue, Suite 300
Baltimore, MD 21201

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF SHAREHOLDERS: (enter first name, middle initial, and last name)
Rodgers Legacy, LLC

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

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

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

Rezoning Attachment to Par. 1(b)

DATE: September 20, 2013
(enter date affidavit is notarized)

119628a

for Application No. (s): RZ/FDP 2013-MV-001
(enter County-assigned application number (s))

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

Rodgers Legacy, LLC
1040 Park Avenue, Suite 300
Baltimore, MD 21201

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)

Anthony T. Rodgers	2012 Anthony Rodgers Family Resource Trust, for the benefit of Anthony T. Rodgers
Marjorie Rodgers Cheshire	2012 Marjorie Rodgers Cheshire Family Resource Trust, for the benefit of Marjorie Rodgers Cheshire
Theo C. Rodgers	

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)

2012 Anthony Rodgers Family Resource Trust, for the benefit of Anthony T. Rodgers
1040 Park Avenue, Suite 300
Baltimore, MD 21201

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)

Anthony T. Rodgers

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: September 20, 2013
(enter date affidavit is notarized)

119628a

for Application No. (s): RZ/FDP 2013-MV-001
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
2012 Marjorie Rodgers Cheshire Family Resource Trust, for the benefit of Marjorie Rodgers Cheshire
1040 Park Avenue, Suite 300
Baltimore, MD 21201

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)
Marjorie Rodgers Cheshire

=====

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)
A&R Development Corp.
1040 Park Avenue, Suite 300
Baltimore, MD 21201

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)
Theo C. Rodgers
2012 Marjorie Rodgers Cheshire Family Resource Trust, for the benefit of Marjorie Rodgers Cheshire

=====

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)
Theo C. Rodgers, Chairman/CEO/Treasurer
Marjorie Rodgers Cheshire, President/COO/Secretary
Feras B. Qumseya, Vice President

(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: September 20, 2013

(enter date affidavit is notarized)

119628a

for Application No. (s): RZ/FDP 2013-MV-001
(enter County-assigned application number (s))

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

Bowman Consulting Group, Ltd.
3863 Centerview Drive, Suite 300
Chantilly, VA 20151

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Gary P. Bowman

=====

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)

Carvalho & Good, PLLC
1025 Connecticut Avenue, Suite 106
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)

Bruno P. Carvalho

=====

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: September 20, 2013

(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2013-MV-001

119628a

(enter County-assigned application number (s))

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

2317 Huntington, LLC
4704 Red Fox Drive
Annandale, VA 22003

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Anwar Q. Karam
Maha A. Karam

=====

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

Anwar Q. Karam, Manager
Maha A. Karam, Manager

=====

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

Curry Architects, Inc.
606 E. Joppa Road
Towson, MD 21286

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)

Shellie A. Curry, III
Nestor J. Zabala, Jr.

=====

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: September 20, 2013

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for Application No. (s): RZ/FDP 2013-MV-001

(enter County-assigned application number (s))

119628a

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

Richard Burns Design
6519 Darnall Road
Ruxton, MD 21204

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 T. Burns

=====

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 610
Tysons 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)

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: September 20, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2013-MV-001
(enter County-assigned application number (s))

119628a

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Massa Montalto Architects, PC
3297 Route 66
Neptune, NJ 07753

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)
Gabriel J. Massa
John S. Montalto

=====

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)

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

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

=====

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

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

REZONING AFFIDAVIT

DATE: September 20, 2013
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119628a

for Application No. (s): RZ/FDP 2013-MV-001
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1(c). The following constitutes a listing*** of all of the PARTNERS, both GENERAL and LIMITED, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

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

Cooley LLP
Reston Town Center
One Freedom Square
11951 Freedom Drive
Reston, VA 20190

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

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

- List of partner names and titles including Gian-Michele a Marca, Keith J. Berets, Nicole C. Brookshire, etc.

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

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

Rezoning Attachment to Par. 1(c)DATE: September 20, 2013

(enter date affidavit is notarized)

119628 a

for Application No. (s): RZ/FDP 2013-MV-001

(enter County-assigned application number (s))

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

Cooley LLP
 Reston Town Center, One Freedom Square
 11951 Freedom Drive
 Reston, VA 20190

(check if applicable) The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g., **General Partner, Limited Partner, or General and Limited Partner**)

Jeffrey L. Cohen	William E. Grauer	Barbara A. Kosacz
Thomas A. Coll	Jonathan G. Graves	Kenneth J. Krisko
Joseph W. Conroy	Jacqueline I. Grise	Carol Denise Laherty
Carolyn L. Craig	Kenneth L. Guemsey	Mark F. Lambert
John W. Crittenden	Patrick P. Gumm	Matthew E. Langer
Janet L. Cullum	Jeffrey M. Gutkin	Samantha M. LaPine
Nathan K. Cummings	John B. Hale	John G. Lavoie
John A. Dado	Danish (nmi) Hamid	Robin J. Lee
Benjamin G. Damstedt	Walter G. Hanchuk	Louis (nmi) Lehot
Craig E. Dauchy	Ray (nmi) Hartman	Jamie K. Leigh
Renee R. Deming	Bernard L. Hatcher	Ronald S. Lemieux
Darren K. DeStefano	Matthew B. Hemington	Natasha (nmi) Leskovsek
Jennifer Fonner DiNucci	David M. Hernand	Shira Nadich Levin
Michelle C. Doolin	Cathy Rae Hershcopf	Alan (nmi) Levine
Joseph M. Drayton	John (nmi) Hession	Michael S. Levinson
Christopher (nmi) Durbin	Gordon (nmi) Ho	Stephanie (nmi) Levy
John C. Dwyer	Lila W. Hope	Elizabeth L. Lewis
Shannon (nmi) Eagan	C. Thomas Hopkins	Michael R. Lincoln
Gordon H. Empey	Mark M. Hrenya	James C. T. Linfield
Sonya F. Erickson	Christopher R. Hutter	Samuel M. Livermore
Michael R. Faber	Jay R. Indyke	Douglas P. Lobel
Lester J. Fagen	Craig D. Jacoby	J. Patrick Loofbourrow
Jesse D. Farmer	Eric C. Jensen	Mark C. Looney
Brent D. Fassett	Robert L. Jones	Robert B. Lovett
M. Wainwright Fishburn, Jr.	Barclay J. Kamb	Andrew P. Lustig
Thomas J. Friel, Jr.	Richard S. Kanowitz	Thomas O. Mason
Francis (nmi) Fryscak	Kimberly J. Kaplan-Gross	Jennifer (nmi) Massey
Koji F. Fukumura	Matthew A. Karlyn	Joshua O. Mates
James F. Fulton, Jr.	Jeffrey S. Karr	Keith A. McDaniels
William S. Galliani	Sally A. Kay	Michael J. McGrail
W. Andrew H. Gantt III	Heidi M. Keefe	John T. McKenna
Stephen D. Gardner	Jason L. Kent	Bonnie Weiss McLeod
Jon E. Gavenman	John (nmi) Kheit	Mark A. Medearis
Wendy C. Goldstein	Mehdi (nmi) Khodadad	Laura M. Medina
Kathleen A. Goodhart	Charles S. Kim	Beatriz (nmi) Mejia
Lawrence C. Gottlieb	Kevin M. King	Craig A. Menden
Shane L. Goudey	Michael J. Klisch	Erik B. Milch
	Jason M. Koral	

(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: September 20, 2013

(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2013-MV-001

(enter County-assigned application number (s))

119628a**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)

Cooley LLP
 One Freedom Square, Reston Town Center
 11951 Freedom Drive, Suite 1500
 Reston, VA 20190

(check if applicable) The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g., **General Partner, Limited Partner, or General and Limited Partner**)

Chadwick L. Mills	Ricardo (nmi) Rodriguez	Aaron J. Velli
Patrick J. Mitchell	Kenneth J. Rollins	Emily Woodson Wagner
Ali M.M. Mojdehi	Kevin K. Rooney	David A. Walsh
Ann M. Mooney	Adam J. Ruttenberg	Mark B. Weeks
Timothy J. Moore	Thomas R. Salley III	Mark R. Weinstein
William B. Morrow, III	Jessica Valenzuela Santamaria	Thomas S. Welk
Howard (nmi) Morse	Glen Y. Sato	Peter H. Werner
Frederick T. Muto	Martin S. Schenker	Francis R. Wheeler
Ryan E. Naftulin	Joseph A. Scherer	Geoffrey T. Willard
Jeremy M. Naylor	Marc G. Schildkraut	Andrew S. "Drew" Williamson
Stephen C. Neal	William J. Schwartz	Peter J. Willsey
Ian (nmi) O'Donnell	Audrey K. Scott	Mark Windfeld-Hansen
Kathleen (nmi) Pakenham	John H. Sellers	Nancy H. Wojtas
Nikesh (nmi) Patel	Ian R. Shapiro	Amy M. Wood
Timothy G. Patterson	Michael N. Sheetz	Nan (nmi) Wu
Anne H. Peck	C. Christopher Shoff	Babak (nmi) Yaghmaie
D. Bradley Peck	Jordan A. Silber	David R. Young
David G. Peinsipp	Brent B. Siler	Christina (nmi) Zhang
Nicole K. Peppe	Ian D. Smith	Kevin J. Zimmer
Susan Cooper Philpot	Stephen R. Smith	
Frank V. Pietrantonio	Colleen P. Gillis Snow	
Mark B. Pitchford	Tower C. Snow, Jr.	
Michael L. Platt	Whitty (nmi) Somvichian	
Christian E. Plaza	Wayne O. Stacy	
Marya A. Postner	Anthony M. Steigler	
Steve M. Przesmicki	Steven M. Strauss	
Seth A. Rafkin	Ronald R. Sussman	
Frank F. Rahmani	C. Scott Talbot	
Marc (nmi) Recht	Mark P. Tanoury	
Danielle Naftulin Reed	Joseph (nmi) Teja, Jr.	
Michael G. Rhodes	Gregory C. Tenhoff	
Michelle S. Rhyu	Michael E. Tenta	
Lyle (nmi) Roberts	Timothy S. Teter	
John W. Robertson	Michael (nmi) Tollini	
	Michael S. Tuscan	
	Miguel J. Vega	
	Erich E. Veitenheimer III	

(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: September 20, 2013
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2013-MV-001
(enter County-assigned application number(s))

119628a

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: September 20, 2013
(enter date affidavit is notarized)

119628a

for Application No. (s): RZ/FDP 2013-MV-001
(enter County-assigned application number(s))

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

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

None

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

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

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

WITNESS the following signature:

(check one)

[] Applicant

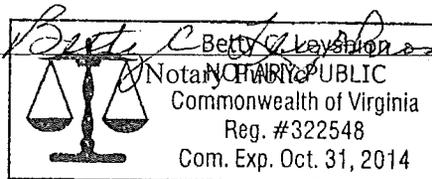
[x] Applicant's Authorized Agent

Molly M. Novotny
Molly M. Novotny, Senior Urban Planner

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

Subscribed and sworn to before me this 20th day of September 2013, in the State/Comm. of Virginia, County/City of Fairfax.

