



# FAIRFAX COUNTY

APPLICATION FILED: May 7, 2003  
APPLICATION AMENDED: September 8, 2005  
PLANNING COMMISSION: February 8, 2006  
BOARD OF SUPERVISORS: Not Yet Scheduled

V I R G I N I A

January 18, 2006

## STAFF REPORT

APPLICATION RZ/FDP 2003-PR-022  
(concurrent with SEA 82-P-032-5 and 8625-WPFM-001-1)

### PROVIDENCE DISTRICT

**APPLICANT:** Pulte Home Corporation

**PRESENT ZONING:** R-1, HC

**REQUESTED ZONING:** PRM (23.25 acres), PDH-16 (17.10 acres),  
PDH-12 (15.68 acres) and HC

**PARCEL(S):** 48-1 ((1)) 90B, 91, 91A  
48-1 ((6)) 5, 6, 7B, 8A, 9-13, 33-37  
48-2 ((24)) 38B, 39-42  
48-3 ((1)) 55  
48-3 ((5)) 1A, 1B, 2-4, 14-22  
48-4 ((7)) 23-32, 43-54, 56-60, 61A, 62-69  
Fairlee Drive and Maple Drive to be abandoned/vacated

**ACREAGE:** overall site – 56.03 acres  
PRM – 23.25 acres  
PDH-16 – 17.10 acres  
PDH-12 – 15.68 acres

**DENSITY/INTENSITY:** PRM – 2.25 FAR (2,833,469 square feet)  
PDH-16 – 31.31 du/ac (365 dwelling units)\*;  
29,700 square foot community building  
*\*Includes bonus density for ADUs and elderly housing*  
PDH-12 – 13.90 du/ac (216 dwelling units)\*\*  
*\*\*Includes bonus density for ADUs*

**OPEN SPACE:** overall site – 35% open space  
PRM – 38% landscaped open space (8.67 acres)  
PDH-16 – 44% open space (6.19 acres)  
PDH-12 – 38% open space (5.25 acres)

**PLAN MAP:** Alternative Use

**PROPOSAL:**

To rezone from the R-1 and HC Districts to the PRM, PDH-16, PDH-12 and HC Districts to permit development of a mixed-use development to include multifamily residential and single-family attached dwellings (up to 2,248 units), office (125,000 to 300,000 square feet) and other non-residential uses (135,000 to 190,000 square feet).

**STAFF RECOMMENDATIONS:**

Staff recommends approval of RZ 2003-PR-022 and the Conceptual Development Plan, subject to the draft proffers contained in Appendix 1 of the staff report.

Staff recommends approval of FDP 2003-PR-022, subject to the development conditions set forth in Appendix 2 of the staff report.

Staff recommends that the 600-foot maximum length of private streets (Par. 2 of Sect. 11-302 of the Zoning Ordinance) be waived.

Staff recommends that the loading space requirement for multifamily dwellings and office be modified to that shown on the CDP/FDP (Par. 4 of Sect. 11-203 of the Zoning Ordinance).

Staff recommends that the transitional screening and barrier requirements along that portion of the southern property line where the proposed community building abuts multifamily and single-family attached dwellings be modified to the landscaping and barrier shown on the CDP/FDP (Par. 14 of Sect. 13-304 of the Zoning Ordinance).

Staff recommends that a variance of the front yard fence height limitation of four (4) feet be approved to permit a seven (7) foot tall barrier fence with eight (8) foot tall piers, located generally along the common property line shared by the subject site and the abutting Circle Woods communities in the locations as shown on the CDP/FDP (Par. 8 of Sect. 16-401 of the Zoning Ordinance).

Staff recommends that the 200-square foot privacy yard requirement for the rear-loaded single-family attached dwellings (Par. 2 of Sect. 6-407 of the Zoning Ordinance) be waived.

Staff recommends that the minimum planting area for those locations shown on the CDP/FDP [Public Facilities Manual (PFM) Section 12-0702-1B (2)] be modified to that shown on the CDP/FDP and as described in the proffers.

Staff recommends that the trail requirement along Lee Highway (US Route 29) be modified to permit a five (5) foot wide concrete sidewalk (Par. 2 of Sect. 17-201 of the Zoning Ordinance).

Staff recommends that the service drive requirement along the site's Lee Highway frontage (Par. 3a of Sect. 17-201 of the Zoning Ordinance) be waived.

Staff recommends that the Board approve the waiver to locate underground facilities in a residential area for the Pulte/Metro West development plan (PFM Section 6-0303.8), subject to Waiver #8625-WPFM-001-1 Conditions dated December 5, 2005, as contained in Appendix 9 as Attachment A.

Staff recommends that the Board modify Additional Standard One of Sect. 9-306 of the Zoning Ordinance to permit a reduction in the minimum age requirement in the elderly housing units from 62 to 55 years of age.

Staff recommends approval of SEA 82-P-032-5, subject to the development conditions contained in Appendix 2 of the staff report.

Staff recommends that the transitional screening requirements along all boundaries be modified to permit the existing landscaping along all boundaries.

Staff recommends that the barrier requirement along all boundaries be waived.

Staff recommends that the interior parking lot landscaping requirement for the existing parking structure be waived.

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

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

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



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





# FAIRFAX COUNTY

APPLICATION FILED: November 18, 2005  
PLANNING COMMISSION: February 8, 2006  
BOARD OF SUPERVISORS: Not yet scheduled

V I R G I N I A

January 18, 2006

## STAFF REPORT

APPLICATION SEA 82-P-032-5  
(concurrent with RZ/RDP 2003-PR-022 and 8625-WPFM-001-1)

### PROVIDENCE DISTRICT

**APPLICANT:** Pulte Home Corporation

**ZONING:** R-1 and PDH-20

**LOCATION:** 2900 Nutley Street

**PARCEL(S):** 48-1 ((1)) 90A, 90B  
48-2 ((1)) 1  
48-3 ((4)) 28

**ACREAGE:** R-1: 27.61 acres  
PDH-20: 2.23 acres  
Total: 29.84 acres

**FAR:** Less than 0.001

**PLAN MAP:** Public Facilities, Governmental and Institutional Uses

**SE CATEGORY:** Category 4: Electrically-Powered Regional Rail Transit Facility

**PROPOSAL:** Amend SE 82-P-032, previously approved for an electrically-powered regional rail transit facility in a floodplain and a bus ticket facility at the Vienna Metro Station, in order to delete land area (3.75 acres) and to provide improvements to Saintsbury Drive.

### STAFF RECOMMENDATIONS:

Staff recommends approval of SEA 82-P-032-5, subject to the proposed development conditions contained in Appendix 2.

Staff recommends approval of a modification of the transitional screening requirements along all boundaries.

Staff recommends approval of a waiver of the barrier requirements along all boundaries.

Staff recommends approval of a waiver of the interior parking lot landscaping requirement.

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

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

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# Rezoning Application

## RZ 2003-PR-022

**Applicant:** PULTE HOME CORPORATION  
**Accepted:** 05/07/2003- AMENDED 09/08/2005  
**Area:** 56.03 AC OF LAND; DISTRICT - PROVIDENCE  
**Proposed:** MIXED USE  
**Located:** NORTH OF LEE HIGHWAY APPROXIMATELY 1650 FEET WEST OF NUTLEY STREET SOUTH OF SAINTSBURY DRIVE, MAPLE DRIVE AND FAIRLEE DRIVE  
**Zoning:** FROM R-1 TO PRM, PDH-12 AND PDH-16  
**Overlay Dist:** HC  
**Map Ref Num:** 48-1 ((1)) 90B, (formerly known as 48-1 ((1)) 90 pt., 91B pt., 48-1 ((6)) 7A, 8B pt. and 48-2 ((24)) 38A pt.); 48-1 ((1)) 91 and 91A; 48-1 ((6)) 5, 6, 7B, 8A, 9-13, 33-37; 48-2 ((24)) 38B, 39-42; 48-3 ((1)) 55; 48-3 ((5)) 1A, 1B, 2-4, 14-22; 48-4 ((7)) 23-32, 43-54, 56-60, 61A, 62-69 and existing Fairlee Dr. (Rt. 1040), and Maple Dr. (Rt. 1041) public right-of-way to be vacated and/or abandoned

# Final Development Plan

## FDP 2003-PR-022

**Applicant:** PULTE HOME CORPORATION  
**Accepted:** 05/07/2003- AMENDED 09/08/2005  
**Area:** 56.03 AC OF LAND; DISTRICT - PROVIDENCE  
**Proposed:** MIXED USE  
**Located:** NORTH OF LEE HIGHWAY APPROXIMATELY 1650 FEET WEST OF NUTLEY STREET SOUTH OF SAINTSBURY DRIVE, MAPLE DRIVE AND FAIRLEE DRIVE  
**Zoning:** PRM PDH-12 and PDH-16  
**Overlay Dist:** HC  
**Map Ref Num:** 48-1 ((1)) 90B, (formerly known as 48-1 ((1)) 90 pt., 91B pt., 48-1 ((6)) 7A, 8B pt. and 48-2 ((24)) 38A pt.); 48-1 ((1)) 91 and 91A; 48-1 ((6)) 5, 6, 7B, 8A, 9-13, 33-37; 48-2 ((24)) 38B, 39-42; 48-3 ((1)) 55; 48-3 ((5)) 1A, 1B, 2-4, 14-22; 48-4 ((7)) 23-32, 43-54, 56-60, 61A, 62-69 and existing Fairlee Dr. (Rt. 1040), and Maple Dr. (Rt. 1041) public right-of-way to be vacated and/or abandoned

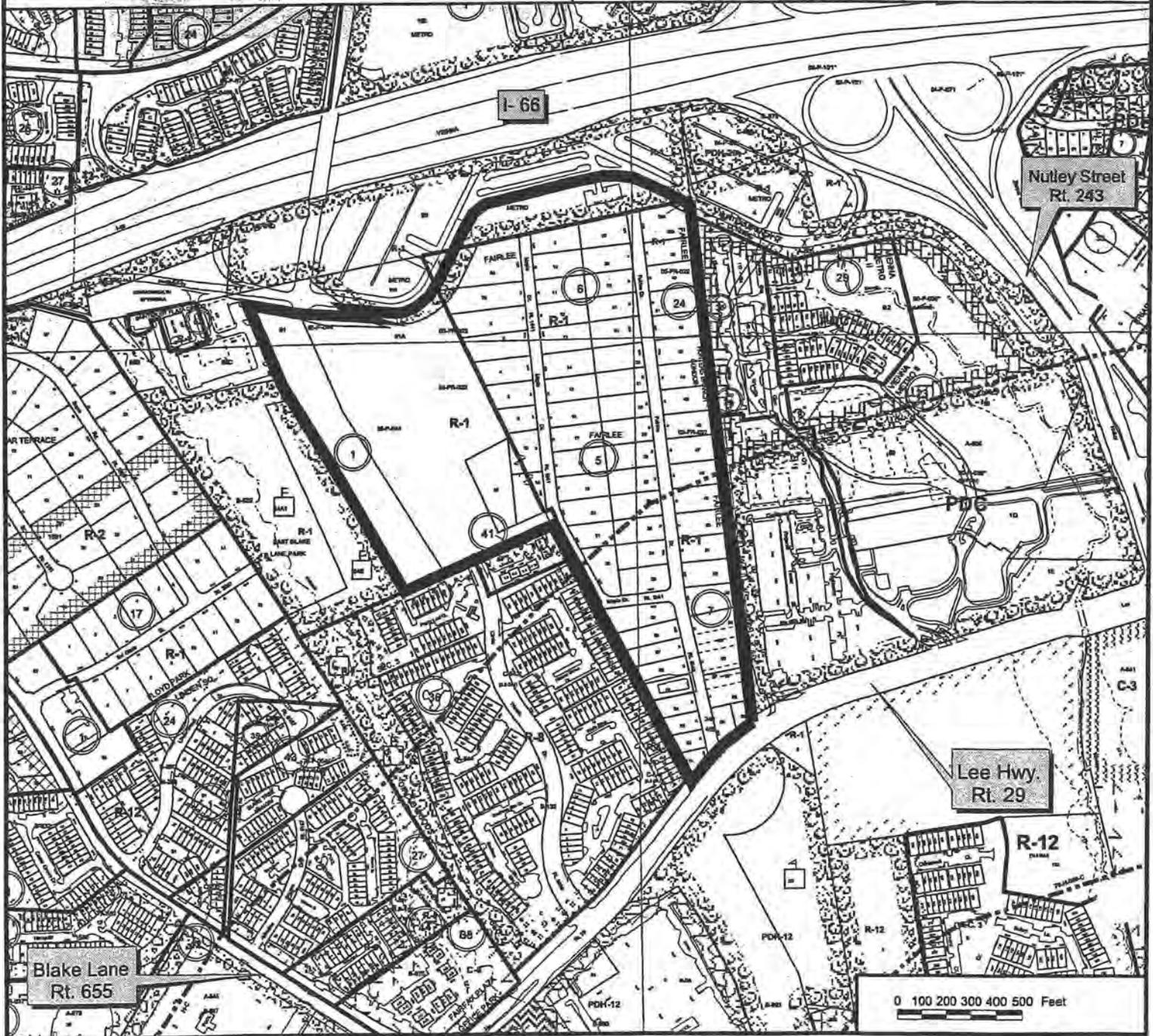


**Rezoning Application**  
**RZ 2003-PR-022**

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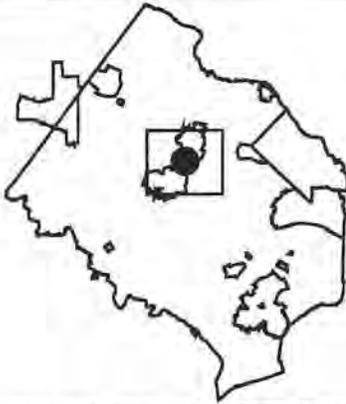
**Final Development Plan**  
**FDP 2003-PR-022**

Applicant: PULTE HOME CORPORATION  
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# Special Exception Amendment

SEA 82-P -032-05

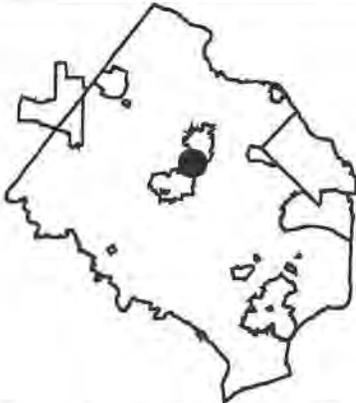


Applicant: PULTE HOME CORPORATION  
Accepted: 11/18/2005  
Proposed: AMEND SE 82-P-032 PREVIOUSLY APPROVED FOR WMATA FACILITIES TO PERMIT A REDUCTION IN LAND AREA AND ASSOCIATED SITE MODIFICATION  
Area: 29.84 AC OF LAND; DISTRICT - PROVIDENCE  
Zoning Dist Sect: 3-104, 6-105, 6-405 and 9401  
Art 9 Group and Use: 4-06  
Located: 2900 NUTLEY STREET  
Zoning: R-1 AND PDH-20 Plan Area: 2  
Overlay Dist:  
Map Ref Num: 48-1 ((1)) 90A and 90B (formerly known as 48-1 ((1)) 90, 91B, 96, 97 and 100A; 48-1 ((6)) 7A and 8B; 48-2 ((1)) 4 and 4A; 48-2 ((24)) 38A); 48-2 ((1)) 1 and 48-3 ((4)) 28



# Special Exception Amendment

SEA 82-P-032-05



Applicant: PULTE HOME CORPORATION  
Accepted: 11/18/2005  
Proposed: AMEND SE 82-P-032 PREVIOUSLY APPROVED FOR WMATA FACILITIES TO PERMIT A REDUCTION IN LAND AREA AND ASSOCIATED SITE MODIFICA

Area: 29.84 AC OF LAND; DISTRICT - PROVIDENCE

Zoning Dist Sect: 3-104, 6-105, 6-405 and 9401

Art 9 Group and Use: 4-06

Located: 2900 NUTLEY STREET

Zoning: R-1 AND PDH-20

Plan Area: 2

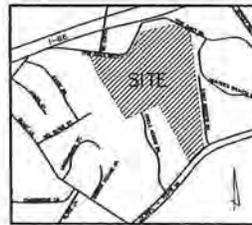
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# Pulte / Metro West

Providence District Fairfax County, Virginia  
**Conceptual/Final Development Plan**  
**RZ-2003-PR-022**



VICINITY MAP  
 SCALE: 1" = 1000'

**Applicant:**  
**Pulte Home Corporation**  
 10600 Arrowhead Drive, Suite 225  
 Fairfax, VA 22030



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|---|--|--|---|

Pulte / Metro West  
 Conceptual / Final Development Plan



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- Rev. December 16, 2005
- Rev. November 18, 2005
- Rev. November 7, 2005
- Rev. October 7, 2005
- Rev. August 22, 2005
- Rev. December 21, 2004
- Rev. July 2, 2004
- Rev. May 7, 2004
- Rev. February 13, 2004
- Rev. December 16, 2003
- Rev. December 5, 2003
- March 24, 2003

SUBMISSION DATE

M-10401



**TABULATION FOR THE OVERALL PROPOSED DEVELOPMENT FOR INFORMATIONAL PURPOSES ONLY**

TOTAL LAND AREA	56.03 AC
LAND AREA USED TO CALCULATE DENSITY	56.99 AC
TOTAL NUMBER OF UNITS	2,242*
OVERALL PROPOSED DENSITY	39.48 DU/AC
MINIMUM OVERALL PARKING SPACES REQUIRED	5,818
MINIMUM OVERALL PARKING SPACES PROVIDED	5,048
OVERALL OPEN SPACE REQUIRED	12,541 AC
OVERALL OPEN SPACE PROVIDED	25,911 AC

- 1 INCLUDES 0.86 ACRES OF ADVANCE DENSITY CREDIT FOR THE DEDICATION OF A PORTION OF WHAT IS NOW SAINTSBURY DRIVE FOR PUBLIC PURPOSES.
- 2 INCLUDES 200 AGE RESTRICTED UNITS.
- 3 STRAIGHT CALCULATION OF LAND AREA AND NUMBER OF UNITS. SEE ZONING DISTRICT TABULATIONS FOR INDIVIDUAL DENSITIES (BEING PERMITTED/PROPOSED).

**TABULATION FOR THE PROPOSED PRM ZONING DISTRICT**

ZONING	
EXISTING ZONING	R-1
PROPOSED ZONING	PRM
LAND AREA	
LAND AREA OF PROPOSED PRM ZONING	23,251 AC
LAND AREA OF PREVIOUS RIGHT-OF-WAY DEDICATION	0.951 AC
LAND AREA DEDICATED FOR PUBLIC USE WITHIN PDH-16 ZONING (DENSITY CREDIT TO CORE)	4.711 AC
LAND AREA FOR PRM DENSITY PURPOSES	28.911 AC
MULTIPLE FAMILY/OFFICE/RETAIL COMPONENT	
MAXIMUM FLOOR AREA RATIO (FAR) PERMITTED	2.25
MAXIMUM GROSS FLOOR AREA PERMITTED	2,933,469 SF
MAXIMUM FAR PROPOSED	2.25
MAXIMUM GROSS FLOOR AREA PROPOSED	2,933,469 SF
PARKING	
MINIMUM PARKING SPACES REQUIRED	3,803
MULTIPLE FAMILY UNITS (1.5 SPACES PER UNIT X 1,642 UNITS)	2,463
RETAIL (ONE SPACE PER 200 NFA FOR THE 1 <sup>ST</sup> 1,000 SF PLUS 8 SF FOR EVERY 1,000 SF THEREAFTER)	478*
CHILD CARE CENTER (6.19 SPACE PER MAXIMUM STUDENTS AT ANY ONE TIME (20))	0
OFFICE (2.6 SPACE PER 1,000 SF GFA FOR 300,000 SF)	780
MINIMUM PARKING SPACES PROVIDED	3,897
GARAGE PARKING	28
DRIVEWAY PARKING	28
SURFACE PARKING	275
STRUCTURED PARKING	3,616
BUILDING HEIGHT**	
MAXIMUM PROPOSED BUILDING HEIGHT	150 FT
OPEN SPACE**	
LANDSCAPED OPEN SPACE REQUIRED (20%)	4,501 AC
LANDSCAPED OPEN SPACE PROVIDED (38.57%)	9,871 AC

- \* ASSUMED 100,000 SQUARE FEET OF GROSS FLOOR AREA OF RETAIL.
- \*\* REFER TO SHEET 4 FOR EXACT HEIGHTS.
- \*\*\* OPEN SPACE VALUES ARE CALCULATED FOR THE PROPOSED PRM LAND AREA ASSUMING THE DEDUCTION OF 0.771 ACRES (33,821 SQUARE FEET) CONTRIBUTED TOWARD DEDICATION OF SAINTSBURY RIGHT-OF-WAY (23,251 AC - 0.771 AC DEDICATION = 22,480 AC)

**AFFORDABLE DWELLING UNIT CALCULATION FOR THE PROPOSED PRM ZONING DISTRICT**

<b>PRM DISTRICT</b>	
Multiple Family With Elevators and More Than 50% Underground Parking	
56,8084 - 28,4027 = 1,000 x 5 = 5	
59,8054 - 29,4027	
95 x 5% = 4.8 or say	5 ADUs
Multiple Family Without Elevators	
58,8054 - 29,4027 = 1 x 6.25	
59,8054 - 29,4027	
38 x 0.85 = 1.75 or say	2 ADUs
Total ADUs Required for the PRM	7 ADUs

**TREE COVER CALCULATION FOR THE PROPOSED PRM ZONING DISTRICT**

GROSS SITE AREA	23.29 AC
ADJUSTED GROSS SITE AREA	12.71 AC
AREA OF STREET FRONTAGE DEDICATION	0.67 AC
AREA OF SWIMMING POOLS	0.11 AC
AREA OF BUILDING FOOTPRINT	1.79 AC
TREE COVER REQUIRED (10% OF ADJUSTED GROSS SITE AREA)	1.27 AC
TREE COVER PROVIDED (14.21% OF ADJUSTED GROSS SITE AREA)	1.82 AC (19,875 SF)
TREES TO BE PRESERVED (10.2% OF ADJUSTED GROSS SITE AREA)	0 SF
PROPOSED LANDSCAPING	79,078 SF
20 CAT IV STREET TREES @ 250 SF/TREE	5,000 SF
25 CAT II STREET TREES @ 175 SF/TREE	4,375 SF
97 CAT I ORNAMENTAL TREES @ 100 SF/TREE	9,700 SF
25 CAT I EVERGREEN TREES @ 175 SF/TREE	4,375 SF

**TABULATION FOR THE PROPOSED PDH-16 ZONING DISTRICT**

ZONING	
EXISTING ZONING	R-1
PROPOSED ZONING	PDH-16
LAND AREA	
LAND AREA OF PROPOSED PDH-16 ZONING	17,161 AC
LESS LAND AREA DEDICATED FOR PUBLIC USE	4.711 AC
NET LAND AREA FOR PDH-16 DENSITY PURPOSES	12,450 AC
AGE RESTRICTED/DEPENDENT LIVING COMPONENT	
LAND AREA TO SUPPORT AGE RESTRICTED UNITS	3,854 AC
MAXIMUM NUMBER OF UNITS PERMITTED (3.981 AC @ 18 DU/AC X 4)	230
NUMBER OF UNITS PROPOSED (3.981 AC @ 18 DU/AC X 4)	230
MAXIMUM DENSITY PERMITTED (2.50 DU / 3.981 AC)	64 DU/AC
MAXIMUM DENSITY PROPOSED (2.50 DU / 3.981 AC)	64 DU/AC
NON-AGE RESTRICTED MULTIFAMILY COMPONENT	
LAND AREA TO SUPPORT NON-AGE RESTRICTED MULTIFAMILY	8,601 AC
MAXIMUM NUMBER OF UNITS PERMITTED (WITHOUT ADU BONUS (8.801 AC @ 18 DU/AC)	160
WITH ADU BONUS (8.801 AC @ 15 DU/AC + 17% BONUS)	164
NUMBER OF UNITS PROPOSED (8.801 AC @ 18 DU/AC)	158
88 MULTIFAMILY (W/O ELEVATOR) = 17% BONUS	64
DRIVEWAY	64
STRUCTURED	600
OVERALL NUMBER OF DWELLING UNITS PROPOSED	388
MAXIMUM DENSITY PERMITTED (144 + 236 + 12.34)	31.79 DU/AC
OVERALL DENSITY PROPOSED	31.51 DU/AC
PUBLIC USE BUILDING (BY OTHERS)	
GROSS FLOOR AREA	28,760 SF
PARKING	
MINIMUM PARKING SPACES REQUIRED (28 MULTIPLE FAMILY UNITS @ 1.5 SPACES PER UNIT)	621
MINIMUM PARKING SPACES PROVIDED	644*
SURFACE	26
GARAGE	94
DRIVEWAY	94
STRUCTURED	600
BUILDING HEIGHT**	
MAXIMUM PROPOSED BUILDING HEIGHT	75 FT
OPEN SPACE***	
OPEN SPACE REQUIRED (21% WITH PROVISION OF ADUs)	4,314 AC
OPEN SPACE PROVIDED (44%)	5,184 AC

- \* THE PARKING FOR THE PUBLIC USE BUILDING IS TO BE DETERMINED UPON FINALIZATION OF BUILDING PROGRAM CURRENTLY, THE SITE REFLECTS A TOTAL OF 142 SPACES FOR THIS BUILDING.
- \*\* REFER TO SHEET 4 FOR EXACT HEIGHTS.
- \*\*\* OPEN SPACE VALUES ARE CALCULATED FOR THE PROPOSED PDH-16 LAND AREA ASSUMING THE DEDUCTION OF APPROXIMATELY 3.19 ACRES CONTRIBUTED TOWARD VADEN AND SAINTSBURY DEDICATIONS (17,161 AC - 3.184 AC DEDICATION = 13,977 AC NET LAND AREA)

**AFFORDABLE DWELLING UNIT CALCULATION FOR THE PROPOSED PDH-16 ZONING DISTRICT**

<b>PDH-16 DISTRICT</b>	
Multiple Family With Elevators and More Than 50% Parked Underground	
17,9629 - 12,000 = 5,962.9 = 1.27 x 4.6% = 6.30%	
18,200 - 14.01 = 4.68	
64 x 6.37% =	4 ADUs
Multiple Family Without Elevators	
17,9629 - 12,000 = 5.96 = 1.27 x 6.25% = 7.959	
18.72 - 14.04 = 4.68	
84 x 7.95 = 7. In no case shall the contribution exceed 6.25%	
therefore 0.25% of 84 = 5.875 or	6 ADUs
Affordable Dwelling Units for Elderly Units with Multiplier	
15% of 2.31 = 34.60 or	35 ADUs
Total ADUs Required for PDH-16	45 ADUs

**TREE COVER CALCULATION FOR THE PROPOSED PDH-16 ZONING DISTRICT**

GROSS SITE AREA	17.16 AC
ADJUSTED GROSS SITE AREA	10.69 AC
AREA OF STREET FRONTAGE DEDICATION	3.17 AC
AREA OF BUILDING FOOTPRINT	3.24 AC
TREE COVER REQUIRED (10% OF ADJUSTED GROSS SITE AREA)	1.07 AC
TREE COVER PROVIDED (20.1% OF ADJUSTED GROSS SITE AREA)	2.80 AC (130,200 SF)
TREES TO BE PRESERVED (13.12 SF OF TREE SAVE X 1.25)	64,140 SF
PROPOSED LANDSCAPING	90,250 SF
101 CAT IV STREET TREES @ 250 SF/TREE	25,250 SF
25 CAT II STREET TREES @ 175 SF/TREE	4,375 SF
82 CAT I ORNAMENTAL TREES @ 100 SF/TREE	8,200 SF
30 CAT I EVERGREEN TREES @ 175 SF/TREE	5,250 SF

**TABULATION FOR THE PROPOSED PDH-12 ZONING DISTRICT**

ZONING	
EXISTING ZONING	R-1 AND HC
PROPOSED ZONING	PDH-12
LAND AREA	
LAND AREA OF PROPOSED PDH-12 ZONING	15,981 AC
SINGLE FAMILY ATTACHED COMPONENT	
LAND AREA TO SUPPORT SINGLE FAMILY ATTACHED	15,981 AC
MAXIMUM NUMBER OF UNITS PERMITTED (WITHOUT ADU BONUS (15.981 @ 12 DU/AC)	192
WITH ADU BONUS (15.981 AC @ 12 DU/AC + 20% BONUS)	225
NUMBER OF DWELLING UNITS PROPOSED	216
182 SINGLE FAMILY ATTACHED + 20% BONUS	
MAXIMUM DENSITY PERMITTED (25 DU / 15.981 AC)	14.38 DU/AC
MAXIMUM DENSITY PROPOSED (216 DU / 15.981 AC)	13.50 DU/AC
PARKING	
MINIMUM PARKING SPACES REQUIRED (216 DU @ 2.5 SPACES/UNIT)	540
MINIMUM PARKING SPACES PROVIDED	509
SURFACE	91
GARAGE	301
DRIVEWAY	64
BUILDING HEIGHT*	
MAXIMUM PROPOSED BUILDING HEIGHT	40 FT
OPEN SPACE**	
OPEN SPACE REQUIRED (27% WITH PROVISION OF ADUs)	3,731 AC
OPEN SPACE PROVIDED (26%)	5,251 AC

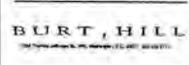
- \* REFER TO SHEET 4 FOR EXACT HEIGHTS.
- \*\* OPEN SPACE VALUES ARE CALCULATED FOR THE PROPOSED PDH-12 LAND AREA ASSUMING THE DEDUCTION OF APPROXIMATELY 1.87 ACRES CONTRIBUTED TOWARD VADEN DRIVE EXTENDED RIGHT-OF-WAY DEDICATION (15,981 AC - 1.87 AC DEDICATION = 14,111 AC NET LAND AREA)

**AFFORDABLE DWELLING UNIT CALCULATION FOR THE PROPOSED PDH-12 ZONING DISTRICT**

<b>PDH-12 DISTRICT</b>	
13,983 - 8.0 = 1.22 x 12.5 = 15.28	
14.4 - 0.8	
216 x 15.28% = 33 ADUs, however in no case shall the contribution exceed 12%	
216 x 0.125 = 27.25 or say	27 ADUs

**TREE COVER CALCULATION FOR THE PROPOSED PDH-12 ZONING DISTRICT**

GROSS SITE AREA	15.98 AC
ADJUSTED GROSS SITE AREA	10.92 AC
AREA OF STREET FRONTAGE DEDICATION	1.19 AC
AREA OF BUILDING FOOTPRINT	3.69 AC
TREE COVER REQUIRED (10% OF ADJUSTED GROSS SITE AREA)	1.09 AC
TREE COVER PROVIDED (21.9% OF ADJUSTED GROSS SITE AREA)	2.83 AC (87,118 SF)
TREES TO BE PRESERVED (16.875 SF OF TREE SAVE X 1.33)	21,218 SF
PROPOSED LANDSCAPING	75,800 SF
182 CAT IV STREET TREES @ 250 SF/TREE	45,500 SF
88 CAT II STREET TREES @ 175 SF/TREE	15,400 SF
182 CAT I ORNAMENTAL TREES @ 100 SF/TREE	18,200 SF
43 CAT I EVERGREEN TREES @ 150 SF/TREE	6,450 SF



PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2006-PR-022  
PROCEEDING DISTRICT  
FAIRFAX COUNTY, VIRGINIA



SCALE

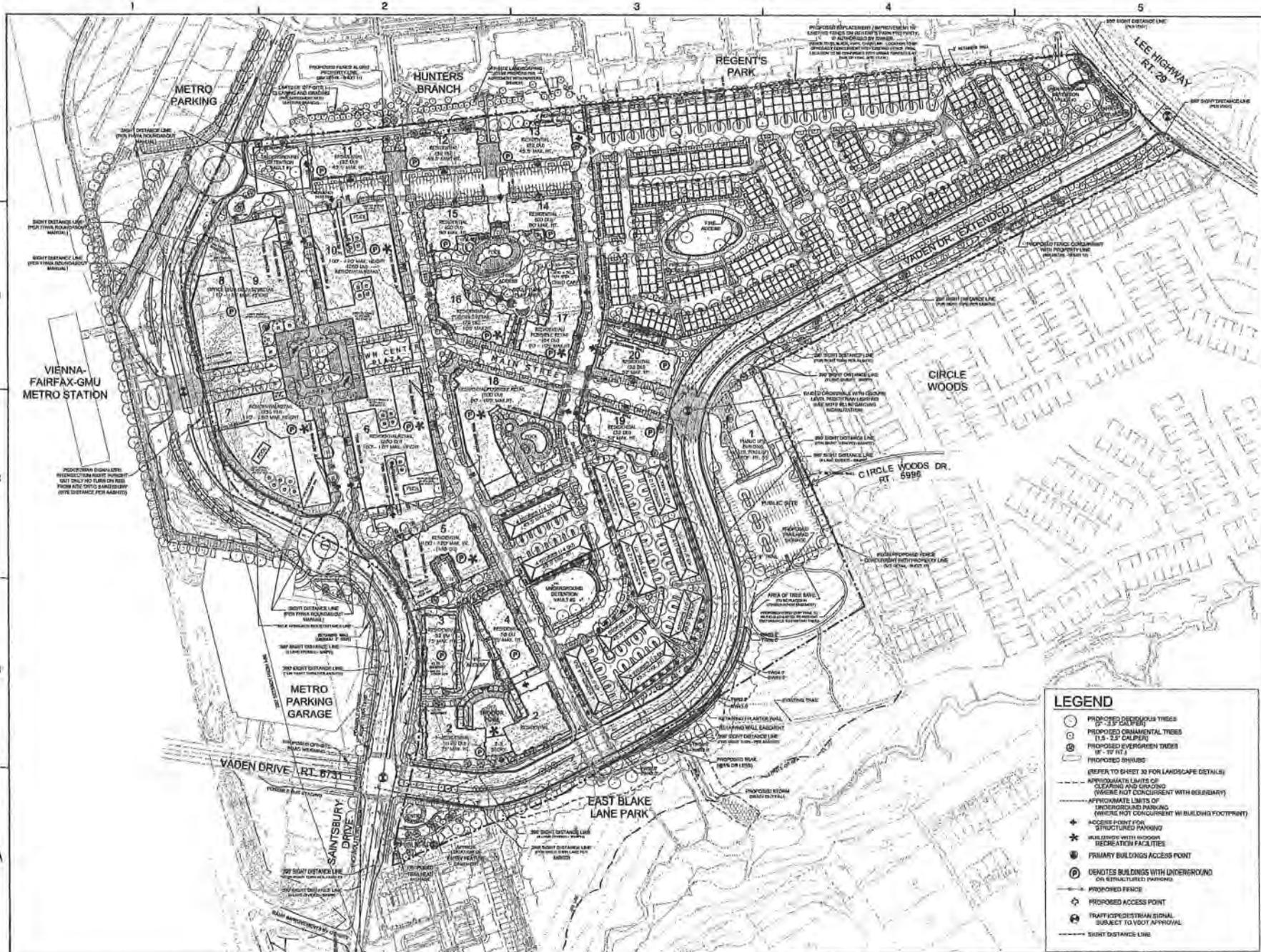
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3	02.13.04	gsh
2	12.18.03	gsh
1	12.05.03	gsh

No.	DATE	BY	Description
REVISIONS			
DRAWN BY	gsh		
APPROVED BY	gsh		
CHECKED BY	lam		
DATE	03/24/03		

TITLE  
**PULTE/METRO WEST CDP / FDP TABULATION**

PROJECT NO. M-10401

3



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 WWW.EDAW.COM

**BURT, HILL**  
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 MILWAUKEE, WISCONSIN 53233  
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**PULTE/METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN**  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA



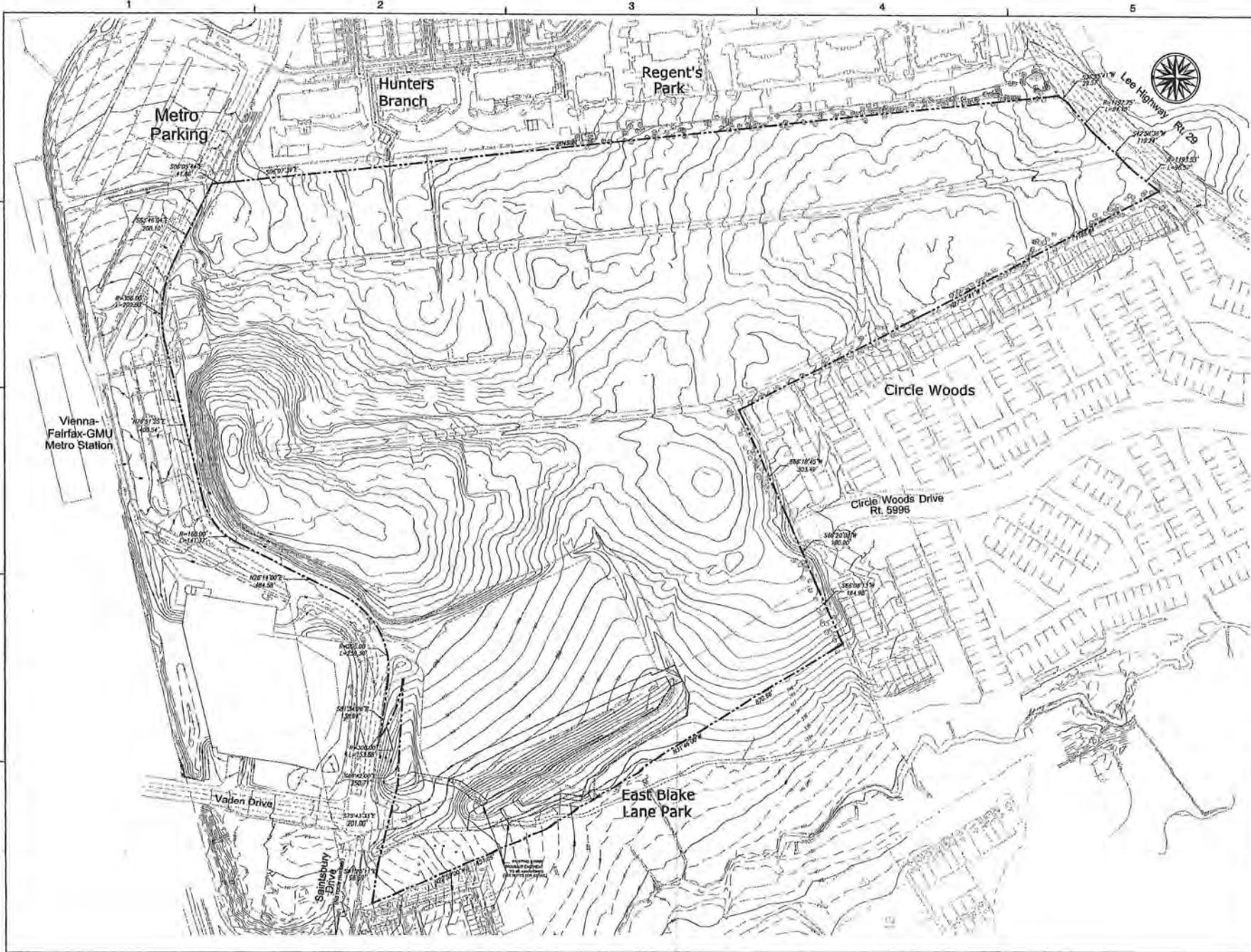
SCALE: 1" = 100'

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4	05.07.04	gsh	
3	02.12.04	gsh	
2	12.16.03	gsh	
1	12.05.03	gsh	

**LEGEND**

- PROPOSED DECIDUOUS TREES (2" - 2 1/2" CALIPER)
- PROPOSED ORNAMENTAL TREES (1.5" - 2 1/2" CALIPER)
- PROPOSED EVERGREEN TREES (2" - 12" H)
- PROPOSED SHRUBS
- (REFER TO SHEET 30 FOR LANDSCAPE DETAILS)
- - - APPROXIMATE LIMITS OF CLEARANCE AND LANDSCAPING (WHERE NOT CONCURRENT WITH BARRIER)
- - - APPROXIMATE LIMITS OF UNDERGROUND PARKING (WHICH IS NOT CONCURRENT WITH BUILDING FOOTPRINT)
- + ACCESS POINT FOR STRUCTURED PARKING
- \* BUILDINGS WITH UNDERGROUND STRUCTURE FACILITIES
- ⊕ PRIMARY BUILDINGS ACCESS POINT
- Ⓜ DENOTES BUILDINGS WITH UNDERGROUND OR STRUCTURED PARKING
- PROPOSED FENCE
- ⊕ PROPOSED ACCESS POINT
- ⊕ TRAFFIC CONTROL SIGNAL SUBJECT TO VDOT APPROVAL
- - - SHORT DISTANCE LINE

DRAWN BY: gsh  
 APPROVED BY: jmm  
 CHECKED BY: jmm  
 DATE: 03/24/05  
 TITLE: PULTE/METRO WEST CDP / FDP  
 PROJECT NO.: M-10401  
 SHEET NO.: 4 OF 52



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 800 WESTWOOD CENTER DRIVE, SUITE 600  
 WRESTLING, VIRGINIA 22186  
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300 PINE HOLLOW  
 ALLEXANDRIA, VIRGINIA 22304  
 (703) 746-1111 FAX (703) 746-1112

**BURT, HILL**  
 300 North Jackson Street, Suite 200, Arlington, VA 22201

PULTE/  
 METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FARMAS COUNTY, VIRGINIA



SCALE 0' 100' 200'

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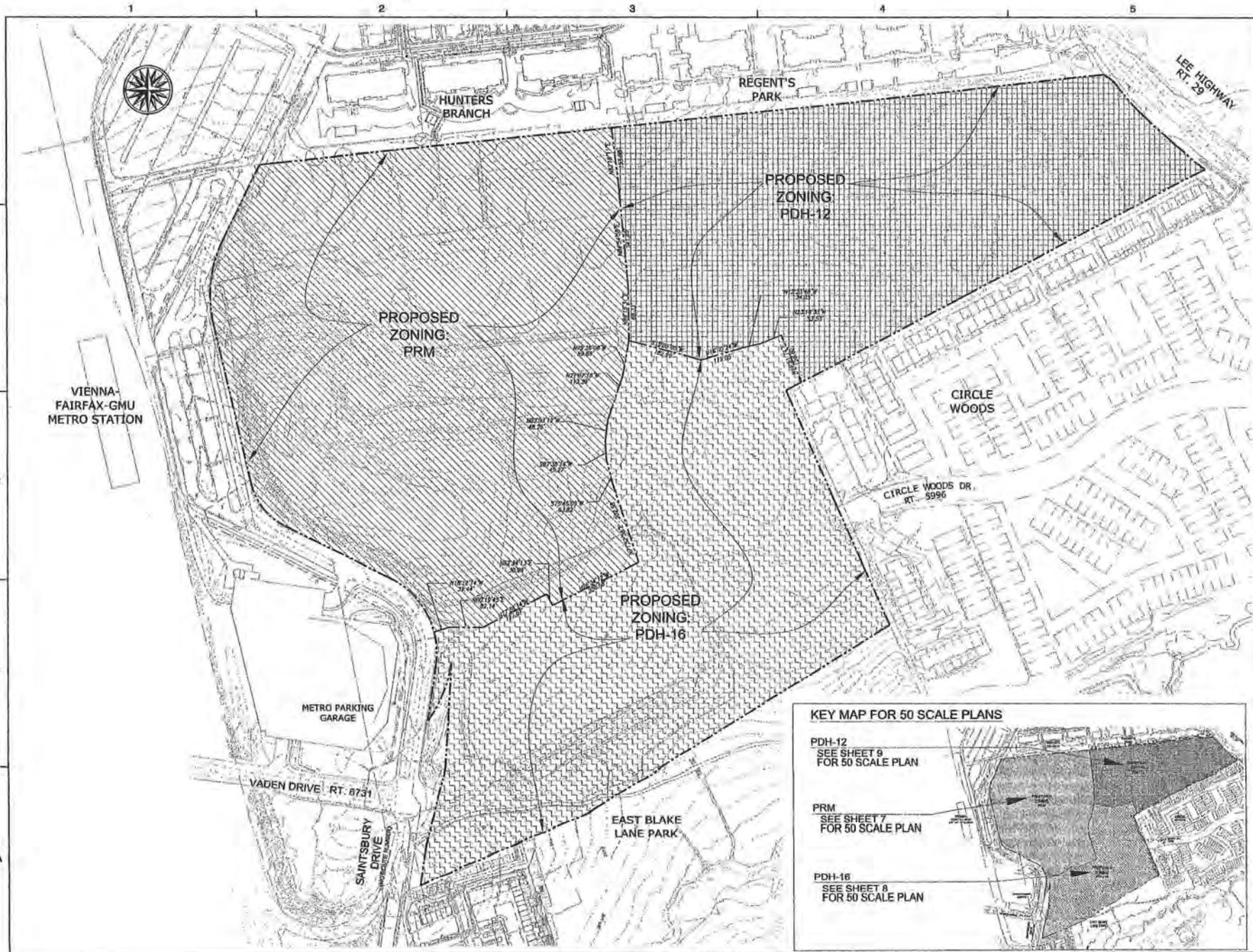
REVISIONS  
 DRAWN BY: gsh  
 APPROVED BY: tom  
 CHECKED BY: tom  
 DATE: 02/24/05

TITLE  
**PULTE/METRO WEST  
 CDP / FDP  
 BOUNDARY AND  
 EXISTING TOP**

PROJECT NO. M-10401

**5**

SHEET NO. 5 of 52



**Dewberry**  
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 (703) 770-8800 FAX (703) 770-8100



**BURT, HILL**  
 548 North Main Street, Suite 200, Charlottesville, VA 22902

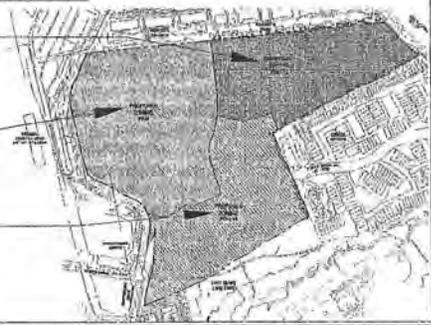
PULTE/  
 METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA



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4	06.07.04	gpl
3	02.13.04	gpl
2	12.16.03	gpl
1	12.05.03	gpl

**KEY MAP FOR 50 SCALE PLANS**

- PDH-12  
SEE SHEET 9  
FOR 50 SCALE PLAN
- PRM  
SEE SHEET 7  
FOR 50 SCALE PLAN
- PDH-16  
SEE SHEET 8  
FOR 50 SCALE PLAN



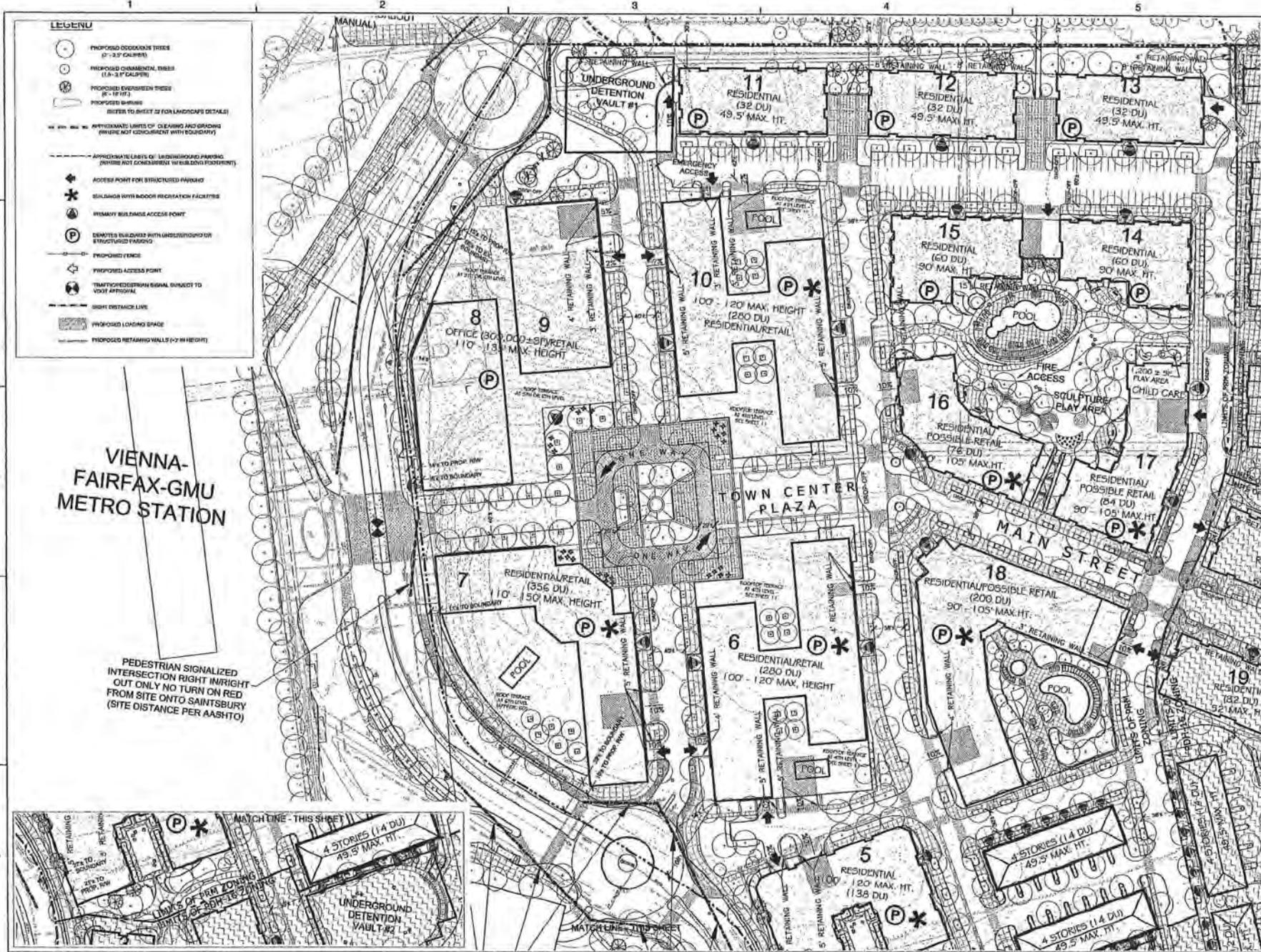
**REVISIONS**

No.	DATE	BY	Description

DRAWN BY: gpl  
 APPROVED BY: tam  
 CHECKED BY: tam  
 DATE: 12/24/03

TITLE  
**PULTE/METRO WEST  
 CDP / FDP  
 PROPOSED ZONING  
 DISTRICTS**

PROJECT NO. M-10401



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 WWW.LESSARD.COM

**BD&W**  
 800 PINE LANE  
 ALBANY, GA 31706  
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 WWW.BDANDW.COM

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 WWW.BURTHILL.COM

**PULTE/METRO WEST  
 METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 FAYETTE COUNTY, NORTH CAROLINA**

**SCALE:** 1" = 50' (SEE SHEET 1007)

No.	DATE	BY	Description
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**DRAWN BY:** gph  
**APPROVED BY:** hcm  
**CHECKED BY:** hcm  
**DATE:** 03/24/05

**TITLE:** PULTE/METRO WEST CDP / FDP AREA OF PROPOSED PRM ZONING

**PROJECT NO.:** M-10401

**7**

**SHEET NO. 7 OF 52**



PROPOSED REPLACEMENT / IMPROVEMENT OF EXISTING FENCE ON REGENT'S PARK PROPERTY, IF AUTHORIZED BY OWNER.  
(FENCE TO BE BLACK VINYL CHAIN LINK. LOCATION TO BE GENERALLY CONCURRENT WITH EXISTING FENCE. FINAL LOCATION TO BE CONFIRMED WITH URBAN FORESTER AT TIME OF FINAL SITE PLAN.)

REGENT'S PARK

LEE HIGHWAY RT. 29  
(PER FOOT)

UNDERGROUND DETENTION VAULT #3  
ENTRY FEATURE

VADEN DR. (EXTENDED)

PROPOSED FENCE CONCURRENT WITH PROPERTY LINE  
(SEE DETAIL - SHEET 17)

290' SIGHT DISTANCE LINE  
(FOR RIGHT TURN PER AASHTO)

290' SIGHT DISTANCE LINE  
(FOR RIGHT TURN PER AASHTO)

390' SIGHT DISTANCE LINE  
(4 LANE DIVIDED - 30MPH)

RAISED CROSSWALK WITH GROUND LEVEL PEDESTRIAN LIGHTING  
(SEE NOTE #23 REGARDING SIGNALIZATION)

290' SIGHT DISTANCE LINE  
(FOR RIGHT TURN PER AASHTO)

390' SIGHT DISTANCE LINE  
(4 LANE DIVIDED - 30MPH)

CIRCLE WOODS

CIRCLE WOODS DR.  
RT. 5996

LEGEND

- PROPOSED CIRCULAR TREES  
(8" - 12" CALIPHS)
- PROPOSED RECTANGULAR TREES  
(12" - 24" CALIPHS)
- PROPOSED EVERGREEN TREES  
(8" - 24" H.T.)
- PROPOSED SHRUBS  
(REFER TO SHEET 22 FOR LANDSCAPE DETAILS)
- APPROXIMATE LIMITS OF CLEARED AND GRADED  
(WHERE NOT CONCORDANT WITH SUBDIVISION)
- APPROXIMATE LIMITS OF UNDERGROUND PARKING  
(WHERE NOT CONCORDANT WITH PLANS / FOOTPRINT)
- ACCESS POINT FOR DRIVEWAY PARKING
- BUILDINGS WITH HOODOR SIGNIFICATION FOOTPRINT
- PRIMARY BUILDINGS ACCESS POINT
- DIRECTOR'S BUILDING WITH UNDERGROUND OR STRUCTURED PARKING
- PROPOSED FENCE
- PROPOSED ACCESS POINT
- TRAFFIC / PEDESTRIAN SIGNAL SUBJECT TO COURT APPROVAL
- SIGHT DISTANCE LINE
- PROPOSED LOADING SPACE
- PROPOSED RETAINING WALL (5'-6" HIGH)

**Dewberry**  
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FARMAN, VA 22024-0405  
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**VIFA**

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800 WESTWOOD DRIVE, SUITE 400  
WYOMING, MISSISSIPPI 39202  
PHONE: 601.477.1000  
FAX: 601.477.1005

**EDAW**

**BURT, HILL**  
1000 BROADWAY, SUITE 2000  
NEW YORK, NY 10018

PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
PZ 2003-PR-022  
PROVIDENCE DISTRICT  
FAIRFAX COUNTY, VIRGINIA



SCALE 0' 30' 100'

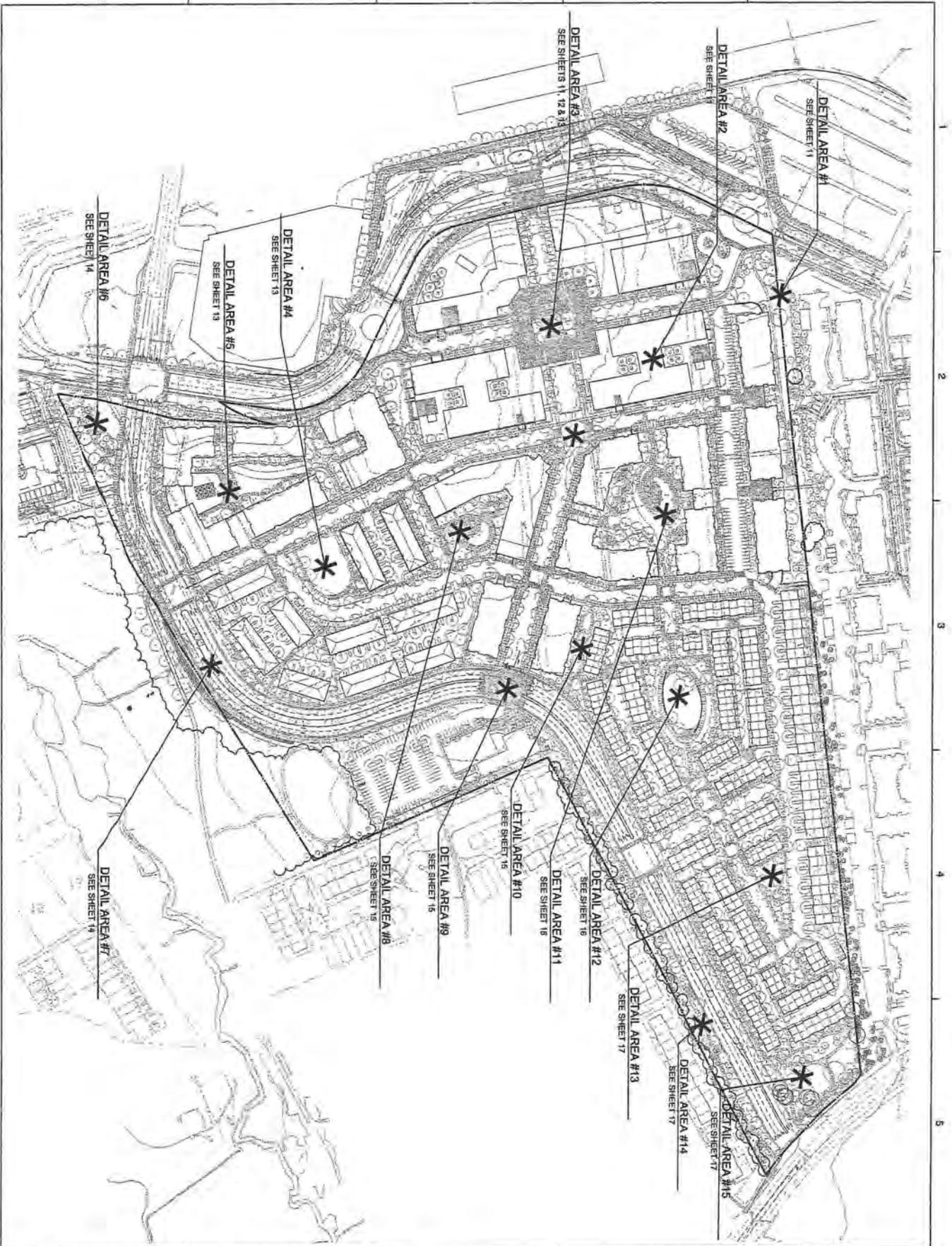
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DRAWN BY: gch  
APPROVED BY: lhm  
CHECKED BY: lhm  
DATE: 02/24/05  
TITLE: PULTE/METRO WEST CDP / FDP AREA OF PROPOSED PDH-12 ZONING

PROJECT NO. M-10401

9

SHEET NO. 9 OF 92



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 FAX: 630.270.1001

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 DEWBERY, ILLINOIS 60018  
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 FAX: 630.270.1001

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 FAX: 312.427.1001

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 DEWBERY, ILLINOIS 60018  
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 FAX: 630.270.1001

**BURT HILL**  
 1000 W. WASHINGTON AVENUE  
 DEWBERY, ILLINOIS 60018  
 TEL: 630.270.1000  
 FAX: 630.270.1001

**PULTE/  
METRO WEST**  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA

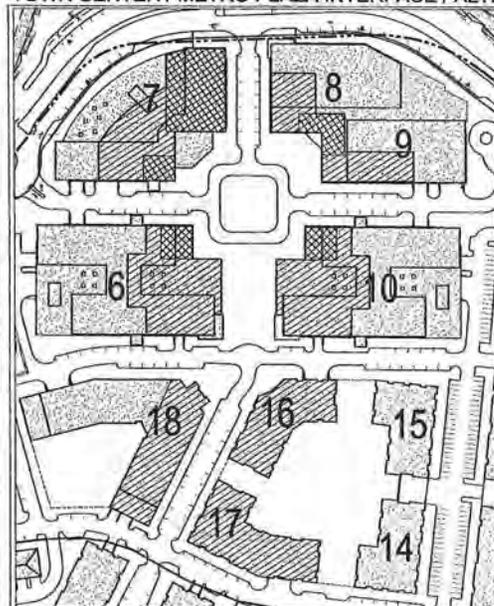
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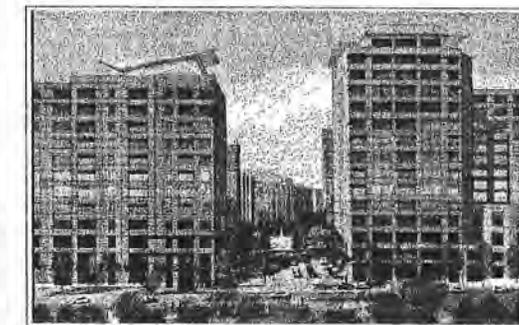
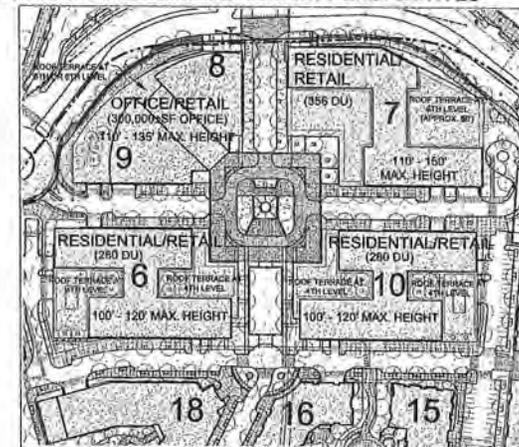
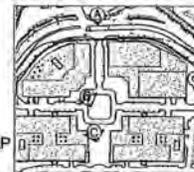
PROJECT NO. M-104101

**10**  
10 OF 52

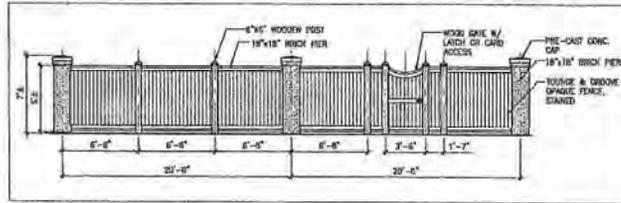
**DETAIL AREA #3**  
**TOWN CENTER / METRO PLAZA INTERFACE / ALTERNATE LAYOUT / RETAIL DIAGRAM / PERSPECTIVES**



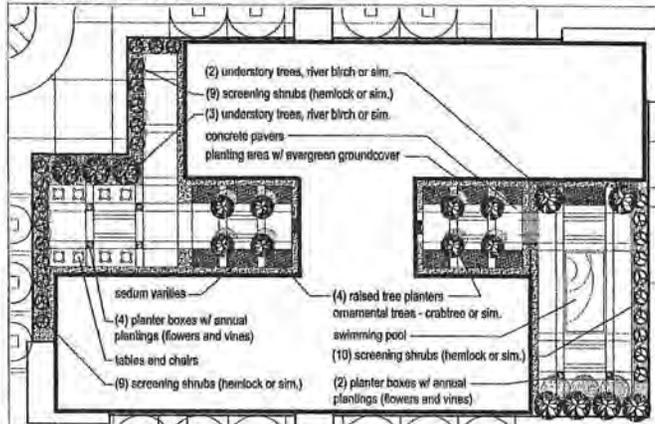
HATCHED AREAS REPRESENT CONCEPTUAL LOCATIONS WHERE TYPE 1 AND TYPE 2 NON-RESIDENTIAL USES MAY BE LOCATED. FINAL LOCATION AND AMOUNTS OF TYPE 1 AND TYPE 2 NON-RESIDENTIAL USES WILL BE DETERMINED AT TIME OF SITE PLAN AND WILL BE IN CONFORMANCE WITH THE RETAIL STANDARDS AS SET FORTH IN THE PROFFERS.



**DETAIL AREA #1**  
**PERIMETER FENCE ALONG BOUNDARY AT HUNTERS BRANCH**



**DETAIL AREA #2**  
**ROOF DETAIL**



**NOTE:**  
 • THE DETAILS PROVIDED HEREON REPRESENT THE PROPOSED LANDSCAPE AND HARDSCAPE PLANS FOR THE INDIVIDUAL OPEN SPACE AREAS.  
 • IT IS UNDERSTOOD THAT MINOR DESIGN CHANGES MAY BE MADE DUE TO ENGINEERING AND FINAL DESIGN CONSIDERATIONS.  
 • PLANT SPECIES MAY BE SUBSTITUTED WITH SIMILAR SPECIES AND LANDSCAPE MATERIALS MAY VARY PROVIDED THE GENERAL DESIGN AND PLANTING PATTERNS ARE IN SUBSTANTIAL COMPLIANCE WITH THAT SHOWN HEREON.  
 • TEMPORARY FURNISHINGS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.  
 • PERSPECTIVES SHOWN HEREON ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE INTENDED TO CAPTURE THE SENSE OF HOW THE INDIVIDUAL OPEN SPACE AREAS WILL PRESENT THEMSELVES AT MATURITY.

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 Dewberry & Davis LLC  
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 WILMINGTON, DE 19801-4000  
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 FAX: 302.486.1001  
 www.dewberry.com

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 1000 WOODBRIDGE ROAD, SUITE 100  
 WILMINGTON, DE 19801-4000  
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 FAX: 302.486.1001  
 www.vitaarch.com

**BIDAW**  
 BIDAW ARCHITECTS  
 1000 WOODBRIDGE ROAD, SUITE 100  
 WILMINGTON, DE 19801-4000  
 PHONE: 302.486.1000  
 FAX: 302.486.1001  
 www.bidaw.com

**BURT, HILL**  
 BURT, HILL ARCHITECTS  
 1000 WOODBRIDGE ROAD, SUITE 100  
 WILMINGTON, DE 19801-4000  
 PHONE: 302.486.1000  
 FAX: 302.486.1001  
 www.burthill.com

**PULTE/METRO WEST CONCEPTUAL/FINAL DEVELOPMENT PLAN**  
 RZ 2008-PR-022  
 PROVIDENCE DISTRICT  
 FARRIS COUNTY, VIRGINIA

**AS NOTED**

No.	DATE	BY	Description
11	10.16.09	gsh	
10	11.16.08	gsh	
9	11.07.05	gsh	
8	10.07.05	gsh	
7	08.22.05	gsh	
6	12.21.04	gsh	
5	07.02.04	gsh	
4	05.07.04	gsh	
3	02.13.04	gsh	
2	12.16.03	gsh	
1	12.05.03	gsh	

**TITLE**  
 PULTE/METRO WEST  
 CDP / FDP  
 AREA DETAILS

**PROJECT NO.** M-10401

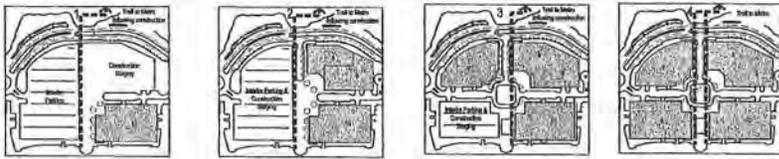
**11**

**DETAIL AREA #3**

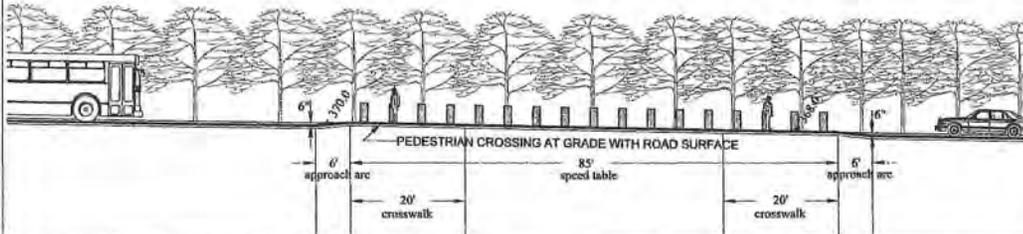
**TOWN CENTER / METRO INTERFACE DETAILS**

**ANTICIPATED PHASING PLAN  
(BUILDINGS 6 THROUGH 10)  
SCALE: 1" = 300'**

--- DENOTES GENERAL LOCATION OF TEMPORARY PEDESTRIAN ROUTE. SUCH ROUTE SHALL BE LOCATED IN AN AREA THAT IS A MINIMUM OF 10 FEET IN WIDTH AND WHICH SHALL INCLUDE A MINIMUM 4 FOOT WIDE CONCRETE AND/OR ASPHALT SURFACE. THE BALANCE OF SUCH AREA SHALL BE PLANTED WITH GRASS, SHRUBS AND TREES IF PRACTICAL AS DETERMINED BY THE TIMING OF BUILD-OUT.



**SPEED TABLE CROSS SECTION  
SCALE: 1" = 10'**



- DECORATIVE STREET LIGHTING
- STREET AT GRADE
- GROUND LEVEL LIGHTING AT EDGE OF RAISED PEDESTRIAN TABLE (SEE IMAGE BELOW)
- RAISED PEDESTRIAN CROSSING WITH SPECIAL PAVING MATERIAL
- SIDEWALK/PLAZA AREAS WITH SPECIAL PAVING
- BOLLARD

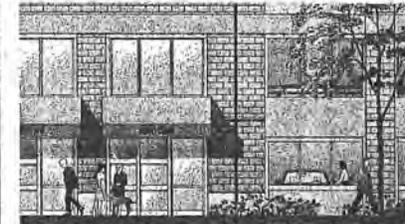
**PROTOTYPICAL IMAGE OF PROPOSED PEDESTRIAN CROSSWALK AT SAINTSBURY AND METRO PLAZA**



**GROUND LEVEL PEDESTRIAN LIGHTING**

**NOTE:**

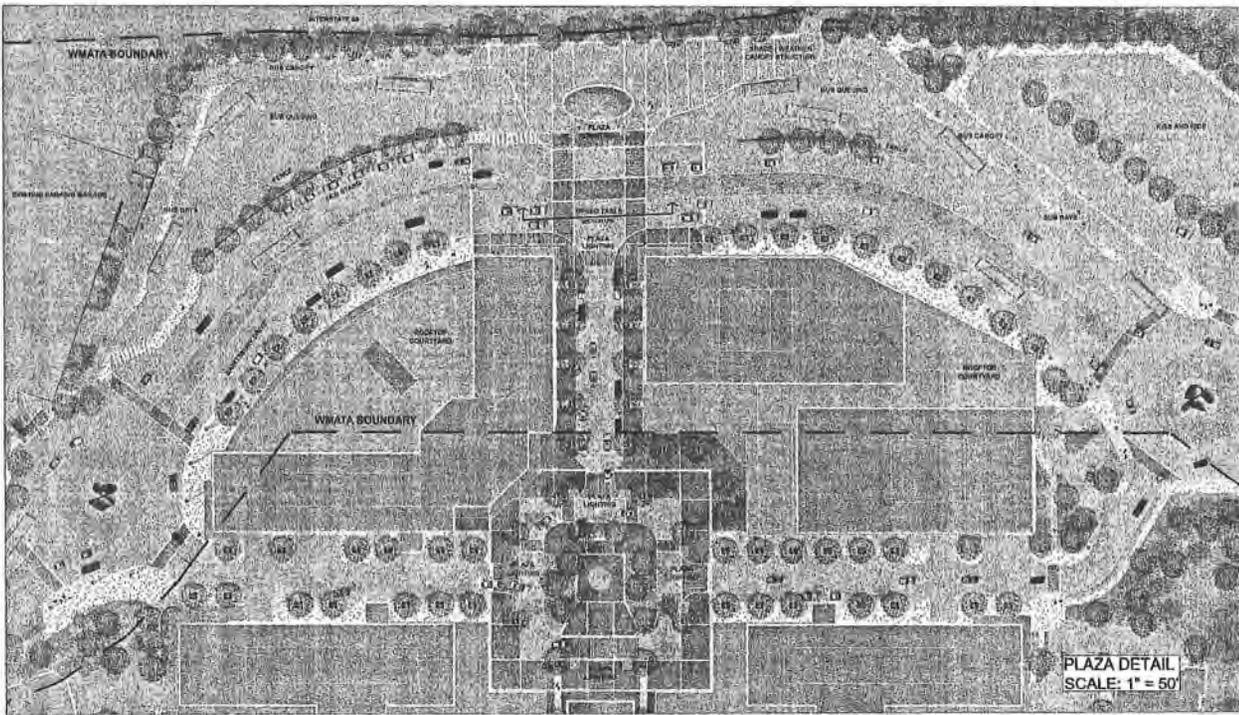
- THE DETAILS PROVIDED HEREON REPRESENT THE PROPOSED LANDSCAPE AND HARDSCAPE PLANS FOR THE INDIVIDUAL OPEN SPACE AREAS.
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**POSSIBLE GARAGE ELEVATION AT GRADE LEVEL**



**POSSIBLE GARAGE FACADE TREATMENT ABOVE FIRST FLOOR**



**PLAZA DETAIL  
SCALE: 1" = 50'**



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FAX: (262) 408-4001



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**PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2003-PR-022  
PROVIDENCE DISTRICT  
FARMAN COUNTY, WISCONSIN**



SCALE: **AS NOTED**

11	12.16.05	gch
10	11.16.05	gch
9	11.07.05	gch
8	10.07.05	gch
7	08.22.05	gch
6	12.21.04	gch
5	07.02.04	gch
4	05.07.04	gch
3	02.13.04	gch
2	12.16.03	gch
1	12.05.03	gch

**REVISIONS**

DESIGNED BY	gch
APPROVED BY	lsm
CHECKED BY	lsm
DATE	02/24/03

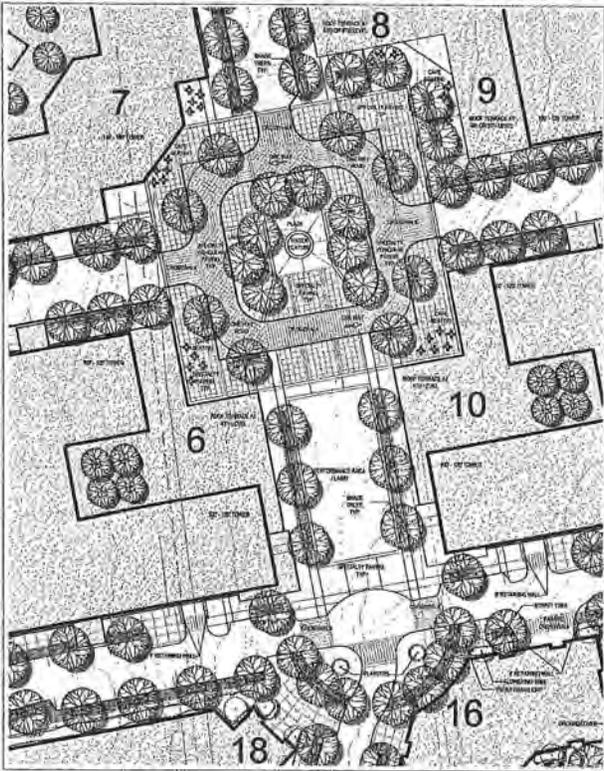
**TITLE**  
**PULTE/METRO WEST  
CDP / FDP  
AREA DETAILS**

PROJECT NO: **M-10401**

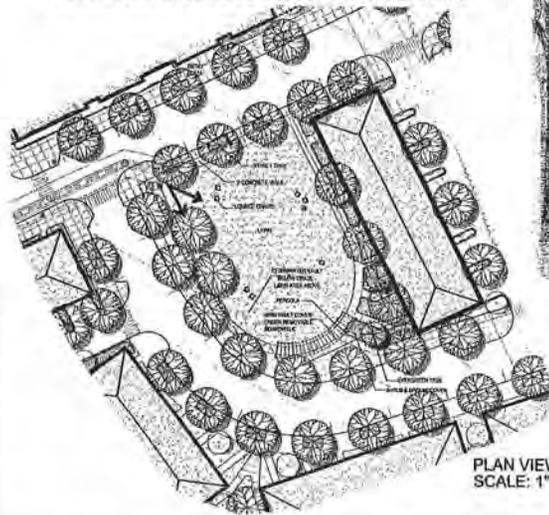
**12**

**DETAIL AREA #3**  
TOWN CENTER PLAZA DETAIL

PLAN VIEW  
SCALE: 1" = 40'



**DETAIL AREA #4**  
COMMUNITY PARK DETAIL / PERSPECTIVE



PLAN VIEW  
SCALE: 1" = 40'

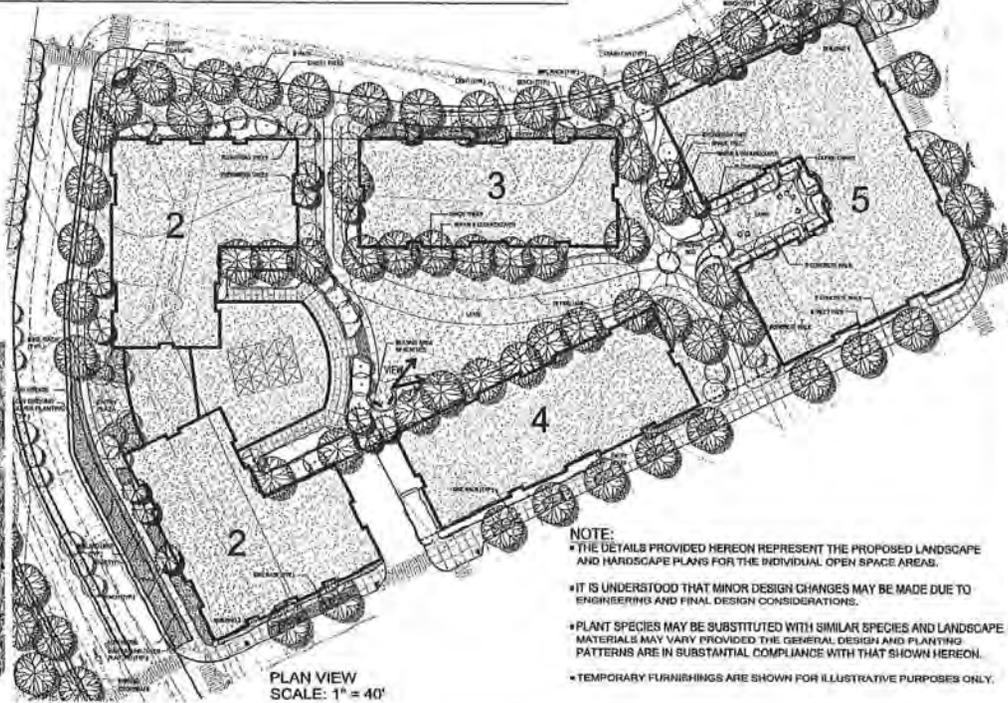


COMMUNITY PARK PERSPECTIVE

**DETAIL AREA #5**  
AGE-RESTRICTED PARK DETAIL / PERSPECTIVE



AGE-RESTRICTED PARK PERSPECTIVE



PLAN VIEW  
SCALE: 1" = 40'

**NOTE:**  
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 • TEMPORARY FURNISHINGS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.

**Dewberry**  
Dewberry & Davis LLC  
Landscape Architects

**VITA**  
VITA ARCHITECTURE  
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**THE LESSARD ARCHITECTURAL GROUP, INC.**  
100 WEST WASHINGTON ST., SUITE 400  
INDIANAPOLIS, IN 46202  
TEL: 317.634.1111 FAX: 317.634.1112

**BURT, HILL**  
ARCHITECTS

**PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN**  
RZ 2003-PR-022  
PRINCEDALE DISTRICT  
HARRIS COUNTY, TEXAS



SCALE: AS NOTED

No.	DATE	BY	Description
14	12.16.05	gsh	
10	11.16.05	gsh	
8	11.07.05	gsh	
8	10.07.05	gsh	
7	08.22.05	gsh	
6	05.21.04	gsh	
5	07.02.04	gsh	
4	05.07.04	gsh	
3	02.13.04	gsh	
2	12.16.03	gsh	
1	12.05.03	gsh	

DRAWN BY: gsh  
 APPROVED BY: gsh  
 CHECKED BY: gsh  
 DATE: 02/24/05

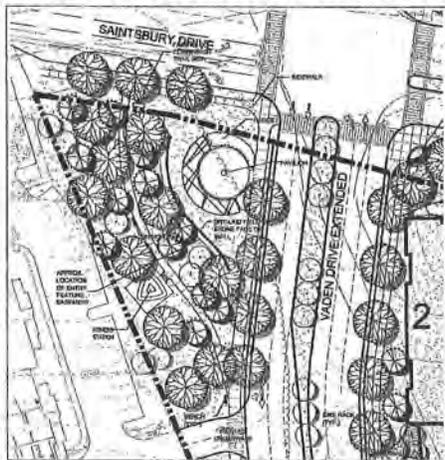
TITLE  
**PULTE/METRO WEST  
CDP / FDP  
AREA DETAILS**

PROJECT NO. M-10401

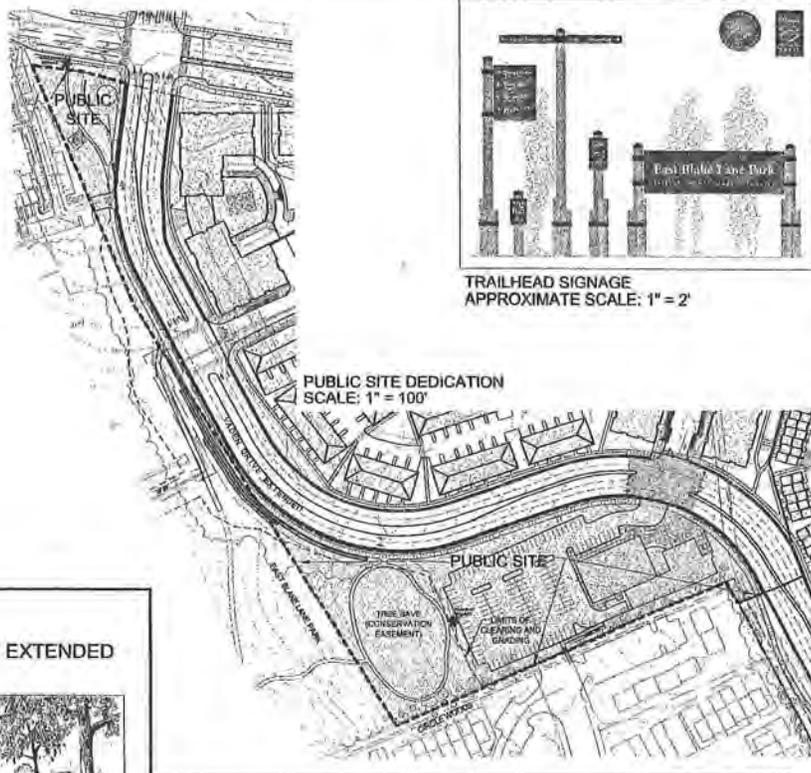
13

**DETAIL AREA #6**

**TRAILHEAD PARK DETAIL / SIGNAGE / DEDICATION**



DETAIL PLAN VIEW  
SCALE: 1" = 40'



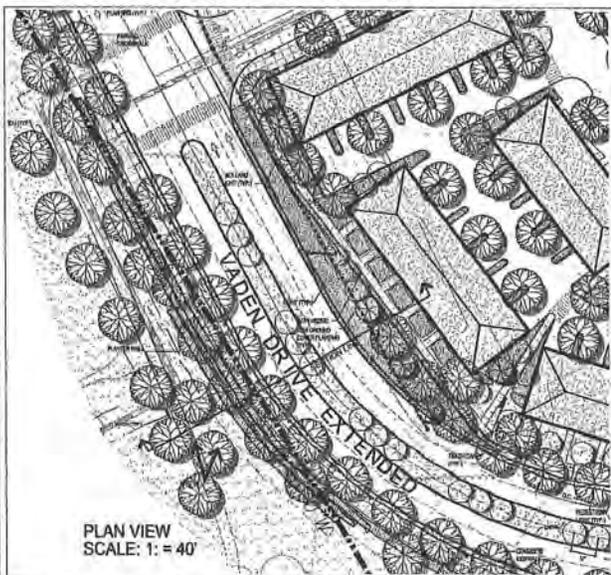
TRAILHEAD SIGNAGE  
APPROXIMATE SCALE: 1" = 2'

PUBLIC SITE DEDICATION  
SCALE: 1" = 100'

PUBLIC SITE

**DETAIL AREA #7**

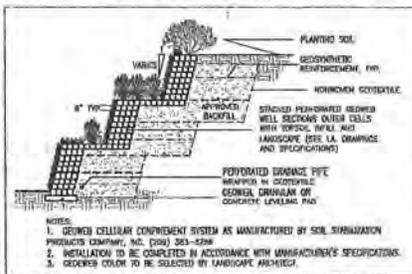
**RETAINING WALL DETAIL / TWO-OVER-TWO INTERFACE WITH VADEN DRIVE EXTENDED  
PERSPECTIVE / SECTION**



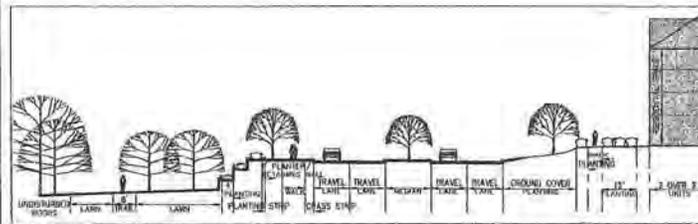
PLAN VIEW  
SCALE: 1" = 40'



PERSPECTIVE OF WALL FROM EAST BLAKE LANE PARK TRAIL



GEOWEB EARTH RETENTION SYSTEM  
SCALE: 1" = 5'



SECTION  
SCALE: 1" = 20'

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**Dewberry**  
Dewberry & Davis LLC  
ARCHITECTS

**VIFA**  
THE LESSARD ARCHITECTURAL GROUP, INC.  
ARCHITECTS

**EDAW**  
EDWARDS ENGINEERING ARCHITECTS AND SCIENTISTS

**BURT, HILL**  
ARCHITECTS

PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2009-PR-022  
HARRIS COUNTY, TEXAS



SCALE: AS NOTED

11	12.18.05	gsh
10	11.18.05	gsh
9	11.07.05	gsh
8	10.07.05	gsh
7	09.22.05	gsh
6	12.31.04	gsh
5	07.02.04	gsh
4	05.07.04	gsh
3	02.13.04	gsh
2	12.16.03	gsh
1	12.05.03	gsh
Rev.	DATE	BY

DRAWN BY: gsh  
APPROVED BY: kmh  
CHECKED BY: kmh  
DATE: 03/24/05

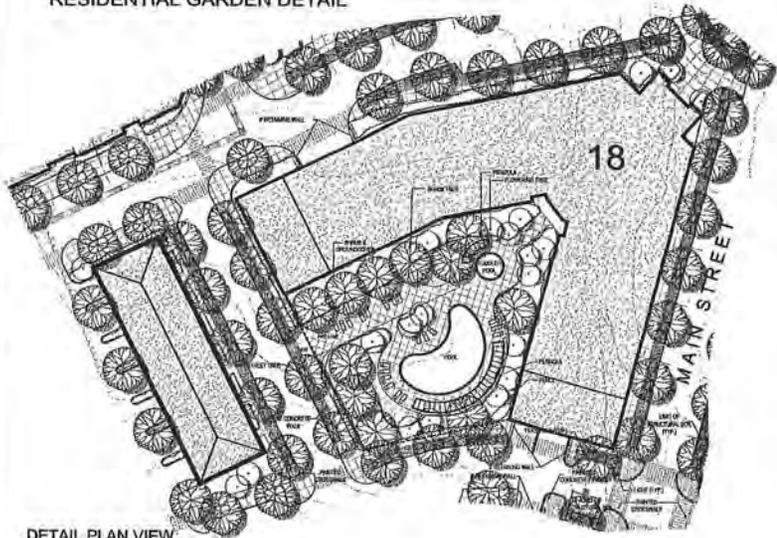
TITLE  
PULTE/METRO WEST  
CDP / FDP  
AREA DETAILS

PROJECT NO: M-10401

14

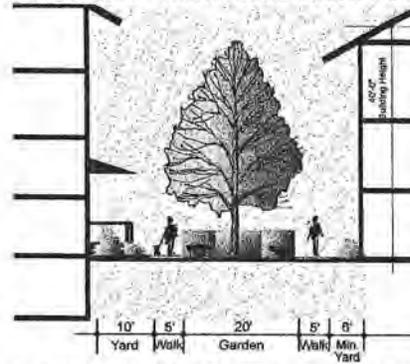
SHEET NO: 14 OF 52

**DETAIL AREA #8**  
RESIDENTIAL GARDEN DETAIL



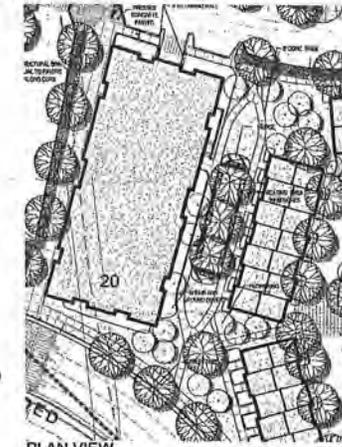
DETAIL PLAN VIEW  
SCALE: 1" = 40'

**DETAIL AREA #10**  
MULTIFAMILY / TOWNHOUSE COURTYARD DETAIL AND SECTION



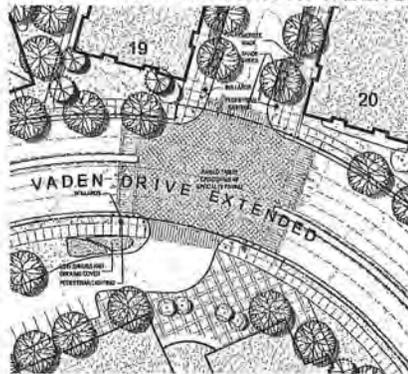
SECTION C - C : BUILDING 20/TOWNHOUSE COURTYARD  
SCALE: 1" = 10'

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PLAN VIEW  
SCALE: 1" = 40'

**DETAIL AREA #9**  
PEDESTRIAN CROSSING AT VADEN DRIVE EXTENDED AND MAIN STREET

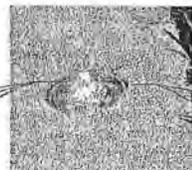


PLAN VIEW

SCALE: 1" = 30'



PERSPECTIVE



GROUND LEVEL  
PEDESTRIAN LIGHTING



PROTOTYPE IMAGE OF PROPOSED  
PEDESTRIAN CROSSWALK

- DECORATIVE STREET LIGHTING
- STREET AT GRADE
- GROUND LEVEL LIGHTING AT EDGE OF RAISED PEDESTRIAN TABLE (SEE IMAGES AT LEFT)
- RAISED PEDESTRIAN CROSSING WITH SPECIAL PAVING MATERIAL
- SIDEWALK/PLAZA AREAS WITH SPECIAL PAVING
- BOLLARD

**Dewberry**

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FALLS CHURCH, VA 22034-4000  
TEL: (703) 441-2000 FAX: (703) 441-2001  
www.dewberry.com

**VIFA**

VIA RESPONSIBILITY  
AND SUSTAINABLE DESIGN  
SOLUTIONS  
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FALLS CHURCH, VA 22034-4000  
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ARCHITECTURAL GROUP, INC.