My commission expires: 10/31/2014



RESIDENTIAL DEVELOPMENT CRITERIA

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

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

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

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

1. Site Design:

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

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

b) *Layout*: The layout should:

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

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

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

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

2. **Neighborhood Context:**

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

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

It is not expected that developments will be identical to their neighbors, but that the development fit into the fabric of the community. In evaluating this criterion, the individual circumstances of the property will be considered: such as, the nature of existing and planned development surrounding and/or adjacent to the property; whether the property provides a transition between different uses or densities; whether access to an infill development is through an existing neighborhood; or, whether the property is within an area that is planned for redevelopment.

3. Environment:

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

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

4. Tree Preservation and Tree Cover Requirements:

All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the County, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality-sensitive tree preservation and planting efforts (see Objective 1, Policy c in the Environment section of this document) are also encouraged.

5. Transportation:

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

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

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

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

- Provision of bus shelters;
- Implementation and/or participation in a shuttle bus service;
- Participation in programs designed to reduce vehicular trips;
- Incorporation of transit facilities within the development and integration of transit with adjacent areas;

- Provision of trails and facilities that increase safety and mobility for non-motorized travel.
- c) *Interconnection of the Street Network: Vehicular connections between neighborhoods should be provided, as follows:*
- Local streets within the development should be connected with adjacent local streets to improve neighborhood circulation;
 - When appropriate, existing stub streets should be connected to adjoining parcels. If street connections are dedicated but not constructed with development, they should be identified with signage that indicates the street is to be extended;
 - Streets should be designed and constructed to accommodate safe and convenient usage by buses and non-motorized forms of transportation;
 - Traffic calming measures should be implemented where needed to discourage cut-through traffic, increase safety and reduce vehicular speed;
 - The number and length of long, single-ended roadways should be minimized;
 - Sufficient access for public safety vehicles should be ensured.
- d) *Streets:* Public streets are preferred. If private streets are proposed in single family detached developments, the applicant shall demonstrate the benefits for such streets. Applicants should make appropriate design and construction commitments for all private streets so as to minimize maintenance costs which may accrue to future property owners. Furthermore, convenience and safety issues such as parking on private streets should be considered during the review process.
- e) *Non-motorized Facilities:* Non-motorized facilities, such as those listed below, should be provided:
- Connections to transit facilities;
 - Connections between adjoining neighborhoods;
 - Connections to existing non-motorized facilities;
 - Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;
 - An internal non-motorized facility network with pedestrian and natural amenities, particularly those included in the Comprehensive Plan;
 - Offsite non-motorized facilities, particularly those included in the Comprehensive Plan;
 - Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;
 - Construction of non-motorized facilities on both sides of the street is preferred. If construction on a single side of the street is proposed, the applicant shall demonstrate the public benefit of a limited facility.
- f) *Alternative Street Designs:* Under specific design conditions for individual sites or where existing features such as trees, topography, etc. are important elements, modifications to the public street standards may be considered.

6. Public Facilities:

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

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

All rezoning applications for residential development are expected to offset their public facility impact and to first address public facility needs in the vicinity of the proposed development. Impact offset may be accomplished through the dedication of land suitable for the construction of an identified public facility need, the construction of public facilities, the contribution of specified in-kind goods, services or cash earmarked for those uses, and/or monetary contributions to be used toward funding capital improvement projects. Selection of the appropriate offset mechanism should maximize the public benefit of the contribution.

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

7. Affordable Housing:

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

- a) *Dedication of Units or Land:* If the applicant elects to fulfill this criterion by providing affordable units that are not otherwise required by the ADU Ordinance: a maximum density of 20% above the upper limit of the Plan range could be achieved if 12.5% of the total number of single family detached and attached units are provided pursuant to the Affordable Dwelling Unit Program; and, a maximum density of 10% or 20% above the upper limit of the Plan range could be achieved if 6.25% or 12.5%, respectively of the total number of multifamily units are provided to the Affordable Dwelling Unit Program. As an alternative, land, adequate and ready to be developed for an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity as may be approved by the Board.
- b) *Housing Trust Fund Contributions:* Satisfaction of this criterion may also be achieved by a contribution to the Housing Trust Fund or, as may be approved by the Board, a monetary and/or in-kind contribution to another entity whose mission is to provide affordable housing in Fairfax County, equal to 0.5% of

the value of all of the units approved on the property except those that result in the provision of ADUs. This contribution shall be payable prior to the issuance of the first building permit. For for-sale projects, the percentage set forth above is based upon the aggregate sales price of all of the units subject to the contribution, as if all of those units were sold at the time of the issuance of the first building permit, and is estimated through comparable sales of similar type units. For rental projects, the amount of the contribution is based upon the total development cost of the portion of the project subject to the contribution for all elements necessary to bring the project to market, including land, financing, soft costs and construction. The sales price or development cost will be determined by the Department of Housing and Community Development, in consultation with the Applicant and the Department of Public Works and Environmental Services. If this criterion is fulfilled by a contribution as set forth in this paragraph, the density bonus permitted in a) above does not apply.

8. Heritage Resources:

Heritage resources are those sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, or historic heritage of the County or its communities. Such sites or structures have been 1) listed on, or determined eligible for listing on, the National Register of Historic Places or the Virginia Landmarks Register; 2) determined to be a contributing structure within a district so listed or eligible for listing; 3) located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or 4) listed on, or having a reasonable potential as determined by the County, for meeting the criteria for listing on, the Fairfax County Inventories of Historic or Archaeological Sites.

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

- a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved;
- b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;
- c) Submit proposals for archaeological work to the County for review and approval and, unless otherwise agreed, conduct such work in accordance with state standards;
- d) Preserve and rehabilitate heritage resources for continued or adaptive use where feasible;
- e) Submit proposals to change the exterior appearance of, relocate, or demolish historic structures to the Fairfax County Architectural Review Board for review and approval;
- f) Document heritage resources to be demolished or relocated;
- g) Design new structures and site improvements, including clearing and grading,

- to enhance rather than harm heritage resources;
- h) Establish easements that will assure continued preservation of heritage resources with an appropriate entity such as the County's Open Space and Historic Preservation Easement Program; and
 - i) Provide a Fairfax County Historical Marker or Virginia Historical Highway Marker on or near the site of a heritage resource, if recommended and approved by the Fairfax County History Commission.

ROLE OF DENSITY RANGES IN AREA PLANS

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

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

GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

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

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

1. Transit Proximity and Station Area Boundaries:

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

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

2. Station-specific Flexibility:

Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and

mix of land uses relative to the existing and planned uses for the surrounding areas.

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

3. Pedestrian and Bicycle Access:

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

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

4. Mix of Land Uses:

Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in all directions, and to encourage different types of activity throughout the day.

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical

mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. Housing Affordability:

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

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

6. Urban Design:

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

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high quality architecture.

7. Street Design:

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

The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The

design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

8. Parking:

Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.

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

9. Transportation and Traffic:

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

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

- A multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities, that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.
- A design that accommodates, but minimizes single occupant vehicle trips. Additional measures to minimize single occupant vehicle trips, including

Transportation Demand Management measures, should be identified and applied.

- Traffic-calming measures, design techniques and road alignment that balance pedestrian and bicycle accessibility and vehicular access.

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

10. Vision for the Community:

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

Broad-based support and collaboration can be achieved through planning processes that encourage involvement and participation. These processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. While the particulars of the process should relate to each station, planning processes should include the use of citizen task forces, the Area Plans Review process and other means to result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD

vision that is integrated with and complements surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad-based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; and (5) continuing stakeholder involvement on a collaborative basis in framing development proposals ultimately considered for specific parcels.

11. Regional Framework:

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

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

12. Environmental Considerations:

Seek opportunities for mitigating environmental impacts of development.

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. The utilization of land near transit and the existing infrastructure allows the County to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental impacts (such as impacts on mature trees and stormwater runoff) of proposed development should be examined and mitigated to minimize potential negative impacts. Low Impact Development Techniques, such as rain gardens and green roofs, should be incorporated into proposed developments to reduce potential impacts of stormwater runoff from these areas. Development in

TODs should be designed in a manner that conserves natural resources; the application of energy and water conservation measures should be encouraged. Sites undergoing redevelopment should optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

13. Economic Benefits:

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

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

14. Open Space:

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

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

15. Public Facilities and Infrastructure:

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

TOD may provide opportunities to improve public facilities. Locating public facilities in station areas provides important public services in areas accessible to public transportation and can increase activity within the TOD. Cumulative impacts of development in a TOD on public facilities and transit access facilities should be identified and offset. Such impacts include those on schools, parks,

libraries, police, fire and rescue, water and sewer, stormwater management and other publicly owned community facilities. Current data on station access facilities and demand should be used as available, to assess needs for replacement or enhancement of facilities such as bus bays, taxi access, substations and parking.

16. Phasing of Development:

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

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



County of Fairfax, Virginia

MEMORANDUM

DATE: August 27, 2013

TO: Barbara C. Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief *PGN*
Environment and Development Review Branch, DPZ

SUBJECT: Land Use Analysis: RZ/FDP 2013-MV-001

The memorandum, prepared by Jennifer Garcia, includes citations from the Comprehensive Plan (Plan) that provide guidance for the evaluation of the Rezoning (RZ) and Final Development Plan (FDP) applications dated November 16, 2012, as revised through August 9, 2013, and the latest proffers dated August 12, 2013. The Comment Response Matrix as revised through August 12, 2013 was also used in this evaluation. The extent to which the application conforms to the applicable guidance contained in the Plan is noted. Possible solutions to remedy identified issues are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Comprehensive Plan policies.

DESCRIPTION OF THE APPLICATION

The applicant, A&R Huntington Metro LLC, is requesting to rezone the subject property from C-5 (Neighborhood Retail Commercial District) to PRM (Planned Residential Mixed Use District) to permit the development of up to 141 multifamily dwelling units or up to 130,761 gross square feet of residential use, and up to 3,534 gross square feet of retail use on the 1.04-acre subject property. The overall intensity of the proposed development is approximately 3.0 floor area ratio (FAR).

The proposed building is seven stories, or a maximum height of approximately 79.5 feet along Huntington Avenue. Building height tapers to approximately 35.5 feet or three stories along Glendale Terrace with the upper levels stepped back approximately 22 feet. Approximately 130 feet of the façade along Biscayne Drive is stepped back at Level 3 by approximately 10 feet to provide a patio area for residents. The portion of the building along Biscayne Drive closest to Huntington Avenue steps back at Level 5.

Level 1 contains retail use along a portion of Huntington Avenue in addition to the lobby, a fitness area, and parking. Level 2 comprises the remainder of the residential parking, retail parking is not provided. Levels 3 through 7 would comprise up to 141 residential units. A private courtyard for residents is located on Level 3. Four publicly accessible outdoor spaces are proposed. These include a civic plaza at the corner of Huntington Avenue and Biscayne Drive that includes a public art installation, landscaping, and seating; a transition plaza abutting the parcel to the east with seating and a proposed dog park; a terraced public plaza along Biscayne Drive with grass and benches; and a neighborhood plaza at the corner of Biscayne Drive and Glendale Terrace. In total these areas comprise approximately 4,848 square feet or 11 percent of the net site area.

LOCATION AND CHARACTER OF THE AREA

The subject property is located less than ¼ mile from the Huntington Metro Station. The property is bounded by Huntington Avenue to the north, Biscayne Drive to the west, Glendale Terrace to the south, and Tax Map parcel 83-1 ((8)) 91A to the east. The subject property is currently developed with a three-story apartment building and associated surface parking, and four residential duplex units.

The subject area is within the Huntington Conservation Area. The Huntington Conservation Plan was adopted by the Board of Supervisors in 1976 and amended on September 11, 2012. The adopted amendment added text to the Conservation Plan to allow for the redevelopment of Land Unit T as recommended by the Comprehensive Plan. The area surrounding Land Unit T remains in the Huntington Conservation Area and therefore is not planned for redevelopment. The basic goal of the Huntington Conservation Plan is to provide for the protection of a viable and sound residential community. The Conservation Plan also notes the importance of improving and maintaining housing and neighborhood quality.

In general, the existing development of the subject site and the surrounding area reflects the baseline Plan recommendations for Land Unit T. The area to the north across Huntington Avenue is planned for residential use at 16-20 du/ac, and is developed with the Farrington Place Condominiums which are zoned C-5. The property adjoining the subject site to the east with frontage on Huntington Avenue is zoned C-5 and is planned for local-serving retail use. It is currently developed with strip retail uses including a 7-11 convenience store. The property adjoining the subject site to the east with frontage on Glendale Terrace is vacant and serves as a pedestrian cut-through to the strip retail uses, this property is zoned C-8. Immediately to the east of the vacant lot is a three-story garden apartment building that is planned for residential use at 16-20 du/ac. The duplexes on the south side of Glendale Terrace across from the subject site are zoned R-8. They are planned for residential use at 8-12 du/ac. Lastly, the duplexes on the west side of Biscayne Drive across from the subject property are zoned C-5.

The applicant proposes to rezone the site to allow for redevelopment under the Plan option, as noted below.

COMPREHENSIVE PLAN CITATIONS:

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through April 9, 2013, MV1 – Huntington Community Planning Sector, pages 115-117:

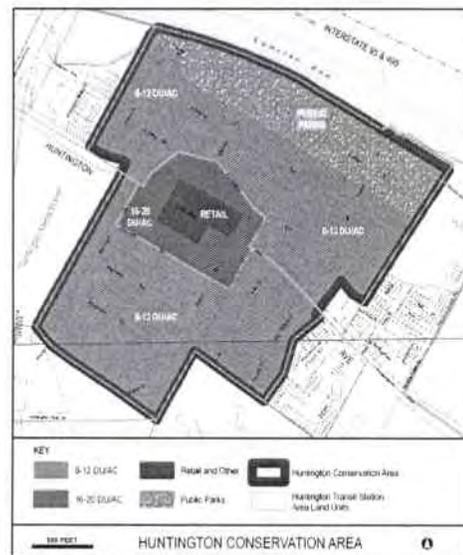
“Land Units A, B and T (Huntington Conservation Area)

The land use recommendations for the Huntington community seek to preserve the stability of this residential area, upgrade local community shopping facilities improve parklands and provide better pedestrian linkage to the Metro station. The Huntington Conservation Area is comprised of Land Units A, B and T as shown in Figure 28.

A neighborhood improvement program and the Huntington Conservation Plan were adopted for the community by the Board of Supervisors in March, 1976. The basic goal of that document is the conservation and development of a viable and sound residential community in the Huntington neighborhood. First, the neighborhood improvement program lists a series of public improvement projects that will be necessary to improve the livability of Huntington. Second, the Conservation Plan provides the legal mechanisms for carrying out the activities of the neighborhood improvement program; it firmly establishes land use densities for the Conservation Area; and it sets standards for future development and rehabilitation in the community...

In the center of the Huntington Conservation Area on either side of Huntington Avenue is Land Unit T, an area developed with duplexes, garden apartments and local retail uses. This 10-acre area is planned for residential use at 16-20 dwelling units per acre with a retail component of up to 20,000 gross square feet to provide local services to the neighborhood (see Figure 28). Substantial consolidation of parcels is required in order to attain this level of development. To maintain the scale and character of the adjacent residential neighborhood, redevelopment of Land Unit T should:

- Respect a building height limit of three stories on the north side of Huntington Avenue; on the south side of Huntington Avenue, buildings should be within a three-story height as established along Glendale Terrace due to the sloping topography;
- Provide landscaping between the existing residential uses and areas redeveloped with non-residential uses or parking facilities to buffer the residential areas from adverse impacts;



HUNTINGTON CONSERVATION AREA
Figure 28

- Encourage the retention and rehabilitation of existing garden apartments on the site; and
- Coordinate building design, massing and open spaces on both sides of Huntington Avenue.

As an option, provided this option is in conformance with the Huntington Conservation Plan, the area bounded by Huntington Avenue, Biscayne Drive, Glendale Terrace and Blaine Drive is planned for transit oriented mixed use with an FAR up to a maximum of 3.0, incorporating approximately 75% residential, 20% office, and 5% retail uses with a significant portion of workforce housing. Building heights adjacent to Huntington Avenue closest to the Metro station should not exceed 120 feet, transitioning to lower building heights toward Glendale Terrace. High rise residential and office buildings along Huntington Avenue should incorporate street level community retail uses and a pedestrian friendly streetscape with convenient sidewalk access to the Metro station. Buildings along Glendale Terrace limited in height to 40 feet or less should be used as a transition to the adjacent neighborhood. Development along Glendale Terrace should be compatible in scale and architectural treatments to the surrounding residential neighborhood, incorporating sidewalk connections to the Metro and a pedestrian friendly streetscape. To encourage consolidation, portions may seek rezoning without the need for the entire block to be included at one time, provided that the applicant can demonstrate that any unconsolidated parcels would be able to develop in conformance with the Plan. Development within this area should also include the following:

- Creative stormwater management techniques;
- Green building design to meet the criteria for certification as LEED Silver;
- Integration of urban park features within the site; and
- Consistency with the Policy Plan, Parks and Recreation, Objective 6 Policies.”

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through April 9, 2013, MV1 – Huntington Community Planning Sector, pages 122 and 127:

“Pedestrian Circulation

Improvements in pedestrian circulation are needed throughout the Transit Station Area to facilitate access to the Metro station and proposed new development. Such improvements can also improve the appearance of the area and create a sense of identity and organization throughout the community...

For the entire Transit Station Area, a pedestrian circulation system is proposed to provide an interconnected system of walkways linking pedestrians to their destinations. This system provides new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience. Special treatment along both sides of

these streets includes street trees, pedestrian level lighting, special paving, coordinated graphics and street furniture...Developers should be encouraged to provide this streetscape treatment as part of their new development.

Throughout the Transit Station Area, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development and existing neighborhoods...

Full consideration should be given for those pathways within the Transit Station Area which can accommodate possible bicycle trails.”

Additional relevant Comprehensive Plan guidance on land use compatibility and Transit Oriented Development (TOD) is found following the end of this land use analysis.

COMPREHENSIVE PLAN MAP: Residential use at 16-20 du/ac.

LAND USE ANALYSIS

Land Use Intensity

Staff is concerned that the proposed intensity of approximately 3.0 FAR on the 1-acre subject property precludes the ability for the applicant to demonstrate compatibility with the surrounding stable residential area that is part of a neighborhood Conservation Area. Other Fairfax County TOD policies are also difficult to implement at this intensity on a small site. Specific policies that staff believes are not being met are achieving an appropriate sense of place, promoting a balanced mix of uses, and providing publicly accessible, high-quality, usable open space.

Compatibility

The scale and character of the stable residential area surrounding the subject site is planned to remain, as the Huntington Conservation Area designation is not anticipated to be modified. The Guidelines for Transit-Oriented Development address the need to protect existing stable neighborhoods that are not planned for transit-oriented development or redevelopment.