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**EDAW**

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FALLS CHURCH, VA 22034-4000  
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**BURT, HILL**

1000 WASHINGTON BOULEVARD, SUITE 1000  
FALLS CHURCH, VA 22034-4000  
TEL: (703) 441-2000 FAX: (703) 441-2001

PULTE/  
METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2003-PR-022  
PROVIDENCE DISTRICT  
HUNTERDON COUNTY, VIRGINIA



SCALE: AS NOTED

11	12.16.05	gsh
10	11.18.05	gsh
9	11.07.05	gsh
8	10.07.05	gsh
7	08.22.05	gsh
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5	07.02.04	gsh
4	05.07.04	gsh
3	02.13.04	gsh
2	12.16.03	gsh
1	12.05.03	gsh
Rev	DATE	BY Description

DESIGNED BY: gsh  
APPROVED BY: lsm  
CHECKED BY: lsm  
DATE: 02/24/05

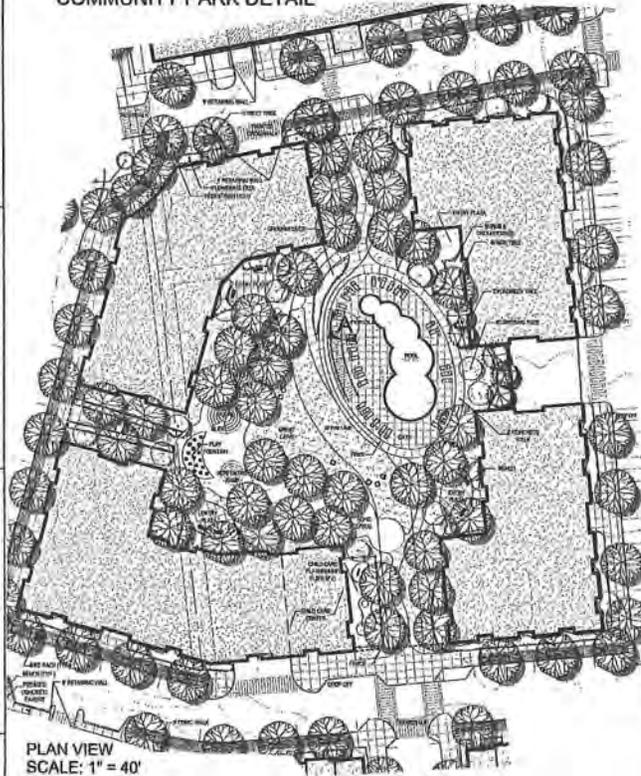
TITLE  
PULTE/METRO WEST  
CDP / FDP  
AREA DETAILS

PROJECT NO. M-10401

15

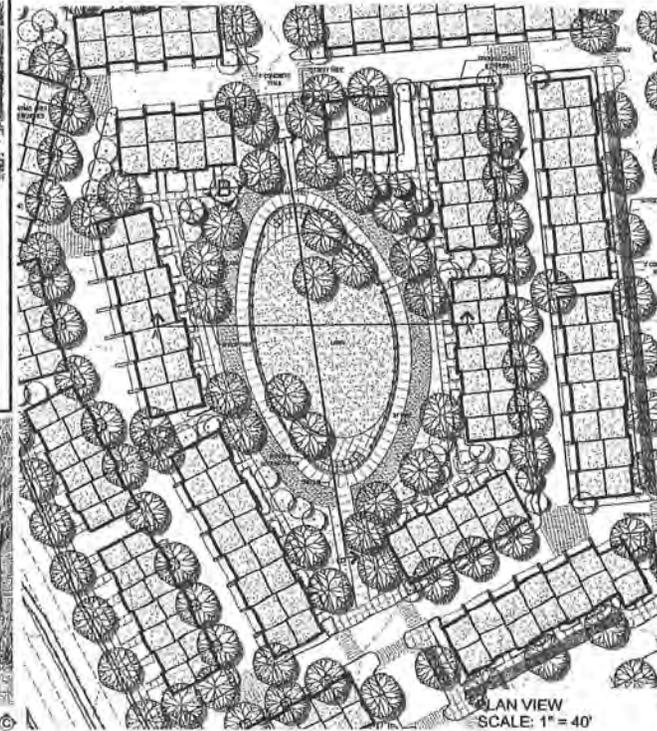
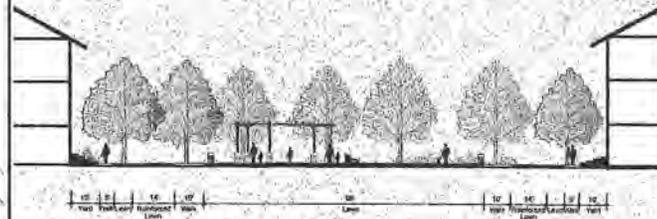
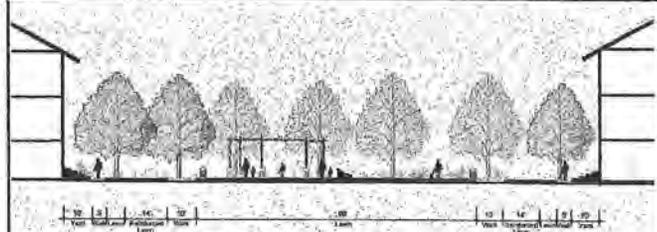
SHEET NO. 15 OF 22

**DETAIL AREA #11**  
**COMMUNITY PARK DETAIL**



**NOTE:**

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**DETAIL AREA #12**  
**COMMUNITY PARK  
DETAIL /  
SECTIONS /  
PERSPECTIVES**



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FARMACIA, VA 22031-4000  
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**THE LESSARD ARCHITECTURAL GROUP, INC.**  
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FARMACIA, VA 22031-4000  
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WWW.LESSARD.COM

**BURT, HILL**  
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1000 WEST BROADWAY, SUITE 1000  
FARMACIA, VA 22031-4000  
PHONE: (703) 841-1000  
FAX: (703) 841-1010  
WWW.BURTHILL.COM

**PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2008-PR-022**  
FARMACIA DISTRICT  
FARMACIA COUNTY, VIRGINIA



SCALE: AS NOTED

No.	DATE	BY	Description
11	12.15.03	gpn	
10	11.16.05	gpn	
9	11.07.05	gpn	
8	10.07.05	gpn	
7	08.22.05	gpn	
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5	07.02.04	gpn	
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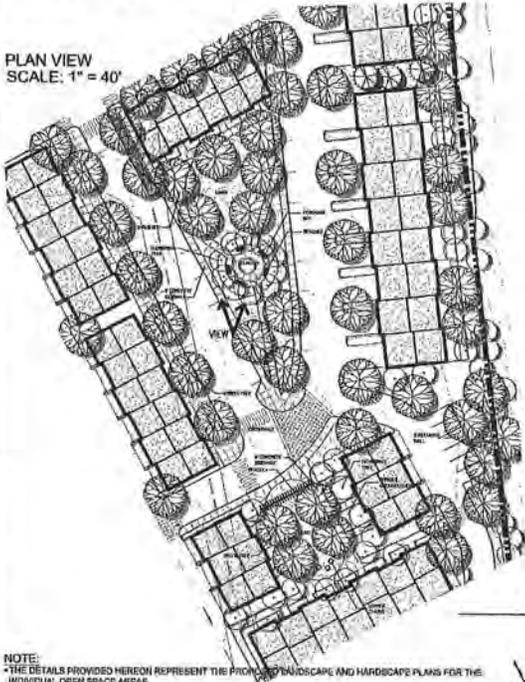
DRAWN BY: gpn  
APPROVED BY: lpm  
CHECKED BY: lpm  
DATE: 03/24/03

TITLE:  
**PULTE/METRO WEST  
CDP / FDP  
AREA DETAILS**

PROJECT NO: M-10401

**DETAIL AREA #13**  
COMMUNITY PARK DETAIL / PERSPECTIVE

PLAN VIEW  
SCALE: 1" = 40'



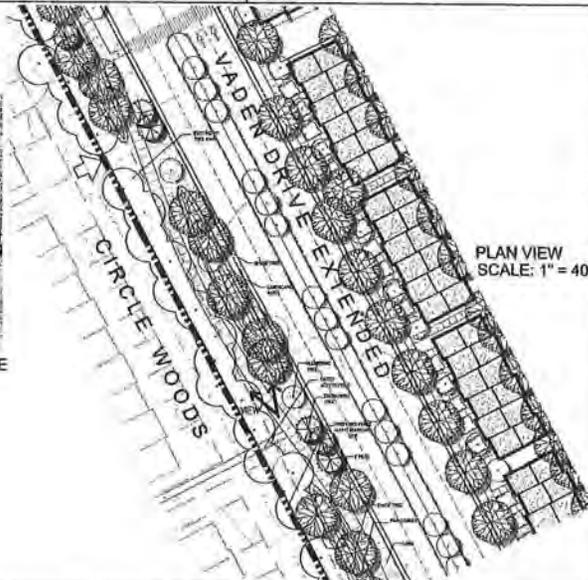
**DETAIL AREA #14**  
LINEAR PARK DETAIL / PERSPECTIVE /  
PERIMETER FENCE DETAIL



LINEAR PARK PERSPECTIVE



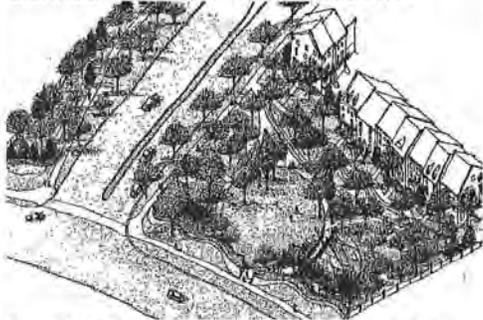
COMMUNITY PARK PERSPECTIVE



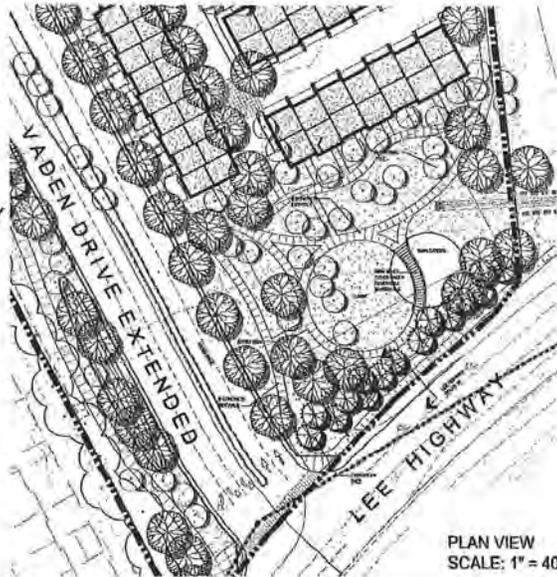
PLAN VIEW  
SCALE: 1" = 40'

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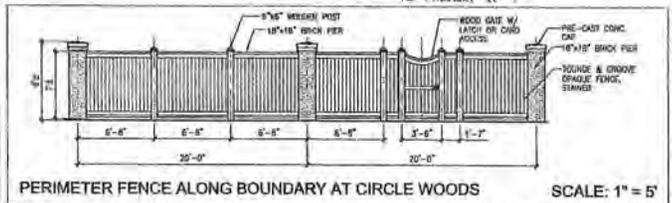
**DETAIL AREA #15**  
COMMUNITY PARK DETAIL / PERSPECTIVE / ENTRY  
SIGNAGE / LEE HIGHWAY BUFFER DETAIL



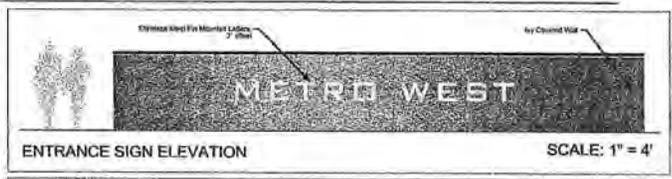
PERSPECTIVE: ENTRY FEATURE AND COMMUNITY PARK



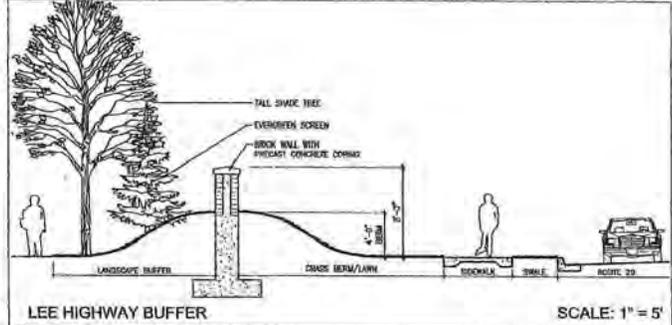
PLAN VIEW  
SCALE: 1" = 40'



PERIMETER FENCE ALONG BOUNDARY AT CIRCLE WOODS SCALE: 1" = 5'



ENTRANCE SIGN ELEVATION SCALE: 1" = 4'



LEE HIGHWAY BUFFER SCALE: 1" = 5'

**Dewberry**  
Dewberry & Davis LLC  
1000 W. BROADWAY  
SUITE 1000  
DALLAS, TEXAS 75201  
TEL: 214.760.1000  
FAX: 214.760.1001  
WWW.DDBERRY.COM

**VIFA**  
VITA ASSOCIATES  
1000 W. BROADWAY, SUITE 1000  
DALLAS, TEXAS 75201  
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FAX: 214.760.1001  
WWW.VIFA.COM

**THE LESSARD ARCHITECTURAL GROUP, INC.**  
1000 W. BROADWAY, SUITE 1000  
DALLAS, TEXAS 75201  
TEL: 214.760.1000  
FAX: 214.760.1001  
WWW.LESSARD.COM

**EDAW**  
EDWARDS & KELCEY  
1000 W. BROADWAY, SUITE 1000  
DALLAS, TEXAS 75201  
TEL: 214.760.1000  
FAX: 214.760.1001  
WWW.EDAW.COM

**BURT, HILL**  
1000 W. BROADWAY, SUITE 1000  
DALLAS, TEXAS 75201  
TEL: 214.760.1000  
FAX: 214.760.1001  
WWW.BURTHILL.COM

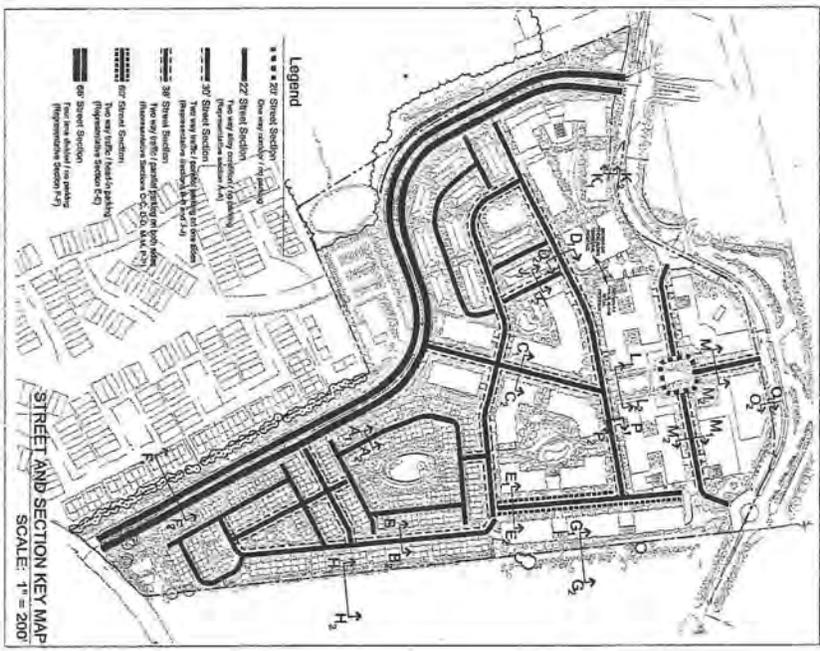
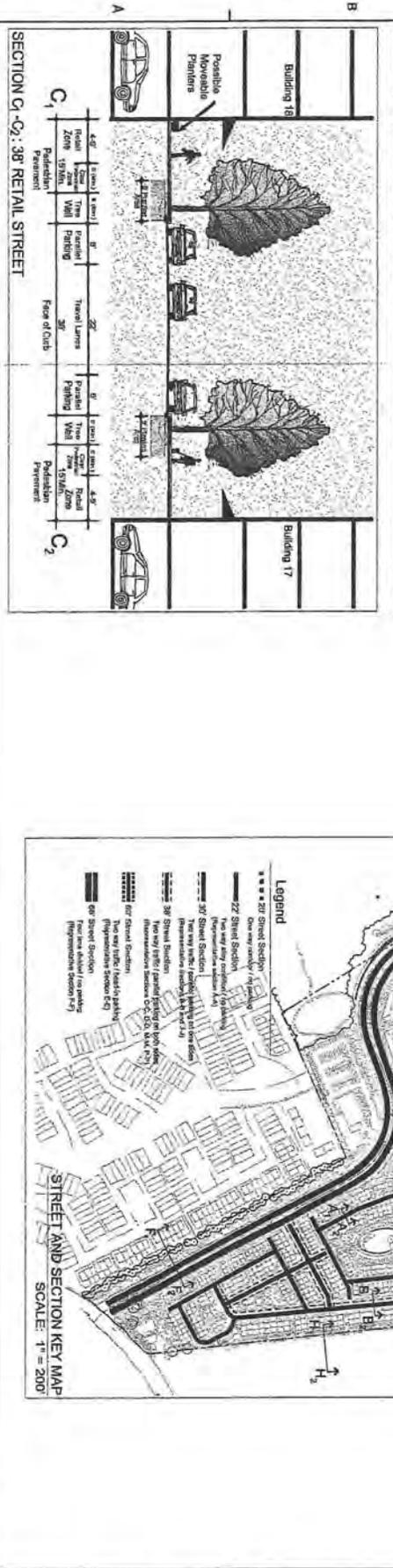
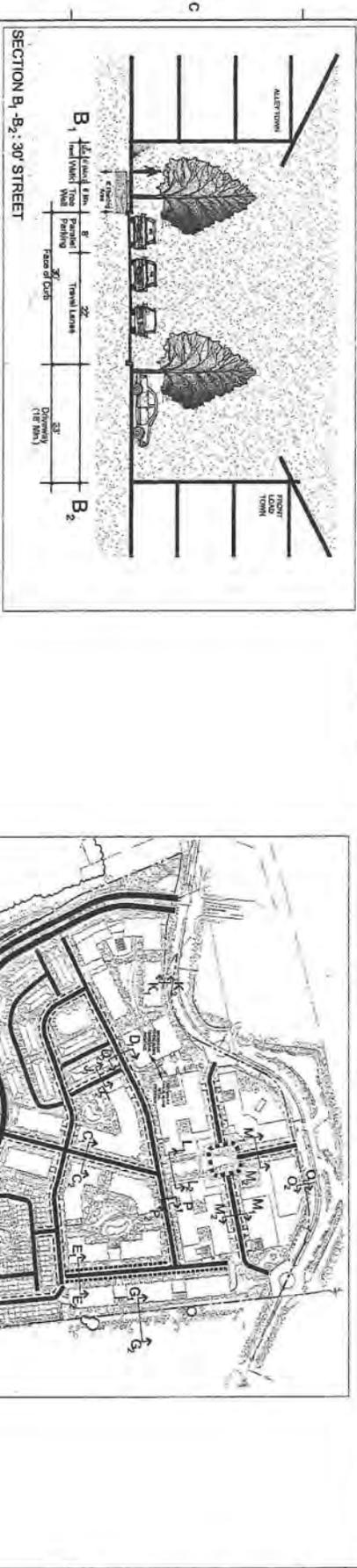
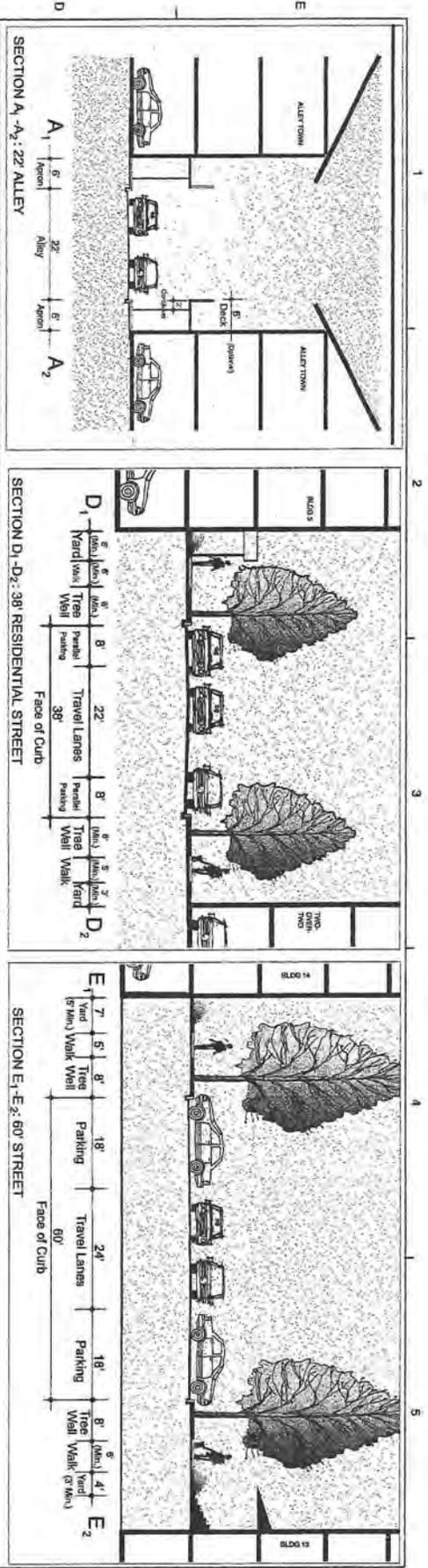
**PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN**  
RZ 2003-PR-022  
PROVIDENCE DISTRICT  
PULASKI COUNTY, VIRGINIA



SCALE: AS NOTED

11	12.18.05	gph
10	11.18.05	gph
9	11.07.05	gph
8	10.07.05	gph
7	08.22.05	gph
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4	05.07.04	gph
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1	12.05.03	gph
No.	DATE	BY

**DESCRIPTION:**  
DRAWN BY: gph  
CHECKED BY: lcp  
DATE: 03/24/07  
TITLE:  
PULTE/METRO WEST  
GDP / FDP  
AREA DETAILS  
PROJECT NO.: M-10401



**Dewberry**  
ARCHITECTURAL GROUP, INC.  
1400 BROADWAY, SUITE 200  
FALLS CHURCH, VA 22044  
TEL: 703.441.1100  
WWW.DEBERRY.COM

**THE LESSARD ARCHITECTURAL GROUP, INC.**  
1000 COMMONWEALTH AVENUE, SUITE 200  
FALLS CHURCH, VA 22044  
TEL: 703.441.1100  
WWW.LESSARDARCHITECTS.COM

**IEDAW**  
1000 COMMONWEALTH AVENUE, SUITE 200  
FALLS CHURCH, VA 22044  
TEL: 703.441.1100  
WWW.IEDAW.COM

**BURT, HILL**  
1000 COMMONWEALTH AVENUE, SUITE 200  
FALLS CHURCH, VA 22044  
TEL: 703.441.1100  
WWW.BURTHILL.COM

**PULTE/METRO WEST**  
CONCEPTUAL/FINAL DEVELOPMENT PLAN  
RZ 2003-PR-022  
PROVIDENCE DISTRICT  
FAIRFAX COUNTY, VIRGINIA

**SCALE OF SECTIONS**  
0' 10' 20'

No.	DATE	BY	Description
1	12.11.03	ML	Final
2	11.17.03	ML	Final
3	10.07.03	ML	Final
4	08.27.03	ML	Final
5	07.02.03	ML	Final
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10	12.03.02	ML	Final

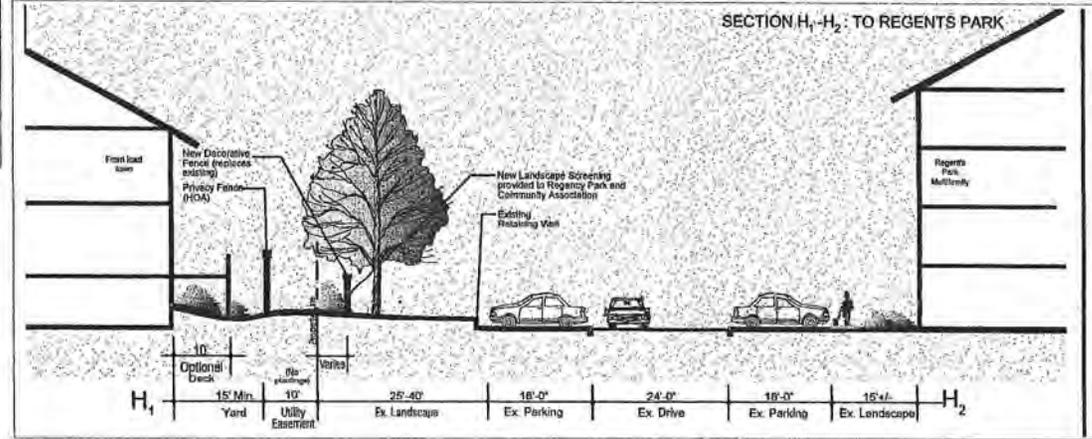
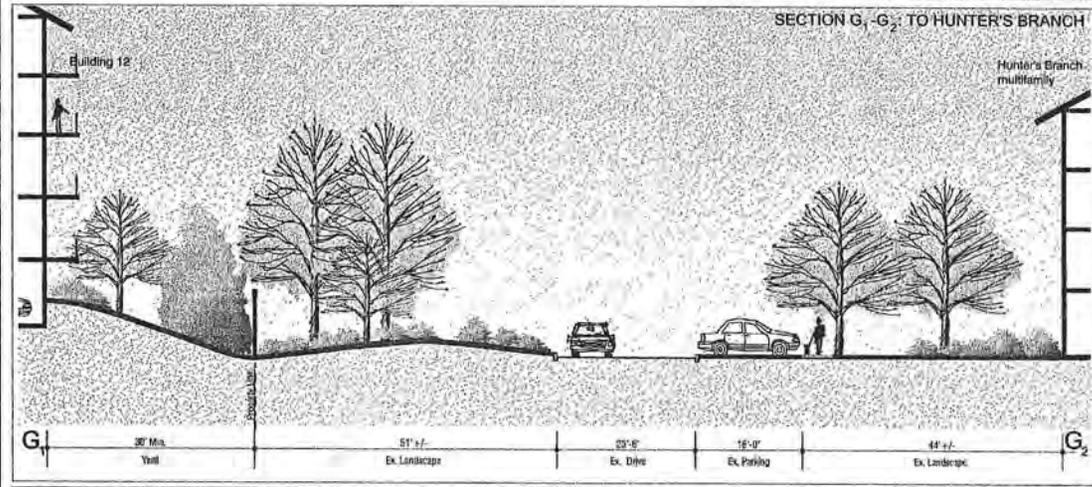
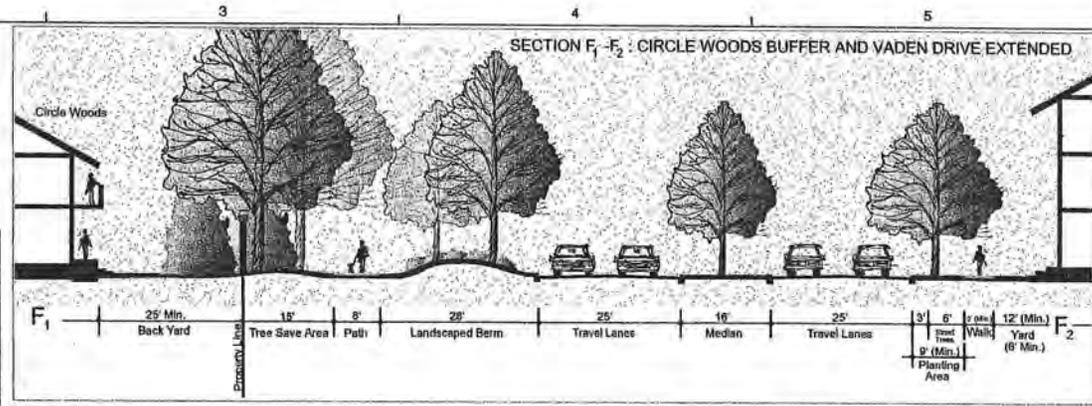
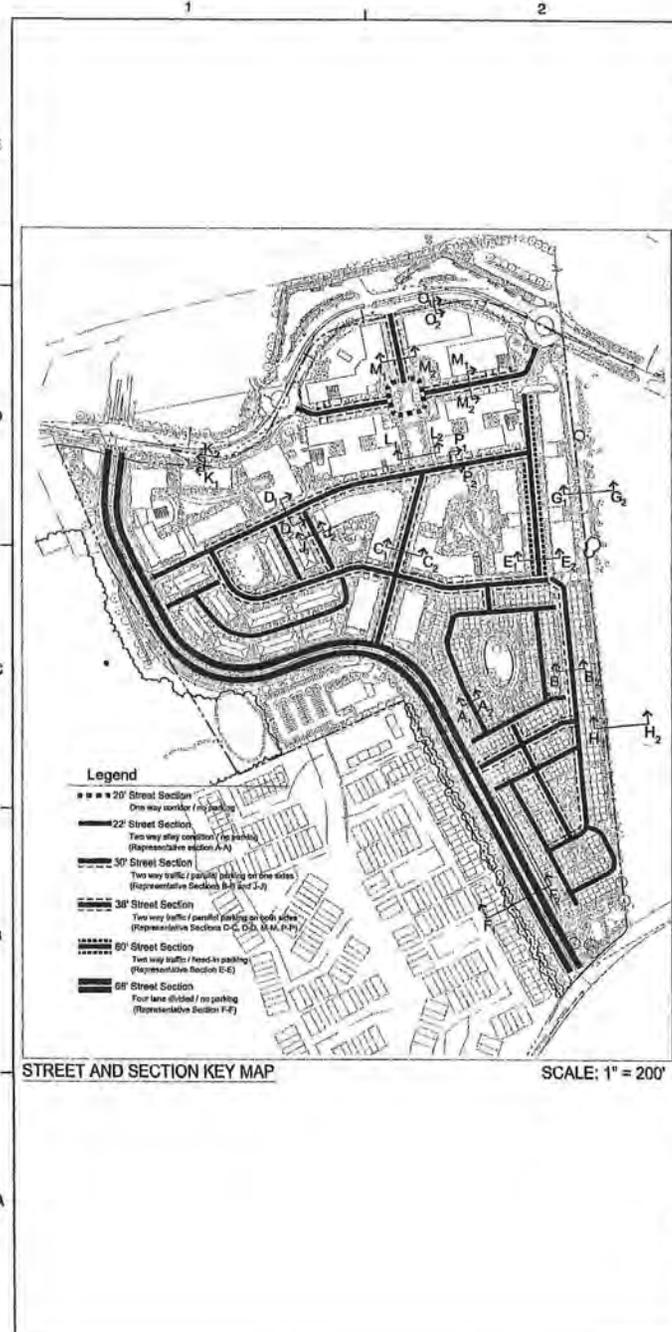
**PROJECT INFORMATION**

**PROJECT:** PULTE/METRO WEST  
**CLIENT:** PULTE/METRO WEST  
**DATE:** 03/24/03

**SECTION**

**SECTION:** 18

**SCALE:** 1" = 200'



**Dewberry**  
 Dewberry & Davis LLC  
 1000 BENTLEY BOULEVARD  
 SUITE 200  
 FARMERSVILLE, TEXAS 77936  
 PHONE: (713) 845-0000  
 FAX: (713) 845-0009  
 WWW.DEBERRY.COM

**VIFA**  
 VITA ASSOCIATES  
 4100 GARDENWAY DRIVE, SUITE 300  
 HOUSTON, TEXAS 77056  
 (713) 845-1000  
 (713) 845-1001  
 (713) 845-1002

**THE LESSARD ARCHITECTURAL GROUP, INC.**  
 3444 WILSON DRIVE, SUITE 400, HOUSTON, TEXAS 77056  
 (713) 845-1000  
 (713) 845-1001  
 (713) 845-1002

**BURT, HILL**  
 1400 DOWNS DRIVE, SUITE 100, HOUSTON, TEXAS 77056

**PULTE/METRO WEST CONCEPTUAL/FINAL DEVELOPMENT PLAN RZ 2008-PR-022**  
 PROVIDENCE DISTRICT  
 FARMERS COUNTY, VIRGINIA

SCALE OF SECTION: 0' 5' 10' 20'

SEAL: ARCHITECT OF RECORD  
 VITA ASSOCIATES  
 4100 GARDENWAY DRIVE, SUITE 300  
 HOUSTON, TEXAS 77056  
 (713) 845-1000  
 (713) 845-1001  
 (713) 845-1002

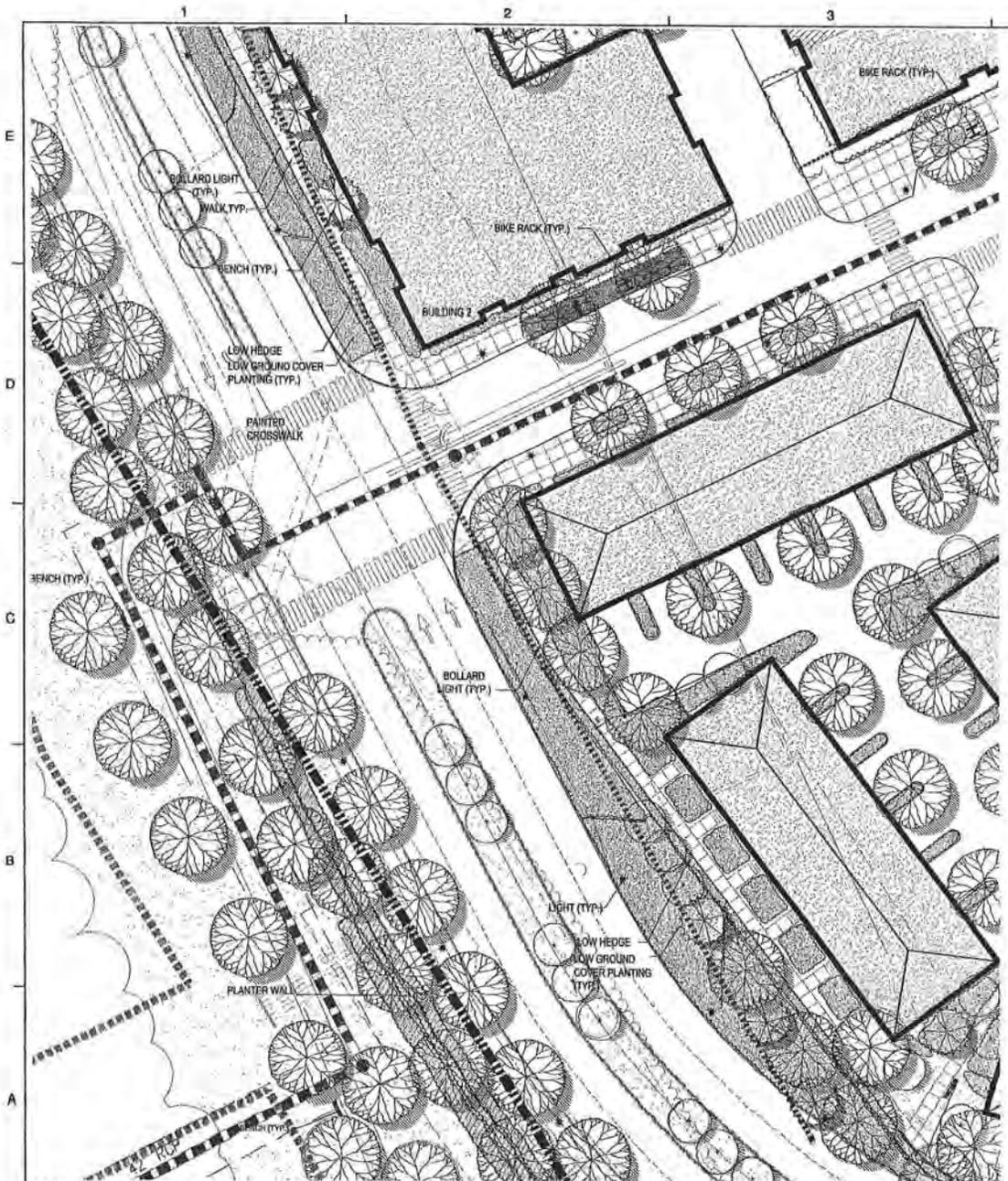
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8	10.07.05	gch	
7	08.22.05	gch	
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4	05.07.04	gch	
3	02.13.04	gch	
2	12.16.03	gch	
1	12.09.03	gch	

MEASUREMENTS:  
 DRAWN BY: gch  
 APPROVED BY: gch  
 CHECKED BY: gch  
 DATE: 03/24/03

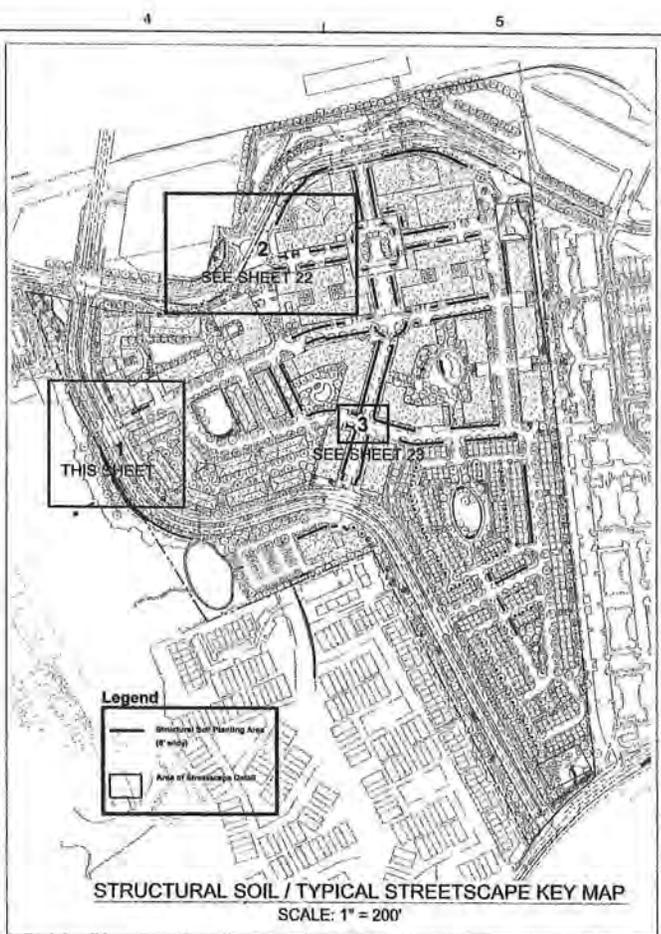
TITLE:  
**PULTE/METRO WEST CDP / FDP**  
**SECTIONS**

PROJECT NO. M-10401





TYPICAL STREETScape DETAIL #1  
SCALE: 1" = 20'



STRUCTURAL SOIL / TYPICAL STREETScape KEY MAP  
SCALE: 1" = 200'



**Dewberry & Davis LLC**  
 4000 WOODBURN ROAD, SUITE 400  
 FARMINGTON, ARIZONA 85201  
 PHONE: 520.854.8800  
 FAX: 520.854.8801  
 www.dewberry.com



VITA PROJECTS  
 4000 WOODBURN ROAD, SUITE 400  
 FARMINGTON, ARIZONA 85201  
 PHONE: 520.854.8800  
 FAX: 520.854.8801  
 www.vita.com



EDWARDS & KELCEY  
 ARCHITECTURAL GROUP, INC.  
 1000 W. WASHINGTON ST.  
 CHICAGO, IL 60604  
 TEL: 312.427.4000  
 FAX: 312.427.4001



PULTE/METRO WEST  
 METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 PAVENIA COUNTY, VIRGINIA



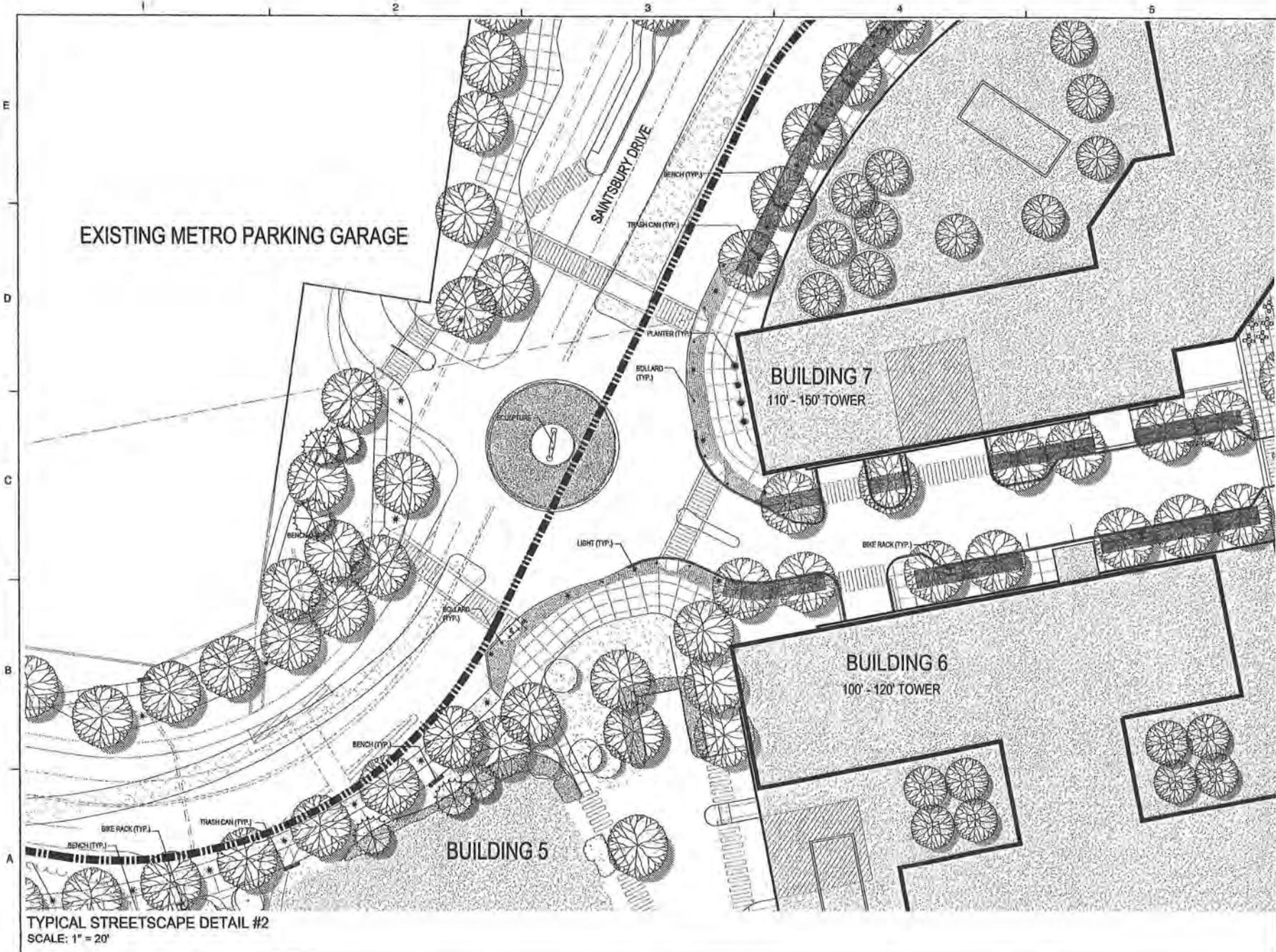
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1	12.05.03	gsh	

No.	DATE	BY	Description
REVISIONS			

DRAWN BY: gsh  
 APPROVED BY: tom  
 CHECKED BY: tom  
 DATE: 02/24/05  
 TITLE:  
 PULTE/METRO WEST  
 CDP / FDP  
 STREETScape  
 DETAILS

PROJECT NO: M-10403



TYPICAL STREETSCAPE DETAIL #2  
SCALE: 1" = 20'

**Dewberry**  
Dewberry & Davis LLC  
2400 AIRBORNE BOULEVARD  
FARMERSVILLE, TEXAS 77936  
TEL: (512) 361-1000  
WWW.DEBERRY.COM

**VIVA**

THE LESSARD  
ARCHITECTURAL GROUP, INC.  
8004 WICHITA DRIVE, SUITE 100  
DALLAS, TEXAS 75241  
TEL: (214) 343-1234 FAX: (214) 343-1235

**EDAW**

**BURT. HILL**

PULTE/  
METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2003-PR-022  
PROVIDENCE DISTRICT  
PARKWAY COUNTY, VIRGINIA



SCALE: AS NOTED

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10	11.18.03	gsh	
9	11.07.03	gsh	
8	10.07.03	gsh	
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NO.	DATE	BY	DESCRIPTION

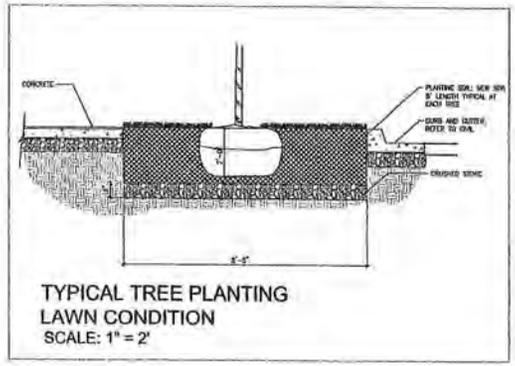
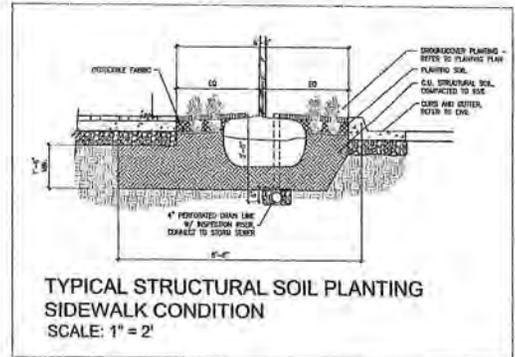
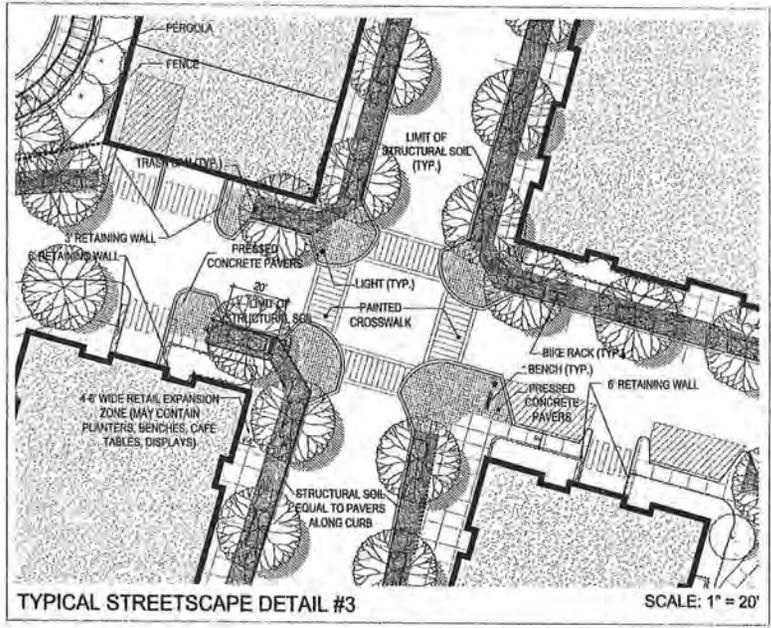
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APPROVED BY: [Signature]  
CHECKED BY: [Signature]  
DATE: 03/24/03

TITLE:  
PULTE/METRO WEST  
CDP / FDP  
STREETSCAPE  
DETAILS

PROJECT NO. M-10401

1 2 3 4 5

E  
D  
C  
B  
A



**Dewberry & Davis LLC**  
1000 W. WASHINGTON ST. SUITE 200  
ANN ARBOR, MI 48106-1500  
TEL: 734.769.1200 FAX: 734.769.1201  
WWW.D&D.COM



**THE LESSARD ARCHITECTURAL GROUP, INC.**  
1000 W. WASHINGTON ST. SUITE 200  
ANN ARBOR, MI 48106-1500  
TEL: 734.769.1200 FAX: 734.769.1201



**BURT, HILL**  
1000 W. WASHINGTON ST. SUITE 200  
ANN ARBOR, MI 48106-1500

**PULTE/METRO WEST  
METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2003-PR-022**  
PROVIDENCE DISTRICT  
ANN ARBOR COUNTY, MICHIGAN



SCALE AS NOTED

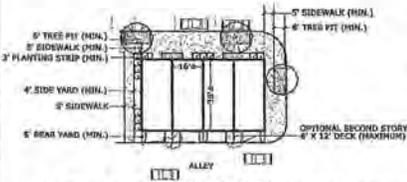
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5	07.02.04	gch
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3	02.15.04	gch
2	12.16.03	gch
1	12.05.03	gch

REVISIONS  
DRAWN BY: gch  
APPROVED BY: lhm  
CHECKED BY: lhm  
DATE: 03/24/03

TITLE  
**PULTE/METRO WEST  
CDP / FDP  
STREETSCAPE DETAILS/  
PLANTING DETAILS**  
PROJECT NO. M-10401

**LANDSCAPE LEGEND**

- LARGE SHADE STREET TREES  
3 - 3.5" CALIPER
- EVERGREEN TREE  
8' - 10' HEIGHT
- SMALL SHRUB
- FLOWERING SMALL TREES  
1.5" - 2" CALIPER
- GROUNDCOVER  
AND LOW SHRUBS

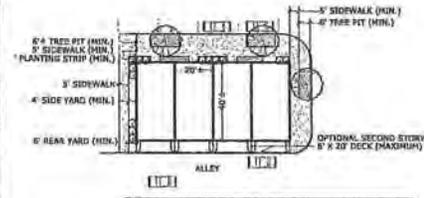


**TYPICAL LOT LAYOUT / LANDSCAPING  
16' WIDE REAR LOAD UNITS**

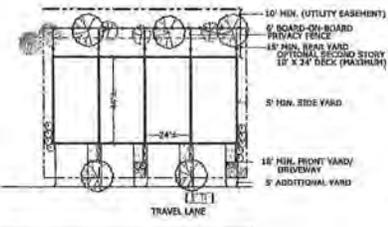


**ALLEY-SERVED TOWNS WITH  
OPTIONAL SECOND STORY DECK**

NOTE: THIS PHOTOGRAPH IS INCLUDED FOR ILLUSTRATIVE PURPOSES ONLY. IT IS INTENDED TO PROVIDE VISUALIZATION OF POSSIBLE ALLEY CONDITION WITH INCLUSION OF THE OPTIONAL SECOND STORY DECKING NOTED ON THE 16' WIDE AND 20' WIDE TOWNHOUSE UNITS.

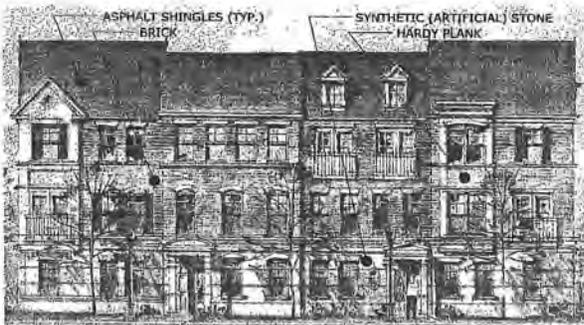


**TYPICAL LOT LAYOUT / LANDSCAPING  
20' WIDE REAR LOAD UNITS**

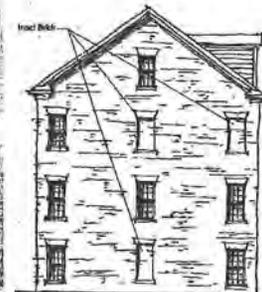


**TYPICAL LOT LAYOUT / LANDSCAPING  
24' WIDE FRONT LOAD UNITS**

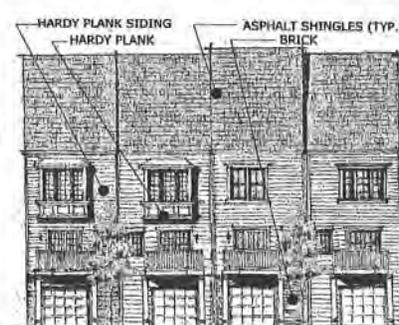
NOTES:  
TOWNHOUSE ARCHITECTURAL MATERIALS SHALL CONSIST OF BRICK FRONT FACADES, PARTIAL BRICK SIDES ON END UNITS AND HARDY PLANK (OR EQUIVALENT) REAR FACADES.  
THE BUILDING ELEVATIONS PRESENTED ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SHOWN TO ILLUSTRATE THE GENERAL THEME AND CHARACTER OF THE PROPOSED STRUCTURES.



**FRONT ELEVATION**



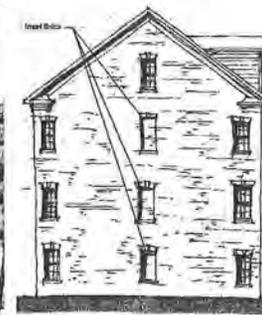
**SIDE ELEVATION**



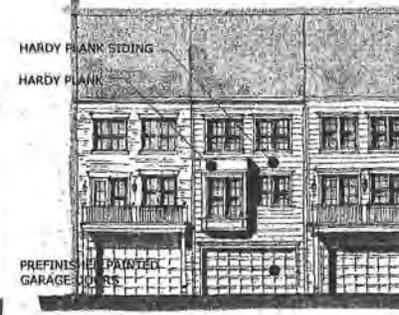
**REAR ELEVATION**



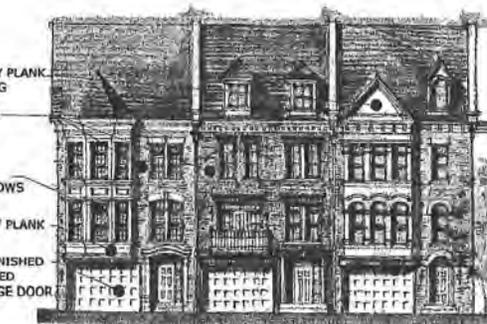
**FRONT ELEVATION**



**SIDE ELEVATION**



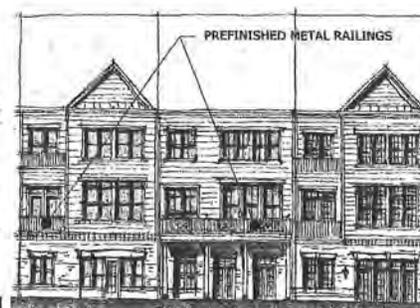
**REAR ELEVATION**



**FRONT ELEVATION**



**SIDE ELEVATION**



**REAR ELEVATION**

16' WIDE REAR LOAD UNITS

20' WIDE REAR LOAD UNITS

24' WIDE FRONT LOAD UNITS

**Dewberry**  
Dewberry & Davis LLC  
Architectural Group, Inc.

**VIFA**  
THE LESSARD ARCHITECTURAL GROUP, INC.  
1000 W. BROADWAY, SUITE 1000  
DENVER, CO 80202  
TEL: (303) 733-1100  
FAX: (303) 733-1101  
WWW.LESSARD-ARCH.COM

**EDAW**  
EDWARDS & KELCEY ARCHITECTS  
1000 W. BROADWAY, SUITE 1000  
DENVER, CO 80202  
TEL: (303) 733-1100  
FAX: (303) 733-1101  
WWW.EDAW.COM

**BURT, HILL**  
1000 W. BROADWAY, SUITE 1000  
DENVER, CO 80202

PULTE/  
METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2003-PR-002  
PROVIDENCE DISTRICT  
PARK COUNTY, UTAH

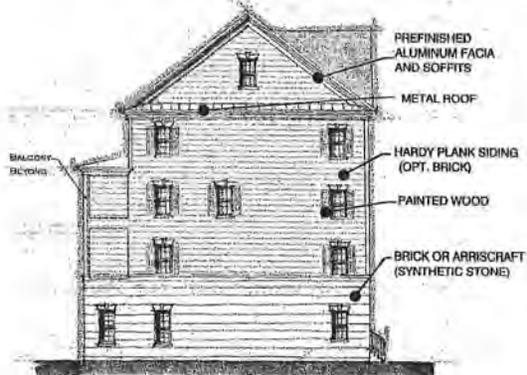


SCALE OF ELEVATIONS:  
0' 10' 20'  
SCALE OF PLAN VIEW:  
0' 30' 60'

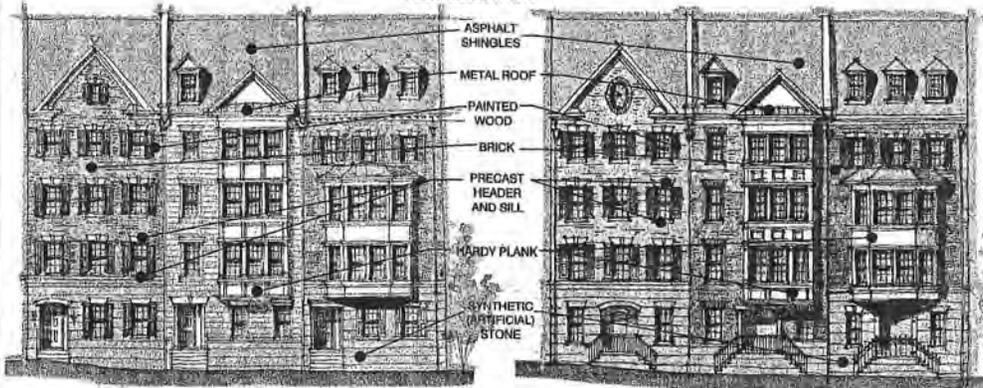
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4	05.07.04	gsh	
3	02.13.04	gsh	
2	12.16.03	gsh	
1	12.05.03	gsh	

DESIGNED BY: gsh  
APPROVED BY: lam  
CHECKED BY: lam  
DATE: 03/24/03  
TITLE: PULTE/METRO WEST CDP / FDP ELEVATIONS AND TYPICAL LOT LAYOUT  
PROJECT NO: M-10401

TWO-OVER-TWO MULTIFAMILY  
APPROXIMATE SCALE: 1" = 10'

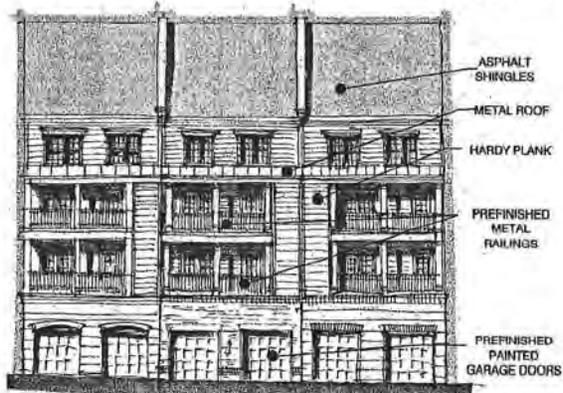


SIDE ELEVATION



FRONT ELEVATION

ALTERNATE FRONT ELEVATION

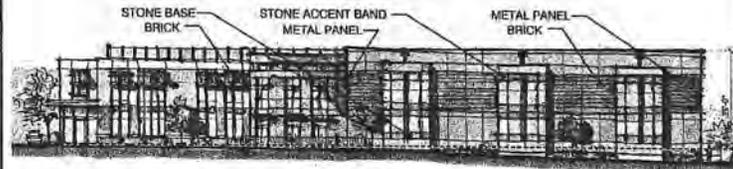


REAR ELEVATION

NOTE:  
TWO-OVER-TWO  
MULTIFAMILY UNIT  
ARCHITECTURAL MATERIALS  
SHALL CONSIST OF PARTIAL  
BRICK FRONT AND SIDE  
FACADES AND HARDY  
PLANK (OR EQUIVALENT)  
REAR FACADES.

THE BUILDING ELEVATIONS  
PRESENTED ON THIS SHEET  
ARE FOR ILLUSTRATIVE  
PURPOSES ONLY AND ARE  
SHOWN TO ILLUSTRATE THE  
GENERAL THEME AND  
CHARACTER OF THE  
PROPOSED STRUCTURES.

PUBLIC USE BUILDING  
CONCEPTUAL ELEVATIONS  
APPROXIMATE SCALE: 1" = 20'

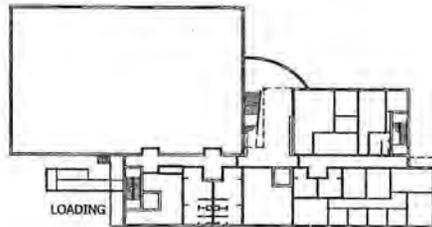


NORTH ELEVATION

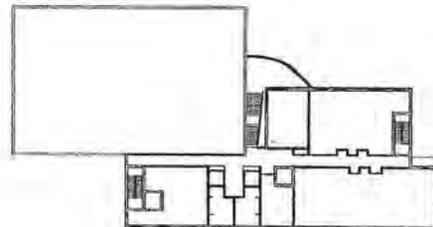


SOUTH ELEVATION  
(FACING CIRCLE WOODS)

PUBLIC USE BUILDING  
CONCEPTUAL FLOOR PLANS  
APPROXIMATE SCALE: 1" = 30'



CONCEPTUAL FIRST FLOOR PLAN



CONCEPTUAL SECOND FLOOR PLAN

**Dewberry**

Dewberry & Davis LLC  
1000 WEST 10TH AVENUE  
SUITE 200  
DENVER, COLORADO 80202  
TEL: (303) 733-4000  
WWW.DDBBY.COM

**VITA**

THE LESSARD  
ARCHITECTURAL GROUP, INC.

**EDAW**

**BURT, HILL**

PULTE/  
METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2003-PR-022

PROFESSIONAL DISTRICT  
PENNSYLVANIA, VIRGINIA



SCALE AS NOTED

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7	08.22.05	gsh	
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2	12.16.03	gsh	
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Rev.	DATE	BY	Description

DESIGN BY: gsh  
APPROVED BY: gsh  
CHECKED BY: gsh  
DATE: 03/21/03

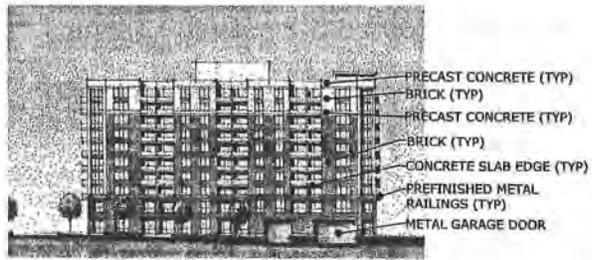
TITLE  
PULTE/METRO WEST  
CDP / FDP  
ARCHITECTURAL  
ELEVATIONS

PROJECT NO. M-10401

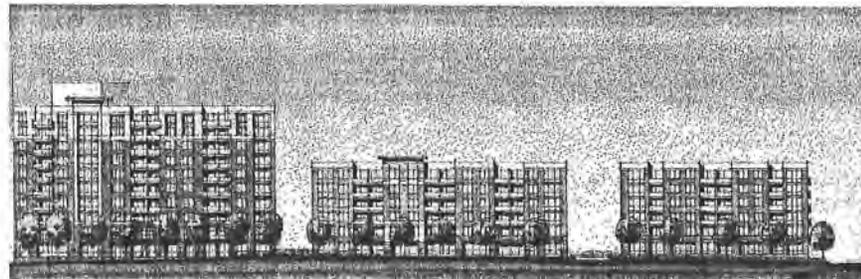
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SHEET NO. 25 of 62

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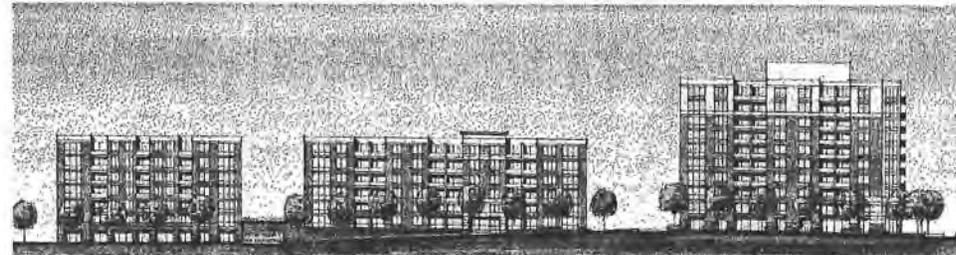
**A** BUILDING 5 - EAST ELEVATION



**B** BUILDING 5 - NORTH ELEVATION    BUILDING 3 - NORTH ELEVATION    BUILDING 2 - NORTH ELEVATION



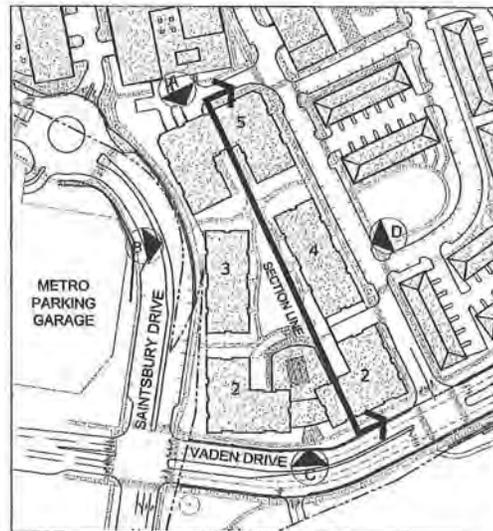
**C** BUILDING 2 - WEST ELEVATION



**D** BUILDING 2 - SOUTH ELEVATION    BUILDING 4 - SOUTH ELEVATION    BUILDING 5 - SOUTH ELEVATION



BUILDING 5    BUILDING 4    BUILDING 2  
SECTION LOOKING SOUTH



ELEVATION KEY MAP  
SCALE: 1" = 100'

APPROX. SCALE OF ELEVATIONS : 1" = 40'

NOTES:  
ARCHITECTURAL MATERIALS SHALL CONSIST OF GLASS, STONE, BRICK, STUCCO, SYNTHETIC MATERIALS THAT HAVE MASONRY APPEARANCE, HARDY PLANK. SEE SHEET 30 FOR PHOTO VIGNETTES WHICH ILLUSTRATE THE QUALITY AND RANGE OF MATERIALS TO BE USED.

THE BUILDING ELEVATIONS PRESENTED ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SHOWN TO ILLUSTRATE THE GENERAL THEME AND CHARACTER OF THE PROPOSED STRUCTURES.

**Dewberry**  
Dewberry & Davis LLC  
ARCHITECTURE INTERIORS  
PLANNING LANDSCAPE ARCHITECTURE  
1000 WEST MAIN STREET  
FALLS CHURCH, VA 22034  
TEL: (703) 441-8000  
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THE LESSARD  
ARCHITECTURAL GROUP, INC.  
1000 WEST MAIN STREET  
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TEL: (703) 441-8000



**BURT, HILL**  
ARCHITECTS

PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2003-PR-022  
PROVIDENCE DISTRICT  
ANNEAUX COUNTY, VIRGINIA



SCALE: AS NOTED

11	12.18.05	gsh	
10	11.18.05	gsh	
9	11.07.05	gsh	
8	10.07.05	gsh	
7	08.22.05	gsh	
6	12.21.04	gsh	
5	07.02.04	gsh	
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NO.	DATE	BY	DESCRIPTION

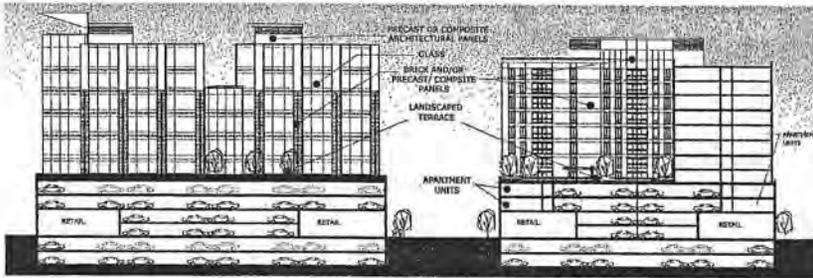
DRAWN BY: gsh  
APPROVED BY: gsh  
CHECKED BY: tom  
DATE: 03/24/05

TITLE  
PULTE/METRO WEST  
CDP / FDP  
ARCHITECTURAL  
ELEVATIONS

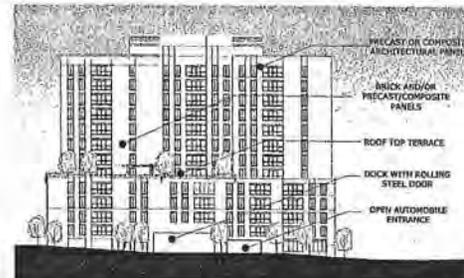
PROJECT NO: M-10401

26

SHEET NO: 26 of 52



SECTION THROUGH BUILDINGS 8/9 AND 10



E ELEVATION OF BUILDING 10\*

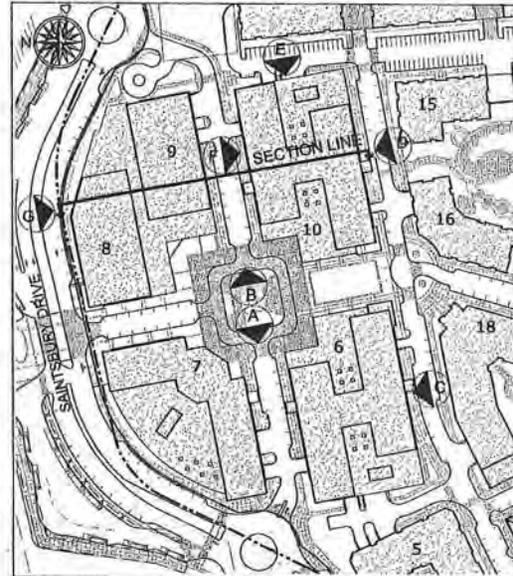
NOTE: THE GRAPHICS PRESENTED ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SHOWN TO ILLUSTRATE THE GENERAL THEME AND CHARACTER OF THE PROPOSED STRUCTURES. SEE SHEET 31 FOR PHOTO VIGNETTES WHICH ILLUSTRATE THE QUALITY AND RANGE OF MATERIALS TO BE USED.

APPROXIMATE SCALE OF ALL SECTIONS:  
1" = 40'

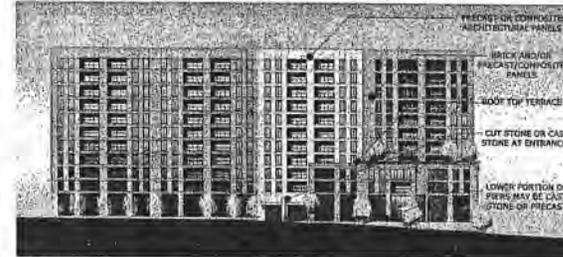
\* ALL FOUR ELEVATIONS OF BUILDING 10 ARE REPRESENTED THROUGH ELEVATION DRAWINGS "B", "D", "E" AND "F". AS BUILDINGS 8 MIRRORS BUILDING 10, THESE ELEVATIONS MAY ALSO BE CONSIDERED TO REPRESENT THE FOUR ELEVATIONS OF BUILDING 8.



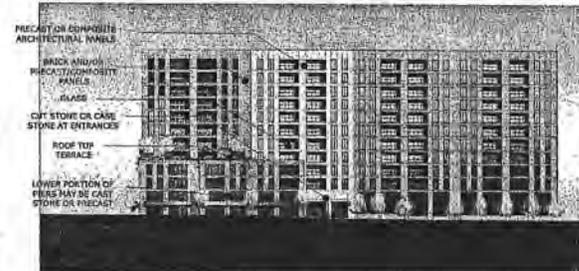
F ELEVATION OF BUILDING 10\*



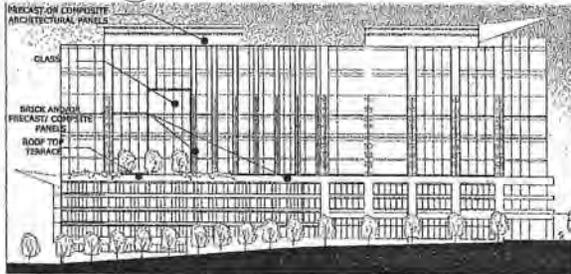
KEY MAP  
SCALE: 1" = 100'



D ELEVATION OF BUILDING 10\*



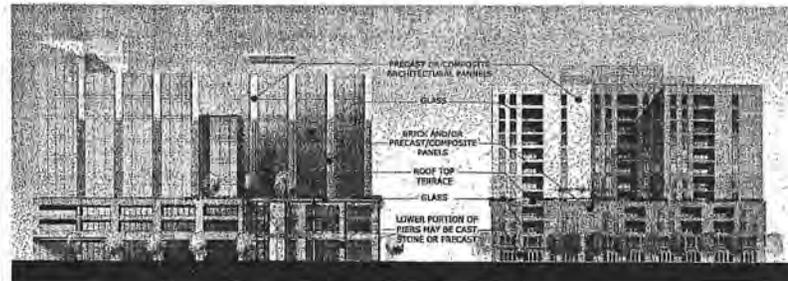
C ELEVATION OF BUILDING 6



G ELEVATION OF BUILDINGS 8 & 9



A BUILDINGS 6 & 7 EAST ELEVATION



B BUILDINGS 8 & 10 WEST ELEVATION\*

**Dewberry**  
Dewberry & Davis LLC

**VIFA**

THE LESSARD ARCHITECTURAL GROUP, INC.

**EDAW**

**BURT, HILL**

PULTE/  
METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2008-PP-022  
PROVIDENCE DISTRICT  
FAIRFAX COUNTY, VIRGINIA



SCALE AS NOTED

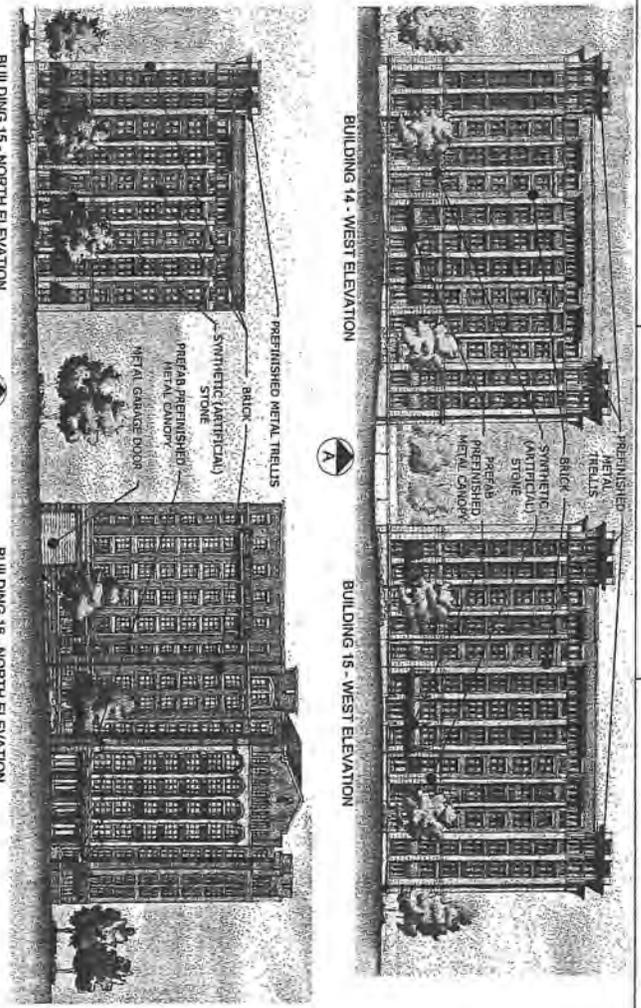
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4	05.07.04	yab	
3	02.13.04	yab	
2	12.16.03	yab	
1	12.05.03	yab	

DESIGN BY: yab  
APPROVED BY: lbn  
CHECKED BY: lbn  
DATE: 02/24/03  
TITLE: PULTE/METRO WEST CDP / FDP ARCHITECTURAL ELEVATIONS

PROJECT NO: M-10401

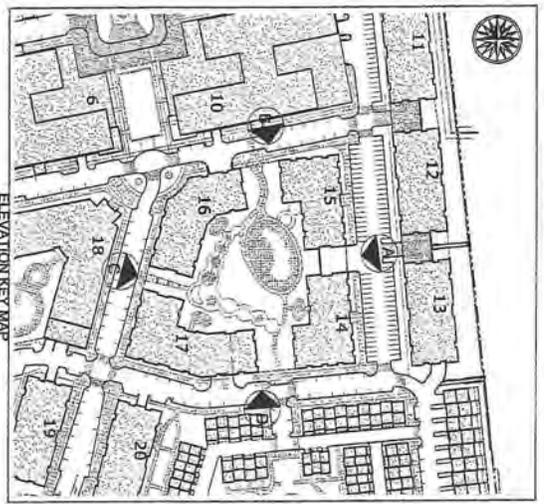
27

SHEET NO: 27 OF 32

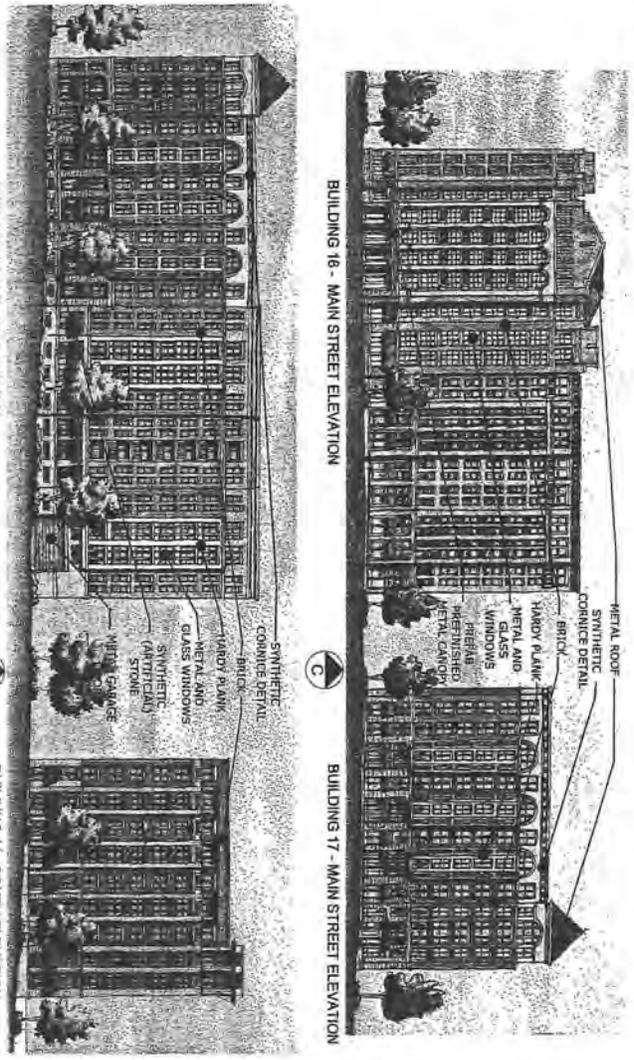


BUILDING 14 - WEST ELEVATION

BUILDING 15 - NORTH ELEVATION



ELEVATION KEY MAP  
SCALE: 1" = 100'



BUILDING 16 - MAIN STREET ELEVATION

BUILDING 17 - MAIN STREET ELEVATION

BUILDING 17 - SOUTH ELEVATION

BUILDING 14 - SOUTH ELEVATION

APPROX. SCALE OF ELEVATIONS: 1" = 25'

NOTES:  
ARCHITECTURAL MATERIALS SHALL CONSIST OF GLASS, STONE, BRICK, STUCCO, SYNTHETIC MATERIALS THAT HAVE MASONRY APPEARANCE, HARDY PLANK. SEE SHEET 30 FOR PHOTO VIGNETTES WHICH ILLUSTRATE THE QUALITY AND RANGE OF MATERIALS TO BE USED.

THE BUILDING ELEVATIONS PRESENTED ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SHOWN TO ILLUSTRATE THE GENERAL THEME AND CHARACTER OF THE PROPOSED STRUCTURES.

**Dewberry**  
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 WWW.DEBERRY.COM



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 WWW.LESSARDGROUP.COM



EDAW  
 1000 EAST MAIN STREET  
 SUITE 100  
 ARLINGTON, VA 22202  
 TEL: 703.241.1000  
 WWW.EDAW.COM

**BURT, HILL**  
 1000 EAST MAIN STREET, SUITE 100  
 ARLINGTON, VA 22202  
 TEL: 703.241.1000  
 WWW.BURTHILL.COM

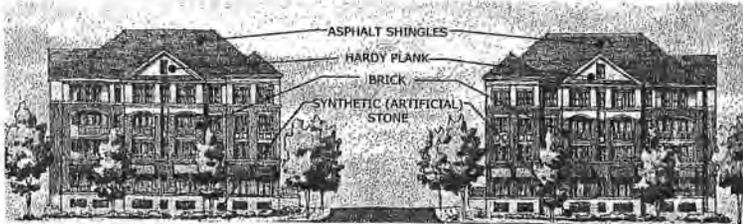
**PULTE/METRO WEST**  
 CONCEPTUAL/FINAL DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA



DATE: AS NOTED

NO.	DATE	DESCRIPTION
11	11/13/03	REVISED
10	11/13/03	REVISED
9	11/27/03	REVISED
8	10/22/03	REVISED
7	09/22/03	REVISED
6	09/22/03	REVISED
5	09/22/03	REVISED
4	09/22/03	REVISED
3	09/22/03	REVISED
2	09/22/03	REVISED
1	09/22/03	REVISED
REV. SHEET	BY	DATE

DESIGNED BY	DATE
APPROVED BY	DATE
REVISIONS	
DATE	BY
PROJECT NO.	M-10401
TITLE	PULTE/METRO WEST CDP / FDP ARCHITECTURAL ELEVATIONS



BUILDING 19 - SOUTH ELEVATION

BUILDING 20 - SOUTH ELEVATION

APPROX. SCALE OF ELEVATION : 1" = 20'

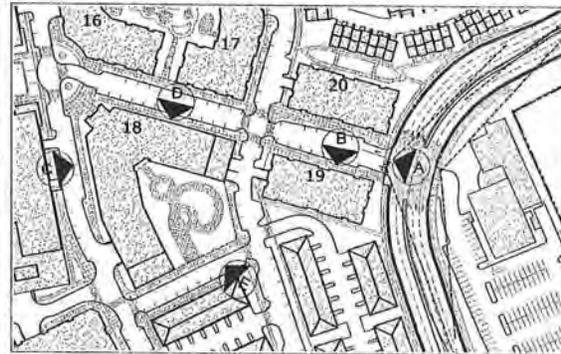
BUILDINGS 19 AND 20 AND ARCHITECTURALLY IDENTICAL. FRONT ELEVATIONS ARE THE SAME AS THE REAR ELEVATIONS. SIDE ELEVATIONS ARE THE SAME THROUGH ELEVATION DRAWINGS "A" AND "B", THEREFORE, ALL FOUR ELEVATIONS OF THESE BUILDINGS ARE REPRESENTED.

ARCHITECTURAL ELEVATIONS FOR BUILDINGS 19 AND 20 ARE ALSO REPRESENTATIVE OF THE ELEVATIONS FOR BUILDINGS 11, 12 AND 13.

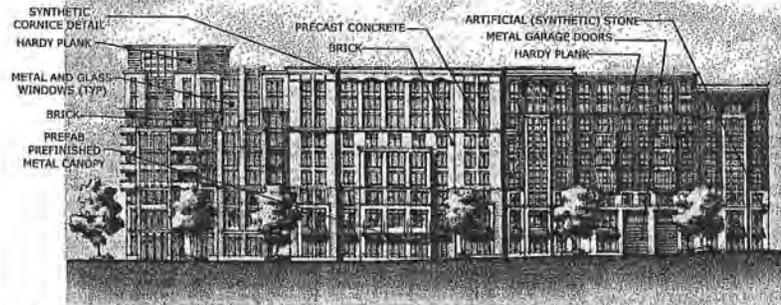


BUILDING 19 - MAIN STREET ELEVATION

APPROX. SCALE OF ELEVATION : 1" = 20'

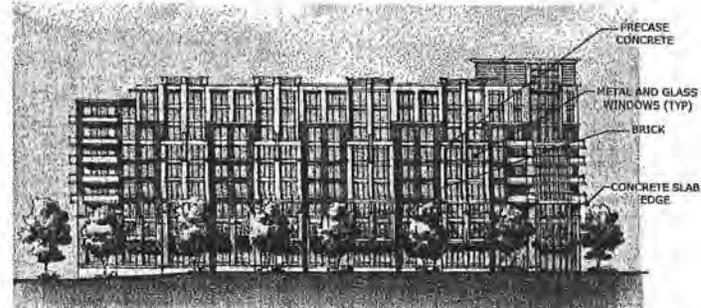


ELEVATION KEY MAP  
SCALE: 1" = 100'



BUILDING 18 - NORTH ELEVATION

APPROX. SCALE OF ELEVATION : 1" = 30'

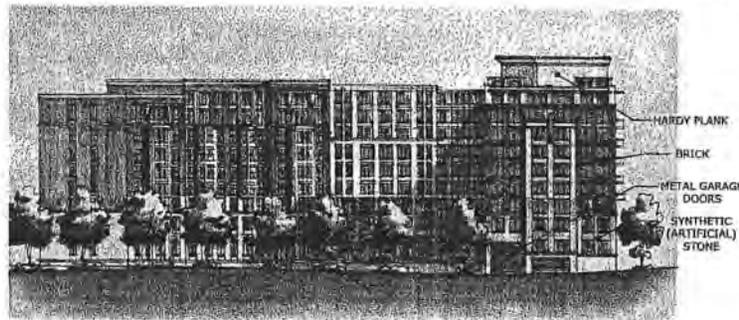


BUILDING 18 - MAIN STREET ELEVATION

APPROX. SCALE OF ELEVATION : 1" = 30'

NOTES:  
ARCHITECTURAL MATERIALS SHALL CONSIST OF GLASS, STONE, BRICK, STUCCO, SYNTHETIC MATERIALS THAT HAVE MASONRY APPEARANCE, HARDY PLANK. SEE SHEET 30 FOR PHOTO VIGNETTES WHICH ILLUSTRATE THE QUALITY AND RANGE OF MATERIALS TO BE USED.

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BUILDING 18 - SOUTH ELEVATION

APPROX. SCALE OF ELEVATION : 1" = 30'

**Dewberry**  
Dewberry & Davis LLC  
ARCHITECTS

**VIVA**

THE LESSARD  
ARCHITECTURAL GROUP, INC.

**EDAW**

**BURT, HILL**

PULTE/  
METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2008-PR-022  
PROVIDENCE DISTRICT  
FAIRFAX COUNTY, VIRGINIA



SCALE AS NOTED

11	12.16.03	gch	
10	11.18.03	gch	
9	11.07.03	gch	
8	10.07.03	gch	
7	08.22.03	gch	
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5	07.02.04	gch	
4	05.07.04	gch	
3	02.13.04	gch	
2	12.19.03	gch	
1	12.05.03	gch	
No.	DATE	BY	Description

DRAWN BY: gch  
APPROVED BY: [Signature]  
CHECKED BY: [Signature]  
DATE: 03/24/03

TITLE  
PULTE/METRO WEST  
CDP / FDP  
ARCHITECTURAL  
ELEVATIONS

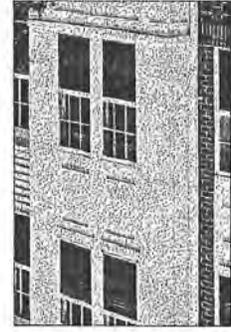
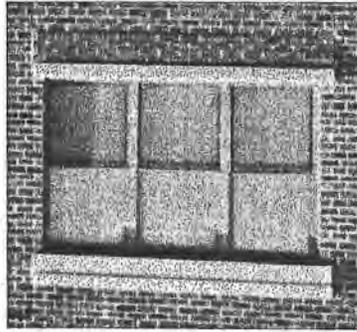
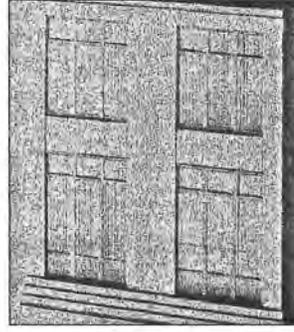
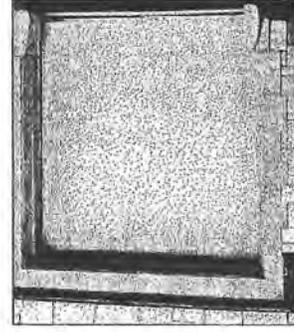
PROJECT NO. M-10401

29

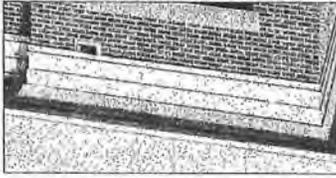
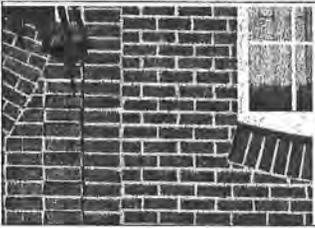
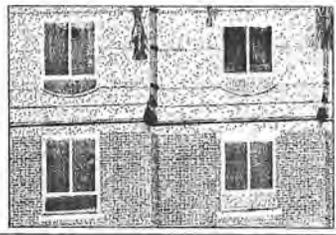
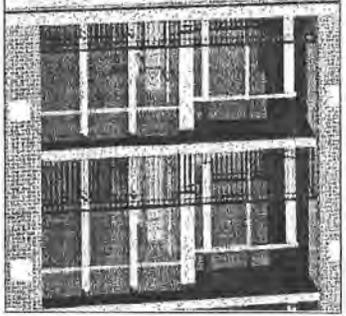
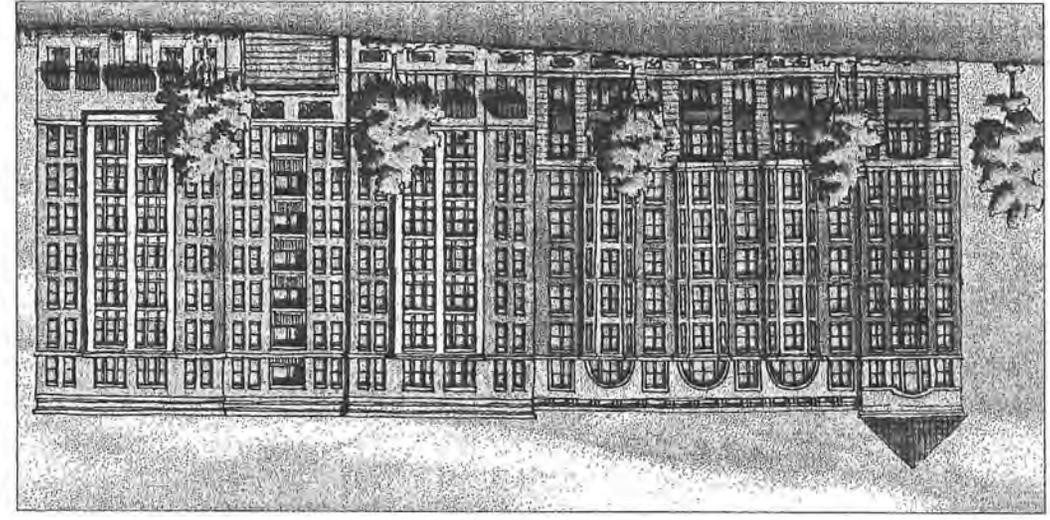
PROJECT NO. M-10401  
**PULTE/METRO WEST  
 GDP / FDP  
 ARCHITECTURAL  
 DETAILS**

TITLE \_\_\_\_\_  
 DATE 02/24/03  
 CHECKED BY [Signature]  
 APPROVED BY [Signature]  
 DRAWN BY [Signature]

NO.	DATE	BY	DESCRIPTION
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7	06.22.05	gsh	
8	10.07.05	gsh	
9	11.07.05	gsh	
10	11.18.05	gsh	
11	12.18.05	gsh	



NOTE: PHOTO VIGNETTES ARE FOR THE SOLE PURPOSE OF ILLUSTRATING THE QUALITY AND RANGE OF THE PALETTE OF MATERIALS THAT WILL BE USED TO DETAIL THE PROJECT ONCE DETAILED DESIGN BEGINS. IMAGES GENERALLY TYPICAL FOR BUILDINGS 2-5, 11-20



SCALE: NO SCALE

**PULTE/  
 METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN**  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FAYATAW COUNTY, VIRGINIA

**BURT, HILL**

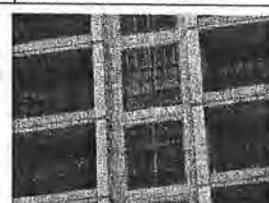
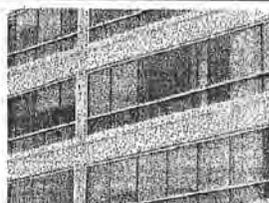
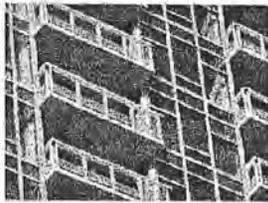
ARCHITECTURAL GROUP, INC.  
 THE LESSARD  
 ARCHITECTURAL GROUP, INC.