Overall, staff supports the proposed architecture, building materials, streetscape, and landscaping along Huntington Avenue, Glendale Terrace, and the vacant parcel. However, concerns remain regarding the appearance of the building along Biscayne Drive. In previous iterations of review and comment, staff suggested the design along Biscayne Drive and Glendale Terrace should be similar. Both sides of the site are adjacent to duplexes along residential streets and should be treated equitably. Subsequent to these discussions, the applicant included a set-back at Level 3 with patios and a terraced plaza at ground level. While staff appreciates these improvements, staff feels the townhouse-style design and scale along Glendale Terrace is still more compatible and aligned with the character of the surrounding neighborhood. Absent significant changes to the applicant's proposed design and related reduction in intensity, staff suggests including an additional 10-foot minimum set-back at Level 4 or 5.

Mix of Uses

The Plan recommends 75 percent residential, 20 percent office, and 5 percent retail uses over the entire 4.35-acre redevelopment area. The applicant's proposal consists of approximately 97.4% residential use and 2.6% retail use. Staff believes a more balanced mix of uses would help advance some fundamental goals of TOD, including the desire to promote different types of activity throughout the day, encourage a critical mass of pedestrian activity, and generate reverse Metrorail ridership.

The applicant includes an option for the retail component on Huntington Avenue to be substituted for residential units or residential amenities if the applicant is unable to secure retailers. Staff does not support this proposed alternative from both an urban design and land use perspective. In terms of design, the entrances are located on Huntington Avenue without providing a zone of separation or privacy between the public and private realm. Inclusion of a front porch, steps, or a set back of the doorways from the sidewalk could help achieve a better sense of safety. This is particularly vital since Huntington Avenue functions as a primary pedestrian connection to the Huntington Metrorail station. The transition plaza and dog park may also need to be removed or redesigned, as it poses a similar concern if windows or additional entrances to the residential units are located along this side of the building.

Ground level retail is desired to provide additional amenities and opportunities for residents to socialize with their neighbors. Outdoor seating in front of a coffee shop or café would greatly enhance the character of the area and help achieve the goal of encouraging pedestrian activity throughout the day. To achieve the same underlying goals if retail is not feasible, staff suggests the applicant consider programming the space for a community center rather than residential use.

Conceptual Master Plan

The Plan guidance states the applicant should demonstrate that any unconsolidated parcels can be incorporated in a manner that is in conformance with the Plan. The applicant has provided a Master Plan as revised on August 9, 2013 as part of the Comment Response Matrix dated August 12, 2013. In order to create a more pleasant pedestrian experience to and from the Metro station, staff suggests the Master Plan consider an additional east-west pedestrian path that could supplement and connect to the proposed central common green. The office building in the center of the block fronting Huntington Avenue may be more visually appealing if it is divided into smaller, separate buildings or an alternative configuration is proposed.

Open Space and Parks

A condition for redevelopment is the integration of urban park features within the site. The applicant is proposing one private 5,130 square foot courtyard and four pockets of publicly accessible open space. The largest space proposed is the terraced plaza along Biscayne Drive at 1,037 square feet. As previously noted, a larger consolidation would have provided an opportunity to create a more functional publicly accessible open space to serve the nearby community.

Staff appreciates the applicant's revised submission to more clearly delineate the public spaces and include details regarding the proposed public art, variations in paving materials, seating areas, and improved streetscaping and landscaping. With regard to the public plaza, staff

suggests substituting grass for the concrete seating to expand the lawn area. This public plaza should also be ADA accessible.

In terms of the dog park, the applicant should provide additional details such as whether this is envisioned as an off-leash dog area (OLDA), the proposed surface materials, and in general ensure the dog park meets Fairfax County Park Authority standards in terms of size, safety, and other requirements.

Workforce Housing

A significant portion of workforce housing is recommended to be incorporated with redevelopment per the adopted Plan guidance. A minimum of 12 percent WDUs is recommended under the Housing element of the Policy Plan - Appendix 1, Guidelines for Provision of Workforce Housing. The applicant has proffered to no less than 15 percent of the total residential units be provided as ADUs and WDUs. Staff also encourages these units to be varied in size and the number of bedrooms, and evenly dispersed throughout the building to the extent possible.

CONCLUSION

The modified development plan demonstrates improvements to the streetscape on Huntington Avenue and the public outdoor spaces. However, staff feels several outstanding issues remain. First, the proposed intensity and the absence of substantial consolidation presents obstacles to implementing compatible development within the conservation area and providing high-quality, usable public open space. The alternative to replace the retail component with residential use does not promote a balanced mix of uses or advance to the goal of enlivening the street and offering occasions for the community gather and socialize. A civic use such as a community center would be more appropriate if retail is not possible. Lastly, the conceptual master plan should consider an additional east-west pedestrian path through the site that connects to the proposed common green.

PGN:JLG

ADDITIONAL RELEVANT LAND USE COMPREHENSIVE PLAN CITATIONS:

Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Land Use, as amended through February 12, 2013, pages 9-11:

“Objective 14: **Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses. . . .**

Policy c. Achieve compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening. . . .

Policy f. Utilize urban design principles to increase compatibility among adjoining uses. . . .

Objective 16: **Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicycle-friendly, neighborhood centers accessible to transit.**

Policy a. The TOD principles outlined in the “Guidelines for Transit-Oriented Development” section in the Land Use Appendix should be used in future planning efforts involving rail transit station sites identified for mixed-use development in the Area Plans.

Policy b. Development applications that propose a substantial change in use, intensity or density near designated rail transit stations should be consistent with the adopted TOD guidelines in the Land Use Appendix.”

Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Land Use as amended through February 12, 2013, Appendix 11, pages 33-38:

“APPENDIX 11

GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

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

The following guidelines and design principles are intended to effect well-planned transit-oriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort. When applicable, these principles should be used in the review of major rezoning cases for

development around planned and existing rail transit stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.

1. Transit Proximity and Station Area Boundaries:

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

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

2. Station-specific Flexibility:

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

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

3. Pedestrian and Bicycle Access:

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

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

4. Mix of Land Uses:

Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in all directions, and to encourage different types of activity throughout the day.

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

5. Housing Affordability:

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

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

6. Urban Design:

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

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high-quality architecture.

14. Open Space:

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

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

16. Phasing of Development:

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

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



County of Fairfax, Virginia

MEMORANDUM

DATE: September 3, 2013

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief *PHW*
Environment and Development Review Branch, DPZ

SUBJECT: ENVIRONMENTAL ASSESSMENT for: RZ/FDP 2013-MV-001
A & R Huntington Metro

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 August 9, 2013. 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, 2013 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:

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
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www.fairfaxcounty.gov/dpz/



- 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.”

In the Fairfax County Comprehensive Plan, Policy Plan, 2013 Edition, Environment section as amended through July 27, 2010, on page 7 through 9, the Plan states:

“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 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, Policy Plan, 2013 Edition, Environment section as amended through February 12, 2013, on page 12, the Plan states:

“Objective 6: Ensure that new development either avoids problem soil areas, or implements appropriate engineering measures to protect existing and new structures from unstable soils.

Policy a: Limit densities on slippage soils, and cluster development away from slopes and potential problem areas.

Policy b: Require new development on problem soils to provide appropriate engineering measures to ensure against geotechnical hazards.”

In the Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Environment, as amended through February 12, 2013, pages 11 and 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.

Green Building

The subject property is located within a Transit Station Area (Huntington) and development is being pursued under a Comprehensive Plan option. Therefore, under the Policy Plan's green building policy, the development is expected to attain LEED certification or an equivalent third party green building residential program. In addition, the Area IV volume of the Comprehensive Plan for this site recommends that "green building design to meet the criteria for certification as LEED Silver." Although the Comprehensive Plan does not specify whether the LEED-Silver recommendation is applicable to all development on this site, or just non-residential, there are not expectations elsewhere in the County for residential structures to achieve this level of commitment, including the Tysons Corner urban center.

The applicant has committed to certification of EarthCraft House Program or National Green Building Standard using the Energy Star Qualified Homes path for energy performance to be demonstrated through documentation provided prior to the issuance of the first residential use permit for the proposed development. This commitment conforms to the Policy Plan's green building policy.

Water Quality

The Comprehensive Plan guidance for the subject property calls for "innovative stormwater management" techniques to be applied to the development of the property. Staff would note that this language applies to a larger land area than the subject property, which is slightly more than an acre with the overwhelming majority of the parcel to be occupied with the proposed structure. The applicant is seeking maximum intensity for the proposed development which leaves little area for these additional stormwater management measures. The applicant is proposing a small area of rooftop cisterns which will capture a portion of typical rainfall events for reuse in some of the surrounding landscaping. While the applicant is proposing to meet conventional detention requirements and is also proposing some additional areas for infiltration, the nature of the proposed development combined with the existing soil conditions at this location raise concerns regarding the ability of the applicant to provide any further water quality or quantity controls as part of the proposed development. While the applicant is proposing some measures beyond the typical requirements for stormwater management, the limited size of the site combined with the overall intensity of the proposed limits the potential for any broader application of innovative stormwater management measures. The consolidation of additional land area could provide for additional options to be considered for the proposed development. Any final determination regarding the adequacy of the PFM required measures to meet stormwater management requirements will be subject to review and approval by staff within the Department of Public Works and Environmental Services (DPWES).

Problem Soils

Marumsco Soils are clearly noted for the subject property on the County's Soils Map. These soils may be prone to slippage which has the potential to result in damage to the subject property as well as adjoining properties. While staff commonly advises applicants to complete a geotechnical study as part of the rezoning evaluation process, conditions on the subject property may not rise to that level of concern. However, the applicant should still be made aware that should they choose to complete the geotechnical study as part of the site plan process and it ultimately results in design changes to the project, they could be required to submit a proffered condition amendment and final development plan amendment for the proposed development. The applicant should also be made aware that all other requirements for the geotechnical study, such as offsite liability, offsite property inspections and onsite liability insurance requirements could still be imposed by DPWES. Any final determination regarding matters related to the final geotechnical study will be determined by staff within DPWES.