**WPA**

**Dewberry & Davis, LLC**

A  
B  
C  
D  
E

E



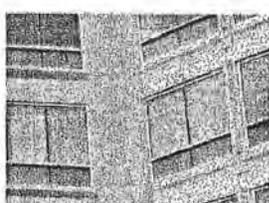
D



C



B



A

**Dewberry**

Dewberry & Davis LLC  
1000 AVENUE KOLLETT  
DURHAM, NC 27701  
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**VFA**

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DURHAM, NC 27701  
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**THE LESSARD ARCHITECTURAL GROUP, INC.**

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DURHAM, NC 27701  
TEL: (919) 489-4500

**EDAW**

400 NORTH STREET  
ALEXANDRIA, VIRGINIA 22304  
TEL: (703) 684-1000

**BURT, HILL**

**PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN**  
RZ 2003-PP-022  
INDIANOLA DISTRICT  
PANKAS COUNTY, IOWA



SCALE NO SCALE

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10	11.18.05	gsh	
9	11.07.05	gsh	
8	10.07.05	gsh	
7	08.22.05	gsh	
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3	02.13.04	gsh	
2	12.16.03	gsh	
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No.	DATE	BY	Description

REVISIONS

DRAWN BY gsh

APPROVED BY lsm

CHECKED BY lsm

DATE 02/24/05

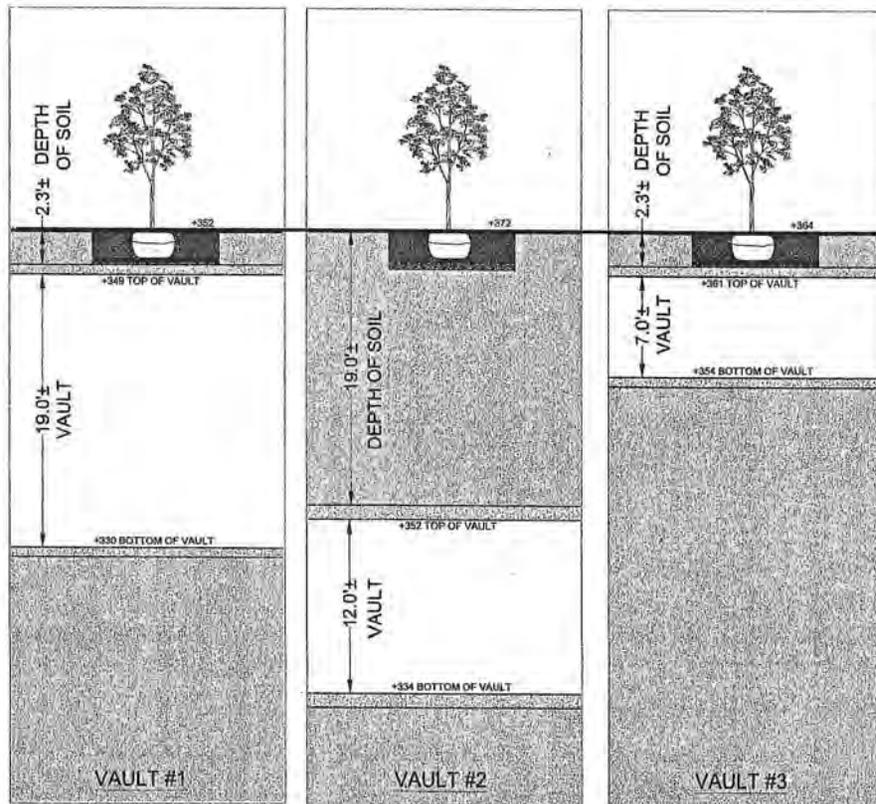
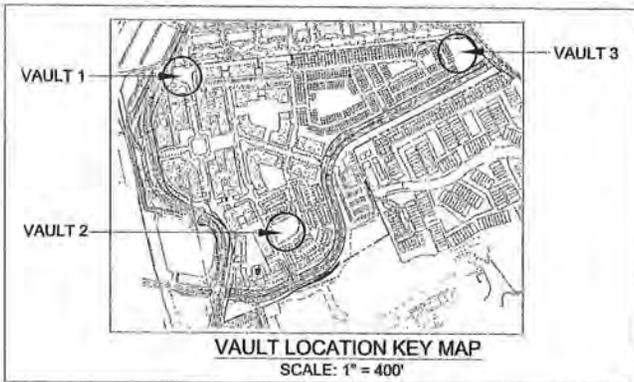
TITLE

**PULTE/METRO WEST  
CDP / FDP  
ARCHITECTURAL  
DETAILS**

PROJECT NO. M-10401

NOTE: PHOTO VIGNETTES ARE FOR THE SOLE PURPOSE OF ILLUSTRATING THE QUALITY AND RANGE OF THE PALLETTE OF MATERIALS THAT WILL BE USED TO DETAIL THE PROJECT ONCE DETAILED DESIGN BEGINS. IMAGES GENERALLY TYPICAL FOR BUILDINGS 6 - 10.



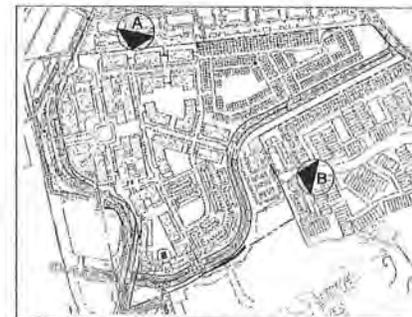


PLANTING DEPTHS OVER STORMWATER MANAGEMENT VAULTS

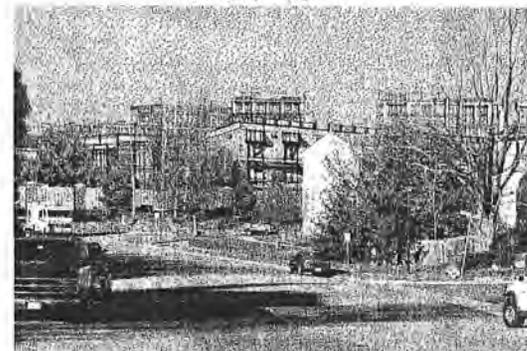
SCALE: 1" = 4'



VIEW FROM HUNTER'S BRANCH



DETAIL KEY MAP  
SCALE: 1" = 400'



VIEW FROM CIRCLE WOODS

NOTE: THE GRAPHICS SHOWN HEREON ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE INTENDED TO CAPTURE THE SENSE OF HOW THE INDIVIDUAL OPEN SPACE AREAS WILL PRESENT THEMSELVES AT MATURITY.

**Dewberry**  
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**VITA**

ONE BROADWAY  
NEW BEDFORD, MASS. 01903  
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ARLINGTON, VIRGINIA 22202  
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**EDAW**

500 NORTH STREET  
ANNAPOLIS, MARYLAND 21401  
TEL: 410.291.1000

**BURT, HILL**

100 South Street, Suite 200, Alexandria, VA 22304

PULTE/  
METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
RZ 2003-PR-022  
PROVIDENCE DISTRICT  
FAIRFAX COUNTY, VIRGINIA



SCALE AS NOTED

11	12.18.05	gch	
10	11.18.05	gch	
9	11.07.05	gch	
8	10.07.05	gch	
7	08.22.05	gch	
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3	02.13.04	gch	
2	12.18.03	gch	
1	12.03.03	gch	

NO. DATE BY Description

REVISIONS

DRAWN BY gch

APPROVED BY mm

CHECKED BY km

DATE 03/24/05

TITLE

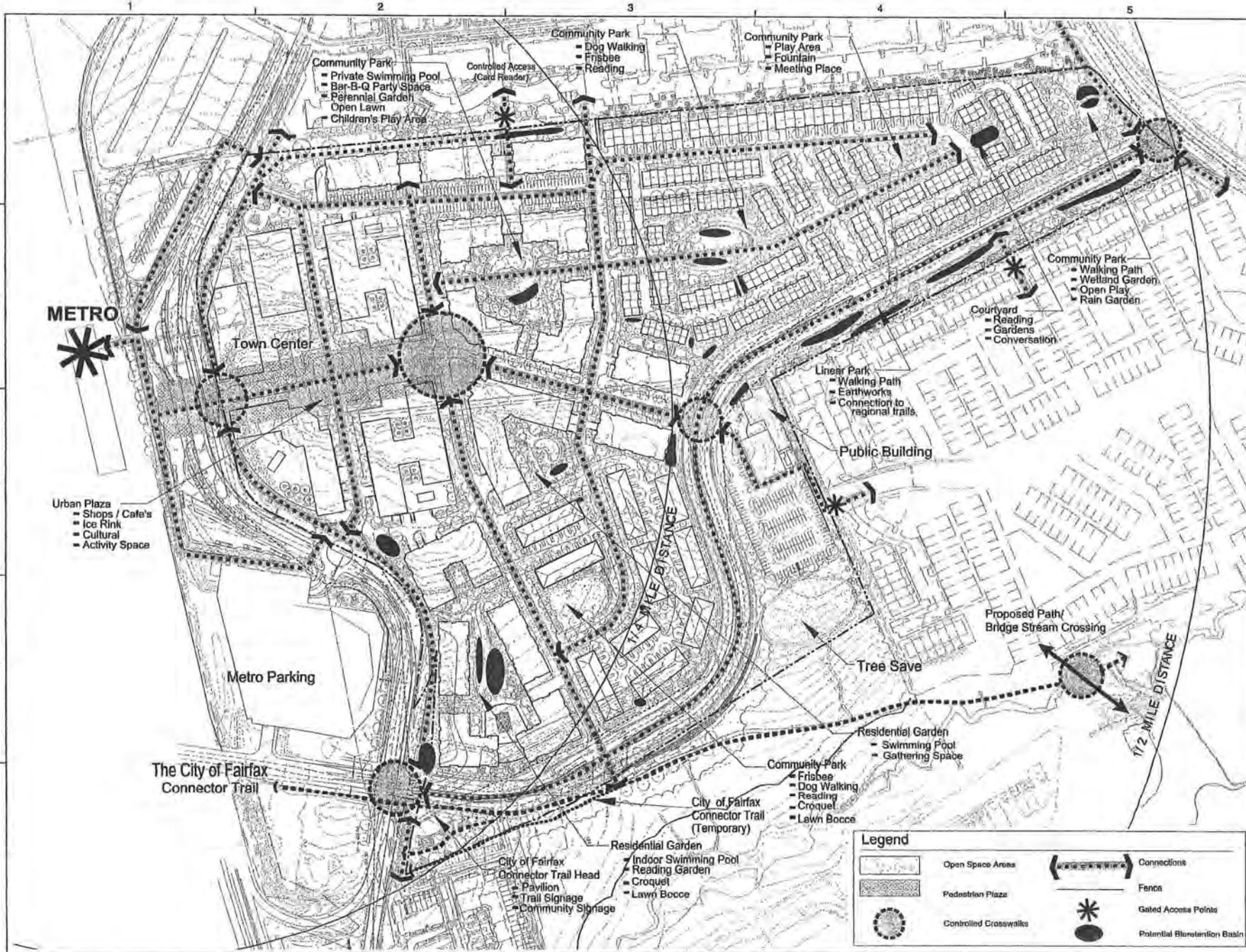
PULTE/METRO WEST

CDP / FDP

VAULT DEPTHS/  
PHOTO PERSPECTIVES

PROJECT NO. M-10401

33



**METRO**

Town Center

Metro Parking

The City of Fairfax  
Connector Trail

Community Park  
- Dog Walking  
- Frisbee  
- Reading

Community Park  
- Private Swimming Pool  
- Bar-B-Q Party Space  
- Perennial Garden  
- Open Lawn  
- Children's Play Area

Community Park  
- Play Area  
- Fountain  
- Meeting Place

Community Park  
- Walking Path  
- Wetland Garden  
- Open Play  
- Rain Garden

Courtyard  
- Reading  
- Gardens  
- Conversation

Linear Park  
- Walking Path  
- Earthworks  
- Connection to regional trails

Public Building

Tree Save

Residential Garden  
- Swimming Pool  
- Gathering Space

Community Park  
- Frisbee  
- Dog Walking  
- Reading  
- Croquet  
- Lawn Bocce

Residential Garden  
- Indoor Swimming Pool  
- Reading Garden  
- Croquet  
- Lawn Bocce

City of Fairfax  
Connector Trail Head  
- Pavilion  
- Trail Signage  
- Community Signage

**Legend**

- Open Space Areas
- Pedestrian Plaza
- Controlled Crosswalks
- Connections
- Fence
- Gated Access Points
- Potential Florestation Basin

**Dewberry**  
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PHONE: 703.646.6100  
FAX: 703.646.3018  
www.dewberry.com

**VITA**  
VITA ARCHITECTURAL GROUP, INC.  
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**EDAW**  
100 PRINCE STREET  
BALTIMORE, MARYLAND 21201  
TEL: 410.528.1000 FAX: 410.528.1001

**BURT, HILL**  
2000 Peach Street, S.W. Atlanta, GA 30309 (404) 525-1100

**THE LESARD**  
ARCHITECTURAL GROUP, INC.  
1001 WOODLAND DRIVE, SUITE 400  
DALLAS, TEXAS 75207  
TEL: 972.344.1111 FAX: 972.344.1121



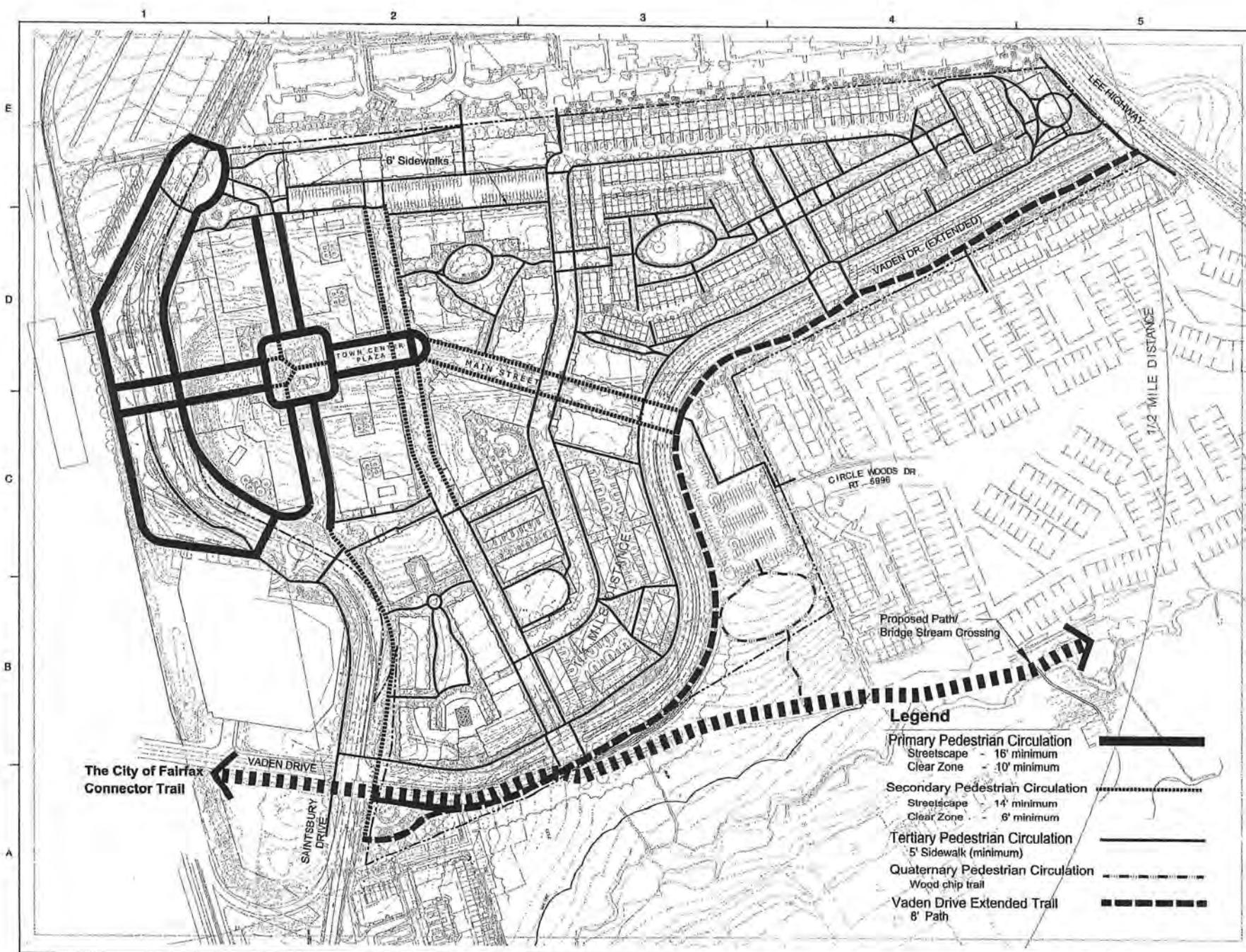
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0' 100' 200'

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9	11.07.09	gsh	
8	10.07.09	gsh	
7	09.22.05	gsh	
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4	05.07.04	gsh	
3	02.13.04	gsh	
2	12.16.03	gsh	
1	12.05.03	gsh	

DESIGNED BY: gsh  
APPROVED BY: gsh  
CHECKED BY: gsh  
DATE: 11/24/11

**PULTE/METRO WEST**  
CDP / FDP  
OPEN SPACE AND  
PEDESTRIAN  
CONNECTIONS  
PROJECT NO. M-104011

**34**



**Dewberry**  
 Dewberry & Davis LLC  
 8400 ARCADE DRIVE, SUITE 200  
 FARMINGTON, MISSISSIPPI 39228  
 PHONE: (601) 944-9700  
 FAX: (601) 944-9700  
 www.dewberry.com



THE LESSARD  
 ARCHITECTURAL GROUP, INC.  
 1800 WASHINGTON DRIVE, SUITE 400  
 GREENSBORO, NORTH CAROLINA  
 36270-4344 FAX: 336/750-4344



**BURT, HILL**  
 1000 Peachtree Avenue, NE, Marietta, GA 30067 404.875.0101

**PULTE/  
 METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN**  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 PARKWAY COUNTY, VIRGINIA



NO.	DATE	BY	DESCRIPTION
11	12.16.05	gsh	
10	11.10.05	gsh	
9	11.02.05	gsh	
8	10.07.05	gsh	
7	08.22.05	gsh	
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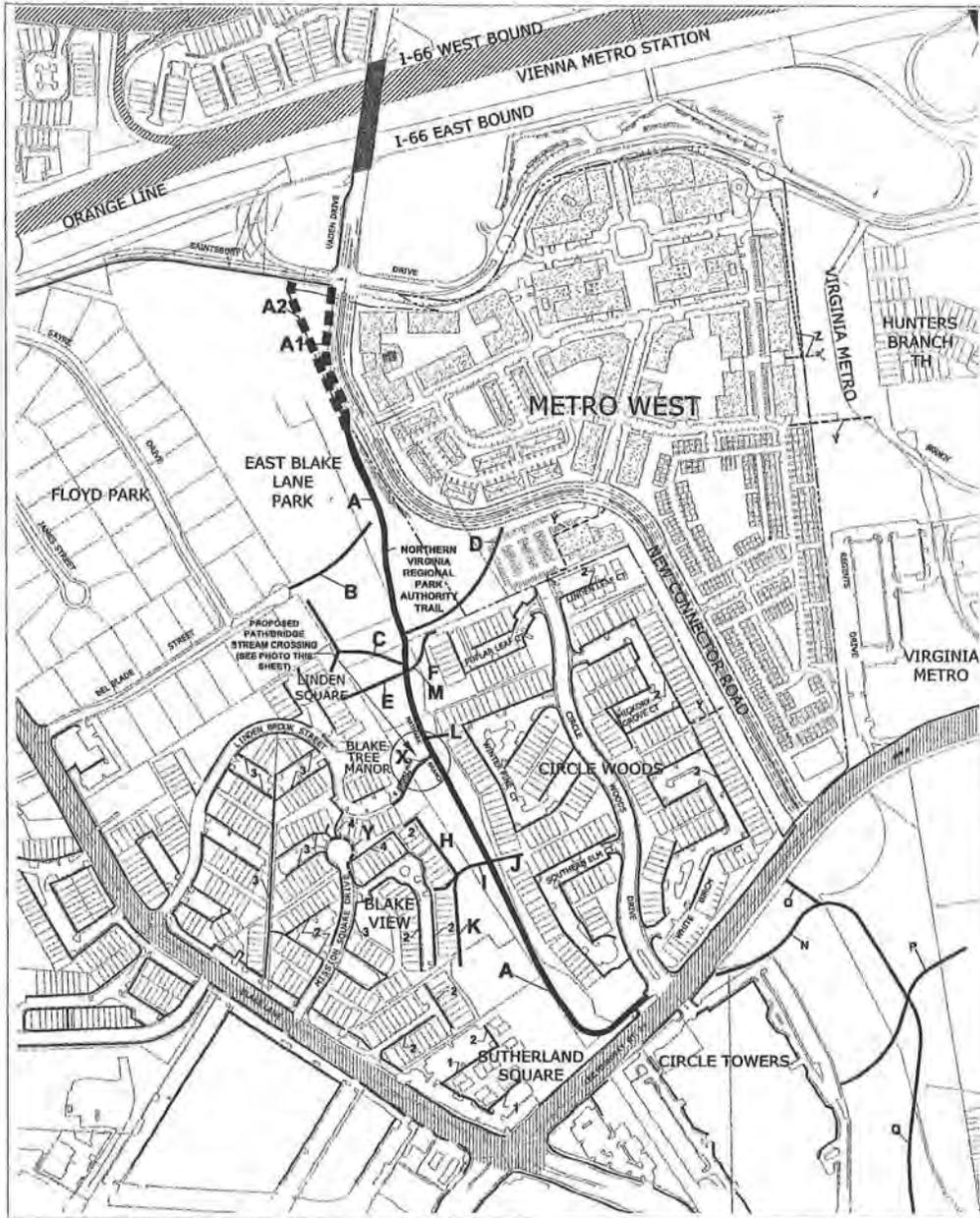
- Legend**
- Primary Pedestrian Circulation  
 Streetscape - 16' minimum  
 Clear Zone - 10' minimum
  - Secondary Pedestrian Circulation  
 Streetscape - 14' minimum  
 Clear Zone - 6' minimum
  - Tertiary Pedestrian Circulation  
 5' Sidewalk (minimum)
  - Quaternary Pedestrian Circulation  
 Wood chip trail
  - Vaden Drive Extended Trail  
 8' Path

DRAWN BY: gsh  
 APPROVED BY: lsm  
 CHECKED BY: lsm  
 DATE: 03/24/03

TITLE  
**PULTE/METRO WEST  
 CDP / FDP  
 PEDESTRIAN  
 HIERARCHY**

PROJECT NO. M-10401

**35**



## LEGEND

### EXISTING PATH/TRAILS

- A** NORTHERN VIRGINIA REGIONAL PARK AUTHORITY TRAIL
- B** 7½ WIDE MEANDERING GRAVEL TRAIL/ASPHALT PATH
- C** 2½ MEANDERING DIRT PATH (LESS USED)
- D** 2½ DIRT PATH
- E** 2½ MEANDERING DIRT PATH
- F** 2½ MEANDERING DIRT PATH
- H** 2' ASPHALT PATH
- I** 2½ DIRT PATH
- J** CONCRETE STAIRS
- K** 2½ DIRT PATH (LESS USED)
- L** CONCRETE STAIRS
- M** TIMBER STAIRS
- N** 8' ASPHALT PATH
- O** GRAVEL PATH
- P** 8' ASPHALT PATH
- Q** 8' ASPHALT PATH

### EXISTING SIDEWALKS

- 1** 5.5' CONCRETE SIDEWALK
- 2** 8' CONCRETE SIDEWALK
- 3** 4' CONCRETE SIDEWALK
- 4** 4' ASPHALT PATH

### PROPOSED TRAIL

- A1** PROPOSED REROUTING OF NORTHERN VIRGINIA REGIONAL PARK AUTHORITY TRAIL
- A2** PROPOSED TEMPORARY TRAIL (FOR ACCESS DURING CONSTRUCTION)

### PROPOSED SIDEWALKS

- X** PROPOSED BRIDGE STREAM CROSSING W/ 5' ASPHALT PATH (STAIRS NEEDED) SUBJECT TO FAIRFAX COUNTY / HOA APPROVAL
- Y** PROPOSED 4' CONCRETE SIDEWALK ADDITION
- Z** PROPOSED GATED 8' CONCRETE SIDEWALK ADDITION



PROTOTYPICAL PEDESTRIAN BRIDGE

**Dewberry**

Dewberry & Davis LLC  
10000 Old Dominion Road, Suite 200  
Falls Church, VA 22041  
Tel: (703) 441-1000  
Fax: (703) 441-1001  
www.dewberry.com

**VIFA**

THE LESSARD ARCHITECTURAL GROUP, INC.

**EDAW**

**BURT, HILL**

PULTE/METRO WEST  
CONCEPTUAL/FINAL  
DEVELOPMENT PLAN  
PZ 2003-PP-022  
PROVIDENCE DISTRICT  
FAIRFAX COUNTY, VIRGINIA



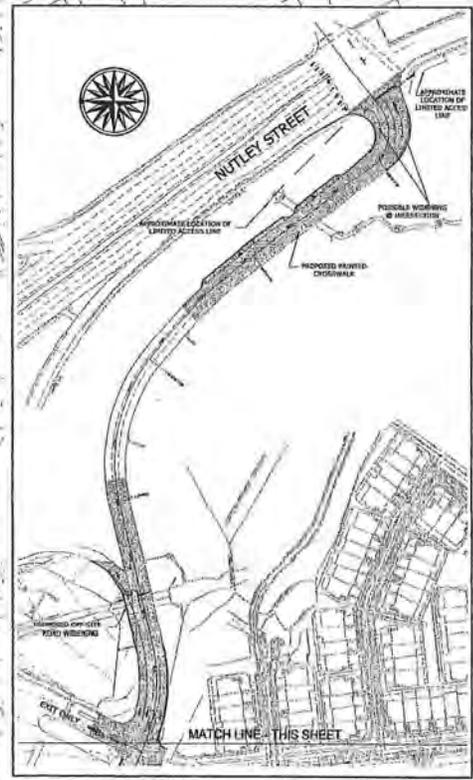
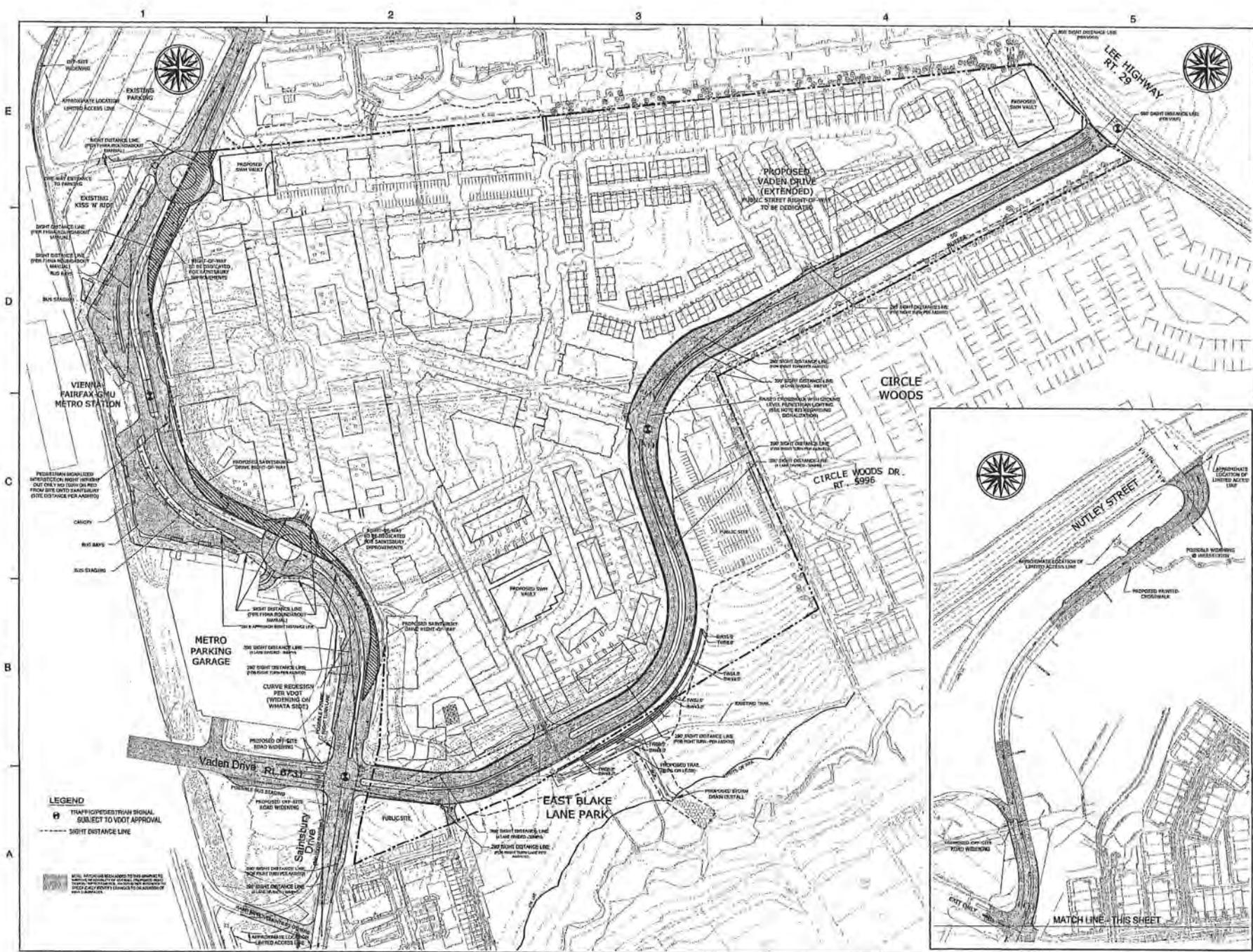
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4	05.07.04	gch	
3	02.16.04	gch	
2	12.16.03	gch	
1	12.05.03	gch	
No.	DATE	BY	Description
REVISIONS			

DRAWN BY: gch  
APPROVED BY: lam  
CHECKED BY: lam  
DATE: 03/24/03

TITLE  
PULTE/METRO WEST  
CDP / FDP  
OFF-SITE PEDESTRIAN  
CONNECTIONS

PROJECT NO. M-10401



**Dewberry**  
 Dewberry & Davis LLC  
 1000 BROADWAY  
 FARMACIA, VA 22031-4000  
 TEL: 703-841-1000  
 FAX: 703-841-1001  
 www.dewberry.com



THE LESSARD  
 ARCHITECTURAL GROUP, INC.  
 8800 WOODHOLM DRIVE, SUITE 100  
 FARMACIA, VA 22031  
 703-792-8300 FAX 703-792-8308



BURT, HILL  
 500 South Street, P.O. Box 100  
 Farmacia, VA 22031

PULTE/  
 METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FARMACIA COUNTY, VIRGINIA



SCALE: 0 100 200

No.	DATE	BY	Description
11	12.18.05	gsh	
10	11.18.05	gsh	
9	11.07.05	gsh	
8	10.07.05	gsh	
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4	05.07.04	gsh	
3	02.13.04	gsh	
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DESIGNED BY: gsh  
 APPROVED BY: lsm  
 CHECKED BY: lsm  
 DATE: 03/24/03

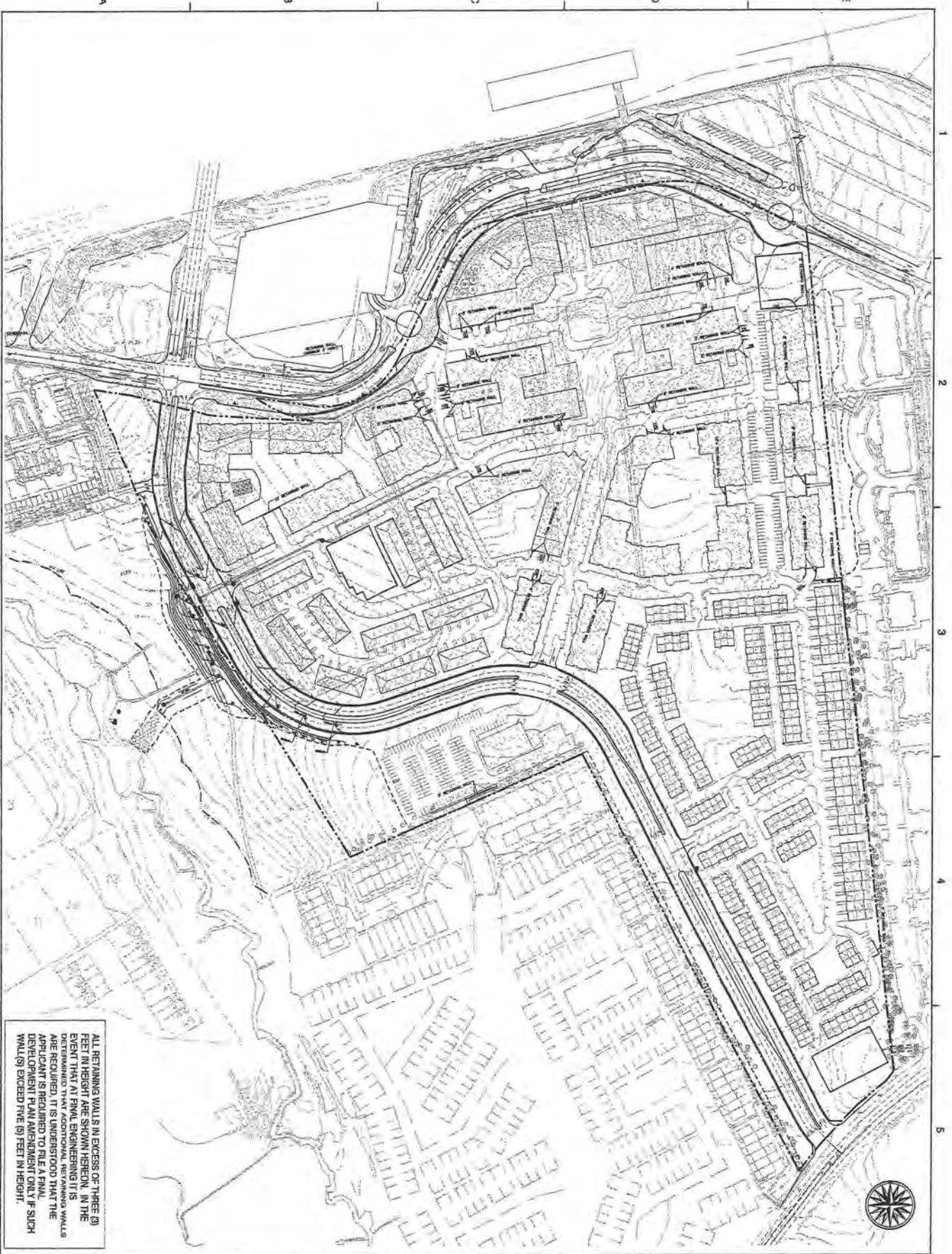
TITLE  
**PULTE/METRO WEST  
 CDP / FDP  
 PROPOSED ROAD  
 IMPROVEMENTS**

PROJECT NO. M-10401

**37**

**LEGEND**  
 TRAFFIC/PEDESTRIAN SIGNAL  
 SUBJECT TO VDOT APPROVAL  
 SIGHT DISTANCE LINE

NOTE: APPROVAL IS LIMITED TO THE SHOWN TO THE EXTENT OF THE ORIGINAL CONTRACT. ANY CHANGES TO THE ORIGINAL CONTRACT SHALL BE THE RESPONSIBILITY OF THE CLIENT. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT.



ALL RETAINING WALLS IN EXCESS OF THREE (3) FEET IN HEIGHT ARE SHOWN HEREBY. IN THE EVENT THAT AT FINAL ENGINEERING IT IS DETERMINED THAT ADDITIONAL RETAINING WALLS ARE REQUIRED, IT IS UNDERSTOOD THAT THE APPLICANT IS REQUIRED TO FILE A FINAL DEVELOPMENT PLAN AMENDMENT ONLY IF SUCH WALL(S) EXCEED FIVE (5) FEET IN HEIGHT.

PROJECT NO. AL-10401  
**38**  
 SHEET NO. 38 OF 52

**PULTE/METRO WEST**  
 CDP / FDP  
 PROPOSED RETAINING WALLS

DESIGNED BY: 02/14/03  
 DATE: 02/14/03

NO.	DATE	BY	DESCRIPTION
1	02/14/03	SPK	ISSUED FOR PERMIT
2	02/14/03	SPK	ISSUED FOR PERMIT
3	02/14/03	SPK	ISSUED FOR PERMIT
4	02/14/03	SPK	ISSUED FOR PERMIT
5	02/14/03	SPK	ISSUED FOR PERMIT
6	02/14/03	SPK	ISSUED FOR PERMIT
7	02/14/03	SPK	ISSUED FOR PERMIT
8	02/14/03	SPK	ISSUED FOR PERMIT
9	02/14/03	SPK	ISSUED FOR PERMIT
10	02/14/03	SPK	ISSUED FOR PERMIT

APPROVED BY: [Signature]  
 DATE: 02/14/03



**PULTE/METRO WEST**  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FARFAX COUNTY, VIRGINIA

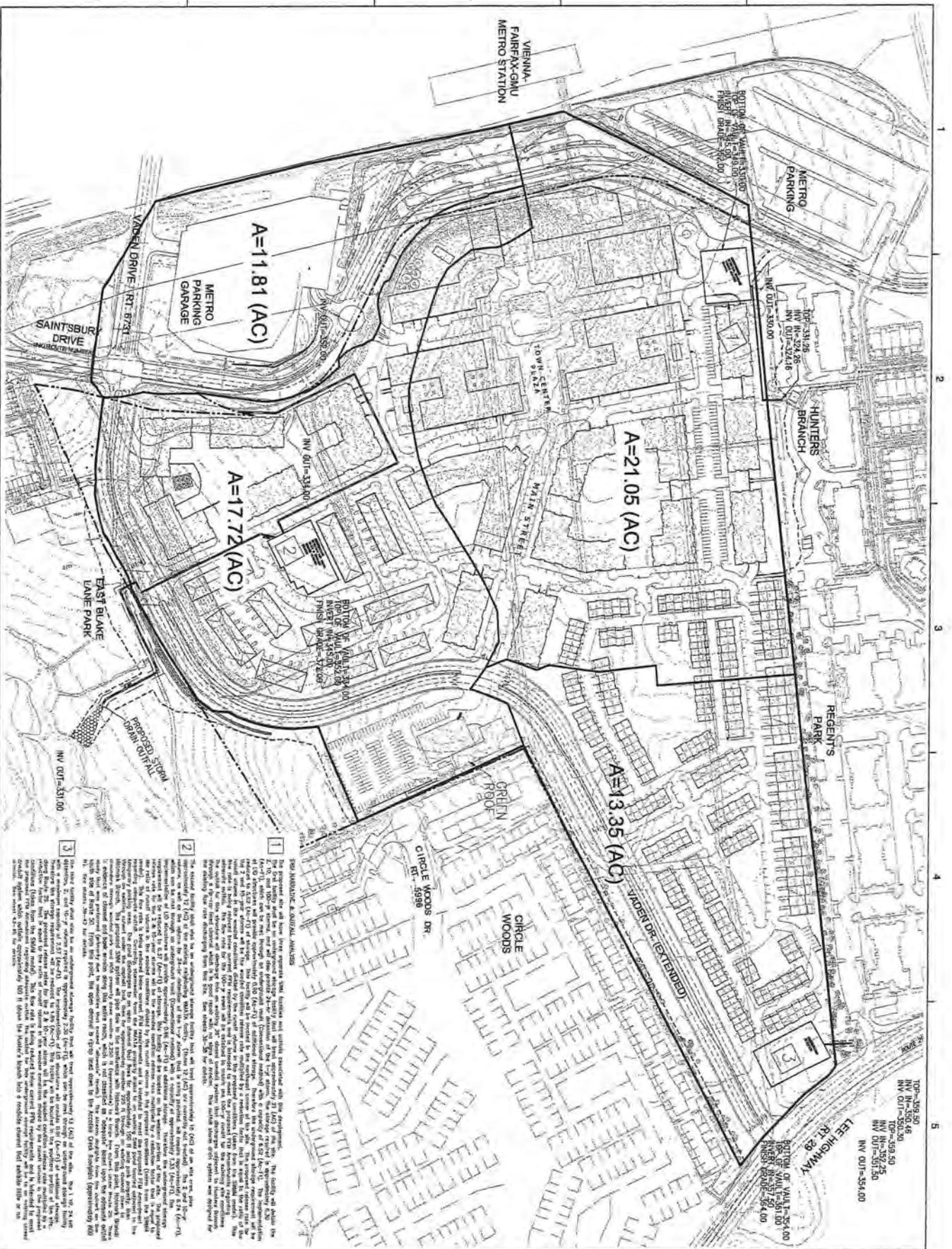
**BURT HILL**  
 ARCHITECTURAL GROUP, INC.  
 10000 BURT HILL DRIVE  
 FALLS CHURCH, VA 22044

**IDA W**  
 ARCHITECTURAL GROUP, INC.  
 10000 BURT HILL DRIVE  
 FALLS CHURCH, VA 22044

**THE LESSARD ARCHITECTURAL GROUP, INC.**  
 10000 BURT HILL DRIVE  
 FALLS CHURCH, VA 22044

**Dewberry & Davis LLC**  
 10000 BURT HILL DRIVE  
 FALLS CHURCH, VA 22044

**Dewberry**  
 10000 BURT HILL DRIVE  
 FALLS CHURCH, VA 22044



1. The site plan shows the proposed building footprints, parking areas, and other site improvements. The site plan also shows the proposed streets and other site improvements.
2. The site plan shows the proposed building footprints, parking areas, and other site improvements. The site plan also shows the proposed streets and other site improvements.
3. The site plan shows the proposed building footprints, parking areas, and other site improvements. The site plan also shows the proposed streets and other site improvements.

NO.	DATE	BY	DESCRIPTION
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16	11/18/03	SPH	REVISED
17	11/18/03	SPH	REVISED
18	11/18/03	SPH	REVISED
19	11/18/03	SPH	REVISED
20	11/18/03	SPH	REVISED

**PULTE/ METRO WEST**  
**CONCEPTUAL/FINAL DEVELOPMENT PLAN**  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA



**Dewberry**  
 Dewberry & Davis LLC  
 1100 N. GLENN ROAD, SUITE 200  
 ARLINGTON, VA 22202  
 TEL: 703.907.2200  
 FAX: 703.907.2201  
 WWW.DEBERRY.COM

**ARCHITECTURAL FIRM**  
 THE LEE GROUP, INC.  
 1100 N. GLENN ROAD, SUITE 200  
 ARLINGTON, VA 22202  
 TEL: 703.907.2200  
 FAX: 703.907.2201  
 WWW.LEEGROUP.COM

**ARCHITECTURAL FIRM**  
 BURTT, HILL ARCHITECTS  
 1100 N. GLENN ROAD, SUITE 200  
 ARLINGTON, VA 22202  
 TEL: 703.907.2200  
 FAX: 703.907.2201  
 WWW.BURTT-HILL.COM

**ARCHITECTURAL FIRM**  
 HEDAW  
 1100 N. GLENN ROAD, SUITE 200  
 ARLINGTON, VA 22202  
 TEL: 703.907.2200  
 FAX: 703.907.2201  
 WWW.HEDAW.COM

**ARCHITECTURAL FIRM**  
 PULTE  
 1100 N. GLENN ROAD, SUITE 200  
 ARLINGTON, VA 22202  
 TEL: 703.907.2200  
 FAX: 703.907.2201  
 WWW.PULTE.COM

**ARCHITECTURAL FIRM**  
 METRO WEST  
 1100 N. GLENN ROAD, SUITE 200  
 ARLINGTON, VA 22202  
 TEL: 703.907.2200  
 FAX: 703.907.2201  
 WWW.METROWEST.COM



THE LESSARD ARCHITECTURAL GROUP, INC.  
 1901 WATKINS DRIVE, SUITE 1010, 400  
 SOUTH WOODS DRIVE  
 FALLS CHURCH, VA 22034-4520  
 TEL: (703) 834-8444 FAX: (703) 834-8520



BURT, HILL  
 400 WEST BROADWAY, SUITE 1000, FALLS CHURCH, VA 22034

PULTE/METRO WEST  
 METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2008-PR-022  
 PROVIDENCE DISTRICT  
 HENRICO COUNTY, VIRGINIA



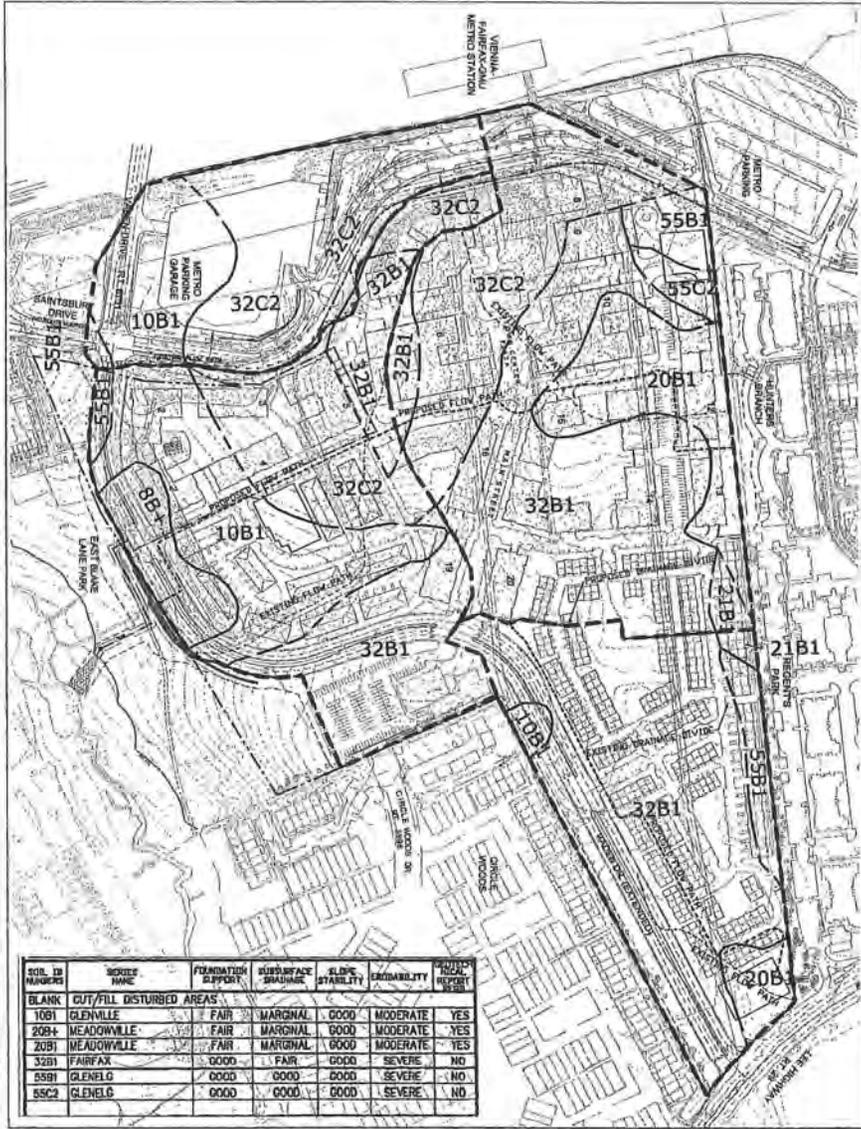
SCALE: AS NOTED

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7	08-22-05	gph	
6	12-21-04	gph	
5	07-02-04	gph	
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3	02-13-04	gph	
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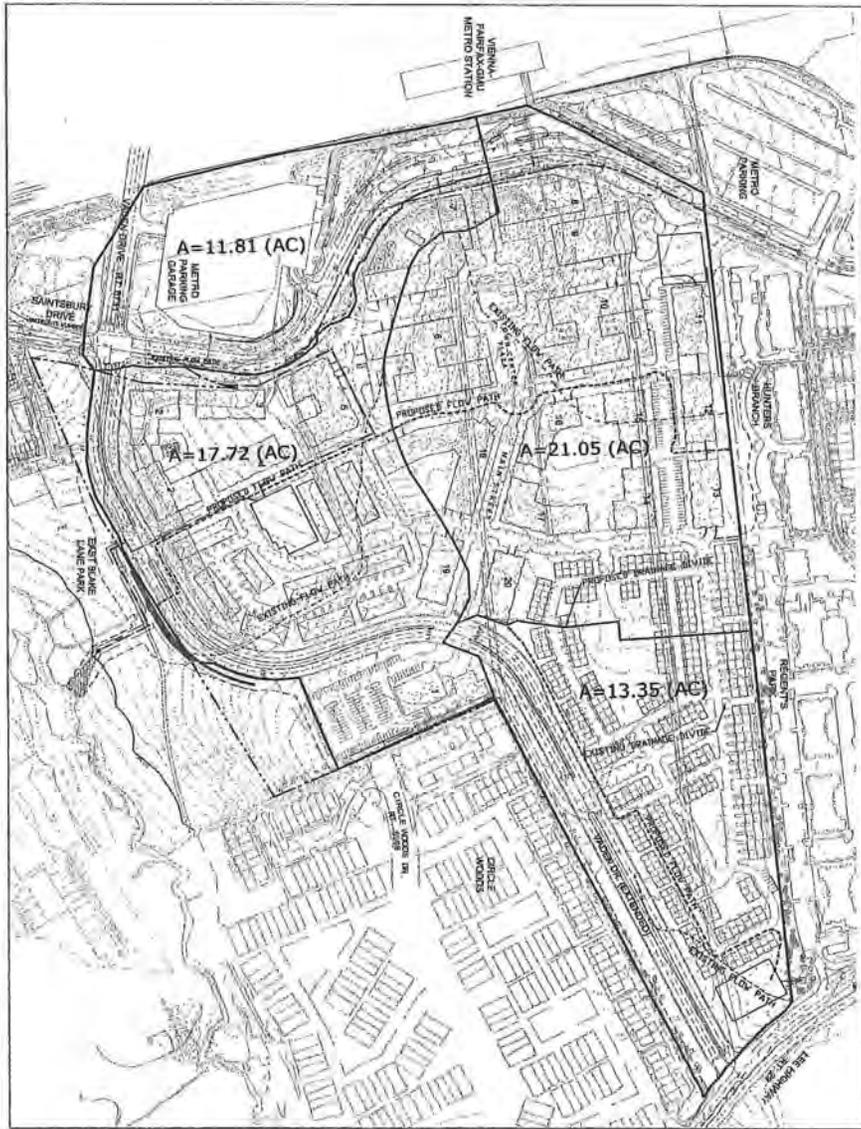
REVISIONS:  
 DRAWN BY: gph  
 APPROVED BY: lsm  
 CHECKED BY: lsm  
 DATE: 03/24/03

TITLE:  
 PULTE/METRO WEST  
 CDP / FDP  
 SOILS MAP AND  
 FLOW PATH MAP

PROJECT NO: M-10401



SOILS MAP  
 SCALE: 1" = 150'



FLOW PATH MAP  
 SCALE: 1" = 150'

SOIL ID	CUT/FILL	SOILS NAME	FOUNDATION SUPPORT	SUBSURFACE DRAINAGE	SLOPE STABILITY	EROSIBILITY	LIQUIDITY	SHRINK SWELL REPORT
BLANK	CUT/FILL	DISTURBED AREAS						
10B1		GLENVILLE	FAIR	MARGINAL	GOOD	MODERATE	YES	
20B+		MEADOWVILLE	FAIR	MARGINAL	GOOD	MODERATE	YES	
20B1		MEADOWVILLE	FAIR	MARGINAL	GOOD	MODERATE	YES	
32B1		FAIRFAX	GOOD	FAIR	GOOD	SEVERE	NO	
55B1		GLENELG	GOOD	GOOD	GOOD	SEVERE	NO	
55C2		GLENELG	GOOD	GOOD	GOOD	SEVERE	NO	







# DRAINAGE AREA #1 = 21.05 (AC) POST-DEVELOPMENT - RUNOFFS

2 YEAR

10 YEAR

100 YEAR

**SCS UNIT HYDROGRAPH METHOD**

STORM EVENT: 2 year storm  
 Duration = 24.0000 hrs Rain Depth = 3.2000 in  
 Rain Dir = X:\Data\6000-6999\6609b\FondPack\  
 Rain File -ID = -TypeII 24hr  
 Unit Hyd Type = Default Curvilinear  
 HYD Dir = X:\Data\6000-6999\6609b\FondPack\  
 HYD File - ID = 6609-Pre-HYG - SUBAREA 10 2  
 TC (Min. Tc) = .0833 hrs  
 Drainage Area = 21.050 acres Runoff CN= 92

---

Computational Time Increment = .01111 hrs  
 Computed Peak Time = 11.9175 hrs  
 Computed Peak Flow = 75.52 cfs

Time Increment for HYD File = .0500 hrs  
 Peak Time, Interpolated Output = 11.9000 hrs  
 Peak Flow, Interpolated Output = 73.43 cfs  
**WARNING:** The difference between calculated peak flow and interpolated peak flow is greater than 1.50%

---

**DRAINAGE AREA**

ID:SUBAREA 10  
 CN = 92  
 Area = 21.050 acres  
 S = .8696 in  
 0.25 = .1739 in

Cumulative Runoff

2.3504 in  
 4.123 ac-ft

HYD Volume... 4.123 ac-ft (area under HYD curve)

\*\*\*\* SCS UNIT HYDROGRAPH PARAMETERS \*\*\*\*

Time Concentration, Tc = .08330 hrs (ID: SUBAREA 10)  
 Computational Inlet, Tc = .01111 hrs = 0.20000 Tp

Unit Hyd. Shape Factor = 493.432 (37.468 under rising limb)  
 K = 483.43/(465.333) K = .7481 (also, K = 2/(1+(Tc/Tp))  
 Receding/Rising, Tr/Tp = 1.6698 (solved from K = .7481)

Unit peak, qp = 286.32 cfs  
 Unit peak time, Tp = .05553 hrs  
 Unit receding limb, Tr = .22213 hrs  
 Total unit time, Td = .27767 hrs

**SCS UNIT HYDROGRAPH METHOD**

STORM EVENT: 10 year storm  
 Duration = 24.0000 hrs Rain Depth = 5.2000 in  
 Rain Dir = X:\Data\6000-6999\6609b\FondPack\  
 Rain File -ID = -TypeII 24hr  
 Unit Hyd Type = Default Curvilinear  
 HYD Dir = X:\Data\6000-6999\6609b\FondPack\  
 HYD File - ID = 6609-Pre-HYG - SUBAREA 10 10  
 TC (Min. Tc) = .0833 hrs  
 Drainage Area = 21.050 acres Runoff CN= 92

---

Computational Time Increment = .01111 hrs  
 Computed Peak Time = 11.9175 hrs  
 Computed Peak Flow = 133.22 cfs

Time Increment for HYD File = .0500 hrs  
 Peak Time, Interpolated Output = 11.9000 hrs  
 Peak Flow, Interpolated Output = 130.15 cfs  
**WARNING:** The difference between calculated peak flow and interpolated peak flow is greater than 1.50%

---

**DRAINAGE AREA**

ID:SUBAREA 10  
 CN = 92  
 Area = 21.050 acres  
 S = .8696 in  
 0.25 = .1739 in

Cumulative Runoff

6.2049 in  
 7.516 ac-ft

HYD Volume... 7.516 ac-ft (area under HYD curve)

\*\*\*\* SCS UNIT HYDROGRAPH PARAMETERS \*\*\*\*

Time Concentration, Tc = .08330 hrs (ID: SUBAREA 10)  
 Computational Inlet, Tc = .01111 hrs = 0.20000 Tp

Unit Hyd. Shape Factor = 493.432 (37.468 under rising limb)  
 K = 483.43/(465.333) K = .7481 (also, K = 2/(1+(Tc/Tp))  
 Receding/Rising, Tr/Tp = 1.6698 (solved from K = .7481)

Unit peak, qp = 286.32 cfs  
 Unit peak time, Tp = .05553 hrs  
 Unit receding limb, Tr = .22213 hrs  
 Total unit time, Td = .27767 hrs

**SCS UNIT HYDROGRAPH METHOD**

STORM EVENT: 100 year storm  
 Duration = 24.0000 hrs Rain Depth = 7.2000 in  
 Rain Dir = X:\Data\6000-6999\6609b\FondPack\  
 Rain File -ID = -TypeII 24hr  
 Unit Hyd Type = Default Curvilinear  
 HYD Dir = X:\Data\6000-6999\6609b\FondPack\  
 HYD File - ID = 6609-Pre-HYG - SUBAREA 10 100  
 TC (Min. Tc) = .0833 hrs  
 Drainage Area = 21.050 acres Runoff CN= 92

---

Computational Time Increment = .01111 hrs  
 Computed Peak Time = 11.9175 hrs  
 Computed Peak Flow = 204.22 cfs

Time Increment for HYD File = .0500 hrs  
 Peak Time, Interpolated Output = 11.9000 hrs  
 Peak Flow, Interpolated Output = 199.96 cfs  
**WARNING:** The difference between calculated peak flow and interpolated peak flow is greater than 1.50%

---

**DRAINAGE AREA**

ID:SUBAREA 10  
 CN = 92  
 Area = 21.050 acres  
 S = .8696 in  
 0.25 = .1739 in

Cumulative Runoff

8.7466 in  
 11.039 ac-ft

HYD Volume... 11.034 ac-ft (area under HYD curve)

\*\*\*\* SCS UNIT HYDROGRAPH PARAMETERS \*\*\*\*

Time Concentration, Tc = .08330 hrs (ID: SUBAREA 10)  
 Computational Inlet, Tc = .01111 hrs = 0.20000 Tp

Unit Hyd. Shape Factor = 493.432 (37.468 under rising limb)  
 K = 483.43/(465.333) K = .7481 (also, K = 2/(1+(Tc/Tp))  
 Receding/Rising, Tr/Tp = 1.6698 (solved from K = .7481)

Unit peak, qp = 286.32 cfs  
 Unit peak time, Tp = .05553 hrs  
 Unit receding limb, Tr = .22213 hrs  
 Total unit time, Td = .27767 hrs

**Dewberry**  
 Dewberry & Davis LLC  
 1400 ARLINGTON ROAD  
 FARMERSVILLE, VA 22031-4000  
 FAX (703) 819-9110  
 dewberry.com

**VITA**

THE LESSARD ARCHITECTURAL GROUP, INC.  
 1011 BENTLEY DRIVE SUITE 4000 400  
 WASHINGTON, VIRGINIA 22191  
 TEL (703) 574-6300 FAX (703) 579-3328

**EDAW**

**BURT, HILL**

PULTE/METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2008-PR-022  
 PROFESSIONAL DISTRICT  
 PALM BEACH COUNTY, FLORIDA



SCALE

NO SCALE

No.	DATE	BY	Description
11	12.18.05	gsh	
10	11.16.05	gsh	
9	11.07.05	gsh	
8	10.07.05	gsh	
7	08.22.05	gsh	
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4	05.07.04	gsh	
3	02.13.04	gsh	
2	12.16.03	gsh	
1	12.05.03	gsh	

DRAWN BY: gsh  
 APPROVED BY: lmi  
 CHECKED BY: lmi  
 DATE: 03/24/03

TITLE  
 PULTE/METRO WEST  
 CDP / FDP  
 DRAINAGE AREA #1  
 POST DEVELOPMENT  
 RUNOFFS  
 PROJECT NO. M-10401

44

\* POST-DEVELOPMENT PEAK RUNOFFS.

# DRAINAGE AREA #1 - 21.05 (AC) WOODED CONDITIONS

## OUTLET STRUCTURE CONFIGURATIONS

**REQUIRED POND SLOPES**

Min. Elev. = 10.00 ft  
Invert = 15 ft  
Max. Elev. = 29.00 ft

**OUTLET CONNECTIVITY**

Forward Flow Only (Impound to Downstream)  
Reverse Flow Only (Impound to Upstream)  
Forward and Reverse Both Allowed

Structure	No.	Outlet	Elev. ft	Flow
Griffin-Circular	00	CO	15.000	29.000
Griffin-Circular	01	CO	18.000	29.000
Griffin-Circular	02	CO	20.000	29.000
Wet-Rectangular	00	CO	27.000	29.000
Griffin-Circular	00	CO	10.000	29.000

TW RTTP, 20 Channel

## OUTLET STRUCTURE DATA

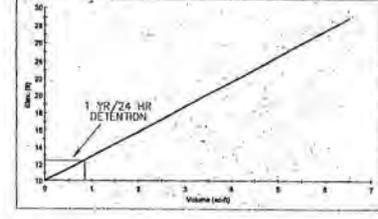
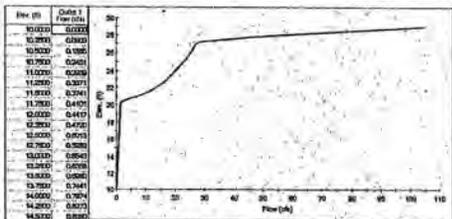
Structure ID	Type	Structure Type	Structure	Structure
Structure ID	CO	Griffin-Circular	Griffin-Circular	Griffin-Circular
Structure Type	Griffin-Circular	Griffin-Circular	Griffin-Circular	Griffin-Circular
# of Openings	1	1	1	1
Invert Elev.	10.00 ft	10.00 ft	10.00 ft	10.00 ft
Diameter	36.00 in	36.00 in	36.00 in	36.00 in
Griffin Coeff.	0.90	0.90	0.90	0.90

## OUTLET STRUCTURE DATA

Structure ID	Type	Structure Type	Structure	Structure
Structure ID	CO	Griffin-Circular	Griffin-Circular	Griffin-Circular
Structure Type	Griffin-Circular	Griffin-Circular	Griffin-Circular	Griffin-Circular
# of Openings	1	1	1	1
Invert Elev.	10.00 ft	10.00 ft	10.00 ft	10.00 ft
Diameter	36.00 in	36.00 in	36.00 in	36.00 in
Griffin Coeff.	0.90	0.90	0.90	0.90

## OUTLET STRUCTURE DATA

Structure ID	Type	Structure Type	Structure	Structure
Structure ID	CO	Griffin-Circular	Griffin-Circular	Griffin-Circular
Structure Type	Griffin-Circular	Griffin-Circular	Griffin-Circular	Griffin-Circular
# of Openings	1	1	1	1
Invert Elev.	10.00 ft	10.00 ft	10.00 ft	10.00 ft
Diameter	36.00 in	36.00 in	36.00 in	36.00 in
Griffin Coeff.	0.90	0.90	0.90	0.90



## CONVENTIONAL AND LID VOLUME COMPUTATIONS

100-YR TOTAL VOLUME REQUIRED: 6.30 AC-FT

TOTAL VOLUME PROVIDED THROUGH UNDERGROUND VAULT: 6.58 AC-FT  
CONVENTIONAL DETENTION: 130' L x 115' W x 19' H

TOTAL VOLUME PROVIDED THROUGH LID STRUCTURES: 0.90 AC-FT

LEAD: 0.81 AC-FT (RETERENTION), 0.79 AC-FT (PAVING)

TOTAL VOLUME TO BE PROVIDED: 0.90 AC-FT  
- LID STRUCTURES = 0.90 AC-FT  
- UNDERGROUND DETENTION = 5.68 AC-FT  
132' L x 115' W x 19' H

OVERALL TOTAL VOLUME PROVIDED: 6.58 AC-FT

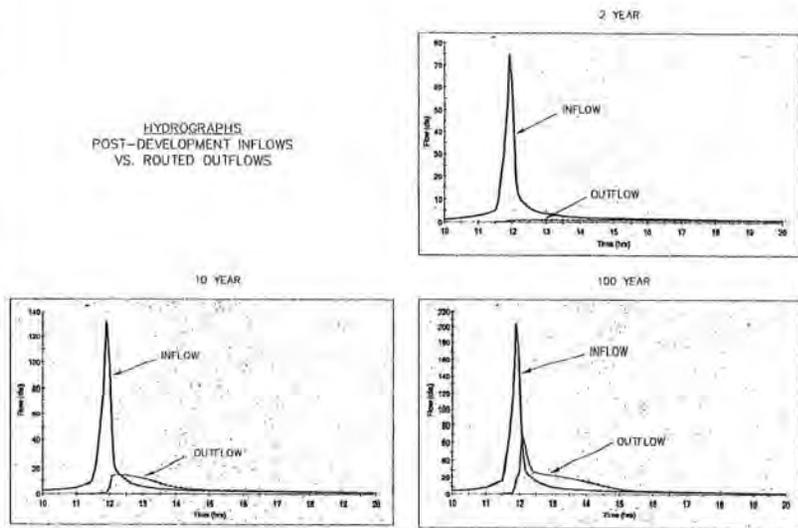
## 1-YEAR 24 HOUR DETENTION COMPUTATIONS

Volume	Area	Depth	Conversion	ORIG. CALCULATION
21.02	21.02	1.00	21.02 ac-ft	Q (cfs) = 0.62
1.40	1.40	0.0031	0.0044 ac-ft	C = 0.6
1.40	1.40	0.0031	0.0044 ac-ft	H (ft) = 0.32
1.40	1.40	0.0031	0.0044 ac-ft	A (ft) = 0.04
1.40	1.40	0.0031	0.0044 ac-ft	D (ft) = 3.7

## STORMWATER MANAGEMENT SUMMARY

DESCRIPTION	Drainage Area 1	Drainage Area 2	Drainage Area 3
Location	21.05 (22.84)	11.72	11.81
Impervious (AC)	7.80	5.06	3.64
Wooded	6.41	5.73	5.16
Forest	14.01	10.79	8.82
Previous	Open/Closed	7.04	6.83
Think of	All Wooded	0.21	0.24
Concentration	Existing	0.48	0.12
Post-Develop.	0.68	0.68	0.12
Curve Number (CN)	All Wooded	55.00	61.80
Existing	55.00	61.80	65.30
Post-Develop.	61.80	61.80	64.30
1-Year Runoff (cfs)	All Wooded	0.00	0.00
Existing	0.00	0.00	0.00
Post-Develop.	0.00	0.00	0.00
2-Year Runoff (cfs)	All Wooded	3.25	5.97
Existing	3.25	5.97	2.24
Post-Develop.	75.52	65.54	42.07
10-Year Runoff (cfs)	All Wooded	27.58	23.22
Existing	27.58	23.22	11.37
Post-Develop.	153.22	113.66	72.18
100-Year Runoff (cfs)	All Wooded	73.48	61.80
Existing	73.48	61.80	64.30
Post-Develop.	304.22	275.00	275.00
1-Year Runoff (cfs)	Post vs. Wood	0.00	0.00
Post vs. Ex.	0.00	0.00	0.00
2-Year Runoff (cfs)	Post vs. Wood	1.32	2.35
Post vs. Ex.	1.32	2.35	0.79
10-Year Runoff (cfs)	Post vs. Wood	15.71	17.87
Post vs. Ex.	15.71	17.87	4.40
100-Year Runoff (cfs)	Post vs. Wood	12.34	12.34
Post vs. Ex.	12.34	12.34	12.34
1-Year Peak Storage (ac-ft)	Post vs. Wood	0.00	0.00
Post vs. Ex.	0.00	0.00	0.00
2-Yr Peak Storage (ac-ft)	Post vs. Wood	2.86	4.26
Post vs. Ex.	2.86	4.26	1.20
10-Yr Peak Storage (ac-ft)	Post vs. Wood	4.32	6.74
Post vs. Ex.	4.32	6.74	2.30
100-Yr Peak Storage (ac-ft)	Post vs. Wood	6.30	6.30
Post vs. Ex.	6.30	6.30	6.30

## HYDROGRAPHS POST-DEVELOPMENT INFLOWS VS. ROUTED OUTFLOWS



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**PULTE/METRO WEST**  
CONCEPTUAL/FINAL DEVELOPMENT PLAN  
RZ 2008-PR-022  
PROVIDENCE DISTRICT  
FARMINGTON, VERMONT

No.	DATE	BY	Description
11	12-18-05	lsm	
10	11-18-05	lsm	
9	11-07-05	lsm	
8	10-07-05	lsm	
7	08-22-05	lsm	
6	12-21-04	lsm	
5	07-02-04	lsm	
4	05-07-04	lsm	
3	02-13-04	lsm	
2	12-16-03	lsm	
1	12-03-03	lsm	

DRAWN BY: lsm  
APPROVED BY: lsm  
CHECKED BY: lsm  
DATE: 03/24/03

TITLE: PULTE/METRO WEST CDP / FDP DRAINAGE AREA #1 WOODED CONDITIONS  
PROJECT NO: M-10401

45

DRAINAGE AREA #2 - 11.81 (AC) + 17.72 (AC) - (WMATA + METRO WEST)  
 WOODED CONDITIONS - RUNOFFS (ALLOWABLE)

2 YEAR - WMATA

10 YEAR - WMATA

201 DIRT ROADWAY DESIGN  
 ROADWAY: 2 year design  
 Duration: 24,000 hrs  
 Main dir: -20 = K:\VIA\2003-PR-022\201\201.dwg  
 Unit type: 2 = 201  
 Run file: -10 = 6000-PR-022-201.dwg  
 To: 11,810 acres  
 Runoff: 0.45  
 Design: 5.261 cfs  
 Peak flow: 11,810 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Computed peak flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Main flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs

202 DIRT ROADWAY DESIGN  
 ROADWAY: 2 year design  
 Duration: 24,000 hrs  
 Main dir: -20 = K:\VIA\2003-PR-022\202\202.dwg  
 Unit type: 2 = 202  
 Run file: -10 = 6000-PR-022-202.dwg  
 To: 11,810 acres  
 Runoff: 0.45  
 Design: 5.261 cfs  
 Peak flow: 11,810 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Computed peak flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Main flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs

2 YEAR - METRO WEST

203 DIRT ROADWAY DESIGN  
 ROADWAY: 10 year design  
 Duration: 100,000 hrs  
 Main dir: -10 = K:\VIA\2003-PR-022\203\203.dwg  
 Unit type: 10 = 10  
 Run file: -10 = 6000-PR-022-203.dwg  
 To: 11,810 acres  
 Runoff: 0.45  
 Design: 5.261 cfs  
 Peak flow: 11,810 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Computed peak flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Main flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs

204 DIRT ROADWAY DESIGN  
 ROADWAY: 10 year design  
 Duration: 100,000 hrs  
 Main dir: -10 = K:\VIA\2003-PR-022\204\204.dwg  
 Unit type: 10 = 10  
 Run file: -10 = 6000-PR-022-204.dwg  
 To: 11,810 acres  
 Runoff: 0.45  
 Design: 5.261 cfs  
 Peak flow: 11,810 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Computed peak flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Main flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs

10 YEAR - METRO WEST

205 DIRT ROADWAY DESIGN  
 ROADWAY: 2 year design  
 Duration: 24,000 hrs  
 Main dir: -20 = K:\VIA\2003-PR-022\205\205.dwg  
 Unit type: 2 = 205  
 Run file: -10 = 6000-PR-022-205.dwg  
 To: 11,810 acres  
 Runoff: 0.45  
 Design: 5.261 cfs  
 Peak flow: 11,810 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Computed peak flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Main flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs

206 DIRT ROADWAY DESIGN  
 ROADWAY: 10 year design  
 Duration: 100,000 hrs  
 Main dir: -10 = K:\VIA\2003-PR-022\206\206.dwg  
 Unit type: 10 = 10  
 Run file: -10 = 6000-PR-022-206.dwg  
 To: 11,810 acres  
 Runoff: 0.45  
 Design: 5.261 cfs  
 Peak flow: 11,810 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Computed peak flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs  
 Time increment: 15 min  
 Main flow: 12,251 cfs  
 Peak flow: 12,251 cfs  
 Peak time: 1.181 hrs

\* ALLOWABLE RELEASE RATES BASED ON SWMM MODEL  
 NOTE: SHOW THE WMATA & METRO WEST RUNOFF'S DISCHARGE W/OUT ONE  
 OF THE OTHERS. THE WMATA RUNOFF PLUS THE METRO WEST RUNOFF  
 THE SUM OF THE WMATA RUNOFF PLUS THE METRO WEST RUNOFF

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 WWW.BURTHILL.COM

**PULTE/METRO WEST**  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA

**NO SCALE**  
 12/1/03  
 12/1/03

NO.	DATE	DESCRIPTION
11	12/1/03	REV
10	11/18/03	REV
9	11/20/03	REV
8	10/27/03	REV
7	08/22/03	REV
6	12/21/03	REV
5	02/03/04	REV
4	06/13/04	REV
3	12/18/03	REV
2	12/20/03	REV
1	12/20/03	REV

DESIGNED BY: [Name]  
 CHECKED BY: [Name]  
 DATE: 02/24/03

**PULTE/METRO WEST**  
 CDP / FDP  
 DRAINAGE AREA #2  
 WOODED CONDITIONS  
 RUNOFFS

PROJECT NO: W-10401



DRAINAGE AREA #2 = 11.81 (AC)+ 17.72 (AC)-(WMATA + METRO WEST)  
 POST-DEVELOPMENT TO WOODED CONDITIONS - ROUTINGS

2 YEAR

LEVEL POOL ROUTING SUMMARY	
HYD Dir	= X:\Data\6000-6999\66036\FondPack\
Inflow HYD file	= work_pad.hyg - POND 10 IM 2
Outflow HYD file	= work_pad.hyg - POND 10 OUT 2
Pond Node Data	= POND 10
Pond Volume Data	= POND 10
Pond Outlet Data	= Outlet 1
No Infiltration	
<b>INITIAL CONDITIONS</b>	
Starting WS Elev	= 10.00 ft
Starting Volume	= .000 ac-ft
Starting Outflow	= .00 cfs
Starting Infiltr.	= .00 cfs
Starting Total Out-	= .00 cfs
Time Increment	= .0833 hrs
<b>INFLOW/OUTFLOW HYDROGRAPH SUMMARY</b>	
Peak Inflow	= 105.21 cfs at 11.9119 hrs
Peak Outflow	= 2.35 cfs at 15.3272 hrs
Peak Elevation	= 20.47 ft
Peak Storage	= 4.261 ac-ft
<b>MASS BALANCE (ac-ft)</b>	
+ Initial Vol	= .000
+ HYD Vol. IN	= 6.099
- Infiltration	= .000
- HYD Vol. OUT	= 6.099
- Retained Vol	= .003
Unrouted Vol	= -.000 ac-ft (.000% of Inflow Volume)

10 YEAR

LEVEL POOL ROUTING SUMMARY	
HYD Dir	= X:\Data\6000-6999\66036\FondPack\
Inflow HYD file	= work_pad.hyg - POND 10 IM 10
Outflow HYD file	= work_pad.hyg - POND 10 OUT 16
Pond Node Data	= POND 10
Pond Volume Data	= POND 10
Pond Outlet Data	= Outlet 1
No Infiltration	
<b>INITIAL CONDITIONS</b>	
Starting WS Elev	= 10.00 ft
Starting Volume	= .000 ac-ft
Starting Outflow	= .00 cfs
Starting Infiltr.	= .00 cfs
Starting Total Out-	= .00 cfs
Time Increment	= .0833 hrs
<b>INFLOW/OUTFLOW HYDROGRAPH SUMMARY</b>	
Peak Inflow	= 182.23 cfs at 11.9119 hrs
Peak Outflow	= 17.67 cfs at 12.4117 hrs
Peak Elevation	= 26.54 ft
Peak Storage	= 6.728 ac-ft
<b>MASS BALANCE (ac-ft)</b>	
+ Initial Vol	= .000
+ HYD Vol. IN	= 10.891
- Infiltration	= .000
- HYD Vol. OUT	= 10.891
- Retained Vol	= .003
Unrouted Vol	= -.000 ac-ft (.000% of Inflow Volume)



THE LESSARD ARCHITECTURAL GROUP, INC.  
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 FALLS CHURCH, VA 22044  
 (703) 441-2100 FAX (703) 441-2101



BURT, HILL  
 2000 WILSON DRIVE, SUITE 200  
 FALLS CHURCH, VA 22044

PULTE/METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2008-PR-022  
 PROVIDENCE DISTRICT  
 PRINCE GEORGE COUNTY, VIRGINIA



NO SCALE

11	12.18.03	gph
10	11.18.05	gph
9	11.07.05	gph
8	10.07.05	gph
7	08.25.05	gph
6	12.21.04	gph
5	07.09.04	gph
4	25.07.04	gph
3	02.13.04	gph
2	12.18.03	gph
1	12.05.03	gph

REVISIONS  
 No. DATE BY Description  
 DRAWN BY: gph  
 APPROVED BY: lum  
 CHECKED BY: lum  
 DATE: 03/24/03

TITLE  
 PULTE/METRO WEST  
 CDP / FDP  
 DRAINAGE AREA #2  
 POST DEVELOPMENT TO  
 WOODED CONDITIONS  
 PROJECT NO. M-10401

# DRAINAGE AREA #2 = 11.81 (AC) + 17.72 (AC) - (WMATA + METRO WEST) WOODED CONDITIONS

### OUTLET STRUCTURE CONFIGURATIONS

**REQUIRED POND WE ELEVATIONS**

Min. Elev. = 10.00 ft  
 Invert = 11.00 ft  
 Max. Elev. = 20.00 ft

**OUTLET CAPACITY**

Forward Flow Only (Upstream to Outstream)  
 Reverse Flow Only (Upstream to Outstream)  
 Forward and Reverse Both Allowed

Structure	No.	Outfall	SI, ft	SI, ft
Orifice-Circular	00	CC	10.000	20.000
Orifice-Circular	01	CC	11.000	20.000
Weir-Rectangular	W0	CC	20.000	20.000
Orifice-Circular	00	CC	10.000	20.000

**OUTLET STRUCTURE INLET DATA**

Structure ID = 00  
 Structure Type = Orifice-Circular  
 # of Openings = 1  
 Invert Elev. = 10.00 ft  
 Diameter = 18.00 ft  
 Orifice Coeff. = .600

Structure ID = 01  
 Structure Type = Orifice-Circular  
 # of Openings = 2  
 Invert Elev. = 11.00 ft  
 Diameter = 18.00 ft  
 Orifice Coeff. = .600

Structure ID = W0  
 Structure Type = Weir-Rectangular  
 # of Openings = 1  
 Crest Elev. = 20.00 ft  
 Weir Length = 11.00 ft  
 Weir Coeff. = 3.100000

Weir T2 effects (use adjustment equation)

**OUTLET STRUCTURE INLET DATA**

Structure ID = 00  
 Structure Type = Culvert-Circular  
 No. Barrels = 1  
 Barrel Diameter = 3.0000 ft  
 Upstream Invert = 10.00 ft  
 Downstream Invert = 7.50 ft  
 Barrel Length = 150.00 ft  
 Barrel Slope = 150.00 ft / 0.0000 ft

**OUTLET CONTROL DATA**

Hannings n = 0.0150 (forward entrance loss)  
 K1 = 0.07228 (per ft of full flow)  
 K2 = 0.0000 (reverse entrance loss)  
 IM Coefficient = 1.001 +/- ft

**INLET CONTROL DATA**

Equation Form = 0043  
 Inlet Control K = 0.043  
 Inlet Control M = 2.0000  
 Inlet Control C = 0.0310  
 Inlet Control Y = 0.0000  
 T1 ratio (DW/D) = 1.1585  
 T2 ratio (DW/D) = 1.1471  
 Slope Factor = 1.0000

Use unadvised inlet control Form 1 eqn. below T2 elev.  
 Use unadvised inlet control Form 1 eqn. above T2 elev.

In transition zone between unadvised and advised inlet control,  
 interpolate between flows at T1 & T2...

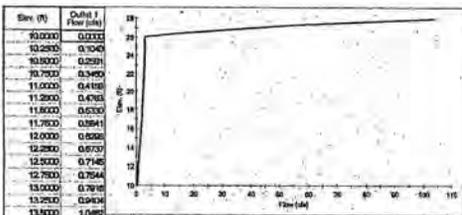
At T1 Elev = 12.24 ft → Flow = 82.85 cfs  
 At T2 Elev = 13.56 ft → Flow = 80.87 cfs

**FREE OUTFALL CONDITIONS DESCRIBED**

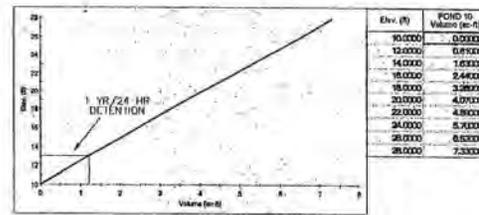
**CONVEGENCE TOLERANCES**

Maximum Tolerances = 0.05  
 Min. TW tolerance = .01 ft  
 Max. TW tolerance = .04 ft  
 Min. RW tolerance = .01 ft  
 Max. RW tolerance = .04 ft  
 Min. D tolerance = .00 cfs  
 Max. D tolerance = .00 cfs

### STAGE-DISCHARGE



### STAGE-STORAGE



### CONVENTIONAL AND LID VOLUME COMPUTATIONS

10-YR TOTAL VOLUME REQUIRED = 6.74 AC-FT  
 TOTAL VOLUME PROVIDED THROUGH UNDERGROUND VAULTS: 7.33 AC-FT  
 (CONVENTIONAL METHOD)  
 (17,750 SF X 10")

TOTAL VOLUME PROVIDED THROUGH LID STRUCTURES: 0.96 AC-FT

TOTAL VOLUME TO BE PROVIDED:  
 - LID STRUCTURES = 0.96 AC-FT  
 - UNDERGROUND DETENTION = 6.37 AC-FT  
 (17,750 SF X 15.60")

OVERALL TOTAL VOLUME PROVIDED: 7.33 AC-FT

DESIGN VAULT SIZE: 17,750 SF X 18"

### 1-YEAR 24-HOUR DETENTION COMPUTATIONS

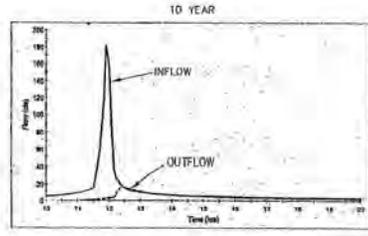
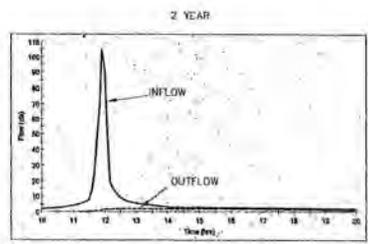
Volume	Area	Depth	Conversion	1.97	ac-ft	ORFICE CALCULATION
29.52	9.2	0.95333	1.97	ac-ft	0.074816/0.015	
Volume	0.8	1.02	1.18	ac-ft	0.074816/0.015	
Elevation of Vault	11.43	ft	C =	0.6		
Bottom elevation of Vault	10	ft	H0 =	0.4		
Average Inflow Rate	1.02	ft	H/H0 =	1.00		
Average Discharge	0.82	cfs	Amf =	0.10		
			C00 =	4.3		



### STORMWATER MANAGEMENT SUMMARY

DESCRIPTION	Drainage Area 1		Drainage Area 2		Drainage Area 3
	North Side	North-West	West	South Side	
Location	21.49 (22.64)	7.72	11.81	13.35 (11.76)	
Area (AC)	2.60	2.06	3.84	3.43	
Impervious (AC)	0.41	0.33	0.58	0.54	
Total	14.61	10.70	0.82	0.77	
Permeable	7.96	3.89	2.99	3.66	
Area of	All Wooded	0.21	0.34	0.59	0.51
Conventional	Landscaping	0.42	0.12	0.08	
Runoff	Permeable	0.08	0.08	0.12	0.08
Curve Number (CN)	All Wooded	55.00	61.50	60.30	65.30
Existing					
Prop. Develop.	61.60	65.30	64.30	63.40	
1-Year Runoff (in)	All Wooded				
Existing					
Prop. Develop.					
2-Year Runoff (in)	All Wooded	3.23	5.37	2.24	2.89
Existing					
Prop. Develop.	79.62	68.64	42.07	33.77	
10-Year Runoff (in)	All Wooded	27.58	42.22	11.37	9.59
Existing					
Prop. Develop.	133.22	115.86	72.16	69.72	
100-Year Runoff (in)	All Wooded	73.50			
Existing					
Prop. Develop.	204.22				
1-Year Peak Routing (cfs)	Per vs. Wm.				
Per vs. Ex.					
2-Year Peak Routing (cfs)	Per vs. Wm.	1.32	2.36	0.28	
Per vs. Ex.					
10-Year Peak Routing (cfs)	Per vs. Wm.	15.27	17.67	4.46	
Per vs. Ex.					
100-Year Peak Routing (cfs)	Per vs. Wm.	72.34			
Per vs. Ex.					
1-Year Peak Storage (ac-ft)	Per vs. Wm.				
Per vs. Ex.					
2-yr Peak Storage (ac-ft)	Per vs. Wm.	2.91	4.26	1.00	
Per vs. Ex.					
10-yr Peak Storage (ac-ft)	Per vs. Wm.	4.32	6.74	2.30	
Per vs. Ex.					
100-yr Peak Storage (ac-ft)	Per vs. Wm.	8.35			
Per vs. Ex.					

### HYDROGRAPHS POST-DEVELOPMENT INFLOWS VS. ROUTED OUTFLOWS



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**VIFA**  
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 ANNAPOLIS, MARYLAND 21403  
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**BURT, HILL**  
 The Professional Staff of Burt, Hill & Associates, P.C.