Transportation Noise

The subject property is likely to be impacted by transportation generated noise from Huntington Avenue as well as the nearby commuter rail station. Staff has asked that the applicant commit to provide a noise study to determine the extent of these impacts and any proposed mitigation measures needed to result in an interior noise level of no greater than 45 dBA DNL. Staff feels that this commitment should be met as part of the site plan or building plan review process to include review by staff within the Environment and Development Review Branch (EDRB) of the Department of Planning and Zoning. The applicant has proffered with the submission of the first site plan to provide a noise study to DPZ and DPWES for review and comment demonstrating that based on noise mitigation measures that the applicant proposes to include in its building design all affected interior areas of the residential units constructed on the property will have noise levels reduced to approximately 45 DBA Ldn or less based on future conditions and final site conditions. In order to achieve noise mitigation, the applicant is committing to specified sound transmission class (STC) ratings for walls, doors and glazing. This commitment is in conformance with the Policy Plan guidance on noise mitigation for interior areas of homes. However, to be in accordance with the Policy Plan on noise mitigation for outdoor activity areas, the applicant should commit to noise attenuation, if needed, to achieve DNL 65 dBA or less in the outdoor activity areas.

PGN:JRB



County of Fairfax, Virginia

MEMORANDUM

DATE: July 10, 2013

TO: Megan Brady; Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Thakur Dhakal, Senior Engineer III *FP Dhakal*
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: Rezoning Plat #RZ/FDP 2013-MV-001, Huntington Avenue Properties, CDP/FDP Plat dated June 26 2013, LDS Project #25678-ZONA-001-1, Tax Map #083-1-08-0092A, 0092B, 0093A, 0093B, 0094A; Cameron Run Watershed; Mount Vernon District

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

Chesapeake Bay Preservation Ordinance (CBPO)

There are no Resource Protection Areas on the site.

Floodplain

There are no regulated floodplains on the site.

Downstream Drainage Complaints

There are several downstream flooding complaints on file. More information on these complaints is available from the Maintenance & Stormwater Management Division (703 877 2800). Detention is mandatory when there are downstream drainage complaints.

Stormwater Detention

Detention requirements must be met if not waived (PFM 6-0301.3). Applicant indicates that detention requirement will be met by providing an underground detention chamber and deck cisterns. PFM § 6-0303.8 states that underground detention facilities may not be used in residential developments unless specifically waived by the Board of Supervisors in conjunction with the approval of a rezoning. A separate waiver for this purpose has been submitted and the application is being processed.

All Stormwater detention facilities shall be designed in accordance with PFM and detailed evaluation and analysis shall be provided on site plan. The underground detention vault shall be designed offline.

Water Quality Control

Applicant stated on sheet 7 that 43.9% phosphorus removal will be met for this development using Stormfilter and bio-retention. The locations of these facilities have been identified in the plan. If infiltration facilities were to be proposed, a preliminary geotechnical investigation to validate the feasibility of such facilities shall also be performed prior to development plan approval. Bio-retention facilities shall meet the minimum setback requirements from the building foundation or specially designed facilities shall be used. Furthermore, every effort shall be made to provide BMP more than that of minimum necessary.

Onsite Major Storm Drainage System and Overland Relief

Applicant needs show that no buildings will be flooded with a 100-year design flow, even if the minor system should fail due to blocking. Applicant needs to provide an overland relief narrative and arrows showing runoff flow path of the 100-year storm event. Cross-sections at key locations including the building entrances must be shown on the site plan submission.

Downstream Drainage System

The outfall narrative has been provided but the adequacy of the system is not the part of the statement.

Drainage Diversion

During the development, the natural drainage divide shall be honored. If natural drainage divides cannot be honored, a drainage diversion justification narrative must be provided. The increase and decrease in discharge rates, volumes, and durations of concentrated and non-concentrated Stormwater runoff leaving a development site due to the diverted flow shall not have an adverse impact (e.g., soil erosion; sedimentation; yard, dwelling, building, or private structure flooding; duration of ponding water; inadequate overland relief) on adjacent or downstream properties. (PFM 6-0202.2A)

Stormwater Planning Comments

This case is located in the Cameron Run Watershed. There is a watershed management plans near the subject site (CA9162). Please visit http://www.fairfaxcounty.gov/dpwes/watersheds/publications/cr/01_ca_wmp_full_ada.pdf for more details.

Dam Breach

None of this property is within the dam breach inundation zone.

Stormwater Management Proffers

Comments on the draft proffers will be provided separately once we receive the draft proffers.



Megan Brady; Staff Coordinator
Final Development Plan #RZ/FDP 2013-MV-001; Huntington Avenue Properties
LDS Project # 25678-ZONA-001-1
Page 3 of 3

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

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

TD/

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





County of Fairfax, Virginia

MEMORANDUM

DATE: July 10, 2013

TO: Megan Brady; Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Thakur Dhakal, Senior Engineer III *FP Dhakal*
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: Rezoning Plat #RZ/FDP 2013-MV-001, Huntington Avenue Properties, CDP/FDP Plat dated June 26, 2013, LDS Project #25678-WPFM-001-1, Tax Map #083-1-08-0092A, 0092B, 0093A, 0093B, 0094A; Cameron Run Watershed; Mount Vernon District

REFERENCE: Waiver #25678-WPFM-001-1 for the Location of Underground Facilities in a Residential Area

We have reviewed the referenced submission for consistency with Section 6-0303.8 of the Public Facilities Manual (PFM) which restricts use of underground Stormwater management facilities located in a residential development (Attachment B). The Board of Supervisors (Board) may grant a waiver after taking into consideration possible impacts on public safety, the environment, and the burden placed on prospective property owners for maintenance. 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.

Bowman Consulting Group has submitted an updated development plan for its Planned Residential Mixed (PRM) use in the property. The site currently is currently zoned C-5 and



located in the Mount Vernon Planning District. The planned development proposes 141 residential units and 3,977 square feet of retail space.

The site was originally developed before the county's current detention requirements were promulgated; no detention facilities exist on the property. Developer indicates that, because of the dense urban nature of the proposed redevelopment, uses of at-grade conventional Stormwater Management facilities are not feasible. The developer feels the underground storage will be necessary to address detention requirement for the site. Also, should there be inadequate outfall downstream of the site; an extended detention may be required. The developer would like the ability to use on-site detention to meet the PFM's detention requirements and has proposed an underground facility on the development plan. The underground detention facility is proposed to be maintained privately by the Homeowner's Association.

ANALYSIS

An analysis of the possible impacts on public safety, the environment, and the burden placed on the owners for maintenance is as follows.

Impacts on Public Safety –The underground detention vault is proposed to be located under the sidewalk area in front of the retail spaces along Huntington Avenue. The access points to the facilities will be highly visible which makes unofficial access noticeable.

If it is the intent of the Board to approve the waiver request, the property owner shall provide liability insurance in an amount acceptable to Fairfax County as a waiver condition. A typical liability insurance amount is \$1,000,000 against claims associated with underground facilities. The private maintenance agreement shall also hold Fairfax County harmless from any liability associated with the facilities. In addition, locking manholes and doors must be provided at each access point.

Impacts on the Environment – The site is currently developed. The proposed underground facility would flow into the existing storm sewer system along Huntington Avenue. Adequate outfall at these locations must be demonstrated and water quality requirements must be met before a site plan can be approved. Staff does not believe that there will be any adverse impact on the environment from the construction and maintenance of the underground facilities.

Burden Placed on Property Owner for Maintenance and Future Replacement

Underground detention facilities are normally required to be off-line. With an off-line design, should a facility become clogged, the storm drain system could continue to operate. When in-line facilities become clogged, the storm drain system's operations would cease. The storm drain system would back up and could overflow. Flooding may be possible depending on the intensity and duration of the storm event.

A minimum height of 72 inches for underground Stormwater structures is generally required to facilitate maintenance (PFM 6-1306.3H). Accessibility to the underground facilities is a concern. The vault is located under the sidewalk in front of the retail spaces which will not be available at the time of maintenance and replacement of the underground facility when it becomes necessary.

If it is the intent of the Board to approve the waiver request, the property owner must execute a maintenance agreement prior to site plan approval. Staff recommends that a financial plan must be established for the operation, inspection, and maintenance of the underground facilities. The property owner should be required to establish a fund for the annual maintenance. Staff recommends that the property owner provide an initial deposit in an escrow account in an amount equal to the estimated costs for the first 20 years of maintenance of the facility.

The engineer has provided estimates of the annual maintenance cost for facility as \$5,000; staff finds the estimates reasonable. Before site plan approval, \$100,000 should be placed into escrow to fund 20 years of maintenance. These monies would not be available to the owner until bond release.

The property owner should also be required, as a waiver condition, to address future replacement of the underground facilities as part of its private maintenance agreement with the County. In order to maximize the useful life of the underground facility, the property owner must be required to construct the underground facilities with reinforced concrete products only. A replacement cost fund, based on an estimated 50-year lifespan for concrete products, should be established. The replacement reserve fund must be separate from the annual maintenance fund to ensure the monies are available at the time replacement is necessary and have not been previously spent on maintenance activities.

The engineer has estimated the construction cost of this facility to be about \$200,000; staff finds this estimate reasonable. But, the underground vault proposed under the building significantly increases the cost of future replacement of the facility. The owner would be expected to contribute about \$71/year per each residential unit to a fund the facility's replacement. But the estimate doesn't reflect how much the non-residential areas are expected to contribute.

RECOMMENDATION

DPWES recommends that the Board approve the waiver to locate underground facility at Huntington Avenue Properties, a mixed use development. If it is the intent of the Board to approve the waiver, DPWES recommends the approval be subject to Waiver #25678-WPFM-001-1 Conditions, Huntington Avenue Properties, dated July 10, 2013, as contained in Attachment A.

Megan Brady; Staff Coordinator
Waiver #25678-WPFM-001-1, Huntington Avenue Properties
Page 4 of 4

If you have any questions, or need further assistance, please contact me at 703-324-1720.

ATTACHED DOCUMENTS

Attachment A – Waiver #25678-WPFM-001-1 Conditions, Huntington Avenue Properties,
dated July 10, 2013

Attachment B – PFM Section 6-0303.8

cc: Robert A. Stalzer, Deputy County Executive
James Patteson, Director, DPWES
Michelle Brickner, Director, Land Development Services, DPWES
Bijan Sistani, Director, Site Development and Inspections Division
Steve Aitcheson, Director, Maintenance and Stormwater Management Division, DPWES
Zoning Application File (25678-ZONA-001)
Waiver File

Waiver #25678-WPFM-001-1 Conditions

Huntington Avenue Properties
Rezoning Application #RZ/FDP-2012-MV-001
July 10, 2013

1. The underground facilities shall be constructed in accordance with the development plan and these conditions as determined by the Director of the Department of Public Works and Environmental Services (DPWES).
2. To provide greater accessibility for maintenance purposes, the underground facilities shall have a minimum height of 72 inches.
3. The underground facilities shall be constructed of reinforced concrete products only and incorporate safety features, such as including locking manholes and doors, as determined by DPWES at the time of construction plan submission.
4. The underground facilities shall be privately maintained and shall not be located in a County storm drain easement.
5. A private maintenance agreement, as reviewed and approved by the Fairfax County Attorney's Office, shall be executed and recorded in the Land Records of the County. The private maintenance agreement shall be executed prior to final plan approval.

The private maintenance agreement shall address:

- County inspection and all other issues as may be necessary to ensure the facilities are maintained by the property owner in good working condition acceptable to the County so as to control Stormwater generated from the redevelopment of the site and to minimize the possibility of clogging events;
 - A condition that the property owner and its successors or assigns shall not petition the County to assume maintenance of or to 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 owner provides and continuously maintains liability insurance. The typical liability insurance amount is at least \$1,000,000 against claims associated with underground facilities; and
 - 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 into the site construction plan and private maintenance agreement that ensures safe operation, inspection, and maintenance of the facilities.
 7. A financial plan for the property owner to finance regular maintenance and full life-cycle replacement costs shall be established prior to site plan approval. A separate line item in the annual budget for operation, inspection, and maintenance shall be established. A reserve

fund for future replacement of the underground facilities shall also be established to receive annual deposits based on the initial construction cost and considering an estimated 50-year lifespan for concrete products.

8. Prior to final construction plan approval, the property owner shall escrow sufficient funds that will cover a 20-year maintenance cycle of the underground facilities. These monies shall not be made available to owner until after final bond release.

Fairfax County Government
Public Facilities Manual
Chapter 6 – Storm Drainage

§ 6-0303.8 (83-04-PFM, 24-88-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.



County of Fairfax, Virginia

MEMORANDUM

DATE: August 23, 2013

TO: Megan Duca, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Hugh Whitehead, Urban Forester II *HUN*
Forest Conservation Branch, DPWES

SUBJECT: Huntington Avenue Properties, RZ/FDP 2013-MV-001

I have reviewed the Conceptual/Final Development Plan for the above referenced rezoning application, stamped as received by the Zoning Evaluation Division (ZED) on August 13, 2013; and draft proffers dated August 12, 2013.

- Comment:** The low crowns of Category II ornamental trees shown between the building and the street on the north and west sides of the proposed building will ultimately impede pedestrian and vehicular traffic. The Comment Response Matrix states that the plan has been revised to show Category III trees in these locations. However, trees shown on the plan on the west and north sides of the proposed building are labeled/symbolized as Category II trees.

Recommendation: Require revision of the plan to show Category III trees along the west and north sides of the building where trees are located adjacent to the sidewalk and/or the street.

If there are any questions or further assistance is desired, please contact me at (703)324-1770.

HCW/
UFMDID #: 178203

cc: DPZ File

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





County of Fairfax, Virginia

MEMORANDUM

DATE: August 26, 2013

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

FROM: Angela Kadar Rodeheaver, Chief *MAD for AKR*
Site Analysis Section
Department of Transportation

FILE: 3-4 (RZ 2013-MV-001)

SUBJECT: Transportation Impact Addendum # 2

REFERENCE: RZ / FDP 2013-MV-001; A & R Huntington Avenue
Land Identification Map: 83-1 (08) 92A, 92B, 93A, 93B, 94A
Traffic Zone: 1468

Transmitted herewith are comments from the Department of Transportation with respect to the referenced application. These comments are based on the revised Conceptual/ Final Development Plan dated August 9, 2013 and revised proffers dated August 12, 2013.

The applicant proposes to rezone the subject property (approximately 1.04 acres) from the C-5 District to the PRM District to construct 141 residential units along with 3,750 square feet of retail.

The following issues remain outstanding from the previous FCDOT memo dated July 17, 2013.

- The Applicant has committed to a 45 percent reduction in vehicular trips which is in conformance with the County's TDM program. Additional TDM components related to the County's "Full" participation level, which is in line with other development commitments in the area, should also be committed to. Such commitments should include future participation in a larger Transportation Management Association and reduced cost transit passes for all tenants.
- Additional proffer revisions have been submitted under a separate cover and are currently being evaluated.

AKR/ak cc: Michele Brickner, Director, Design Review, DPW & ES



FAIRFAX COUNTY
PUBLIC SCHOOLS

Department of Facilities and Transportation Services

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

April 9, 2013

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

FROM: Ajay Rawat, Coordinator 
Office of Facilities Planning Services

SUBJECT: RZ-FDP 2013-MV-001, A&R Huntington Metro LLC (Updated)

ACREAGE: 1.04 acres

TAX MAP: 83-1 ((8)) 92A, 92B, 93A, 93B, 94A

PROPOSAL:

The applicant proposes to rezone the property from C-5 District to PRM District. The rezoning would permit the redevelopment of an existing 12-unit garden apartment building and two duplex buildings into a 7-story mixed use building to include 5,000 square feet of retail space, structured parking, and 141 dwelling units.

ANALYSIS:

School Capacities

The schools serving this area are Cameron Elementary, Twain Middle and Edison High schools. The chart below shows the existing school capacity, enrollment, and projected enrollment.

School	Capacity 2012 / 2017	Enrollment (9/30/12)	2013-14 Projected Enrollment	Capacity Balance 2013-14	2017-18 Projected Enrollment	Capacity Balance 2017-18
Cameron ES	734 / 734	557	614	120	788	-54
Twain MS	1025 / 1025	885	868	157	953	72
Edison HS	2108 / 2108	1683	1761	347	1914	194

The school capacity chart above shows a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are done on a six year timeframe, currently through school year 2017-18 and are updated annually. At this time, if development occurs within the next six years, Cameron is projected to have a capacity deficit. Beyond the six year projection horizon, enrollment projections are not available.

Capital Improvement Program Projects

The draft 2014-18 Capital Improvement Program (CIP) does not recommend any projects at the impacted schools at this time. Renovations are coming to completion at Edison High School this year (2012-13 school year).

Development Impact

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

Existing

School level	Single Family Attached (Duplex) ratio	Current # of units	Existing Student yield
Elementary	.249	4	1
Middle	.063	4	0
High	.128	4	1
			2 total

School level	Low-rise Multi-family ratio	Current # of units	Existing Student yield
Elementary	.173	12	2
Middle	.040	12	0
High	.078	12	1
			3 total

Proposed

School level	Mid/High-rise Multi-family ratio	Proposed # of units	Proposed Student yield
Elementary	.059	141	8
Middle	.019	141	3
High	.032	141	5
			16 total

For the existing 16 units, using the County-wide student yield ratio, a total of 5 students would be anticipated. Yet there are currently 10 students residing in these units, double the ratio. This reflects two trends that FCPS staff has noted and is monitoring. One, as multi-family communities age, there appears to be an increased number of students residing in these communities. Two, based on the number of units in these older communities, the County-wide student yield ratio estimates fewer students than the actual number of students residing in the community.

It is particularly noted that in older communities, an increased number of school aged students has been observed. As noted above, the number of students, has at times, outnumbered the number of students anticipated using the County-wide student yield ratio. Because of this, developers may see that their proposals are not generating an increase in student yields. However, FCPS believes that it is unknown how redevelopment will affect anticipated student yields over time and proffer contributions should be made to offset the potential impact of development.

RECOMMENDATIONS:

Proffer Contribution

A total of 11 new students are anticipated (5 Elementary, 3 Middle and 3 High School) based on the County-wide student yield ratios. Per the approved Residential Development Criteria, a proffer contribution of \$115,368 (11 x \$10,488) is recommended to offset the impact that new student growth will have on surrounding schools. It is recommended that all proffer contributions be directed to schools that serve this development at the time of site plan approval or building permit approval.

In addition, an "escalation" proffer is recommended. The suggested per student proffer contribution is updated on an annual basis to reflect current market conditions. The amount has decreased over the last several years because of the down turn in the economy and lower construction costs for FCPS. As a result, an escalation proffer would allow for payment of the school proffer based on either the current suggested per student proffer contribution at the time of zoning approval or the per student proffer contribution in effect at the time of development, whichever is greater. This would better offset the impact

that new student yields will have on surrounding schools at the time of development. For your reference, below is an example of an escalation proffer that was included as part of an approved proffer contribution to FCPS.

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 unit or the amount of 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.

Proffer Notification

It is also recommended that the developer proffer that notification to FCPS will be provided when development is likely to occur or when a site plan has been filed with the County. This will allow the school system adequate time to plan for anticipated student growth to ensure classroom availability.

ADDITIONAL INFORMATION:

In addition, Twain and Edison also are receiving schools for several other developments that are approved or pending approval in the Route 1/Huntington area. Student yields from these developments are likely to impact receiving schools. These developments include:

- RZ 2004-LE-026, *Burgundy Woods* - Approved (27 SFD, 13 students)-*Also in Cameron Attendance Area*
- RZ 2005-LE-021, *Curtiss* - Approved (17 SFA, 7 students)
- RZ 2010-LE-007, *Fosters Crest* - Approved (34 SFA, 15 students)
- RZ 2011-LE-019, *Potters Glen, Sec. 3* – Approved (17 SFA, 6 students)
- RZ 2011-LE-016, *Penn Daw* - Approved (245 MF, 22 students)
- RZ 2011-MV-031, *Mid-Atlantic* - Approved (390 MF, 34 students) -*Also in Cameron Attendance Area*
- RZ 2012-LE-005, *Villa Street* - Approved (5 SFD, 2 students)
- RZ 2012-MV-018, *Capital Investment* - Pending (300 MF, 34 students)

FCPS will be undertaking a review of schools in the Richmond Highway corridor in the near future. This review will likely include schools served by the development. Currently, there are several schools in the area that are over capacity; projections indicate this trend will likely continue in out years.