**PULTE/METRO WEST CONCEPTUAL/FINAL DEVELOPMENT PLAN RZ 2008-PP-022**  
 PROVIDENCE DISTRICT  
 PARKVILLE COUNTY, VIRGINIA

SEAL: *Michael J. Winters*  
 REGISTERED PROFESSIONAL ENGINEER  
 No. 07111  
 12/16/05  
 PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING

SCALE: NO SCALE

No.	DATE	BY	Description
11	12.16.08	ash	
10	11.18.05	gsh	
9	11.07.05	gsh	
8	10.07.05	gsh	
7	08.22.05	gsh	
6	12.21.04	gsh	
4	05.05.04	gsh	
3	02.13.04	gsh	
2	12.16.03	gsh	
1	12.05.03	gsh	

DRAWN BY: gsh  
 APPROVED BY: ash  
 CHECKED BY: lam  
 DATE: 03/24/03

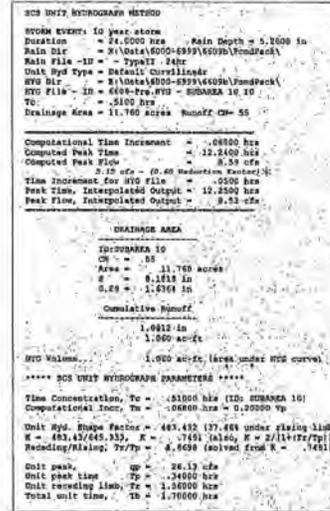
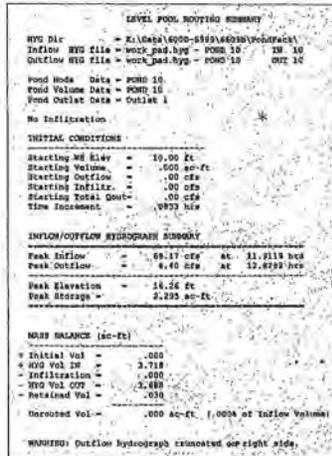
TITLE: PULTE/METRO WEST CDP / FDP DRAINAGE AREA #2 WOODED CONDITIONS

PROJECT NO: M-10401

DRAINAGE AREA #3 = 13.35 AC (11.76)  
WOODED CONDITIONS - RUNOFFS (ALLOWABLE)

2 YEAR

10 YEAR

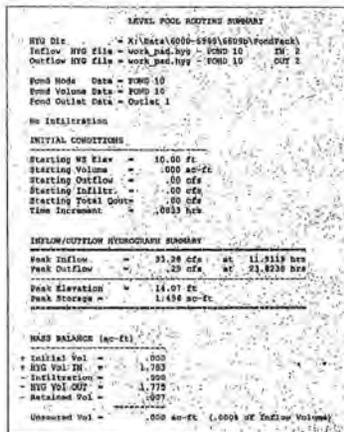


\* ALLOWABLE RELEASE RATES

WOODED CONDITIONS - ROUTINGS

2 YEAR

10 YEAR



THE LESSARD ARCHITECTURAL GROUP, INC.  
 300 WESTMAN DRIVE, SUITE 400  
 WENONA, VIRGINIA 22686  
 540.706.4344 FAX 540.706.4330



BURT, HILL

PULTE/METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA



SCALE NO SCALE

11	12.16.03	gch
10	11.18.03	gch
9	11.07.03	gch
8	10.07.03	gch
7	08.22.03	gch
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5	07.05.04	gch
4	05.07.04	gch
3	02.12.04	gch
2	12.16.03	gch
1	12.05.03	gch

REVISIONS

No.	DATE	BY	Description

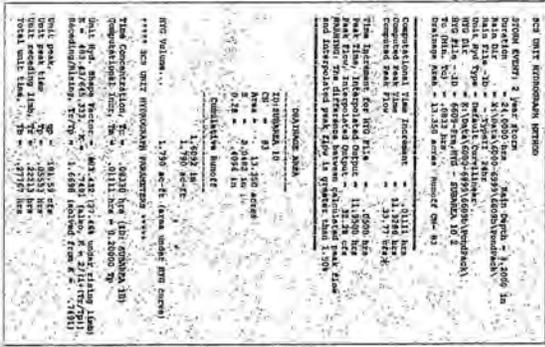
DRAWN BY gch  
 APPROVED BY tom  
 CHECKED BY tom  
 DATE 01/24/05

TITLE  
 PULTE/METRO WEST  
 DRAINAGE AREA #3  
 EXISTING CONDITIONS  
 RUNOFFS AND ROUTINGS

PROJECT NO. M-10401

50

# DRAINAGE AREA #3 = 13.35 (AC) POST-DEVELOPMENT - RUNOFFS



NO.	DATE	BY	DESCRIPTION
1	12/18/01	SPH	PRELIMINARY
2	11/18/01	SPH	REVISED
3	11/07/01	SPH	REVISED
4	10/27/01	SPH	REVISED
5	08/22/01	SPH	REVISED
6	07/27/01	SPH	REVISED
7	07/27/01	SPH	REVISED
8	07/27/01	SPH	REVISED
9	07/27/01	SPH	REVISED
10	07/27/01	SPH	REVISED
11	07/27/01	SPH	REVISED
12	07/27/01	SPH	REVISED
13	07/27/01	SPH	REVISED
14	07/27/01	SPH	REVISED
15	07/27/01	SPH	REVISED

POST-DEVELOPMENT PEAK RUNOFFS

NO SCALE

51

51 OF 52

**Dewberry**  
 Environmental & Infrastructure  
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 Arlington, VA 22209  
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 Fax: 703.241.1001  
 www.dewberry.com

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 www.vitaconsultants.com

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**PULTE/METRO WEST**  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PR-022  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA

**COMMISSION ON ZONING**  
 11/14/05  
 11/14/05

**NO SCALE**

**PULTE/METRO WEST**  
 CDP / FDP  
 DRAINAGE AREA #3  
 POST DEVELOPMENT  
 RUNOFFS

PROJECT NO. H-10401

# DRAINAGE AREA #3 - 13.35 (AC) WOODED CONDITIONS

### OUTLET STRUCTURE CONFIGURATIONS

**REQUESTED POINT WE ELEVATIONS**

Min. Elev. = 10.00 ft  
 Invert Elev. = 10.00 ft  
 Max. Elev. = 17.50 ft

---

-----> Forward Flow Only (Upstream to Outfall)  
 <----- Reverse Flow Only (Outfall to Upstream)  
 <-----> Forward and Reverse Both Allowed

Structure	No.	Outfall	11 ft	22 ft
Orifice-Circular	00	00	10.000	17.000
Wet-Rectangular	00	00	14.000	17.000
Culvert-Circular	00	00	10.000	17.000
TW STRUT, 24 Channel				

**OUTLET STRUCTURE INPUT DATA**

Structure ID = 00  
 Structure Type = Orifice-Circular  
 (1 Year - 24 Hour)

# of Openings = 1  
 Invert Elev. = 10.00 ft  
 Diameter = 1.000 ft  
 Orifice Coeff. = .60

---

Structure ID = 00  
 Structure Type = Wet-Rectangular

# of Openings = 1  
 Crest Elev. = 16.00 ft  
 Weir Length = 10.00 ft  
 Weir Coeff. = 3.100000

Weir TW effects (Use adjustment equation)

### OUTLET STRUCTURE INPUT DATA

Structure ID = 00  
 Structure Type = Culvert-Circular

No. Barrels = 1  
 Barrel Diameter = 1.0000 ft  
 Upstream Invert = 10.00 ft  
 Downstream Invert = 7.50 ft  
 Horiz. Length = 100.00 ft  
 Barrel Length = 100.00 ft  
 Barrel Slope = .02500 ft/ft

**OUTLET CONTROL DATA...**

Headings = .0130  
 Kc = .2000 (forward entrance loss)  
 Kd = .038213 (per ft of full flow)  
 Kc = .2000 (weir entrance loss)  
 KW Convergence = .001 +/- ft

**INLET CONTROL DATA...**

Equation Form = 1  
 Inlet Control K = .0018  
 Inlet Control M = 2.0000  
 Inlet Control u = .03190  
 Inlet Control Y = .8000  
 T1 ratio (HW/D) = 1.003  
 T2 ratio (HW/D) = 1.100  
 Slope Factor = -.200

Use unsharpened inlet control Form 1 eqn. below T1 elev.  
 Use sharpened inlet control Form 1 eqn. above T2 elev.

In transition zone between unsharpened and sharpened inlet control,  
 interpolate between flows at T1 & T2...  
 At T1 Elev = 11.65 ft -> Flow = 7.58 cfs  
 At T2 Elev = 11.70 ft -&; Flow = 8.06 cfs

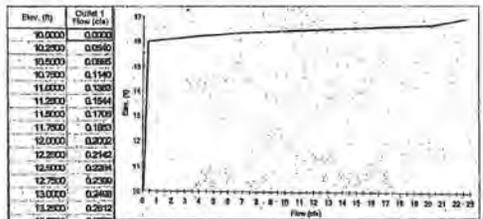
Structure ID = TW  
 Structure Type = TW STRUT, 24 Channel

**PROP. GEOMETRIC CONDITIONS SPECIFIED**

**CONVERGENCE TOLERANCES**

Maximum Tolerances = .10  
 Min. TW tolerance = .01 ft  
 Max. TW tolerance = .01 ft  
 Min. RW tolerance = .01 ft  
 Max. RW tolerance = .01 ft  
 Min. D tolerance = .00 cfs  
 Max. D tolerance = .00 cfs

### STAGE-DISCHARGE



### CONVENTIONAL AND LID VOLUME COMPUTATIONS

30-YR TOTAL VOLUME REQUIRED: 2.30 AC-FT

TOTAL VOLUME PROVIDED THROUGH UNDERGROUND VAULTS: 2.57 AC-FT  
 CONVENTIONAL METHOD  
 (60" L x 100" W x 7" H)

TOTAL VOLUME PROVIDED THROUGH LID STRUCTURES: 0.91 AC-FT

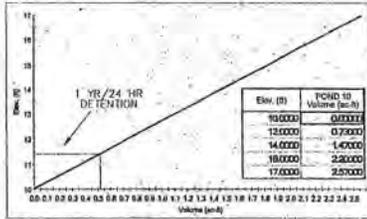
LEGEND  
 ○ BI-DIRECTIONAL  
 ○ PAVING

① 0.68 AC-FT  
 ② 0.23 AC-FT

TOTAL VOLUME TO BE PROVIDED:  
 - IN LID STRUCTURES = 0.91 AC-FT  
 - UNDERGROUND DETENTION = 1.66 AC-FT  
 (60" L x 65" W x 7" H)

OVERALL TOTAL VOLUME PROVIDED: 2.57 AC-FT

### STAGE-STORAGE



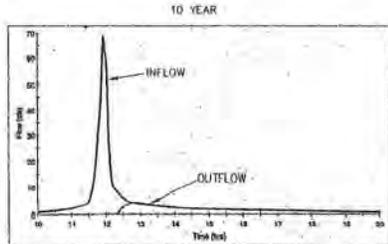
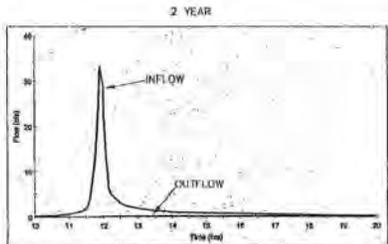
VAULT SIZE: 160' X 100' X 7"

### 1-YEAR 24 HOUR DETENTION COMPUTATIONS

Volume	Area	Depth	Concentration	Flow	Q/A	Q/A
13.35	0.8	0.8	0.8333	8.8	11.2	12.7
2.30	0.8	0.8	0.8333	2.3	2.9	3.3
11.05	0.8	0.8	0.8333	11.05	13.9	16.0
1.00	0.8	0.8	0.8333	1.00	1.25	1.43
0.91	0.8	0.8	0.8333	0.91	1.14	1.30
0.27	0.8	0.8	0.8333	0.27	0.34	0.39

### HYDROGRAPHS

#### POST-DEVELOPMENT INFLOWS VS. ROUTED OUTFLOWS



### STORMWATER MANAGEMENT SUMMARY

DESCRIPTION	Drainage Area 1	Drainage Area 2	Drainage Area 3
Location	13.35 (13.35)	17.72	13.35 (11.76)
Impervious Area (AC)	7.90	3.06	3.64
Wooded Area (AC)	5.45	3.20	9.71
Total	13.35	6.26	13.35
Runoff Coefficient	0.74	0.83	0.74
Time of Concentration (hr)	0.71	0.44	0.50
Concentration (hr)	0.71	0.40	0.50
Curve Number	0.68	0.91	0.68
Runoff (cfs)	55.00	91.80	80.30
1-Year Peak Storage (ac-ft)	0.10	0.30	0.40
2-Year Peak Storage (ac-ft)	0.15	0.45	0.60
10-Year Peak Storage (ac-ft)	0.20	0.60	0.80
100-Year Peak Storage (ac-ft)	0.25	0.75	1.00
1-Year Peak Storage (ac-ft)	0.10	0.30	0.40
2-Year Peak Storage (ac-ft)	0.15	0.45	0.60
10-Year Peak Storage (ac-ft)	0.20	0.60	0.80
100-Year Peak Storage (ac-ft)	0.25	0.75	1.00



THE LESSARD ARCHITECTURAL GROUP, INC.



BURT, HILL

PULTE/METRO WEST  
 CONCEPTUAL/FINAL  
 DEVELOPMENT PLAN  
 RZ 2003-PP-022  
 PROVIDENCE DISTRICT  
 FAYETTE COUNTY, VIRGINIA



SCALE

NO SCALE

No.	DATE	BY	Description
11	12.16.05	gsh	
10	11.18.05	gsh	
9	11.07.05	gsh	
8	10.07.05	gsh	
7	08.22.05	gsh	
6	12.21.04	gsh	
5	07.02.04	gsh	
4	03.07.04	gsh	
3	02.13.04	gsh	
2	12.16.03	gsh	
1	12.05.03	gsh	

DESIGN BY: gsh  
 APPROVED BY: jtm  
 CHECKED BY: jtm  
 DATE: 02/24/03

TITLE:  
 PULTE/METRO WEST  
 CDP / FDP  
 DRAINAGE AREA #3  
 EXISTING CONDITIONS

PROJECT NO. M-10401

52

SHEET NO. 52 OF 52

# WMATA FAIRFAX / VIENNA / GMU STATION

Providence District      Fairfax County, Virginia

## Special Exception Amendment Plat

SEA 82-P-032-5



VICINITY MAP  
SCALE: 1" = 200'

**Applicant:**  
Pulte Home Corporation  
10600 Arrowhead Drive, Suite 225  
Fairfax, Virginia 22030

WMATA / Vienna/  
Fairfax/GMU Station

Special Exception  
Amendment Plat

SEA 82-P-032-5



**Sheet Index**

1. COVER SHEET
2. NOTES AND TABULATION
3. SPECIAL EXCEPTION AMENDMENT PLAT  
100 SCALE
4. SPECIAL EXCEPTION AMENDMENT PLAT  
50 SCALE - WEST PORTION
5. SPECIAL EXCEPTION AMENDMENT PLAT  
50 SCALE - EAST PORTION

WMATA / Vienna/Fairfax/GMU Station  
Special Exception Amendment Plat  
SEA 82-P-032-5

November 18, 2005

PERMITS/DATE

M-10532





Dewberry & Davis LLP  
 1000 ANNE ARUNDEL COUNTY  
 CENTER, 10000  
 FEDERAL ROAD, SUITE 200  
 ANNAPOLIS, MD 21403  
 WWW.DEWBERRY.COM

WMATA /  
 VIENNA / FAIRFAX / GMU  
 METRO STATION  
 SPECIAL EXCEPTION  
 AMENDMENT PLAT  
 SEA 82-P-032-5  
 DRAWN BY: JMA  
 CHECKED BY: JMA



NO. 119465

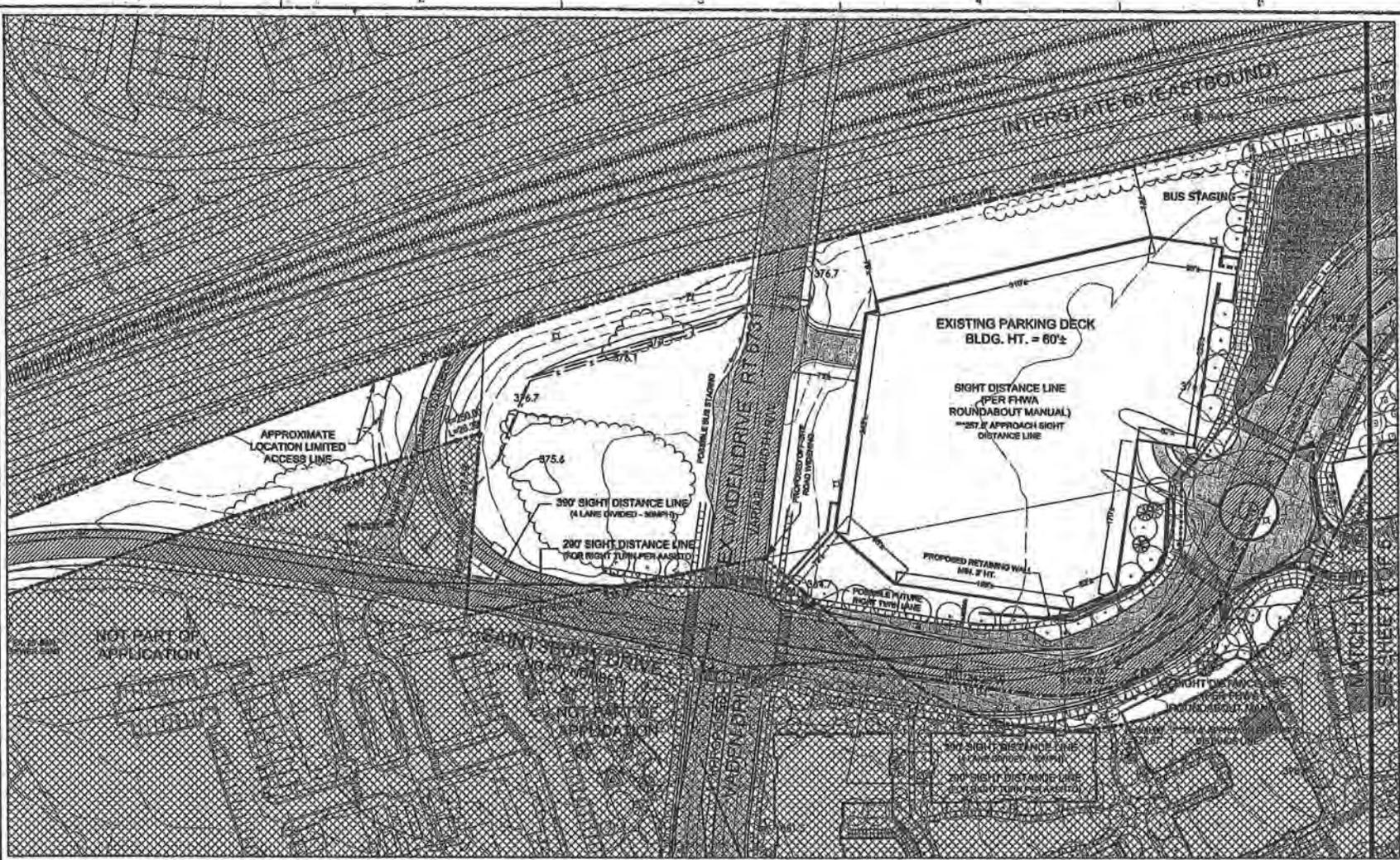
SCALE  
 1" = 20'

No.	DATE	BY	Description

REVISIONS  
 DRAWN BY: JMA  
 APPROVED BY: LAM  
 OVERSEEN BY: LAM  
 DATE: 11.18.05

TITLE  
**WMATA /  
 VIENNA METRO  
 SEA 82-P-032-5  
 SPECIAL EXCEPTION  
 AMENDMENT PLAT**

PROJECT NO. 18-10432



**LEGEND**

- EXISTING ALIGNMENT OF ROAD
- PROPOSED ALIGNMENT OF ROAD
- EXISTING LIGHT FIXTURE
- EXISTING GUARDRAIL
- EXISTING METRO TRAIN RAIL
- EXISTING VEGETATION
- PROPOSED SIGHT LINE
- PROPOSED LANDSCAPING





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

**DESCRIPTION OF THE APPLICATION**

**RZ 2003-PR-022 Proposal**

The applicant, Pulte Homes Corporation, is requesting to rezone the subject site from R-1 and Highway Corridor Overlay (HC) Districts to PRM, PDH-16, PDH-12 and HC Districts for a transit-oriented, mixed-use development near the Vienna Metro Station (MetroWest). The Comprehensive Plan recommends a *Metro-Oriented Mixed-use Option* for the subject site, which is located within Land Unit C of the Vienna Transit Station Area. The mixed-use option represents the most intensive of the three development options provided by the Comprehensive Plan for Land Unit C.

The applicant proposes a site layout framed around a grid system of streets, with a “Main Street/Town Center” as the focal point. The streets will be framed by the proposed buildings, and streetscape, in order to create a pedestrian-friendly, transit-oriented mixed use environment. A new north-south roadway is proposed under the application; Vaden Drive would be extended from its terminus with Saintsbury Drive to Lee Highway (US 29).

A summary of the development proposal is presented below:

	<b>PRM District</b>	<b>PDH-16 District</b>	<b>PDH-12 District</b>	<b>Overall Development</b>
Acres	23.26 acres	17.10 acres	15.68 acres	56.98 acres (includes 0.95 acres of density credit)
Residential	2,398,469 to 2,628,469 SF (up to 1,642 multifamily units)	A maximum of 388 multifamily dwellings (includes 230 elderly housing units)	A maximum of 218 single-family attached dwellings	A maximum of 2,248 dwellings
Office	125,000 to 300,000 SF	-----	-----	125,000 to 300,000 SF
Other Non-Residential Uses	80,000 to 135,000 SF	-----	-----	80,000 to 135,000 SF
Public Use	-----	29,700 SF	-----	29,700 SF
Density/FAR	2.25 FAR	31.31 du/ac (includes ADU and elderly housing bonus density)	13.75 du/ac (includes ADU bonus density)	39.45 du/ac
Open Space	38.47%* (8.67 acres)	44% (6.19 acres)	38% (5.25 acres)	35%

**\*Calculation only includes landscaped open space.**

Under the applicant’s proposal, the site would be divided into three zoning districts – PRM, PDH-16 and PDH-12. The three parts of the development are discussed below:

- PRM: This area is located within the core area of the property (which is ¼ mile of the Metrorail station, as defined by the Comprehensive Plan). The applicant proposes to rezone this 23.25-acre area of the site from the R-1 to the PRM District, with a proposed intensity of 2.25 FAR, including up to 300,000 square feet (SF) of office, 190,000 SF of retail and other non-residential use and up to approximately 2.6 million SF of residential use (up to a maximum of 1,642 units). A total of 14 buildings are proposed within the core area, as are two rows of stacked townhomes. These buildings would range in height from 49.5 feet (Buildings 11 through 13) to 150 feet in height (Building 7), with the tallest buildings being situated closest to the Metro and the heights of the other buildings tapering down as the development moves away from the Vienna Metro station. Two of the buildings, Buildings 8 and 9, are designated for office, with ground floor retail. The remaining buildings would be primarily multifamily residential; however, the ground floors of Buildings 6, 7, 10 and 16 through 18 would be designed to contain retail and other non-residential uses. In addition to residences, Building 7 has been specifically designated to house a 15,000 square foot (minimum) grocery store. Building 5 would contain up to 138 elderly housing units (restricted to ages 55 and older). Affordable dwelling units (ADUs) would also be scattered throughout this portion of the development. Parking would be contained within the core of the buildings or underground. Several plazas and other smaller open space areas are proposed within this section.
  
- PDH-16: This area is located to the west of the core area. The applicant proposes to rezone this 17.10-acre portion of the site from the R-1 to the PDH-16 District for development of 230 independent living facility units (Buildings 2 through 4) and 158 multifamily units (Buildings 19 and 20) and 122 stacked townhouses for a total of 388 units, representing an overall density of 31.31 du/ac, including a 20% ADU density bonus. Thirty-five (35) of the independent living facility units (or 15%) will be ADUs (in addition to these ADUs, other ADUs will be located within the other residential buildings in this section). In this zoning district, the residential buildings also continue to step down in height as the development moves away from the Vienna Metro Station, moving from 75 feet in height (6 stories) to 50 feet in height (4 stories). Parking for Buildings 2 through 4 would be contained in underground structures, while parking for the stacked townhouses would be provided within internal garages. Approximately 4.71 acres of the southwest corner of this area will be dedicated for public use, including a tree save area and a 29,700 SF community building, now programmed to contain a gym, exercise facilities, meeting rooms, classrooms, and a satellite police office. Landscaped open space is also found in two other locations within the PDH-16 section, including within the center of the Buildings 2 through 4 and within in the center of the stacked townhouses (immediately south of Building 4).
  
- PDH-12: This area is located to the south of the core area, within the “tail” of the subject site. The applicant proposes to rezone this 15.68-acre portion of the site from the R-1 to the PDH-12 District for development of 218 single-family attached units (townhouse) at an overall density of 13.75 du/ac, including a 20% ADU density bonus. This section features front- and rear-loaded garage

townhouse units. Per the proffers, ADUs will be located within these units. Parking would be provided within the garages, driveways and on the street. The site also features four open space areas, including (moving north to south), a large circular park in the northern portion of the site, two smaller pocket parks and an open space area adjacent to Lee Highway.

The applicant's draft proffers (one set of proffers covers the entire development), staff's proposed development conditions for the special exception amendment, the applicant's Affidavit and the Statement of Justification can be found in Appendices 1-4, respectively.

This application must also comply with certain Zoning Ordinance Provisions found in Article 6, Planned Development Districts, and Article 16, Development Plans, excerpts of which are found in Appendix 16.

The applicant is also requesting the following waivers and modifications:

- Waiver of the 600-foot maximum length of private streets (Par. 2 of Sect. 11-302 of the Zoning Ordinance)
- Modification of the loading space requirement for multifamily dwellings and office to that shown on the CDP/FDP (Par. 4 of Sect. 11-203 of the Zoning Ordinance)
- Modification of the transitional screening and barrier requirements along that portion of the southern property line where the proposed community building abuts multifamily and single-family attached dwellings to the landscaping and barrier shown on the CDP/FDP (Par. 14 of Sect. 13-304 of the Zoning Ordinance)
- Variance to permit a seven (7) foot tall barrier fence with eight (8) foot tall piers, located generally along the common property line shared by the subject site and the abutting Circle Woods communities in the locations as shown on the CDP/FDP (Par. 8 of Sect. 16-401 of the Zoning Ordinance)
- Waiver of the 200-square foot privacy yard requirement for the rear-loaded single-family attached dwellings (Par. 2 of Sect. 6-407 of the Zoning Ordinance)
- Modification of the eight foot (8') wide minimum planting area for those locations shown on the CDP/FDP [Public Facilities Manual (PFM) Section 12-0702-1B(2)]
- Modification of the trail requirement along Lee Highway (US Route 29) to permit a five (5) foot wide concrete sidewalk (Par. 2 of Sect. 17-201 of the Zoning Ordinance)
- Waiver of the service drive requirement along the site's Lee Highway frontage (Par. 3a of Sect. 17-201 of the Zoning Ordinance)

- Waiver to permit underground detention and best management practices (BMPs) in a residential development (PFM Section 6-0303.8) (Waiver #8625-WPFM-001-1)

### **SEA 82-P-032-5 Proposal**

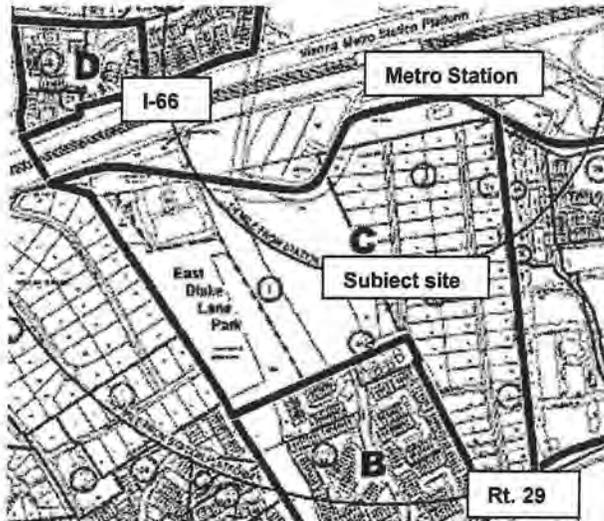
The applicant, Pulte Homes Corporation, is seeking to amend Special Exception (SE) 82-P-032 for a Washington Metropolitan Area Transit Authority (WMATA) facility (the Vienna Metro Station) in order to delete land area and to provide improvements to Saintsbury Drive and the station area. Specifically, under SEA 82-P-032-5, the applicant is seeking to delete a 3.75-acre portion of the Vienna Metro site, which contains a small parking lot and has served as a buffer between the Metro station and the former Fairlee neighborhood. This portion of land would then be incorporated into the development proposed under RZ/FDP 2003-PR-022 and included in the PRM District. In addition, the applicant proposes improvements to Saintsbury Drive, which serves the southern half of the Vienna Metro station. Saintsbury Drive is currently a private street, owned and maintained by WMATA. Under the applicant's proposed improvements, Saintsbury Drive would be brought up to Virginia Department of Transportation (VDOT) road standards for a public street and incorporated into the VDOT secondary road system for maintenance. In order to connect the proposed development with the Vienna Metro Station, the applicant proposes, among other things, to construct a raised pedestrian crossing between the proposed main pedestrian plaza of the MetroWest development and the Vienna Metro Station. The creation of this large pedestrian crossing will require changes to the station area, including reconfiguration of the existing bus bays and Kiss 'n Ride area. Finally, the applicant proposes to provide a new bus bay and to construct a continuous canopy over all 12 bus bays.

With respect to the SEA application, the applicant is also requesting a reaffirmation of the following waivers and modifications:

- Modification of the transitional screening requirement to permit the existing landscaping along all boundaries;
- Waiver of the barrier requirement along all boundaries; and
- Waiver of the interior parking lot landscaping requirement for the existing parking garage.

## LOCATION AND CHARACTER

### RZ 2003-PR-022 Site Description:



The subject property is part of the Vienna Transit Station Area which encompasses the Vienna Metro Station and surrounding areas. The Vienna Transit Station Area has developed with a mix of residential densities ranging from eight dwelling units per acre (Circle Woods) to over 30 dwelling units per acre (Virginia Center).

The application property is situated immediately south of the Vienna Metro Station and north of Lee Highway (US 29). The land area encompasses the former Fairlee subdivision. The approximately 30-acre Fairlee property is zoned R-1 and had consisted of approximately 65 single-family homes, which were constructed in the late 1940s and early 1950s and a church. The majority of these homes have been demolished. The subject site also includes the Sweeney property. The northern portion of the Sweeney property contains a temporary Metro parking lot; the remainder of the property is undeveloped. Finally, as discussed above under the description of SEA 82-P-032-5, the site includes a 3.75-acre portion of the Vienna Metro Station, which contains a small parking lot and a berm. This site has served as a buffer between the Vienna Metro Station and the former Fairlee neighborhood.

As noted above, the former Fairlee subdivision was developed with existing single-family detached dwellings. The existing vegetation consists primarily of red maple, red oak, white oak, American holly, Norway spruce, southern magnolia, and tulip poplar. The majority of these trees appear to be landscape trees that individual property owners had planted. The northern portion of the site, located at the north end of Maple Drive, and the southwest portion of the site, north of Circle Woods Drive, contain sub-climax upland forests consisting primarily of mature white oak, red oak, tulip poplar, Virginia pine, and white pine. The western portion of the site is also considered a sub-climax upland forest. Several mature tulip poplar and oak trees exist in this area.

**RZ 2003-PR-022 Surrounding Area Description:**

The site is bounded to the west by East Blake Lane Park, Saintsbury Plaza, an age-restricted senior housing development, and Circle Woods, which contains a mix of multifamily and single-family attached dwellings. Saintsbury Plaza, which is zoned R-1, contains 115 elderly housing units (restricted to ages 55 and above) and is being developed at a density of 22.01 du/ac. Circle Woods, which is zoned R-8, contains 244 single-family attached units and 17 multifamily units and is developed at a density of 8.5 du/ac.

To the east of the site are Hunter's Branch, which contains a mix of office, multifamily and single-family attached dwellings, and Regent's Park, which contains multifamily dwellings. This area is zoned PDC and developed with an intensity of up to 0.50 FAR, including approvals for 1.2 million square feet of office space and 350 dwelling units (33 du/ac).

As noted, the northern property line is formed by Saintsbury Drive and the Vienna Metro Station, while the southern property line is defined by Lee Highway.

Direction	Use	Zoning	Comprehensive Plan
North	Vienna Metro Station	R-1	Public Facilities, Governmental & Institutional
South	Single-family attached dwellings (Circle Woods); Vacant land (other side of Lee Hwy.)	R-8; PDH-12 and R-1	Residential, 5-8 du/ac; Public Park and Public Facilities, Governmental & Institutional (elementary school site)
East	Multifamily dwellings (Hunter's Branch and Regent's Park)	PDC	Mixed-use
West	Independent living facility (Saintsbury Plaza); East Blake Lane Park; Single-family attached dwellings (Circle Woods)	R-1; R-8	Residential, 4-5 du/ac; Public Park; Residential, 5-8 du/ac

**SEA 82-P-032-5 Site Description:**

The subject property is the portion of the Vienna Metro Station site located on the southern side of I-66. A multi-level parking structure with approximately 2,300 spaces is located on the western side of the property. A Kiss and Ride parking lot consisting of 615 parking spaces is located on the eastern portion of the property. Bus loading areas and the entrance to the station are located in the central portion of the site.

**SEA 82-P-032-5 Surrounding Area Description:**

Direction	Use	Zoning	Plan
North	Vienna Metro Station; Single Family Attached Dwellings (Virginia Center)	R-8; PDH 20	Public Facilities, Governmental and Institutional; Residential 4-5 du/ac
East	Single-Family Detached Dwellings (Briarwood and Briarwood Trace)	R-1 and PDH-5	Residential, 1-2 du/ac
South	Single-Family Detached Dwellings (Fairlee) and Parking (Sweeney Tract); Single-Family Attached and Multifamily Dwellings (Hunter's Branch)	R-1; PDC	Residential, 4-5 du/ac; Mixed Use
West	Single-Family Detached Dwellings (Poplar Terrace)	R-1	Residential, 1-2 du/ac

**BACKGROUND**

**RZ 2003-PR-022**

On October 28, 2002, the Board of Supervisors authorized Out-of-Turn Plan Amendment (OTPA) S02-II-V2 to consider proposed changes to the Comprehensive Plan for Land Units C and I of the Vienna Transit Station Area. Land Unit I and a portion of Land Unit C were part of Area Plan Review (APR) Item 01-II-4V which requested residential use at 30 dwelling units per acre (du/ac) or a mix of residential and office use at 1.10 FAR. Based on concerns relating to transportation and the degree of land consolidation, the nomination was initially denied by the Planning Commission. Following the Planning Commission decision, all of Land Unit I and a significant portion of Land Unit C were subsequently consolidated under the ownership and control of a single entity.

On April 7, 2003, the Board of Supervisors authorized the inclusion of a small piece of property within the Vienna Metro Station that is bounded by the Fairlee subdivision and Land Unit C on the south and the Vienna-Fairfax-GMU Metro station access road on the north within OTPA S02-II-V2. This property currently provides a buffer between these properties and the Vienna Transit Station and is mostly owned by Washington Metro Area Transit Authority (WMATA).

Following a working group review of the APR proposal; the Board of Supervisors approved Out-of-Turn Plan Amendment, S02-II-V2, to create a Metro-oriented, mixed-use development option for the Vienna Transit Station area on December 6, 2004. A copy of the approved Plan text is included in the Comprehensive Plan Provisions section below.

### **SEA 82-P-032-5**

On May 24, 1982, the Board of Supervisors approved SE 82-P-032 to permit a Washington Metropolitan Area Transit Authority (WMATA) facility and for a metro station use within a Floodplain Overlay District.

On March 25, 1985, the Board of Supervisors approved SEA 82-P-032 to permit site modifications consisting of a relocation of access.

On March 13, 1989, the Board of Supervisors approved SEA 82-P-032-2 to permit construction of a multi-level parking structure on the north side of Interstate 66. SEA 82-P-032-2 was approved with development conditions that incorporated those approved in conjunction with the SE 82-P-032 and SEA 82-P-032-1.

On October 11, 1999, the Board of Supervisors approved SEA 82-P-032-3 to permit construction of a multi-level parking structure on the south side of Interstate 66 and a change in land area. SEA 82-P-032-3 was approved with development conditions to be added to those previously approved in SE 82-P-032, SEA 82-P-032-1 and SEA 82-P-032-2.

As part of the construction of the multi-level parking structure on the south side of Interstate 66, a 648-space surface parking lot was proposed on privately-owned land at 9601 Saintsbury Drive [Tax Map Parcels 48-1 ((1)) 91 and 91A] to temporarily accommodate the parking those vehicles displaced from one of the existing park-and-ride lots at the Vienna Metro Station during the construction period for the second parking garage. On September 13, 1999, the Board of Supervisors approved SE 99-P-021 for temporary commercial off-street parking in a Metro station area. Under the approved development conditions, parking lot established pursuant to SE 99-P-021 was closed once the second parking garage was opened.

Following the events of September 11, 2001, WMATA requested special exception approval to reopen the parking lot located at 9601 Saintsbury Drive. WMATA stated that the increase in security around the Pentagon and other federal facilities resulted in an increased demand on the Metrorail system and a need for additional parking at the Vienna Metro Station. On November 19, 2001, the Board of Supervisors approved SE 01-P-043 to permit a limited term use of the existing parking lot at 9601 Saintsbury Drive. Under the approved development conditions, use of the parking lot is to cease completely no later than November 19, 2006.

On February 28, 2005, the Board of Supervisors approved SEA 82-P-032-4 previously approved for a WMATA facility, to permit the addition of a bus ticket facility at the Vienna Metro Station. A copy of the development conditions and SE Plat approved with SEA 82-P-032-4 are included in Appendix 15.

## COMPREHENSIVE PLAN PROVISIONS (See Appendix 5)

<b>Plan Area:</b>	Area II
<b>Planning District:</b>	Vienna Planning District
<b>Planning Sector:</b>	Vienna Transit Station Area, Land Unit C
<b>Plan Map:</b>	Residential 4-5 and public facilities
<b>Plan Text:</b>	

The rezoning application property was the subject of a recent Out-of-Turn Plan Amendment, S02-II-V2, which was adopted by the Board of Supervisors on December 6, 2004. The purpose of this Plan amendment was to consider mixed-use development consisting of residential, office and retail and support service uses around the Vienna Metro station.

In the Area II volume of the Fairfax County Comprehensive Plan, 2003 edition, Vienna Planning District, amended through July 11, 2005, Vienna Transit Station Area, Land Unit C, beginning on Page 18, the Plan states:

### ***Land Unit C***

*This land unit is approximately 70 acres in size and includes portions of East Blake Lane Park, a significant amount of vacant land and the former Fairlee subdivision, an older residential neighborhood adjacent to the Metro station that contained 61 single-family detached houses, a parsonage and a church. The full consolidation of the Fairlee subdivision will provide an excellent opportunity for redevelopment to occur under a single integrated development plan.*

...

### **Metro-oriented Mixed-use Option**

*This land unit represents an excellent opportunity to promote transit oriented mixed-use development at the Vienna Metro station. To achieve this, the fully consolidated Fairlee subdivision and undeveloped parcels to the west should be consolidated with property owned by the Washington Metropolitan Area Transit Authority (WMATA) located south of Saintsbury Drive adjacent to Fairlee. Including WMATA's property within the overall development will allow for a better integration of land uses with the transit station. A coordinated development, in partnership with WMATA, will provide the opportunity to enhance pedestrian access by making changes to the location of some station facilities. Absent inclusion of the WMATA property into the Metro-oriented Mixed-Use Option, the WMATA parcel is planned for open space and the limited surface parking that currently exists.*

*This mixed-use option, which includes residential and non-residential uses, encourages the creation of a land use pattern that supports mass transit by locating housing, retail and employment uses within walking distance of the rail station. Development should include residential, retail, service and public uses*

*and should be concentrated in the area that is within 1/4 mile of the Metro station platform, as set forth below. Office use may be appropriate with an effective Transportation Demand Management (TDM) program and with its associated parking limited as set forth below under "Parking". Hotel use may also be appropriate. The entire proposed development must address a number of development elements or conditions related to such things as design, transportation, pedestrian circulation, affordable housing, and public facilities, as discussed below.*

*This mixed-use option represents a highly integrated vision, whose synergy lessens the impacts of development on this site by creating conditions that minimize the need for automobile use. This density/intensity will be successful only if several core components – retail, commercial and transportation demand management – succeed individually and collectively, and are also designed to serve the needs of the surrounding neighborhoods.*

*The proposed transit-oriented mixed-use development is envisioned to be divided into four areas as shown on Figure 9.*

- The area that is within ¼ mile of the station platform (the Core Area) consists of approximately 23 acres and is planned for a primarily multifamily mixed-use development at a FAR of up to 2.25, including Affordable Dwelling Units (ADUs) and an age-restricted housing component of approximately 145 units. Density credit for approximately five to six acres of land, that has or that will be dedicated for public purposes, (generally located west of Vaden Drive extended and north of the Circle Woods community) can be utilized in this portion of the site. The Core Area should be characterized by the tallest buildings; off-street parking should be provided in above and below grade structures; streetscape and plazas should be well integrated into the development to serve the residents, as well as the general public; and, other landscaped open space areas should be incorporated to provide an alternative to the paved surfaces.*
- The area west of the Core Area consists of approximately 12.5 acres and is planned for 12 - 16 dwelling units per acre; the northernmost approximately 3.5 acres of this area can be developed with up to 230 units of elderly housing, provided that 15% of these units are provided as ADUs. The area west of the Core should be characterized by low to mid-rise multifamily dwelling units, including stacked townhouse units, with off-street parking provided in above and below grade structures and in garages. Open space amenity areas should be functionally integrated into the area in order to provide recreational opportunities for residents of the development, as well as a visual amenity for those walking or driving through the development.*
- The area south of the Core Area consisting of approximately 16 acres is planned for 8 – 12 dwelling units per acre. This area should be characterized by townhouse and/or stacked townhouse units. Off-street parking should be primarily within individual garages. A landscaped*

*“village green” as well as other landscaped open space areas should be well integrated into this portion of the site.*

- *The area west of Vaden Drive should be dedicated to the County for open space and public use, including a potential site for a community facility.*

**Design** – *The development proposal should create a mixed-use activity center. A “town center” or “main street” character should be promoted by orienting residential and non-residential uses to sidewalks and plaza areas, by locating the buildings close to roadways and their associated sidewalks, and by providing streetscape amenities such as street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping. To encourage Metro use, and patronage of the retail uses by transit users, buildings should be oriented to the Metro and designed in a manner that will facilitate pedestrian access to the station as well as to retail and support service uses and outdoor plaza areas. Buildings and streetscape should be designed in a manner that enhances the pedestrian circulation system, encourages the use of outdoor spaces and does not create barriers to pedestrian circulation from both on- and off-site. Buildings should be constructed of materials such as brick, masonry, pre-cast, and glass. Buildings should establish a pedestrian scale in relationship to the street by employing compatible architectural features such as varied roof lines and building heights, articulation of facades, and variations in window and building details, texture, pattern and color of materials. Coordinated public space furniture and entry features are encouraged, as are arcades, awnings, and other building features that distinguish ground floor retail and other non-residential uses. The development should be exemplary in terms of site and building design, construction materials and on-site amenities.*

**Office/Hotel Use** – *The office component of the mixed-use option should be at least 125,000 gross square feet in size but not exceed a total of approximately 300,000 gross square feet not including store front professional offices and live-work units (the combination of a private residence with professional office, retail, or other non-residential use) that may be located in the ground floors of other buildings. Office use should be located close to the Metro Station to encourage transit usage by office workers and should provide for effective TDM measures. Vehicular access to the office use should be from internal roadways that connect to Saintsbury Drive. A hotel could be provided in addition to or as an alternative to the office or residential use.*

**Residential Use** – *The residential component of the mixed-use option should not exceed a total of 2,250 dwelling units including all ADU, elderly and bonus units. A mix of housing types should be provided including single-family attached and various types of multifamily units. An elderly and active adult housing component should be incorporated into the development. In order to maximize transit usage, approximately 70 percent or more of the residential units should be located within the Core Area. In addition, the residential component of the project should be designed in a manner that facilitates the use of vanpools, carpools and bicycles*

*(See "Transportation", below). A portion of the market-rate and affordable units should be designed and provided as accessible units.*

***Retail, Service, Institutional and Other Uses*** – *It is essential that non-residential, non-office uses be incorporated into the development throughout the build-out of the multifamily residential and office development, particularly in the "town center" and "main street" portions of the Core Area. To that end, a total of at least 100,000 gross square feet of retail, service and institutional uses should be provided to serve the employees, transit users and residents of the area. These uses should be located primarily in the ground floors of the buildings that front the "town center" and "main street" portions of the Core Area. Such uses should be phased to the phases of the development. The provision of a full-service grocery store, at least 15,000 gross square feet in size, within a Core Area building is critical to the success of the Metro-oriented Mixed-use Option (convenience retail or a quick service food store will not satisfy this condition). Other such retail, service and institutional uses may include financial institutions, full-service restaurants, delis and other food services, bookstores, boutiques, a pharmacy, dry cleaners, and other personal service establishments, health clubs, professional storefront offices, live-work units, and institutional, cultural, recreational, governmental and other service uses. In order to create a street presence, these uses should be primarily incorporated into the design of the lower floors of non-residential and residential buildings and should have direct public access and display windows oriented towards pedestrian walkways, and, where appropriate, to vehicular drives and/or streets. In addition, the ground level of above grade parking structures should contain store front non-residential uses to the maximum extent feasible. A child care center(s) should be provided within the development to serve both the residents of the community and transit riders.*

*There should be no drive-through uses.*

***Building Height*** - *Development should be concentrated within the Core Area with maximum building heights as shown on Figure 9 and as described in the following text. Buildings closest to the Metro Station should be the tallest buildings on the site, with other buildings tapering down as they become further from the Metro station. The first tier of buildings closest to the Metro Station should be no greater than 110 feet in height. If retail and/or other non-residential uses are located in the first floor of buildings in this first tier, such building(s) may be 135 feet in height. However, if a grocery store is located in one of the buildings closest to the Metro platform, that building may be up to 150 feet in height, to the extent that additional height is needed to accommodate this use. Buildings located in the second tier of the Core Area should be no greater than 100 feet in height unless retail and/or other non-residential uses are located in the first floor, in which case building height may be increased to 120 feet. Building heights located in a third tier should be no greater than 90 feet and, if other retail and/or non-residential uses are located in the first floor of buildings in the third tier, then building heights may be increased up to 105 feet. To provide visual interest, building heights should not be uniform in the Core Area. Outside the Core Area, heights should transition downwards to be compatible with existing residential areas, with*

*buildings ranging from 35 to 75 feet in height. Elderly housing may be located in buildings up to 75 feet in height outside the Core Area and up to 105 feet if located inside the Core Area. Buildings adjacent to the Hunter's Branch community should be at a comparable height of approximately 52 feet and those west of Vaden Drive Extended adjacent to Circle Woods should be no more than 35 feet in height.*

**Environment** - *Given the planned density under this option, exemplary attention should be paid to off-setting impacts on both the natural and man-made environment. The development should incorporate such things as Low Impact Development (LID) techniques and other innovative approaches to handling stormwater, use of green roofs and porous pavers, energy efficient design and construction techniques, and tree preservation and transplantation.*

**Trees, Landscaping and Streetscape** – *A comprehensive landscape plan should be provided which identifies the location and types of trees, flowers and shrubs that will be provided throughout the proposed development. Landscaping should be provided that is attractive in all seasons and provides shade to seating areas and pedestrian sidewalks and trails during summer months. In developing the landscape plan, emphasis should be placed on preserving some existing vegetation, transplanting some existing vegetation, and utilizing native plantings and trees that are known to mitigate air pollution.*

*A detailed streetscape plan should be provided for Vaden Drive, Saintsbury Drive and the major internal roadways within the development. This streetscape plan should detail the types and location of street trees, sidewalk/trail dimensions and general location and types of pedestrian amenities and should generally conform to the concepts shown in Figures 10 and 11. Sidewalks should be sufficiently wide to accommodate pedestrians, as well as to provide sufficient space for activities such as window shopping, seating, and outdoor dining.*

**Parking** - *Most off-street parking should be located behind or beneath the buildings. In order to promote the use of mass transit, parking for the multifamily and office uses should not exceed a ratio that is 10% higher than the minimum Zoning Ordinance requirements, not including parking spaces allocated to support TDM programs such as car sharing (e.g. FlexCar/ZipCar), car/van pool and fleet vehicles, shuttle vans/buses and the like. In order to be transit and pedestrian friendly, parking structures should generally be internal to the site and not oriented towards the Metro Station. If not located beneath the buildings, parking structures should be integrated into the development through the incorporation of other uses where feasible into the structure and through the use of architectural features and landscaping. Green roof elements and similar features should be incorporated into the design. Visitor parking should be convenient and well distributed throughout the site. Consideration should be given to the provision of parking spaces dedicated for Metro use in the parking structures near the Metro station, provided that primary access for any Metro parking is from Saintsbury Road or other parallel roadways. In addition, temporary surface parking may be provided for Metro patrons.*

**Stormwater Management** – It is expected that adequate outfall and storm water management (SWM) that fully mitigates the impacts of this development be provided. Detention of storm water that flows from the Metro station property to the site should be accommodated to the extent feasible. In addition to fully mitigating the drainage impacts of this development, the developer should improve the existing conditions of Hatmark Branch proximate to the site, which may require that SWM facilities exceed the minimum standards in the Public Facilities Manual. The quality of Hatmark Branch should be improved proximate to the site through stream restoration, which may include bed and bank stabilization, reforestation and the possible creation of wetlands, provided that agreements can be reached with affected property owners. No stormwater detention ponds or similar detention facilities proposed in conjunction with the development of Land Unit C should be located off site. SWM facilities should be designed to incorporate plantings as may be appropriate to improve the appearance and function of the facilities.

The grading associated with the redevelopment of Land Unit C should be done in a manner that best manages stormwater. An underground SWM facility should be provided to help regulate the flow of water into Hunter's Branch. SWM facilities may need to exceed the minimum standards in the Public Facilities Manual.

**Affordable Housing** – Affordable dwelling units (ADUs) within Land Unit C and contributions to affordable housing should be provided in accordance with the provisions of the Zoning Ordinance and the Residential Development Criteria. In addition to meeting the provisions that will result in ADUs based on the number and types of building constructed, the developer should replace units lost with the redevelopment of the former Fairlee Subdivision with affordable units. Consideration should be given to providing these additional units in partnership with a non-profit organization. The affordable units should be provided on site and dispersed throughout the development to the extent feasible. The provision of a portion of the ADU units as accessible units is strongly encouraged.

**Noise Mitigation** - Noise attenuation measures should be provided in accordance with County policy for all residential uses. Additionally, there should be no residential buildings located within 200 feet of the I-66 right of way.

**Parks, Open Space and Public Facilities** – To enhance the quality of this development and to meet the recreation needs of residents, substantial, usable open space and other on-site facilities should be an integral part of the proposed mixed-use development. Open lawn areas, urban parks, plazas and courtyards should be incorporated into the overall design to serve residents, employees and visitors to the area. These spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. Open space should exceed minimum requirements, and overall should total more than 35 percent. Opportunities for public art should also be incorporated into the development.

*In addition, provision should be made for a community facility, which may include opportunities for indoor recreation, community meeting space, a police satellite substation or other community needs, as may be identified by the County in coordination with the community.*

**Schools** – *The impact of the proposed development on schools should be mitigated. The applicant will work with the community and Fairfax County Public Schools to identify appropriate commitments to address projected impacts.*

**Buffers and Transitions to Existing Communities** – *Effective buffers and transitions that are outside of individual lots should be implemented to ensure that a compatible relationship is achieved between development in Land Unit C and the abutting residential communities. These transitions should include: a 50-foot buffer along the western property line adjacent to Circle Woods; a 20-foot buffer and barrier along the southern property line adjacent to Circle Woods; a 30-foot buffer along the eastern property line adjacent to Hunter's Branch; and, a 10-foot buffer along the eastern property line adjacent to Regent's Park. Each buffer area should be appropriately landscaped to aid in the transition. An attractive barrier should also be provided along or inside the property lines adjacent to the aforementioned buffer areas to help screen existing communities from the proposed redevelopment. The buffer area adjacent to Regent's Park should not be enclosed by solid barriers on both sides. A pedestrian/bike trail can be located within the 50-foot buffer adjacent to Circle Woods.*

**Pedestrian Circulation** – *A pedestrian circulation plan should be provided that directly connects the development to the Metro property and to the station's platform and provides pedestrian connections to Circle Woods and Hunter's Branch (see Figure 12). Particular attention should be given to providing safe pedestrian connections across Vaden Drive and across Lee Highway at Vaden Drive and across the Lee Highway and Nutley Street intersection. The development should have sidewalks on both sides of all major internal streets and unrestricted pedestrian access, so that pedestrian circulation around and through the development will be enhanced and not impeded. Pedestrian connectivity should be provided between the development and neighboring communities to the extent that those existing communities wish to avail themselves of this amenity. The development should provide streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity; paths should be well lighted for pedestrian safety. The W&OD/City of Fairfax Connector trail should be realigned and access to the trail from adjoining residential neighborhoods for pedestrians and bicycles, and all modes normally permitted on such trails should be provided. Trees should be provided on both sides of the City of Fairfax Connector Trail that is located within East Blake Lane Park adjacent to the area where the trail is to be realigned. A pedestrian bridge across Hatmark Branch in East Blake Lane Park should be provided to improve trail usage and access to Metro.*

**Transportation** – *It is essential that the impacts of the development allowed under this option be offset through a combination of additional roadway and transit*

*capacity, roadway and pedestrian circulation and access improvements, and effective transportation demand management (TDM) measures.*

*Capacity, Circulation, and Access: Detailed traffic impact analyses should be done at selected intervals (identified at time of rezoning) to determine the improvements required to mitigate the impacts of the proposed development on the transportation system. These impact analyses should include roads, transit and pedestrian system, and should be both an intersection analysis, as well as a cordon analysis that includes the roads surrounding the development. In addition, these impact analyses should demonstrate, in coordination with WMATA and Fairfax County, that sufficient existing and planned capacity should be available at the Vienna Metro Station to serve the additional ridership generated by the residential component of the development at build out.*

*In order to facilitate efficient internal circulation and access to the Metro station, development of a four-lane divided roadway connecting Route 29 and the Metro station (Vaden Drive extended), as shown in Figure 8, should be constructed with the first phase of development. No vehicular connection should be provided between Circle Woods Drive and Vaden Drive. Vaden Drive should be developed as a boulevard with a landscaped median to provide safe refuge for pedestrian crossings. This roadway should be designed in such a manner as to foster low vehicular speeds, facilitate safe pedestrian crossings in designated locations, and minimize grading into East Blake Lane Park. In addition, turn lanes should be minimized as a way to reduce the crossing distances for pedestrians. Any retaining walls associated with the construction of the road should be low in height, terraced with vegetation provided on the terrace areas, and located in such a manner as to not interfere with pedestrian access from the park to the development and to the transit station.*

*The County should also take the appropriate measures to ensure that tank trucks and vehicles carrying hazardous cargo are prohibited from using Vaden Drive extended.*

*To further enhance pedestrian access to the Metro Station, the station access road (Saintsbury Drive) should be redesigned to improve pedestrian access to the station including relocating the existing bus bays, taxi stands and parking, and improving access to the park and ride facilities. This redesigned access road will greatly reduce the existing vehicular and pedestrian conflicts at this location. It should also contribute to clearly defining pedestrian access points for those who will be walking from and through the new development, as well as pedestrians from the existing communities located south of the station, such as Hunter's Branch and Regent's Park. Traffic calming measures should be provided to facilitate safe pedestrian crossings throughout the development.*

*Off-site improvements, such as improvements to the Route 29 and Nutley Street intersection, may be appropriate at the initial stage of redevelopment to help ease existing congestion in the area.*

*Transportation Demand Management (TDM) A transportation demand management (TDM) program should be provided that encourages the use of transit (Metro and bus) and high occupant vehicle commuting modes, and that utilizes measures to reduce automobile trips. The TDM program should grow in size and scope as the proposed development of the site occurs. While this program will start under the auspices of the developer, it will ultimately be maintained and funded by the residents and business owners. The TDM program should be established with an initial contribution from the developer that is sufficient to ensure that it will operate during the construction, marketing, and occupancy phases. Additionally, long term funding for the TDM program should be ensured by mechanisms that may include a specified yearly contribution based on each residential unit and non-residential square foot. TDM measures employed during the initial and subsequent development phases will have an objective of reducing vehicular trips in the peak hours by a specified amount, with the exact number to be negotiated between the County and the applicant based upon the number and types of units and uses being developed. In general, at build out, it is expected that, for the residential portion of the development, a reduction in peak hour trips of 47% should be achieved through the use of transit and other means; for the office portion of the development, a peak hour trip reduction of 25% is expected to be achieved through the use of transit and other means.*

*The TDM program will be evaluated initially in at least three stages during the development process; first at the time of rezoning, second before and during construction and third after project completion or "build out." In the first stage of evaluation, at the time of rezoning, a development application should demonstrate that TDMs will be provided to achieve the peak hour trip reduction goals stated above. If it is determined that the trip reduction goals as stated above are infeasible, the maximum office square footage and/or residential density should be reduced by an amount equal to the unachieved portion of the peak hour trip reductions. Once TDM levels are established at the rezoning stage, the TDM program must address interim stages of development to validate that the approved density can be accommodated. In the second stage of evaluation, before and during construction, the county will establish interim TDM targets for each phase of development. As residents move into the new community, county supervised surveys of actual resident behavior will be conducted to verify TDM success based on the interim trip reduction targets. If the interim targets are not met, additional measures will be required to reduce the number of vehicle trips. The third stage of TDM evaluation will be completed one year after build out or before bond release. At this point, if the established trip reduction targets for the development in its entirety are not being met, additional program measures and funding will be necessary until the trip reduction targets are achieved.*

*After project completion, periodic surveys and reports based on empirical measurements will be submitted to the County on an ongoing basis to document the continued success in achieving the target reductions.*

*A variety of TDM measures can be implemented to help achieve the expected trip reduction. These measures could include the following:*

*Employer, Homeowner and Tenant Association TDM Measures*

*Alternative Transportation Services*

- *Shuttle Bus(es)*
- *Vanpools*
- *Shared vehicles*
- *Telecommuting*
- *Concierge services*
- *Incentives to "live where you work"*
- *Contacting other building/development associations to combine and coordinate TDM measure*

*Support Facilities/Programs*

- *On-Site Transportation Coordinator*
- *Ridematching Services*
- *Preferred HOV Parking Locations*
- *Flexible Work Hours*
- *Financing incentives for reduced vehicle ownership*

*Pricing Programs*

- *Parking Management/Pricing Programs*
- *Subsidies for Use of HOV Modes, such as MetroChek*

*Bicycle use should be encouraged. Parking for bicycles should be provided at the office, retail and multifamily residential buildings. To encourage pollution-free commuting, shower facilities should be provided in office buildings for bicycle commuters, walkers and runners.*

*The common areas of residential buildings and individual residential units should include features to encourage work at home such as the pre-wiring of units for high-speed internet access.*

*Design elements such as car pool drop off zones that facilitate the TDM program should be incorporated into the project. Sheltered waiting areas should be provided.*

*The TDM program should include an education component. This program component could include such measures as notifying residents about "ozone action days" and actively encouraging trip combination, car pooling, mass transit, and other measures to reduce air pollution from automobiles during such periods.*

*This reference to TDM measures is not meant to be all inclusive; other measures may be acceptable if coordinated with the Fairfax County Department of Transportation.*

*Partnership with WMATA: The success of this Metro-oriented Mixed-Use Option will depend in large measure on an effective partnership between the developer, WMATA and Fairfax County. The approximately three acres of WMATA property, south of Saintsbury Drive, should be incorporated into the development to provide a strong pedestrian-oriented environment that links the station with the mixed-use development. The redesign and reconstruction of the current Metro access road (Saintsbury Drive) is a major benefit that will accrue to WMATA from this development option. Additionally, it is contemplated that this road will be accepted by VDOT for incorporation into its system. This will relieve WMATA of the responsibility for future upkeep and maintenance of this facility.*

*As a partner in this future development, in concert with the rezoning action required for this development option, WMATA should actively pursue the zoning action necessary to recognize the redesigned station facilities on Land Unit I. WMATA should also support Metro-oriented development at this location by initiating as soon as possible 8-car train service on the Orange Line so that the capacity will be in place to serve present and future riders from this and other stations along the Orange Line.*

*Metro Replacement Parking- Estimates of projected 20-year parking demands at the Vienna Metro station indicate a shortfall of parking spaces, especially since Vienna will remain as the end-of-the-line station for some time in the future. Currently, a portion of the property provides 650 temporary spaces for Metro parking, which are due to be closed under the terms of the existing special exception approval. Due to the need to maintain and increase Metro parking levels, arrangements for maintaining or replacing this parking on an interim basis should be strongly encouraged until such time as additional parking is constructed at the station and/or enhanced feeder bus service to the station is provided. WMATA and the developer should work with the County to replace at least some of the surface parking that will be lost with the redevelopment of this temporary parking lot. The following measures as well as other approaches should be considered:*

- Construction of surface parking in the loop of the interchange at the southwest quadrant of I-66 and Vaden Drive;*
- Provision of on-street parking along Saintsbury Drive; and*
- Continued use of portions of the temporary 650 space parking lot prior to its full closure due to development. The developer should provide a timetable and the number of spaces available under this measure.*

*Permanent Metro parking spaces and on-street spaces lost due to development should be replaced by the developer. The developer should provide the requisite number of parking spaces or provide funding for off-site provision of replacement parking.*

**Development Phasing** - *To ensure a viable, well-designed mixed-use project, a phasing plan should be a component of the rezoning application. This phasing plan should address the timing and development of Vaden Drive Extended and improvements to Route 29 during the first construction phase; the timing of gateway features and plazas; and the timing of the pedestrian circulation system that provides direct access to the transit station from the development and surrounding neighborhoods during each construction phase. The phasing of other public improvements, such as the community building, should also be provided.*

## ANALYSIS

### Conceptual/Final Development Plan (Copy at front of staff report)

<b>Title of CDP/FDP:</b>	Pulte/MetroWest
<b>Prepared By:</b>	Dewberry and Davis, LLC VIKA, Incorporated The Lessard Architectural Group, Inc. EDAW Burt, Hill
<b>Original and Revision Dates:</b>	March 24, 2003, as revised through December 16, 2005

<b>CDP/FDP Pulte/MetroWest</b>	
<b>Sheet #</b>	<b>Description of Sheet</b>
1 of 52	Title sheet; Vicinity map; Table of contents
2 of 52	Notes
3 of 52	Tabulations
4 of 52	Conceptual/Final Development Plan (site layout for entire site)
5 of 52	Boundary and existing topography
6 of 52	Proposed zoning districts
7 of 52	Proposed PRM District (site layout at 50 scale)
8 of 52	Proposed PDH-16 District (site layout at 50 scale)
9 of 52	Proposed PDH-12 District (site layout at 50 scale)
10 of 52	Detail key map
11 of 52	Details (Areas 1, 2 and 3)
12 of 52	Details (Area 3)
13 of 52	Details (Areas 3, 4 and 6)
14 of 52	Details (Areas 6, 7, 8 and 9)
15 of 52	Details (Areas 9, 10 and 11)
16 of 52	Details (Areas 12 and 13)
17 of 52	Details (Areas 14 and 15)
18 of 52	Sections (A-A through E-E)
19 of 52	Section (F-F though H-H)
20 of 52	Sections (J-J through P-P and alternate sidewalk location)
21 of 52	Streetscape details along Vaden Drive Extended
22 of 52	Streetscape details along Saintsbury Drive
23 of 52	Streetscape details
24 of 52	Elevations and typical lot layouts for single-family attached dwellings
25 of 52	Elevations for two-over-two multifamily buildings; Elevation and conceptual floor plans for public use building
26 of 52	Architectural elevations and section (Buildings 2-5)
27 of 52	Architectural elevations (Buildings 6-10)
28 of 52	Architectural elevations (Buildings 14-17)
29 of 52	Architectural elevations (Buildings 11-13, 18-20)
30 of 52	Architectural details
31 of 52	Architectural details
32 of 52	Landscape guidelines; Site furnishings details
33 of 52	Vault depths; Photo perspectives
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51 of 52	Drainage area #3 – post-development runoffs
52 of 52	Drainage area #3 – existing conditions

### Overview of CDP/FDP

The applicant seeks to rezone the subject site from the R-1 and HC Districts to the PRM, PDH-16, PDH-12 and HC Districts for a transit-oriented, mixed-use development near the Vienna Metro Station (MetroWest). While the site is proposed to be developed under a common development plan, the overall site is divided into three proposed zoning districts: PRM (the core area); PDH-16 (the western portion of the site); and, PDH-12 (the southern portion of the site). A summary of the overall development and its three components is presented in the chart on Page 1 of this report.

Access to the proposed MetroWest development will be provided via Saintsbury Drive (to the north of the development) and the proposed Vaden Drive Extended (to the west of the development). Both of these roads will be constructed as four-lane divided roadways. Only the core portion of the site (that portion of the site closest to the Vienna Metro Station), including Buildings 6 through 10, will have direct vehicular access to Saintsbury Drive. There will be no direct vehicular access from the site to Lee Highway.

In order to take advantage of its proximity to the Vienna Metro Station, the proposed site layout concentrates its density closest to the station (within a ¼ mile walk). The site layout is based around a grid of streets which emphasizes connections to the Vienna Metro Station and which facilitates walking to the Metro. Buildings have been located close to the street in order to create a pedestrian friendly edge to the street. Parking areas and driveways have been de-emphasized from the street to create a safe and attractive walk to the station. Ground floor retail and other non-residential uses are proposed in order to create a dynamic street life and to afford future and surrounding residents the ability to run errands on foot.

The proposed site layout has a hierarchical order which locates the tallest buildings and the most intense activity closest to the Vienna Metro Station. Buildings and their respective uses taper down in height and intensity (from high rise to townhouse) as the development moves away from the station and toward the surrounding less intense developments. Similarly, the site's sidewalk system is designed so that as

one gets closer to the Vienna Metro Station, the sidewalks become wider in order to accommodate additional foot traffic and uses such as outdoor seating for restaurants. Smaller streets feed to a proposed "Main Street" which leads directly to the Vienna Metro Station.

In order to create a strong pedestrian connection between the site and the Vienna Metro Station, the applicant proposes to rebuild Saintsbury Drive and portions of the station to accommodate a major pedestrian crossing, among other things. The proposed redesigned Saintsbury Drive will facilitate safe pedestrian access from MetroWest to the Vienna Metro Station and features specially paved pedestrian crosswalks, including a raised crossing of Saintsbury Drive. The raised crossing is designed with special pavers and lighting to identify it as a pedestrian zone, and will include traffic signal controls. The proposed roadway design meets VDOT standards; it is intended that the roadway will be placed in the VDOT secondary roadway system for maintenance. In addition, other infrastructure improvements are proposed to that portion of the Vienna Metro Station located adjacent to the redesigned Saintsbury Drive. Specifically, the bus drop-off and kiss-and-ride areas will be relocated by the applicant. In addition, the applicant proposes to construct a new continuous canopy shelter to provide refuge from inclement weather for bus riders.

Under the proposed layout, Vaden Drive will be extended from its current terminus with Saintsbury Drive to Lee Highway (US 29). The proposed Vaden Drive Extended is designed as a four-lane, median-divided road. It is designed for a thirty (30) mile per hour (mph) design speed to facilitate traffic calming and safe pedestrian crossings. The applicant has indicated that a waiver of the lane width requirement will be sought at the time of site plan to permit 11-foot lanes. The purpose of this request is to provide additional traffic calming along this roadway. Traffic signals will be provided, if warranted, at three points along Vaden Drive Extended, including at its intersections with Lee Highway and Saintsbury Drive and at its intersection with the proposed Main Street (opposite the proposed community building). Pedestrian crossings will be provided at each of those locations to facilitate pedestrian and bicycle traffic coming from off-site locations into the proposed development.

Open space is provided throughout the site. Small parks are located strategically so that all future residents have immediate access to a nearby park. A town square is proposed in the core area to create a central activity area for larger gatherings and activities. Landscaped buffers are proposed along the perimeter of the site, where the development abuts existing residential neighborhoods, including a 50-foot wide landscaped park between Circle Woods and proposed Vaden Drive Extended, a 30-foot wide landscaped buffer between the site and Hunter's Branch, and a 10-foot wide buffer between the site and Regent's Park.

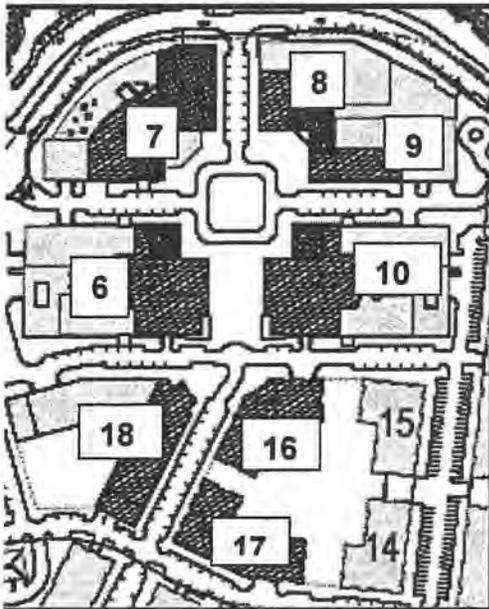
The applicant has proposed a water quality management plan that will rely on several elements. First, underground detention vaults are proposed for each of the three drainage areas of the site to address quantity control. Vault #1 will account for an area of approximately 21 acres and will be located near the northeastern corner of the site closest to the Metro Station. This area drains to Hunter's Branch. Vault #2 will account for an area of approximately 18 acres of on-site runoff, plus an area of approximately 12 acres from the adjacent WMATA property. This area drains to

Hatmark Branch. Vault #3 will be located in the southern portion of the site closest to Lee Highway. This area drains to Hunter's Branch.

In addition to the conventional water quality measures noted above, the applicant has proffered a variety of low-impact development (LID) measures including permeable pavers, vegetative tree box filters, bioretention basins (rain gardens), and vegetative roofs throughout the site. The applicant has also proffered to enter into a flow monitoring program to measure the proposed combined water quality and quantity controls' impact on storm flows from selected portions of the site. This monitoring will continue for a period of not less than three years with data compiled and presented in an annual report to the Department of Public Works and Environmental Services (DPWES).

Off-street parking is provided within underground and structured parking garages. On-street parking is provided along all streets. Drop-off and pick-up spaces for carpools are also depicted near the lobby entrances to buildings.

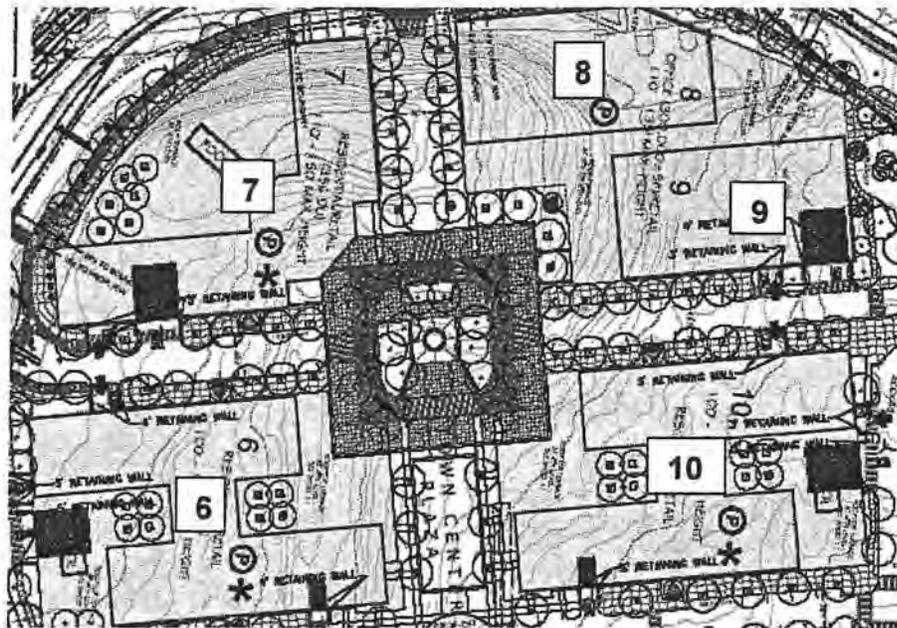
**PRM**



This area is located within the core area of the site (which is ¼ mile of the Vienna Metro Station as defined by the Comprehensive Plan). The applicant proposes to rezone this 23.25-acre area of the site from the R-1 to the PRM District at a 2.25 FAR, including up to 300,000 SF of office, 190,000 SF of other non-residential use and up to approximately 2.5 million square feet of residential use (up to a maximum of 1,642 units) in 14 buildings. These buildings would range in height from 49.5 feet (Buildings 11 through 13) to 150 feet in height (Building 7), with the tallest buildings being situated closest to the Metro. The height of the buildings would taper down as the development moves away from the Vienna Metro station. (It should be noted that the maximum height of 150 feet can only be achieved for

Building 7 if a grocery store is located within that building.)

Buildings 6 through 10



Building	Use	Square Footage	Max. Height	Max. # Dwelling Units
6	Multifamily	n/a	120 feet	280
7	Multifamily	n/a	150 feet*	356
8/9	Office	125,000 SF per building	135 feet	n/a
10	Multifamily	n/a	120 feet	280

\* The maximum height of 150 feet can only be achieved if a grocery store is located within the building.

Buildings 6, 7 and 10 would be primarily multifamily residential; however, the ground floors would contain retail and other non-residential uses. In addition to residences, Building 7 is designated to house a 15,000 SF grocery store. Buildings 8 and 9 are designated for office use, with ground floor retail and other non-residential uses. Rooftop recreation areas, including outdoor pools, are proposed for Buildings 6, 7 and 10. These recreation areas would be located on the fourth floors of Buildings 6 and 10 and on the seventh floor of Building 7. Parking for the proposed buildings would be located underground and within the building, as depicted on the section shown on Sheet 27. As shown on the elevations on Sheet 27, for the most part, the parking would be within the core of the building. However, for those portions of parking decks which will be visible to the exterior, the applicant has proposed façade treatments to address their appearance, as shown on Sheet 12.

It should be noted that Sheet 11 proposes an alternative layout in which the uses of Building 7 and Buildings 8 and 9 are switched. While this alternative results in a change in the location of the uses, the proposed building footprints remain the same.

Under either scenario, these four buildings have been designed in a grid pattern, with the north/south streets connecting to Saintsbury Drive and the east/west street connecting to Vaden Drive Extended. A square is formed by the buildings; the applicant anticipates that restaurants with outdoor seating will be located along the perimeter. Between Buildings 6 and 10 would be a town center plaza which would be

used for outdoor performances, ice skating and other activities (see Detail #3 on Sheet 13). It should be noted that there will be no direct vehicular connection between Saintsbury Drive and the remainder of the development; the other portion of the site will only be accessible from Vaden Drive Extended.

Building 7 is impacted by noise levels emanating from Interstate 66 (I-66) and the Metrorail. These noise levels exceed DNL 75 dBA. In order to reduce the noise levels below DNL 75 dBA (which is the maximum exposure for residential use recommended by the Comprehensive Plan), the applicant proposes to construct a barrier of up to 30-feet in height immediately adjacent to the Vienna Metro Station. This proposed barrier, which will also serve as a continuous canopy over the bus stops to the Vienna Metro Station, would reduce noise impacts to Building #7 to less than DNL 75 dBA for all but the uppermost levels of the building. In order to address the uppermost levels of the building, the proffers propose two potential solutions. The first option would step back the upper levels for this portion of the structure so that no portion of the façade is in an area impacted by noise levels exceeding DNL 75 dBA. The second option would limit the types of uses which could be allowed within any units impacted by exterior noise exceeding DNL 75 dBA. Those units would be limited to non-residential functions, such as common interior recreation areas, meeting rooms or possibly apartment hotel units that would not be occupied on a long-term basis. As discussed later in this report, structural mitigation will result in interior noise levels of DNL 45 dBA or less. In order to mitigate exterior noise levels to DNL 65 dBA for the proposed seventh floor rooftop recreation area for Building 7, the applicant has proposed to install a three-foot high parapet wall on the top of the sixth floor to shield the recreation area from highway noise.

#### Buildings 11 through 13

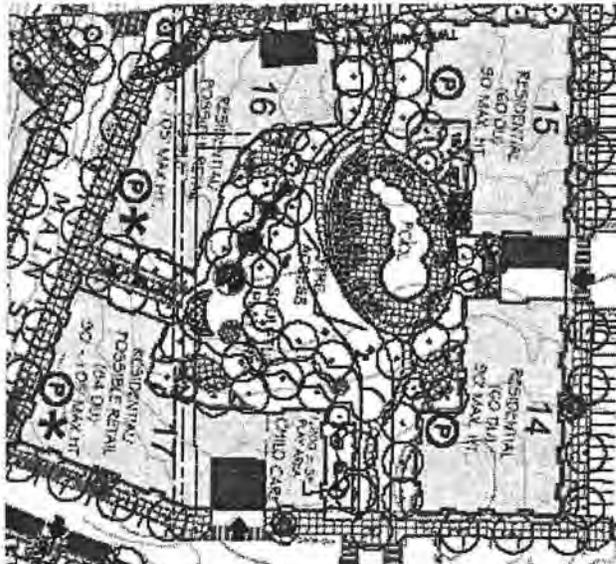


Buildings 11 through 13 are located along the eastern property line of the site, abutting Hunter's Branch. These buildings are garden-style multifamily buildings. Each building would have a maximum height of 49.5 feet and contain a maximum of 32 units. Elevations for the proposed buildings are depicted on Sheet 29. As depicted on Section G on Sheet 19, a minimum of 30 feet would be located between the buildings and the eastern property line; this area would be landscaped. Parking for the proposed buildings would be located underground. Though Building 11 would be adjacent to Saintsbury Drive, there would be no direct vehicular access to these buildings from Saintsbury Drive.

Off-site grading is proposed along this portion of the site and, as such, the applicant will need to seek easements from the Hunter's Branch community. Should these easements be granted, the applicant has proffered to install landscaping and a new six-foot high fence along the shared property line. The applicant has also committed to install an irrigation system for this future landscaping.

Buildings 14 through 17

Building	Use	Max. Height	Max. # Dwelling Units
14	Multifamily	90 feet	60
15	Multifamily	90 feet	60
16	Multifamily	105 feet	76
17	Multifamily	105 feet	84



Buildings 14 through 15 are located south of Building 10 and to the east of the proposed Main Street. Buildings 16 and 17 could contain ground floor retail and other non-residential uses. Building 17 is also shown as the location of a possible child care center. The elevations for the proposed mid-rise buildings are depicted on Sheet 28. A major recreation area is depicted in the center of these buildings, including an outdoor pool and play area (see Detail #11 on Sheet 16). According to Proffer 9f, public pedestrian access easements

will be placed over this open space area to permit pedestrians to walk through the area during daylight hours. The recreation equipment within this area would be for residents only. Parking for these buildings would be located underground.

Building 18



Building 18 is located south of Building 6 and to the west of the proposed Main Street. The building would contain multifamily residential and some possible ground floor retail and other non-residential uses. Building 18 is proposed to be a maximum of 105 feet in height and will contain a maximum of 200 dwelling units. An outdoor recreation area with pool is depicted within the "V" of the building (see Detail #8 on Sheet 16). Parking would be located underground.

### Building 5

B



Building 5 is located immediately south of Saintsbury Drive and west of Building 6. No vehicular access is proposed from Saintsbury Drive. Though this building is located in the PRM District, it is part of a triangle of independent living facilities that also contains Buildings 2, 3 and 4. Building 5 is proposed to be a maximum of 120 feet in height, with a maximum of 138 dwelling units. These units would be restricted to residents ages 55 and over. Parking for the building would be located underground.

### Stacked Townhouses



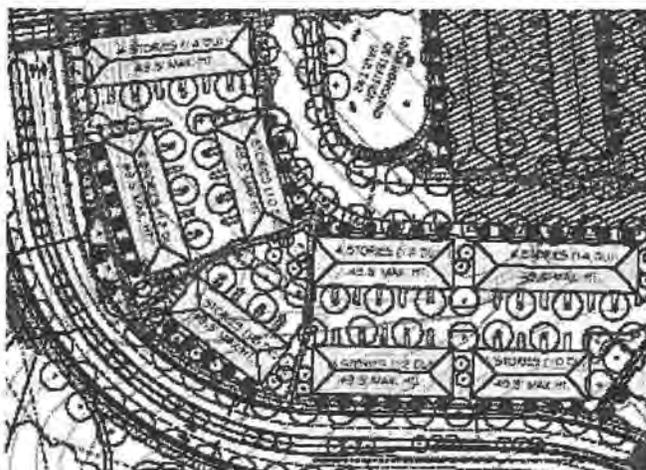
Two stacked townhouse buildings are proposed to the west of Building 18 and to the south of Building 5. These buildings would be a maximum of 49.5 feet in height (four stories) and each would contain 14 dwelling units. The buildings are designed to be rear-loaded; the proposed garages would be access from an alley. The garages and driveways would provide parking for the residents.

### **PDH-16**

This area is located to the west of the core area. The applicant proposes to rezone this 17.10-acre portion of the site from the R-1 to the PDH-16 District for development of 230 independent living facility units (Buildings 2 through 4) and 158 multifamily units (Buildings 19, 20 and stacked townhouses) for a total of 388 units, representing an overall density of 31.31 du/ac, which includes a 20% ADU density bonus. Thirty-five (35) of the age-restricted housing units will be ADUs. ADUs could also be located within other areas of this section of the development. Approximately 4.71 acres of the southwest corner of this area will be dedicated for public use, including a tree save area and a 29,700 SF community building, containing a gym, meeting rooms, exercise facilities, classrooms, and a satellite police office. The proposed residential units include age-restricted housing, garden-style apartments, and stacked townhouses. These buildings, which continue to step down in height from the core, range in height from 50 to 75 feet (four to six stories). Parking would be contained in underground structures (age-restricted and garden-style apartments) or internal garages (stacked townhouses). Landscaped open space is found in two locations, including within the center of the Buildings 2 through 4 and within in the center of the stacked townhouses (immediately south of Building 4).

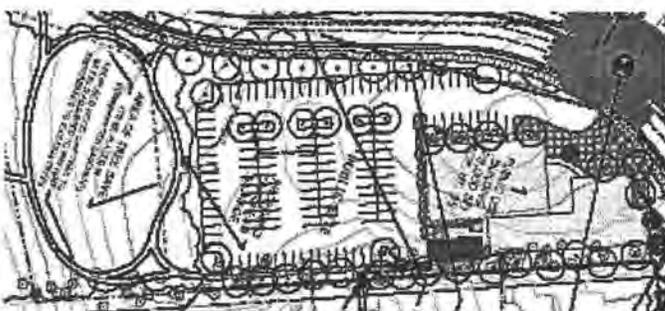


### Stacked Townhouses



Eight buildings of stacked townhouses (each containing two-level multifamily units stacked on one another) are proposed. Each building would be a maximum of 49.5 feet in height and would contain between 10 and 14 units. The stacked townhouses are located immediately south of Building 2 and west of Vaden Drive. Parking for these buildings would be located within garages and in the driveways.

### Community Building



Building 1 is the proposed community building. It is located immediately north of Circle Woods and across Vaden Drive Extended from the rest of the development. Building 1 will be 29,700 SF in size and is programmed to contain a 9,000 SF gym, meeting rooms, exercise facilities, classrooms, a satellite

police office and office space. The building will also include a green roof and other low-impact development (LID) measures within the surface parking lot. A 20-foot wide landscaped buffer and seven-foot high wooden fence with brick piers are proposed between the proposed community building and Circle Woods.

The applicant has committed to construct this building to a maximum cost of \$6 million plus 10% for any contingencies. Should the construction cost go above \$6 million, then the County will have the option to supplement the funding for the building or scale back the proposed building. The applicant has proffered that preliminary design drawings and initial budget for the community building will be submitted to DPWES prior to, or concurrent with, the submission of a site plan/public improvement plan for Vaden Drive Extended.

Immediately west of the proposed community building is a 1.17-acre tree save area. The applicant proposes to dedicate this tree save area to the County with the expectation that this tree save area will become a part of East Blake Lane Park.

### **PDH-12**

This area is located to the south of the core area, within the "tail" of the subject site. The applicant proposes to rezone this 15.68-acre portion of the site from R-1 to the

PDH-12 District for development of 218 single-family attached townhouse units at an overall density of 13.75 du/ac, which includes a 20% ADU density bonus. This section features front- and rear-loaded garage townhouse units. The majority of units are rear-loaded. The front-loaded units are located along the eastern property line, abutting Regent's Park. A 10-foot wide landscaped buffer would be provided between these units and the Regent's Park property line. Parking would be provided within the garages, driveways and on the street. The site also features four open space areas, including a large circular park in the northern portion of the site (the village green), a large open space area at the southern end of the site, abutting Lee Highway (Route 29) and two smaller open space areas.

**Special Exception Amendment (SEA) Plat (Copy at front of staff report)**

**Title of SEA Plat:** WMATA Fairfax/Vienna/GMU Station

**Prepared By:** Dewberry and Davis, LLC

**Original and Revision Dates:** November 18, 2005

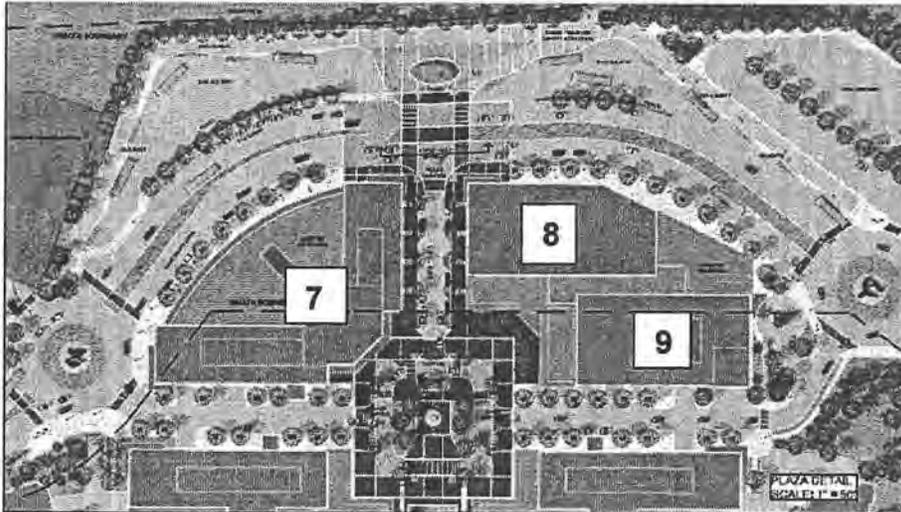
<b>SEA Plat WMATA Fairfax/Vienna/GMU Station</b>	
<b>Sheet #</b>	<b>Description of Sheet</b>
1	Cover sheet
2	Notes and tabulation
3	Overall site layout (1" = 100')
4	Site layout for western portion of the site (1" = 50')
5	Site layout for the eastern portion of the site (1" = 50')

The special exception amendment is filed on the southern portion of the Vienna Metro Station, and includes 29.84 acres. The applicant seeks to delete a 3.75-acre portion of the site from the special exception (SE) area so that it may be included in the MetroWest development. Under this application, the land area for the SE area would decrease by 3.75 acres from a total of 29.84 acres to a total of 26.09 acres.

As part of the MetroWest development, improvements are proposed to Saintsbury Drive (Saintsbury Drive will remain within the Metro Station property and is not included within the land area to be deleted from the site). These improvements are depicted on Sheets 3, 4 and 5. Under these proposed improvements, Saintsbury Drive would be improved to a four-lane divided highway and placed into the VDOT secondary road system. The improvements, which are depicted below, include:

- Two roundabouts at the eastern and western ends of Saintsbury Drive to facilitate bus access and traffic circulation;
- Two new or modified traffic signals at the Saintsbury Drive and Vaden Drive intersection and at Saintsbury Drive and the proposed main pedestrian crossing;
- A raised pedestrian crossing between the proposed main pedestrian plaza of the MetroWest development and the Vienna Metro Station and marked pedestrian crossings at the roundabouts;

- Reconfiguration of the entrance and exit points to and from the southeastern surface parking lot to improve traffic operations along Saintsbury Drive (and to eliminate the backup onto I-66);
- Provision of one new bus bay and reconfiguration of the existing bus bays; and
- Construction of a continuous canopy over all 12 bus bays.



## ANALYSIS

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, respecting 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 Board adopted the Residential Development Criteria as part of the Policy Plan to evaluate zoning requests for new residential development (Appendix 17). In addition to these criteria, staff will be evaluating the application against its conformance with the previously cited Comprehensive Plan text specific for this site in Appendix 5, which is listed in italics. All issues are discussed either in this initial Comprehensive Plan section or in subsequent Residential Development Criteria topical areas.

### ***Site Specific Text***

#### ***Mix and Location of Land Uses***

The Plan guidance indicates that the proposed development should be divided into four areas as provided in Figure 9 of the Plan text – a core area that is generally within ¼ mile of the station, two non-core areas located to the west and south, and a public use area to be located west and south of Vaden Drive extended. The applicant's request for three separate zoning districts within the proposed development correspond to the use, intensity and height recommendations for each of these areas.

- *The Core area should consist of approximately 23 acres that is within ¼ mile of the station platform and is planned primarily for multifamily mixed-use development at an FAR 2.25 including affordable dwelling units (ADUs) and an age-restricted housing component of approximately 145 units. The Plan allows for density credit for land that is to be dedicated for public use as part of the rezoning application. From a general design perspective, the core area should be characterized by the tallest buildings, primarily above and below grade structured parking, and well integrated streetscape and plazas that are oriented towards and facilitate pedestrian movements to and from the Metro.*

Pursuant to the Plan recommendations for the core area, the applicant proposes to rezone 23.25 acres to the PRM District at a 2.25 FAR and incorporate approximately 400,000 SF of non-residential use and approximately 2.6 million square feet of residential use (up to 1,642 units). Buildings 7, 8 and 9 are situated immediately across from the Vienna Metro Station and are proposed to be the tallest buildings ranging from 110 feet up to a potential maximum of 150 feet (12 to 14 stories). Building 7 is proposed for residential use and Buildings 8 and 9 are proposed for office use. Buildings 5, 6 and 10 are also proposed as residential buildings but are stepped down in height to a maximum of 120 feet in height (10 to 12 stories). Building 5 will also contain up to 138 age-restricted units (ages 55 and above). These six buildings create the framework for the proposed Main Street and the beginning of a grid pattern; the layout of buildings along Main Street provides for a public square and plaza. The buildings will be designed with space for ground floor retail and other non-residential uses in order to provide the services necessary to support the expected resident, employee and commuter-based populations. Moreover, these structures are also oriented towards the Vienna Metro Station along Saintsbury Drive. A series of three mid-rise buildings (Buildings 11 through 13), 49.5 feet in height (4 stories) are located parallel to the eastern boundary of the core area, abutting the Hunter's Branch community. Another series of residential buildings (Building 14, 15, 16, 17 and 18) ranging from 90 to 105 feet in height (8 to 9 stories) continue the height transition to complete the core. The series of buildings continue to frame Main Street and to provide additional locations for both primary and secondary retail and non-residential uses. Two garden-style residential buildings, approximately 50 feet in height (4 stories), continue the transition in height as the site moves to the southwestern corner of the core area. With the exception of on-street parallel parking for retail uses and drop-off areas, all parking is provided either underneath the buildings or in above-grade garage structures located within the core of the buildings. The buildings are placed along the proposed Main Street, which will feature several plazas within a hierarchy of pedestrian spaces, all oriented towards moving to and from the Metro. Buildings are set close to the streets with sufficient setback for streetscape, planters, benches and other pedestrian amenities which conforms to the general Plan design and orientation recommendations. Therefore, the proposed development has addressed the basic use, location, height and intensity recommendations for the core area.

- *The area to the west of the core should consist of approximately 12.5 acres and is planned for residential use at 12-16 du/ac and may include up to 230 units in an elderly housing component in the northernmost 3.5 acres of the area*

*provided that at least 15% of these units are affordable. This area should be characterized by low- to mid-rise multifamily buildings including stacked townhouse use, off-street, structured parking and open space areas designed to be visual and recreational amenities.*

To fulfill the Plan recommendations for this area, the applicant proposes to rezone 17.10 acres to the PDH-16 District for development of 230 independent living facility units (for residents ages 55 and above) and 158 multifamily units for a total of 388 units. Although the area to be rezoned is greater than the 12.50 acres suggested by the Plan, approximately 4.71 of the 17.10 acres are to be dedicated for public use. The buildings in this section continue to step down in height with maximum building heights up to 75 feet (6 stories) for Buildings 2, 3 and 4 in the northwestern corner and buildings heights of approximately 50 feet in height (4 stories) for the remainder of the buildings. The proposed density for the PDH-16 section, excluding the elderly housing units and 4.71 acres to be dedicated for public space, is approximately 17.70 du/ac (includes ADU bonus density). Fifteen percent (15%) of the elderly housing units within the PDH-16 District are to be ADUs, as stipulated by the Plan. The general design and layout continues to have the building façades oriented close to the grid street system and along Vaden Drive Extended, with travel aisles located internal to the site. Parking will either be located underground (Buildings 2 through 4) or within internal garages (stacked townhouses). Landscaped open space and the streetscape design provide for both visual and recreational amenities. Two larger open space areas are provided within the PDH-16 portion of the site, including an open space area in the center of Buildings 2 through 5, which will include a lawn area and an indoor pool complex. In addition, an open space area is provided within the stacked townhouse area, opposite Building 4. Staff believes this Plan bullet has been satisfied.

- *The area south of the Core Area should consist of approximately 16 acres is planned for residential single-family attached dwellings at 8-12 du/ac. This area should be characterized by townhouse and/or stacked townhouse units with off-street parking, primarily within individual garages. A landscaped "village green" as well as other landscaped open space areas should be well integrated into this portion of the site.*

To fulfill the Plan recommendations for this area, the applicant proposes to rezone 15.68 acres to the PDH-12 District for development of 218 single-family attached townhouse units at an overall density of 13.75 du/ac including a 20% ADU density bonus. This section features front and rear-loaded garage townhouse units. The majority of townhouses will be rear-loaded, in order to create a pedestrian friendly streetscape. The front-loaded townhouse units will be located along the Hunter's Branch/Regent's Park property line. The PDH-12 District features four open space areas, the largest of which is designed to address the "village green" function as recommended by the Plan by creating a large central open space area for the neighborhood.

- *The area west of Vaden Drive should be dedicated to the County for open space and public use, including a potential site for a community facility.*

As previously noted, a 4.71-acre portion of the land area to be zoned PDH-16 is proposed to be dedicated to the County for public use. Specifically, the applicant proposes a 29,700 SF community building, a 1.17-acre tree save area, a portion of the City of Fairfax Connector Trail and a park entrance into East Blake Lane Park. The applicant has proffered to construct the community building (at a cost of approximately \$6 million), which is expected to contain a 9,000 SF gymnasium, exercise facility, classroom and meeting space, a satellite police office and office space (see Proffer 25). Therefore, staff believes that this Plan bullet has been satisfied.

#### Office/Hotel Use

- *The office component should range in floor area from at least 125,000 gsf to no more than 300,000 gsf, excluding store-front professional offices and live-work units both of which may be located in ground floors of other buildings. Office use should be located close to the Metro and utilize effective TDM measures in order to encourage transit usage by office workers. Vehicular access for office use should be from internal roadways that connect to Saintsbury Drive. Hotel use may be appropriate in addition to or as alternative to the office or residential use.*

The CDP/FDP and proffers both indicate that between 125,000 and 300,000 SF of office use is proposed for Buildings 8 and 9 within the proposed PRM District. This commitment excludes store-front professional offices and live-work units. Buildings 8 and 9 are located along Saintsbury Drive, immediately opposite the Vienna Metro station. In addition, some extended stay hotel units may be included within Building 7. Within the proffers, the applicant has also committed to achieve a 25% trip reduction for the office use, as specified by the Comprehensive Plan. A detailed analysis of the TDM program is discussed in the Transportation Analysis section of this report.

#### Residential Use

- *The residential component should not exceed 2,250 units, including all ADU, elderly and bonus density units. A mix of housing types should be provided and at least 70% of the residential component should be provided in the core area. The residential component should feature facilities and amenities that support carpools, van pools and bicycles.*

The applicant proposes a maximum total of 2,248 dwelling units of which 1,642 are proposed to be located in the core area (approximately 73%). A mix of housing types is provided, including: high-rise, mid-rise and low-rise multifamily residential buildings; traditional single-family attached townhouse units; and stacked townhouse units. The CDP/FDP depicts locations for queuing and parking for car and vanpools. The proffers also commit to car and vanpool drop-off areas (Proffer 13d), as well as bike racks (Proffer 10a). The proffers note that the facilities depicted on the development plans are illustrative and may be relocated during site plan review subject to the approval of the Fairfax County Department of Transportation (DOT). Staff believes that these commitments satisfy this Plan bullet.

Retail, Service, Institutional and Other Uses

- *The non-residential, non-office component should consist of at least 100,000 gsf of retail, service and institutional uses. The provision of a full-service grocery store of at least 15,000 square feet within a core area building is critical to the success of the metro-oriented, mixed-use option. The Plan recommends the provision of a variety of retail and accessory service uses which would be needed to support a customer base consisting of residents, employers/employees and commuters such as full-service restaurants, book stores, pharmacies, health and beauty service, professional storefront offices, live-work units and institutional, cultural, recreational and governmental uses. One or more child care center should be provided for both residents and commuters.*

As depicted on Sheet 11 of the CDP/FDP, the ground floors of Buildings 6 through 10 and Buildings 16 through 18 may be occupied by non-residential uses. In addition, the proffers further indicate that the space located within the second floors of Buildings 6 through 10 may be utilized to accommodate two-story non-residential uses. The applicant has committed that a total of 135,000 SF within the ground floors of Buildings 6 through 10 (100,000 SF) and Buildings 16 through 18 (35,000 SF) will be constructed, but not necessarily occupied, to accommodate retail, service and other non-residential uses. The proffers further commit that the types of non-residential uses that could be located within these spaces may include retail sales establishments, eating establishments, a grocery store (which will be a minimum of 15,000 SF), financial institutions, child care centers, repair service establishments and professional offices. A full list of the proffered uses is found under Proffer 5c (Uses). Of the 135,000 SF, the applicant has committed that at least 80,000 SF of this space must be occupied by retail and other non-residential uses as listed in the proffers. The applicant has proffered to use best commercial efforts to lease the remaining 55,000 SF of space over a period of 24 of the 36 months preceding submission of the building plans for the respective building(s) in which such additional retail space would be located. Should the applicant be unable to lease this space, then the space could be converted to residential uses. (It should be noted that any residential dwellings that occupy this space are included within the overall cap of 2,248 units.) Finally, in addition to the above uses, the applicant has committed to provide 29,700 SF of non-residential use in the community building.

**Site Design (Development Criterion #1)**

A Comprehensive Plan Land Use Analysis is included in Appendix 5.

Development Criterion (DC) #1 states that all rezoning applications for residential development should be characterized by high quality site design. As such, all rezoning proposals for residential development, regardless of the proposed density, are evaluated based upon the principles listed below. It should be noted that not all of the principles may be applicable for this proposed development. In keeping with these recommendations, the Comprehensive Plan text for this site includes specific

recommendations as to how the site should be laid out in order to achieve a high-quality site design.

### Consolidation

DC #1 states that developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. This criterion also notes that the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan. Under the Metro-oriented, mixed-use development option, the Plan notes that *“the fully consolidated Fairlee subdivision and undeveloped parcels to the west should be consolidated with property owned by WMATA located south of Saintsbury Drive, adjacent to Fairlee.”* The purpose of including this parcel, which currently consists of a small surface parking lot and open space, is to bring the development closer to the Vienna Metro Station in order to create a transit-oriented development.

The proposed CDP/FDP depicts the consolidation of all the land area as recommended by the Plan. WMATA has consented to the inclusion of its property within the rezoning application, as well as its sale to the applicant. The inclusion of this land allows the applicant to create a design which provides a strong connection to the Vienna Metro Station and makes the development truly transit-oriented.

### Layout

In order to meet the “transit-oriented” design objectives, the Plan encourages the following elements to be incorporated into the proposed development. These elements are quoted and discussed below:

- *“Town Center” and “Main Street” design concept.* The development has been designed to create a grid system of streets, which lead to the Vienna Metro Station. Within this grid, there is a hierarchy of streets and sidewalks (Sheet 35). The main road leading from within the site to the Vienna Metro Station has been designed to be a main street, with wide sidewalks, streetscape and street furniture. Along that main street will be a large pedestrian plaza (for outdoor performances) and a town square.
- *Building orientation close to roadways, streets and plazas with office and non-residential and employment uses located closest to the Metro.* All buildings have been designed to be oriented close to the street. As depicted on the CDP/FDP and further illustrated on the Detail Area #3, the proposed office and non-residential uses will be located within the core area of the site, closest to the Vienna Metro Station.
- *Pedestrian oriented streetscape amenities including benches, lighting, landscape plantings and street trees, wide sidewalks to function as retail browsing areas and to facilitate movement to and from the Metro.* The CDP/FDP contains sections of each of the proposed streetscape areas, depicting the width of the sidewalks, planting areas and possible retail browsing

areas. The streets themselves are categorized into a streetscape hierarchy illustrated on Sheet 35. The sidewalks have been designed so that, as the development moves closer to the Vienna Metro Station, the sidewalks and streetscape section grow wider, in order to facilitate movement to and from the Metro. Street trees are provided along all sidewalks in order to provide shade.

- *Quality buildings materials – brick masonry, pre-cast and glass.* As depicted on the architectural elevations within the CDP/FDP and committed to within the proffers, the applicant has committed to utilizing quality building materials within the development, including brick masonry, pre-cast concrete and glass.
- *Architectural design with building façade and roof articulation and varied window and entrances features to promote a pedestrian scale and community identity.* As depicted on the CDP/FDP, the applicant has designed each building to have varied façade, window and entrance features. The proposed roof design of the buildings is varied in order to provide for an interesting skyline.
- *Coordinated public space furniture and the use of varied design elements such as awnings and arcades to distinguish ground floor retail and other non-residential uses from upper residential and office floors.* Sheet 32 contains details on public space furniture that could be used within the development. Sheet 12 illustrates awnings and arcades that may be used to distinguish ground floor retail and other non-residential uses on the residential and office uses contained on upper floors.

In addition, DC #1 provides guidelines for evaluation of the proposed site layout. These guidelines are included and discussed below:

- *Internal Relationship: Developments 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).* The proposed development is configured in a manner, which staff believes ensures that all units have a logical and appropriate relationship between themselves. Open space is provided throughout the site and is framed by the buildings in order to create a focal point for each of the various neighborhoods within the development. Stormwater management and parking are located to ensure that all sections of the development are attractive. The proposed site layout has an urban orientation; that is, the fronts of the buildings are facing the street. As a result, no awkward relationships (such as back yards facing main streets) are created. Fences will be located at the periphery of the development. Any internal fences will be wrought iron so as to retain an open feel throughout the development.
- *Orientation: Developments should provide dwelling units that are oriented appropriately to adjacent streets and homes.* By utilizing a grid pattern of streets as the organizing factor of this development, the applicant has ensured

that no awkward relationships (such as back yards facing streets) are created.

- *Usable Yards: Development should 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.* The majority of the proposed residential units are multifamily, so this criterion is not applicable except for the proposed single-family attached dwellings. The majority of these units will be rear-loaded so there will be no rear yard. Instead, all residents will have access to a variety of indoor and outdoor recreational amenities. In addition, the rear-loaded units will have the ability to have a deck. According to the lot typical contained on Sheet 24, the 20-foot wide rear-loaded units can have a deck with the maximum dimension of 6 feet by 20 feet, and the 16-foot wide rear loaded units can have a deck with the maximum dimension of 6 feet by 12 feet. It should be noted none of the decks for these units may extend into the alley. The typical lot layout for the front-loaded townhouses contained on Sheet 24 illustrates that each unit will have an 18-foot minimum front yard and a 15-foot minimum rear yard. The maximum deck size permitted for these units is 10 feet by 24 feet.
- *External Relationship: Developments should 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.* This criterion is only applicable to single-family detached dwellings. Since no single-family detached dwellings are proposed within this development, this criterion is not applicable.
- *Access to Transit: Developments should provide convenient access to transit facilities.* The proposed development is designed to facilitate access to the Vienna Metro Station. As discussed above, the applicant has created a pedestrian-friendly development with a hierarchy of sidewalks to provide for convenient and easy access to the Vienna Metro Station. Furthermore, the applicant has committed to create connections to surrounding neighborhoods in order to enhance the overall community's access to the station.
- *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.* The CDP/FDP contains several detail sheets depicting the proposed street furniture, recreational areas, children's play areas, walls and fences, paving treatments and lighting. Staff believes that the applicant's attention to these details will help ensure that the proposed MetroWest development is a desirable, transit-oriented and pedestrian-friendly in which to shop, work and reside.

#### Open Space

- *To enhance the quality of this development and to meet the recreation needs of residents, substantial, usable open space and other on-site facilities should be an*

*integral part of the proposed mixed-use development. Open lawn areas, urban parks, plazas and courtyards should be incorporated into the overall design to serve residents, employees and visitors to the area. These spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. Open space should exceed minimum requirements, and overall should total more than 35 percent. Opportunities for public art should also be incorporated into the development.*

DC #1 also states that developments should provide usable, accessible, and well-integrated open space. According to the proffers, at a minimum, the proposed development would provide a total of 35% open space throughout the development. Usable and accessible open space areas are located throughout the development as illustrated on Sheet 10 of the CDP/FDP. These open space areas, which will be open to the public with some restrictions, include a town square, an outdoor pedestrian plaza, village green and several passive recreation areas. Staff believes that this distribution of open space areas will ensure that every resident has immediate access to open space areas, despite the relatively high density of the development.

#### Landscaping

- *A comprehensive landscape plan should be provided which identifies the location and types of trees, flowers and shrubs that will be provided throughout the proposed development. Landscaping should be provided that is attractive in all seasons and provides shade to seating areas and pedestrian sidewalks and trails during summer months. In developing the landscape plan, emphasis should be placed on preserving some existing vegetation, transplanting some existing vegetation, and utilizing native plantings and trees that are known to mitigate air pollution.*

DC# 1 also states that 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. Detailed streetscape sections (discussed below) are provided, which depict the placement of street trees to provide shade to sidewalks and outdoor seating areas. The CDP/FDP includes landscaping details on all portions of the site, as well as the typical lot plantings. Furthermore, within the core area of the development, the applicant has proposed to landscape rooftop areas of the buildings. Staff believes that the level of landscaping is appropriate for a development of this type. The applicant has proposed a tree save area and committed to using native planting. These commitments are discussed in greater detail under the analysis of Development Criterion #4.

#### Streetscape

- *A detailed streetscape plan should be provided for Vaden Drive, Saintsbury Drive and the major internal roadways within the development. This streetscape plan should detail the types and location of street trees, sidewalk/trail dimensions and general location and types of pedestrian amenities and should generally conform to the concepts shown in Figures 10 and 11. Sidewalks should be sufficiently wide*

*to accommodate pedestrians, as well as to provide sufficient space for activities such as window shopping, seating, and outdoor dining.*

The site's sidewalk system is designed so that as one gets closer to the Vienna Metro Station, the sidewalks become wider in order to accommodate additional foot traffic and uses such as outdoor seating for restaurants. Smaller streets feed to a proposed "Main Street" which leads directly to the Vienna Metro Station. The CDP/FDP contains sections of each of the proposed streetscape areas, depicting the width of the sidewalks, planting areas, the placement of street trees, possible outdoor furniture and possible retail browsing areas/outdoor seating areas. More detailed sections are provided for Vaden Drive Extended and Saintsbury Drive.

### **Neighborhood Context (Development Criterion #2)**

Development Criterion #2 states that 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. It is not expected that developments will be identical to their neighbors, but that the development fit into the fabric of the community. It should be noted that DC #2 states that in evaluating this criterion, the individual circumstances of the property should 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. The Comprehensive Plan text for this site was written in order to give specific guidance as to how these transitions should occur. Recommendations include the width of landscaped buffers along the periphery of the site and the density and height of the buildings as the move from the Vienna Metro Station out toward the existing neighborhoods.

### **Buffers and Transitions to Existing Communities**

The site specific Comprehensive Plan language states that effective buffers and transitions that are outside of individual lots should be implemented to ensure that a compatible relationship is achieved between development in Land Unit C and the abutting residential communities. In order to ensure this compatibility, the Plan recommends specific transitions, including: a 50-foot buffer along the western property line adjacent to Circle Woods; a 20-foot buffer and barrier along the southern property line adjacent to Circle Woods; a 30-foot buffer along the eastern property line adjacent to Hunter's Branch; and, a 10-foot buffer along the eastern property line adjacent to Regent's Park. Furthermore, the Plan states that each buffer area should be appropriately landscaped to aid in the transition and that an attractive barrier should also be provided along or inside the property lines adjacent to the aforementioned buffer areas to help screen existing communities from the proposed redevelopment.

Information contained in the CDP/FDP (as shown on Sheet 19) and the proffers related to screening, buffers and landscaping demonstrates that the proposal is consistent with the Comprehensive Plan recommendations for Land Unit C, as noted below. Where Vaden Drive Extended parallels the Circle Woods neighborhood, a 50-

foot wide landscaped buffer is proposed. This buffer would include an 28-foot wide landscaped berm adjacent to the street, an 8-foot wide path and a 15-foot wide tree save area adjacent to the Circle Woods property line. A 20-foot wide landscaped buffer is proposed where the proposed community building abuts Circle Woods to the south. A 7-foot high wooden fence with 8-foot high brick piers would be placed along the site's property line with Circle Woods. A 30-foot landscaped buffer is proposed along the eastern property line where the site abuts Hunter's Branch. A 10-foot buffer is proposed along that portion of the eastern property line, where the site abuts Regent's Park, although a utility easement will be placed within this buffer which will preclude the planting of trees. Finally, along the eastern property line, a 6-foot high wooden barrier with 7-foot high brick piers is proposed.

### Building Height

- *Development should be concentrated within the Core Area with maximum building heights as shown on Figure 9 and as described in the following text. Buildings closest to the Metro Station should be the tallest buildings on the site, with other buildings tapering down as they become further from the Metro station. The first tier of buildings closest to the Metro Station should be no greater than 110 feet in height. If retail and/or other non-residential uses are located in the first floor of buildings in this first tier, such building(s) may be 135 feet in height. However, if a grocery store is located in one of the buildings closest to the Metro platform, that building may be up to 150 feet in height, to the extent that additional height is needed to accommodate this use. Buildings located in the second tier of the Core Area should be no greater than 100 feet in height unless retail and/or other non-residential uses are located in the first floor, in which case building height may be increased to 120 feet. Building heights located in a third tier should be no greater than 90 feet and, if other retail and/or non-residential uses are located in the first floor of buildings in the third tier, then building heights may be increased up to 105 feet. To provide visual interest, building heights should not be uniform in the Core Area. Outside the Core Area, heights should transition downwards to be compatible with existing residential areas, with buildings ranging from 35 to 75 feet in height. Elderly housing may be located in buildings up to 75 feet in height outside the Core Area and up to 105 feet if located inside the Core Area. Buildings adjacent to the Hunter's Branch community should be at a comparable height of approximately 52 feet and those west of Vaden Drive Extended adjacent to Circle Woods should be no more than 35 feet in height.*

In order to ensure that the bulk and mass of any future development of the subject site under the Metro-oriented, mixed-use option, the Comprehensive Plan recommends a tapering of building height. Within the core area, the application proposes building height ranges within the recommended height limitations of the Plan. The proposed building heights along the periphery of the site are compatible (if not identical) to those found in abutting communities. The applicant has also committed to construct at least 135,000 SF of the ground floor areas for the retail and other non-residential uses, which staff believes permits the applicant the additional height bonus as specified in the Plan. By conforming with this Comprehensive Plan recommendation, in staff's

opinion, the application also addresses the impact of the bulk and mass that the proposed buildings may have upon adjacent communities as discussed in DC #2.

### Connections

The Comprehensive Plan states that a pedestrian circulation plan should be provided that: directly connects the development to the Metro property and to the station's platform; provides pedestrian connections to Circle Woods and Hunter's Branch; and details certain elements that should be included within the development. These elements are described and analyzed below:

- *Safe pedestrian connections across Vaden Drive and across Lee Highway at Vaden Drive and across the Lee Highway and Nutley Street intersection. As part of the proffered frontage improvements and intersection improvements to Lee Highway and Nutley Street, the applicant has proffered to include "pedestrian countdown signals." A painted pedestrian crossing will also be provided across Lee Highway at the future Vaden Drive intersection. (A painted pedestrian crossing already exists at the Lee Highway/Nutley Street intersection.)*
- *Sidewalks on both sides of all major internal streets within the development and unrestricted pedestrian access, so that pedestrian circulation around and through the development will be enhanced and not impeded. Sidewalks are proposed along both sides of all streets within the development, with the exception of in front of the front-loaded townhouses.*
- *Pedestrian connectivity between the development and neighboring communities (to the extent that those existing communities wish to avail themselves of this amenity). Pedestrian connections are proposed to the abutting communities of Circle Woods and Hunter's Branch; as illustrated on Sheet 36 and contained in Proffer 8e. Specifically, two pedestrian connections to Circle Woods are proposed, including one along Vaden Drive Extended and one at the proposed community building. A pedestrian connection to Hunter's Branch is proposed between Buildings 12 and 13. Because Hunter's Branch is a gated community, that community association has asked that the pedestrian connection be gated and secured with electronic card readers so that only residents of Hunter's Branch may use this gate. The connections in Circle Woods would not be gated.*
- *Streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity. As discussed previously, the CDP/FDP contains appropriate streetscape areas, sidewalks, plazas and browsing areas.*
- *Well-lighted paths. Proffer 22 commits to street level lighting throughout the development. Pedestrian lighting will be built into the main crosswalk from the site to the Vienna Metro Station to illuminate the painted crosswalk at night.*

- *Realignment of the W&OD/City of Fairfax Connector trail and the provision of access to said trail from adjoining residential neighborhoods for pedestrians and bicycles.* Although the City of Fairfax Connector trail crosses through the northwestern portion of the subject site, it is not located within a formal easement. As part of the proposed MetroWest development, the Connector Trail would be located on the subject site. However, during construction, the trail will have to be relocated temporarily onto the Saintsbury Plaza property (Proffer 8b and c). Once grading of the site is complete, the trail will return to a new location along the western portion of the site. It will be paved, landscaped with trees on both sides and furnished with benches. The applicant has also proffered to provide a pedestrian bridge across Hatmark Branch (discussed below) which will provide residents along Blake Lane with direct access to the trail. Finally, two new trail connections will be provided (one along Vaden Drive Extended and one at the community building) which will provide access to the trail from the east.
- *Trees along both sides of the realigned portion of the City of Fairfax Connector Trail.* Detail #7 on Sheet 14 indicates that trees will be planted along both sides of the realigned portion of the City of Fairfax Connector Trail.
- *A pedestrian bridge across Hatmark Branch in East Blake Lane Park.* Currently, many surrounding communities have limited pedestrian access to the Vienna Metro Station because they are separated from the City of Fairfax Connector Trail and the Vienna Metro Station by Hatmark Branch. Over time, people have created temporary fords over Hatmark Branch. In order to increase access to the Vienna Metro Station and the proposed MetroWest development, Proffer 8d commits to the provision of a pedestrian bridge across Hatmark Branch. This bridge would be located in the vicinity of the Blake Tree Manor neighborhood.

### ***Environment (Development Criterion #3)***

Development Criterion #3 states that all rezoning applications for residential development should respect the environment. To that end, this criterion states that 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. The Comprehensive Plan text for this site also makes specific recommendations to address existing environmental issues related to the subject site.

### **Preservation**

DC #3 states that developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, Environmental Quality Corridors (EQCs), Resource Protection Areas (RPAs), woodlands, wetlands and other environmentally sensitive areas.

The site does not contain any floodplains, stream valleys, EQCs, RPAs or wetlands. Urban Forest Management (UFM), Department of Public Works and Environmental Services (DPWES) has noted several stands of trees, which are worthy of preservation. Tree preservation is discussed under Development Criterion #4 below (Tree Preservation & Tree Cover Requirements).

The site abuts East Blake Lane Park which contains Hatmark Branch and its associated RPA and EQC. With the exception of a storm drain outfall to Hatmark Branch, there will be no clearing and grading within the Hatmark Branch RPA/EQC. A storm drain outfall is considered a water dependent facility under the Chesapeake Bay Preservation Ordinance [CBPO 118-1-6-(f)]. Water dependent facilities are permitted to be located within the RPA subject to compliance with the performance criteria set forth in CBPO 118-2-1(a). The applicant will be required at the time of site plan review to demonstrate compliance with these criteria, including the submission and approval of a water quality impact assessment (WQIA).

### Topography

DC #3 states that the design of developments should take existing topographic conditions into consideration. Although no steep slopes exist on the site, the subject site does contain topographic variation, with the site generally sloping from east (Hunter's Branch) to west (East Blake Lane Park). The site also contains a large berm, which was created during construction of the Vienna Metro Station to buffer the existing Fairlee subdivision. With the exception of a 1.17-acre tree save area within the southwestern corner of the site, the site will be cleared and graded for the proposed MetroWest development and the construction of Vaden Drive Extended, as would be expected for a development of this type. The applicant seeks to grade the site all at once in order to construct Vaden Drive as quickly as possible and in order to reopen the site for those commuters who access the Vienna Station via the City of Fairfax Connector Trail and Fairlee subdivision. (During clearing and grading, the applicant proposes to notify the public about the imminent closing of the site and to relocate the Connector Trail onto the Saintsbury Plaza site so that commuters can still access the Vienna Station.)

### Drainage and Water Quality

The Comprehensive Plan states:

*It is expected that adequate outfall and storm water management (SWM) that fully mitigates the impacts of this development be provided. Detention of storm water that flows from the Metro station property to the site should be accommodated to the extent feasible. In addition to fully mitigating the drainage impacts of this development, the developer should improve the existing conditions of Hatmark Branch proximate to the site, which may require that SWM facilities exceed the minimum standards in the Public Facilities Manual. The quality of Hatmark Branch should be improved proximate to the site through stream restoration, which may include bed and bank stabilization, reforestation and the possible creation of wetlands, provided that agreements can be reached with affected property owners. No stormwater detention ponds*

*or similar detention facilities proposed in conjunction with the development of Land Unit C should be located off site. SWM facilities should be designed to incorporate plantings as may be appropriate to improve the appearance and function of the facilities.*

*The grading associated with the redevelopment of Land Unit C should be done in a manner that best manages stormwater. An underground SWM facility should be provided to help regulate the flow of water into Hunter's Branch. SWM facilities may need to exceed the minimum standards in the Public Facilities Manual.*

These recommendations are further echoed in Development Criterion #3, which states that 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, this criterion notes that the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Furthermore, adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans. Finally, DC #3 also states that developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and low-impact site design techniques.

The subject property contains three drainage areas. The two areas on the eastern portion of the property drain to Hunter's Branch, while the drainage area on the western portion of the property drains to Hatmark Branch. Both of these stream channels are tributaries to Accotink Creek and both bear some level of degradation. The primary cause of the degradation appears to be insufficient or non-existent water quantity and quality control measures in the upper watershed areas of these two streams. It should also be noted that the Vienna Metro Station property currently contains no stormwater management (SWM) facilities and, thus contributes to this ongoing issue. In order to address water quality concerns related to the proposed development and the surrounding area, staff had asked the applicants to employ measures which would meet or exceed the minimum requirements for stormwater management on the proposed development while also addressing concerns for some of the off-site issues in this area.

A number of approaches were considered to address these concerns (including the creation of a regional stormwater management pond and bed and bank improvements to Hatmark Branch). However, due to concerns about clearing and grading in East Blake Lane Park, the applicant ultimately chose an approach that combined conventional stormwater management with Low Impact Development (LID). The proposed approach would not only address runoff from the proposed development, but it would also treat runoff from the Vienna Metro Station site. Specifically, the applicant has proposed a water quality management plan that will rely on several elements, as described below:

Underground detention vaults are proposed for each of the three drainage areas of the site to address quantity control (the requested waiver for these facilities is discussed under the Waivers and Modifications section of this report). The applicant

has also proffered to certain discharge rates for these vaults (as described below). No off-site SWM facilities are proposed. Vault #1 will account for an area of approximately 21 acres and will be located near the northeastern corner of the site closest to the Vienna Metro Station. This area drains to Hunter's Branch. The vault will be designed to account for the 1-, 2-, 10-, and 100-year storms. According to the stormwater and outfall narrative on the CDP/FDP, the proposed discharge rate from this structure for the 1-, 2-, 10-, and 100-year storms would be at a rate less than or equal to the existing conditions. Vault #2 will account for an area of approximately 18 acres of on-site runoff, plus an area of approximately 12 acres from the adjacent WMATA property. This vault will be located in the west central portion of the site. The 1-, 1.5-, 2-, and 10-year storm events are to be detained by this facility. Release rates from this facility for the 1.5-, 2-, and 10-year storms are proposed to emulate the ratio of runoff volume based on a wooded condition for this portion of the property. This area drains to Hatmark Branch. Vault #3 will be located in the southern portion of the site closest to Lee Highway (Route 29). This facility will account for approximately 13 acres of the proposed development. The 1, 2, and 10-year volumes are to be detained in this facility, with a proposed release rate equal to or less than the existing conditions in this area. This area drains to Hunter's Branch. Each of the proposed facilities will be subject to meeting adequate outfall requirements as determined by the DPWES.

In addition to the conventional water quality measures noted above, the applicant is proposing a variety of LID measures. These measures will include permeable pavers, vegetative tree box filters, bioretention basins (rain gardens), and vegetative roofs. Specifically, permeable pavers will be used within areas of sidewalk and on-street parking, and bioretention basins will be located within open space areas. The locations of these areas are depicted on Sheet 41 of the CDP/FDP. The applicant has also proffered to enter into a flow monitoring program of selected portions of the site to measure the effectiveness of these LID measures. Monitoring will continue for a period of not less than three years with data compiled and presented in an annual report to DPWES.

### Noise

The Comprehensive Plan language for this site notes that noise attenuation measures should be provided in accordance with County policy for all residential uses and discourages residential buildings located within 200 feet of the I-66 right-of-way. In addition, DC #3 states that developments should protect future and current residents and others from the adverse impacts of transportation generated noise.

Although no buildings are proposed within 200-feet of the I-66 right-of-way, staff was concerned that the subject site could be impacted by highway noise from I-66 and noise from the Metrorail (particularly within the upper levels of the proposed high-rise residential buildings) and highway noise from Lee Highway. It was also noted that Vaden Drive Extended might result in noise impacts to existing and proposed residential development adjacent to its proposed right-of-way. In light of these concerns, the applicant was asked to prepare a noise study.

The applicant has submitted noise studies to address each of the areas noted above. The noise analysis for Vaden Drive concluded that noise impacts of DNL 65 dBA would only extend to 40 feet from the centerline for the proposed roadway. The analysis was based on a posted speed limit of 25 miles per hour with a future projected traffic volume of approximately 8,900 vehicles per day. Based on this analysis, neither the existing homes in the Circle Woods development nor the proposed townhomes along Vaden Drive would be impacted by noise levels exceeding DNL 65 dBA. Therefore, no interior or exterior noise mitigation is required in this area.

A noise analysis conducted for the Lee Highway frontage of the proposed development concluded that noise levels slightly above DNL 65 dBA would impact the proposed adjacent open space area, as well as the upper levels of the townhomes immediately adjacent to this open space area. As such, noise mitigation will be required for the open space area, as well as for the upper levels of the townhomes. In response, the applicant has proposed a wall and berm combination to shield the open space area from noise levels exceeding DNL 65 dBA. As depicted on Sheet 17 of the CDP/FDP, the berm will be approximately 4 feet high with a 4-foot high brick wall with precast concrete coping. With this wall/berm, the outdoor noise levels will be reduced to DNL 65 dBA. The applicant has also committed to providing interior noise mitigation for the impacted units along the Lee Highway frontage in order to mitigate interior noise levels to DNL 45 dBA, in keeping with the County's Policy Plan recommendations.

A noise analysis was also prepared for the northern portion of the proposed development to measure noise impacts created by vehicular traffic on I-66 and from the Metrorail. The noise analysis concluded that ground level noise in this area is below DNL 65 dBA primarily due to the shielding affects of the retaining walls along I-66. However, this shielding begins to diminish at approximately 60 feet above ground level. Unmitigated noise levels from 90-130 feet above-grade were projected to exceed DNL 75 dBA raising concerns regarding the potential to develop residential units within the northern portion of proposed Building 7. Per the Policy Plan, residential units are not permitted in areas impacted by exterior noise at levels of DNL 75 dBA or greater.

Building 7 is the only proposed residential structure that would be impacted by noise levels exceeding DNL 75 dBA (the same is true if Building 8 becomes a residential building). Based on the findings of the applicant's noise analysis, a number of techniques were proposed to overcome this issue. The ultimately selected proposal would rely on the construction of a barrier of up to 30-feet in height immediately adjacent to the Vienna Metro Station. This proposed barrier, which would also serve as the proposed continuous canopy over the bus stops, would reduce noise impacts to Building #7 to less than DNL 75 dBA for all but the uppermost levels of the building. In order to address the uppermost levels of the building, the proffers propose two potential solutions which the applicant may elect to employ. The first option is a building design which steps back the upper levels for this portion of the structure so that no portion of the façade is in an area impacted by noise levels exceeding DNL 75 dBA. The second option is to limit the types of uses which could be allowed within any units impacted by exterior noise exceeding DNL 75 dBA. Those units would be limited

to non-residential functions, such as, common interior recreation areas, meeting rooms or possibly apartment hotel units that would not be occupied on a long-term basis. The proffers also give the applicant the opportunity to designate these units as residential units in the future should the Policy Plan be changed prior to the submission of a site plan for Building 7 to permit residential units within areas impacted by noise levels DNL 75 dBA or greater. The applicant has also proffered that all interior noise within Building 7 will be mitigated to DNL 45 dBA or less. Furthermore, the applicant has proffered that, in order to mitigate exterior noise levels on the rooftop recreation area of Building 7 (located on the seventh floor) to DNL 65 dBA, a parapet wall shall be extended upward a minimum of three (3) feet from the top of the sixth floor level of the building's northern façade.

### Lighting

DC #3 states that developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky. Proffer 22 commits that all outdoor lighting on the subject site will be provided in accordance with the outdoor lighting standards contained in Part 9 of Article 14 of the Zoning Ordinance. The proffer further commits that lighting fixtures in above-grade garage structures will be inset into the deck ceilings to reduce glare pollution.

### Energy

DC #3 states that 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. The proposed site has been designed to be Metro-oriented and as such, the site layout has been designed to encourage and facilitate walking and bicycling throughout the site and to reduce dependence upon the automobile.

### ***Tree Preservation & Tree Cover Requirements (Development Criterion #4)***

The Comprehensive Plan language for this site states that:

*A comprehensive landscape plan should be provided which identifies the location and types of trees, flowers and shrubs that will be provided throughout the proposed development. Landscaping should be provided that is attractive in all seasons and provides shade to seating areas and pedestrian sidewalks and trails during summer months. In developing the landscape plan, emphasis should be placed on preserving some existing vegetation, transplanting some existing vegetation, and utilizing native plantings and trees that are known to mitigate air pollution.*

The CDP/FDP provides a series of detailed sheets regarding the landscaping throughout the site. As demonstrated with the streetscape sections contained in the CDP/FDP, emphasis has been placed on creating a desirable walking environment and an attractive amenity for the residents. The landscape guidelines presented on Sheet 32 of the CDP/FDP indicate that native plantings and trees will be utilized within the site. The proffers also commit to transplanting some existing vegetation.

Development Criterion #4 states that 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, this criterion notes that 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. Furthermore, tree cover in excess of ordinance requirements is also highly desirable. Finally, this criterion states that proposed utilities, including stormwater management and outfall facilities and sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas.

In its review, Urban Forest Management (UFM) of the Department of Public Works and Environmental Services (DPWES) noted that the eastern portion of this site is partially developed with existing single-family detached dwellings and existing vegetation consisting primarily of red maple, red oak, white oak, American holly, Norway spruce, southern magnolia, and tulip poplar. UFM notes that the majority of these trees appear to be landscape trees that individual property owners had planted. UFM recommends that several scattered American holly trees in this area are in good condition and should be considered a priority for transplanting. The applicant has committed to transplanting these existing trees (Proffer 16k).

The northern portion of the site, located at the north end of Maple Drive, and the southwest portion of the site, north of Circle Woods Drive, both contain sub-climax upland forests consisting primarily of mature white oak, red oak, tulip poplar, Virginia pine, and white pine. UFM notes that these trees are in good condition and should be considered the highest priority for preservation. Because of the planned density, Plan recommendation for a mixed-use development, and the resultant grading required, the applicant has not committed to the preservation of those trees at the north end of Maple Drive. However, the applicant has committed to preserve a 1.17-acre portion of the site within the southwest corner of the site, as recommended by UFM. The applicant proposes to dedicate this tree save area to the County. It is expected that this tree save area will become part of East Blake Lane Park.

Tree cover calculations for the site have been included in the site tabulations. These tabulations indicate that the application will satisfy the tree cover requirements through the proposed tree save area and through the planting of new trees throughout the site.

#### ***Transportation (Development Criterion #5)***

##### **Traffic Impact Analysis**

- *Detailed traffic impact analyses should be done at selected intervals (identified at time of rezoning) to determine the improvements required to mitigate the impacts of the proposed development on the transportation system. These impact analyses should include roads, transit and pedestrian system, and should be both an intersection analysis, as well as a cordon analysis that includes the roads surrounding the development. In addition, these impact analyses should demonstrate, in coordination with WMATA and Fairfax County,*

*that sufficient existing and planned capacity should be available at the Vienna Metro Station to serve the additional ridership generated by the residential component of the development at build out.*

The Comprehensive Plan notes that the impacts of the development allowed under this option be offset through a combination of additional roadway and transit capacity, roadway and pedestrian circulation and access improvements, and effective transportation demand management (TDM) measures. In order to identify the impacts that this development might create and ways that those impacts could be offset, the Fairfax County Department of Transportation (FCDOT) worked with VDOT and the applicant's transportation consultant to identify parameters for a comprehensive transportation evaluation of the proposed development. FCDOT, in concurrence with VDOT, identified various intersections for study, and established separate distribution patterns for residential, and non-residential vehicle trips to and from the site. In identifying the intersections for study, FCDOT presumed that Vaden Drive would be extended to Lee Highway prior to any occupancy within the development. The intersections initially identified for study were as follows:

- Lee Highway (US 29) at proposed Vaden Drive Extended;
- Vaden Drive at Saintsbury Drive;
- Saintsbury Drive at Nutley Street;
- Saintsbury Drive at the proposed office site entrance; and
- Vaden Drive Extended at proposed Main Street.

These intersections were chosen since it was expected that they would receive the greatest impacts from site traffic. The Nutley Street and Lee Highway intersection was not initially identified because the applicant had committed to restripe the intersection and modify the traffic signal as needed in order to provide a second left turn lane from northbound Lee Highway onto Nutley Street. In addition, the Vaden Drive extension to Lee Highway was expected to alleviate some of the traffic pressures at the Nutley Street intersection.

In measuring the impact of the proposed development, the consultant was instructed to include anticipated trips from the approved, but as yet not occupied, developments of: the elderly housing project at the southwest corner of Vaden Drive and Saintsbury Drive (Saintsbury Plaza); the Hunter's Branch office development; and the incomplete Virginia Center residential development under construction on the north side of Virginia Center Boulevard, plus a three percent per year growth in existing traffic volumes to a horizon year of 2010. The consultant was also instructed to utilize the broadly recognized and accepted trip generation rates published by the Institute of Transportation Engineers (ITE) and Fairfax County rates for townhouse development for evaluating site generated trips, which more accurately reflect townhouse projects in the County.

Recognizing that the site is adjacent to a Metrorail station and bus transit hub, certain trip reductions were taken into account in the analysis. Based on studies of other developments near Metro stations located outside the Beltway, approximately 33 percent of peak hour trips generated by the residential uses in such locations are anticipated to occur by transit. For the office/retail component of such developments,

approximately 8-9 percent of trips to and from the site during peak hours were projected to use transit. For that reason, staff agreed that trip reductions of 33 percent for residential uses and 8.5 for the office uses could be assumed in these studies, if a satisfactory transportation demand management (TDM) program was implemented by the applicant.

The applicant submitted a transportation impact report dated December 15, 2003. The study results determined that several transportation improvements would need to be completed concurrent with site development in order to offset the impact of this development. These improvements included:

- Modifications to the I-66 eastbound off-ramp so as to allow two lanes to exit from the collector-distributor road to the ramps to Nutley Street southbound and to Saintsbury Drive;
- Improvement of Saintsbury Drive between the off-ramp and the entrance to the Kiss and Ride lot;
- Improvement to the Saintsbury/Five Oaks on-ramp to I-66 eastbound so as to permit left turn access from eastbound Five Oaks Boulevard; and,
- Provision of traffic signals at various locations adjacent to the Vienna Metro Station.

While FCDOT generally concurred with the conclusions of the study, some concerns remained, specifically:

- Would adequate roadway capacity be available to accommodate the trips associated with the future construction of an additional parking structure in the southeast quadrant of the station area?
- Would appropriate pedestrian access to the station from the south remain?
- How could vehicular and public transit access into and within the station area be maintained and improved?

Based on these concerns, the applicant agreed to relocate and reconstruct Saintsbury Drive, and to reconstruct the vehicular, bus and pedestrian access at the station, as discussed previously in this report. It is staff's opinion that these modifications will ensure that adequate road capacity would be available should structured parking be constructed at the existing surface lot in the southeast corner of the WMATA property.

In addition, these improvements to the station provide for a primary pedestrian crossing "table" near the station portal, and covered walkways between the station and adjoining transit loading areas. The proposed roundabouts along Saintsbury Drive will provide additional pedestrian crossing areas, and will slow traffic entering the station area, while permitting full bus circulation to and from loading points at the station.

Subsequently, concerns were raised related to transportation impacts beyond the initial area of evaluation, and related to weekend traffic generation. In order to address these concerns, the applicant evaluated:

- The Virginia Center Blvd./Nutley Street intersection;

- The Saintsbury Drive/Blake Lane intersection;
- The Lee Highway/Circle Woods Drive intersection;
- The Lee Highway/Blake Lane intersection;
- The potential impacts to Fairfax Circle; and
- The potential impacts to Route 123 within the Town of Vienna.

The analyses indicated that site generated traffic at each of the intersection locations ranged from 2% to 4% of the total intersection volumes. FCDOT did not believe that these volumes are of a sufficient impact to warrant additional evaluation; therefore, no further study was requested.

Regarding impacts to Route 123 within the Town of Vienna, the site is projected to generate 80 vehicles per hour (vph) in the AM peak hour and 92 vph in the PM peak hour on Nutley Street north of Virginia Center Boulevard, while the existing AM and PM peak hour volumes on this segment of roadway are 2,507 vph and 2,582 vph, respectively. Because Nutley Street would be used by site traffic to access Route 123, and the site traffic is projected to be approximately 3 to 3.5 % of the total volumes on Nutley Street, FCDOT did not believe that additional analysis of Route 123 was warranted.

In response to concerns about the potential for weekend impacts to intersection and roadways in the area, the applicant completed studies at various locations. These analyses concluded that the weekend midday peak hour volumes would be no greater than the weekday AM and PM peaks and that proffered improvements would adequately mitigate increased weekend travel demands. FCDOT reviewed the new data as submitted and concurred with the findings.

Several transportation impact studies have been submitted to FCDOT for review considerations. A complete list of these studies is contained in Appendix 6. In addition, it should be noted that the applicant has proffered to conduct follow-up traffic impact analyses of the site to reevaluate the intersections previously studied. At a minimum, the analyses will occur following issuance of the 1,500<sup>th</sup> RUP for the subject site, and again one-year following issuance of the last initial RUP for a dwelling unit to be constructed on the subject site or one year following issuance of the last initial Non-RUP for floor area representing 80% of full occupancy of the last office building to be constructed on the site. These studies will be submitted to FCDOT and VDOT for review. Based on the findings of these studies, the applicant will implement any signal timing modifications needed, as approved by VDOT

Finally, concerns were raised about the site's impact on access/capacity of the Metrorail platform and on trains outbound to the station. To address these concerns, the applicant updated prior transportation impact studies to include an evaluation of transit and Metrorail capacities. The study utilized bus routes, and the scheduled frequency of bus service to the station, as well as information on the number and frequency of Metrorail trains and the number of cars in each train. The capacity of the rail system was identified and evaluated, and deemed to be sufficient to adequately serve the ridership needs of both the new residents and the existing residential communities. WMATA has also reached the same conclusion based on its own studies.

### Trip Generation

One of the primary areas of evaluation of the application was the potential for increases in trip generation and the resultant impact on both Interstate 66 and the surrounding roadway network. As discussed above, the applicant has proffered the requested off-site roadway improvements and (as discussed later) a comprehensive TDM program to reduce the overall impact of the proposed development. When considering the trips generated by the uses proposed using ITE trip generation rates with the percent reduction proffered with the proposed development, and the proposed additional travel lane and roadway improvements, the net impact of site generated trips will be very well mitigated. A table summarizing the trip generation associated with the proposed development is included in Appendix 6.

### Circulation and Access

- *In order to facilitate efficient internal circulation and access to the Metro station, development of a four-lane divided roadway connecting Route 29 and the Metro station (Vaden Drive extended), as shown in Figure 8, should be constructed with the first phase of development. No vehicular connection should be provided between Circle Woods Drive and Vaden Drive. Vaden Drive should be developed as a boulevard with a landscaped median to provide safe refuge for pedestrian crossings. This roadway should be designed in such a manner as to foster low vehicular speeds, facilitate safe pedestrian crossings in designated locations, and minimize grading into East Blake Lane Park. In addition, turn lanes should be minimized as a way to reduce the crossing distances for pedestrians. Any retaining walls associated with the construction of the road should be low in height, terraced with vegetation provided on the terrace areas, and located in such a manner as to not interfere with pedestrian access from the park to the development and to the transit station.*

The CDP/FDP addresses the items identified in this element of the Plan by providing for the four lane boulevard extension of Vaden Drive to Lee Highway. The CDP/FDP includes a detailed sketch of a terraced retaining wall to be located along the west side of Vaden Drive Extended, a site design which precludes any extension of Circle Woods Drive and which minimizes grading within East Blake Lane Park. In order to foster lower vehicle speeds and to facilitate safer pedestrian crossing along this road, the applicant proposes to construct Vaden Drive Extended with narrower than typically accepted travel lanes (11 feet wide), minimal number of right turn lanes and a design speed of 30 miles per hour. VDOT has granted preliminary approval to these parameters. A raised pedestrian table is also proposed for Vaden Drive at the main entrance into the site. As such, staff believes that all issues identified in this Plan bullet have adequately addressed.

- *The County should also take the appropriate measures to ensure that tank trucks and vehicles carrying hazardous cargo are prohibited from using Vaden Drive extended.*

The applicant has also proffered to seek truck restrictions on Vaden Drive. The truck restriction issue cannot be finalized until such time as the roadway is constructed and accepted into the VDOT system for maintenance and operations.

- *To further enhance pedestrian access to the Metro Station, the station access road (Saintsbury Drive) should be redesigned to improve pedestrian access to the station including relocating the existing bus bays, taxi stands and parking, and improving access to the park and ride facilities. This redesigned access road will greatly reduce the existing vehicular and pedestrian conflicts at this location. It should also contribute to clearly defining pedestrian access points for those who will be walking from and through the new development, as well as pedestrians from the existing communities located south of the station, such as Hunter's Branch and Regent's Park. Traffic calming measures should be provided to facilitate safe pedestrian crossings throughout the development.*

As discussed previously, the applicant proposes to redesign Saintsbury Drive. Under the applicant's proposal, the road will be redesigned to create a signalized raised pedestrian table crossing where the proposed Main Street terminates at the Vienna Metro Station. In addition, bus bays and Kiss 'n Ride areas will be relocated to create for a direct connection between the development and the station. Roundabouts are to be constructed at each end of Saintsbury Drive to slow traffic and place drivers on notice that they are entering a transit/pedestrian oriented area. These roundabouts will also enhance bus circulation to the station area. Finally, the comprehensive sidewalk and trail network will significantly improve pedestrian access for adjoining neighborhoods such as Hunter's Branch and Regent's Park.

- *Off-site improvements, such as improvements to the Route 29 and Nutley Street intersection, may be appropriate at the initial stage of redevelopment to help ease existing congestion in the area.*

The applicant has proffered that the construction of Vaden Drive Extended and the proposed improvements to the Nutley Street/Lee Highway intersection will be completed prior to the issuance of the first Residential Use Permit (RUP) or Non-Residential Use Permit (Non-RUP) for uses on the site.

#### Transportation Demand Management (TDM)

- *A transportation demand management (TDM) program should be provided that encourages the use of transit (Metro and bus) and high occupant vehicle commuting modes, and that utilizes measures to reduce automobile trips. The TDM program should grow in size and scope as the proposed development of the site occurs. While this program will start under the auspices of the developer, it will ultimately be maintained and funded by the residents and business owners. The TDM program should be established with an initial contribution from the developer that is sufficient to ensure that it will operate during the construction, marketing, and occupancy phases. Additionally, long term funding for the TDM program should be ensured by mechanisms that may include a specified yearly contribution based on each residential unit and non-residential square foot. TDM measures*

*employed during the initial and subsequent development phases will have an objective of reducing vehicular trips in the peak hours by a specified amount, with the exact number to be negotiated between the County and the applicant based upon the number and types of units and uses being developed. In general, at build out, it is expected that, for the residential portion of the development, a reduction in peak hour trips of 47% should be achieved through the use of transit and other means; for the office portion of the development, a peak hour trip reduction of 25% is expected to be achieved through the use of transit and other means.*

The applicant has proffered that within 90 days of approval of the rezoning to implement a TDM program. A copy of the proposed TDM Strategic Plan is attached to the proffers as Exhibit B. So that the TDM program can respond to the ever-changing transportation related circumstances of the site, the TDM Strategic Plan may be amended from time to time, subject to approval of FCDOT; however, the plan will include the following elements:

- Establishment of a targeted marketing program for residential sales/leases that encourages and attracts TDM oriented people such as one or no car individuals/families to the project, as well as a targeted marketing program for office tenants;
- Integration of transportation information and education materials into residential sales/rental kits;
- Provision of “personalized transportation advising” integrated into new unit walk-throughs, including appropriate training of sales/leasing agents;
- Distribution of fare media or other incentives one time, to all initial residents of driving age as well as on select occasions as an incentive;
- Utilization of marketing and incentive programs that encourage off-peak vehicle travel;
- Encouraging office employers to offer employee benefit options including parking cash out, pre-tax/payroll subsidy for transit and vanpool fares, flex-time and alternative work schedule programs and live-near-work incentives;
- Establishment of vanpool and carpool formation programs, including ridematching services, and coordination with established guaranteed ride home programs;
- Participation in safe routes to schools program(s);
- Formation of car sharing program(s) subject to agreement with third-party vendor(s) (such as ZipCar/FlexCar);
- Maintenance of a site-specific project website (that includes targeted information on a building by building basis) and that includes multimodal transportation information, real-time travel and transit data, the possibility of online transit pass sales or value loading and connections to supporting links;
- Parking management including the “un-bundling” of parking spaces from unit sales/leases, dedicated space for residential vanpools, unbundling of leasing and pricing for office space and parking spaces, preferential parking (rates and locations) for carpools and vanpools;
- Establishment of TDM network of designated TDM contacts from the UOA, property managers and FCDOT through which to coordinate the implementation of the TDM Plan;

- Establishment of a phasing strategy coordinated with FCDOT as provided herein for implementation to address which strategies are implemented at what time; and
- Training of residential sales staff and property marketing representatives in TDM awareness and importance.

In addition, the applicant has proffered to establish a TDM coordinator within 90 days of rezoning approval. The TDM coordinator will be in charge of administering and monitoring the TDM program. Finally, the applicant has also proffered to make a one time contribution of \$300,000 to the TDM Account to fund a transit incentive program for initial purchasers/lessees. This program, which will be developed by the applicant in coordination with FCDOT, will include consideration for fare media distribution and value loading, financing incentives, and alternative incentives (such as grocery delivery) tailored to residents that are not likely to make use of alternative commute option benefits.

In order to address funding for the project, the applicant has proffered that a line item in the Umbrella Homeowners' Association (UOA) budget for TDM programs will be established and maintained. The growth aspect of the TDM program is also addressed because, as more of the site is constructed, the percent of required trip reduction increases. The applicant has proffered that, upon build out of the subject site (as defined within the proffers), the TDM plan shall reduce site-generated residential trips by 47% and on-site office trips by 25%. To implement the TDM plan, proffers have been provided that establish a TDM budget within 180 days of rezoning approval. Furthermore, the applicant is also committing to establish and maintain an annual TDM fund account of at least \$200,000, as escalated for inflation.

In addition, \$500,000 will be placed in a TDM Remedy Fund (see Proffer 7j). These monies are to be used to supplement the TDM account (initially \$200,000 as noted above) in support of additional TDM strategies that may be determined to be necessary to achieve the objectives of the TDM Plan if sufficient funds are not available in the TDM account. At the end of the applicant's control period (when the TDM is taken over by the UOA), the applicant will replenish the TDM Remedy Fund so that at a minimum, a \$500,000 balance is available when the TDM program is taken over by the UOA.

- *The TDM program will be evaluated initially in at least three stages during the development process; first at the time of rezoning, second before and during construction and third after project completion or "build out." In the first stage of evaluation, at the time of rezoning, a development application should demonstrate that TDMs will be provided to achieve the peak hour trip reduction goals stated above. If it is determined that the trip reduction goals as stated above are infeasible, the maximum office square footage and/or residential density should be reduced by an amount equal to the unachieved portion of the peak hour trip reductions. Once TDM levels are established at the rezoning stage, the TDM program must address interim stages of development to validate that the approved density can be accommodated. In the second stage of evaluation, before and during construction, the county will establish interim TDM targets for each phase of*

*development. As residents move into the new community, county supervised surveys of actual resident behavior will be conducted to verify TDM success based on the interim trip reduction targets. If the interim targets are not met, additional measures will be required to reduce the number of vehicle trips. The third stage of TDM evaluation will be completed one year after build out or before bond release. At this point, if the established trip reduction targets for the development in its entirety are not being met, additional program measures and funding will be necessary until the trip reduction targets are achieved.*

In order to determine whether or not the trip reduction goals as set forth in the Comprehensive Plan were feasible, the County contracted with an outside consultant (UrbanTrans Consultants, Inc.) to evaluate the proposed development and its potential trip reductions. As part of this evaluation, the County requested that the consultant: (1) determine the current state of peak hour commuting/travel patterns and mode splits within the Vienna-Fairfax-GMU Metro Station Area; (2) investigate "best practices" throughout the region, across the Country and/or comparable international programs; and (3) develop a menu of successful TDM strategies and benchmarking opportunities to be considered for implementation at any transit-oriented mixed-use development planned for the Vienna-Fairfax-GMU Station Area ("Vienna TOD"). In addition, the consultant was told to review the proposed development to determine whether or not the TDM goals as stated in the Comprehensive Plan could be achieved. This study concluded that the trip reduction targets for the proposed project as set forth in the Comprehensive Plan (peak-hour vehicle trip reductions of 47% for the residential uses and 25% reductions for the office uses) could be achieved.

In order to address the interim stages of site development at which the TDM program is to be evaluated to determine its efficacy, the applicant has proffered to evaluate the program following occupancy of the 750<sup>th</sup> dwelling unit and the 1,500<sup>th</sup> dwelling unit and at build out of the development. At least two consecutive evaluations will occur after build out in order to ensure that the trip reduction objectives are being met. The proffers establish interim TDM targets, which the applicant has committed to meet. The targets for residential uses will be 25% between one and 750 dwelling units and 30% between 751 and 1,500 dwelling units. The interim target for the office will be 20% for any office constructed prior to stabilization, which is defined in the proffers as upon the later of one-year following issuance of the last initial residential use permit (RUP) for a dwelling unit to be constructed on the subject site or one-year following issuance of the last initial Non-Residential Use Permit (Non-RUP) for floor area representing 80% of full occupancy of the last office building to be constructed on the site. At build-out, the applicant will meet the 47% residential trip reduction and 25% office trip reduction as set forth in the Comprehensive Plan. Should these goals not be met, the applicant will face monetary penalties. The applicant has proffered to establish a \$2,000,000 one-time corporate guarantee which the County will draw upon if the proffered targets are not met (see Proffer 7j). Any penalties collected by the County will be used for transportation related improvements in the vicinity of the subject site. It should be noted that the penalties are only applicable during the time that the applicant controls the TDM program; no monetary penalties are proposed once the UOA takes over the TDM program.

Commitments in the TDM proffers will provide for frequent and careful monitoring of the commuting patterns of the residents and employees. Every year, the TDM coordinator will report annually to FCDOT on the TDM Plan. The TDM coordinator will conduct an annual survey to evaluate the effectiveness of the TDM strategies in place at that time and to evaluate whether potential changes to the TDM Program are needed. In addition to the survey, traffic counts will be completed at specific thresholds, as described below:

1. Following occupancy of the 750th dwelling unit;
2. Following occupancy of the 1500<sup>th</sup> dwelling unit;
3. Following stabilization (as defined in the previous paragraph);
4. One year following stabilization; and
5. Two (2) years following stabilization.

The results of the traffic counts will be compared to the trip reduction goals. In the event such goals have not been achieved, then the applicant shall convene a meeting with FCDOT to review the TDM strategies in place, to develop and implement changes to the TDM program and to fund any needed changes to the TDM program.

Under the proffers, the applicant (or any successor developer) will be responsible for the TDM program until such time as two consecutive post-stabilization trip generation analyses reveal that the trip reduction objectives are being met (defined as the "Applicant Control Period" in the proffers). At the end of the Applicant Control Period, the TDM program then becomes the responsibility of the Umbrella Homeowners' Association (UOA). As stated earlier in this section, the applicant (or any successor developer) then hands over the TDM Remedy Fund (a minimum \$500,000 balance). The purpose of this commitment is to ensure that the developer is responsible for making the TDM program a successful one. Once the UOA inherits the program, it will then be their responsibility to maintain the success previously established.

Once the UOA takes over the TDM program, trip generation analyses will be conducted every two years to determine whether the trip reduction objectives are continuing to be met. Upon such time as two consecutive analyses demonstrate that the trip reduction objectives have been met, the UOA will then be required to conduct subsequent trip generation analyses at five (5) year intervals. However, the UOA will continue to report annually to FCDOT on the TDM program. In the event that the annual reports demonstrate through trend analysis that a change in commuting patterns has occurred that is significant enough to reasonably call in to question whether the post stabilization trip reduction objectives are continuing to be met, as determined by FCDOT, then FCDOT may require the UOA to conduct additional trip generation analyses on a more frequent basis to determine whether in fact such objectives are being met. If any of the UOA's required trip generation analyses demonstrate that the trip reduction objectives are not being met, then the UOA will be required to convene a meeting with FCDOT to review the TDM program and to develop and implement changes to address the shortfall.

- *After project completion, periodic surveys and reports based on empirical measurements will be submitted to the County on an ongoing basis to document the continued success in achieving the target reductions.*

As discussed above, in addition to surveys of residents and employees, the draft TDM proffers provide for ongoing surveys and traffic counts to ensure that over time that the occupants of the site continue to achieve the trip reduction expectations identified in the Plan text.

- *Bicycle use should be encouraged. Parking for bicycles should be provided at the office, retail and multi-family residential buildings. To encourage pollution-free commuting, shower facilities should be provided in office buildings for bicycle commuters, walkers and runners.*

Proffer 10a commits to the provision of secure bicycle storage on locations convenient to the office, multifamily residential and retail uses on the site. The proffers also commit to the provision of shower facilities within the office buildings.

- *The common areas of residential buildings and individual residential units should include features to encourage work at home such as the pre-wiring of units for high-speed internet access.*

This Plan text has adequately been addressed through various commitments. For example, the applicant will provide state of the art internet access to individual residences plus telework facilities within the development, including a business center containing office equipment for the use of residents.

- *Design elements such as car pool drop off zones that facilitate the TDM program should be incorporated into the project. Sheltered waiting areas should be provided.*

Numerous design elements and proffer commitments will encourage the incorporation of the TDM program into the project. The CDP/FDP depicts proposed carpool drop off-zones throughout the development. These locations have been chosen to take advantage of proposed building lobbies. Proffer 7b also commit to the creation of preferential parking spaces carpools and vanpools.

- *The TDM program should include an education component. This program component could include such measures as notifying residents about "ozone action days" and actively encouraging trip combination, car pooling, mass transit, and other measures to reduce air pollution from automobiles during such periods.*

An educational component is part of the TDM Strategic Plan that has been proffered. In order to ensure that the TDM program takes early roots within the community, the applicant has proffered to the early establishment of a TDM coordinator, to train sales and marketing representatives, and to ensure the importance of the TDM program at open house walkthroughs. The applicant also proposes a community-wide web site to provide residents with information on transit. The applicant proposes to establish a network of designated TDM contacts from the UOA so that residents have several possible contacts from which to learn about this TDM program.

- *This reference to TDM measures is not meant to be all inclusive; other measures may be acceptable if coordinated with the Fairfax County Department of Transportation.*

The extent of the TDM proffers, which as noted above are judged to be the most comprehensive to ever accompany a rezoning application, indicate that the issue of trip reduction is a major predicate of this application.

#### Metro Replacement Parking

- *Estimates of projected 20-year parking demands at the Vienna Metro station indicate a shortfall of parking spaces, especially since Vienna will remain as the end-of-the-line station for some time in the future. Currently, a portion of the property provides 650 temporary spaces for Metro parking, which are due to be closed under the terms of the existing special exception approval (SE 01-P-043). Due to the need to maintain and increase Metro parking levels, arrangements for maintaining or replacing this parking on an interim basis should be strongly encouraged until such time as additional parking is constructed at the station and/or enhanced feeder bus service to the station is provided. WMATA and the developer should work with the County to replace at least some of the surface parking that will be lost with the redevelopment of this temporary parking lot. The following measures as well as other approaches should be considered:*
  - *Construction of surface parking in the loop of the interchange at the southwest quadrant of I-66 and Vaden Drive;*
  - *Provision of on-street parking along Saintsbury Drive; and*
  - *Continued use of portions of the temporary 650 space parking lot prior to its full closure due to development. The developer should provide a timetable and the number of spaces available under this measure.*

*Permanent Metro parking spaces and on-street spaces lost due to development should be replaced by the developer. The developer should provide the requisite number of parking spaces or provide funding for off-site provision of replacement parking.*

This Plan text identifies both issues which should be considered and issues which should be addressed. Of the three bulleted issues which should be considered, the applicant has addressed two of these issues. First, subject to VDOT/WMATA approval, on-street parking is to be retained along the reconstructed Saintsbury Drive. In conversations with staff from both agencies, it appears that both VDOT and WMATA support the concept of on-street parking. The applicant has also committed to work with the County and WMATA to retain the temporary on-site parking for as long as possible, locate it elsewhere on site if possible, and to reduce the parking gradually. Parking within the cloverleaf was evaluated, but was deemed to not be appropriate at this point in time and therefore, no commitment to provide public parking within the cloverleaf has been provided by the applicant. Finally, the County is working with WMATA on the study and design of a third parking garage at the Vienna Metro Station.

The applicant has addressed the Plan language regarding the permanent replacement of Metro and on-street parking by providing on-street parking along the reconstructed Saintsbury Drive. The proffers do include commercial off-street parking as a use so it could be that during construction, the areas of Buildings 6 through 10 could be used as temporary surface parking.

### Phasing

- *To ensure a viable, well-designed mixed-use project, a phasing plan should be a component of the rezoning application. This phasing plan should address the timing and development of Vaden Drive Extended and improvements to Route 29 during the first construction phase; the timing of gateway features and plazas; and the timing of the pedestrian circulation system that provides direct access to the transit station from the development and surrounding neighborhoods during each construction phase. The phasing of other public improvements, such as the community building, should also be provided.*

The proffers make several commitments to the phasing of public improvements within the MetroWest development. The construction of Vaden Drive Extended and improvements to the Lee Highway/Nutley Street intersection will be completed in the first phase of the development. As noted earlier in this report, the applicant will be closing off the site at the start of the development to clear and grade the site and to construct Vaden Drive Extended. After that, the applicant has committed to reopen the site to permit pedestrians access through the site to the Vienna Metro Station. As detailed in Proffer 8C, the applicant will then construct a temporary pedestrian path along the route of the proposed Main Street in order to provide for a direct connection to the Vienna Metro Station. The proposed pedestrian bridge across Hatmark Branch, which will provide communities to the west with better pedestrian access to the Vienna Metro Station, will be completed prior to the issuance of the 400<sup>th</sup> residential use permit (RUP) within the PDH-12 and PDH-16 Districts. The applicant has also committed that the proposed community building will be completed and dedicated to the County prior to the issuance of the 400<sup>th</sup> RUP within the PDH-12 and PDH-16 Districts.

Because the proposed development is to be a mixed-use development that has non-residential uses on the first floor of certain buildings, and because there is a strong desire to have non-residential uses in place relatively early in the process, staff had asked the applicant to commit to phasing the non-residential uses to the residential uses. In response, the applicant has proffered to: have completed six (6) levels of columns and beams for the first of Buildings 5, 6, 7, 8, 9, 10, 14, 15, 16, 17 or 18 prior to the issuance of a RUP for the 500<sup>th</sup> residential unit constructed on the subject site; completed construction of the first of Buildings 5, 6, 7, 8, 9, 10, 14, 15, 16, 17 or 18 prior to the issuance of the 1000<sup>th</sup> RUP constructed on the subject site; and have completed six (6) levels of columns and beams for the second of Buildings 5, 6, 7, 8, 9, 10, 14, 15, 16, 17, or 18 prior to the issuance of a RUP for the 1,000<sup>th</sup> residential unit constructed on the subject site. Staff concurs with the applicant's contention that this phasing commitment will ensure that there is a critical mass of residences on the site to also encourage non-residential uses to locate within the development. To

enhance the phasing commitment, staff suggested to the applicant that Buildings 5, 14 and 15 be excluded from this proffer commitment, since those buildings will not be designed to have ground-floor non-residential uses. The applicant is still exploring this option.

***Public Facilities (Development Criterion #6)***

Development Criterion #6 states that because 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 should be identified and evaluated during the development review process.

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.

***Fairfax County Park Authority (Appendix 10)***

Par. 2 of Sect. 6-110 of the Zoning Ordinance requires the provision of recreation facilities in all P-Districts, based on the minimum expenditure of \$955 per market rate dwelling unit (ADUs are excluded from these calculations). Therefore, under this proposal, the provision of \$2,013,140 worth of on-site recreation is required. The Fairfax County Park Authority (FCPA) notes that the \$955 per unit funds required by the Ordinance offset only a portion of the impact to provide recreational facilities for the new residents since many of the facilities which the new residents will use, including picnic areas, ballfields and basketball courts, will not be provided within this development. In order to offset this anticipated impact, FCPA recommends that the applicant provide an additional \$1,385,155 to FCPA for recreational facility development at one or more of the sites located within the service area of this development.

The applicant has proffered to provide the minimum expenditure of \$955 per unit toward on-site recreational facilities for the future residents of the development, including outdoor pools, play areas and indoor recreation areas. In order to further address the impact of this development, the applicant has proffered to construct a 29,700 SF community building which will be dedicated to the County (see Proffer 25). This community building is programmed to contain a 9,000 SF gymnasium, exercise equipment, classroom and public meeting space, a satellite police office, and office space (a preliminary design is included within the CDP/FDP). In addition, a 1.17-acre tree save area will be dedicated to the Park Authority as an addition to East Blake Lane Park. Furthermore, the City of Fairfax Connector Trail (Northern Virginia

Regional Park Authority) will be formally located on the site (though the trail is currently located on the subject site, there is no formal easement). Finally, the applicant will also be dedicating a small piece of land in the northwestern corner of the site to serve as an entrance to East Blake Lane Park and the City of Fairfax Connector Trail.

The applicant has set a monetary cap on the construction of the proposed community building. Specifically, the applicant has proffered to construct the proposed 29,700 SF community building up to \$6,000,000 (site development costs would be borne by the applicant). Should the costs of the building exceed \$6,000,000, it may be necessary for the County to adjust the scope of the project or augment the funding for the project. However, based on the information known today, \$6,000,000 should be sufficient.

#### ***Fairfax County Public Schools*** (Appendix 11)

The Comprehensive Plan language for this site recommends that the impact of the proposed development on schools be mitigated. The Plan also encourages the applicant will work with the community and Fairfax County Public Schools to identify appropriate commitments to address projected impacts.

Under the current school boundaries, the proposed development would be served by Mosby Woods Elementary School, Luther Jackson Middle School, and Oakton High School. Both Mosby Woods Elementary and Oakton High Schools are projected to exceed capacity through the 2009-2010 school year; however, Luther Jackson Middle School is not. Fairfax County Public Schools (FCPS) indicates that, although the development is currently in the Mosby Woods Elementary School attendance area, it is likely that this assignment will be changed before this development gets underway. If that is the case, it is possible that the development will shift to the Marshall Road Elementary School attendance area, which is adjacent to the subject site. FCPS notes that the School Board's Capital Improvement Program includes a 12-classroom modular addition for Marshall Road Elementary School; however, that addition is currently unfunded. For that reason, FCPS would like the ability to use any proffer money obtained from this rezoning to be dedicated to funding this modular addition.

According to FCPS, the proposed zoning would generate a total of 236 students, which is 207 students above the existing zoning. Using the adopted guideline of \$7,500 per student, this would justify a contribution of \$1,770,000. Because the school attendance areas for the subject site may change prior to the start of the proposed MetroWest development, the applicant has proffered a contribution of \$1,770,000 to the Board of Supervisors to be utilized for capital improvements contained in the adopted Capital Improvement Program (CIP) for public schools within the Providence District. The proffer further stipulates that if approved by the Board of Supervisors (BOS) or its authorized agent prior to the time such a cash contribution is made, the applicant may make an in-kind contribution for capital improvement to the schools equal to, or greater in value than, the cash contribution, as determined by the BOS or its agent. In this way, once the receiving schools for the site are identified, the applicant can continue to work with FCPS to identify any in-kind contributions that may be appropriate to offset the impact of this development.

***Fire and Rescue*** (Appendix 12)

The subject property is serviced by the Fairfax County Fire and Rescue Department Station #430, Merrifield. The requested rezoning currently meets fire protection guidelines, as determined by the Fire and Rescue Department.

***Sanitary Sewer Analysis*** (Appendix 13)

The application property is located in the Accotink Creek watershed and would be sewer into the Noman M. Cole, Jr. Pollution Control Plant. Based upon current and committed flow, there is excess capacity in the Lower Potomac Pollution Control Plant at this time. Based on current and committed flow, there is excess capacity in the plant at this time. However, availability of treatment capacity will depend on the current rate of construction and the timing for development of this site.

There is an existing eight inch (8") sanitary sewer line located in an easement, approximately 20 feet from the property. This line is inadequate for the proposed use at this time. DPWES recommends that the applicant proffer to replace any sewer line that becomes inadequate due to the proposed development. DPWES also notes that a public improvement plan should be submitted concurrent with the site plan for the proposed development to upgrade any off-site sanitary sewer line. The applicant they will be required to replace any inadequate sewer at the time of site plan.

***City of Falls Church Water*** (Appendix 14)

The subject property is located not located within the Fairfax County Water Authority Service Area; rather, the site will be served by the City of Falls Church. The City of Falls Church notes that, at this time, there are adequate water facilities to support the proposed development. However, during site plan review, the applicant will be required to develop a hydraulic analysis of the site to ensure adequate sizing of the internal line sizes. During this review, it is possible that the applicant may be required to increase the size of the water mains.

***Affordable Housing*** (Development Criterion #7)

The Comprehensive Plan states that affordable dwelling units (ADUs) should be provided in accordance with the provisions of the Zoning Ordinance and the Residential Development Criteria. The Plan also recommends that the developer replace units lost with the redevelopment of the former Fairlee Subdivision with affordable units. The Plan further recommends the ADUs be provided on-site and dispersed throughout the development and that a portion of the ADUs be accessible units.

The proposed development will include a total of 140 ADUs. These units will be dispersed throughout the proposed MetroWest development, within various product types, as recommended by the Comprehensive Plan. Seventy-nine (79) of these units are required by Sect. 2-801 of the Zoning Ordinance (35 of which will be located within the age-restricted units). Sixty-one (61) of the ADU units represent a replacement of the dwellings that existed within the Fairlee subdivision, as recommended by the Plan.

Proffer 24 commits that a minimum of ten of the total ADUs provided within the development will be designed and constructed as fully handicapped accessible units, as encouraged by the Plan. Finally, Proffer 24 notes that all ADUs will be administered pursuant to Sect. 2-801 of the Zoning Ordinance; however, irrespective of those provisions, the ADUs will be provided for a minimum term of 30 years, which represents a significantly longer term than that required under Sect. 2-801 (which is 15 years).

***Heritage Resources (Development Criterion #8)***

Development Criterion #8 states that 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. To that end, it is expected that a development address potential impacts on historical and/or archaeological resources research, protection, preservation, or recordation.

The Cultural Resources Branch of the Fairfax County Park Authority (FCPA) requested that a Phase I Archeological Survey of the southwest corner of the site (the area designated for the community building and tree save). The applicant has conducted this survey and submitted a copy of its findings to FCPA for review. This survey found that there were no areas of archeological interest within this portion of the site. Based on this report, the Cultural Resources Branch has concluded that no further studies are necessary.

**ZONING ORDINANCE PROVISIONS (Appendix 16)**

**Purpose and Intent (Sect. 6-101 and Sect. 6-401)**

The PDH-District is established to encourage innovative and creative design. Specifically, the PDH-District regulations are designed to insure ample provision and efficient use of open space; to promote high standards in the layout, design and construction of residential development; to promote balanced developments of mixed housing types; and to encourage the provision of dwellings within the means of families of low and moderate income.

The PRM District is established to provide: (1) for high density, multiple family residential developments (with a minimum density of 40 dwelling units per acre); and (2) for mixed-use developments consisting primarily of multiple family residential dwellings with secondary office and/or other commercial uses. The proposed mixed-use development will have an overall intensity of 2.25 FAR and 56.80 du/ac.

The Zoning Ordinance also states that 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.

The application property is located in an area designated as the Vienna Transit Station Area. Additionally, the Comprehensive Plan language for the site specifically recommends a high-density, mixed-use development as an option for this property. As recommended by the Comprehensive Plan, the application proposes a transit-oriented, mixed-use development. The site layout has been designed to provide a transit-oriented, mixed-use development which concentrates density within ¼ mile of the Vienna Metro Station in order to encourage use of transit. The site design facilitates the accessibility of the station and decrease walking times. Buildings are located close to the street to create quality public spaces, all of which helps to enhance the pedestrian experience. The development proposes a mix of uses (residential, office and retail) and housing types (high-rise apartments, elderly housing, townhouses, as well as ADUs). As noted previously in this report, at a minimum, a total thirty-five percent (35%) open space will be provided within the site. This open space is located throughout the site, providing all of the future residents of this development with immediate access to outdoor areas. Staff believes that the proposed design promotes high standards in design and layout and integrates well with the adjacent multifamily and single-family attached dwellings of Circle Woods, Hunter's Branch and Regent's Park.

#### **Use Limitations (Sect. 6-106 and Sect. 6-406)**

##### *PDH District*

Sect. 6-106 sets forth the use limitations for all development in a PDH District. As part of these limitations, the proposed PDH-16 and PDH-12 developments will be required to meet the standards of 16-101 (General Standards) and 16-102 (Design Standards). This issue is discussed below under the headings, "Section 16-101, General Standards" and "Section 16-102, Design Standards."

Sect. 6-106 also limits the types of secondary uses that can take place within these districts. In keeping with the recommendations of the Comprehensive Plan, the applicant is proposing 230 elderly housing units within Buildings 2, 3 and 4. Elderly housing (defined as independent living facilities in the Zoning Ordinance) is a permitted secondary use within the PDH-16 District. No other secondary uses are proposed. Par. 3 of Sect. 6-106 states that when a secondary use is being considered for approval on a final development plan, the special exception standards shall be used as a guide. Within the PRM District, the applicant has proposed several permitted secondary uses, including office, retail, child care, and off-street commercial parking. These uses are listed in greater detail under Proffer 5c.

Sect. 9-306 sets forth the additional standards for independent living facilities. Below is a list of these standards and an analysis of how these standards have been satisfied:

- *Par. 1 limits independent living facilities to persons who are sixty-two (62) years of age or over, couples where either the husband or wife is sixty-two (62) years of age or over and/or persons with handicaps, as defined in the Federal Fair Housing Act Amendments of 1988, who are eighteen (18) years of age or older and with a spouse and/or caregiver, if any.* The applicant has proffered that the proposed elderly housing units in Buildings 2, 3 and 4 will be restricted to persons ages 55 and above. While the Comprehensive Plan recommends elderly housing as a component of any mixed use development, it does not specify the age. The existing independent living facility which abuts the site (Saintsbury Plaza) is restricted to ages 55 and older. Staff believes that the proposed age limits for the elderly housing meets the intent of the Comprehensive Plan recommendation to create a mix of housing opportunities at the site.
- *Par. 2 requires that any proposed independent living facilities take into account the needs of elderly persons and/or persons with handicaps for transportation, shopping, health, recreational and other similar such facilities.* Buildings 2, 3 and 4, which will house the elderly housing units, will be within walking distance of the Vienna Metro Station and the proposed ground floor retail and other non-residential uses within the core of the MetroWest development.
- *Par. 3 requires that independent living facilities be compatible with the surrounding neighborhood, shall not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use and shall not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.* The proposed independent living facility will be fully integrated within the MetroWest development, across from an existing WMATA parking structure. The buildings and layout have been designed to be compatible with the rest of the proposed development.
- *Par. 4 requires that in order to assist in assessing whether the overall intensity of the proposed use is consistent with the scale of the surrounding neighborhood, the total gross floor area, including the dwelling unit area and all non-dwelling unit areas, the floor area ratio and the number of dwelling units shall be shown on the plat submitted with the application.* This information has been provided on the CDP/FDP. Staff believes that the proposed elderly housing component fits in with the overall MetroWest development, as well as the abutting Saintsbury Plaza independent living facility to the west.
- *Par. 5 states that independent living facilities may not be established except on a parcel of land fronting on, and with direct access to, a collector street or major thoroughfare.* Buildings 2, 3 and 4 will have frontage on Vaden Drive Extended and Saintsbury Drive, but not direct access. Staff does not believe that the lack of direct access will create issues, particularly given that the proposed elderly housing and its access has been designed as part of a larger development.

- *Par. 6 states that the density of such use shall be based upon the density of the land use recommendation set forth in the adopted comprehensive plan and as further modified by the corresponding multiplier and open space requirements set forth in the schedule provided below. The Comprehensive Plan specifically states that 230 elderly housing units may be located in this portion of the MetroWest development.*
- *Par. 7 states that independent living facilities may include assisted living facilities and skilled nursing facilities designed solely for the residents as an accessory use. No assisted living facilities or skilled nursing facilities are proposed with these units.*
- *Par. 8 states that all facilities of the development shall be solely for the use of the residents, employees and invited guests, but not for the general public. As detailed in the recreation proffers, the proposed facilities of the development are designed for the elderly housing and will not be available for the use of the general public.*
- *Par. 9 states that in residential districts, the maximum building height shall be 50 feet and in commercial districts the maximum building height shall be as set forth in the district in which located, except that in all cases greater heights may be approved by the Board. The Comprehensive Plan states that the tallest buildings should be concentrated within the core area with building heights that transition away from the core down to building heights which are similar and therefore, compatible with the adjacent residential communities. Buildings 2, 3 and 4 are to be located just outside the ¼ mile radius from the Vienna Metro Station. These buildings proposed to be 75 feet in height in keeping with the Plan's maximum height recommendations.*
- *Par. 10 sets forth minimum front, side and rear yard setbacks for independent living facilities. These requirements include a 50 foot setback from areas planned for residential uses up to 8 du/ac and a 30 foot setback from areas planned for residential uses above 8 du/ac or any commercial, office or industrial use. Staff believes that the setbacks recommended in Par. 10 are inconsistent with the urban integrated mixed-use nature of the proposed development, which the Plan recommends for this site. For that reason, staff believes that the proposed setbacks for the independent living units are acceptable as shown on the CDP/FDP.*
- *Par. 11 states that transitional screening shall be provided in accordance with the provisions of Article 13, and for the purpose of that Article, an independent living facility shall be deemed a multiple family dwelling. As discussed under the Waivers and Modifications section of this report, staff believes that the proposed transitional screening as depicted on the CDP/FDP is acceptable. No additional transitional screening for the proposed independent living facility units is desirable.*

PRM District

Sect. 6-406 of the Zoning Ordinance sets forth the use limitations for the PRM District. Below is a list of the use limitations for all developments in the PRM District and a discussion of how the proposed development addresses them:

- *Meet the standards of 16-101 (General Standards) and 16-102 (Design Standards).* This issue is discussed below under the headings, "Section 16-101, General Standards" and "Section 16-102, Design Standards."
- *Provide a CDP and FDP in accordance with specific urban design requirements and streetscape plans.* There are no specific urban design requirements or streetscape plans for this area. However, the Comprehensive Plan recommends that any development proposal under the Metro-oriented, mixed-use option contain detailed streetscape plans and urban design details. As discussed earlier in this report, the CDP/FDP contains these specific details, which are committed to within the proffers.
- *Have multifamily dwellings as the principal residential type.* Multifamily dwellings are the principal residential type for this proposed development.
- *Be designed to be harmonious with neighboring properties.* As noted earlier in this report, staff believes that the proposed development has been designed to be harmonious with the neighboring properties. In order to minimize impact on these neighboring properties, the Comprehensive Plan recommends that should the site be developed under the high-density, mixed-use option, the highest density should be concentrated closest to the Vienna Metro Station and then taper down toward the existing single-family dwellings. To that end, the application proposes three separate zoning districts to ensure that the highest intensity uses are kept away from the existing single-family dwellings. The PRM District and the tallest buildings are proposed closest to the Vienna Metro Station. The PDH-16 and PDH-12 Districts would be located between the PRM District and the surrounding single-family dwellings. Even within the PRM District, the buildings are designed to concentrate the tallest buildings closest to the Vienna Metro Station and then taper down in height as the site moves away from the station and to provide a buffer to adjacent developments.
- *Use the standards of Article 9 to evaluate uses categorized as Special Exception uses.* None of the proposed uses within the PRM District are categorized as special exception uses.
- *Have 50% of the total gross floor area devoted to multifamily residential use.* With approximately 90% multifamily residences, the proposed development meets this use limitation.
- *Prohibit drive-through facilities.* Drive-through facilities would be prohibited under the proposed proffers.

- *Provide parking in accordance with Article 11, including possible parking reductions based on hourly parking accumulation characteristics of the various uses and/or proximity to a mass transit station, with the intention that a substantial portion of the required parking be provided in parking structures.* While there would be on-street parking, the required off-street parking would be provided either underground or within parking structures enclosed within the core of the building. The applicant has proffered that the parking provided for the multifamily residential and office uses will not exceed a ratio that is 10% higher than the minimum requirements for such uses as shown on the CDP/FDP. Furthermore, the applicant may seek a parking reduction or shared parking agreement for any of the multifamily or non-residential uses.
- *Provide signage in accordance with Article 12.* The applicant has proffered to provide signage in accordance with Article 12.
- *Comply with the performance standards of Article 14, relating to lighting and noise.* The proposed development will be required to demonstrate compliance with these standards at the time of site plan approval.

#### **Lot Size Requirements (Sect. 6-107 and 6-408)**

Par. 1 of Sect. 6-107 requires that all development within the PDH Districts have a minimum district size of two acres. The subject site for the PDH-16 District is 17.10 acres and the subject site for the PDH-12 District is 15.68 acres. Par. 2 of this same section requires that a minimum 200 SF privacy yard be provided for each single-family attached dwelling. The applicant has requested a waiver of this requirement. This waiver is discussed in the Waivers and Modifications section of this report.

Section 6-407 requires that all developments in the PRM District have a minimum district size of two acres. The subject site is 23.25 acres in size and meets this requirement.

#### **Maximum Density (Sect. 6-109 and 6-408)**

Sect. 6-109 sets forth the maximum density permitted in the PDH-16 and PDH-12 Districts, which is 16 du/ac and 12 du/ac, respectively. Par. 1 of Sect. 6-109 states that the maximum density may be increased in accordance with the requirements for affordable dwelling units set forth in Part. 8 of Article 2. The provided density within the PDH-16 and PDH-12 District utilize the ADU bonus density. The applicant proposes a density of 31.31 du/ac within the proposed PDH-16 District. Par. 6 of Sect. 9-306 of the Zoning Ordinance includes a multiplier formula for determining allowable development density for independent living facilities within residential districts. This multiplier allows the recommended Comprehensive Plan density to be increased by a multiple of four. The Comprehensive Plan recommends a density range of 12 to 16 du/ac for the western portion of the subject site. Using the multiplier formula, the Comprehensive Plan states that the northernmost 3.5 acres of this area can be developed with up to 230 units of elderly housing, provided that 15% of these units are provided as ADUs. The application conforms with this recommendation.

Absent the elderly housing component, the proposed density for the PDH-16 District would be 17.95 du/ac, reflective of only the ADU bonus.

Par. 2 of Sect. 6-408 states that the maximum floor area ratio for the PRM District is 3.0. The proposed FAR for the PRM portion of the site is 2.25 FAR.

#### **Open Space** (Sect. 6-109 and Sect. 6-409)

The open space regulations require that:

- Twenty-seven percent (27%) of the gross area in the PDH-12 District be open space;
- Thirty-one percent (31%) of the gross area in the PDH-16 District be open space;
- Twenty percent (20%) of the gross area in the PRM District be landscaped open space; and
- Recreational amenities be provided in accordance with the Planned District regulations (minimum expenditure of \$955 per unit).

According to the CDP/FDP, 38% open space will be provided in the PDH-12 District, 44% open space will be provided in the PDH-16 District and 38% landscaped open space would be provided within the PRM District. The proffers state that a minimum of 35% open space would be provided for the overall development. As discussed earlier in this report, this open space would consist of plazas and open space areas, as well as rooftop recreational areas.

As discussed previously, the applicant has proffered to expend a minimum of \$955 per market-rate dwelling units for on-site recreational facilities, including pools, play equipment, and indoor exercise facilities for P-Districts.

#### **General Standards** (Sect. 16-101)

Par. 1 requires conformance with the Comprehensive Plan recommendations. As discussed earlier in the Comprehensive Plan analysis section of this report, staff believes that the proposed application has satisfied these recommendations and is therefore, in conformance with the Comprehensive Plan.

Par. 2 requires that the proposed design achieve the stated purposes of the P-Districts more than would development under a conventional zoning district. The purpose and intent of the P-Districts is 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 development provides for high design and layout standards, as discussed previously in this report.

Par. 3 requires protection and preservation of scenic assets. The applicant proposes a 1.17-acre tree save area in the southwestern corner of the site. This area contains sub-climax upland forest area, which Urban Forest Management has recommended for preservation. It is expected that this area will be incorporated into East Blake Lane Park.

Par. 4 requires a design which prevents injury to the use of existing development and does not deter development of undeveloped properties. As noted earlier in this report, the proposed development has met the Plan recommendations for screening and buffering between the subject site and the adjacent single-family residences.

Par. 5 requires that adequate transportation and other public facilities are or will be available to serve the proposed use. As discussed in the Transportation Analysis, the applicant has committed to extensive road improvements, including the extension of Vaden Drive from its existing terminus at Saintsbury Drive to Lee Highway, improvements to Saintsbury Drive and its on- and off-ramps from I-66, and an additional left turn lane from northbound Lee Highway to Nutley Street. With these highway improvements, it is staff's opinion that the traffic impact of the proposed development will be mitigated and that adequate road facilities will be available to serve the proposed use. In addition, the applicant has committed to significant vehicular trip reductions through its proffered TDM program, which should further reduce the development's impact on surrounding roads. WMATA has stated that there is rail capacity for the proposed development.

Par. 6 requires that coordinated linkages among internal facilities and services, as well as connections to major external facilities and services, be provided. The proposed development has been designed to encourage walking to both the Metro and future retail and other non-residential uses (see Proffer 8 for a full list of proffered pedestrian improvements). The CDP/FDP includes a graphic depicting the pedestrian connections to the surrounding neighborhoods. In this way, not only can the future residents of the development avail themselves of the services offered within the MetroWest development, but so can the surrounding neighborhoods. It is also expected that these trail connections (as depicted on Sheet 36) will make access to the Vienna Metro Station easier for the residents of the surrounding neighborhoods. Finally, in addition to the pedestrian connections, Vaden Drive will be extended from its current terminus at Saintsbury Drive to Lee Highway. It is expected that this new north-south connection to Lee Highway will help relieve traffic congestion on Nutley Street and Blake Lane.

#### **Design Standards (Sect. 16-102)**

Par. 1 states that at the peripheral lot lines, the bulk regulations and landscaping and screening for the proposed development should generally conform to the provisions of the most comparable conventional district. However, in this particular instance, the Comprehensive Plan text for this specific site has made specific recommendations about the buffers and building height and type along the periphery of the site. As discussed earlier in this report, the applicant has satisfied these requirements.

Par. 2 states that the open space, parking, loading, sign and all other similar regulations shall have application in all planned developments. This application satisfies all of these applicable Zoning Ordinance provisions, with the exception of the loading requirement. The applicant has requested a modification of the loading space requirement, which is discussed in the Waivers and Modifications section of this report below.

Par. 3 states that streets and driveways shall be designed to generally conform to the provisions of the Ordinance, which they do. As has been stated, the applicant has indicated that at the time of site plan, a waiver of the lane width requirement will be sought in order to permit 11-foot lanes along proposed Vaden Drive Extended. The purpose of this request is to provide a narrower lane width, which in turn will help to slow down traffic along Vaden Drive Extended and create a more pedestrian-friendly atmosphere.

Par. 4 states that emphasis should be placed on the provision of recreational amenities and pedestrian access. The development plan includes proposed sidewalks along the internal and external streets, and connecting to the external street network and adjacent residential areas. The plan also includes several passive recreational areas and courtyards, and on-site active recreational amenities. The proffers indicate that recreational funds required by the P-standards which are not used on-site will be contributed to the Park Authority. The applicant has also proffered to construct a community building to be dedicated to the County, which will contain a 29,700 SF gymnasium, exercise equipment, and classroom and public meeting space (see Proffer 25).

#### **Waivers/Modifications for RZ 2003-PR-022**

##### Waiver of the 600-foot maximum length of private streets (Par. 2 of Sect. 11-302 of the Zoning Ordinance)

Par. 2 of Sect. 11-302 states that no private street in a residential development that is to be owned and maintained by a nonprofit organization shall exceed 600 feet in length unless approved by the Director. The applicant is seeking a waiver of this requirement in order to permit the internal streets within the development to be private streets. The proposed development provides for a primary collector street (Vaden Drive Extended) that extends from Lee Highway to Vaden Drive, and which is a public street. All other streets in the proposed development are requested to be private, which is typical in developments with single-family attached and multifamily dwellings. In order to create a pedestrian-oriented community, the proposed site layout proposes street widths which are narrower than are permitted under Virginia Department of Transportation (VDOT) regulations. The proposed development also proposes on-street parking and certain driveway configurations which would also not be permitted under VDOT regulations. In staff's opinion, narrower street widths act to reduce the speed of vehicular traffic. In addition, the proposed on-street parking will act as a buffer between roadway traffic and pedestrians. For these reasons, staff believes that these narrower street widths and the on-street parking are essential for designing a community that is centered around people, not cars. Also, given the size of the development, staff believes the maintenance of the proposed amount of private streets will not present a financial burden on the future residents. Therefore, staff supports the proposed waiver.

Modification of the loading space requirement for multifamily dwellings and office to that shown on the CDP/FDP (Par. 4 of Sect. 11-203 of the Zoning Ordinance)

Par. 4 of Sect. 11-203 sets forth a schedule for the minimum off-street loading spaces to serve various uses. Under this schedule, the applicant would be required to provide a total of 86 loading spaces on the-site. The applicant is seeking a modification of the loading space requirement for the proposed multifamily dwellings and office building to permit a total of 69 loading spaces within the development, as depicted on the CDP/FDP. The applicant believes that this modification is appropriate for this development because of its mixed-use nature. Since a mix of uses is proposed within buildings, these uses will be able to share loading areas. Furthermore, the proximity of buildings to one another also allows for loading spaces to be shared within the development. Because the stacked townhouses are considered multifamily residential, they are required to provide loading spaces, which are unnecessary for this proposed style of unit. Finally, the applicant notes less loading spaces will reduce disruption along the street (and particularly for pedestrians). Staff supports the requested modification.