DMJ/gjb

Attachment: Locator Map

cc: Dan Storck, School Board Member, Mount Vernon District
 Tamara Derenak Kaufax, School Board Member, Lee
 Sandy Evans, School Board Member, Mason District
 Ilryong Moon, Chairman, School Board Member, At-Large
 Ryan McElveen, School Board Member, At-Large
 Ted Velkoff, School Board Member, At-Large
 Jeffrey Platenberg, Assistant Superintendent, Facilities and Transportation Services
 Frances Ivey, Cluster V, Assistant Superintendent
 Pamela Brumfield, Principal, Edison High School
 Baek Chong, Principal, Twain Middle School
 Jeannie McCurry, Principal, Cameron Elementary School



FAIRFAX COUNTY PARK AUTHORITY



M E M O R A N D U M

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

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

DATE: August 30, 2013

SUBJECT: RZ/FDP 2013-MV-001, A&R Huntington Metro LLC – Revised
Tax Map Numbers: 83-1((8)) 92A, 92B, 93A, 93B, 94A

BACKGROUND

The Park Authority staff has reviewed the revised Development Plan (dated August 9, 2013) and proffers (dated August 1, 2013), for the above referenced application. This memorandum is intended to replace the Park Authority memorandum dated March 28, 2013, for the same rezoning application.

The Development Plan shows a single mixed-use building consisting of 130,761 square feet of residential uses (or up to 141 new multi-family dwelling units) and 3,534 square feet of ground-floor retail uses on a consolidated 1.04-acre parcel to be rezoned from C-5 to the PRM District with proffers. The total gross floor area for the proposed development is 134,295.

In order to evaluate the service level impacts of new development (described further in proceeding analysis), the Park Authority considers the net change in the number of residents between existing and proposed residential uses; as well as commercial changes in certain areas of the county. The net change calculation is based on the average household size by housing type per Planning District, except those rezoning applications located in urban growth areas in which an average multi-family household size of 1.75 is used.

The subject site is currently developed with two residential buildings consisting of 12 multi-family units and four single-family attached units, and is located in an urban growth area. Based on an average single-family attached household size of 2.92 in the Mount Vernon Planning District and an average multi-family household size of 1.75 in urban growth areas, the development could add 214 new residents (141 new MF units – 12 existing MF units = 129 net MF units x 1.75 = 226 – 4 existing SFA units x 2.92 = 214) to the Mount Vernon Supervisory District

COMPREHENSIVE PLAN GUIDANCE

The County Comprehensive Plan includes both general and specific guidance regarding parks and resources. The Policy Plan describes the need to mitigate adverse impacts to park and recreation facilities caused by growth and development; it also offers a variety of ways to offset those impacts, including contributions, land dedication, development of facilities, and others (Parks and Recreation, Objective 6, p.8). The Policy Plan also cites differing needs for more urban development and presents Urban Park Development guidance (Parks and Recreation, Park Classification System, p.10-11). The Urban Parks Framework, adopted by the Board of Supervisors on 5/14/2013, provides an urban parkland standard and more detailed guidance. Resource protection is addressed in multiple objectives, focusing on protection, preservation, and sustainability of resources (Parks and Recreation Objectives 2 and 5, p.5-7).

The Mount Vernon recommendations in the Area IV Plan describe the importance of providing local-serving park and recreational facilities in conjunction with new residential development, as well as expanding and upgrading facilities in nearby public parks as an appropriate mechanism to address park and recreation needs. In addition, the subject site is within the sub-unit Huntington Conservation Area which recommends that new development should integrate urban parkland onsite and be consistent with Policy Plan, Parks and Recreation, Objective 6 to mitigate adverse impacts to park and recreation facilities caused by growth and development (Area IV, Mount Vernon Planning District, District-Wide Recommendations, Parks and Recreation, pp. 21-23; MV1-Huntington Community Planning Sector, Land Use Recommendation, pp. 113).

Finally, text from the Mount Vernon District chapter of the Great Parks, Great Communities Park Comprehensive Plan echoes recommendations in the Countywide Comprehensive Plan. Specific District chapter recommendations include the promotion of establishing urban parks in conjunction with redevelopment that is within walking distance to the Huntington Transit Station Area, which is adjacent to the Huntington Conservation Area.

ANALYSIS AND RECOMMENDATIONS

Park Needs:

Public parks in the subject property's area generally meets the parkland need and include Farrington Park, Huntington Park, Mount Eagle Park, Heritage Hill Park, Jefferson Manor Park. However, the area is deficient in numerous recreational facilities. The recreational facilities in greatest need in this area include multi-use courts, rectangle fields, adult softball fields, playgrounds, and trails.

Due to the proximity of the Huntington Metro station and the urban character of the proposed development, staff will be applying the Urban Parks Framework as adopted by the Board of Supervisors on 5/14/2013. Using the adopted urban park service level standard, the proposed development generates a need for 0.32 acres of urban parkland onsite.

Recreational Impact of Residential Development:

The Fairfax County Zoning Ordinance requires provision of open space and recreational features within Planned Development Districts (see Zoning Ordinance Sections 6-110 and 16-404). The minimum expenditure for park and recreational facilities within these districts is set at \$1,700 per non-ADU residential unit for recreational facilities to serve the development population.

Whenever possible, the facilities should be located within the residential development site. With 141 non-ADUs proposed, the Ordinance-required amount to be spent onsite is \$239,700 (141 x \$1,700). Any portion of this amount not spent onsite should be conveyed to the Park Authority for recreational facility construction at one or more park sites in the service area of the development.

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

With the Countywide Comprehensive Policy Plan as a guide (Appendix 9, #6 of the Land Use section, as well as Objective 6, Policy a, b and c of the Parks and Recreation section), the Park Authority requests a fair share contribution of \$893 per new resident with any residential rezoning application to offset impacts to park and recreation service levels. This allows the Park Authority to build additional facilities needed as the population increases. To offset the additional impact caused by the proposed development, the applicant should contribute \$191,102 (214 new residents x \$893) to the Park Authority for recreational facility development at one or more park sites located within the service area of the subject property.

Onsite Park Spaces and Facilities:

Overall, the Development Plan proposes a series of small public open spaces with varying treatments built adjacent to the public realm.

- The applicant should indicate the dimensions of each public open space on the plan to enable staff to fully evaluate the application.

The Development Plan shows a park space on the corner of Huntington Avenue and Biscayne Street and labeled as a “Civic Plaza”. Landscape Sheets #19 and #20 indicate the park space will consist of a sloping lawn with one light column, a seat wall with interpretative plaque, a rain garden, and one bench. The sloping lawn area and rain garden is separated by a decorative concrete path.

- Numerous illustrative sheets in the Development Plan show the sloping lawn with several light columns and landscaping, which consequently makes the area inaccessible to pedestrians and any public use. Staff requests the applicant provide further clarification on the proposed sloping lawn and its intended use and amenities. Moreover, since the park space also contains a rain garden, staff recommends the sloping lawn afford a functional use for pedestrians, as well as additional seating options.
- Staff recommends the applicant provide additional amenities throughout the park space to enhance the corner of Huntington Avenue and Biscayne Street as it is a prime location for placemaking and community engagement in an urban park setting in close proximity to the Huntington Metro station. The applicant is encouraged to review the Urban Parks Framework adopted by the Board of Supervisors on 5/14/2013, which can be found at <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/parksrec.pdf>

The Development Plan shows a park space along Biscayne Street and labeled as a “Terraced Plaza”. Landscape Sheets #19 and #20 indicate the park space will consist of three benches, a lawn area, raised planters, terraced steps to overcome the elevation change along Biscayne Street, and a decorative paver patio with seating. Illustrative sheets also show an overhead structure throughout the park space.

- The terraced plaza is a creative use that provides onsite park space while overcoming the elevation change difficulties of Biscayne Street. Further, staff appreciates the applicant’s willingness to address minor design concerns raised from the previous submission.
- The overhead structures are shown on the illustrative sheets, but are not indicated on the detailed plan. The applicant should clarify if the overhead structure will be included.

The Development Plan shows a park space on the corner of Biscayne Street and Glendale Terrace and labeled as a “Neighborhood Corner”. Landscape Sheet #19 indicates the park space will consist of one bench and stepping stones.

- While the added park space is a positive addition to the proposed development, staff requests the applicant provide further clarification on the intended use and function of the park space as the majority of the space is considered streetscape.
- The applicant may wish to consider expanding the space and adding a focal feature to activate the space, as well as additional seating options such as gaming tables.
- The applicant should provide a detailed enlargement of the park space similar to those shown on Landscape Sheet #20.

The Development Plan shows a park space on the eastern edge of the development and labeled as a “Transitional Plaza”. Landscape Sheets #19 and #20 indicate the park space will consist of a decorative paver transitional plaza patio with seating and planters.

- Staff requests the applicant provide further clarification on the intended use and function of the park space, as well as additional seating options such as gaming tables.

The Development Plan shows an off-leash grass community dog park southerly adjacent to the “Transitional Plaza”.

- Staff estimates the dog park is shown as approximately 15 feet wide and 100 feet long or approximately 1,500 square feet (0.03 acres). The Park Authority’s minimum recommended size for an off-leash dog park is 0.25 acre with a preference of at least 0.5 acre. Given the linear shape and small size of the dog park, as well as its adjacency to both the proposed development and existing buildings, staff recommends the applicant consider an alternative use for this park space. In addition, grass surfacing for dog parks is not sustainable for public use in such an urban area.