Modification of the transitional screening and barrier requirements along that portion of the southern property line where the proposed community building abuts multifamily and single-family attached dwellings to the landscaping and barrier shown on the CDP/FDP (Par. 14 of Sect. 13-304 of the Zoning Ordinance)

The Zoning Ordinance requires a 35-foot wide transitional screening area and barrier wall or fence adjacent to the southern boundary of the subject site between the proposed community building and the Circle Woods multifamily and single-family attached communities. Par. 14 of Sect. 13-304 of the Zoning Ordinance states that transitional screening and barriers can be modified and/or waived for any public use when such use has been specifically designed to minimize adverse impact on adjacent properties. The Comprehensive Plan recommends that a 20-foot wide buffer be provided along this property line. The applicant proposes a 20-foot buffer area as shown on the CDP-FDP in lieu of the 35-foot transitional screening area, which the applicant believes will provide an effective screening between the properties. In addition, the applicant proposes a seven-foot high barrier fence along this boundary, extending west to the edge of the parking area for the public facility. The barrier is proposed to stop at that point in order to preserve existing mature trees. Staff believes that the proposed landscaping, fence, as well as the proposed architecture of the building, will be such that the abutting communities will be adequately screened. Therefore, staff supports the requested modification.

Variance to permit a seven (7) foot tall barrier fence with eight (8) foot tall piers, located generally along the common property line shared by the subject site and the abutting Circle Woods communities in the locations as shown on the CDP/FDP (Par. 8 of Sect. 16-401 of the Zoning Ordinance)

Par. 3B of Sect. 10-104 states that in any front yard of any lot, a fence or wall not exceeding four (4) feet in height is permitted. The applicant is proposing a seven (7) foot high wooden fence with eight (8) foot height brick piers along the site's shared property lines with the Circle Woods communities. Strict application of the Zoning

Ordinance would limit the height of such fence, including its piers, to seven (7) feet. The applicant proposes to allow the piers to extend above the fence to provide a more aesthetic treatment. Such a fence/pier height comes at the request of the neighboring homeowners to provide an enhanced barrier between the properties. Par. 8 of Sect. 16-401 permits the Board to authorize a variance in the strict application of specific zoning district regulations 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 standards set forth in Part 1 of Article 16. The proposed fence comes at the request of the abutting Circle Woods communities in order to buffer their neighborhoods from any possible impact that the MetroWest community may create. While it is staff's opinion that a fence of this height may not be aesthetically pleasing, staff believes that the reasoning behind Circle Woods' request follows with Par. 4 of Sect. 16-101 which states that the planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development. Staff does not believe that the proposed variance will create an adverse impact on either the existing or the proposed communities. Therefore, staff supports the requested waiver.

Waiver of the 200-square foot privacy yard requirement for the rear-loaded single-family attached dwellings (Par. 2 of Sect. 6-407 of the Zoning Ordinance)

Par. 2 of Sect. 6-407 requires the provision of a privacy yard, having a minimum area of 200 square feet, for each single-family attached dwelling unit lot, unless waived by the Board in conjunction with the approval of a rezoning application. In keeping with a pedestrian-friendly urban design, the majority of single-family attached dwellings are proposed to be rear-loaded units. Upper level balconies are provided for the rear-loaded units; however, these units do not have back yards. Due to this configuration, provision of a privacy yard is not possible. The applicant notes that the provision of rear-loaded units is essential to the design concept for the proposed development in that the rear-loaded units will allow the dwellings to frame the street frontage, providing a strong, pedestrian friendly streetscape. Staff concurs with this assessment. Furthermore, because the proposed development will be designed to have many common open space areas and recreational amenities, staff does not believe that the absence of a privacy yard will adversely impact the future residents. For that reason, staff supports the requested waiver.

Modification of the minimum planting area for those locations shown on the CDP/FDP [Public Facilities Manual (PFM) Section 12-0702-1B (2)]

The PFM requires that, at a minimum, street trees be planted in an eight (8) foot wide planting strip in order to be counted to satisfy tree cover requirements. The applicant is seeking a modification of this requirement in select locations of the site, primarily within the urban core, based on the premise that an at-grade eight (8) foot wide planting strip is too wide to facilitate the pedestrian experience and is incompatible with the project's vision for a pedestrian-oriented streetscape. For that reason, in select locations as shown on the CDP/FDP, the applicant proposes to provide eight (8) foot planting beds for street trees, but to cantilever the sidewalk two (2) feet over such planting beds. The result is that an eight (8) foot planting area would be provided for the trees, but only six (6) feet of such area would be visible from grade

level. In order to ensure the survivability of the trees, the applicant proposes to install structural soil within these eight (8) foot wide planting areas. The applicant's proposed landscaping plan has been reviewed by the UFM and their recommendations have been incorporated into the CDP/FDP proffers. Therefore, staff supports the requested modification.

Modification of the trail requirement along Lee Highway (US Route 29) to permit a five (5) foot wide concrete sidewalk (Par. 2 of Sect. 17-201 of the Zoning Ordinance)

Par. 2 of Sect. 17-201 requires the construction of trails required by the Comprehensive Plan. The Comprehensive Plan indicates that a major paved trail (8-foot or more in width) is proposed along the north side of Lee Highway. However, a four to five-foot wide sidewalk currently exists along Lee Highway, from Nutley Street to Fairlee Drive, a distance of approximately 1,971 feet. The provision of a five (5) foot wide sidewalk along the subject site's Lee Highway frontage would continue this existing configuration. Because the subject site's frontage is only 340 feet long, staff believes that a five-foot wide sidewalk would be sufficient in this location, rather than an eight-foot wide trail section. Therefore, staff supports the requested modification.

Waiver of the service drive requirement along the site's Lee Highway frontage (Par. 3a of Sect. 17-201 of the Zoning Ordinance)

Par. 3a of Section 17-201 of the Zoning Ordinance requires a service drive to be constructed adjacent to any primary highway. Currently, no service drive exists along this side of Lee Highway between Nutley Street and Blake Lane. Properties to the east and west of the subject site have consolidated access to Lee Highway via internal roadways or the public street network. In addition, there will be a single curb cut at Vaden Drive Extended to serve the proposed development. For these reasons, staff believes that the provision of a service drive along the site's frontage would be inconsistent with the existing development along this section of Lee Highway. For that reason, staff supports the requested waiver.

Waiver to permit underground detention and best management practices (BMPs) in a residential development (PFM Section 6-0303.8)

The applicant requests permission to control stormwater by using underground detention in a residential development. The applicant proposes three underground detention facilities to be located underneath proposed open space areas. This constitutes a waiver of PFM Section 6-0303.8, which regulates use of underground SWM facilities located in a residential development. The applicant believes that given the size of the site and the nature of development proposed, underground facilities are appropriate in this instance.

The Board of Supervisors (BOS) may grant a waiver to permit underground detention in residential areas after taking into consideration possible impacts on public safety, the environment, and the burden placed on prospective homeowners for maintenance. In order to address safety concerns, locked BILCO doors will be provided at each facility access point. The BILCO doors are to be designed with a landscape feature to help hide the location of the doors, for an additional safety factor. Nevertheless,

DPWES typically recommends that underground detention facilities be relocated to areas under proposed parking or travel ways so as to remove the facilities from active play areas which could pose an undue hazard to the residents in the development; however, the proposed locations are acceptable. DPWES further believes that it would be desirable to minimize the proposed depths of the facilities to the degree possible to reduce the liability of the owners. Thus far, the proposed depth of the facilities has not changed; however, the proposed depths are acceptable.

In terms of environmental impact, the proposed underground facilities will outfall into existing and proposed piped storm drainage system. The outfall structures and receiving storm drainage systems must be of sufficient depth to adequately convey the runoff to the natural stream system. It is possible that additional clearing and grading beyond that shown on the CDP/FDP along one or more of the outfalls may be necessary to accommodate the depths of the proposed vaults (7 feet, 15 feet and 15.5 feet) may be necessary for construction of the vaults and for the provision of an adequate design for the outfall. If additional clearing is required and it is not in conformance with the CDP/FDP or requires additional easements from FCPA, the applicant may be unable to do it without the approval of a proffered condition amendment (PCA). To minimize any adverse impact on the environment (namely, tree removal associated with the construction of new outfalls), DPWES recommends that the underground structure heights be reduced to the degree possible (preferably six feet in depth). The applicant does not want to reduce the height of these structures because it will increase the area of the vaults.

In terms of future financial burden, the proposed development is for construction of 2,248 residential units and approximately 400,000 square feet of office/retail space. The annual routine maintenance burden will be assumed by the Umbrella/Home Owners Association (UOA/HOA) with about 85% to the homeowners and 15% of the responsibility to the office/retail portion. The estimated annual maintenance cost provided by the applicant, in current dollars is \$24,000 for the underground facilities. Therefore, the anticipated annual maintenance cost per residential unit is estimated at \$9.10, which is deemed to be a reasonable amount.

DPWES recommends that the Board approve the waiver to locate underground facilities in a residential area for the Pulte/Metro West development plan, subject to Waiver #8625-WPFM-001-1 Conditions dated December 5, 2005, as contained in Appendix 9 as Attachment A.

### **Special Exception Requirements – SEA 82-P-032-5**

#### General Special Exception Standards (Sect. 9-006)

General Standards 1 and 2 require that the proposed use be in harmony with the adopted Comprehensive Plan and be in harmony with the general purpose and intent of the applicable zoning district regulations. The applicant proposes to delete land area from the area covered under the special exception for inclusion in the MetroWest project. This proposal conforms with the recommendations of the Comprehensive Plan, which specifically recommends that this particular portion of the Vienna Metro Station be consolidated with the MetroWest development and the purpose and intent

of the R-1 District which permits a WMATA facility. Staff believes that the proposed improvements to Saintsbury Drive will make pedestrian access to the Vienna Station safer and more convenient for existing and future residents.

General Standards 3 and 4 require that the proposed use will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted Comprehensive Plan and that pedestrian and vehicular traffic associated with the use will not create hazards or conflict with the existing and anticipated traffic in the neighborhood. The deletion of the 3.75-acre portion of the station will allow the MetroWest development to be closer to the Vienna Metro Station. The redesign of Saintsbury Drive will permit improved pedestrian access to the station. It will also help facilitate vehicular movement along Saintsbury Drive by widening the road and improving intersection movements and eliminating existing conflicts between pedestrians and vehicles.

General Standard 5 requires that landscaping and screening be in accordance with the provisions of Article 13. The applicant requests a reaffirmation of the previously approved modification of the transitional screening requirements and waiver of barrier requirements along all boundaries, as approved in conjunction with SEA 82-P-032-4. Staff believes that the proposed changes to the Vienna Metro Station (deletion of land area and improvements to Saintsbury Drive) do not warrant additional transitional screening and barriers beyond that which exists now. Therefore, staff supports the requested modification of the transitional screening and waiver of the barrier requirement. The applicant also requests a reaffirmation of the waiver of the interior parking lot landscaping requirement as approved in conjunction with SEA 82-P-032-4. This requirement applied to the existing parking structure approved in special exception amendment, SEA 82-P-032-3. The proposed amendment does not affect the parking structure. Therefore, staff continues to support this waiver.

General Standards 6, 7 and 8 require that open space, adequate utilities, drainage, signage, parking and loading spaces to be regulated in accordance with the Zoning Ordinance; however, the Board of Supervisors may impose more strict requirements for a given use than those set forth in this Ordinance. The proposed construction will not impact these requirements.

#### Category 4 Standards (Sect. 9-404)

In addition to the General Special Exception Standards, all Category 4 Special Exception uses must comply with additional standards for Category 4 Uses. The standards applicable to the proposed amendment are Standards 1 and 4. No new structures are proposed with this application. The Greyhound ticket kiosk, approved under SEA 82-P-032-4, meets the R-1 District Bulk Regulations. Standard 4 requires that all facilities be located so that operation will not seriously affect adjacent residential areas. The proposed deletion of land area from the Vienna Metro Station is sought in order to create a Metro-oriented development to the south of the station. Far from affecting the adjacent residential areas, staff believes that approval of the requested SEA will improve the proposed MetroWest development.

## CONCLUSIONS AND RECOMMENDATIONS

### Staff Conclusions

The proposed application has been designed under the recommendations of the Metro-oriented, mixed-use option of the Comprehensive Plan. To that end, the application proposes a site layout which concentrates its density and mix of uses within ¼ mile of the Vienna Metro Station. In order to orient the site to the station and to conform to the recommendations of the Comprehensive Plan, the application proposes a different form of development than is currently located around the Vienna Metro Station. The layout is based upon a grid-like pattern of streets and alleys, which helps to maximize access points through the site, which, in turn, increases pedestrian access to the station, while helping to disperse vehicular traffic. The applicant proposes to locate the buildings close to the street and place parking underground or below uses, which provides for a comfortable and inviting walking experience for the pedestrian. A variety of public open spaces have been provided throughout the site.

A mix of uses is proposed within this development, including high-rise apartments, elderly housing, ADUs, garden-style apartments, stacked townhouses and traditional townhouses. Between 125,000 and 300,000 SF of office is also proposed in order to create employment opportunities, as well as to create a daytime population for the proposed development. Finally, in order to serve the future residents and employees of this development, up to 135,000 SF of retail (including a grocery store) and other non-residential uses are integrated into the development.

In order to address concerns about potential impact that this proposed development may have on the surrounding neighborhoods, the development places the highest densities and tallest buildings near the Vienna Metro station. As the development moves away from the station, the buildings become shorter and less intense, so that the edges of the development mirror the abutting uses. Furthermore, landscaped buffers are proposed along those peripheral portions of the development where the site abuts existing neighborhoods. The development will contain a variety of open space areas and recreational facilities; in addition, the applicant is dedicating a tree save area and constructing a 29,700 SF community building to accommodate additional public needs.

Currently, many of the surrounding streams, including Hatmark and Hunter's Branch, are in a degraded condition due to the lack of detention from the surrounding upstream properties (north of I-66). The application seeks to mitigate potential impacts it may have on these streams by reducing its outfalls to wooded condition levels. The applicant also proposes to capture and treat the runoff from the Vienna Metro Station, which is currently undetained. Finally, in addition to conventional stormwater management techniques, the application also proposes to use low-impact development techniques throughout the site.

The most significant concern about the proposed development has been its impact on the surrounding transportation network. The proposed mix of uses is anticipated to create synergy among uses, resulting in a reduction in traffic. Specifically, this

synergy is achieved by providing a sufficient residential and commercial intensity and a land use mix that incorporates a grocery store, restaurants and other personal service and retail establishments, in combination with a design that is oriented toward, and walkable to, the Vienna Metro Station. The application also proposes transportation improvements to mitigate impacts on the transportation network. These improvements include the construction of a new road to connect Saintsbury Drive to Lee Highway (Vaden Drive Extended), intersection improvements to the Lee Highway/Nutley Street intersection, and improvements to the on- and off-ramps of Interstate 66 at Saintsbury Drive. Furthermore, the application proposes improvements to the Vienna Metro Station, including reconstruction of Saintsbury Drive, in order to enhance pedestrian access to the station and to relieve WMATA of its maintenance of Saintsbury Drive. In addition to the station improvements, pedestrian improvements, including a new pedestrian bridge across Hatmark Branch, are proposed in order to increase pedestrian access to the Vienna Metro Station from surrounding communities. Finally, the applicant has committed to a precedential transportation demand management (TDM) program which will reduce residential trips by 47% and office trips by 25%.

Staff believes that the application conforms to the recommendations of the Comprehensive Plan for a transit-oriented, mixed use development at the Vienna Metro Station. Furthermore, staff believes that this development also contributes to the achievement of several significant Countywide and regional planning and land use objectives. Namely, the proposed development concentrates density around the Vienna Metro Station to maximize transit accessibility. It also creates a mixed-use development, with pedestrian-oriented commerce near the station which will help to reduce auto travel. Finally, it encourages the use of public transportation in order to preserve and improve air quality. While staff continues to work with the applicant on finalizing the proffer commitments, staff believes that the proposed applications are in conformance with the Comprehensive Plan and applicable Zoning Ordinance provisions and recommends that they be approved.

### **Staff Recommendations**

Staff recommends that RZ 2003-PR-022 and the Conceptual Development Plan be approved, subject to the draft proffers contained in Appendix 1 of the staff report.

Staff recommends approval FDP 2003-PR-022.

Staff recommends that the 600-foot maximum length of private streets (Par. 2 of Sect. 11-302 of the Zoning Ordinance) be waived.

Staff recommends that the loading space requirement for multifamily dwellings and office be modified to that shown on the CDP/FDP (Par. 4 of Sect. 11-203 of the Zoning Ordinance).

Staff recommends that the transitional screening and barrier requirements along that portion of the southern property line where the proposed community building abuts multifamily and single-family attached dwellings be modified to the landscaping and barrier shown on the CDP/FDP (Par. 14 of Sect. 13-304 of the Zoning Ordinance).

Staff recommends that a variance of the front yard fence height limitation of four (4) feet be approved to permit a seven (7) foot tall barrier fence with eight (8) foot tall piers, located generally along the common property line shared by the subject site and the abutting Circle Woods communities in the locations as shown on the CDP/FDP (Par. 8 of Sect. 16-401 of the Zoning Ordinance).

Staff recommends that the 200-square foot privacy yard requirement for the rear-loaded single-family attached dwellings (Par. 2 of Sect. 6-407 of the Zoning Ordinance) be waived.

Staff recommends that the minimum planting area for those locations shown on the CDP/FDP [Public Facilities Manual (PFM) Section 12-0702-1B (2)] be modified to that shown on the CDP/FDP and as described in the proffers.

Staff recommends that the trail requirement along Lee Highway (US Route 29) be modified to permit a five (5) foot wide concrete sidewalk (Par. 2 of Sect. 17-201 of the Zoning Ordinance).

Staff recommends that the service drive requirement along the site's Lee Highway frontage (Par. 3a of Sect. 17-201 of the Zoning Ordinance) be waived.

Staff recommends that the Board approve the waiver to locate underground facilities in a residential area for the Pulte/Metro West development plan (PFM Section 6-0303.8), subject to Waiver #8625-WPFM-001-1 Conditions dated December 5, 2005, as contained in Appendix 9 as Attachment A.

Staff recommends that the Board modify Additional Standard One of Sect. 9-306 of the Zoning Ordinance to permit a reduction in the minimum age requirement in the elderly housing units from 62 to 55 years of age.

Staff recommends approval of SEA 82-P-032-5, subject to the development conditions contained in Appendix 2 of the staff report.

Staff recommends that the transitional screening requirements along all boundaries be modified to permit the existing landscaping along all boundaries.

Staff recommends that the barrier requirement along all boundaries be waived.

Staff recommends that the interior parking lot landscaping requirement for the existing parking structure be waived.

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

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

## APPENDICES

1. Draft Proffers (RZ 2003-PR-022)
2. Proposed Development Conditions (SEA 82-P-032-5)
3. Affidavit
4. Statement of Justification
5. Plan Citations and Land Use Analysis
6. Transportation Analysis
7. Environmental Analysis
8. Urban Forest Management Analysis
9. Stormwater Analysis (RPA Exception # 8625-WRPA-001-1 Report)
10. Park Authority Analysis
11. Schools Analysis
12. Fire and Rescue Analysis
13. Sanitary Sewer Analysis
14. Water Analysis
15. Approved Development Conditions and Plat for SEA 82-P-032-4
16. Applicable Zoning Ordinance Provisions Checklist
17. Residential Development Criteria
18. Glossary of Terms



**DRAFT**  
**PROFFERS**  
**METRO WEST PROFFERS**  
**PULTE HOME CORPORATION**  
**RZ 2003-PR-022**  
**JANUARY 17, 2006**

Pursuant to Section 15.2-2303 (A), Code of Virginia, 1950, as amended, PULTE HOME CORPORATION (the "Applicant") for the owners, themselves, their successors and assigns in RZ 2003-PR-022 (the "Application"), filed for property identified as Fairfax County Tax Maps 48-1((1)) 90B (formerly 48-1((1)) 90 pt., 91B pt., 48-1((6)) 7A, 8B pt., 48-2((24)) 38A pt.), 91, 91A; 48-1 ((6)) 5, 6, 7B, 8A, 9-13, 33-37; 48-2 ((24)) 38B, 39-42; 48-3 ((1)) 55; 48-3 ((5)) 1A, 1B, 2-4, 14-22; 48-4 ((7)) 23-32, 43-54, 56-60, 61A, 62-69, and existing Fairlee Drive (Rt. 1040), to be vacated/abandoned, and Maple Drive (Rt. 1041), to be vacated/abandoned (the "Application Property") hereby agrees to the following proffers, provided that the Board of Supervisors approves the Application rezoning the Application Property from the R-1 District to the PRM District, the PDH-16 District and the PDH-12 District as requested in the Application. In the event the Application is approved by the Board of Supervisors, any previous proffers applicable to the Application Property or portions thereof, shall be deemed null and void and shall have no further force or effect.

**1. Development Plan**

- a. General. Development of the Application Property shall be in substantial conformance with the Conceptual Development Plan/Final Development Plan ("CDP/FDP"), prepared by Dewberry & Davis LLC, and dated March 24, 2003, as revised through December 16, 2005. Notwithstanding that the CDP/FDP is presented on 52 sheets, it shall be understood that the CDP shall be only those elements of the plans that depict points of access, the amount and location of open space, peripheral setbacks, limits of clearing and grading, building heights, the total number, type, uses and general location of buildings, roads and stormwater management (the "CDP Elements"). The Applicant reserves the right to request a Final Development Plan Amendment ("FDPA") for elements other than the CDP elements from the Planning Commission for all or a portion of the CDP/FDP in accordance with Section 16-402 of the Zoning Ordinance if such an amendment is in accordance with the approved CDP and these proffers, as determined by the Zoning Administrator.

- b. Right of Way Vacation. Notwithstanding the submission for processing of any applications, plans or plats in furtherance of the development of the Application Property, the Applicant acknowledges that no such application, plan or plat shall be approved by Fairfax County until or unless the vacation of right-of-way of existing Maple Drive (Rt. 1041) and Fairlee Drive (Rt. 1040) as proposed as part of the Application Property is approved by the Board of Supervisors and is final. In the event that such vacation of Fairlee Drive and Maple Drive is not approved by the Board of Supervisors, or in the event that the Board's approval is overturned by a court of competent jurisdiction, any development of the Application Property under the PRM, PDH-16 or PDH-12 Districts shall require a PCA and the Applicant acknowledges that such amendment may result in a loss of density/intensity.
- c. Minor Modifications. Pursuant to Paragraph 4 of Section 16-403 and Paragraph 5 of Section 18-204 of the Zoning Ordinance, minor modifications to the Final Development Plan ("FDP") and these proffers may be permitted as determined by the Zoning Administrator.

## 2. Zoning

- a. As shown on the CDP/FDP, the Application Property is zoned to three (3) zoning districts as follows:
  - (i) Core Area. A total of approximately 23.2 acres of land comprising the northeastern portion of the Application Property is zoned to the PRM District. Such portion of the Application Property is referenced herein as the "Core Area".
  - (ii) Non-Core West Area. A total of approximately 17.1 acres of land comprising the northwestern portion of the Application Property is zoned to the PDH-16 District. Such portion of the Application Property is referenced herein as the "Non-Core West Area."
  - (iii) Non-Core South Area. A total of approximately 15.7 acres of land comprising the southern portion of the Application Property is zoned to the PDH-12 District. Such portion of the Application Property is referenced herein as the "Non-Core South Area".

## 3. Maximum Density

- a. Maximum Dwelling Units on Application Property. The maximum total number of residential dwelling units that may be constructed on the Application Property in its entirety shall be 2,248. Such total shall include all affordable dwelling units, all bonus dwelling units attributable to

affordable dwelling units, all age-restricted dwelling units (located in Building 5), all independent living units (located in Buildings 2, 3 and 4) and any "apartment hotel" units (as provided in Proffer 15 below). The Applicant reserves the right to construct a lesser number of dwelling units than the maximum allowed provided that the buildings and site remain in substantial conformance with that shown on the CDP/FDP as determined by the Zoning Administrator. Multiple family dwelling units (exclusive of two-over-two multiple family dwelling units) will generally range in size from 1,000 to 2,000 square feet of GFA per dwelling unit. No more than one (1) of the multiple family dwelling unit buildings (exclusive of the two-over-two multiple family dwelling unit buildings) shall be constructed with an average dwelling unit size that exceeds 2,500 square feet of gross floor area per dwelling unit.

- b. Core Area. The maximum floor area ratio ("FAR") permitted within the Core Area shall be 2.25. Based on this maximum FAR, the maximum gross floor area ("GFA") that may be constructed within the Core Area shall be 2,833,469 square feet, exclusive of cellar space. Such maximum GFA shall include all affordable dwelling units and any density bonus attributable thereto. For purposes of calculating the maximum allowable GFA in the Core Area, density credit is taken for land dedicated by the Applicant for Sainsbury Drive as part of this Application, 0.95 acres of land previously dedicated for public purposes, approximately 4.71 acres of land located in the Non-Core West Area to be dedicated for public purposes as provided herein, and any other allowable density credit as provided by Paragraph 4 of Section 2-308 of the Zoning Ordinance. The Applicant reserves the right to construct a lesser amount of GFA within the Core Area provided that the number of buildings, height and site layout remain in substantial conformance with that shown on the CDP/FDP as determined by the Zoning Administrator.
  
- c. Non-Core West Area. The maximum residential density permitted within the Non-Core West Area shall be sixteen (16) dwelling units per acre, exclusive of affordable dwelling units and any density bonus attributable thereto, and exclusive of up to 230 age-restricted/independent living units to be located in Buildings 2, 3 and 4. A total of approximately 3.59 acres of land located in the Non-Core West Area shall be entitled to apply the multiplier for age-restricted/independent living units (Zoning Ordinance Section 9-306(6)) to support a maximum of 230 age-restricted/independent living units within such area (i.e. 3.59 acres X 16 du/ac X 4 = 230). For purposes of calculating the maximum allowable density in the Non-Core West Area, density credit is taken for approximately 3.19 acres of land located in the Non-Core West Area to be dedicated for public purposes (e.g. Vaden Drive Extended) as provided herein and any other allowable

density credit as provided by Paragraph 4 of Section 2-308 of the Zoning Ordinance except the 4.71 acres of land for which density credit is taken in the Core Area as provided in Proffer 3.b. above. Subject to the limitations set forth in Proffer 3.a. above, the Applicant reserves the right to construct a lesser number of dwelling units within the Non-Core West Area provided that the number of buildings, height and site layout remain in substantial conformance with that shown on the CDP/FDP as determined by the Zoning Administrator.

- d. Non-Core South Area. The maximum density permitted within the Non-Core South Area shall be twelve (12) dwelling units per acre, exclusive of affordable dwelling units and any density bonus attributable thereto. For purposes of calculating the maximum allowable density in the Non-Core South Area, density credit is taken for approximately 1.87 acres of land located in the Non-Core South Area to be dedicated for public purposes (e.g. Vaden Drive Extended) as provided herein and any other allowable density credit as provided by Paragraph 4 of Section 2-308 of the Zoning Ordinance. The Applicant reserves the right to construct a lesser number of dwelling units within the Non-Core South Area provided that the building heights and site layout remain in substantial conformance with that shown on the CDP/FDP as determined by the Zoning Administrator.
- e. Allocation of Dwelling Units and GFA. The anticipated allocation of dwelling units and GFA among the various buildings to be constructed on the Application Property is represented on the CDP/FDP. The Applicant reserves the right to reallocate dwelling units and/or GFA among the buildings depicted on the CDP/FDP without requiring a proffered condition amendment ("PCA") or FDPA so long as (1) the total maximum of 2,248 dwelling units is not exceeded; (2) the minimum and maximum building heights as set forth in Proffer 4 and as shown on the CDP/FDP are not, respectively, reduced or exceeded; (3) the footprint and configuration of individual buildings remains in substantial conformance to that shown on the CDP/FDP; and (4) the maximum density limitations within the various zoning districts of the Application Property as provided in Proffer 3.b. – 3.d. above, are not exceeded, as determined by the Zoning Administrator.
- f. Build-out in Phases. Build-out of the Application Property may proceed in phases within or across each of the respective zoning districts. The FAR, GFA and/or number of dwelling units per acre constructed within a respective phase of the project may exceed the maximum density limitations set forth in Proffer 3.b – 3.d. so long as such maximum density limitations are not exceeded over the entirety of the respective zoning districts and/or over the entirety of the Application Property.

- g. Density Credit. Density credit shall be reserved for the Application Property as provided by Paragraph 4 of Section 2-308 of the Zoning Ordinance for all dedications described herein and/or as shown on the CDP/FDP or as may reasonably be required by Fairfax County, VDOT or others at the time of site/subdivision plan approvals.

#### 4. **Building Height.**

- a. General. The Applicant shall construct buildings within the range of heights as shown on the CDP/FDP. Building height shall be measured as defined by the Zoning Ordinance and shall be exclusive of those structures that are excluded from the maximum height regulations as specifically set forth in Section 2-506 of the Zoning Ordinance, including, for example, penthouses and other structures used for common amenity space for residents of those buildings, such as rooftop pool facilities (except for Buildings 7 and 8, which shall not have rooftop pool facilities), exercise rooms, meeting/party rooms and the like. Penthouses shall be regulated as provided in Section 2-506 of the Zoning Ordinance. In addition, penthouses on Buildings 7, 8 and 9 shall not exceed a height of seventeen (17) feet from the building roof level to the top of the penthouse roof. Penthouses on other buildings may be constructed to a height of twenty (20) feet from the building roof level to the top of the penthouse roof in order to accommodate an elevator stop on the roof level; provided that any such building that does not have an elevator stop on the roof level shall be limited to a penthouse height of seventeen (17) feet from the building roof level to the top of the penthouse roof. All building penthouses shall be architecturally integrated in the design of their respective buildings.
- b. Buildings 7, 8 and 9. Buildings 7, 8 and 9 as shown on the CDP/FDP shall be constructed to a maximum height of 135 feet except that the one building (among Buildings 7, 8 or 9) that is designed and constructed to include the grocery store (as described in Proffer 5) may be constructed to a maximum height of 150 feet; provided, however, that any building height greater than 135 feet in the one building containing the grocery store is needed to accommodate the grocery store use and/or parking associated therewith as determined by the Zoning Evaluation Division.
- c. Buildings 5, 6 and 10. Buildings 5, 6 and 10 as shown on the CDP/FDP shall be constructed to a maximum height of 120 feet.
- d. Buildings 16, 17 and 18. Buildings 16, 17 and 18 as shown on the CDP/FDP shall be constructed to a maximum height of 105 feet. In addition, Building 18 shall taper down in height by at least one story as

shown on the CDP/FDP in the portion of such building proximate to the southern boundary of the Core Area.

- e. Buildings 14 and 15. Buildings 14 and 15 as shown on the CDP/FDP shall be constructed to a height between approximately 75 feet and a maximum of 90 feet.
- f. Buildings 11, 12, 13, 19 and 20. Buildings 11, 12, 13, 19 and 20 as shown on the CDP/FDP shall be constructed to a height between approximately 35 feet and a maximum of 50 feet.
- g. Buildings 2, 3 and 4. Buildings 2, 3 and 4 as shown on the CDP/FDP shall be constructed to a height between approximately 55 feet and a maximum of 75 feet.
- h. Building 1. Building 1 as shown on the CDP/FDP shall be constructed to a maximum height of 35 feet.
- i. Single-Family Attached and "Two over Two" Multi-family. The single-family attached dwelling units as shown on the CDP/FDP shall be constructed to a height no greater than 40 feet, and the "two over two" multi-family dwelling units as shown on the CDP/FDP shall be constructed to a height no greater than 50 feet.

## 5. Uses

- a. Core Area (PRM) Principal Uses.
  - (i) Multiple family dwellings.
  - (ii) Public Uses.
- b. Timing of High-Rise Construction. The Applicant shall have completed six (6) levels of columns and beams for the first of Buildings 5, 6, 7, 8, 9, 10, 14, 15, 16, 17 or 18 prior to the issuance of a RUP for the 500<sup>th</sup> residential unit constructed on the Application Property; provided, however, that upon demonstration that diligent efforts have been made to design, permit and construct such building, the timing of such building may be delayed for good cause shown as determined by the Director, Zoning Evaluation Division. For purposes of this Proffer 5.b. "good cause" shall include, but not be limited to, delays relating to the timing of design, permitting or construction of public improvements as set forth in these Proffers and/or other unforeseen design, permitting or construction delays. In addition, the Applicant shall have completed construction of the first of Buildings 5, 6, 7, 8, 9, 10, 14, 15, 16, 17 or 18 and shall have completed six (6) levels of

columns and beams for the second of such Buildings prior to the issuance of a RUP for the 1,000<sup>th</sup> residential unit constructed on the Application Property; provided, however, that upon demonstration that diligent efforts have been made to design, permit and construct such building, the timing of such building may be delayed for good cause shown (as described above) as determined by the Director, Zoning Evaluation Division.

c. Core Area (PRM) Secondary Uses.

- (i) Hotel as provided in Proffer 15 below.
- (ii) Affordable dwelling units (see Proffer 24 below).

(iii) Non-Residential, Non-Office Uses within the Core Area (PRM).

(a) Allowable Ground Floor Uses. The ground floors of Buildings 6, 7, 8, 9, 10, 16, 17, and 18 (collectively consisting of approximately 190,000 square feet of GFA exclusive of lobbies, corridors, loading, parking entrances, service corridors, etc.) may be occupied by residential, office and/or non-residential, non-office uses as provided in this Proffer 5.c.(iii). In addition, space located within the second floors of Buildings 6, 7, 8, 9 and/or 10 may be utilized to accommodate two-story Type 1 or Type 2 Non-Residential Uses (as defined below) that also occupy ground floor space in such building.

(b) Design/Construction. Of the 190,000 square feet of GFA referenced in Proffer 5.c.(iii)(a) above, a total of at least 135,000 square feet of GFA within the ground floors of buildings 6, 7, 8, 9, 10, 16, 17 and 18 shall be designed and constructed with ground floors having a floor to floor height of a minimum of 13 feet to accommodate Type 1 and/or Type 2 Non-Residential uses as defined in Proffer 5.c.(iii)(c) below.

Of the total 135,000 square feet of GFA referenced above, a total of at least 100,000 square feet of GFA shall be so designed and constructed among the ground floors of Buildings 6, 7, 8, 9 and 10, and a total of at least 35,000 square feet of GFA shall be so designed and constructed among the ground floor(s) of Buildings 16, 17 and/or 18. Such spaces shall be designated on the respective site plans for the buildings in which such spaces will be located,

and such spaces shall be constructed concurrent with construction of the respective buildings.

(c) Use/Occupancy. Within the minimum total of 135,000 square feet of GFA constructed as referenced in Proffer 5.c.(iii)(b) above, at a minimum, ground floor spaces shall be occupied with non-residential, non-office uses as follows:

(A) Type 1 Non-Residential Uses. A minimum total of 30,000 square feet of GFA of the following uses (the "Type 1 Non-Residential Uses") shall be located among the ground floors of buildings 6, 7, 8, 9 and 10:

1. Retail Sales Establishments;
2. Eating Establishments;
3. Grocery Store (as defined below);
4. Bank Teller Machines, unmanned;
5. Business Service and Supply Service;
6. Fast-food Restaurants;
7. Commercial Health Clubs (up to 3,000 square feet of GFA, with any additional GFA counted as Type 2 Non-Residential Use);
8. Financial Institutions;
9. Personal Service Establishments;
10. Quick Service Food Stores; and
11. TDM Commuter Store/Bike Station.

Each of the respective buildings shall have a minimum of 3,000 square feet of GFA so occupied. Such minimum total of 30,000 square feet of Type 1 Non-Residential Uses shall be leased to no fewer than five (5) separate users. As part of this Type 1 Non-Residential Use commitment, the Applicant shall lease a minimum of 15,000 square feet of GFA in the ground floor of Building 7, 8 or 9 to a full-service grocery store user (i.e. not convenience retail or quick service food store use). The occupancy of such spaces with Type 1 Non-Residential Uses shall not be a condition to issuance of RUPs and/or Non-RUPs for other uses in the respective buildings or elsewhere within the Application Property.

(B) Type 2 Non-Residential Uses. In addition to the provisions of Proffer 5.c.(iii)(c)(A) above, a minimum

total of 25,000 square feet of GFA of the following uses (the "Type 2 Non-Residential Uses") shall be located among the ground floors of buildings 6, 7, 8, 9 and/or 10, and a minimum total of 25,000 square feet of GFA of Type 2 Non-Residential Uses shall be located among the ground floors of 16, 17 and/or 18:

1. Type 1 Non-Residential Uses;
2. Child-Care Centers and Nursery Schools;
3. Colleges, Universities (in Building 8 and/or 9 only);
4. Cultural Centers, Museums and similar facilities;
5. Repair Service Establishments;
6. Private Schools of Special Education;
7. "Live/Work" units that include a combination of a private dwelling unit with professional office, retail or other non-residential use, with only the non-residential areas of such units counting as Type 2 Non-Residential space;
8. Professional Offices;
9. Commercial Recreation Uses; and
10. Other institutional, cultural, recreational, governmental and/or pedestrian-oriented service uses.

A minimum of 3,000 square feet of GFA shall be so occupied within each of the respective buildings. The occupancy of such spaces with Type 2 Non-Residential Uses shall not be a condition to issuance of RUPs and/or Non-RUPs for other uses in the respective buildings or elsewhere within the Application Property.

- (d) Additional Non-Residential, Non-Office Use. In addition to the occupancy requirements set forth in Proffer 5.c.(iii)(c) above, the Applicant shall use best commercial efforts to lease at least the remaining 55,000 square feet of GFA to Type 1 or Type 2 Non-Residential Users (the "Additional Retail Space") within the ground floors of Buildings 6, 7, 8, 9, 10, 16, 17 and/or 18. The occupancy of such Additional Retail Spaces with such a use shall not be a condition to issuance of RUPs and/or Non-RUPs for other uses in the

respective buildings or elsewhere within the Application Property.

In the event that the Applicant is unsuccessful in leasing the Additional Retail Space for such use over a period of twenty-four (24) of the thirty-six (36) months preceding submission of the building plans for the respective building(s) in which such Additional Retail Space would be located, then the Applicant shall demonstrate its marketing effort to the Department of Planning and Zoning, and thereafter the Applicant may occupy such spaces with multi-family residential uses (or office use in the case of Building 8 or 9) and/or uses ancillary thereto, and the Additional Retail Space may be converted between such allowable uses as the market demands, as determined by the Applicant and without requiring a PCA, CDPA and/or FDPA. The Applicant shall provide written notice in the UOA, COA and/or HOA documents, as applicable, as well as to initial purchasers/lessees of such ground floor space, describing the provisions of this proffer. Any dwelling units located within the Additional Retail Space shall be counted toward the maximum allowable number of dwelling units as set forth in Proffer 3.a.

- (iv) Office. Office uses shall be located in Buildings 8 and 9 (in either location of those buildings as shown on the CDP/FDP) and shall total a minimum of 125,000 square feet and a maximum of 300,000 square feet of GFA.
- (v) Child Care. At a minimum, at least one child care center with an outdoor play area shall be designed and constructed within Building 6, 7, 10, 16, 17 or 18. The maximum daily enrollment within such center shall be 100. The maximum hours of operation for the center shall be 5:00 am to 9:00 pm, weekdays.
- (vi) Business Center. The Applicant shall provide a business center for use by project residents in the ground floor of one of buildings 14, 15, 16, 17 or 18. Such business center shall consist of a minimum of 600 square feet of gross floor area and shall include at a minimum a meeting room/area for 4-6 people; an area for at least 3 permanent computer stations; an area with access to at least 2 lap-top hook up stations; a facsimile machine; a copy machine; private space for telephone calls; and a washroom.

- (vii) Accessory Uses and Home Occupations as permitted by Article 10 of the Zoning Ordinance.
  - (viii) Seasonal skating and/or public cultural/event/ recreation facilities in the "Town Center" plaza area as shown on the CDP/FDP.
  - (ix) Commercial off street parking (not including any temporary parking provided to facilitate improvements to the Vienna-Fairfax-GMU Metro Station), on an interim basis (i.e. until start of construction of the primary use approved for such site) on a maximum of two of the building sites of Buildings 6, 7, 8/9 and 10, or on a permanent basis within parking garages, as determined by the Applicant. Commercial off-street parking lots, if any, shall be improved pursuant to Zoning Ordinance and Public Facilities Manual standards and shall be in substantial conformance with that shown on the CDP/FDP. The Applicant reserves the right to remove any such commercial off-street parking use at any time upon 30 days written notice to FCDOT. The Applicant shall not charge less for commuter parking in any such lots than the prevailing rate for commuter parking at the WMATA garage(s) at the Vienna Metro Station. Such pricing restriction shall not apply to other potential users (such as retail patrons) of such parking facilities, if any. The construction and use of such parking facilities, if any, may occur prior to substantial completion of Vaden Drive Extended.
  - (x) Age-Restricted Housing. Building 5 shall contain up to 138 age-restricted units. All such units shall be restricted to primary owners/tenants who are a minimum of fifty-five (55) years of age. Of the total age-restricted units provided, including the independent living units provided in Buildings 2, 3 and 4 as provided below, a minimum of ten (10) of such units shall be designed and constructed as fully handicapped accessible units.
  - (xi) Telecommunications Equipment as provided in Proffer 23 below.
  - (xii) Transportation Facilities.
- d. Non-Core West (PDH-16) Principal Uses.
- (i) Multiple family dwellings.
  - (ii) Affordable Dwelling Units (see Proffer 24 below).
  - (iii) Public Uses located in Building 1 consisting of approximately 29,700 square feet of GFA as provided in Proffer 25.

- e. Non-Core West (PDH-16) Secondary Uses.
  - (i) Accessory uses, accessory service uses and home occupations as permitted by Article 10 of the Zoning Ordinance.
  - (ii) Independent Living Facilities. Buildings 2, 3 and 4 collectively shall contain up to a total of 230 independent living units. Independent living units may be located in buildings up to 75 feet in height as set forth in Proffer 4. All such units shall be restricted to primary owners/tenants who are a minimum of fifty-five (55) years of age. Of the total age-restricted/independent living units provided, including those provided in Building 5 as provided above, a minimum of ten (10) of such units shall be designed and constructed as fully handicapped accessible units.
- f. Non-Core South (PDH-12) Principal Uses.
  - (i) Single Family Attached Dwellings.
  - (ii) Affordable Dwelling Units (see Proffer 24).
- g. Non-Core South (PDH-12) Secondary Uses.
  - (i) Accessory uses, accessory service uses and home occupations as permitted by Article 10 of the Zoning Ordinance.

For purposes of Zoning Ordinance Section 6-105 and 6-405, all secondary uses referenced specifically in this Proffer 5 shall be deemed to be "specifically designated on the FDP" such that approval of a separate special exception shall not be required to implement such use. Other principal and secondary uses permitted in the PRM, PDH-16 and/or PDH-12 Zoning Districts that are not specifically listed in this Proffer 5 may be permitted with the approval of a FDPA and/or a special exception or special permit, as required. A PCA shall not be required as long as the proposal remains in substantial conformance with the CDP.

## **6. Transportation.**

- a. Rezoning Analysis/Proffered Improvements. The Applicant has conducted a comprehensive traffic impact analysis prepared by Wells & Associates, LLC, dated August 19, 2005, (the "Rezoning Transportation Analysis") that addresses roads and intersections within and around the Application Property, the pedestrian circulation system and rail transit system capacity. Pursuant to such analysis, the Applicant shall implement/construct the following measures to mitigate the impacts of the development of the Application Property on the transportation system:

- (i) Dedication. The Applicant shall dedicate and convey in fee simple to the Board of Supervisors right-of-way for public street purposes, for the purpose of extending Vaden Drive through the Application Property as further described below. Such right of way shall be of variable width, and shall be located within the Application Property in the area as generally shown on the CDP/FDP for Vaden Drive Extended. Such right of way dedication shall also include the area shown on the CDP/FDP that provides interparcel access to connect the property located west of the Application Property (2005 Tax Map reference: 48-3((1)) 95B and 95C) to Vaden Drive Extended. The exact location and amount of the right-of-way to be dedicated shall be determined in relation to the final engineering design of Vaden Drive Extended (as further described below) as determined by DPWES and VDOT. Dedication of such right-of-way shall be made prior to site plan approval for the first phase of residential and/or non-residential development on the Application Property or upon request from Fairfax County, whichever occurs first. This proposed dedication shall be deemed to satisfy the right-of-way requirements of Table 1 of the Comprehensive Plan.
- (ii) Vaden Drive Extended. Subject to VDOT and DPWES approval, the Applicant shall construct a four-lane median divided public road measuring approximately 66 feet from face-of-curb to face-of-curb (exclusive of turn lanes as shown on the CDP/FDP and/or as may be required by VDOT) within the Application Property in the area as generally shown on the CDP/FDP, connecting Lee Highway (Route 29) with Saintsbury Drive and within the area to be dedicated pursuant to Proffer 6.a.(i) above ("Vaden Drive Extended"). Vaden Drive Extended shall be constructed at a 30 mile per hour design speed (or lesser if approved by VDOT) with 11-foot travel lanes and a 16 foot wide landscaped median as shown on the CDP/FDP and as approved by DPWES and VDOT. Vaden Drive Extended shall include turn lanes and improvements at its Lee Highway and Saintsbury Drive intersections as generally shown on the CDP/FDP and subject to VDOT, FCDOT and DPWES approval. The Applicant shall also construct the interparcel access to connect the property located west of the Application Property (2005 Tax Map reference: 48-3((1)) 95B and 95C) to Vaden Drive Extended as shown on the CDP/FDP. Vaden Drive Extended shall be substantially completed prior to the issuance of the first Residential Use Permit ("RUP") or Non-Residential Use Permit ("Non-RUP") for residential or non-residential uses on the Application Property; provided, however, that this proffer shall not require the substantial completion of

Vaden Drive Extended prior to issuance of a Non-RUP for temporary commercial off-street parking uses, if any, to be located within the building sites of buildings 6, 7, 8, 9 and/or 10. For purposes of this Proffer, "substantially completed" shall mean open and available for use by the public but not necessarily accepted by VDOT for maintenance purposes. The Applicant shall maintain Vaden Drive Extended from Saintsbury Drive south to Lee Highway until VDOT accepts it into the State system for maintenance. Final bond release for the development shall not occur until Vaden Drive Extended is accepted into the State system.

- (iii) Bus Shelter. Concurrent with construction of Vaden Drive Extended, the Applicant shall install a bus shelter exclusive of any bus turn out lane along Vaden Drive Extended in a location to be determined by WMATA and/or Fairfax County DOT. The Applicant shall work with WMATA and Fairfax DOT to develop the design of the bus shelter. The Applicant shall maintain the trash receptacles located at the bus shelter, as well as the bus shelter, and such maintenance obligations shall be contained in the Umbrella Owners Association documents as described in Proffer 18 below.
- (iv) Truck Restrictions on Vaden Drive Extended. At the time of public improvement/site plan submission for Vaden Drive Extended, the Applicant shall make a written request of, and thereafter diligently pursue with VDOT a restriction to prohibit the use of Vaden Drive Extended by through trucks exceeding 5 tons of net weight.
- (v) Saintsbury Drive – I-66 Ramp Connection. The Applicant shall design and engineer the connection from Saintsbury Drive eastbound onto the I-66 eastbound ramp as generally shown on the CDP/FDP concurrent with design of the Saintsbury Drive improvements as described in Proffer 6.a.(xii) below. If FCDOT obtains all Federal Highway Administration ("FHWA") permits and approvals necessary to construct such connection prior to substantial completion of such Saintsbury Drive improvements (as defined in Proffer 6.a.(xii)), then the Applicant shall construct such connection. If FCDOT does not obtain such permits and approvals prior to such time, then the Applicant shall contribute \$150,000 to DPWES to allow for the construction of such connection. The amount of such contribution shall be adjusted annually for inflation as reported by the Marshall and Swift Building Cost Index from the date of approval of this Application

- (vi) Eastbound I-66 Ramp Widening. Subject to approval by WMATA, DPWES and VDOT, the Applicant shall design, engineer and construct improvements as shown on the CDP/FDP to widen the eastbound I-66 ramp at the point it exits onto Nutley Street southbound and Saintsbury Drive westbound. Such work shall be constructed concurrent with the reconstruction of Saintsbury Drive as described in Proffer 6.a.(xii) below and shall be "substantially complete" (as defined in Proffer 6.a.(ii) above) concurrent with the Saintsbury Drive improvements. In no event shall the Applicant be required to obtain FHWA approval for such widening improvements. In the event it is determined that FHWA approval is required, then the Applicant shall design and engineer such improvements as generally shown on the CDP/FDP concurrent with design of the Saintsbury Drive improvements and afford FCDOT the opportunity to obtain all FHWA permits and approvals necessary to construct such improvements. If FCDOT obtains all such permits and approvals prior to substantial completion of such Saintsbury Drive improvements (as defined in Proffer 6.a.(xii)), then the Applicant shall construct such improvements. If FCDOT does not obtain such permits and approvals by such time, then instead of constructing such improvements, the Applicant shall make a contribution to DPWES in the amount of such improvements as determined by the Fairfax County Bond Schedule prior to final bond release for the project.
- (vii) Lee Highway/Nutley Street Improvements. Subject to DPWES and/or VDOT approval, the Applicant shall stripe eastbound Lee Highway to provide for dual left turn lanes onto northbound Nutley Street concurrent with construction of Vaden Drive Extended. Concurrent with such striping and the construction of Vaden Drive Extended, the Applicant shall implement traffic signal modifications (design, equip and install) as necessary at such intersection to accommodate the dual left turn lanes as may be warranted and approved by VDOT. Concurrent with construction of Vaden Drive Extended the Applicant shall install pedestrian countdown signals as approved by VDOT crossing Nutley Street north of Lee Highway and crossing Lee Highway east of Nutley Street.
- (viii) Private Roads. With the exception of Vaden Drive Extended, and the improvements to Saintsbury Drive (as described in Proffer 6.a.(xii) below), the street network as depicted on the CDP/FDP shall be private streets owned by the Applicant and, subsequently, the Umbrella Owners Association ("UOA") (as provided in Proffer 18 below).

- (a) The private streets shall be constructed with materials and depth of pavement consistent with public street standards, in conformance with the Public Facilities Manual ("PFM") as determined by DPWES.
  - (b) As provided in Part 7 of Article 2 of the Zoning Ordinance, and as detailed more fully in Proffer 18 below, maintenance, repair and replacement of the private streets shall be the obligation of the Applicant and its successor UOA .
  - (c) The Applicant shall establish a reserve fund within the UOA to provide for the maintenance of the private streets and shall contribute the amount necessary to maintain the streets for a minimum of 10 years, as determined by DPWES and pursuant to Section 2-703 (1) (D) of the Zoning Ordinance.
  - (d) Prior to site plan approval for each respective phase of the project, the Applicant shall grant ingress and egress easements for public access and for public emergency and maintenance vehicles over the private streets constructed in that respective phase of development/construction.
- (ix) WMATA Study. At the time of approval of the site plan/public improvement plan for Vaden Drive Extended the Applicant shall reimburse Fairfax County's actual documented cost (up to \$100,000) of a Near-Term Improvement Analysis and Plan for Vienna Station undertaken by WMATA.
- (x) Traffic Signals. Concurrent with the submission of a public improvement plan/site plan for Vaden Drive Extended, the Applicant shall submit to VDOT warrant studies based on full build out of the Application Property for traffic and pedestrian signals at the following intersections: Vaden Drive Extended/Main Street, Vaden Drive Extended/Lee Highway, Vaden Drive Extended/Saintsbury Drive, and Main Street/Saintsbury Drive. All such signals shall include pedestrian countdown signals at all crossings except those where no sidewalk/trail is located on the receiving end. The Applicant shall design, equip, and construct all of those signals that are warranted at such time(s) as VDOT determines them to be warranted based on the warrant studies. If, based on the warrant studies, VDOT determines that any of the signals will not be warranted until a time subsequent to final bond release for the Application Property, then the Applicant shall provide an

escrow for the cost of such signals prior to final bond release in lieu of construction in an amount as determined by FCDOT. The Applicant shall be entitled to be reimbursed for (or in the event of an escrow, credited for) any contribution by others for a signal to be located at the intersection of Vaden Drive Extended/Saintsbury Drive associated with SE 2002-PR-016 after the Applicant installs the light or, as applicable, at the time of escrow. In addition, concurrent with the submission of a public improvement plan/site plan for Vaden Drive Extended, the Applicant shall also submit to VDOT a warrant study for a traffic signal at one of the two intersections of Virginia Center Boulevard and Centerboro Court as determined by VDOT. If such study demonstrates that a signal is warranted at that location and VDOT approves such signal, the Applicant shall design, equip and construct such a signal prior to final bond release for the first site plan approved for residential and/or non-residential development on the Application Property, and the Applicant shall be entitled to be reimbursed for any proffered contribution for such signal associated with RZ 88-P-101 after the light is installed, subject to DPWES approval that the work has been completed.

- (xi) Signal Timing Modifications. Within 180 days after the opening of Vaden Dive Extended for public use, the Applicant shall conduct, and submit to VDOT, a corridor evaluation of existing signal timings along Nutley Street from the I-66 ramps to Lee Highway (4 signals) and along Lee Highway from Nutley Street to Blake Lane (4 signals), to determine appropriate signal timing modifications along such corridors. Such signal timing plans shall be subject to review and approval by VDOT and shall provide for sufficient pedestrian crossing times in accordance with established standards as determined by VDOT. The Applicant shall make such signal timing modifications as may be approved by VDOT based on the findings of the evaluation.
  
- (xii) Saintsbury Drive and Metro Station. Subject to approval by WMATA, VDOT and DPWES, and subject to approval by the Board of Supervisors of Special Exception Amendment Application SEA 82-P-032-5 (collectively the "Metro Station Approvals"), the Applicant shall construct improvements to Saintsbury Drive and the Vienna-Fairfax-GMU Metro Station (the "Metro Station") as shown on the CDP/FDP. Such section of Saintsbury Drive shall be designed to VDOT standards at a 30 mile per hour design speed (or lesser if approved by VDOT) with modifications as may be approved by VDOT and DPWES. The Applicant shall submit and

thereafter diligently pursue approval of a public improvement plan/site plan for the Saintsbury Drive and Metro Station improvements no later than the submission of a public improvement plan/site plan for Vaden Drive Extended provided that the Metro Station Approvals as referenced above have been provided by that time. The Applicant shall "substantially complete" (as defined in Proffer 6.a.(ii) above) the Saintsbury Drive and Metro Station improvements prior to the issuance of the 600th RUP for the Application Property (exclusive of dwelling units constructed within the Core Area (PRM District); provided, however, that upon demonstration that diligent efforts have been made to construct such improvements, the timing of the improvements may be delayed for good cause shown as determined by the Director, Zoning Evaluation Division. For purposes of this Proffer 6.a.(xii) "good cause" shall include, but not be limited to, delays relating to the timing of design, permitting or construction of public improvements as set forth in these Proffers and/or other unforeseen design, permitting or construction delays. The Applicant shall replace 77 existing on-street commuter parking spaces to locations along the reconstructed Saintsbury Drive as generally shown on the CDP/FDP and extending eastward toward the intersection of Nutley Street, or elsewhere if such spaces cannot be accommodated on Saintsbury Drive, as may be approved by VDOT. The Applicant shall coordinate with WMATA on a phasing plan for the Metro Station and Saintsbury Drive improvements as set forth above that minimizes the interruption of service to and from the Metro Station during construction. The Metro Station improvements (i.e., bus bays, kiss-n-ride, pedestrian improvements, bus canopy and parking lot access improvements) shall be completed in accordance with WMATA construction guidelines and schedules.

- (xiii) Circle Woods Drive Terminus. The Applicant shall construct a permanent terminus to Circle Woods Drive as may be approved by VDOT and DPWES and subject to the dedication of any necessary right of way and the granting of construction and other necessary easements by the Circle Woods Home Owners Association and/or the Circle Woods Condominium Association to be provided at no cost to the Applicant (except typical administrative fees and costs associated with preparation, approval and recordation of deeds, plans and plats). The Applicant shall diligently pursue all necessary off-site dedications and easements and provide documentation to DPWES in the event such dedications and easements are not provided. If the Applicant does not receive a

response to its requests for dedications and easements within sixty (60) days of making them, then such requests shall be deemed to have been rejected, and the Applicant shall be relieved of any further obligation pursuant to this Proffer 6.a.(xiii). In the event that all such dedications and easements from the Circle Woods communities have been provided as required by this Proffer 6.a.(xiii) , then the Applicant shall complete such work prior to bond release for Vaden Drive Extended; provided, however, that upon demonstration that diligent efforts have been made to construct such improvements, the timing of the improvements may be delayed for good cause shown as determined by the Director, Zoning Evaluation Division.

- (xiv) Off-Site Right-of-Way/Easements. In the event the Applicant is unable to obtain the necessary right-of-way or easements required to construct the improvements described in this Proffer 6, the Applicant shall proceed as follows:

The Applicant shall request the County to acquire the right-of-way or easements by means of its condemnation powers, at the Applicant's expense. It is understood that the Applicant's request will not be considered until it has forwarded, in writing, to the appropriate County agency accompanied by: (1) plans and profiles showing the necessary right-of-way or easements to be acquired, including all associated details of the proposed transportation improvements to be located on said property; (2) an independent appraisal of the value of the right-of-way or easements to be acquired and of all damages and benefits to the residue of the affected property; (3) a sixty (60) year title search certificate of the right-of-way or easements to be acquired; and (4) a Letter of Credit in an amount equal to the appraised value of the right-of-way or easements to be acquired and of all damages to the residue, which letter of Credit can be drawn upon by the County.

It is also understood that in the event the property owner of the right-of-way or easements to be acquired is awarded more than the appraised value of same and of the damages to the residue in a condemnation suit, the amount of the award in excess of the Letter of Credit amount shall be paid to the County by the Applicant within fifteen (15) days of said award. It is further understood that all other costs incurred by the County in acquiring the right-of-way shall be paid to the County by the Applicant on demand.

It is expressly understood that in the event the County does not acquire the aforesaid right-of-way or easements by means of its condemnation powers, the Applicant is relieved of its responsibility to construct the off-site portion of the aforesaid improvements specifically affected by the unavailability of the right-of-way or easements. It is further understood that in the event the Applicant is required to implement the provisions of this proffer in order to obtain necessary right-of-way or easements, then the timing requirements of these proffers as they relate to the improvements that necessitate such right-of-way or easements shall be automatically hereby adjusted to require such improvements prior to final bond release for the project.

- b. Subsequent Analyses. Concurrent with the trip generation analysis prepared pursuant to Proffer 7 following issuance of the 1,500<sup>th</sup> RUP for the Application Property, and again concurrent with the trip generation analysis prepared pursuant to Proffer 7 upon "stabilization" (as defined in Proffer 7), the Applicant shall conduct follow up traffic impact analyses to reevaluate the intersections studied in the Rezoning Transportation Analysis (as defined in Proffer 6.a. above) and make recommendations, as necessary, for signal timing modifications to improve traffic flow through such intersections. The Applicant shall submit such subsequent analyses to FCDOT and VDOT, and the Applicant shall implement any such signal timing modifications as VDOT may approve. In addition, these subsequent analyses shall include a review of and, if necessary, update to the assumptions and expectations contained in the Rezoning Transportation Analysis concerning the availability of existing and planned rail car capacity at the Vienna Transit Station to serve additional ridership generated by the residential component of the development at build out.

## **7. Transportation Demand Management (TDM).**

This Proffer 7 sets forth the programmatic elements of a transportation demand management plan (the "TDM Plan") that shall be implemented by the Applicant, and subsequently the Umbrella Owners Association ("UOA") as defined in Proffer 18 below, to encourage the use of transit (Metrorail and bus), other high occupant vehicle commuting modes, walking, biking and teleworking in order to reduce automobile trips generated by the uses constructed on the Application Property. The TDM Plan shall be provided to compliment the numerous physical attributes of the proposed development that provide for transportation systems management and are referenced elsewhere in these proffers.

The TDM Plan shall include the following components:

a. Trip Reduction Objectives.

- (i) General. The purpose of the TDM Plan shall be to reduce vehicle trips generated by the uses constructed on the Application Property through the use of mass transit, ride-sharing, and/or other strategies.
- (ii) Stabilization. Specifically, upon “stabilization” of the Application Property (as defined in Proffer 7.a.(v) below) and thereafter, the objective of the TDM Plan shall be to reduce vehicle trips generated by the on-site residential uses during the weekday peak hour by 47% and to reduce vehicle trips generated by the on-site office uses in Buildings 8 and 9 (as shown on the CDP/FDP) during the weekday peak hour by 25%.
- (iii) During Construction. In addition, during construction of the Application Property the objective of the TDM Plan shall be to reduce weekday peak hour trips generated by on-site residential uses and on-site office uses in Buildings 8 and 9 (as shown on the CDP/FDP) by percentages as set forth below:
  - 1 – 750 dwelling units: 25% reduction;
  - 751 – 1500 dwelling units: 30% reduction;
  - Office GFA constructed in Buildings 8 and/or 9 prior to “stabilization”: 20% reduction;

Notwithstanding these interim trip reduction objectives that are applicable during construction, in the event that the project includes fewer than 2,248 dwelling units and/or less than 300,000 square feet of office GFA in Buildings 8 and/or 9 upon stabilization, the trip reduction objectives upon stabilization shall nevertheless be 47% and 25% respectively.

- (iv) Baseline. The baseline number of vehicle trips from which such reductions shall be measured shall be determined based on the actual number and type of residential units constructed on the Application Property and the actual amount and type of office GFA constructed within Buildings 8 and 9, from time to time, using the trip generation rates/equations applicable to such uses as set forth in the Institute of Transportation Engineers, Trip Generation, 7<sup>th</sup> Edition, or those rates for single family attached dwelling units as established by FCDOT in 2005, as applicable. For purposes of this proffer independent living units and age-restricted units shall be considered typical multiple family dwelling units without distinction

for age-restrictions. In the event, however, that the project includes fewer than 2,248 dwelling units and/or less than 300,000 square feet of office GFA in Buildings 8 and 9 upon stabilization, then the baseline trip generation numbers applicable upon stabilization shall be calculated as if 2,248 dwelling units and 300,000 square feet of office GFA had actually been constructed as reflected on the CDP/FDP. An illustrative example of how the "baseline" would be determined is depicted on Exhibit A-1 attached hereto.

- (v) Stabilization Defined. For purposes of this Proffer 7, "stabilization" of the Application Property shall be deemed to occur upon the later of one-year following issuance of the last initial RUP for a dwelling unit to be constructed on the Application Property or one-year following issuance of the last initial Non-RUP for floor area representing 80% of full occupancy of the last office building to be constructed on the Application Property.
  - (vi) Peak-hour Defined. For purposes of this Proffer 7, the relevant weekday "peak hour" shall be that 60-minute period during which the highest volume of mainline trips occurs between, respectively, 6:00 and 9:00 AM and 4:00 to 7:00 PM, as determined by mechanical traffic counts conducted at two select locations along Lee Highway between Blake Lane and Nutley Street and at two select locations along Nutley Street between Lee Highway and Saintsbury Drive and as approved in consultation with FCDOT. To determine the peak hour, such counts shall be collected beginning on a Monday at 2400 hours and continuing to the following Thursday at 2400 hours at a time of year that reflects typical travel demand conditions (e.g. September to May, not during a holiday week or when public schools are not in session). The relevant peak hour shall be defined in conjunction with each of the trip generation analyses required pursuant to this proffer. The methodology for determining the peak hour may be modified subject to approval of FCDOT, but without requiring a PCA, in order to respond to technological and/or other improvements in trip counting.
- b. TDM Strategic Plan. In order to meet the objectives set forth in Proffer 7.a. above, the Applicant shall implement the TDM Strategic Plan prepared by Strategic Transportation Initiatives, Inc., dated December 16, 2005 and attached hereto as Exhibit B. It is the intent of this proffer that the TDM Strategic Plan adapt over time to respond to the ever-changing transportation related circumstances of the site, the surrounding community and the region as well as to adapt to respond to technological

and/or other improvements all with the objective of meeting the objectives set forth in Proffer 7.a. above. As such, the TDM Strategic Plan may be amended from time to time, subject to approval of FCDOT, but without requiring a PCA; provided, however, that the TDM Strategic Plan shall include provisions for the following:

- (i) A targeted marketing program for residential sales/leases that encourages and attracts TDM oriented people such as one or no car individuals/families to the project as well as a targeted marketing program for office tenants;
- (ii) Integration of transportation information and education materials into residential sales/rental kits;
- (iii) "Personalized transportation advising" integrated into new unit walk-throughs, including appropriate training of sales/leasing agents;
- (iv) Distribution of fare media or other incentives one time, to all initial residents of driving age as well as on select occasions as an incentive;
- (v) Marketing and incentive programs that encourage off-peak vehicle travel.
- (vi) Encouraging office employers to offer employee benefit options including parking cash out, pre-tax/payroll subsidy for transit and vanpool fares, flex-time and alternative work schedule programs and live-near-work incentives.
- (vii) Vanpool and carpool formation programs, including ridematching services, and coordination with established guaranteed ride home programs.
- (viii) Safe routes to schools program(s).
- (ix) Car sharing program(s) subject to agreement with third-party vendor(s) (such as ZipCar/FlexCar).
- (x) A site-specific project website (that includes targeted information on a building by building basis) and that includes multimodal transportation information, real-time travel and transit data, the possibility of online transit pass sales or value loading and connections to supporting links.

- (xi) Parking management including the “un-bundling” of parking spaces from unit sales/leases, dedicated space for residential vanpools, unbundling of leasing and pricing for office space and parking spaces, preferential parking (rates and locations) for carpools and vanpools
  - (xii) Establishment of TDM network of designated TDM contacts from the UOA, property managers and FCDOT through which to coordinate the implementation of the TDM Plan.
  - (xiii) Establishment of a phasing strategy coordinated with FCDOT as provided herein for implementation to address which strategies are implemented at what time.
- c. Transportation Coordinator. Within 90 days of the approval of this Application, the Applicant shall designate a transportation management professional to be the Transportation Coordinator (“TC”) for the project, whose duties shall be to further develop, implement and monitor the various components of the TDM Plan. The TC shall oversee all elements of the TDM Plan and act as the liaison between the Applicant and FCDOT. The TC may be employed either directly by the Applicant/UOA or through a property management company contracted by the Applicant/UOA. The Applicant shall provide written notice to FCDOT of the designated TC, along with a demonstration of his/her qualifications, within 10 days of such designation and, thereafter, within 10 days of any change in such designation. Following the initial designation of the TC, the Applicant/UOA shall continuously employ, or cause to be employed, a TC for the Application Property.
- d. TDM Budget. Within 180 days of approval of this Application the Applicant, through the TC, shall establish an initial budget sufficient to implement the TDM Strategic Plan for the forthcoming year (the “TDM Budget”). The TDM Budget shall include a contingency (the “TDM Budget Contingency”) equivalent to a minimum of 10% of the amount of the TDM Budget. The Applicant shall provide written documentation demonstrating the establishment of the TDM Budget to FCDOT within 10 days of its establishment. In conjunction with annual monitoring of TDM strategies as provided in Proffer 7.g.(i) below, the TC shall re-establish the TDM Budget for the forthcoming year.
- e. TDM Account. Within 90 days of approval of this Application, the Applicant shall establish and fund an account (the “TDM Account”) in the initial amount of \$200,000. The purpose of the TDM Account shall be to fund the TDM Budget, including the TDM Budget Contingency. The TDM

Account shall be established in an interest bearing account with a fully insured and licensed financial institution. The Applicant shall provide written documentation demonstrating the establishment of the TDM Account to FCDOT within 10 days of its establishment. Funds in the TDM Account shall be utilized by the TC each year to implement the TDM Strategic Plan in accordance with the TDM Budget. As provided in Proffer 7.g.(i) below, TC shall provide an annual audit of the TDM Account to FCDOT, and such audit shall include demonstration that the applicable strategies of the TDM Strategic Plan were implemented and sufficiently funded that year.

Any funds remaining in the TDM Account at the end of any given year shall be transferred to the TDM Remedy Fund (as described in Proffer 7.j.(i) below) until such time as the TDM Remedy Fund has achieved a balance of \$500,000. Upon such time as the TDM Remedy Fund achieves a balance of \$500,000, any funds remaining in the TDM Account at the end of any given year shall remain in the TDM Account to be utilized for the forthcoming year. In the event that the TDM Remedy Fund is drawn upon (as provided in Proffer 7.j.(i) below) then the process for replenishing the TDM Remedy Fund as outlined above shall be repeated until the TDM Remedy Fund again achieves a balance of \$500,000.

The TDM Account shall be replenished annually following the establishment of each year's TDM Budget, and any transfer of funds to the TDM Remedy Fund as provided above, by the Applicant and/or UOA as applicable, in order to maintain a starting balance of at least \$200,000, which amount shall be adjusted annually for inflation as reported by the Marshall & Swift Building Cost Index, or such greater amount as the forthcoming year's TDM Budget may require. An illustrative example demonstrating a possible cash flow scenario of funds through the TDM Account and incorporating the other financial obligations as provided in this Proffer 7 is depicted on Exhibit A-6 attached hereto. The TDM Account shall be managed by the Applicant until such time as the Applicant Control Period (as defined in Proffer 7.i. below) has expired. Following such time management of the TDM Account will become the responsibility of the UOA. A line item for the TDM Account shall be included in the UOA budget upon the establishment of the UOA. The association documents that establish and control the UOA shall provide that the TDM Account shall not be eliminated as a line item in the UOA budget and that funds in the TDM Account shall not be utilized for purposes other than to fund TDM strategies. The TDM Account shall be funded solely by the Applicant (or successor developer) until such time as pro-rata assessments of residents and commercial owners are implemented as provided in the UOA documents. Prior to the end of the

Applicant Control Period, the Applicant shall establish a dedicated source of funding for at least a portion of the TDM Account from a source other than residential dwelling unit assessments, such as parking meter revenue and/or other parking revenue.

- f. TDM Incentives. At the time of approval of the first site plan/subdivision plan for residential use the Applicant shall make a one time contribution of \$300,000 to the TDM Account to fund a transit incentive program for initial purchasers/lessees. Such program shall be prepared by the Applicant, through the TC and in coordination with FCDOT and shall include consideration for fare media distribution and value loading, financing incentives, and alternative incentives (such as grocery delivery) tailored to residents that are not likely to make use of alternative commute option benefits.
- g. Monitoring and Reporting.
  - (i) TDM Strategies. At a minimum, the TC shall report annually to FCDOT on the TDM Plan beginning on or about the date that is one (1) year following approval of this Application. Until such time as any residential and/or non-residential space is occupied, such report shall include a description of that year's TDM strategic efforts, including, as applicable, sample marketing materials, as well as that year's TDM Budget and TDM Account expenditures and the TDM Budget for the forthcoming year. Thereafter the TC shall conduct an annual survey (approximately 60 days prior to the date of the annual report) to evaluate the effectiveness of the TDM strategies in place at that time and to evaluate whether potential changes to the TDM Strategic Plan are needed at that time. If such surveys reveal that changes to the TDM Strategic Plan are needed, the Applicant shall coordinate such changes with FCDOT and thereafter implement them. The TC shall coordinate draft survey materials and the methodology for validating survey results with FCDOT prior to each year's survey. The TC shall submit as part of the annual report an analysis of the surveys to FCDOT. Such analysis shall include at a minimum:
    - (a) A description of the TDM measures in effect for the survey period and a description of how such measures have been implemented;
    - (b) The results of the surveys taken during the survey period;

- (c) The number of residents, employees and/or others participating in the TDM programs;
  - (d) An evaluation of the effectiveness of the TDM program elements in place and, if necessary, proposed modifications;
  - (e) An audit of the TDM Account established pursuant to Proffer 7.e. above; and
  - (f) A description of the uses constructed and occupied on the Application Property at the time the survey was conducted.
- (ii) Trip Generation.
- (a) As part of the regular monitoring of the TDM programs, the Applicant shall also measure actual trip generation from the site at select intervals as provided below to evaluate the success in meeting the trip reduction objectives as set forth in Proffer 7.a. Specifically, the Applicant shall conduct a trip generation analysis to monitor peak hour trips generated by the residential and office uses constructed on the Application Property at the following times: First, following occupancy of the 750<sup>th</sup> dwelling unit; Second, following occupancy of the 1500<sup>th</sup> dwelling unit; Third, following stabilization (as defined in Proffer 7.a.(v) above); Fourth, one year following stabilization; and Fifth, two (2) years following stabilization.
  - (b) Such trip generation analyses shall include vehicle counts, which counts may include counts of vehicles entering and exiting driveways to buildings within the development, as well as intersection turning movement counts at those street connections to/from the community and/or other similar quantitative measures as coordinated with and approved by FCDOT. Counts shall be conducted so that only trips generated by the office and, separately, residential uses on the Application Property shall be counted (i.e. cut-through trips, metro trips, retail trips, etc. shall be excluded). Peak hour counts shall be conducted over 3 days over a maximum two week period at a time of the year that reflects typical travel demand conditions (e.g., September to May, not during holiday weeks or when public schools are not in session). The average number of AM and PM peak hour trips shall be computed by summing the number of applicable trips entering and exiting the site (at all

driveways) on each of the three days counts are taken and dividing that sum by three. Values will be provided for each building included in the project and a sum of vehicle trips generated by the residential and office uses in the project will be calculated. At least 30 days prior to conducting each such analysis, the Applicant shall convene a meeting with FCDOT to finalize the calculation of the respective "baseline" (as defined in Proffer 7.a.(iv) above) and to finalize the methods for such analyses all as based on the provisions contained herein. Within 60 days of completion of each such analysis, the Applicant shall compile the results and provide a written report to FCDOT.

- h. Evaluation and Adjustment. The results of the trip generation analyses referenced in Proffer 7.g.(ii) above shall be compared to the trip reduction objectives set forth in Proffer 7.a. to determine whether those trip reduction objectives have been met. In the event such objectives have been met as determined by the trip generation analyses, the Applicant shall proceed to implement the TDM Plan. In the event such objectives have not been met, then the Applicant shall convene a meeting with FCDOT to review the TDM strategies then in place and to develop proportional modifications to the TDM Strategic Plan to address the shortfall, which modifications may include the requirement to conduct additional trip generation analyses no sooner than six (6) months following the previous such analysis. Within 30 days following such meeting, the Applicant shall submit an updated TDM Strategic Plan and TDM Budget to FCDOT for its review and approval. FCDOT shall respond with any comments to the Applicant within 30 days. If no response is provided within such time, the Applicant's updated TDM Strategic Plan and TDM Budget shall be deemed approved. Following approval of the updated TDM Strategic Plan and TDM Budget the Applicant shall (1) increase the TDM Account if necessary in order to cover any proportional additional costs to implement the updated TDM Budget; and (2) implement the provisions of the updated TDM Strategic Plan.
- i. Subsequent Monitoring and Reporting. The Applicant (or successor developer, but not the successor UOA) shall remain obligated under this proffer until such time as two consecutive post stabilization trip generations analyses (i.e. not including the trip generation analysis conducted at "stabilization") reveal that the trip reduction objectives are being met (the "Applicant Control Period"). At the end of the Applicant Control Period, the Applicant shall contribute to the TDM Remedy Fund (as described in Proffer 7.j.(i) below) if and to the extent necessary for the TDM Remedy Fund to have a \$500,000 balance. Upon such contribution, if any is required, the Applicant shall bear no further obligation under Proffer 7.

If the trip generation analysis conducted two (2) years following stabilization reveals that the trip reduction objectives are not being met, then the Applicant shall convene a meeting with FCDOT to review the TDM strategies then in place and to develop proportional modifications to the TDM Strategic Plan to address the shortfall. Within 30 days following such meeting, the Applicant shall submit an updated TDM Strategic Plan and TDM Budget to FCDOT for its review and approval. FCDOT shall respond with any comments to the Applicant within 30 days. If no response is provided within such time, the Applicant's updated TDM Strategic Plan and TDM Budget shall be deemed approved. Following approval of the updated TDM Strategic Plan and TDM Budget the Applicant shall (1) increase the TDM Account if necessary in order to cover any proportional additional costs to implement the updated TDM Strategic Plan; (2) implement the provisions of the updated TDM Strategic Plan; and (3) conduct another trip generation analysis (pursuant to the methodology set forth in Proffer 7.g.(ii)(b)) one year later to determine whether the trip reduction objectives are then being met. In the event such subsequent analysis reveals that the trip reduction objectives are still not being met, then the Applicant shall repeat the process above (additional adjustments to programmatic elements, additional funding and additional monitoring) until such objectives have been met for two (2) consecutive years.

Following such time as the trip reduction objectives are determined to have been met for two consecutive post stabilization trip generation analyses, the Applicant (or successor developer) shall bear no further obligation under this Proffer 7. At such time, the UOA shall be responsible for the TDM Plan and shall conduct additional trip generation analyses at two (2) year intervals to determine whether the trip reduction objectives are continuing to be met. Upon such time as two consecutive analyses conducted at two (2) year intervals demonstrate that the trip reduction objectives have been met, the UOA shall be required to conduct subsequent trip generation analyses at five (5) year intervals. Meanwhile, the UOA shall remain obligated to continue to report annually to FCDOT on the TDM Strategies as provided in Proffer 7.g.(i). In the event that such annual reports demonstrate through trend analysis that a change in commuting patterns has occurred that is significant enough to reasonably call in to question whether the post stabilization trip reduction objectives are continuing to be met, as determined by FCDOT, then FCDOT may require the UOA to conduct additional trip generation analyses (pursuant to the methodology set forth in Proffer 7.g.(ii)(b)) on a more frequent basis to determine whether in fact such objectives are being met. If any of the UOA's required trip generation analyses demonstrate that the trip reduction objectives are not being met, then the UOA shall

convene a meeting with FCDOT to review the TDM strategies then in place and to develop proportional modifications to the TDM Strategic Plan to address the shortfall. Within 30 days following such meeting, the UOA shall submit an updated TDM Strategic Plan and Budget to FCDOT for its review and approval. FCDOT shall respond with any comments to the UOA within 30 days. If no response is provided within such time, the UOA's updated TDM Strategic Plan and TDM Budget shall be deemed approved. Following approval of the updated TDM Strategic Plan and TDM Budget the UOA shall (1) increase the TDM Account if necessary in order to cover any proportional additional costs to implement the updated TDM Strategic Plan; (2) implement the provisions of the updated TDM Strategic Plan; and (3) conduct another trip generation analysis (pursuant to the methodology set forth in Proffer 7.g.(ii)(b)) no sooner than 6 months following the previous such analysis to determine whether the trip reduction objectives are then being met. In the event such subsequent analysis reveals that the trip reduction objectives are still not being met, then the UOA shall repeat the process above (additional adjustments to programmatic elements, additional funding and additional monitoring) until such objectives have been met for two (2) consecutive years, whereupon the UOA shall then proceed to conduct trip generation analyses at two (2) and then five (5) year intervals as described above.

j. TDM Remedy Fund and TDM Penalty Fund

- (i) TDM Remedy Fund. Concurrent with the establishment of the TDM Account, the Applicant shall establish a separate account referred to herein as the "TDM Remedy Fund". The TDM Remedy Fund shall be funded pursuant the provisions of Proffer 7.e. Prior to issuance of the 750<sup>th</sup> RUP for the Application Property, the Applicant shall contribute to the TDM Remedy Fund if and to the extent necessary for the TDM Remedy Fund to achieve a \$200,000 balance at that time. The purpose of the TDM Remedy Fund shall be to supplement the TDM Account in support of additional TDM strategies that may be determined to be necessary following any of the trip generation analyses for which insufficient funding is not immediately available via the then existing TDM Account. The TDM Remedy Fund shall be replenished as provided in Proffer 7.e. At the end of the Applicant Control Period, the Applicant (or successor developer, but not the successor UOA) shall contribute to the TDM Remedy Fund if and to the extent necessary for the TDM Remedy Fund to have a \$500,000 balance at that time. Upon such contribution, if any is required, the Applicant (or successor developer, but not the successor UOA) shall bear no further obligation under this Proffer 7.

(ii) TDM Penalty Fund. Prior to issuance of the 1,500<sup>th</sup> RUP for the Application Property, the Applicant (or successor developer, but not the successor UOA) shall establish a one-time corporate guarantee for the benefit of Fairfax County in the amount of \$2,000,000 (the "Corporate Guarantee"), which Corporate Guarantee shall be used, if applicable, to establish a TDM Penalty Fund. If the results of the trip generation analysis conducted following occupancy of the 750<sup>th</sup> dwelling unit reveal that the trip reduction objectives of Proffer 7.a. are not being met, then the provisions of Proffer 7.h. shall apply, but the provisions of this Proffer 7.j.(ii) shall not apply. If the results of any trip generation analysis conducted following occupancy of the 1,500<sup>th</sup> dwelling unit and during the Applicant Control Period reveal that the trip reduction objectives of Proffer 7.a. are not being met, then the provisions of Proffer 7.h. shall apply and, in addition, the Corporate Guarantee shall be drawn upon to fund the TDM Penalty Fund in an amount determined as follows:

- Following the trip reduction analysis conducted upon occupancy of the 1,500<sup>th</sup> dwelling unit:
  - Residential:
    - If 30% "during construction" trip reduction objective is met or exceeded, then no penalty is owed;
    - If trip reduction is equal to or greater than 28% but is less than 30%, then \$2,000 per trip for each trip by which the trip reduction objective is not met is paid to the TDM Penalty Fund from the Corporate Guarantee;
    - If trip reduction is greater than or equal to 25% but less than 28%, then \$3,000 per trip for each trip by which the trip reduction objective is not met is paid to the TDM Penalty Fund from the Corporate Guarantee;
    - If trip reduction is less than 25% then \$130,000 is paid to the TDM Penalty Fund from the Corporate Guarantee.
  - Office :
    - If 20% "during construction" trip reduction objective is met or exceeded, then no penalty is owed;
    - If trip reduction is greater than or equal to 18% but is less than 20%, then \$2,000 per trip for each trip by

- which the trip reduction objective is not met is paid to the TDM Penalty Fund from the Corporate Guarantee;
  - If trip reduction is greater than or equal to 15% but is less than 18%, then \$3,000 per trip for each trip by which the trip reduction objective is not met is paid to the TDM Penalty Fund from the Corporate Guarantee;
  - If blended trip reduction is less than 15%, then \$70,000 is paid to the TDM Penalty Fund from the Corporate Guarantee.
- Following trip generation analyses conducted upon "stabilization" and subsequently:
    - Residential:
      - If 47% residential trip reduction objective is met or exceeded, then no penalty is owed. In such event, \$480,000 of the Corporate Guarantee shall be released/returned to the Applicant;
      - If residential trip reduction is greater than or equal to 45% but is less than 47%, then \$2,000 per trip for each trip by which the trip reduction objective is not met is paid to the TDM Penalty Fund from the Corporate Guarantee, and the balance in the TDM Penalty Fund shall be carried forward;
      - If residential trip reduction is greater than or equal to 42% but less than 45%, then \$3,000 per trip for each trip by which the trip reduction objective is not met is paid to the TDM Penalty Fund from the Corporate Guarantee, and the balance in the TDM Penalty Fund shall be carried forward;
      - If residential trip reduction is less than 42%, then \$480,000 is paid to the TDM Penalty Fund from the Corporate Guarantee.
    - Office:
      - If 25% office trip reduction objective is met or exceeded, then no penalty is owed. In such event, \$120,000 of the Corporate Guarantee shall be released/returned to the Applicant;
      - If office trip reduction is greater than or equal to 23% but is less than 25%, then \$2,000 per trip for each trip

by which the trip reduction objective is not met is paid to the TDM Penalty Fund from the Corporate Guarantee, and the balance in the TDM Penalty Fund shall be carried forward;

- If office trip reduction is greater than or equal to 20% but less than 23%, then \$3,000 per trip for each trip by which the trip reduction objective is not met is paid to the TDM Penalty Fund from the Corporate Guarantee, and the balance in the TDM Penalty Fund shall be carried forward;
- If office trip reduction is less than 20%, then \$120,000 is paid to the TDM Penalty Fund from the Corporate Guarantee.

Illustrative examples demonstrating possible scenarios of the application of the TDM Penalty Fund provisions are depicted on Exhibits A-2, A-3, A-4 and A-5 attached hereto. Funds drawn from the Corporate Guarantee and paid to the TDM Penalty Fund may be utilized by Fairfax County for transit or transportation related improvements in the vicinity of the Application Property. There is no requirement to replenish the Corporate Guarantee and/or the TDM Penalty Fund at any time. Any amount remaining in the Corporate Guarantee upon the close of the Applicant Control Period shall be released/returned to the Applicant.

- k. Notice to Owners. All residents, tenants, and employers of the Metro West community shall be advised of the TDM Plan. UOA/COA/HOA members will be informed of their funding obligations pursuant to the requirements of this Proffer prior to purchase of units, and the requirement for the annual contribution to the TDM Plan (as provided herein) shall be included in all initial purchase documents and within the HOA, COA and UOA documents.
- l. Enforcement. If the TC fails to timely submit a report to FCDOT as required by this Proffer, Fairfax County may thereafter issue the TC a notice stating that the TC has violated the terms of this Proffer and providing the TC sixty (60) days within which to cure such violation. If after such sixty (60) day period the TC has not submitted the delinquent report, then the Applicant/UOA as applicable shall (1) be subject to a penalty of \$200 per day payable to Fairfax County to be used for transit or transportation related improvements in the vicinity of the Application Property until such time as the report is submitted to FCDOT; and (2) permanently transfer ownership and control of the TDM Remedy Fund to

Fairfax County to be used by Fairfax County to supplement the operation of the TDM Plan at the Application Property.

**8. Pedestrian Improvements.**

- a. Vaden Drive Extended Trail. Subject to DPWES approval, the Applicant shall construct an eight-foot wide asphalt trail along the western side of Vaden Drive Extended as shown on the CDP/FDP. Such trail shall be constructed concurrent with the construction of Vaden Drive Extended and shall be available for public use prior to the issuance of the first RUP or Non-RUP for residential and/or non-residential use on the Application Property except temporary commercial off-street parking uses, if any, to be located within the building sites of buildings 6, 7, 8, 9 and/or 10. The Applicant and its successor UOA (as defined below) shall maintain such trail.
  
- b. City of Fairfax Connector Trail. To facilitate interim pedestrian access through the Application Property to the Metro Station, prior to temporarily closing pedestrian access through the Application Property to allow for clearing, grading, and earth moving activities on site, the Applicant shall realign the portion of the City of Fairfax Connector Trail that currently crosses the Application Property to either the final location and configuration of such trail as shown on the CDP/FDP or to a temporary location on-site along the western boundary of the Application Property. In either event, the Applicant will ensure that there is an alternative pedestrian route to the Metro Station open, either on site or within East Blake Lane Park at all times, including during such trail realignment work. If a temporary location is provided then such temporary trail shall be constructed as an asphalt path a minimum of 8 feet in width. Concurrent with construction of Vaden Drive Extended, the Applicant shall construct a permanent realignment of the City of Fairfax Connector Trail on the Application Property in a location that will tie in with the Vaden Drive Extended Trail as shown on the CDP/FDP. Thereafter the Applicant shall if applicable remove/realign the temporary trail and restore that area of the site to a vegetated condition as shown on the CDP/FDP. The Applicant shall maintain such portion of the realigned City of Fairfax Connector Trail that extends over the Application Property until such time as the Public Site is dedicated pursuant to Proffer 25. Also, concurrent with construction of Vaden Drive Extended the Applicant shall, subject to approval by the Fairfax County Park Authority, reconstruct the City of Fairfax Connector Trail within East Blake Lane Park as shown on the CDP/FDP and provide trees along both sides of such portion of the reconstructed trail.

- c. Pedestrian Access to Metro During Build Out. Public access through the Application Property will be restricted during the initial site work on the Application Property, throughout the construction of Vaden Drive Extended and otherwise as may be required for public safety. At least 15 days prior to the Applicant closing the current public access through the Application Property to the Metro Station site (such access presently occurs over Fairlee and Maple Drives which are proposed to be vacated/abandoned), the Applicant shall provide written notice of the closing to the Providence District Supervisor's office. Also prior to the Applicant closing current public access through the Application Property, the Applicant shall provide temporary signage along the Lee Highway frontage of the Application Property directing pedestrians to the City of Fairfax Connector Trail. In addition, concurrent with construction of Vaden Drive Extended, the Applicant shall construct a temporary pedestrian route generally along the route of the "Main Street/Town Center Plaza" as shown on the CDP/FDP to connect Vaden Drive Extended to the Metro Access Road. Such temporary pedestrian route shall be located in an area that is a minimum 10 feet wide and which shall include a minimum 5 foot wide concrete and/or asphalt surface with the balance of the area planted with grass, shrubs and trees if practical as determined by the timing of build out and construction constraints as approved by Zoning Evaluation Division. Such temporary pedestrian improvements shall be available for public use upon the opening of Vaden Drive Extended to public use. Such temporary pedestrian improvements may be relocated from time to time within that general location to allow for development and construction to occur adjacent thereto.
- d. Pedestrian connection to Blake Tree Manor. Subject to the granting of necessary easements by FCPA in accordance with established FCPA practices and fee schedules, and further subject to the granting of necessary easements/permissions from the Blake Tree Manor owners association to be provided at no cost to the Applicant (except typical administrative fees and costs associated with preparation, approval and recordation of deeds, plans and plats), the Applicant shall construct pedestrian improvements through East Blake Lane Park and into the Blake Tree Manor Subdivision to connect the Blake Tree Manor Subdivision to the City of Fairfax Connector Trail. Such improvement is identified as "Proposed Sidewalk X" on Sheet 36 of the CDP/FDP. Such improvement shall include one bridge crossing of Hatmark Branch in a location and of a design as shown on the CDP/FDP as approved by DPWES and FCPA. Such bridge shall be an eight (8) foot wide standardized steel truss pre-fabricated bridge with pressure treated timber decking and appropriate hand rails. Such improvement shall also include a five foot wide asphalt path leading east from the bridge crossing to connect into the City of

Fairfax Connector Trail. Such improvement shall also include a five foot wide asphalt path (without stairs) leading west from the bridge crossing, through East Blake Lane Park to the boundary of the Blake Tree Manor Subdivision. In addition, the Applicant shall extend such path into the Blake Tree Manor Subdivision and construct stairs to connect such path into the existing pedestrian network in Blake Tree Manor. In addition the Applicant shall construct the improvements within Blake Tree Manor subdivision shown as "Proposed Sidewalks Y" on sheet 36 of the CDP/FDP. The Applicant shall submit and thereafter diligently pursue approval of a public improvement plan/site plan for such improvements, and make request for all necessary off-site easements for such improvements, prior to or concurrent with the submission of a public improvement plan/site plan for Vaden Drive Extended, provided that all necessary approvals from FCPA and the Blake Tree Manor owners association, as referenced above, have been provided by the time of submission of the public improvement plan/site plan for Vaden Drive Extended. The Applicant shall complete such work prior to the issuance of the 400th RUP for the Application Property (exclusive of dwelling units constructed within the Core Area (PRM District); provided, however, that upon demonstration that diligent efforts have been made to construct such improvements, the timing of the improvements may be delayed for good cause shown as determined by the Director, Zoning Evaluation Division. For purposes of this Proffer 8.d. "good cause" shall include, but not be limited to, delays relating to the timing of design, permitting or construction of public improvements as set forth in these Proffers and/or other unforeseen design, permitting or construction delays. The Applicant shall diligently pursue all necessary off-site easements/approvals and provide documentation to DPWES in the event such easements/approvals are not provided. If the Applicant does not receive a response to such requests of the Blake Tree Manor owners association within sixty (60) days of making them, then such requests shall be deemed to have been rejected and the Applicant shall be relieved of any further obligation to provided improvements within Blake Tree Manor pursuant to this proffer. In such event, however, the Applicant shall nevertheless remain obligated to construct the improvements referenced in this Proffer 8.d within East Blake Lane Park, subject to FCPA approvals and easements as referenced herein.

- e. Pedestrian Connection to Circle Woods and Hunters Branch. Subject to approval of necessary licenses and/or easements to be provided at no cost to the Applicant (except typical administrative fees and costs associated with preparation, approval and recordation of deeds, plans and plats), the Applicant shall provide for pedestrian access to and from the Circle Woods and Hunters Branch communities as provided herein. The

Applicant shall provide openings (approximately 5 feet wide) in the barrier fences to be constructed adjacent to the Circle Woods and Hunters Branch communities to allow direct pedestrian access from those communities to the pedestrian system on the Application Property in locations as generally shown on the CDP/FDP. There shall be no gates in the fence openings that are located between the Application Property and the Circle Woods communities. The Applicant shall construct gates in the fence openings that are located between the Application Property and the Hunters Branch Condominium Association property, and such gates shall be provided with electronic card readers for use by Hunters Branch Condominium owners. Such gates may be removed upon the agreement of the Hunters Branch Condominium Association without requiring a PCA. The Applicant shall construct the sidewalk improvements within the Hunters Branch community shown as "Proposed Sidewalks Y and Z" on sheet 36 of the CDP/FDP concurrent with the construction of the fence. The Applicant shall construct a 5' wide asphalt path within the Circle Woods community in the general area of "Proposed Sidewalk Y" as shown on sheet 36 of the CDP/FDP (notwithstanding that the CDP/FDP calls for a 4' concrete path in such location) concurrent with construction of the fence. Such path shall intersect the existing sidewalk within Circle Woods south of the wooden bridge crossing of the drainage swale and meander eastward to the fence opening in order to avoid conflicts with trees, to the maximum extent possible, and utilities. In no event shall the Applicant be required to remove or relocate trees or utilities in order to make any such offsite sidewalk connections. Such improvements shall be subject to approval by DPWES. The Applicant shall seek all necessary off-site easements/approvals prior to submission of a site plan for the respective phase of development/construction on the Application Property adjacent to such connections and shall diligently pursue necessary off-site easements/approvals and provide documentation to DPWES in the event such easements/approvals are not provided. If the Applicant does not receive a response to such requests within sixty (60) days of making them, then such requests shall be deemed to have been rejected and the Applicant shall be relieved of any further obligation to make offsite improvements pursuant to this proffer.

- f. Internal Sidewalks. The Applicant shall construct a comprehensive sidewalk system throughout the Application Property as generally shown on the CDP/FDP. Such sidewalk system shall be constructed concurrent with the phasing of development of the Application Property. Such sidewalk system shall include sidewalk connections extending to the property line adjacent to the neighboring Circle Woods and Hunters Branch communities as shown on the CDP/FDP to allow the pedestrian openings referenced in Proffer 8.e. above to tie in to the onsite sidewalk

network. All onsite sidewalks shall be maintained by the UOA as set forth in Proffer 18 below. Sidewalk improvements within existing or proposed VDOT right-of-way shall be as approved by VDOT. Prior to site plan approval for each respective phase of development the Applicant shall grant public access easements over the private sidewalks located within such phase.

- g. Crosswalks. Concurrent with construction of Vaden Drive Extended, the Applicant shall install crosswalks across Vaden Drive Extended, including a raised crosswalk (or speed table) at the Main Street/Vaden Drive Extended intersection, in locations as generally shown on the CDP/FDP and as may be approved by DPWES and/or VDOT. Concurrent with each respective phase of development/construction of the Application Property, the Applicant shall install painted and/or paver crosswalks within the internal private street network on the Application Property as generally shown on the CDP/FDP and as subject to approval by DPWES and/or VDOT. The Applicant shall provide for illumination at all intersections through the use of ornamental lighting and, at the Vaden Drive Extended/Main Street and Main Street/Saintsbury Drive intersections, through the use of embedded ground level pedestrian lighting as shown on the CDP/FDP.
- h. Lee Highway Sidewalk. Concurrent with construction of Vaden Drive Extended, the Applicant shall construct a 5-foot wide concrete sidewalk across the Application Property's Lee Highway frontage to connect to the existing 4-foot sidewalk to the east and west.

**9. Open Space and Landscaping.**

- a. As depicted on the CDP/FDP the entirety of the Application Property shall provide a minimum of 35% overall open space. Such open space shall be allocated among each of the respective zoning districts as shown on the CDP/FDP such that the minimum open space requirements of each of the respective zoning districts is provided, as shown on the CDP/FDP. Development/implementation of the open space areas and improvements may occur in phases, concurrent with the phasing of development/construction of the Application Property. As such, the total area of open space provided at any given phase of development shall not be required to be equivalent to the 35% overall open space specified herein; provided, however, that the open space provided at any given phase of development shall satisfy the minimum amount required by the respective zoning district(s) in which such phase is located.

- b. Site plans (and subsequent revisions as may be applicable and relevant to landscaping) submitted for the respective phases of development shall include a landscape plan showing the open space improvements, streetscape and landscaping appurtenant to that respective phase of development as generally shown on the CDP/FDP. Specifically, the plaza area located between buildings 6 and 10 as shown on the CDP/FDP shall be constructed concurrent with the second of buildings 6 or 10 to be constructed and shall be completed prior to the issuance of the first RUP for such building. The plaza/boulevard area located between buildings 7 and 8 as shown on the CDP/FDP shall be constructed concurrent with the first of buildings 7 or 8 to be constructed and shall be completed prior to the issuance of the first RUP or Non-RUP for such building.
- c. Native trees that are conducive to air quality enhancement shall be used within the streetscape and open space areas as determined appropriate by Urban Forest Management.
- d. Landscaping shown on the CDP/FDP may be modified, if in substantial conformance with that shown on the CDP/FDP and as approved by the Zoning Administrator and Urban Forest Management, to allow for final engineering considerations such as final utility locations, low impact development facilities, sight distance requirements and the like. The Applicant shall coordinate the location of any utilities within open space areas to allow sufficient planting depth for trees and other landscaping as shown on the CDP/FDP. As a priority, where reasonably feasible the Applicant shall install water, sanitary sewer and storm sewer utility lines within the street network to avoid conflicts with open space areas and streetscape elements shown on the CDP/FDP. In addition, the Applicant shall coordinate with private utility companies (gas, power, telephone, cable etc.) to co-locate utilities where reasonably feasible.
- e. As shown on the CDP/FDP, landscaping within the buffer between Buildings 11, 12, and 13 and the shared property line with the Hunter's Branch Condominium Association ("HBCA") Property shall include a combination of evergreen (including American Holly, Spruce, Cypress, Fir, and Pine) and hardwood trees, all at least 10 feet in height at the time of planting, and hardwoods a minimum of 2" – 2 ½" caliper at the time of planting, arranged to provide a visual buffer between the Application Property and the HBCA property.
- f. The Applicant shall grant public pedestrian access easements over the open space areas identified on the CDP/FDP as Detail Areas #3, #4, #11, #12, # 13, #14 and #15 with the following limitations: (1) swimming pools and associated areas located within Detail Area #11 shall not be open for

access to the general public; and (2) such right of public access within Detail Areas #3, #4, #11, #12, #13 and #15 shall be subject to the right of the Applicant and the successor UOA and/or HOA/COAs as applicable to establish reasonable rules and regulations pertaining to hours of public access, maintenance, repairs and the like; provided, however, that hours for such public access shall be at a minimum 8 a.m. to the earlier of dusk or 9 p.m. on weekdays and 10 a.m. to the earlier of dusk or 9 p.m. on weekends and holidays. Public access shall be open at all times to Detail Area #14 subject to necessary maintenance and repairs.

**10. Recreation Facilities.**

- a. Bicycle racks. The Applicant shall provide secure bicycle storage in locations convenient to the office, multi-family residential and retail uses on the following basis, at a minimum:
  - (i) One bicycle parking space for every 7,500 square feet or portion thereof of office GFA and one additional bicycle space for every 20,000 square feet, or portion thereof, of office GFA in each of Buildings 8 and 9. In addition, one shower per gender shall be installed for every 50,000 square feet of office GFA, up to a maximum of three showers per gender in each of Buildings 8 and 9;
  - (ii) One bicycle parking space for every 10 multi-family residential units (exclusive of two-over-two multi-family units), or portion thereof, and one bicycle space for every 50 multi-family residential units (exclusive of two-over-two multi-family units), or portion thereof;
  - (iii) Two (2) retail bicycle parking spaces for every 10,000 square feet or portion thereof of Type 1 and Type 2 Non-Residential GFA initially constructed as provided in Proffer 5.c.(iii).
  - (iv) Bicycle parking facilities for multi-family and office users as required herein shall be located within a structure. Retail bicycle parking spaces shall be installed at exterior locations that are visible from the retail uses and do not block sidewalks.
- b. The Applicant shall comply with Paragraph 2 of Section 6-409 of the Zoning Ordinance regarding developed recreational facilities for the residential uses. The Applicant proffers that the minimum expenditure for the recreational facilities shall be \$955.00 per residential dwelling unit exclusive of affordable dwelling units. The Applicant agrees that the \$955.00 attributed to each unit shall be utilized toward only those

developed recreational facilities to which the residents of such unit shall have access as provided in Proffer 10.d. below. The Applicant shall receive credit against the Zoning Ordinance minimum expenditure requirement for the cost of recreational facilities to include, but not to be limited to the cost of improvements for swimming pools (indoor and outdoor), sundecks, outdoor seating areas, pedestrian trails (except those shown on the Comprehensive Plan), plazas, indoor recreational facilities, such as weight training equipment, fitness, billiard rooms, card and game rooms, and indoor multi-purpose courts. The "fitness station" shown in Detail Area # 6 shall be as approved by FCPA.

- c. Recreational facilities shall be developed/constructed in phases concurrent with the phasing of development of the Application Property and subject to the requirements of Section 16-404 of the Zoning Ordinance.
- d. The Applicant reserves the right to restrict access to the various recreational facilities developed on the Application Property to the residents/owners within specific phases of the project and/or within the specific buildings, subject to the public access requirements as set forth in Proffer 9.f. above. At a minimum all residents of single-family attached dwelling units, multi-family two-over-two units, and units within Buildings 11, 12, 13, 14, 15, 16, 17, 19 and 20 shall have the right to use the developed recreational facilities within Buildings 14, 15, 16, 17 and Detail Area #11 as depicted on the CDP/FDP; residents within Buildings 2, 3, 4, and 5 shall have the right to use to the developed recreational facilities within those Buildings and Detail Area #5 as depicted on the CDP/FDP; residents within Buildings 6, 7, 10 and 18 shall have the right to use the developed recreational facilities within their respective buildings. Each of Buildings 6, 7, 10 and 18 shall include a minimum 1,250 square feet of space for residents of those Buildings to hold HOA or other community meetings.

#### **11. Circle Woods Buffer**

- a. Concurrent with construction of Vaden Drive Extended, the Applicant shall construct improvements in the buffer area between the peripheral, north/south property line shared with the Circle Woods communities and Vaden Drive Extended as shown on the CDP/FDP. As shown on the CDP/FDP such buffer shall consist of undisturbed vegetation and a landscaped area and shall be improved with the Vaden Drive Extended Trail and a seven (7) foot high, tongue and groove fence with eight (8) foot high brick piers located approximately 20 feet on center with no gaps or openings other than to allow for, as necessary, utility connections, drainage, and a pedestrian connection. Such barrier fence shall be

located on the Application Property adjacent to the shared property line and shall also extend on the Application Property adjacent to the shared east/west property line shared with the Circle Woods communities to the extent shown on the CDP/FDP. Such fence shall be maintained by the Applicant/UA. Subject to all necessary approvals from the Circle Woods communities, the Applicant shall remove the existing fence located within the Circle Woods communities that runs parallel to the peripheral property lines shared with the Application Property. If the Applicant does not receive a response to such requests for approvals within sixty (60) days of making them, then such requests shall be deemed to have been rejected and the Applicant shall be relieved of any further obligation to remove the existing fence. At least 15 days prior to submission of a landscape plan for such buffer area, the Applicant shall schedule a meeting inviting representatives of the Circle Woods Communities to attend and comment on the landscape plan and provide suggestions concerning plant types and locations, and the Applicant shall take any such comments and suggestions into consideration prior to submission such landscape plan.

## **12. Hunters Branch Condominium Buffer.**

- a. Prior to issuance of the first RUP or Non-RUP for the Application Property (except commercial off street parking, if any), the Applicant shall regrade the western portion of the Hunters Branch Condominium Association ("HBCA") property in order to tie the Application Property in to the HBCA property as shown on the CDP/FDP, subject to necessary approvals from Fairfax County and easements to be provided at no cost to the Applicant (except for the preparation and recordation of the deed and plat, the cost of which the Applicant shall bear). The Applicant shall diligently pursue all necessary off-site easements/approvals and provide documentation to DPWES in the event such easements/approvals are not provided. If the Applicant does not receive a response to such requests within sixty (60) days of making them, then such requests shall be deemed to have been rejected, and the Applicant shall be relieved of any further obligation pursuant to this proffer. Following such grading activities, the Applicant shall construct a six-foot high wooden fence with brick piers approximately 20-feet on center along such shared property line. Such fence shall not include any gaps or openings other than to allow for, as necessary, utility connections and drainage and pedestrian connection(s) as shown on the CDP/FDP and as approved by DPWES. The Applicant and its successor UOA and/or HOA/COA (as defined below) shall be responsible for maintaining such fence.
- b. Prior to issuance of the first RUP or Non-RUP for the Application Property (except commercial off-street parking, if any), the Applicant shall re-

landscape the portion of the HBCA property that is disturbed as a result of the grading activities referenced in Proffer 12.a. above as shown on the CDP/FDP. In connection with such re-landscaping, the Applicant shall install an outdoor, below grade, electronically controlled sprinkler system on the HBCA property to serve the HBCA landscaping located between the common property line and the HBCA parking area. In connection with such re-landscaping activities, the Applicant shall remove the existing wooden fence located approximately 15 feet from the shared property line within the HBCA property. The obligation of the Applicant to remove such fence shall be subject to necessary approvals by Fairfax County and HBCA. The Applicant will take responsibility for and in coordination with HBCA diligently pursue necessary approvals, if any, to allow for removal of the fence. In addition, the Applicant will make reasonable efforts to reduce the width of the existing sanitary sewer easement which runs along the western boundary of the HBCA property to allow greater area for supplemental planting, subject to the cooperation of the HBCA with respect to the vacation of the existing sanitary sewer easement and the rededication of a new sanitary sewer easement. As an alternative to such re-landscaping and the installation of an outdoor sprinkler system on the HBCA property, the Applicant, by mutual agreement with the HBCA, may pay the HBCA, prior to issuance of the initial RUP or Non-RUP for the Application Property, the reasonable cost of those anticipated improvements in a lump sum contribution in order to allow the HBCA to contract for the work on its own. Notwithstanding the introductory phrase of this Proffer 12.b. it shall be understood that the Applicant shall not be required to have completed the removal of the existing fence or the adjustment to the existing sanitary sewer easement as a condition precedent to issuance of the first RUP or Non-RUP for the project; but that such activities shall be completed, if so approved, prior to the final bond release for the site plan that includes the last of buildings 11, 12 and 13. In any event the Applicant shall diligently pursue approvals to remove the fence and adjust the sanitary sewer easement as provided herein and shall demonstrate such efforts to DPWES if requested.

- c. Prior to the grading activities over the common property line as discussed in Proffer 12.a. above, the Applicant shall undertake a tree survey and condition analysis of all trees greater than 10 inches in caliper located on the HBCA property within the area anticipated to be re-graded, and in connection with representatives from HBCA, the Applicant shall evaluate opportunities where it will be reasonably practical to modify the grading plan to save certain trees and/or to transplant certain trees from the area to be re-graded to other locations on the HBCA property. If it is determined by the Applicant and HBCA that it is reasonably practical to so modify the grading plan and/or to transplant certain trees, then the

Applicant shall so modify the grading plan and/or transplant such trees prior to commencing the grading activities referenced above.

- d. Regent's Park. As shown on the sheet 19 of the CDP/FDP, a minimum ten (10) foot buffer area/utility easement will be provided within common area (not on individual lots) adjacent to the eastern boundary of the Application Property in the area behind and adjacent to the single family attached dwelling unit lots. In addition, such single family attached dwelling units in such area shall have a minimum 15 foot rear yard as shown on the CDP/FDP. A privacy fence shall be constructed along the rear yard line of the single family attached dwelling units in such area. Subject to approval of necessary easements/permissions from the adjacent owner to the east and any necessary approvals from Fairfax County, the Applicant shall replace the existing fence located off site to the east of the Application Property in the area behind the single family attached dwelling units with a new decorative fence and supplemental landscaping. The Applicant shall diligently pursue all necessary off-site easements/approvals and provide documentation to DPWES in the event such easements/approvals are not provided. If the Applicant does not receive a response to such requests within sixty (60) days of making them, then such requests shall be deemed to have been rejected and the Applicant shall be relieved of any further obligation pursuant to this proffer.

### 13. Parking

- a. Parking spaces shall be provided in accordance with the parking ratios as shown on Sheet 3 of the CDP/FDP for each respective phase of development/construction of the Application Property. The Applicant reserves the right to utilize on-street parking on the private streets in the development to meet the parking requirements so long as such spaces are striped and meet the dimension requirements of the PFM. The Applicant reserves the right to utilize surface parking spaces in one zoning district on the Application Property to meet parking requirements in another zoning district on the Application Property. The number of parking spaces represented on the CDP/FDP is based on preliminary estimates of the proposed mix of uses, unit count and unit type. The final number of parking spaces shall be determined at the time of each site plan approval. The Applicant reserves the right to provide parking in excess of the minimum requirements as shown on the CDP/FDP; provided, however, that parking for the multi-family residential and office uses shall not exceed a ratio that is 10% higher than the minimum requirements for such uses as shown on the CDP/FDP, unless the Applicant demonstrates to the satisfaction of DPWES that additional parking is necessary to meet anticipated demand for office uses. Such maximum parking ratios,

however, shall not include any parking spaces allocated to support TDM programs such as car sharing, car/van pool and fleet vehicles, shuttle buses/vans and the like. During build-out of the single-family attached dwelling unit phases, the Applicant reserves the right to provide interim surface parking as visitor spaces or as second spaces for 16 foot wide townhouses (in accordance with Zoning Ordinance requirements for dimensions, striping, landscaping, etc.) on portions of the Application Property to be developed in a subsequent phase(s) to the extent necessary to meet, but not exceed, the parking requirements for the single family attached phase(s) of construction. The Applicant reserves the right to provide parking for multi-family units in parking structures connected to other, adjacent multi-family buildings so long as the minimum total parking supply is met at all times and so long as the number of above grade parking levels does not increase beyond those depicted on the CDP/FDP. The Applicant reserves the right to construct parking in phases and to construct parking in advance of the use for which such parking will ultimately be provided, such that the limitations on the maximum number of parking spaces as set forth in this proffer may be exceeded during construction, so long as the minimum parking requirements are met. The Applicant reserves the right to relocate above grade parking shown on the CDP/FDP for Buildings 6, 7, 8, 9 and/or 10 to a subsurface location beneath those buildings; provided, however, that the building height and footprint, outdoor rooftop amenities and ground floor configuration of such building(s) remain in substantial conformance with those as shown on the CDP/FDP.

- b. Notwithstanding Proffer 13.a. above, the Applicant reserves the right to request a parking reduction or shared parking agreement pursuant to Article 11 of the Zoning Ordinance for a multi-family (except two-over-two multi-family units) or non-residential use. Any modification of the required parking as approved by such parking reduction or agreement may be accommodated without requiring a PCA or FDPA provided that the layout of the parking remains in substantial conformance with that depicted on the CDP/FDP. Notwithstanding the above, the Applicant shall not request a parking reduction for the single-family attached units.
- c. Visitor Parking.
  - (i) A minimum of 0.3 parking spaces per single family attached unit (of the total 2.3 parking spaces required per single family attached unit) shall be located in common areas (i.e. street parking and/or surface lots) on the respective phases of the Application Property. Such spaces shall be available for general parking and shall not be assigned or allocated for use by individual dwelling units. In

addition, homeowners/condominium owners' association documents shall provide that residents shall not park in visitor spaces and shall provide for enforcement action by the HOA/COA in the event of violation.

- (ii) A minimum of 0.05 parking spaces per multi-family unit (of the total provided) shall be labeled as visitor parking and located in areas convenient to the respective multi-family buildings (i.e. on street parking or within areas of parking garages that are accessible and not assigned). Such spaces shall be available for general parking and shall not be assigned or allocated for use by individual dwelling units. In addition, homeowners/condominium owners' association documents shall provide that residents shall not park in visitor spaces and shall provide for enforcement action by the HOA/COA in the event of violation.
- d. Drop-off Areas. At the time of site plan submission for each of Buildings 6, 7, 8, 9, 10, 16, 17 and 18, the Applicant shall designate at least two on-street parking spaces proximate to such building to be made available for short-term (15 minutes or less) delivery and drop-off use for car pools, van pools, shared car services, delivery services and the like. Conceptual locations for such spaces are shown on the CDP/FDP, and such locations may be modified at the time of final site plan subject to approval by FCDOT. Similarly, the Applicant shall so designate at least two such spaces for such use in connection with each of the following groups of buildings: (i) Buildings 11, 12 and 13; (ii) Buildings 14 and 15; (iii) Buildings 2, 3, 4 and 5; and (iv) Buildings 19 and 20.
- e. Single Family Attached Dwellings/Garage Conversion.
- (i) Any conversion or use of garages for the single family attached dwellings that will preclude the parking of vehicles within the garage is prohibited.
  - (ii) A covenant setting forth this restriction shall be disclosed in the UOA and HOA/COA documents and recorded among the land records of Fairfax County in a form approved by the County Attorney prior to the sale of any lots and shall run to the benefit of the UOA and the Board of Supervisors.
  - (iii) Prospective purchasers shall be advised in writing of this use restriction prior to entering a contract of sale and in the HOA documents.

- f. Commercial Off-Street Parking. Subject to the terms of its special exception approval (which is scheduled to expire on November 19, 2006), the existing surface parking lot located on parts of Tax Map Parcels 48-1((1)) 91 and 91A shall remain open and in operation to provide parking for Metro riders, subject to WMATA's continuing operation of such lot, until such time as the Applicant provides 60-day written notice to Fairfax County DOT and the Providence District Supervisor of the start of such development activities on the Application Property (i.e. clearing and rough grading) that shall necessitate the closure of such parking lot. If requested by Fairfax DOT, the Applicant shall cooperate with Fairfax DOT to reduce the number of parking spaces available for use on such lot gradually over time until such time as the Applicant provides notice as provided herein.

#### **14. Stormwater Management**

- a. The Applicant shall provide for stormwater detention ("SWM") and Best Management Practices ("BMP") according to the criteria contained in this Proffer 14 provided that such criteria are approved by DPWES to meet the applicable provisions for SWM, BMP and adequate outfall. In the event that such criteria are not so approved by DPWES, then the Applicant reserves the right to provide alternative criteria to that contained in this Proffer 14 to meet the applicable provisions for SWM, BMP and adequate outfall for the Application Property as may be approved by DPWES. There shall be no increase in the limits of clearing and grading in East Blake Lane Park from that shown on the CDP/FDP. If it is determined that adequate outfall cannot be provided within the proffered limits of clearing and grading, a PCA shall be required.
  - (i) Detention Criteria. In addition to providing detention for the entirety of the Application Property, the Applicant shall provide detention according to the criteria set forth below for approximately 11.8 acres of land owned by WMATA located adjacent to the north of the Application Property, which drains on to the northwest drainage area on the Application Property as well as for approximately 1.32 acres of land owned by WMATA located adjacent to the north of the Application Property, which drains on to the northeast drainage area on the Application Property, and for which no detention currently exists for either area.
    - (a) Detain the water quality volume and release it over 48 hours;
    - (b) Detain and release over a 24-hour period the expected rainfall resulting from the one year, 24-hour storm in each of the three drainage areas of the Application Property, and

including the water from the WMATA property referenced in this Proffer 14.a.(i);

- (c) Reduce the allowable peak flow rate resulting from the 1.5, two (2), and ten (10) year, 24-hour storms to a level that is less than or equal to the peak flow rate from the site assuming it was in a good forested condition, achieved through multiplication of the forested peak flow rate by a reduction factor that is equal to the runoff volume from the site when it was in a good forested condition divided by the runoff volume from the site in its proposed condition.
- (d) The northeast drainage area of the Application Property shall provide for a peak flow rate reduction in the 100-year 24-hour design storm event that is equal to or less than the peak flow rate from the site in its existing (before re-development) condition;
- (e) The storage volume(s) needed to meet the above criteria may be provided in the underground storage vaults and within the LID measures (described below) as shown on the CDP/FDP.

(ii) Low Impact Development Measures.

- (a) In addition to the detention criteria referenced above, Low Impact Development ("LID") measures shall be provided as a Demonstration Project as shown on the CDP/FDP to provide flow rate and volume reductions in addition to those accomplished by the conventional, underground storage vaults. Such LID measures shall include the following:
  - 1. Bioretention Basins (i.e. rain gardens);
  - 2. Permeable pavers;
  - 3. Intensive Vegetative Roofs;
  - 4. Extensive Vegetative Roofs; and
  - 5. Vegetative tree box filters.

(iii) Best Management Practices. BMP shall be provided, as required by the PFM, for the first 0.5" of stormwater falling on the impervious areas within the Application Property (i.e. BMP shall not be provided for stormwater falling on the WMATA site).

(iv) Maintenance.

The Applicant shall enter into a private Stormwater Maintenance Agreement(s) with Fairfax County for all of the SWM/BMP/LID facilities prior to site plan approval for the respective phase of development that implements such facilities. Such Stormwater Maintenance Agreement(s) shall be subject to the Waiver #8625-WPFM-001-1 Conditions dated December 5, 2005 as approved by the Board of Supervisors. The Applicant, and subsequently the Umbrella Owners Association (UOA) as defined in Proffer 18, shall maintain all SWM/BMP/LID facilities pursuant to such Stormwater Maintenance Agreement(s).

(v) Monitoring.

- (a) The Applicant agrees to monitor the SWM/BMP/LID facilities pursuant to Flow Monitoring Program attached hereto as Exhibit C. The specifications of the Flow Monitoring Program may be amended from time to time subject to approval by DPWES and without requiring a PCA; provided, however, that the following parameters are maintained:
- (A) Monitoring shall occur in the northwest drainage area of the site at three locations as specified in the Flow Monitoring Program;
  - (B) Monitoring shall begin following stabilization of the areas draining to the monitoring sites. For purposes of this Proffer 14.a.(v)(a)(B), stabilization shall be deemed to occur one year following issuance of the first RUP for the last building to be constructed in the area that drains to the monitoring sites; and
  - (C) At a minimum, monitoring shall continue for three years from the date of stabilization and data from such monitoring shall be collected annually and compiled in a report to DPWES.
  - (D) The monitoring obligations of this proffer shall remain the obligation of the Applicant (or its successor developer) and shall not be passed on to the UOA or any HOA or COA as defined in Proffer 18 below, and final project bond release shall not occur until after the final monitoring report is submitted to DPWES.

## 15. Noise Attenuation

- a. Miller, Beam and Paganelli, Inc. has prepared a Noise Impact Analysis dated December 14, 2005, which evaluates noise impacts associated with I-66 on the Application Property. Based on the findings of such Analysis, the Applicant shall provide the following noise attenuation measures:
  - (i) In order to mitigate noise from I-66 the Applicant shall construct a noise attenuation wall/barrier designed as part of the bus shelter/canopy to be located on the Vienna-Fairfax-GMU Metro Station site concurrent with construction of the Metro Station improvements referenced in Proffer 6.a.(xii). The maximum height of such barrier shall be 30 feet, and the minimum height shall be 20 feet. In the event that such wall/barrier is to be constructed to height that is less than 30 feet, then the Applicant shall either (1) adjust the use of the top floors of Building # 7 such that no space in Building # 7 that shall be occupied as a residential unit shall be located in an area impacted by noise from I-66 at a level of 75 dBA Ldn or greater at floor level. [For example, space within such impact area may be used for uses ancillary to the primary multiple family residential use of that building (i.e. common recreation space, meeting rooms, etc.) or, as a secondary preference such space may be occupied by "apartment hotel" units with a maximum lease term of 30 days]; or (2) step back the top floors of Building # 7 such that no space in Building # 7 that shall be occupied as a residential unit shall be located in an area impacted by noise from I-66 at a level of 75 dBA Ldn or greater at floor level. In such event, the Applicant shall demonstrate its selection to DPZ. In the event the Applicant proposes to occupy space within an impact area of 75 dBA Ldn or greater with "apartment hotel" units, the Applicant shall submit a noise analysis to be approved by DPZ demonstrating the measures that will be taken so that the interior noise levels within such units will be mitigated to a noise level of no more than 45 dBA Ldn.
  - (ii) In the event that the Fairfax County Policy Plan is amended to eliminate the prohibition on residential use in areas impacted by highway noise at a level exceeding 75 dBA Ldn, the prohibitions of this proffer to residential uses within such areas shall no longer be applicable.
  - (iii) In order to reduce interior noise to a level of no more than 45 dBA Ldn, for units that are demonstrated by a refined acoustical analysis to be impacted by highway noise from I-66 having levels

projected to be greater than 70 dBA Ldn (but not more than 75 dBA Ldn), these units shall be constructed with the following acoustical measures:

- Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 45.
- Doors and glazing shall have a laboratory STC rating of at least 37 unless glazing constitutes more than 20% of any façade exposed to noise levels of Ldn 70 dBA or above.
- If glazing constitutes more than 20% of an exposed façade, then the glazing shall have a STC rating of at least 45.
- 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.

(iv) In order to reduce interior noise to a level of no more than 45 dBA Ldn for units that are demonstrated by a refined acoustical analysis to be impacted by highway noise from I-66 having levels projected to be between 65 and 70 dBA Ldn, these units shall be constructed with the following acoustical measures:

- Exterior walls should have a laboratory sound transmission class (STC) rating of at least 39.
- Doors and glazing shall have a laboratory STC rating of at least 28 unless glazing constitutes more than 20% of any façade exposed to noise levels of Ldn 65 dBA or above.
- If glazing constitutes more than 20% of an exposed façade, then the glazing shall have a STC rating of at least 39.
- All surfaces should be sealed and caulked in accordance with methods approved by the American Society for Testing and Materials (ASTM) to minimize sound transmission.

(v) The Applicant shall submit a refined acoustical analysis prior to the submission of building plans for Building #6, 7 and /or 10 in order to determine the affected units, provide alternative interior noise attenuation measures to those set forth in Proffer 15.a.(iv) and 15.a.(v) or to evaluate the noise impact from I-66 on such buildings given the actual height of the wall/barrier referenced in Proffer 15.a.(i) above.. Such analysis shall be submitted to and approved by DPZ and shall be based on the methodology contained in the Miller, Beam and Paganelli analysis. Any changes to Building #6, 7 and/or 10 premised on the conclusions of such a refined acoustical analysis shall be in substantial conformance with the

CDP/FDP and these proffers as determined by the Zoning Administrator.

- (vi) In order to reduce exterior noise to a level that is no more than 65 dBA Ldn for the active recreation areas of the elevated plaza associated with Building # 7, such plaza shall be shielded from noise impacts from I-66 by the construction of a parapet wall extending upward a minimum of three (3) feet from the plaza's floor level on the building's northern façade.
  - (vii) Building plans for each of buildings 6, 7 and 10 shall depict the final noise contours and all locations on the respective buildings/units, if any, that are subject to noise mitigation as provided herein.
- b. Polysonics, Inc. has prepared a Traffic Noise Analysis dated September 29, 2005 which evaluates noise impacts associated with Vaden Drive Extended and Route 29 on the Application Property. Based on the findings of that report, the Applicant shall provide the following noise attenuation measures:
- (i) In order to reduce interior noise to a level of no more than 45 dBA Ldn for the single family attached units that are demonstrated by a refined acoustical analysis to be impacted by roadway noise from Route 29 having levels projected to be between 65 and 70 dBA Ldn, these units shall be constructed with the following acoustical measures:
    - Exterior walls should have a laboratory sound transmission class (STC) rating of at least 39.
    - Doors and glazing shall have a laboratory STC rating of at least 28 unless glazing constitutes more than 20% of any façade exposed to noise levels of Ldn 65 dBA or above.
    - If glazing constitutes more than 20% of an exposed façade, then the glazing shall have a STC rating of at least 39.
    - All surfaces should be sealed and caulked in accordance with methods approved by the American Society for Testing and Materials (ASTM) to minimize sound transmission.
  - (ii) In order to reduce exterior noise to a level that is no more than 65 dBA Ldn for the outdoor recreation area that is projected to be impacted by roadway noise from Route 29, the Applicant shall construct a noise attenuation wall as a design feature of the community in a location as shown on the CDP/FDP. Such wall

shall be a maximum height of six (6) feet and shall be located on a berm of approximately 2-3 feet as determined by final grading.

- (iii) The Applicant shall submit a refined acoustical analysis prior to the submission of a site plan that includes the noise impacted residential units and/or recreation area in order to provide alternative noise attenuation measures to those set forth in Proffer 15.b.(i) and 15.b.(ii). Such analysis shall be submitted to and approved by DPZ and shall be based on the methodology contained in the Polysonics analysis.
- (iv) Building and site plans for each unit that is subject to noise mitigation as provided herein shall depict the final noise contours.

#### **16. Tree Preservation Plan**

- a. The Applicant shall submit a tree preservation plan as part of the public improvement plan/site plan submission(s) for Vaden Drive Extended and for the Public Building and Public Site (as described in Proffer 25 below). The tree preservation plan shall be prepared by a professional with experience in the preparation of tree preservation plans, such as a certified arborist or landscape architect, and shall be subject to the review and approval of Urban Forest Management ("UFM"). The Applicant shall provide a copy of the Tree Preservation Plan to FCPA for review and comment, upon submission of such plan to DPWES. The tree preservation plan shall consist of a tree survey that includes the location, species, size, crown spread and condition rating percentage of all trees 6 inches in diameter and greater, located on the Application Property or within East Blake Lane Park, that are located up to 25 feet to either side of the limits of clearing and grading shown on the CDP/FDP for the areas adjacent to East Blake Lane Park, the area adjacent to the "tree save" area within the Public Site and the area adjacent to the eastern boundary of the Circle Woods communities. At a minimum, the tree preservation plan shall provide for the preservation of those areas shown for tree preservation on the CDP/FDP. The condition analysis ratings shall be prepared using methods outlined in the latest edition of the Guide for Plant Appraisal published by the International Society of Arboriculture. Specific tree preservation activities that will maximize the survivability of any tree identified to be preserved, such as: crown pruning, root pruning, mulching, fertilization, and others as necessary, shall be included in the plan.
- b. All tree preservation-related work occurring in or adjacent to tree preservation areas shall be accomplished in a manner that minimizes

damage to vegetation to be preserved, including any woody, herbaceous or vine plant species that occurs in the lower canopy environment, and to the existing top soil and leaf litter layers that provide nourishment and protection to that vegetation. Removal of any vegetation, if any, or soil disturbance in tree preservation areas, including the removal of plant species that may be perceived as noxious or invasive, such as poison ivy, greenbrier, multi-floral rose, etc. shall be subject to the review and approval of UFM. The use of equipment in tree preservation areas will be limited to hand-operated equipment such as chainsaw, wheel barrows, rake and shovels. Any work that requires the use of equipment, such as skid loaders, tractors, trucks, stump-grinders, etc., or any accessory or attachment connected to this type of equipment shall not occur unless pre-approved by UFM.

- c. The Applicant shall retain the services of a certified arborist or landscape architect, and shall have the limits of clearing and grading in the areas of tree preservation marked with a continuous line of flagging prior to the walk-through meeting with the UFM to be held prior to any clearing and grading. During the tree preservation walk-through meeting, the Applicant's certified arborist or landscape architect shall walk such limits of clearing and grading with an UFM representative to determine where adjustments to the clearing limits can be made to increase the area of tree preservation and/or to increase the survivability of trees at the edge of the limits of clearing and grading, and such adjustment shall be implemented; provided, however, that no adjustment shall be required that would affect the location and/or design of Vaden Drive Extended, including a requirement for additional retaining walls in excess of two feet in height. Trees within the preservation areas that are identified specifically by UFM in writing as dead or dying may be removed as part of the clearing operation. Any tree that is so designated shall be removed using a chain saw and such removal shall be accomplished in a manner that avoids damage to surrounding trees and associated understory vegetation. If a stump must be removed, this shall be done using a stump-grinding machine in a manner causing as little disturbance as possible to adjacent trees and associated understory vegetation and soil conditions. The Applicant shall notify the Providence District Supervisor ten (10) days in advance of the tree preservation walk through meeting. At the discretion and direction of the Providence District Supervisor, the adjacent and abutting property owners shall be notified by United States Mail no later than five (5) days in advance of the walk-through meeting and invited to the meeting to discuss the limits of clearing and grading.
- d. The Applicant shall conform strictly to the limits of clearing and grading as shown on the CDP/FDP, subject to allowances specified in these proffered

conditions and for the installation of fences, utilities and/or trails as determined necessary by the Director of DPWES. If it is determined necessary to install fences, utilities and/or trails in areas protected by the limits of clearing and grading as shown on the CDP/FDP, they shall be located in the least disruptive manner necessary as determined by UFM. A replanting plan shall be developed and implemented, subject to approval by UFM for any areas protected by the limits of clearing and grading that must be disturbed for such trails or utilities

- e. All trees shown to be preserved on the tree preservation plan shall be protected by tree protection fence. Tree protection fencing in the form of four (4) foot high, fourteen (14) gauge welded wire attached to six (6) foot steel posts driven eighteen (18) inches into the ground and placed no further than ten (10) feet apart or, super silt fence to the extent that required trenching for super silt fence does not sever or wound compression roots which can lead to structural failure and/or uprooting of trees, shall be erected at the limits of clearing and grading adjacent to the tree preservation areas as shown on the phase I & II erosion and sediment control sheets, as may be modified by Proffer 16.f. below. All tree protection fencing shall be installed after the tree preservation walk-through meeting described in Proffer 16.c. above but prior to any clearing and grading activities. The installation of all tree protection fencing shall be performed under the supervision of a certified arborist and UFM, and accomplished in a manner that does not harm existing vegetation that is to be preserved. At least ten (10) days prior to the commencement of any clearing or grading activities adjacent to the tree preservation areas, but subsequent to the installation of the tree protection devices, the UFM, DPWES and the Providence District Supervisor shall be notified and given the opportunity to inspect the site to ensure that all tree protection devices have been correctly installed. If it is determined that the fencing has not been installed correctly, no grading or construction activities shall occur until the fencing is installed correctly, as determined by UFM. At the discretion and direction of the Providence District Supervisor, the adjacent and abutting property owners shall be notified by United States Mail no later than five (5) days prior to the commencement of any clearing or grading activities adjacent to the tree preservation areas and invited to a meeting with the Providence District Supervisor to inspect the site to ensure that all tree protection devices have been correctly installed.
- f. The Applicant shall root prune, as needed to comply with the tree preservation requirements of these proffers. All treatments shall be clearly identified, labeled, and detailed on the erosion and sediment control sheets of the respective public improvement/site plan submission. The details for these treatments shall be reviewed and approved by UFM,

accomplished in a manner that protects affected and adjacent vegetation to be preserved, and may include, but not be limited to the following: (1) root pruning shall be done with a trencher or vibratory plow to a depth of 18 inches; (2) root pruning shall take place prior to any clearing and grading; (3) root pruning shall be conducted with the supervision of a certified arborist; and (4) a UFM representative shall be informed when all root pruning and tree protection fence installation is complete.

- g. During any clearing or tree/vegetation removal in the areas adjacent to the tree preservation areas, a representative of the Applicant shall be present to monitor the process and ensure that the activities are conducted as proffered and as approved by UFM. The Applicant shall retain the services of a certified arborist or landscape architect to monitor all construction and demolition work and tree preservation efforts in order to ensure conformance with all tree preservation proffers, and UFM approvals. The monitoring schedule shall be described and detailed in the Landscaping and Tree Preservation Plan, and reviewed and approved by UFM. The Providence District Supervisor shall be notified of the name and contact information of the Applicant's representative responsible for site monitoring at the tree preservation walk-through meeting described in Par. c. above.
- h. The Applicant shall retain a professional arborist with experience in plant appraisal, to determine the replacement value of all trees 6 inches in diameter or greater located on the Application Property that are shown to be saved on the Tree Preservation Plan. These trees and their value shall be identified on the Tree Preservation Plan at the time of the first submission of the respective public improvement/site plan(s). The replacement value shall take into consideration the age, size and condition of these trees and shall be determined by the so-called "Trunk Formula Method" contained in the latest edition of the Guide for Plan Appraisal published by the International Society of Arboriculture, subject to review and approval by UFM.
- i. At the time of the respective public improvement/site plan approvals, the Applicant shall both post a cash bond and a letter of credit payable to the County of Fairfax to ensure preservation and/or replacement of the trees for which a tree value has been determined in accordance with Proffer 16. h. above (the "Bonded Trees") that die or are dying due to unauthorized construction activities. The letter of credit shall be equal to 50% of the replacement value of the Bonded Trees. The cash bond shall consist of 33% of the amount of the letter of credit. At any time prior to final bond release for Vaden Drive Extended, should any Bonded Trees die, be removed, or are determined to be dying by UFM due to unauthorized

construction activities, the Applicant shall replace such trees at its expense. The replacement trees shall be of equivalent size, species and/or canopy cover as approved by UFM. In addition to this replacement obligation, the Applicant shall also make a payment equal to the value of any Bonded Tree that is dead or dying or improperly removed due to unauthorized activity. This payment shall be determined based on the Trunk Formula Method and paid to a fund established by the County for furtherance of tree preservation objectives. Upon release of the bond for Vaden Drive Extended any amount remaining in the tree bonds required by this proffer shall be returned/released to the Applicant.

- j. Planting Strips. Subject to approval by DPWES, the Applicant shall install street trees in planting strips/tree wells as shown on the CDP/FDP. In instances where such planting strips/tree wells contain less than 8 feet of surface width and the Applicant proposes to count such trees to meet tree cover requirements, the Applicant shall install structural soil in the planting areas as shown on the CDP/FDP and as approved by Urban Forest Management in order to promote the survivability of street trees and in order to allow such trees to be counted to meet tree cover requirements. The Applicant shall provide Urban Forest Management written confirmation from a certified arborist demonstrating and verifying the installation of structural soil in such locations and documenting that the structural soil was produced by a licensed company. In addition, prior to the first installation of structural soil the Applicant shall notify Urban Forest Management at least 72 hours in advance of the first installation of structural soil to afford Urban Forest Management representatives an opportunity to inspect the installation.
  
- k. Native Plant Transplantation. The intent of this Proffer 16.k. is to facilitate an opportunity to rescue native plant species from areas of the Application Property to be cleared (but not from tree preservation areas) before the initiation of land disturbing activities. Except for the conditions identified below, the implementation of this proffer will in no way interfere with the land development process after approval of this Application. To that end, the Applicant shall work cooperatively with the Providence District Supervisor's office and Fairfax County Urban Forest Management to coordinate an opportunity for the removal and transplantation of native plant species located outside tree save areas on the Application Property. In order to facilitate the rescue and transplantation of native plants prior to the initiation of land disturbing activities the Applicant will mark the general area of the tree save areas within 30 days after approval of this Application and will notify the Providence District Supervisor's office and provide reasonable opportunity for Urban Forestry Management and/or third parties under their direction to access the Application Property and remove

vegetation that is not proposed to be saved. Such right of access shall be subject to the party seeking access maintaining reasonable insurance and providing indemnification to the Applicant and the landowners against all risk of loss, damage, injury or death resulting from such access and/or the transporting of vegetation from the Application Property. The Applicant will notify the Providence District Supervisor's office again at the time of second site plan submission for the first site plan/public improvement plan submitted for the Application Property. The marking of the tree save areas and provision of notice as required herein shall fully satisfy the Applicant's obligations under this proffer.

## 17. Signage

- a. Signage for the Application Property shall be provided pursuant to Article 12 of the Zoning Ordinance or pursuant to a Comprehensive Sign Plan as may be approved by the Planning Commission. In either event, a coordinated signage system, including potential retail awning signage, for all residential and non-residential uses shall be provided to establish the community's identity. Signs shall use a consistent pallet of color, lighting, and font. Building mounted signage shall be compatible in terms of height, color, illumination and letter sizing. No pole signs shall be permitted. If lighted, signage shall be internally lighted or lighting shall be directed downward. No signs shall be placed within any recorded site distance easements located as determined by DPWES and/or VDOT.
- b. No temporary signs (including "popsicle, paper or cardboard signs") which are prohibited by Article 12 of the Zoning Ordinance, and those signs which are prohibited by Chapter 7 of Title 33.1 or Chapter 8 of 36.2 of the Code of Virginia, shall be placed on or off-site by the Applicant, or at the Applicant's direction, to assist in the sale of homes on the Application Property. Furthermore, the Applicant shall direct its agents and employees involved in marketing in the sale of residential units on the Application Property to adhere to this Proffer.

## 18. Homeowners' Associations

- a. Umbrella Owners' Association. Prior to the issuance of the first Non-RUP or RUP for any phase of the development/construction of the Application Property except commercial off-street parking, if any, the Applicant shall establish an Umbrella Owners' Association ("UOA") in accordance with Virginia Law.
- b. Homeowner and Condominium Owners' Associations. Prior to the issuance of the first RUP for any residential phase of the

development/construction of the Application Property, the Applicant shall cause either a homeowners' association and/or a condominium owners' association ("HOA/COA") to be formed for that phase in accordance with Virginia law.

- c. Membership in UOA. Each HOA/COA shall be a member of the UOA with weighted voting rights based on the number of dwelling units within the HOA/COA. The owner(s) of the office building(s) shall also be a member(s) of the UOA with weighted voting rights.
- d. HOA/COA Maintenance Obligations. Each HOA/COA shall have specific land areas of the Application Property within its boundaries, and each shall assume all maintenance and other obligations required by these proffers for common space and common infrastructure within those boundaries except for those maintenance obligations to be assumed by the UOA pursuant to Proffer 18.e. below. Maintenance obligations of the HOA/COAs for the various phases of the Application Property may be shared by agreement among the HOA/COAs.
- e. UOA Maintenance Obligations. The Applicant and subsequent UOA shall have maintenance responsibilities that shall include, but not necessarily be limited to the following:
  - (i) Maintenance of private streets, all sidewalks, plazas, open-space, stormwater management facilities, recreational facilities and other common areas within the Application Property including standard cleaning and lawn/landscaping maintenance and removal of snow from streets and all sidewalks (including VDOT sidewalks) with the Application Property. The UOA shall incorporate into its lawn maintenance contracts a prohibition against mowing with gas-powered equipment on Code Red days.
  - (ii) Repair of surfaces and site furnishings.
  - (iii) Replacement of dead, dying, or diseased trees and landscaping within the Application Property with the same size and similar species as originally approved on the landscape plan.
  - (iv) The respective UOA and HOA/COA documents shall specify the maintenance obligation as set forth herein. Purchasers shall be advised in writing prior to entering into a contract of sale, and in the UOA documents and the HOA/COA documents that the HOA/COA shall be responsible for the maintenance obligations as set forth herein.

- f. UOA TDM Obligations. All residents, tenants, and employers of the Metro West community shall be advised of the TDM Plan (See Proffer 7). UOA/COA/HOA members will be informed of their funding obligations pursuant to the requirements of this Proffer prior to purchase of units, and the requirement for the annual contribution to the TDM Plan (as provided herein) shall be included in all initial purchase documents and within the HOA, COA and UOA documents.

## **19. Energy Conservation**

- a. All dwelling units constructed on the Application Property shall meet the thermal standards of the CABO model energy program for energy efficient homes over its equivalent, as determined by DPWES for either electric or gas energy homes as applicable.
- b. The Applicant shall incorporate sustainable design elements in the final design of the uppermost rooftop areas (i.e. not elevated plaza areas, if any) on buildings 5, 6, 7, 8, 9, 10, 16, 17 and 18; provided, however, if the final design of any of such buildings includes roof top pools and/or other amenities on a rooftop area, then the requirements of this proffer 19.b. shall not apply to that roof. Rooftop design for applicable roof areas will meet the standard set forth in Credit 7.2 of the U.S. Green Building Council's Leadership in Energy and Environmental Design Green Building Rating System Version 2.1. Specifically for applicable roof areas, a minimum of 75% of the roof surface, excluding areas covered by equipment or roof accessories, will be covered by an Energy Star compliant high reflectivity roof product with an emissivity of at least 0.9 when tested in accordance with ASTM 408. The Applicant shall provide confirmation to DPWES that a LEED Accredited Professional has reviewed the building plans and specifications for compliance with this requirement prior to or concurrent with building permit application.

## **20. Smart Building**

- a. Office buildings shall contain high capacity, high bandwidth communication lines. Building management shall encourage individual employers/tenants to provide employees with access to their networks via such lines.
- b. The Applicant shall pre-wire all residential units with broadband, high capacity data/network connections in multiple rooms, in addition to standard phone lines. All high-rise residential buildings (over 10 stories) shall have access to wireless high-speed communication systems.

## 21. Architectural Design

- a. The architectural design of the multi-family and office buildings shall be in substantial conformance with the general character of the elevations shown on the CDP/FDP. Minor modifications may be made with the final architectural designs as approved by the Zoning Administrator. As shown on the CDP/FDP, exterior materials shall consist primarily of brick, glass, pre-cast concrete, siding, metal panels, cement fiber-board and cast stone. Exterior insulation finishing system(s) may be used only on upper levels of multifamily buildings (i.e. upper two floors for buildings fewer than 10 stories, and upper three floors for buildings 10 stories or greater), penthouses and for architectural details and fenestration.
- b. Single-family attached dwelling unit architecture shall be in general character with the elevations shown on the CDP/FDP. Minor modifications concerning architectural details such as fenestrations, copings and archways may be made with the final architectural designs. Any side or rear elevations that face Vaden Drive Extended or Lee Highway shall be treated (architecturally) as a front. As shown on the CDP/FDP, decks or other additions shall extend no more than six (6) feet from the back of the rear-loaded single family attached dwelling units and no more than ten (10) feet from the back of the front-loaded single family attached dwelling units (resulting in a minimum five foot rear yard for such front-loaded units into which decks or other additions may not encroach). The respective HOA documents shall specify these restrictions on the allowable extent of decks.
- c. Bay windows, balconies, awnings, store fronts and other architectural details may be provided for multi-family and office buildings provided that such features extend no more than 8 feet beyond the building footprints as depicted on the CDP/FDP and so long as the streetscape features and dimensions as shown on the CDP/FDP are maintained. The respective UOA/COA/HOA documents shall specify these restrictions on allowable projections.
- d. As shown on Sheet 12 of the CDP/FDP, an architectural surface treatment that is consistent with the theme of the associated building architecture shall be used on all exposed parking garage structures and garage walls. For example, a mix of stone aggregate, special forming or scoring, a special mix of textures or polymer painted materials, brick, landscape screening materials, pre-cast concrete, architectural embellishment, and/or other treatments that are compatible with and complement the building architectural material shall be provided as approved by DPWES.

- e. An architectural surface treatment shall be used on the face of any retaining walls except those associated with garage ramps. The surface treatment shall be either predominantly or a combination of a mix of stone aggregate, special forming, or scoring, special mix of textures or polymer paint materials, bricks, screening materials, pre-cast concrete, architectural embellishments and/or other treatments that are compatible with and complement the building architecture and materials as approved by DPWES. Except for any retaining wall that is required in connection with construction of Vaden Drive Extended, retaining walls shall be limited to a height of 5 feet, beyond which they shall be tiered and landscaped.

## **22. Lighting**

- a. Outdoor lighting on the Application Property shall be provided in accordance with the outdoor lighting standards contained in Part 9 of Article 14 of the Zoning Ordinance. Lighting fixtures in above-grade garage structures shall be inset into the deck ceilings. Coordinated street level lighting shall be provided throughout the development.

## **23. Telecommunications Equipment**

- a. Telecommunications equipment may be placed on the proposed residential and non-residential buildings' rooftops. Any such facilities must comply with the applicable requirements of the Zoning Ordinance and be screened and/or setback sufficiently from the perimeter of the roof and penthouse such that they are not visible from the surrounding streets at street level. Other screening measures may be used such as including the facilities as part of the architecture of the buildings, utilizing compatible colors, or employing telecommunication screening material and flush mounted antennas.
- b. License for Public Use Antennas. The Applicant shall provide a no-cost, ten-year license agreement to Fairfax County for the County's installation, maintenance and operation of up to six (6) whip antennae or twelve (12) directional antennae and a maximum of 200 square feet of roof surface for an equipment cabinet (or commensurate space within a mechanical penthouse) to be located on one of Buildings 6, 7, 8, 9 or 10. The specific location for the antennas shall be coordinated with the building owner. The license agreement shall require compliance with all the performance standards set forth in Proffer 23.a. above and stipulate that the antennae are for public use only (police, fire, rescue, homeland security) and that the County shall be responsible for any damages to the building resulting from its actions pursuant to the license agreement. The license agreement

shall be renewable for five, five-year periods at the written request of the County at no cost to the County.

**24. Affordable Dwelling Units**

- a. The Applicant shall comply with the Affordable Dwelling Unit (ADU) requirements of Section 2-801 of the Zoning Ordinance in effect as of the date of approval of this Application unless modified by the ADU Advisory Board; however, irrespective of those provisions, the ADUs generated by the application of Section 2-801 of the Zoning Ordinance shall be provided for a minimum term of 30 years, and the Applicant shall not seek to modify such minimum term through the ADU Advisory Board. The ADUs generated by the application of Section 2-801 of the Zoning Ordinance shall be dispersed at the Applicant's discretion throughout the various product types in the development, but ADUs shall not necessarily be located in each building. In addition to such number of ADUs required pursuant to the application of Section 2-801, the Applicant shall also provide an additional 61 ADUs in the project representing a replacement of the 61 units in the old Fairlee subdivision (the "Replacement ADUs"). The Replacement ADUs shall be administered pursuant to Section 2-801 of the Zoning Ordinance in effect as of the date of approval of this Application unless modified by the ADU Advisory Board; however, irrespective of those provisions, the Replacement ADUs shall be provided for a minimum term of 30 years, and the Applicant shall not seek to modify such minimum term through the ADU Advisory Board. The Applicant reserves the right to disperse the Replacement ADUs among buildings 11, 12, 13, 14, 15, 16, 17, 18, 19 and/or 20. Of the total ADUs provided, a minimum of ten (10) of the ADUs shall be designed and constructed as fully handicapped accessible units.

**25. Fairfax County Park Authority/Public Facilities**

- a. Public Building/Public Site.
  - (i) Design, Budget and Construction Bid. The Applicant shall design the public site shown on the CDP/FDP (the "Public Site") consisting of approximately 4.75 acres (including the area of interparcel access as described in Proffer 6.a.(i)) located generally west of Vaden Drive Extended and north of the Circle Woods communities, including the public use building (the "Public Building"), its parking and all related site and building elements as generally shown on the CDP/FDP. Specifically, the Public Building shall contain approximately 29,700 square feet of gross floor area (except to the extent the scope of the Public Building is modified as provided in

this Proffer 25) and shall include a gymnasium (minimum approximately 9,000 gross square feet). In addition the Public Building may contain, among other things, space for office, meeting room, police "mini-substation", exercise room, game room, arts/crafts room, computer room, multipurpose meeting room, kitchen, restroom, locker and storage space, as generally shown on the CDP/FDP. In addition, the Public Building shall incorporate a vegetative cover of permanent plantings (sedum) atop approximately 1½" - 2" soil over portions of the roof of the building. The parking for the Public Building shall be as shown on the CDP/FDP.

The Applicant shall design the Public Building pursuant to the Fairfax County Guidelines for Architects and Engineers prepared by DPWES and dated November 2002 (the "Guidelines"), as amended, and such that the Public Building is designed to be consistent with the quality of other reasonably comparable County facilities of similar use. All design documents are subject to County review and approval at each design phase as provided herein.

For purposes of this Proffer 25, the "Total Construction Cost" of the Public Building shall include hard construction costs of the building and vegetative roof, design, special consultant services, permitting, construction administration services, quality control inspections, required Special Inspections Program inspections, independent cost estimating, utility relocations and new services and all other costs related thereto. For purposes of this Proffer 25, "Total Construction Cost" of the Public Building shall not include site development costs, costs associated with site related LID facilities and costs for easement preparation and recordation, all of which costs the Applicant shall bear. The Applicant's obligation for the Total Construction Cost of the Public Building shall not exceed \$6,000,000, which amount shall be adjusted annually for inflation as reported by the Marshall & Swift Building Cost Index from the date of approval of this Application to the date that a Non-RUP is issued for the Public Building. The Total Construction Cost for the Public Building may, at the County's discretion and within the Applicant's \$6,000,000 cost cap, include fixtures, furnishings and equipment to the Public Building.

The Applicant shall coordinate the preparation of the design of and budget for the Public Building and Public Site with DPWES, which in turn will be responsible for coordinating with other County departments. The Applicant shall submit design and budget

documents for DPWES review and approval consistent with the Guidelines and the provisions of this proffer at the following points: Final Space Programming, Schematic Design (15%); Design Development (35%); 50% Construction Documents; and 100% Construction Documents. The Applicant shall address and as applicable incorporate all County review comments at each design phase, and shall provide a statement of probable construction cost prepared by a mutually agreed upon independent, professional construction cost estimator at each design phase. Prior to the submission of the Schematic Design drawings, the Applicant shall convene a meeting with DPWES to set a commercially reasonable schedule and process for review and comment on the submission sets of drawings and budget. The Applicant shall respond to all County plan review comments in writing, and as applicable shall incorporate all such comments in the next design phase plan submission. Following County approval of the Design Development drawings, no further design changes shall be made to the Public Building except as may be required to adjust the scope of the Public Building as provided herein. In the event of any disagreement between the Applicant and DPWES as to whether the design of and/or budget for the Public Building and/or Public Site is proceeding consistent with the Guidelines and/or the provisions of this proffer, such issue shall be addressed by proffer interpretation request to the Zoning Administrator.

The Applicant shall submit the Schematic Design documents and detailed construction cost budget for the Public Building and Public Site to DPWES prior to or concurrent with the submission of a site plan/public improvement plan for Vaden Drive Extended. Once the 100% Construction Documents and budget for the Public Building have been approved by DPWES, the Applicant shall then obtain a minimum of three (3) construction bids for the approved design of the Public Building to ensure that the Total Construction Cost is bid within the Applicant's \$6,000,000 cost cap. Following receipt of the construction bids, the Applicant shall meet with the County to review the construction bids and thereafter provide the County the opportunity to verify the construction bids through an independent source. If the Applicant cannot obtain a construction bid for the approved design within the Applicant's \$6,000,000 cost cap, then the County shall have the option, at the County's discretion, to either (1) adjust the scope of the project so that it can be bid within the \$6,000,000 cost cap, which adjustment in scope shall not require a PCA; (2) allocate additional funding as needed to fully fund the Total Construction Cost for the Public Building; or (3) in

lieu of any further design and/or construction requirement for the Public Building, require the Applicant to contribute to the County \$6,000,000 less all documented costs incurred by the Applicant until such time in furtherance of the design and construction of the Public Building. In the event that option three (3) is selected, then the Applicant shall contribute the amount due to the County prior to issuance of the 240<sup>th</sup> RUP for the Application Property, and thereafter the Applicant shall bear no further obligation under this Proffer 25, except that the Applicant shall remain obligated to dedicate the Public Site as provided herein.

Once the Applicant has a construction bid in place as provided herein the Applicant shall be responsible for a construction contingency equal to the lesser of 10% of the amount of the construction bid or \$600,000, to cover, to the extent of the contingency, change orders related only to design document ambiguities or unforeseen construction condition(s) that could not have been reasonably foreseen through the due diligence of the contractor or subcontractors. In no event shall this construction contingency be allocated to augment the approved design and/or budget of the Public Building.

- (ii) Permitting and Construction. Following receipt of a construction bid within the \$6,000,000 cost cap (or such higher amount as may result from the County allocating additional funds), the Applicant shall diligently proceed to obtain site plan and building permit approvals for the Public Building and Public Site. Following approval of necessary permits for the Public Building and Public Site, and following completion of site development work necessary to begin construction on the Public Site, including rough grading of at least the western portion of the Application Property tying in to East Blake Lane Park, which site work the Applicant shall diligently proceed to complete, the Applicant shall diligently proceed to construct the Public Building and Public Site as approved.
  
- (iii) Dedication. Following issuance of the Non-RUP for the Public Building, the Applicant shall dedicate and convey in fee simple the Public Building and Public Site for public purposes. The Public Building and Public Site shall be dedicated "as is, where is", and concurrent with such dedication, the Applicant shall also assign to Fairfax County all of the Applicant's warranty rights under construction contracts and engineering and design contracts for the Public Building and Public Site to which the Applicant is a party;

provided, however, that Fairfax County, concurrently therewith, agrees to release the Applicant from all liability for any of the work done related to the Public Building and Public Site. Such dedication shall occur prior to issuance of the 400<sup>th</sup> RUP for the Application Property (exclusive of dwelling units constructed within the Core Area (PRM District); provided, however, that upon demonstration that diligent efforts have been made to construct such improvements, the timing of the improvements may be delayed for good cause shown as determined by the Director, Zoning Evaluation Division. For purposes of this Proffer 25 "good cause" shall include, but not be limited to, delays relating to the timing of design, permitting or construction of public improvements as set forth in these Proffers and/or other unforeseen design, permitting or construction delays.

- (iv) The Public Building and its site and parking shall be dedicated to the Board of Supervisors in fee simple. The balance of the Public Site shall be dedicated in fee simple to the Fairfax County Park Authority. Such dedications shall be subject to the following:
  - (a) A portion of the Public Site consisting of approximately 1.17 acres of land identified on the CDP/FDP as "tree save" shall be dedicated subject to a conservation easement to preserve the area in its natural state; provided, however, that the removal of dead, dying and diseased trees and the installation of field-located picnic tables, trash receptacles, and natural surface trails that result in no land disturbance or loss of trees shall be permitted within such area as approved by DPWES.
  - (b) The Applicant shall be entitled to tree cover credit for such dedicated "tree save" area, and the Applicant shall be entitled to utilize the Public Site in meeting the open space requirements for the development.
  - (c) The Applicant shall be entitled to reserve easements over the Public Site, exclusive of the area to be included in the conservation easement as provided above, to provide the following:
    - (A) Storm drainage to allow conveyance of stormwater from the Application Property through the Public Site

and into an existing channel on the FCPA property in an area as generally shown on the CDP/FDP;

- (B) The construction, installation, monitoring, maintenance, repair and/or replacement of storm sewer outfall pipe within the area of storm drainage easement referenced above;
- (C) The construction, installation, monitoring, maintenance, repair and/or replacement of retaining walls to support Vaden Drive Extended in an area as generally shown on the CDP/FDP;
- (D) Realign and reconstruct a portion of the City of Fairfax Connector Trail in an area as generally shown on the CDP/FDP;
- (E) Clear and re-grade portions of the Public Site in areas as generally shown on the CDP/FDP to provide for storm drainage and retaining walls as referenced above;
- (F) Interparcel access to allow the access road from the independent living facility west of the Application Property to connect to Vaden Drive Extended unless FCDOT and/or VDOT has requested such area to be dedicated with Vaden Drive Extended (see Proffer 6.a.(ii));
- (G) Public Access/Trail Easements for Vaden Drive Extended Trail, City of Fairfax Connector Trail;
- (H) The construction, installation, monitoring, maintenance, repair and/or replacement of project signage and project entry feature and landscaping in the northern portion of the Public Site as shown on the CDP/FDP.
- (I) Other easements and permissions as may be reasonably required to accomplish these objectives and to allow for development of the Application Property, including utility easements, sight distance easements and the like.

**26. SCHOOL CONTRIBUTION**

- a. At the time of the first building permit the Applicant shall contribute the sum of \$1,770,000 to the DPWES for transfer to the Fairfax County School Board to be utilized for capital improvements contained in the adopted Capital Improvement Program for public schools to which children living on the Application Property will attend. If approved by the Board of Supervisors or its authorized agent in coordination with the Fairfax County Public School Board, prior to the time such contribution is made, the Applicant may make an in-kind contribution for capital improvements to the Fairfax County School Board equal to, or greater in value than, the cash contribution, as determined by the Board of Supervisors or its agent.

**27. Construction**

- a. Outdoor construction hours for the initial construction shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 7:00 p.m. Saturdays, Sundays, and federal holidays; provided however that there shall be no outdoor construction on Thanksgiving Day, Christmas Day, New Years Day and July 4th. The Applicant shall inform all contractors and subcontractors in writing of such construction hours, and signs designating such construction hours shall be provided in both English and Spanish and posted at all construction entrances to the site.
- b. Erosion and sediment control measures shall be installed prior to the start of any construction or earth-moving activity as reviewed and approved by DPWES. Following initial site development work, the Applicant shall stabilize areas of the Application Property that are not under construction or being utilized for interim parking as provided herein by removing dirt piles and debris and planting grass. No disturbed area shall be left unprotected for more than seven (7) days, except for those portions of the site in which earth-moving activities are planned to occur imminently beyond that period
- c. The Applicant shall identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to the Providence District Supervisor's office prior to the first site plan approval for the Application Property. Any changes in the name and/or telephone number of such liaison shall be provided in writing to the Providence District Supervisor's office.
- d. Before approval of the first site plan for the Application Property, the Applicant shall hold a meeting to advise the community of the start of

construction, to identify the community liaison, to identify alternative pedestrian connections during construction and address other questions and comments. Such meeting shall be coordinated with the Providence District Supervisor's office.

- e. Throughout construction of the project, the Applicant shall maintain a website for the project that provides updates as to construction activities and timing and provides an opportunity for members of the community to communicate with representatives of the Applicant on an ongoing basis. Such website shall be in operation prior to approval of the first site plan for the Application Property.
- f. The Applicant shall deliver copies of public improvement plans, site plans, landscape plans and tree preservation plans to the Providence District Supervisor's office upon submission of such plans to DPWES. In addition, the Applicant shall prepare a construction management plan for the initial clearing, grading and site work that identifies anticipated construction entrances, construction staging areas and construction vehicle routes. Such plan shall be submitted for review and comment to the Providence District Supervisor's office and DPWES upon submission of the initial site plan that proposes such work for the Application Property.

**28. Partial PCA/FDPA.**

- a. Any of the respective buildings of the development may be the subject of a partial and separate PCA and/or FDPA without joinder and/or consent of the other buildings as determined by the Zoning Administrator pursuant to Paragraph 6 of Section 18-204 of the Zoning Ordinance. Previously approved proffered conditions applicable to buildings that are not the subject of such a PCA or FDPA shall otherwise remain in full force and effect.

**29. Successors and Assigns**

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

**30. Counterparts**

- a. These proffers may be executed in one or more counterparts, each of which when so executed shall be deemed an original document and all when taken together shall constitute but one and the same instrument.

[Signature Pages to Follow]

**PULTE HOME CORPORATION**

Applicant

Title Owner: Tax Map 48-1 ((6)) 5, 6, 7B, 8A, 9, 10, 11, 12, 13, 33, 34, 35, 36, 37; 48-2 ((24)) 38B, 39, 40, 41, 42; 48-3 ((5)) 1A, 1B, 2, 3, 4, 14, 15, 16, 17, 18, 19, 20, 21, 22; 48-3((1)) 55; 48-4 ((7)) 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 61A, 62, 63, 64, 65, 66, 67, 68, 69 and underlying fee to Fairlee and Maple Drives

Contract Purchaser: 48-1 ((1)) 91, 91A

Agent for Owner: Tax Map 48-1 ((1)) 90B

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

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CRC ACQUISITIONS LLC

Contract Purchaser: Tax Map 48-1 ((6)) pt. 5, pt. 6, pt. 7B, 8A, 9, 10, 11, pt. 12, pt. 34,  
35, 36, 37; 48-2 ((24)) pt. 38B, pt. 39, pt. 40, pt. 41

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
Title Owner: Tax Map 48-1 ((1)) 90B

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

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HEIRS OF PAUL LEE SWEENEY  
Title Owner: Tax Map 48-1 ((1)) 91

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

SLC LC  
Title Owner: Tax Map 48-1 ((1)) 91A

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

**Exhibit A-1**

Baseline Trip Generation (Assuming possible final development program)

(The mix and type of Residential Units and Office space could change subject to the limitations of the proffers.

As anticipated in the proffers, this table may be updated to account for what is actually built)

Table  
 Metro West  
 Site Trip Generation Analysis <sup>1,2</sup>

Land Use	Land Use Code	Size	Units	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Phase I</b>									
High-Rise Condominium/Townhouse (4 Story)	232	32	DU	2	9	11	7	5	12
High-Rise Condominium/Townhouse (4 - 5 Story)	232	32	DU	2	9	11	7	5	12
High-Rise Condominium/Townhouse (4 - 5 Story)	232	32	DU	2	9	11	7	5	12
High-Rise Condominium/Townhouse (4 - 5 Story)	232	32	DU	2	9	11	7	5	12
Stacked - 2 over 2 Multi-Family Units	230	104	DU	9	44	53	56	27	83
High-Rise Apartment (10-14 Story) <sup>6</sup>	222	300	DU	23	68	91	66	42	108
Townhouse	<sup>2</sup>	218	DU	21	101	122	117	57	174
<b>Total Phase I Residential</b>		<b>750</b>		<b>61</b>	<b>249</b>	<b>310</b>	<b>267</b>	<b>146</b>	<b>413</b>
<b>Phase II</b>									
High-Rise Condominium/Townhouse (4 Story)	232	32	DU	2	9	11	7	5	12
High-Rise Condominium/Townhouse (4 - 5 Story)	232	32	DU	2	9	11	7	5	12
High-Rise Condominium/Townhouse (4 - 5 Story)	232	32	DU	2	9	11	7	5	12
High-Rise Condominium/Townhouse (4 - 5 Story)	232	32	DU	2	9	11	7	5	12
Stacked - 2 over 2 Multi-Family Units	230	122	DU	10	51	61	66	32	98
High-Rise Apartment (10-14 Story) <sup>6</sup>	222	300	DU	23	68	91	66	42	108
Townhouse	<sup>2</sup>	218	DU	21	101	122	117	57	174
High-Rise Condominium (6 - 10 Story)	232	64	DU	4	18	22	15	9	24
High-Rise Condominium (6 -10 Story)	232	368	DU	24	101	125	87	53	140
High-Rise Apartment (10-14 Story) <sup>6</sup>	222	<u>300</u>	DU	<u>23</u>	<u>68</u>	<u>91</u>	<u>66</u>	<u>42</u>	<u>108</u>
<b>Total Phase II Residential</b>		<b>1,500</b>		<b>113</b>	<b>443</b>	<b>556</b>	<b>445</b>	<b>255</b>	<b>700</b>
General Office Building	710	<u>300,000</u>	SF	<u>398</u>	<u>54</u>	<u>452</u>	<u>71</u>	<u>344</u>	<u>415</u>
<b>Total Phase II Office</b>		<b>300,000</b>		<b>398</b>	<b>54</b>	<b>452</b>	<b>71</b>	<b>344</b>	<b>415</b>
<b>Cummulative Total</b>				<b>174</b>	<b>692</b>	<b>866</b>	<b>712</b>	<b>401</b>	<b>1,113</b>
<b>Stabilization</b>									
High-Rise Condominium/Townhouse (4 Story)	232	32	DU	2	9	11	7	5	12

For Illustrative Purposes Only

High-Rise Condominium/Townhouse (4 - 5 Story)	232	32	DU	2	9	11	7	5	12
High-Rise Condominium/Townhouse (4 - 5 Story)	232	32	DU	2	9	11	7	5	12
High-Rise Condominium/Townhouse (4 - 5 Story)	232	32	DU	2	9	11	7	5	12
Stacked - 2 over 2 Multi-Family Units	230	122	DU	10	51	61	66	32	98
High-Rise Apartment (10-14 Story) <sup>6</sup>	222	300	DU	23	68	91	66	42	108
Townhouse	<sup>2</sup>	218	DU	21	101	122	117	57	174
High-Rise Condominium (6 - 8 Story)	232	64	DU	4	18	22	15	9	24
High-Rise Condominium (6 -10 Story)	232	368	DU	24	101	125	87	53	140
High-Rise Apartment (10-14 Story) <sup>6</sup>	222	300	DU	23	68	91	66	42	108
High-Rise Condominium (6-10 Story)	232	248	DU	16	68	84	58	36	94
High-Rise Apartment (10-14 Story)	222	300	DU	23	68	91	66	42	108
High-Rise Condominium (10 - 14 Story) <sup>6</sup>	232	<u>200</u>	DU	<u>13</u>	<u>55</u>	<u>68</u>	<u>47</u>	<u>29</u>	<u>76</u>
<b>Stabilization - Residential</b>		<b>2,248</b>		<b>165</b>	<b>634</b>	<b>799</b>	<b>616</b>	<b>362</b>	<b>978</b>
General Office Building	710	300,000	SF	398	54	452	71	344	415
<b>Stabilization - Office</b>		<b>300,000</b>		<b>398</b>	<b>54</b>	<b>452</b>	<b>71</b>	<b>344</b>	<b>415</b>

Notes:

- (1) Traffic estimates based on Institute of Transportation Engineers (ITE) 7th Edition Trip Generation; where applicable.
- (2) Single family attached/townhouse rates obtained from Fairfax County Department of Transportation.

**Exhibit A-2**

**Penalty Schedule - 1500 DU's - Residential Only**

For Illustrative Purposes Only

**Trip Generation Assumptions (pursuant to Exhibit A-1)**

ITE Residential Trips (7th Edition)	700	(a)
% Residential Reduction Goal	30%	(b)
Residential Reduction Target	210	(c)
Maximum Penalty	\$ 130,000	(d)

**Reduction Range**

% Residential Trips Reduced	30%	29%	28%	27%	26%	25%	< 25%
Residential Trips to be Reduced	210	203	196	189	182	175	< 175
Resultant Residential Trips Generated	490	497	504	511	518	525	> 525

**Penalty Category Table**

Penalty Category	0	1	2	3	4	5	Maximum Penalty
Resultant Residential Trips Generated	490.00	497.00	504.00	511.00	518.00	525.00	> 525.00
Residential Trips to be Reduced	210.00	203.00	196.00	189.00	182.00	175.00	
Trips short of Goal	0	7	14	21	28	35	> 35
Penalty Per trip missed	\$ -	\$ 2,000	\$ 2,000	\$ 3,000	\$ 3,000	\$ 3,000	
Penalty	\$ -	\$ 14,000	\$ 28,000	\$ 63,000	\$ 84,000	\$ 105,000	\$ 130,000

Enter Overall Peak Hour Trip Count Obtained =

515 (e)

Trip Reduction obtained (a - e)

185 (f)

**Penalty Calculation Worksheet:**

Residential Reduction Target (c)	210
ITE Residential Trips (7th Edition) (a)	700

If the total trips obtained (e) are less than or equal to 490.00, then the penalty is zero because the project has met the goal of reducing 30% of residential trips.

If the total trips obtained (e) are greater than 490.00 and less than or equal to 525.00 then the spreadsheet will use the Penalty Category Table to determine the penalty.

If the total trips obtained (e) are more than 525.00; then the Maximum Penalty (d) is paid.

**Category Calculation (if applicable):**

Find (e) within the ranges of "Resultant Residential Trips Generated" in the Penalty Category Table above, then choose the Category number associated with the higher number within the range.

For example if the overall trips obtained (e) are 515, then the Category used should be Category 4 because 515 is between 511.00 and 518.00; and Category 4 is the category for the higher number in the range (518.00).

Category	4	(g)
Penalty per trip missed for the appropriate Category (g)	\$3,000	(h)
Trips Short of the goal (c-f)	25	(i)
Penalty (h * i)	\$75,000	

(Rounded to nearest integer)

**PENALTY DUE**

\$ 75,000

**Exhibit A-3**

**Penalty Schedule - 1500 DU's - Office Only**

For Illustrative Purposes Only

**Trip Generation Assumptions (pursuant to Exhibit A-1)**

ITE Office Trips (7th Edition)	452	(a)
% Office Reduction Goal	20%	(b)
Office Reduction Target	90.4	(c)
Maximum Penalty	\$ 70,000	(d)

**Reduction Range**

% Office Trips Reduced	20%	19%	18%	17%	16%	15%	< 15%
Office Trips to be Reduced	90.4	85.88	81.36	76.84	72.32	67.8	< 67.8
Resultant Office Trips Generated	361.60	366.12	370.64	375.16	379.68	384.20	> 384.20

**Penalty Category Table**

Penalty Category	0	1	2	3	4	5	Maximum Penalty
Resultant Office Trips Generated	361.60	366.12	370.64	375.16	379.68	384.20	> 384.20
Office Trips to be Reduced	90.40	85.88	81.36	76.84	72.32	67.80	
Trips short of Goal	0.00	4.52	9.04	13.56	18.08	22.60	> 22.60
Penalty Per trip missed	\$ -	\$ 2,000	\$ 2,000	\$ 3,000	\$ 3,000	\$ 3,000	
Penalty	\$ -	\$ 9,040	\$ 18,080	\$ 40,680	\$ 54,240	\$ 67,800	\$ 70,000

Enter Overall Peak Hour Trip Count Obtained =	377	(e)
Trip Reduction obtained (a- e)	75	(f)

**Penalty Calculation Worksheet:**

Office Reduction Target (c)	90.4
ITE Office Trips (7th Edition) (a)	452

If the total trips obtained (e) are less than or equal to 361.60, then the penalty is zero because the project has met the goal of reducing 20% of office trips.

If the total trips obtained (e) are greater than 361.60 and less than or equal to 384.20 then the spreadsheet will use the Penalty Category Table to determine the penalty.  
 If the total trips obtained (e) are more than 384.20; then the Maximum Penalty (d) is paid.

**Category Calculation (if applicable):**

Find (e) within the ranges of "Resultant Office Trips Generated" in the Penalty Category Table above, then choose the Category number associated with the higher number within the range.

For example if the overall trips obtained (e) are 377, then the Category used should be Category 4 because 377 is between 375.16 and 379.68; and Category 4 is the category for the higher number in the range (379.68).

Category	4	(g)	
Penalty per trip missed for the appropriate Category (g)	\$3,000	(h)	
Trips Short of the goal (c - f)	15	(i)	(Rounded to nearest integer)
Penalty (h * i)	\$45,000		

<b>PENALTY DUE</b>	\$ 45,000
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**Exhibit A-4**

**Penalty Schedule - Stabilization and Beyond - Residential Only**

For Illustrative Purposes Only

**Trip Generation Assumptions (pursuant to Exhibit A-1)**

ITE Residential Trips (7th Edition)	978	(a)
% Residential Reduction Goal	47%	(b)
Residential Reduction Target	459.66	(c)
Maximum Penalty	\$ 480,000	(d)

**Reduction Range**

% Residential Trips Reduced	47%	46%	45%	44%	43%	42%	< 42%
Residential Trips to be Reduced	459.66	449.88	440.1	430.32	420.54	410.76	< 410.76
Resultant Residential Trips Generated	518.34	528.12	537.9	547.68	557.46	567.24	> 567.24

**Penalty Category Table**

Penalty Category	0	1	2	3	4	5	Maximum Penalty
Resultant Residential Trips Generated	518.34	528.12	537.90	547.68	557.46	567.24	> 57.24
Residential Trips to be Reduced	459.66	449.88	440.10	430.32	420.54	410.76	
Trips short of Goal	0	9.78	19.56	29.34	39.12	48.9	> 48.9
Penalty Per trip missed	\$ -	\$ 2,000	\$ 2,000	\$ 3,000	\$ 3,000	\$ 3,000	
Penalty	\$ -	\$ 19,560	\$ 39,120	\$ 88,020	\$ 117,360	\$ 146,700	\$ 480,000

Enter Overall Peak Hour Trip Count Obtained =	550	(e)
Trip Reduction obtained (a - e)	428	(f)

**Penalty Calculation Worksheet:**

Residential Reduction Target (c)	459.66
ITE Residential Trips (7th Edition) (a)	978

If the total trips obtained (e) are less than or equal to 518.34, then the penalty is zero because the project has met the goal of reducing 47% of residential trips.

If the total trips obtained (e) are greater than 518.34 and less than or equal to 567.24 then the spreadsheet will use the Penalty Category Table to determine the penalty.

If the total trips obtained (e) are more than 567.24; then the Maximum Penalty (d) is paid.

**Category Calculation (if applicable):**

Find (e) within the ranges of "Resultant Residential Trips Generated" in the Penalty Category Table above, then choose the Category number associated with the higher number within the range.

For example if the overall trips obtained (e) are 550, then the Category used should be Category 4 because 550 is between 547.68 and 557.46; and Category 4 is the category for the higher number in the range (557.46).

Category	4	(g)	
Penalty per trip missed for the appropriate Category (g)	\$3,000	(h)	
Trips Short of the goal (c-f)	32	(i)	(Rounded to nearest integer)
Penalty (h * i)	\$96,000		

**PENALTY DUE** \$ 96,000

**Exhibit A-5**

**Penalty Schedule - Stabilization and Beyond - Office Only**

For Illustrative Purposes Only

**Trip Generation Assumptions (pursuant to Exhibit A-1)**

ITE Office Trips (7th Edition)	452	(a)
% Office Reduction Goal	25%	(b)
Office Reduction Target	113	(c)
Maximum Penalty	\$ 120,000	(d)

**Reduction Range**

% Office Trips Reduced	25%	24%	23%	22%	21%	20%	< 20%
Office Trips to be Reduced	113	108.48	103.96	99.44	94.92	90.40	< 90.40
Resultant Office Trips Generated	339.00	343.52	348.04	352.56	357.08	361.60	> 361.60

**Penalty Category Table**

Penalty Category	0	1	2	3	4	5	Maximum Penalty
Resultant Office Trips Generated	339.00	343.52	348.04	352.56	357.08	361.60	> 361.60
Office Trips to be Reduced	113.00	108.48	103.96	99.44	94.92	90.40	
Trips short of Goal	0.00	4.52	9.04	13.56	18.08	22.60	> 22.60
Penalty Per trip missed	\$ -	\$ 2,000	\$ 2,000	\$ 3,000	\$ 3,000	\$ 3,000	
Penalty	\$ -	\$ 9,040	\$ 18,080	\$ 40,680	\$ 54,240	\$ 67,800	\$ 120,000

Enter Overall Peak Hour Trip Count Obtained =	355	(e)
Trip Reduction obtained (a - e)	97	(f)

**Penalty Calculation Worksheet:**

Office Reduction Target (c)	113
ITE Office Trips (7th Edition) (a)	452

If the total trips obtained (e) are less than or equal to 339.00, then the penalty is zero because the project has met the goal of reducing 25% of office trips.

If the total trips obtained (e) are greater than 339.00 and less than or equal to 361.60 then the spreadsheet will use the Penalty Category Table to determine the penalty.

If the total trips obtained (e) are more than 361.60; then the Maximum Penalty (d) is paid.

**Category Calculation (if applicable):**

Find (e) within the ranges of "Resultant Office Trips Generated" in the Penalty Category Table above, then choose the Category number associated with the higher number within the range.

For example if the overall trips obtained (e) are 355, then the Category used should be Category 4 because 355 is between 352.56 and 357.08; and Category 4 is the category for the higher number in the range (357.08).

Category	4	(g)	
Penalty per trip missed for the appropriate Category (g)	\$3,000	(h)	
Trips Short of the goal (c - f)	16	(i)	(Rounded to nearest integer)
Penalty (h * i)	\$48,000		

<b>PENALTY DUE</b>	<b>\$ 48,000</b>
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**METRO WEST**  
Sample TDM Account Flow

**FOR ILLUSTRATIVE PURPOSES ONLY**

Event	Construction Activity	Action	Cash		Budget	Cash Spent	Account (*)	Remedy	Incentive	Penalty
			Period	Cum.						
Year 1 Start	Zoning Approval	start up - Budget is \$100 + \$10 of reserve	\$200	\$200	\$100 + \$10		\$200	\$0	\$0	
Year 1 Action	Engineering	All of budget spent, no reserve spent, excess carried over into remedy				\$100	-200	100		
							0	100	0	
Year 2 Start	Engineering/Site Work	Budget of \$100 + \$10 reserve, fund the incentive with \$300	500	700	100 + 10		200		300	
	Site Work						200	100	300	
Year 2 Action	Construction Begins	Spent \$100 + \$5 of reserve, excess carried into remedy				105	-200	95		
							0	195	300	
Year 3 Start	Construct DU's/Public Building	Budget of \$80 + \$8 reserve	200	900	80 + 8		200			
							200	195	300	
Year 3 Action	240 DU's / Public Building Completed	Spent \$95 & spend \$75 from incentive				170	-200	105	-75	
							0	300	225	
Year 4 Start	Construction 560 DU's	Budget of \$175 + 18	200	1100	175 + 18		200			
							200	300	225	
Year 4 Action	Deliver 800th DU / Office Building	Spent 250, use 50 from remedy fund & spend 75 from incentive fund / ensure Remedy fund has at least \$200 (750th RUP, first traffic count)				325	-200	-50	-75	
							0	250	150	
Year 5 Start	Construction 648 DU's	Budget of \$190 + 19	209	1309	190 + 19		209			
							209	250	150	
Year 5 Action	Deliver 1448th DU (includes 368 Active Adult)	Spent 185, excess carried into remedy & spend \$75 from incentive fund				260	-209	24	-75	
							0	274	75	
Year 6 Start	Construction 500 DU's	Budget of \$180 + 18 Establish \$2M Corporate Guarantee for Penalty Fund	200	1509	180 + 18		200			
							200	274	75	2,000

Exhibit A-6  
(\$ in thousands)

**METRO WEST**  
Sample TDM Account Flow

**FOR ILLUSTRATIVE PURPOSES ONLY**

Event	Construction Activity	Action	Period	Cum.	Budget	Cash Spent	Account (*)	Remedy	Incentive	Penalty
Year 6 Action	Deliver 1948th DU	Spent 260, use 60 from remedy & spend \$75 from incentive fund / maintain balance in Penalty Fund even though passed 2nd count (1500th RUP, second traffic count)				335	-200	-60	-75	
							0	214	0	2,000
Year 7 Start	Construct 300 DU's	Budget of \$190 + 19	209	1718	190 + 19		209			
							209	214	0	2,000
Year 7 Action	Deliver 2248th DU	Spent 150, excess carried into remedy fund				150	-209	59		
							0	273	0	2,000
Year 8 Start	Post-Construction	Budget of \$200 + 20	220	1938	200 + 20		220			
							220	273	0	2,000
Year 8 Action		Spent 200, excess carried into remedy fund				200	-220	20		
							0	293	0	2,000
Year 9 Start	Stabilization	Budget of \$200 + \$20	220	2158	200 + 20		220			
							220	293	0	2,000
Year 9 Action		Spent \$250, use 30 from remedy fund / release \$600 from penalty fund for passing 3rd traffic count (third traffic count)				250	-220	-30		-600
							0	263	0	1,400
Year 10 Start	Stabilization + One	Budget of \$205 + \$20	225	2383	205 + 20		225			
							225	263	0	1,400
Year 10 Action		Spent \$225 / release \$600 from penalty for passing 4th traffic count (fourth traffic count)				225	-225	0		-600
							0	263	0	800
Year 11 Start	Stabilization + Two	Budget of \$210 + 21	231	2614	210 + 21		231			
							231	263	0	800
Year 11 Action	End of Applicant Control Period	Spent 200, excess carried into remedy fund / return remaining penalty funds for passing 5th traffic count "Top-off" remedy fund so that its balance is \$500				200	-231	31		-800
			206	2820				206		
							0	500	0	0
Year 12 Start	HOA	Budget of \$220 + 22	242	3062	220 + 22		242			
							242	500	0	0

**METRO WEST**  
Sample TDM Account Flow

**FOR ILLUSTRATIVE PURPOSES ONLY**

Event	Construction Activity	Action	Period	Cum.	Budget	Cash Spent	Account (*)	Remedy	Incentive	Penalty	
Year 12 Action		Spent 200, excess remains as balance in account.				200	-200	42	500	0	0
Year 13 Start	HOA	Budget of \$225 + 22 (because there is a balance in the account, HOA only funds 205).	205	3267	225 + 22		205	247	500	0	0
Year 13 Action		Spent 260, use 13 from remedy fund				260	-247	0	487	0	0
Year 14 Start	HOA	Budget of \$230 + 23	253	3520	230 + 23		253	253	487	0	0
Year 14 Action		Spent 210, 13 goes to refill remedy, rest stays as balance in the account.				210	-223	30	500	0	0

(\*) Note: The \$200,000 amount in the account will be increased annually for inflation as provided in the proffers, this increase is not shown in this example for ease of description.

**EXHIBIT B**

***Metro West***

***Transportation Demand Management  
Strategic Plan***

***Submitted on Behalf of Pulte Homes  
By Strategic Transportation Initiatives, Inc.  
December 16, 2005***

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## Metro West

Pulte Homes has designed a new transit-oriented, mixed-use community adjacent to the Vienna-Fairfax-GMU Metrorail Station south side facilities. The community will incorporate a variety of residential, office, retail, service, institutional, governmental and other uses. Metro West will create a new and greatly enhanced pedestrian-friendly interface with the Vienna-Fairfax-GMU Metrorail Station, a town center plaza combining retail and public outdoor activity space, pedestrian connections to and through East Blake Lane Park and adjacent existing neighborhoods, as well as provide a new public recreation/community center.



The project provides many transportation (motorized and non-motorized) improvements and/or enhancements in the immediate and surrounding area. Most notable is the construction of a critical long-anticipated, four-lane, median-divided boulevard to connect Lee Highway with Saintsbury Drive. This new link to the Vaden Drive Bridge will enhance circulation in and around the Vienna-Fairfax-GMU Metrorail Station area, and provide a relief for north-south traffic in the Lee Highway corridor. The project also provides for the redesign and reconstruction of Saintsbury Drive as a public street east of Vaden Drive to Nutley Street. Improvements to both the pedestrian interface with the Metrorail Station and vehicular circulation and access to the various uses in and around the station are also proposed. Significant improvements to south side station facilities will also be provided and include ramp widenings, new traffic signals, crosswalks, modifications to existing signals and improved bus and kiss-and-ride facilities.

The project also includes a pedestrian bridge crossing of Hatmark Branch and a realignment of the City of Fairfax Connector Trail to improve pedestrian connections to the Metrorail Station and the project from communities west of the park and east of the proposed new community.