The Development Plan also shows a private rooftop courtyard area located above three stories of residential uses and situated within the building interior away from Huntington Avenue and Biscayne Street. The courtyard is shown with a natural grass lawn area, raised planters, an

outdoor fireplace, a variety of seating, outdoor grill stations, and a raised wood deck above cisterns. In addition, an indoor fitness center and an unspecified amenity room are shown for private residential-use only. These private facilities will apply to the Zoning Ordinance requirement for onsite park and recreational facilities.

Cultural Resources Impact:

The parcels were subjected to archival cultural resources review, which indicated that the property contains structures that are more than 50 years old. The Park Authority recommends that the Applicant should have the structures assessed and documented by a qualified historic architect for architectural significance.

- The Applicant's proffer (#23 – Photographic Documentation of the Existing Property) is satisfactory in this respect.

Proffers:

Proffer #22 – Off-Site Recreational Facilities. The applicant has proffered \$191,102 that takes into account the number of existing residents on the property and does not need to be reflected in the proffer text. To clarify the proffer, the text should be modified to reflect a total contribution of \$191,102 if 141 multi-family units are constructed. If the number of constructed multi-family units is fewer or more than 141, the contribution amount may be adjusted by \$1,355 per unit ($191,102 / 141 = 1,355$).

SUMMARY OF RECOMMENDATIONS

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

- Applicant should provide a minimum of 0.32 acres of onsite urban parkland.
- Applicant should indicate the dimensions of each public open space on the plan.
- Applicant should provide clarification on the sloping lawn in the "Civic Plaza" park space on the corner of Huntington Avenue and Biscayne Street.
- Applicant should enhance the "Civic Plaza" park space on the corner of Huntington Avenue and Biscayne Street to better reflect the Urban Parks Framework.
- Applicant should clarify if the overhead structure will be included in the "Terraced Plaza".
- Applicant should provide clarification on the intended use and function of the "Neighborhood Corner" park space on the corner of Biscayne Street and Glendale Terrace. Further, applicant should expand the size of the space, add a focal feature to activate the space, and provide a detailed enlargement similar to those found on Landscape Sheet #20.
- Applicant should provide further clarification on the intended use and function of the "Transitional Plaza" park space, as well as provide additional seating options.
- Applicant should consider an alternative use for the park space designated for an off-leash grass community dog park.
- Applicant should clarify the calculation method referenced in Proffer #22 – Off-Site Recreational Facilities.

Please note the Park Authority would like to review and comment on proffers and development conditions related to park and recreation issues. We request that draft and final proffers and 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: Jay Rauschenbach
DPZ Coordinator: Megan Duca

Copy: Cindy Walsh, Director, Resource Management Division
Liz Crowell, Manager, Cultural Resource Management & Protection Section
Charles Smith, Manager, Natural Resources Management & Protection Section
Andrea L. Dorlester, Planner IV, Park Planning Branch
Chron Binder
File Copy



County of Fairfax, Virginia

MEMORANDUM

DATE: February 12, 2013

TO: Megan Brady
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/FDP 2013-MV-001**
Tax Map No. 83-1-08-0092 A&B, 0093 A&B, 0094 A

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

- The application property is located in the Camron Run (J1) watershed. It would be sewerred into the Alexandria Sanitation Authority (ASA) Treatment Plant.
- Based upon current and committed flow, there is excess capacity in the ASA Treatment. For purposes of this report, committed flow shall be deemed that for which fees have been paid, building permits have been issued, or priority reservations have been established by the Board of Supervisors. No commitment can be made, however, as to the availability of treatment capacity for the development of the subject property. Availability of treatment capacity will depend upon the current rate of construction and the timing for development of this site.
- An existing 8 inch line located in the easement and on the property is adequate for the proposed use at this time.
- The following table indicates the condition of all related sewer facilities and the total effect of this application.

<u>Sewer Network</u>	<u>Existing Use +Application</u>		<u>Existing Use + Application +Previous Applications</u>		<u>Existing Use + Application + Comp Plan</u>	
	<u>Adeq.</u>	<u>Inadeq</u>	<u>Adeq.</u>	<u>Inadeq</u>	<u>Adeq.</u>	<u>Inadeq</u>
Collector	X		X		X	
Submain	X		X		X	
Main/Trunk	X		X		X	

- Other pertinent comments:**





County of Fairfax, Virginia

MEMORANDUM

DATE: February 1, 2013

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

FROM: Eric Fisher, GIS Coordinator
Information Technology Section
Fire and Rescue Department

SUBJECT: Fire and Rescue Department Preliminary Analysis of Rezoning/Final
Development Plan Application RZ/FDP 2013-MV-001

The following information is submitted in response to your request for a preliminary Fire and Rescue Department analysis for the subject:

1. The application property is serviced by the Fairfax County Fire and Rescue Department Station #411, Penn Daw
2. After construction programmed ___(n/a)___ this property will be serviced by the fire station _____(n/a)_____



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

February 1, 2013

Ms. Barbara Berlin, Director
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

Re: RZ 2013-MV-001
FDP 2013-MV-001
Huntington Avenue
Properties
Tax Map: 83-1

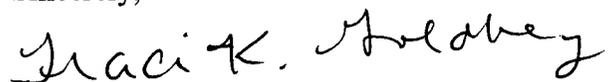
Dear Ms. Berlin:

The following information is submitted in response to your request for a water service analysis for the above application:

1. The property is currently served by Fairfax Water.
2. Adequate domestic water service is available at the site from existing 12-inch and 6-inch water mains located in Huntington Avenue and Biscayne Drive. See the enclosed water system map.
3. Depending upon the configuration of the on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,



Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosure

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

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

To these ends, rezoning to and development under this district will be permitted only in accordance with development plans prepared and approved in accordance with the provisions of Article 16.

PART 1 16-100 STANDARDS FOR ALL PLANNED DEVELOPMENTS**16-101 General Standards**

A rezoning application or development plan amendment application may only be approved for a planned development under the provisions of Article 6 if the planned development satisfies the following general standards:

1. The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character, intensity of use and public facilities. Planned developments shall not exceed the density or intensity permitted by the adopted comprehensive plan, except as expressly permitted under the applicable density or intensity bonus provisions.
2. The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.
3. The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.
4. The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not

hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.

5. The planned development shall be located in an area in which transportation, police and fire protection, other public facilities and public utilities, including sewerage, are or will be available and adequate for the uses proposed; provided, however, that the applicant may make provision for such facilities or utilities which are not presently available.
6. The planned development shall provide coordinated linkages among internal facilities and services as well as connections to major external facilities and services at a scale appropriate to the development.

16-102 Design Standards

Whereas it is the intent to allow flexibility in the design of all planned developments, it is deemed necessary to establish design standards by which to review rezoning applications, development plans, conceptual development plans, final development plans, PRC plans, site plans and subdivision plats. Therefore, the following design standards shall apply:

1. In order to complement development on adjacent properties, at all peripheral boundaries of the PDH, PRM, PDC, PRC Districts the bulk regulations and landscaping and screening provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration. In the PTC District, such provisions shall only have general applicability and only at the periphery of the Tysons Corner Urban Center, as designated in the adopted comprehensive plan.
2. Other than those regulations specifically set forth in Article 6 for a particular P district, the open space, off-street parking, loading, sign and all other similar regulations set forth in this Ordinance shall have general application in all planned developments.
3. Streets and driveways shall be designed to generally conform to the provisions set forth in this Ordinance and all other County ordinances and regulations controlling same, and where applicable, street systems shall be designed to afford convenient access to mass transportation facilities. In addition, a network of trails and sidewalks shall be coordinated to provide access to recreational amenities, open space, public facilities, vehicular access routes, and mass transportation facilities.



County of Fairfax, Virginia

MEMORANDUM

DATE: August 19, 2013

TO: Meaghan Duca, Planner
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Paul Shirey, P.E., Director *MS*
Code Development and Compliance
Land Development Services
Department of Public Works and Environmental Services (DPWES)

SUBJECT: RZ/FDP 2013-MV-001; A&R Huntington Metro, LLC
Tax Maps #83-1 ((8)) 92A, 92B, 93A, 93B and 94A, Mount Vernon District
Parking Reduction (#25678-PKS-001), revised August 28, 2013

The subject reduction request and parking study, #25678-PKS-001, submitted on behalf of A&R Huntington Metro, LLC., has been reviewed. Staff cannot support the requested reduction at this time. Due to the site's close proximity to the metro, it's reasonable to expect use of public transportation; however, additional parking is recommended for this site to alleviate parking concerns including any spillover into the adjacent residential area.

If you have any questions or require additional information, please contact me at 703-324-1780.



GLOSSARY

This Glossary is provided to assist the public in understanding the staff evaluation and analysis of development proposals. It should not be construed as representing legal definitions. Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan or Public Facilities Manual for additional information.

ABANDONMENT: Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

ACCESSORY DWELLING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT: Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

AGRICULTURAL AND FORESTAL DISTRICTS: A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

BARRIER: A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

BEST MANAGEMENT PRACTICES (BMPs): Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

BUFFER: Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

CHESAPEAKE BAY PRESERVATION ORDINANCE: Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

CLUSTER DEVELOPMENT: Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

COUNTY 2232 REVIEW PROCESS: A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

dBA: The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

DENSITY: Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

DENSITY BONUS: An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

DEVELOPMENT CONDITIONS: Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

EASEMENT: A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

ERODIBLE SOILS: Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

FLOOR AREA RATIO (FAR): An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

FUNCTIONAL CLASSIFICATION: A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

GEOTECHNICAL REVIEW: An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

HYDROCARBON RUNOFF: Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

IMPERVIOUS SURFACE: Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

INFILL: Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

INTENSITY: The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

Ldn: Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

LEVEL OF SERVICE (LOS): An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

MARINE CLAY SOILS: Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

OPEN SPACE: That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

OPEN SPACE EASEMENT: An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

P DISTRICT: A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

PROFFER: A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

PUBLIC FACILITIES MANUAL (PFM): A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

RESOURCE MANAGEMENT AREA (RMA): That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

RESOURCE PROTECTION AREA (RPA): That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

SITE PLAN: A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP): Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

STORMWATER MANAGEMENT: Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

SUBDIVISION PLAT: The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

VACATION: Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

VARIANCE: An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

WETLANDS: Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

TIDAL WETLANDS: Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code: includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		