Metro West implements the Policy Plan of Fairfax County by concentrating development next to an existing Metrorail Station. It furthers the Smart Growth Principles of the Metropolitan Washington Council of Governments (MWCOCG). The Metro West plan is the result of a multi-year collaborative effort among surrounding neighborhood associations, a citizens' working group, the Fairfax County Departments of Planning & Zoning and Transportation, the Washington Metropolitan Area Transit Authority (WMATA) and the Virginia Department of Transportation (VDOT). One of the features of the Metro West plan is the inclusion of provisions for Transportation Demand Management ("TDM"), which will help ensure the pedestrian orientation of the project for the future and decrease the project's reliance on single occupant vehicle trips.

A strategic plan for TDM at Metro West, developed by Strategic Transportation Initiatives, Inc., a Virginia based TDM consulting firm, is presented in the pages that follow.

## Introduction

This document presents the Strategic TDM Plan for the Metro West transit oriented development (TOD) proposed by Pulte Homes. The properties comprising the proposed new development are generally located on the south side of I-66, north of Lee Highway, west of the existing Hunters Branch community and east of East Blake Lane Park in Fairfax County, Virginia. The applicant proposes to rezone and subsequently develop the site with the following mix of land uses:

- Up to 300,000 Gross Square Feet (GSF) of office space
- Up to 2,248 residential dwelling units
- A minimum of 100,000 GSF of combined retail, service, institutional and governmental uses

TDM is a general term for strategies that result in more efficient use of transportation resources. In an effort to decrease reliance on the personal automobile and encourage the use of transit, ridesharing, telecommuting, bicycling, and walking, the Fairfax County Comprehensive Plan provides that the applicant implement a TDM Plan. Many different TDM strategies, with a variety of impacts, can be used in a TDM plan. Some reduce the need for physical travel through mobility substitutes or more efficient land use. Some improve the transportation options available to consumers, while others provide an incentive to choose more efficient travel patterns. TDM strategies can change travel timing, route, destination, or mode.

The Comprehensive Plan specifies that the TDM Plan for Metro West be "...evaluated initially in at least three stages during the development process; first at the time of rezoning, second before and during construction and third after project completion or "build out."" The Plan further provides that at the time of rezoning, the applicant should demonstrate the feasibility of the peak hour trip reductions established for the community (47% for residential uses and 25% for office uses). To that end, the Fairfax County Department of Transportation, through Pulte Homes (as the applicant), solicited proposals from qualified applicants and/or firms to develop TDM program recommendations for the new community, as well as to evaluate the feasibility of the potential peak hour trip reductions for the project.

UrbanTrans Consultants were selected by the County to conduct the work and a final report was issued in July 2005. The final report concluded that the "...trip reduction targets for the proposed project (peak-hour vehicle trip reductions of 47% for the residential uses and 25% reductions for the office uses) can be achieved through a combination of physical design characteristics of the site, as proposed, and the full application of the TDM programs and strategies" as they recommended. This TDM Plan provides a methodology and protocol for implementing, funding and monitoring the recommended Metro West TDM strategies.

Initially, Pulte Homes (as applicant) will be responsible for the start-up and the operation of the TDM program. Eventually, the program will be handed over to the management of a building management firm or other agent of the Umbrella Owner's Association.

The Metro West TDM Plan will be a community wide effort. All future owners, tenants and homeowner's associations within the Metro West community will be made aware of the TDM program and its on-going activities. Every resident and employer/employee will be a part of the TDM strategy for Metro West. All residents, employers and employees will directly benefit from the TDM program and will directly or indirectly pay for its implementation. Part of the TDM strategy for Metro West is to align the interests of project residents, employers and employees so that all work to ensure the success of the program and continued achievement of the TDM objectives.

## Project Overview

In its final report, UrbanTrans summarized the process used and the results generated from research and analyses they conducted. The process involved five research and analysis tasks:

- 1) Forecasting peak-period vehicle trip generation for the proposed development using established ITE and Fairfax County trip generation rates as appropriate.
- 2) Assessing existing commuting and travel patterns, along with transportation-related attitudes and preferences, within the existing Vienna-Fairfax-GMU Metrorail Station Area (the area generally defined by the Fairfax County Comprehensive Plan as within the ½-mile radius from the station). Methods utilized included:
  - a. Resident & Employer Surveys:  
Surveying residents and employees within the study area, and, proximate to other existing stations, to assess attitudes and preferences about travel choices, and, to understand current travel behavior and demographics.
  - b. Traffic Counts:  
Conducting peak hour vehicle counts of entering/exiting traffic at communities proximate to the Vienna-Fairfax-GMU transit station, and observing vehicle occupancy during peak periods.
  - c. Census Analysis:  
Utilizing 2000 Census and Journey to Work data, along with supplemental 2005 demographic data, to understand demographic and household information and commute patterns within the ½-mile radius of the Vienna-Fairfax-GMU Metrorail Station Area.
- 3) Investigating TDM "best practices" and lessons-learned throughout the region and across the country.

- 4) Understanding current TDM programs offered within Fairfax County as a whole, and identifying opportunities and barriers to successful TDM implementation at the Metro West site.
- 5) Meeting with, responding to, and receiving input and suggestions from neighborhood groups and residents within and proximate to the study area.

The results of these tasks yielded specific TDM program recommendations for Metro West, and forecasted that peak period vehicle trip reductions could be reasonably achieved given the combination of uses proposed, the transit oriented design of the development, and the recommended TDM program elements.

This Metro West TDM Strategic Plan is the next step and is intended to build on the UrbanTrans recommendations to develop programmatic details and specifications for the implementation of TDM at Metro West, in order to transform all of the recommended strategies into a coordinated program of TDM operations during and after construction of the project. This TDM Strategic Plan is organized around the following areas:

- Site & Physical Amenities/Improvements
- TDM Products, Programs and Services, including branding and targeted marketing
- TDM Program Strategies
- TDM Program Management
- Parking Management
- TDM Implementation and Funding
- Monitoring and Evaluation

## Site Design and Physical Facilities

Transportation Demand Management (TDM), as stated earlier, refers to strategies employed to reduce vehicle demand. TDM approaches consider how people's choices of travel mode are affected by land use, development design, parking (availability and cost), and convenience and availability of alternative modes. One of the most important components of a TDM plan at a transit oriented development ("TOD") is the design of the site and supporting facilities. By designing the site to provide for its safe and convenient use by pedestrians, bicyclists, and transit users, the effects of the programmatic elements of the TDM plan are enhanced.

One of the most influential long-term factors in trip choice is the physical environment. In the TOD, how comfortable does it feel to walk to/from the transit station, bus facilities and on-site amenities; for adults, persons alone, people with mobility challenges, and children? How far is it to a mix of services? Is the site designed for people or vehicles? Are there major barriers that impede access to the station and community?

The conceptual plan for Metro West reflects the collaborative efforts of the development team, public agency staff and surrounding community representatives in creating a true transit-oriented community. The plan reflects a mix of density, diversity and design elements.

### **Density**

The highest densities within the community are located closest to the transit station and transition down to the south, east and west. Locating higher residential densities proximate to the Vienna-Fairfax-GMU Metrorail Station serves to support the peak hour headways currently provided and planned by WMATA. The location of the office buildings close to the south side station platform bolsters the marketability of the office uses on site and would encourage employees and/or visitors to utilize the station; increasing off-peak, off-directional usage. Transitioning residential density down towards the east, west and south conforms to the Comprehensive Plan's goal and objective of integrating TOD's with existing stable communities.

## **Diversity of Uses**

A diverse mix of residential unit types, sizes and price points, as well as commercial and on-site personal service uses, serves to enhance the ability of the community to provide opportunities for mode choice and to reduce the need for off-site trips. The following mix and type of uses are proposed as part of the new community:

- ▣ Low, Mid and high-rise multi-family rental and/or condominium units;
- ▣ Age-restricted residential dwelling units;
- ▣ Single family attached dwelling units;
- ▣ Potential for Live/Work units;
- ▣ On-site transit store that will be located in one of the core area buildings;
- ▣ Grocery Store;
- ▣ Personal service retail uses; (i.e., dry cleaners, coffee shop, deli, restaurants, day care center, etc.);
- ▣ A +/- 29,700 gross square foot ("GSF") community center; and
- ▣ 300,000 GSF of office uses.

## **Site Design**

The following design elements will be included throughout the Metro West community:

- ▣ Sidewalks that are safe, attractive, well lit and that connect main entrances to buildings/residences to the street or activity area without barriers.
- ▣ Building entrances that are oriented to the streets or activity areas and are not separated by vast parking areas or fences.

- ▣ On-street, short term carpool/vanpool drop-off and off-peak delivery parking spaces at convenient locations situated close to out-of-weather waiting or retail areas.
- ▣ Structured parking for mid and high-rise buildings.
- ▣ Safe bicycle access to area services.
- ▣ Showers in commercial office buildings.
- ▣ Bicycle lockers and designated spaces/racks throughout the community.
- ▣ Pedestrian connections to/from adjacent communities and streets to facilitate broader community access.
- ▣ A raised pedestrian table at the northern boundary of the site to facilitate access to/from the south side station facilities.
- ▣ Provision of south side station enhancements including bus canopies, improvements to the kiss-and-ride lot, bus bays, ramp improvements, etc.
- ▣ Pedestrian crossing improvements along Saintsbury Drive to include count down pedestrian heads at signalized intersections, crosswalks, and improvements for visually challenged residents where permitted by VDOT.
- ▣ Roadway improvements, including new traffic signals and designated pedestrian pathways.
- ▣ Street furnishings for pedestrians.
- ▣ Informational kiosks in one or more on-site buildings.
- ▣ Bus shelters, trash receptacles, etc.
- ▣ Wiring for internet access in residential and commercial buildings and availability of high-speed wireless to facilitate telework.

- On-site residential business center for use by project residents, including meeting space, computer stations, facsimile machine and copy machine to facilitate telework.

## **TDM Products, Services and Programs**

The MetroWest community will have a substantial choice of transportation products to choose from – some that are unique to Metro West – others that are offered as part of living in Fairfax County, and the Metropolitan Washington DC region.

Transportation products/services developed specifically for MetroWest will include:

- A designated on-site full-time Transportation Coordinator (TC) responsible for the implementation, monitoring and management of the Metro West TDM program. The TC will be located within the Metro West mixed-use development. Only that portion of the TC's time that is spent on TDM will be charged to the TDM budget, and such portion of the TDM budget will increase as the project builds out.
- A branded transportation management program that will have an identity that represents the Metro West community and the developer. The program branding will be developed through a series of focus groups directed to commuters in the region who fit the profile for residents or employees living and working at MetroWest.
- Customized materials marketing the branded program that will be targeted to likely transit users and that will give the community a sense of ownership, as a stakeholder in the Metro West transportation program. These materials will be included in any materials marketing the sale or lease of space at MetroWest.
- An on-site retail transit store that will have TDM products, services and program offerings available to residents, businesses, customers and visitors to Metro West, as well as a staff person that will operate the store and assist

customers with their travel planning. The space will be approximately 350-400 s.f. and provided by the developer. Hours of operation for all TDM facilities will be readily available in printed materials and online, and the space will be open during convenient times for commuters.

Products and services that are offered region-wide include

- Commuter Connections, the region-wide TDM program administered by the Metropolitan Washington Council of Governments (MWCOG), [www.commuterconnections.org](http://www.commuterconnections.org).

The Commuter Connections ("CC") program provides several important services to commuters throughout the Washington, DC region that will greatly assist in supporting the MetroWest TDM Plan implementation. The most widely used program is the ridematching service which links commuters to one another to form carpools and vanpools by filling out an application (on-line, or on printed material) and sending along to the CC staff. Information on the application is downloaded into the region-wide computer database and applicants are matched to potential pooling partners by home and work locations. The commuter is sent a 'match list' and given the names and contact information for their potential pooling partners. This service is free of charge. The service database can be customized for MetroWest residents, exclusively, and made available to the transportation coordinator at any given time.

The transportation coordinator will assist interested commuters in applying to the program and setting up carpools and vanpools among residents at MetroWest. The TC will schedule pooling partner meetings throughout the year to encourage participation in the Commuter Connections ridematching program.

- NuRide, an on-time, state-of-the-art matching service for casual carpooling and vanpooling. [www.nuride.com](http://www.nuride.com)

The matching service that NuRide offers is similar to airline travel, the difference is that the commuters travel by car. The commuter plans their commuting trips on-

line and earns reward points every time they travel with other people. Similar to the Commuter Connections ridesharing service, NuRide customers register and sign onto the NuRide website and plan their trip by specifying a date, time, where they want to go and related travel criteria. Just like with frequent flyer miles, the commuter earns NuRide Miles, an exclusive reward points program, where points can be redeemed at a list of retail stores, such as Starbucks, Old Navy, etc. Participation as a NuRide customer will help to mitigate the impact of traffic in and through the MetroWest residential community.

The TC will provide information on NuRide to all residents and employees working at MetroWest. Information will also be available at the MetroWest Transit Store.

- Guaranteed Ride Home, or GRH, the ridesharing insurance program provided by MWCOCG and marketed by the Fairfax County, Ridesources customer service representatives. 1-800-745-RIDE.

Participation guidelines require that Commuters must call Commuter Connections and receive authorization from Commuter Connections prior to using the GRH service. The Metropolitan Washington Council of Governments (COG) Commuter Connections staff will issue authorization number(s) to participating commuters and/or the MetroWest TC to certify a GRH trip. Commuters will not be reimbursed for trips not authorized by Commuter Connections. Depending on the commuter's employment site, an Employee Transportation Coordinator (ETC) may have to be contacted first in order to make the appropriate arrangements for this service.

Commuters must be officially registered with Commuter Connections before using the GRH service. Registered commuters are those who have received an official registration letter and GRH ID card from Commuter Connections. Commuters who have not been officially registered may use the GRH service one time, providing they meet all other eligibility criteria. This is referred to as a "one-time exception." Any commuter granted a one-time exception must be officially registered *before* additional

GRH trips are granted. Registered and one-time exception commuters must be carpooling, vanpooling, taking transit, bicycling, or walking to their site of employment at least two (2) days per week and on the day they use the GRH service.

Registered commuters may use the GRH program up to four (4) times annually from their official registration date. Commuters who received a one-time exception, then officially register with Commuter Connections may use the GRH service three (3) more times within 12 months from the date of their one-time exception GRH trip.

Commuters must re-register annually to maintain their GRH registration. Commuters must contact Commuter Connections to re-register and update their registration information.

The GRH program may only be used in cases of unexpected personal or family emergency, unexpected illness, or unscheduled overtime. Cases in which the GRH program cannot be used include, but are not limited to the following: previously scheduled medical appointments, trips to the hospital or emergency room by a commuter that needs medical attention, personal errands, transit service disruptions and/or delays, business related travel and working late without a supervisor's request, weather emergencies, any type of building closings or evacuations, and natural acts of God.

Requests to use the GRH program because of unscheduled overtime must be made *before* the commuter's registered work end time, *and* a supervisor's verification will be required at the time of the request.

GRH service is available between 6:00 a.m. and 10:00 p.m., Monday through Friday, except holidays and unplanned Federal Government office closings. *GRH TRIPS MUST BE TAKEN BEFORE 10:00 P.M.* Holidays include: New Year's Eve, New Year's Day, Martin Luther King's Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Day after Thanksgiving, Christmas Eve, and Christmas Day.

In order to be eligible, a commuter must be physically working in the Washington, D.C. Metropolitan Statistical Area (MSA) as defined by the United States Office of Management and Budget. The MSA includes the District of Columbia, the Maryland counties of Calvert, Charles, Frederick, Montgomery and Prince George's, the City of Alexandria and the Virginia counties of Arlington, Fairfax, Loudoun, Prince William and Stafford, and all cities within the aforementioned counties.

Eligible commuters can live anywhere inside the MSA or in any of the following areas: Allegany, Anne Arundel, Baltimore, Calvert, Carroll, Cecil, Charles, Harford, Howard, Queen Anne's, St. Mary's, or Washington counties, the City of Baltimore, and any point along the Upper Eastern Shore in Maryland; and Caroline, Clarke, Culpeper, Fauquier, Frederick, King George, Lancaster, Northumberland, Orange, Page, Rappahannock, Richmond, Shenandoah, Stafford, Spotsylvania, Warren, or Westmoreland counties, the City of Fredericksburg, or the City of Winchester in Virginia; and Jefferson County in West Virginia; and Adams, or York counties in Pennsylvania. Any other destination points outside of the above-mentioned areas will be considered on a case-by-case basis.

All GRH trips must originate from the commuter's office location. Depending on the nature of the emergency, and home and work locations, a commuter using the GRH service may be required to use a taxi, car rental, transit, or any combination of these services to reach their destination point. COG's Commuter Connections staff and/or their designees will determine the type of service used and will issue a valid GRH authorization number at that time.

Commuter Connections will pay for one vendor service and/or one transit service per request. If the GRH trip is made by a taxi, COG's Commuter Connections program will pay for all charges, excluding gratuity, to the destination. The commuter is responsible only for tipping the taxi driver. Cancellation on the part of the commuter of a GRH trip may count as one of the four annual trips.

If a transit option is used for the GRH, the participant will be mailed a transit reimbursement voucher. The transit reimbursement voucher must be submitted back to COG within thirty days of transit use in order for payment to be made. Please allow 45 days for reimbursement.

If the GRH trip is made by rental car, the commuter is responsible for signing a standard rental agreement, showing a valid driver's license, proof of insurance, providing a credit card number for collateral, returning the rental car within a 24-hour period, and the following charges: gasoline refueling charges, taxes, purchase of insurance (if necessary), additional rental charges if auto is not returned within a 24-hour period (unless Commuter Connections has given prior approval for additional rental time). The commuter will be responsible for any loss or damage to the rental car.

GRH is a free service provided by the Metropolitan Washington Council of Governments (COG). COG will use its best efforts to provide the Guaranteed Ride Home in accordance with the guidelines shown above. By requesting assistance from the Guaranteed Ride Home program, the participant in the program explicitly acknowledges that COG assumes no liability for the timeliness of the GRH participating vendor(s) or any accidents that may occur on the conveyance.

The MetroWest TC will track the usage of each of the GRH participant who lives in the development and keep records on hand at the TDM office.

- Participation in the region-wide Air Quality Action Days program.

Air Quality Action Days are called when air quality in the Baltimore/Washington region is expected to reach unhealthy levels. These days occur during the summer months when hot, humid, and stagnant weather conditions contribute to the formation of air pollution. Poor air quality affects children, individuals with respiratory and heart ailments, and older adults. Even healthy people can experience problems associated with high levels of air pollution.

When an Air Quality Action Day is forecasted, all participants are either emailed or faxed an unhealthy air alert. The media is also notified. On unhealthy days, individuals and organizations are asked to take action to protect their health and also to reduce air pollution.

Public and private sector Air Quality Action Days participants have agreed to develop voluntary Air Quality Action Day plans. These plans range from notifying employees and customers of an Air Quality Action Day to rescheduling operational activities. Air Quality Action Days empower government agencies, businesses, and residents in the Baltimore/Washington region to do their share for cleaner air. During Air Quality Action Days, all sectors of the community will be called on to take voluntary actions to reduce air pollution.

The MetroWest TC will promote participation in the region-wide program to employers and provide information regarding alerts to residents of the community through the website. There will be a consideration to fly the Air Quality Action Days flag with permission of the Clean Air Partners program. The flag, flown on days when the air quality is unhealthy, will be visible to commuters in the MetroWest community, as well as though traveling along I-66 and the Metrorail Orange line.

- Telework Resource Center TRC, administered by the MWCOG, provides information and assistance to employers on how to set up work-site telework program. TRC staff will work with employers to help them create telework policy for their businesses, as well as select and train qualified employees on the benefits of teleworking and how to work remotely, in an effective and productive manner. Information from this program should be made available to residents as well and used to assist in the set-up of the telework center on-site.

The MetroWest TC will work with the TRC to secure information on teleworking for the residents of the development. The TC will also be available to assist residents in choosing the best telework location option for them, which will be either at home or in a telework center.

- SmarTrip and SmartCard technology provided by the Washington Metropolitan Area Transit Authority (WMATA) to purchase and fulfill media fare card value.

SmarTrip is a permanent, rechargeable farecard. It's plastic—like a credit card—and is embedded with a special computer chip that keeps track of the value of the card.

Each new resident of MetroWest will be given the option of receiving a SmartCard at the signing of their lease or purchase agreement. The TC will be responsible for the purchase of the SmartCards from WMATA, distributing the cards to the residents, and, tracking the use of the card through a registration process and annual survey for each resident.

Services offered by Fairfax County Government include:

RideSources customer service representatives will assist with the following TDM services in support of the Metro West residential and business communities:

- Employer outreach
- Residential Community based TDM program
- Event planning for transportation fairs, etc.
- Ridematching service
- Design of mode split surveys and appropriate methodology
- Assists in the formation of vanpools
- Provides ongoing marketing and technical support.

Other TDM services that will be provided include:

- Vanpool formation by the Transportation Coordinator and third party vanpool companies.

The TC will work with the residents and employees located at MetroWest to form vanpools using the services of a third

party vendor who will own the vehicle and assume liability for the poolers who travel in the vehicle each day to work. This will be accomplished by holding vanpool formation meetings for residents and employees interested in participating in vanpools. The date and location of these meetings will be posted on the MetroWest website and flyers will be sent to the residents and businesses announcing the event. The meetings will be attended by recommended third party vendors who will explain the details on how to form a vanpool using their services. The TC will have information available at the MetroWest Transit Store on the benefits of vanpooling and a list of the available vendors.

- Coordination with shuttle bus services by others that currently provide service to/from the Vienna Metrorail Station.

The TC will research all existing shuttle bus services that operate to and from the Vienna Metrorail station. Information will be provided to the residents and employees at MetroWest on the service schedules, costs and criteria for use. The TC will also coordinate any TDM programs at MetroWest with approved transportation service vendors. Information will be available at the MetroWest Transit Store and on the web-site.

- Bus service that currently operates to and from the Vienna Metrorail Station, including the Fairfax Connector bus services that operate to and from the Vienna Metrorail Station.

As is the case with shuttle bus services, the TC will provide information on all bus services that currently serve the Vienna Metrorail Station. Information will be available at the MetroWest Transit Store and on the web-site.

- Car-sharing program agreements with the developer and, eventually, the homeowner's association.

The TC will be responsible for meeting with car-sharing program vendors to establish a program at the Vienna Metrorail station for residents and employees working at

the development. The TC will work directly with the vendor to set up the program criteria. Information on the car-sharing service will be available at the MetroWest Transit Store and on the web-site.

Resources and technical assistance for the following TDM program offerings will be available

- Parking cash-out programs.

An incentive program to encourage commuters to give up their parking spaces in trade for the purchase of fare media for transit, has been a very positive initiative in achieving prescribed traffic mitigation requirements, such as the trip reduction goals required for MetroWest.

The TC will develop the criteria for the program and present it at the MetroWest individual employee transportation coordinator meetings, discussing how to implement the program at each business site. The TC will provide the sale of transit fare media through the MetroWest Transit Store, with information on the website.

- Pre-tax benefit programs for transit, bus and vanpools.

The current pre-tax benefit program, which is offered through the Internal Revenue Service Regulation Section 132, allows employers to offer employees up to \$105 per month for the purchase of transit fare media (bus & rail) and vanpooling. This program benefit is only available through a commuter's employer.

The MetroWest TC will conduct an annual seminar for businesses operating at the development on the pre-tax benefit and how to implement the program at their work-sites. Information will be available on the IRS regulation and program implementation at the MetroWest Transit Store and on the website.

- Alternative workplace and, compressed & flexible work hour programs to assist in diverting traffic from peak hour periods.

The TC will also offer a seminar each year on alternative, compressed and flexible work hour programs. Flexible work hour programs allow commuters to travel to and from the worksite during off-peak periods. Compressed work hours and teleworking, allows the commuting employee not to travel to work one or two days a week, helping to achieve the trip reduction goals.

- Ridematching software for ridesharing arrangements for carpooling and vanpooling.

As discussed, the TC will use the MWCOG rideshare matching service to assist commuters arriving at the work-site and residents living at MetroWest to become carpoolers and vanpoolers.

- Senior discount program

The TC will research all senior discount programs that are available in the MetroWest area and also region-wide, such as the WMATA senior pass program that allows seniors 65 years of age or older to receive discounts on travel by bus or rail in the region. Seniors will be able to obtain a senior pass discount card (ID) and information regarding all available senior discount programs at the MetroWest Transit Store.

- A commuter and telework club that will provide incentives for residents and employees who work at the Metro West to use transit alternatives.

The TC will organize two clubs, or membership organizations, that will provide incentives for residents and employees to use commute alternatives – commuter and telework clubs. The commuter club will provide discounts at local retail to encourage the use of alternatives. Carpoolers and vanpoolers may receive free gasoline, an oil change or carwash. Transit users may receive free fare media cards. The criteria may be longest distance for daily commute, frequency in using the alternatives, or the number of miles logged. The TC will also prepare a plan for implementing both programs. Annual recognition meetings will be held at the Transit Store at MetroWest.

- Vanpool program designed for members of the commuter club and residents of Metro West.

The members of the residential vanpool club will meet at least once during the year and will be recognized by the TC for their participation in vanpooling and also rewarded with incentives for their efforts. The meetings will be advertised through the MetroWest residential newsletter and on the website.

- Special promotional activities with various incentive awards, to sustain awareness of and interest in the TDM program.

The TC will organize an annual sponsored event promoting TDM activities in the residential communities. The event will be attended by all vendors who offer their services in the community and will be encouraged to bring along promotional materials to distribute to the residents.

All of the TDM products, services and program information will be available through the transit store which will be located within close proximity to the Vienna Metrorail Station.

## **TDM Program Strategies**

### **Residential**

The success of TDM program implementation will be in the marketing and sales of the recommended TDM products and services which will include transit (rail & bus), vanpooling, carpooling & teleworking.

### ***Target marketing***

A variety of target marketing strategies will be used to encourage commuters to take advantage of where they reside – next to one of the best regional rail systems in the nation – by using the Washington Area Metropolitan Area Transportation Authority's Metrorail system.

Residential targets will include current transit riders, people working along the rail line that services Metro West (Orange and Blue) without transfer trips, and, full-time teleworkers, who either work at home or a telework center.

Marketing materials will include information on all of the available transit service and transportation offerings at MetroWest, including membership to the commuter and telework clubs. The materials will be designed to interest all residents at the development, including those in the senior hi-rise community.

Target market strategies to encourage the use of transit for special audiences – such as the senior population – may include a coupon based incentive program, the senior transit pass offered by WMATA, etc. Specific materials will also be developed for the school pool program and teleworking.

#### *Sales kits*

Materials will be prepared by the Transportation Coordinator, or its organization, on all of the TDM products and services that are available to the target market, with information included that is relevant to the particular market.

#### *One-on-one marketing*

One-on-one marketing, also known as point-of-sales, will be conducted when sales representatives are discussing lease or ownership of the residential and/or commercial office units with customers who are visiting the sales offices of the project, or discussing the project with customers over the phone.

#### *Transit, transportation, and, related incentive programs*

Initial residents will be provided with incentives for transit (bus & rail), teleworking and/or other agreed upon TDM strategies to encourage their participation in alternative commute options as part of their new resident welcome package. In order to receive the incentive (s), the new resident must participate in a transportation information meeting. These incentives may be in the form of transit fare media, SmarTrip cards, or any other form or instrument that may be redeemed for use as an alternative commute option. Other related incentives may include grocery delivery, pick-up and drop-off of cleaning and laundry, etc. The incentives are available one-time for those residents who are 18 or older and work full time.

### *Residential programs*

A residential based vanpool program will be developed using the Commuter Connections ridematching services and RideSources staff to help coordinate and organize Metro West vanpools. The TC will work with the County to ensure that all vanpool participants are receiving all subsidies that are available to them. The program will include opportunities for preferred vanpool parking and awards for van pools.

The residential community will have a customized page on the MetroWest website that provides information on all of the available and specialized services. This may include a ridesharing board or classified ad section for carpool opportunities.

### *Office/Commercial*

#### *Parking cash-out*

Parking cash out programs will be encouraged to reduce vehicle commute trips and emissions by offering employees the option of "cashing out" their subsidized parking space and taking transit, biking, carpooling to work. "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. If a employer pays \$160 per month for a parking space for their employee and offers a parking cash out program, they agree to offer their employee a cash allowance of that amount to use for the purchase of fare media for transit (bus/rail) or ridesharing (carpooling and vanpooling), and bike modes of travel.

#### *Pre-tax, transit benefit, Federal IRS regulation*

Federal regulation allows employers to give employees up to \$105 per month as a pre-tax payroll deduction or a tax-free employee benefit. Any expenses associated with the program are also fully deductible by employers. Detailed information on how the program is implemented can be found on several websites including [www.TransitCenter.com](http://www.TransitCenter.com) and [www.CommuterCheck.com](http://www.CommuterCheck.com) and [http://www.irs.gov/irb/2004-29\\_IRB/ar10.html](http://www.irs.gov/irb/2004-29_IRB/ar10.html). Such programs will be encouraged for all office owner/tenants. These programs are implemented through a payroll deduction, better known as a cafeteria plan, for each individual business. Details on how the programs criteria can be found on the IRS' website, under Section 132f.

### ***Alternative work hour programs***

Flextime, staggered work hours and alternative work schedules are effective ways in which to further trip reduction goals by altering the daily work schedules of employees and taking trips out of the AM peak period. Flexible work hour programs provide employees with the option of starting their work day during an AM period – for example between the hours of 6 AM to 10 AM - and working a full work shift, thereafter. This option spreads the AM peak period. Staggered work hour programs are generally applied to an entire business operation that begins their business hours after 10 AM each day, working a full shift thereafter. Again, the result is to mitigate the impact of traffic during peak periods. Alternative work schedule programs include compressed work weeks – working (4), 10-hour work days or (3), 12-hour work days each week, and 9/80 work hour programs, allowing employees to work (4), 10-hour work days one week and (5), 8-hour work days the next week. All tenants will be required to participate in a briefing or orientation on the Metro West transportation program and encouraged to provide such options to their employees. It is important to note that the TDM aspects of alternative schedules work to shift trips to off hours and are secondary to those that eliminate the trips.

### ***Rideshare matching and associated programs***

The Metropolitan Washington Council of Government's, Commuter Connections ridematching service is used for the formation of carpools and vanpools, as well as disseminating information on available transportation programs and services offered throughout the region, and specifically through Fairfax County's RideSources program. Residents may learn about the rideshare matching program through the TC or [www.commuterconnections.org](http://www.commuterconnections.org) website. Application for the service may be completed on-line.

### ***The Guaranteed Ride Home (GRH) program***

GRH is administered by MWCOG, through Commuter Connections, the regional TDM program. GRH provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home when one of life's unexpected emergencies arise. Commuters may take advantage of GRH up to four times per year to get home for unexpected emergencies such as a personal illness or a sick child. GRH can also be used for unscheduled overtime when an employer mandates that you must stay late. GRH was designed to rescue commuters who are worried about how they'll get home when an emergency arises. Knowing there's a guaranteed ride home allows one to use commuting options like transit and

carpools with peace of mind and confidence. Residents may learn about the guaranteed ride home program through the TC or [www.commuterconnections.org](http://www.commuterconnections.org) website. Application for the service may be completed on-line.

### *General*

A safe routes to school, or school pool program, will be developed and coordinated with the Ridesources program, employer outreach staff. A school pool is a group of parents who takes turns carpooling and dropping off their children at the same school.

A car-sharing program will be implemented subject to agreement with a third party vendor(s) (such as FlexCar/ZipCar). This program provides an available vehicle that is parked within the community that is used by the residents of the community for quick trips, such as errands, etc. Implementation for the car-sharing program can be found on Page 19.

## **TDM Program Management**

Program management for the implementation of the TDM plan will be directed by a designated transportation coordinator (TC).

The most important role of the person, or organization, assigned as the TC for Metro West, will be to ensure that all of the TDM programs and services are operating in an efficient and productive manner, with the goal being two-fold:

1. To reach the prescribed trip reduction goals; and,
2. To make the Metro West TDM program an integral part and stakeholder in the community, identifying itself as a community organization whose mission is to act as mobility manager for Metro West, focusing on the needs of its residential and business communities.

The TC's first task will be to review the TDM Plan and develop an operational manual that addresses the day-to-day tasks that need to be completed to implement and maintain the branded Metro West program after total build-out.

The TC will be involved in the branding of the TDM program for Metro West by participating in the focus group study. The outcome of the study will be the creation of marketing materials for the program to be coordinated by the TC. These materials will be used by the TC to promote the programs and services and also by the Pulte sales staff to sell and lease property at Metro West.

The TC will be located in a central space on-site and will work with each new resident and business that locates to Metro West to introduce them to the TDM product, service and program offerings and seek individuals who will assume the role of TDM contacts for each commercial and residential building. The exception to this will be if the commercial or residential building is managed by the same property management company. In this case, the company would assign a single TDM contact for all of their properties.

The TC will also oversee the implementation of the TDM strategies and any and all tasks required by Fairfax County, Department of Transportation, such as conducting annual transportation mode split surveys. They will be tasked to report the outcome of the survey each year and provide an annual report of TDM activities within Metro West to FCDOT. A by-product of the survey results will be a strategic plan that will propose TDM activities for the following year, including marketing strategies and budget.

The TC will provide FCDOT with an annual report as provided in the proffers, tracking the level of development, number of residents/employees living and working at Metro West, participation level and use of each of the implemented TDM programs, number of preferential parking spaces, budget allocated for TDM program operation, and any other pertinent information.

They will also track the success of each of the employed TDM strategies by following the monitoring and evaluation techniques developed for the TDM plan. This may include parking management activities such as checking to make sure the carpool spaces are filled with vehicles that are registered carpools. The TC will also track the sale of transit fare media that will be sold at the transit store. They will also make sure that the bike facilities are kept safe, secure and clean. They will negotiate contracts with any third party vendors who may provide services for Metro West, such as car-sharing and shuttle bus providers.

With the assistance of Ridesources staff, the TC will schedule transportation events at Metro West, at least once a year, to provide information to residents, employees, customers and visitors on available transportation programs and services. These events are known as transportation fairs.

The TC will represent the TDM concerns of the residents and employers of Metro West at various transportation related meetings, such as those hosted by FCDOT or MWCOG. The TC will also be involved in outreach activities for surrounding communities regarding the implementation and availability of TDM programs and services.

## **Parking Management Strategies**

Parking management, simply stated, is how parking spaces are managed by use and space allocation in order to further the TDM objectives. By providing incentives (financial or otherwise) for commuters to travel to and from work each day in either carpools or vanpools, single occupant trips can be reduced. Parking management plans generally consist of three broad-based strategies; preferential parking, parking pricing and transportation allowances. A combination of two or more of these broad based strategies comprises the Metro West Parking Management Plan.

### **Residential**

#### For condominium units:

A maximum of one parking space will be bundled (or included) with the sale of the individual unit. Additional requested/required spaces may be purchased in addition to the sales price of the unit.

#### For rental units.

One parking space will be designated for each unit at a flat fee to be determined based on a review of market conditions at the time the lease is signed. Additional spaces will be available based on a first-come, first-served basis, at an additional flat fee per space. Availability of car rental services, is an added service for residents of the mixed-used development and further helps to encourage one or no car individuals or families.

## Office/commercial

Parking spaces will not be bundled or included in the base square foot rental rates for office/commercial space at Metro West. Parking pricing will be a separate charge for tenants and/or owners in the commercial office space dependent and based upon market conditions at the time of lease.

Designated areas for loading and unloading carpool and vanpool commuters will be included as part of the site plan design. Commuters will be dropped off or picked up either within the parking structure or at a dedicated stop close to or adjacent the office/commercial space.

Preferential parking spaces will be designated on the site plan and provided for those commuting employees registered as carpools or vanpoolers with the Metro West TC. These spaces will be located closest to the elevators and/or core areas of the facility as feasible and practical. Preferential parking for vanpools will be provided free of charge. Spaces will be set aside for vanpools in commercial parking facilities.

The carpool or vanpool recognized as "pool of the month" will be given the premiere preferential parking space in a garage. This distinction is given to a pool that has logged the most hours, has the longest pooling history, or, travels the furthest to and from work each day.

A parking fee structure will be developed, providing an incentive for those commuting employees that participate in carpools and vanpools. A discount rate will be offered to car/vanpoolers and market rate charges will be applied for single occupant vehicle travelers.

A comprehensive parking management strategic plan will be developed that creates policy for Metro West employee commuters, including the aforementioned parking arrangements. This will ensure that residents of the development will not use WMATA parking facilities that all on-street parking spaces will be managed by time and price, and, the parking meter revenues are allocated to the TDM program, with enforcement being the objective as part of the monitoring and evaluation TDM plan for the project.

Spaces will be designated on the site plan and provided for taxi stands, shared car services and delivery services on-site at select locations. These areas will be well-signed, lit and located throughout the

development. Within each on-site garage, a minimum of 5% of the parking spaces shall have access with sufficient clearance for vanpools.

Carpooling and vanpooling spaces, will be well-signed and monitored by the TC. Additionally, a covered area, such as an awning, building lobby, etc., will be set aside for pick-up for vanpoolers, carpoolers and any shuttle services that are implemented at Metro West.

Spaces will be available, subject to the owner(s) of the parking garages in the commercial space, for use after hours and on weekends by the residential community for special events, weddings, etc.

## **Implementation of TDM Strategies By Phase**

### **Phase I Post-Rezoning**

The first phase of the plan will begin following rezoning approval with the appointment of a TC – either an individual or a TDM specialist – who will provide oversight to the initial tasks that will be performed to implement the TDM program. The role of the TC is detailed in the section of this document entitled TDM Program Management.

The most important component of the TDM plan will be to create an operations manual to finalize the framework for a solid TDM program at Metro West based on this TDM Strategic Plan that will provide resources and assistance to residents, businesses, customers and visitors to the mixed use community.

The operations manual, will consider the following TDM components for each TDM strategy:

- Targeted TDM program participants  
The TC will target the use of specific TDM programs for specific groups of residents and employees. An example would be that those commuters who are most likely to use commuter alternatives, such as carpoolers and vanpoolers, are more apt to work for companies that have set schedules or have jobs that have static work hours.

- ▣ Recommended person trips assigned for each transportation mode.  
Likewise, as mentioned above in targeting TDM participants, the strategic plan for each year may project the number of persons at Metro West who will be using various transportation modes, knowing who the residents are and commercial businesses by industry.
- ▣ Detailed TDM initiatives  
Each TDM strategy will be described, in detail, as to service provided, how it is measured, who the target user is, what the cost is to provide or operate, etc. This type of information will be included in the TDM Operations Manual.
- ▣ How the particular TDM strategy will be marketed  
It will be important for the TC to work closely with the leasing agent to assist them in marketing TDM to their prospective owners and tenants. The TC will develop a presentation that will be given at the sales office to each person who will be signing the contract to live or lease space at Metro West. The TC will be available to meet, one-on-one with the new resident to describe the Metro West TDM plan – and its brand – and how effective the program is in providing ease in mobility for them and their families or employees. The TC will also be available to participate in relocation meetings for employers moving to Metro West.
- ▣ What the TDM incentives will be for each strategy  
The TDM incentives will be determined when each of the building are delivered. Some incentives have been mentioned in the TDM plan. However, some of these incentives may be changed, others may no longer be offered. The TC will research the best transit or transportation programs available at the time to determine what the most effective incentives will be to offer residents and tenants of Metro West.
- ▣ Recommended schedule or timeline  
The schedule for the roll-out of the TDM program to total build out is illustrated in the TDM Program Implementation Chart. The first phase will include program branding, the hiring of the TC and upfront

research. TDM activities before and during construction include programmatic items for the development and implementation of TDM strategies.

- Associated budget for each TDM strategy  
Each detailed TDM strategy description will include an associated budget for each phase of the project and maintenance.

## **Phase II Before and During Construction**

Phase II involves setting the framework for the implementation of the TDM Plan and implementing the TDM strategies in the early stages of development. This includes:

- Branding the Metro West program to create an identity for the transportation program. This brand will be marketed to the existing development, as well as future development.
- Create a commuter and telework club to provide incentives for residents, employees, customers, and visitors to use alternative mobility modes – such as ridesharing, transit and vanpooling or work at home or at a telework center. Incentives for both may include discounts from Metro West retail or value added on SmarTrip cards, or a discount on office services and supplies for teleworkers. Club members for both commuters and teleworkers will need to meet a set of criteria for membership.
- Develop collateral materials for the branded program and commuter and telework club. These may include brochures, posters, newsletters, etc.
- Develop a website dedicated to the TDM program, with links to other transportation resources.
- Create and implement a monitoring and evaluation plan to assist the TC in tracking the success of the TDM program.

- Finalize the parking management program that will be used as an incentive for resident and employees to become carpoolers and vanpoolers.
- Open a transit store as a retail outlet for the sale of transit fare media, provision of route information and scheduling, and other information related to mobility in and through the Metro West area.
- Set up bicycle facilities in the designated, common, areas.
- Deploy informational kiosks to provide real time information for transit services and ridematching.
- Participate in, or implement a new, ridematching service exclusive to Metro West and those communities within the transit station area for carpooling and vanpooling.

### **Phase III Total Build-Out or Program Maintenance**

Phase III of the TDM Plan will focus on monitoring and evaluating the TDM strategies and provide day-to-day assistance to residents, employees, customers and visitors to Metro West on the available transportation products, programs and services. The TDM program will be considered at maintenance level when the trip reduction analyses demonstrates that the reductions are being met as provided in the proffers. Program maintenance will then occur following the post build-out trip generations.

The methodology used to maintain the integrity of the strategic plan for the TDM program will include:

- Identifying and analyzing trends in travel/commute patterns;
- Responding to trend analysis, emerging technology and evolving County services in both marketing and program elements; and
- Responding to trip generation analyses as provided in the proffer.

Additionally the TC will need to keep apprised of any modifications in evolving County requirements and services.

## TDM Program Implementation Chart

TDM Strategy	Required TDM Phases		
	Rezoning	Before/during construction	Total Build-out
Site Design	X	X	
Physical facilities amenities Telework business center Bike racks	X	X	X
TDM Programs and Services			
Assign Contractor/TC	X	X	X
Develop & Implement Operations Manual		X	X
Form partnerships	X		
Brand the TDM program	X	X	
Develop collateral materials	X	X	X
Develop website	X	X	
Open transit store and telework/business center		X	
Implement Parking Management Plan		X	X
Implement Pedestrian/Bicycle Plan		X	X
Assign TDM contact for each facility		X	X
Develop annual mode split survey		X	
Conduct annual mode split survey		X	X
Annual TDM report to County		X	X
Form transportation organization/committee		X	

The TDM Program Implementation Chart will be reviewed on an on-going basis with the TC through the survey analysis and will be altered, as necessary, in consultation with the County.

## Monitoring and Evaluation

Monitoring and evaluation for the TDM plan will be as provided in the proffers

### Monitoring TDM Programs and Services

Monitoring and evaluation of TDM program and services will help make them more effective in reaching the prescribed trip reduction goals. For it example it can:

- ▣ Document program successes and benefits generating future management interest and support for the program.
- ▣ Show which services work well and which do not, enabling the TC to direct future resources to successful services.
- ▣ Define why individual services do or do not work well, helping to improve their effectiveness.
- ▣ Identify who is using or not using a service, information to target information and marketing where they are most needed.

Some of the activities that will be monitored at Metro West will include:

- ▣ Resident/employee awareness
- ▣ Use of program services by both residents and employees
- ▣ Employee/resident commute patterns
- ▣ Employee/resident attitudes and interests
- ▣ Supervisor/management attitudes
- ▣ Satisfaction of service users
- ▣ Program cost and savings

- Benefits to the organization

Some of the monitoring tools that will be used for both residential and commercial include:

- Registration forms and sign-up sheets
- Service log use
- Employee commute logs
- Surveys
- Focus groups and group discussions
- Management interviews
- Observation
- Financial records
- Personnel, HR and operations records
- TDM Program Strategy Usage

### Tools for Tracking & Monitoring

As stated above, the information you need to collect, and the services and programs you wish to monitor, require a selected set of monitoring tools. The following chart presents some monitoring tools that can be used to be used to evaluate some of the Metro West TDM program and their offerings.

Activity	Mode	ACM	AF	EL	FG	HR	O	RP	RF	SL	S/S	S	1/1
I. Alternatives	Carpools	X	X	X	X	X	X	X	X	X	X	X	
	Vanpools		X	X	X	X	X	X	X	X	X	X	
	Rail/bus			X	X	X			X	X	X	X	
II. Programs	GRH		X	X	X	X				X	X	X	
III. Outreach	Vendor Fair	X				X					X		X
	Employer	X				X							X
	Meetings	X										X	
	Training	X											

**Tool abbreviations:**

ACM: Available contact management software  
AF: Application Forms  
EL: Employee Logs  
FG: Focus Groups  
HR: Human Resources  
O: Observation  
RP: Rideshare matching software  
RF: Registration Forms  
SL: Service Logs  
S/S: Sign up sheets  
S: Surveys  
1/1: One-on-one

**Evaluation Process**

The purposes of monitoring and evaluation are to learn more about the TDM program and to measure its success. In the evaluation process, identify the commute alternatives and services residents, employers and commuters are using, any changes in their commute behavior, and the reasons for changes, how they heard about the program, and what they like and don't like about it.

Use information collected to answer the following questions:

- Did the program achieve the trip reduction goals?
- What commute alternatives are employers and commuters using now and how often do they use them?
- Did employee and commuter modes and patterns change: If so, how did they change?
- What were the reasons for the changes? (program services, personal factors such as a move to a new home, or external factors such as an increase in gas prices or construction projects).
- Why did employees and commuters who continue to drive alone not shift to a commute alternative?
- How aware are employees and commuters of the commute program? How did they hear about the program? (information channels)

- Which incentives and services did employees and commuters use most? Why?
- Which did employee or commuter use least or not at all? Why?
- What did the program cost and what was the cost per benefit? (trips reduced, reduced absenteeism, increase in productivity)
- Which services were most effective and cost-effective? Which were least effective and cost-effective?
- Did the program cause any positive or negative change in internal company operations?

## TDM Budget

Date/Activity	4/1/2006 to 3/31/2007	4/1/2007 to 3/31/2008	4/1/2008 to 3/31/2009	4/1/2009 to 3/31/2010	4/1/2010 to 3/31/2011	4/1/2011 to 3/31/2012
Percentage of total residential			11%	25%	29%	22%
Number of residential units complete			240 DU	800 DU	1448 DU	1948 DU
Number of active adult Commercial buildings complete				Completion	Completion	
Program Management (See description below)	\$50,000	\$50,000	\$25,750	\$106,090	\$109,272	\$112,550
Branding	\$30,000					
Includes costs for discussion guides, facilitating focus groups, report of findings & recommendations						
Development of marketing materials	\$25,000					
Includes costs association with copywriting, artwork, logo design, collateral materials, etc.						
Printing of materials		\$20,000				
Estimate. Cost to be determined after it is decided what materials will be created						
Material updates					\$10,000	
Website development		\$30,000				
Includes securing domain, web design, maintenance, etc.						
Website maintenance			\$15,000	\$15,450	\$15,914	\$16,390
Conduct annual survey			\$5,000	\$5,150	\$5,305	\$5,463
Annual trip counts			\$20,000	\$20,600	\$21,218	\$21,854
Annual TR report			\$10,000	\$10,300	\$10,609	\$10,927
Promotions/events			\$5,000	\$5,150	\$5,305	\$5,463
Additional studies (goals not met)				\$10,300	\$10,609	\$10,927
<b>Total for each year to build-out</b>	<b>\$105,000</b>	<b>\$100,000</b>	<b>\$80,750</b>	<b>\$173,040</b>	<b>\$188,232</b>	<b>\$183,574</b>
Incentives (\$300,000)			\$33,000	\$75,000	\$87,000	\$66,000





**EXHIBIT C**  
**Metro West Demonstration Project**  
**Flow Monitoring Program**

**Introduction**

The Metro West stormwater management program is using an innovative combination of stormwater detention (SWM) best management practices (BMPs) and low impact development measures (LIDs) (collectively "SWM/BMP/LID"). This approach will demonstrate the state-of-the-art in advanced ecosystem based stormwater management technologies designed to mimic natural hydrological functions critical to the protection and restoration of urban streams and their aquatic living resources. This combination approach will also demonstrate how an uncontrolled urban watershed can be retrofitted with controls through the redevelopment process. Due to the unique nature of this approach, it is important to demonstrate how effective this approach is in meeting design goals and how well the techniques will perform over time.

The SWM/BMP/LID techniques being used will include conventional underground vault detention in combination with green roofs (extensive and intensive), permeable pavers, bioretention basins (i.e. rain gardens) and tree box filters.

The specific design goals and criteria for the project are set forth in the proffer.

**Monitoring Goals**

The goal of the monitoring program will be to measure the post development flows to demonstrate that design goals as set forth in the proffer have been met. The focus of the monitoring program will be to measure the long term storm flows from selected portions of the site.

**Site Selection Monitoring Point Locations**

The SWM/BMP/LID system in the northwest drainage area of the Metro West site will be monitored. The drainage system consists of an underground detention vault designed to control both the Metro West site and runoff from the WMATA site. Three flow monitoring locations will be provided. First, the discrete discharge pipe from the WMATA site into the detention vault. Second, the discrete discharge from the Metro West site into the detention vault. Third the combined discharge from the detention vault. With these three locations monitored it will be possible to measure and compare over time the uncontrolled flows from the WMATA site; the controlled flows from areas controlled by LIDs; and the combined flows from the vault detention and LIDs. Comparisons can also be made between modeled and measured flows.

## **Monitoring Sequence**

The monitoring program would begin once all SWM/BMP/LID facilities are constructed in the northwest drainage area and all areas draining to the monitoring sites are stabilized. Flow monitoring would continue for a period of three years collecting all storm events in order to obtain a statistically valid number of storm events to demonstrate the effectiveness of the stormwater management system and the long term viability of the LIDs.

## **Data Record Requirements**

The data to be reported for each storm event at each monitoring location will include:

1. Inflow and outflow hydrographs in ft<sup>3</sup>/s from the start to the end of runoff.
2. Flow volumes for entire event for inflow and outflow.
3. Rainfall hyetograph for event.
4. Total rainfall for event.
5. Start and end times for precipitation period, runoff period, and sampling period.

## **Reporting Requirements**

The data shall be collected and compiled in an annual report to Fairfax County DPWES. The results of the monitoring effort shall be compiled to compare the flow rate data actually measured during the monitoring period (utilizing the actual precipitation measured on that portion of the site) to the flow rates that would be predicted by the calculation methodology used to design the SWM/BMP/LID facilities in the study area.

## **Monitoring / Devices Equipment**

1. Recording Rain Gauge measuring device for the site.
2. Velocity-Area flow measuring devices (transponders) will be used to measure flows within the discharge pipes from WMATA, from the LID facilities and from the detention vault. These flow measuring devices will be located near the detention vault within appropriately designed manholes.

## **Description**

Direct measurements are made of the velocity and area (derived from level and channel geometry) of the fluid stream. Flow is calculated as the product of velocity times area following the continuity equation. A velocity-area flow measurement system consists of the required set of sensors installed into the channel or conduit at a suitable location and the associated signal-processing instrumentation. The computation of flow from the sensor measurements incorporates the geometrical dimensions of the stream, as well as site-specific velocity correction coefficients.

This method is applied directly to improved or man-made channels and partially filled conduits or pipes. Hydraulic measuring structures (primary devices) are not required. The method requires only installation of a suitable sensor component assembly that presents minimal obstruction to the fluid stream.

Velocity-area methods are adaptable to any shape and size of conduit or channel. However, most methods require at least a minimum depth and velocity of flow for the installed sensors to perform accurately. To achieve the required flow measurement accuracy in higher flow rates, it may be necessary to mount several velocity sensors in the flow stream. One velocity sensor is often not adequate to characterize the average velocity of the flow regime.

### **Installation**

- The channel at the location of flow measurement should be relatively straight over a distance equivalent to 10 times the width of the channel upstream and downstream. The surfaces of the channel or pipe should be smooth and free of irregularities and obstructions to avoid producing a disturbed velocity profile.
- The location of the velocity sensor(s) should ensure an accurate representation of the flow velocity.
- The water depth at low flows should be sufficient to allow proper operation of the velocity sensor(s).
- The sensor assembly is usually installed on a mounting band or support structure designed to suit the contour of the stream, channel or conduit. The sensors should be well fastened or supported within the channel.
- Access to all sensor assembly components and associated secondary measuring device(s) should be provided to permit regular inspection and maintenance.
- A staff gauge for head level measurement should be permanently installed at an appropriate location to provide a quick visual indication of the operating water level.
- The liquid level sensor should be calibrated and corrected to the zero reference level of the bottom or invert of the channel or pipe.

### **Periodic Maintenance and Calibration**

- The flow measurement location and sensor(s) should be kept clean and free of growth, sediment accumulation and debris.
- The “zero” reference of the secondary measuring device should be checked regularly under a “no flow” condition. If this is not possible, a calibration plate can be installed to check referencing of the secondary measuring device.

### **Calibration of Flow Measurement Systems**

In situ calibrations are necessary to establish and confirm conformance with the specified requirements for flow measurement accuracy. All flow measurement systems for final

discharge points should be calibrated in situ as part of the commissioning phase. The calibration method used to establish and confirm flow measurement accuracy should have accuracy within plus or minus 5%.

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**PROPOSED DEVELOPMENT CONDITIONS**

**SEA 82-P-032-5**

**January 18, 2006**

If it is the intent of the Board of Supervisors to approve SEA 82-P-032-5 located at 2900 Nutley Street (Tax Map 48-1 ((1)) 90A and 90B [formerly known as 48-1((1)) 90, 91B, 96, 97, 100A; 48-1 ((6)) 7A, 8B; 48-2 ((1)) 4, 4A; 48-2 ((24)) 38A]; 48-2((1)) 1; 48-3 ((4)) 28 to permit a reduction in land area and associated site modifications pursuant to Section 3-104, 6-105, 6-405 and 9-401 of the Fairfax County Zoning Ordinance, staff recommends that the Board condition the approval by requiring conformance with the following development conditions. These development conditions shall be in addition to the previously approved development conditions for SEA 82-P-032-2, SEA 82-P-032-3 and SEA 82-P-032-4 which shall remain in full force and effect.

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception Amendment is granted only for the purpose(s), structure(s), and/or use(s) indicated on the Special Exception Amendment Plat (SEA Plat) approved with this application, as qualified by these development conditions.
3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this Special Exception shall be in substantial conformance with the approved SEA Plat entitled "WMATA Fairfax/Vienna/GMU Station," prepared by Dewberry and Davis, LLC, and dated November 18, 2005. Minor modifications to the approved Special Exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, sixty (60) months after the date of approval unless, at a minimum, the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

**REZONING AFFIDAVIT**

DATE: December 28, 2005  
 (enter date affidavit is notarized)

I, Lynne J. Strobel, attorney/agent, do hereby state that I am an  
 (enter name of applicant or authorized agent)

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

80639d

in Application No.(s): RZ 2003-PR-022  
 (enter County-assigned application number(s), e.g. RZ 88-V-001)

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

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

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

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
Pulte Home Corporation	10600 Arrowhead Drive, Suite 325 Fairfax, Virginia 22030	Applicant Title Owner of Tax Map 48-1 ((6)) 5, 6, 7B, 8A, 9, 10, 11, 12, 13, 33, 34, 35, 36, 37; 48-2 ((24)) 38B, 39, 40, 41, 42; 48-3 ((5)) 1A, 1B, 2, 3, 4, 14, 15, 16, 17, 18, 19, 20, 21, 22; 48-4 ((7)) 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 61A, 62, 63, 64, 65, 66, 67, 68, 69 and underlying fee to Fairlee and Maple Drives; 48-3 ((1)) 55 Contract Purchaser of Tax Map 48-1 ((1)) 91, 91A; Agent for Owner of Tax Map 48-1 ((1)) 90B (formerly 48-1((1))pt. 90, pt. 91B; 48-1((6))7A, pt. 8B; 48-2 ((24)) pt. 38A)
Agents: Stanley F. Settle, Jr. Richard D. DiBella Jon W. Lindgren Former Agent: Steven J. Coniglio		
Stanley F. Settle, Jr. and Richard D. DiBella, Agents and Attorneys-in-Fact for Pulte Home Corporation	Former Contract Purchaser of Tax Map 48-3 ((1)) 55	

(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.

\* 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: December 28, 2005  
 (enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
 (enter County-assigned application number (s))

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in <b>BOLD</b> above)
CRC Acquisitions Fairlee LLC ✓  Agents: G. Jay Sotos Douglas R. Sandor Dan T. Montgomery Former Agents: Gregory S. Tobias John M. Lester	2 Bethesda Metro Center, Suite 250 Bethesda, Maryland 20814	Former Title Owner of Tax Map 48-1 ((6)) 5, 6, 7B, 8A, 9, 10, 11, 12, 13, 33, 34, 35, 36, 37; 48-2 ((24)) 38B, 39, 40, 41, 42; 48-3 ((5)) 1A, 1B, 2, 3, 4, 14, 15, 16, 17, 18, 19, 20, 21, 22; 48-4 ((7)) 26, 27, 28, 30, 31, 43, 44, 45, 46, 47, 49, 50, 51, 53, 54, 56, 57, 58, 59, 60, 61A, 62, 63, 64, 67, 69
CRC Acquisitions LLC ✓  Agents: G. Jay Sotos Douglas R. Sandor W. Cleve Johnson Dan T. Montgomery Christopher G. Guidi Francisco Xavier Arguello Former Agent: John M. Lester	2 Bethesda Metro Center, Suite 250 Bethesda, Maryland 20814	Contract Purchaser of Tax Map 48-1 ((6)) pt. 5, pt. 6, pt. 7B, 8A, 9-11, pt. 12, pt. 34, 35-37; 48-2 ((24)) pt. 38B, pt. 39, pt. 40, pt. 41
Washington Metropolitan Area Transit Authority  Agents: Rollin L. Burns Dutch Hineman Gary Malasky	600 5th Street, NW Washington, DC 20001	Title Owner of Tax Map 48-1 ((1)) 90B (formerly Tax Map 48-1 ((1)) pt. 90, pt. 91B; 48-1 ((6)) 7A, pt. 8B; and 48-2 ((24)) pt. 38A)

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

**Rezoning Attachment to Par. 1(a)**

DATE: December 28, 2005  
 (enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
 (enter County-assigned application number (s))

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

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
Heirs of Paul Lee Sweeny for the benefit of Henry A. Sweeny, Charles F. Sweeny, Katherine B. White, John H. Sweeny, Susan S. Fitzgerald, Paul L. Sweeny, Jr., E.L. Victoria Sweeny Trustees: Paul L. Sweeny, Jr. & Ellen L. V. Sweeny	516 Rivermont Drive Front Royal, Virginia 22630	Title Owner of Tax Map 48-1 ((1)) 91
SLC LC  Agents: Henry A. Sweeny Paul L. Sweeny, Jr.	6140 Franklin Park Road McLean, Virginia 22101	Title Owner of Tax Map 48-1 ((1)) 91A
Estate of Edward Gaston, Jr. Sole Trustee & Beneficiary: Diane Gaston-Ahrabi By Richard D. DiBella and Stanley F. Settle, Jr., Attorney-in-Fact for Diane Gaston-Ahrabi	16211 Kuykendahl Road Houston, Texas 77068	Former Title Owner of Tax Map 48-3 ((1)) 55
Maria A. Wolsak	2949 Fairlee Drive Fairfax, Virginia 22031	Former Title Owner of Tax Map 48-4 ((7)) 48

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

**Rezoning Attachment to Par. 1(a)**DATE: December 28, 2005  
(enter date affidavit is notarized)

80634a

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
Dewberry & Davis LLC ✓ Agents: Lawrence A. McDermott Dennis M. Couture Gayle A. Hooper	8401 Arlington Boulevard Fairfax, Virginia 22031	Engineers/Planners/Agent
VIKA, Incorporated ✓ Agents: John F. Amatetti Robert R. Cochran Kyle U. Oliver Former Agent: John R. Lutostanski	8180 Greensboro Drive, Suite 200 McLean, Virginia 22102	Engineers/Agent
Wetland Studies and Solutions, Inc. ✓ Agents: Michael S. Rolband Mark W. Headley Frank R. Graziano	5300 Wellington Branch Drive, #100 Gainesville, Virginia 20155	Environmental Consultant/Agent
Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc. ✓ Agents: Kimberly A. Snyder William M. Gardner Leslie Michell-Watson Tammy L. Bryant	5300 Wellington Branch Drive, #100 Gainesville, Virginia 20155	Archeologist/Agent
Hunton & Williams LLP (f/k/a Hunton & Williams) ✓ Agents: Francis A. McDermott John C. McGranaham, Jr. Jeannie A. Matthews	1750 Pinnacle Drive, Suite 1700 McLean, Virginia 22102	Attorneys/Planners/Paralegal/Agent

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

**Rezoning Attachment to Par. 1(a)**DATE: December 28, 2005  
(enter date affidavit is notarized)

80639d

For Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in <b>BOLD</b> above)
The Lessard Architectural Group, Inc. ✓ Agents: Christian J. Lessard Patrick Saavedra (nmi) Former Agent: Melissa L. Cossaboon	8521 Leesburg Pike, Suite 700 Vienna, Virginia 22182	Architects/Agent
M.J. Wells & Associates, LLC ✓ Agents: Martin J. Wells Robin L. Antonucci Kevin R. Fellin Kevin D. Sitzman Christopher Turnball (nmi)	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation Consultant/Agent
Engineering Consulting Services, Ltd. ✓ Agents: Thomas D. Myers Andrew R. Shontz	14026 Thunderbolt Place, Suite 100 Chantilly, Virginia 20151	Soils Consultant/Agent
Walsh, Colucci, Lubeley, Emrich & Terpak, P.C. ✓ Agents: Martin D. Walsh    Timothy S. Sampson Lynne J. Strobel    Kara M. Whisler M. Catharine Puskar    Susan K. Yantis Tara E. Wiedeman    Jane W. Gwinn James P. Downey    Jason B. Heinberg Elizabeth D. Baker    Inda E. Stagg Abby C. Denham    Megan C. Shilling Former Agents: Keith C. Martin Shannon M.P. Johnson Susan S. Blakely	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Clerks/Agent

(check if applicable)

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

**Rezoning Attachment to Par. 1(a)**DATE: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
Polysonics Corp. ✓  Agents: Robert M. Brenneman Gordon E. Jacobs Former Agent: Scott B. Harvey	5115 MacArthur Boulevard, NW Washington, DC 20016	Noise Consultant/Agent
RTKL Associates, Inc. ✓  Agents: William C. Caldwell	1250 Connecticut Avenue NW, #300 Washington, DC 20036	Architect/Agent
EDAW Inc. ✓  Agents: Dennis B. Carmichael D. Gregory Ault Deana R. Poss	601 Prince Street Alexandria, Virginia 22314	Landscape Architect/Agent
Miller, Beam & Paganelli, Inc. ✓  Agents: Douglas P. Koehn Kevin C. Miller	6723 Whittier Ave., Suite 101 McLean, Virginia 22101	Noise Consultant/Agent
Wendell Duchscherer Architects & Engineers ✓ Agents: David C. Duchscherer Kevin V. Frasier Ilona V. Czinkota	1420 King Street, Suite 411 Alexandria, Virginia 22314	Architect/Agent

(check if applicable)

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

**Rezoning Attachment to Par. 1(a)**

DATE: December 28, 2005  
 (enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
 (enter County-assigned application number (s))

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in <b>BOLD</b> above)
Urban Trans Consultants, Inc. ✓  Agent: Kevin M. Luten Justin B. Schor Stuart M. Anderson Joddie A. Gray	318 Aspen Street, NW Washington, DC 20012	TDM Consultant/Agent
LDA Consulting ✓  Agent: Lori A. Diggins	500 Groff Court, NE Washington, DC 20002	TDM Consultant/Agent
The Low Impact Development Design Group, LLC ✓  Agent: Neil A. Weinstein	5010 Sunnyside Avenue, Suite 200 Beltsville, Maryland 20705	Environmental/Urban Design/Agent
LNSB, LLLP ✓  Agent: Larry S. Coffman	15702 Pinecroft Lane Bowie, Maryland 20716	Stormwater Management/Environmental Consultant/Agent
Strategic Transportation Initiatives, Inc. ✓ Agent: Cynthia F. Capelli	1800 Diagonal Road, #600 Alexandria, Virginia 22314	Transportation Consultant/Agent
Burt Hill Inc. ✓ Agents: Peter H. Moriarty Stephen B. Alicandro Michael F. Schwartz Wyck A. Knox Randy H. Davis David J. Capelli Paul G. Smith      Kenneth J. Anderer David R. Linamen    T. Andrew Huck	1056 Thomas Jefferson Street, NW Washington, DC 20007	Architect/Agent

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

REZONING AFFIDAVIT

DATE: December 28, 2005
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022
(enter County-assigned application number(s))

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

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

CORPORATION INFORMATION

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

Pulte Home Corporation
10600 Arrowhead Drive, Suite 225
Fairfax, Virginia 22030

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)

Pulte Diversified Companies, Inc.

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

Vincent J. Frees, Dir., VP, Controller; Mark J. O'Brien, Director; John R. Stoller, Director; Richard J. Dugas, Jr., President; Gregory M. Nelson, VP, Asst Sec; Mary S. Alexander, VP, Assoc Genl Counsel, Asst Sec; Steven C. Petruska, VP; Bruce E. Robinson, VP, Treas, Asst Sec; John R. Stoller, VP, Genl Counsel, Sec; Maureen E. Thomas, VP, Asst Sec & Assoc General Counsel; Robert P. Schafer, VP; - Robert P. Schafer, VP, Finance; Calvin R. Boyd, Asst Sec; Thomas W. Bruce, Asst Sec (Ltd); Amy E. Fagan, Asst Sec (Ltd); James Fonville (nmi), Asst Sec; Nancy H. Gawthrop, Asst Sec; Norma J. Machado, Asst. Sec. (Ltd); Sheryl Palmer(nmi), Asst Sec (Ltd.);

(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: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Pulte Diversified Companies, Inc. ✓  
33 Bloomfield Hills Parkway, Suite 200  
Bloomfield Hills, Michigan 48304

**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)  
Pulte Homes, Inc. ✓

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

Richard J. Dugas, Jr., Director, President; James R. Stoller, Director; Vincent J. Frees, VP, Controller; Gregory M. Nelson, VP, Asst Secretary; Bruce E. Robinson, VP/Treas/Asst. Secretary; John R. Stoller, Secretary; Calvin R. Boyd, Asst Secretary; Nancy H. Gawthrop, Asst. Secretary; Norma J. Machado, Asst Secretary (Ltd); Maureen E. Thomas, Asst Secretary; Colette R. Zukoff, Asst Secretary

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Pulte Homes, Inc. ✓  
33 Bloomfield Hills Parkway, Suite 200  
Bloomfield Hills, MI 48304

**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)  
Publicly traded.

**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: December 28, 2005  
(enter date affidavit is notarized)

80631d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

CRC Acquisitions Fairlee LLC  
2 Bethesda Metro Center, Suite 250  
Bethesda, Maryland 20814

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Clark Realty Capital, L.L.C., Member

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

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

Clark Realty Capital, L.L.C.  
7500 Old Georgetown Road  
Bethesda, Maryland 20814

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Members: Clark Enterprises, Inc., Dan T. Montgomery, A. James Clark, Douglas R. Sandor, W. Cleveland Johnson, Glenn A. Ferguson

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

Managers: Douglas R. Sandor, Dan T. Montgomery, W. Cleveland Johnson, CEI Realty, Inc.  
Former Managers: Lawrence C. Nussdorf, Robert J. Flanagan

(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: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

Clark Enterprises, Inc.  
7500 Old Georgetown Road  
Bethesda, Maryland 20814

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

A. James Clark

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

Officers: A. James Clark, Chairman of the Board; Lawrence C. Nussdorf, President and Treasurer; Robert J. Flanagan, Executive Vice President; Sandy R. Garchik, former Vice President and Assistant Treasurer; Rebecca L. Owen, Sr. Vice President and Assistant Secretary; Terry D. Klatzkin, Vice President; Connie B. Pumphrey, Secretary, Dawn H. Silva, Asst. VP, David H. Brody, Asst. VP., Anthony S. Waskiewicz, Jr., VP. Directors: A. James Clark, Robert J. Flanagan, Lawrence C. Nussdorf, Courtney C. Pastrick

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

SLC LC  
6140 Franklin Park Road  
McLean, Virginia 22101

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Henry A. Sweeny, Manager  
Paul L. Sweeny, Jr., Manager  
Sweeny Family Dynasty Trust for the benefit of Ellen L. Victoria Sweeny, Henry A. Sweeny, Paul L. Sweeny, Jr., Charles F. Sweeny; Kathy B. Wright, John H. Sweeny, Susan Fitzgerald (nmi), Member

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

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

**Rezoning Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

806392

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

Dewberry & Davis LLC  
8401 Arlington Boulevard  
Fairfax, Virginia 22031

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

The Dewberry Companies LC, Member      ✓      Larry J. Keller, Former Member  
 Eric D. Snellings, Member  
 Dennis M. Couture, Member  
 Steven A. Curtis, Member

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

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

The Dewberry Companies LC  
8401 Arlington Boulevard  
Fairfax, VA 22031

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Members: Sidney O. Dewberry, Barry K. Dewberry, Karen S. Grand Pre, Michael S. Dewberry, Thomas L. Dewberry

**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: December 28, 2005  
(enter date affidavit is notarized)

80639 d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
VIKA, Incorporated  
8180 Greensboro Drive, Suite 200  
McLean, Virginia 22102

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Charles Irish, Jr. (nmi)  
John F. Amatetti  
Harry L. Jenkins  
Robert R. Cochran

**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)

Wetland Studies and Solutions, Inc.  
5300 Wellington Branch Drive, #100  
Gainesville, Virginia 20155

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Michael S. Rolband, Sole Shareholder

**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: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
The Lessard Architectural Group, Inc. ✓  
8521 Leesburg Pike, Suite 700  
Vienna, Virginia 22182

**DESCRIPTION OF CORPORATION:** (check one statement)

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

**NAMES OF THE SHAREHOLDER:** (enter first name, middle initial, and last name)  
Christian J. Lessard

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

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**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
M.J. Wells & Associates, LLC ✓  
1420 Spring Hill Road, Suite 600  
McLean, Virginia 22102

**DESCRIPTION OF CORPORATION:** (check one statement)

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

**NAMES OF THE SHAREHOLDERS:** (enter first name, middle initial, and last name)  
Martin J. Wells & Associates, Inc., Member ✓  
Terence J. Miller & Associates, Inc., Member ✓

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**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: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

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

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Martin J. Wells

**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)

Terence J. Miller & Associates, Inc.  
1420 Spring Hill Road, Suite 600  
McLean, Virginia 22102

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Terence J. Miller

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

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

**Rezoning Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Engineering Consulting Services, Ltd.  
14026 Thunderbolt Place, Suite 100  
Chantilly, Virginia 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)  
Henry L. Lucas  
James W. Eckert

**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)  
Walsh, Colucci, Lubeley, Emrich & Terpak, PC  
2200 Clarendon Boulevard, 13th Floor  
Arlington, Virginia 22201

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

David J. Bomgardner, Thomas J. Colucci, James P. Downey, Jay du Von, Jerry K. Emrich, William A. Fogarty, John H. Foote, H. Mark Goetzman, Bryan H. Guidash, Michael D. Lubeley, J. Randall Minchew, M. Catharine Puskar, John E. Rinaldi, Lynne J. Strobel, Nan E. Terpak, Garth M. Wainman, Martin D. Walsh  
Former Shareholders: Keith C. Martin, Timothy S. Sampson, Susan S. Blakely

**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: December 28, 2005  
(enter date affidavit is notarized)

80639 d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Polysonics Corp.  
5115 MacArthur Boulevard, NW  
Washington, DC 20016

**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)  
Gordon E. Jacobs, Denise A. Jacobs

Former Shareholders: George Spano (nmi), Peter C. Brenton, Xiangming Zhang (nmi), Scott B. Harvey, Karen Marble-Hall (nmi), Marianne E. Blankenship, Pari M. Spano

**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)  
RTKL Associates, Inc.  
1250 Connecticut Avenue NW, #300  
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)  
Harold L. Adams

**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: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
EDAW Inc.  
601 Prince Street  
Alexandria, Virginia 22314

**DESCRIPTION OF CORPORATION:** (check one statement)

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

**NAMES OF THE SHAREHOLDER:** (enter first name, middle initial, and last name)  
Dennis B. Carmichael

**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)  
Miller, Beam & Paganelli, Inc.  
6723 Whittier Ave., Suite 101  
McLean, Virginia 22101

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Martin J. Beam  
Kevin C. Miller  
John T. Paganelli  
Douglas P. Koehn, Gerald E. Henning

**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: December 28, 2005  
(enter date affidavit is notarized)

80639 d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

Wendell Duchscherer Architects & Engineers  
1420 King Street, Suite 411  
Alexandria, Virginia 22314

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Anthony W. McKenna  
Randy D. Roessler  
Peter J. Welsby

**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)

CEI Realty, Inc.  
7500 Old Georgetown Road  
Bethesda, Maryland 20814

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Clark Enterprises, Inc., Sole Shareholder  
A. James Clark (former)

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

A. James Clark, Director, Chairman of the Board; Lawrence C. Nussdorf, Director, President & Treasurer; Robert J. Flanagan, Director, VP; D. Stephen Seawright, VP; Terri D. Klatzkin, VP; Rebecca L. Owen, VP & Assistant Secretary; Connie B. Pumphrey, Secretary.

(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: December 28, 2005  
(enter date affidavit is notarized)

*50639 d*

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Washington Metropolitan Area Transit Authority  
600 5th Street, NW  
Washington, DC 20001

**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)  
Washington Metropolitan Area Transit Authority is a public organization with no shareholders or stockholders.

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**NAMES OF OFFICERS & DIRECTORS:** (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer, etc.**)  
Richard A. White, General Manager; Gary Malasky, Managing Director of Office of Property Development & Management  
Principal Directors: Robert J. Smith, T. Dana Kauffman, Gladys W. Mack; Charles Deegan, Christopher E. Zimmerman, Jim Graham  
Alternate Directors: Marion Barry, Daniel Tangherlini, Marcell Solomon, Gordon Linton, William D. Euille, Catherine M. Hudgins  
Former Alternate Directors: David A. Catania, Calvin Nophlin

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**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Urban Trans Consultants, Inc.  
318 Aspen Street, NW  
Washington, DC 20012

**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)  
Kevin M. Luten  
Stuart M. Anderson  
David H. Ungemah

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**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: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
LDA Consulting  
500 Groff Court NE  
Washington, DC 20002

**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)  
Lori A. Diggins

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

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
The Low Impact Development Design Group, LLC  
5010 Sunnyside Avenue, Suite 200  
Beltsville, Maryland 20705

**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)  
Neil A. Weinstein, Sole Manager/Member

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

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

**Rezoning Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

80639 d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Strategic Transportation Initiatives, Inc.  
1800 Diagonal Road, Suite 600  
Alexandria, Virginia 22314

**DESCRIPTION OF CORPORATION:** (check one statement)

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

**NAMES OF THE SHAREHOLDER:** (enter first name, middle initial, and last name)  
Cynthia F. Capelli

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

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**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Burt Hill Inc.  
1056 Thomas Jefferson Street, NW  
Washington, DC 20007

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

---

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**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: December 28, 2005  
(enter date affidavit is notarized)

80631 d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.  
5300 Wellington Branch Drive, #100  
Gainesville, Virginia 20155

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

**NAMES OF THE SHAREHOLDER:** (enter first name, middle initial, and last name)  
Michael S. Rolband, Sole Shareholder

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

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**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
CRC Acquisitions LLC  
2 Bethesda Metro Center, Suite 250  
Bethesda, Maryland 20814

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

**NAMES OF THE SHAREHOLDERS:** (enter first name, middle initial, and last name)  
Clark Realty Capital, L.L.C., Sole Managing Member

---

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

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

REZONING AFFIDAVIT

DATE: December 28, 2005  
(enter date affidavit is notarized)

80639 d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number(s))

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

PARTNERSHIP INFORMATION

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

Hunton & Williams LLP (f/k/a Hunton & Williams)  
1750 Pinnacle Drive, Suite 1700  
McLean, Virginia 22102

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

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

- Benjamin C. Ackerly
- Robert A. Acosta-Lewis
- Richard L. Adams
- Stanislaus Aksman
- Jennifer A. Albert
- Virginia S. Albrecht
- Kenneth J. Alcott
- Joseph B. Alexander, Jr.
- Fernando C. Alonso
- Thomas E. Anderson
- W. Christopher Arbery
- Charles G. Ashton
- L. S. Austin
- Gerald L. Baliles
- Ian Phillip Band
- Jeffery R. Banish
- A. Neal Barkus

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

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

**Rezoning Attachment to Par. 1(c)**DATE: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)Hunton & Williams LLP (f/k/a Hunton & Williams) [continued]  
1750 Pinnacle Drive, Suite 1700  
McLean, Virginia 22102(check if applicable)  The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g.,  
**General Partner, Limited Partner, or General and Limited Partner**)

Haywood A. Barnes	Myron D. Cohen	Edward S. Finley, Jr.
Jeffrey P. Bast	Cassandra C. Collins	Kevin J. Finto
Philip M. Battles, III	Stacy M. Colvin	William M. Flynn
R. Mason Bayler, Jr.	Joseph P. Congleton	Lauren E. Freeman
John J. Beardsworth, Jr.	Cameron N. Cosby	Ira L. Freilicher
Lucas Bergkamp	T. Thomas Cottingham, III	David R. Fricke
Mark B. Bierbower	Ted C. Craig	Edward J. Fuhr
Jo Ann Biggs	Cyane B. Crump	Douglas M. Garrou
Stephen R. Blacklocks	Maria T. Currier	Richard D. Gary
Jerry B. Blackstock	William D. Dannelly	Manning Gasch, Jr.
Russel S. Bogue, III	Samuel A. Danon	David F. Geneson
William S. Boyd	Barry R. Davidson	Andrew A. Gerber
Lawrence J. Bracken, II	Douglas W. Davis	Neil K. Gilman
James P. Bradley	John Deacon	C. Christopher Giragosian
William S. Bradley	Stephen P. Demm	Timothy S. Goettel
David F. Brandley, Jr.	Patrick A. Doody	Peter G. Golden
Arthur D. Brannan	Edward L. Douma	Allen C. Goolsby
Emerson V. Briggs	Kevin T. Duncan	L. Raul Grable
Craig A. Bromby	Mark S. Dray	Douglas S. Granger
A. Todd Brown	L. Traywick Duffie	Mark E. Grantham
Tyler P. Brown	Robert H. Edwards, Jr.	Patti L. Grant-Wilkinson
F. William Brownell	W. Jeffery Edwards	J. William Gray, Jr.
Kevin J. Buckley	L. Neal Ellis, Jr.	Robert J. Grey, Jr.
Kristy A. Niehaus Bulleit	Frank E. Emory, Jr.	John Owen Gwathmey
Joseph B. Buonanno	Juan C. Enjamio	Miles B. Haberer
Brian M. Buroker	John D. Epps	Virginia H. Hackney
Matthew J. Calvert	Patricia K. Epps	Robert J. Hahn
Christopher C. Campbell	Kelly L. Faglioni	Ronald M. Hanson
Daniel M. Campbell	Susan S. Failla	Richard L. Harden
Curtis G. Carlson	James E. Farnham	Ray V. Hartwell, III
Grady K. Carlson	James W. Featherstone, III	Robert W. Hawkins
David M. Carter	Norman W. Fichthorn	Timothy G. Hayes
Jean Gordon Carter	Andrea Bear Field	Mark S. Hedberg
Charles D. Case	Robert M. Fillmore	Douglas J. Heffner
Thomas J. Cawley		Matthew C. Henry
James N. Christman		Alberto M. Hernandez
R. Noel Clinard		Scott Hershman
W. S. Cockerham		George H. Hettrick
Herve' Cogels		

(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: December 28, 2005  
(enter date affidavit is notarized)

80639 d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

Hunton & Williams LLP (f/k/a Hunton & Williams) [continued]  
1750 Pinnacle Drive, Suite 1700  
McLean, Virginia 22102

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

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

Louanna O. Heuhsen  
Thomas Y. Hiner  
D. Bruce Hoffman  
Stuart K. Hoffman  
Robert E. Hogfoss  
John E. Holloway  
John M. Holloway, III  
George C. Howell, III  
Robert H. Huey  
Donald P. Irwin  
Judith H. Itkin  
Makram B. Jaber  
Lori M. Jarvis  
Matthew D. Jenkins  
Harry M. Johnson, III  
James A. Jones, III  
Dan J. Jordanger  
Leslie O. Juan  
Thomas R. Julin  
E. Peter Kane  
Thomas F. Kaufman  
Peter Kavanagh  
Joseph C. Kearfott  
Daniel O. Kennedy  
Douglas W. Kenyon  
Michael C. Kerrigan  
Marie Kidwell  
Sylvia K. Kochler  
Edward B. Koehler  
John T. Konther  
Dana S. Kull  
Christopher Kuner  
David Craig Landin  
Christine E. Larkin

Andrew W. Lawrence  
Wood W. Lay  
Daniel M. LeBey  
David O. Ledbetter  
Thomas F. Lillard  
Catherine D. Little  
Gregory G. Little  
Michael J. Lockerby  
David C. Lonergan  
Audrey C. Louison  
Carlos E. Loumiet  
David S. Lowman, Jr.  
John A. Lucas  
Martin T. Lutz  
Timothy A. Mack  
C. King Mallory, III  
Thomas J. Manley  
Fernando Margarit  
Michael F. Marino, III  
Enrique J. Martin  
Jeffrey N. Martin  
John S. Martin  
J. Michael Martinez de Andino  
Christopher M. Mason  
Michael P. Massad, Jr.  
Scott H. Matheson  
Richard E. May  
John Gary Maynard, III  
William H. McBride  
Gerald P. McCartin  
Jack E. McClard  
Francis A. McDermott  
Alexander G. McGeoch  
John C. McGranahan, Jr.

David I. Meyers  
John Miles  
James Forrest Miller  
Thomas McN. Millhiser  
John E. Moeller  
Jack A. Molenkamp  
Charles R. Monroe, Jr.  
Royce W. Montgomery  
T. Justin Moore, III  
Thurston R. Moore  
Bruce W. Moorhead, Jr.  
Elizabeth Ann Morgan  
Robert J. Muething  
Eric J. Murdock  
Edmond P. Murphy  
Frank J. Murphy, Jr.  
J. Andrew Murphy  
Thomas P. Murphy  
David A. Mustone  
James P. Naughton  
Michael Nedzbala  
Jerry C. Newsome  
Henry V. Nickel  
Lonnie D. Nunley, III  
E. A. Nye, Jr.  
John D. O'Neill, Jr.  
Brian V. Otero  
Randall S. Parks  
Peter S. Partee  
William S. Patterson  
B. Donovan Picard  
R. Dean Pope  
Laurence H. Posorske  
Thomas W. Pounds  
Kurtis A. Powell

(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: December 28, 2005  
(enter date affidavit is notarized)

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for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

Hunton & Williams LLP (f/k/a Hunton & Williams) [continued]  
1750 Pinnacle Drive, Suite 1700  
McLean, Virginia 22102

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

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

- |                           |                        |                             |
|---------------------------|------------------------|-----------------------------|
| Lewis F. Powell, III      | Rita A. Sheffey        | Mark R. Wasem               |
| J. Waverly Pulley, III    | James E. Shepherd      | Abigail C. Watts-FitzGerald |
| Roberto R. Pupo           | William P. Silverman   | David B. Weisblat           |
| Robert T. Quackenboss     | Jo Anne E. Sirgado     | Mark G. Weisshaar           |
| Arnold H. Quint           | Thomas G. Slater, Jr.  | Hill B. Wellford, Jr.       |
| William M. Ragland, Jr.   | B. Darrell Smelcer     | David E. Wells              |
| Gordon F. Rainey, Jr.     | Caryl Greenberg Smith  | G. Thomas West, Jr.         |
| John Jay Range            | Turner T. Smith, Jr.   | Milby A. West               |
| Stuart A. Raphael         | Steven P. Solow        | Stephen F. White            |
| Craig V. Rasile           | Lisa J. Sotto          | Jerry E. Whitson            |
| John M. Ratino            | Joseph C. Stanko, Jr.  | Paul O. Wickes              |
| Robert S. Rausch          | Marty Steinberg        | Amy McDaniel Williams       |
| Baker R. Rector           | Catherine B. Stevens   | Robert K. Wise              |
| William M. Richardson     | Gregory N. Stillman    | John W. Woods, Jr.          |
| James M. Rinaca           | Franklin H. Stone      | David C. Wright             |
| Jennings G. Ritter, II    | C. Randolph Sullivan   | David M. Young              |
| Kathy E. B. Robb          | Chanmanu Sumawong      | William F. Young            |
| Gregory B. Robertson      | Madeleine M. Tan       | Dennis L. Zakas             |
| Scott L. Robertson        | Andrew J. Tapscott     | Andrew D. Zaron             |
| Robert M. Rolfe           | Robert M. Tata         | Lee B. Zeugin               |
| William L. S. Rowe        | Rodger L. Tate         |                             |
| Marguerite R. Ruby        | David H. Taylor        |                             |
| D. Alan Rudlin            | Michael L. Teague      |                             |
| Mary Nash Rusher          | John Charles Thomas    |                             |
| Vance E. Salter           | Martin Thomas          |                             |
| Stephen M. Sayers         | Gary E. Thompson       |                             |
| Arthur E. Schmalz         | Paul M. Thompson       |                             |
| John R. Schneider         | B. Cary Tolley, III    |                             |
| Pauline A. Schneider      | Randolph F. Totten     |                             |
| Stephen T. Schreiner      | Travis E. Vanderpool   |                             |
| Robert M. Schulman        | C. Porter Vaughan, III |                             |
| Melvin S. Schulze         | Enid L. Veron          |                             |
| Patricia M. Schwarzschild | Linda L. Walsh         |                             |
| Thomas J. Scott, Jr.      | William A. Walsh, Jr.  |                             |
| P. Watson Seaman          |                        |                             |
| Douglass P. Selby         |                        |                             |
| James W. Shea             |                        |                             |
| Michael R. Shebelskie     |                        |                             |

(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: December 28, 2005  
(enter date affidavit is notarized)

80634d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)Hunton & Williams LLP (f/k/a Hunton & Williams) [continued]  
1750 Pinnacle Drive, Suite 1700  
McLean, Virginia 22102(check if applicable)  The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g.,  
**General Partner, Limited Partner, or General and Limited Partner)**

Walter J. Andrews	Estelle J. Tsevdos	
Stephen Bennett	Melvin E. Tull, III	
Lon A. Berk	Julie I. Ungerman	
Ferdinand Calice	Surasak Vajasit	
Whittington W. Clement	Matthew Williams	
William S. Cooper, III		
Sean B. Cunningham		
Frederick R. Eames	Former:	
Maya M. Eckstein	Neil D. Anderson	J. Bruke McCormick
Shahid Ghauri	W. Tinley Anderson, III	Matthew P. McGuire
Edward J. Grass	John B. Ashton	John W. McReynolds
Greta T. Griffith	Randall D. Avram	John B. Miller, Jr.
Jeffrey W. Gutches	Christopher G. Browning, Jr.	William A. Moore
David A. Higbee	Ellis M. Butler	Michael P. Oates
Thomas M. Hughes	Cynthia S. Cecil	Anna G. Oestereicher
Paul E. Janaskie	Jennifer Hinkebein Culotta	Charles A. Perry
Elizabeth A. Lalik	Joe A. Davis	John P. Pinkerton
Ronald J. Lieberman	Brian Dethrow	David P. Poole
Nash E. Long, III	Richard N. Drake	Virginia W. Powell
Tyler Maddry	Bradley R. Duncan	Kevin J. Rogan
Jonathan R. Marsh	Lori M. Elliott	Jeffrey P. Schroeder
Patrick J. McCormick, III	Kevin L. Fast	Carolyn E. Shellman
Gary C. Messplay	Howard V. Fisher	Kristin H. Sorensen
Robert J. Morrow	Robert G. Fitzgibbons	Guy T. Tripp, III
Ted J. Murphy	Frederick Graefe	C. L. Wagner, Jr.
R. Hewitt Pate	Christopher R. Graham	Robert J. Ward
Swati Patel	Anne Gordon Greever	Harry J. Warthen, III
Humberto R. Pena	Frank A. Hirsch, Jr	Peter H. White
Wesley R. Powell	Scott M. Hobby	Laura L. Whiting
Donna M. Praiss	Charles F. Hollis, III	David H. Williams
Shawn P. Regan	Derek C. Johnston	Blake H. Winburne
Keila D. Ravelo	Angela A. Kennerly	Robert A. Woodridge
Thomas A. Rice	Kelly D. Ludwick	Leslie B. Zacks
James S. Seevers, Jr.	Robert C. MacDonald	
Brooks M. Smith	Benjamin V. Madison, III	
R. Michael Sweeney	M. Kelly Malone	
Paul Tetlow	Catherine M. Marriott	
Thomas B. Trimble	Harrison D. Maas	

(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: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number (s))

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

LNSB, LLLP  
15702 Pinecroft Lane  
Bowie, Maryland 20716

(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**)

Larry S. Coffman, General Partner  
Nancy B. Coffman, General Partner  
Steven M. Coffman, Limited Partner  
Brian A. Coffman, Limited Partner

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

REZONING AFFIDAVIT

DATE: December 28, 2005  
(enter date affidavit is notarized)

806 39d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number(s))

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

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

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

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

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

None

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

REZONING AFFIDAVIT

DATE: December 28, 2005  
(enter date affidavit is notarized)

80639d

for Application No. (s): RZ 2003-PR-022  
(enter County-assigned application number(s))

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

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

Supervisors Dana Kauffman and Catherine M. Hudgins are Directors on the Washington Metropolitan Area Transit Authority's Board.  
Cameron Financial, LLC, which is not a party to this application, contributed in excess of \$200 to Gerald E. Connolly. Christian J. Lessard of Lessard Architectural Group, listed in Par. 1(a) of this application, is, however, a member of Cameron Financial LLC.

(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

*Lynne J. Strobel*

Applicant's Authorized Agent

Lynne J. Strobel, attorney/agent

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

Subscribed and sworn to before me this 28 day of December 2005, in the State/Comm. of Virginia, County/City of Arlington.

*Kenneth K. Foll*  
Notary Public

My commission expires: 11/30/2007



**SPECIAL EXCEPTION AFFIDAVIT**

DATE: December 28, 2005  
 (enter date affidavit is notarized)

I, Lynne J. Strobel, attorney/agent, do hereby state that I am an  
 (enter name of applicant or authorized agent)

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

89749a

in Application No.(s): SEA 82-P-032-5  
 (enter County-assigned application number(s), e.g. SE 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 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 <b>BOLD</b> above)
Pulte Home Corporation  Agents: Stanley F. Settle, Jr. Richard D. DiBella Jon W. Lindgren Former Agent: Steven J. Coniglio  Stanley F. Settle, Jr. and Richard D. DiBella, Agents and Attorneys-in-Fact for Pulte Home Corporation	10600 Arrowhead Drive, Suite 225 Fairfax, Virginia 22030	Applicant
Washington Metropolitan Area Transit Authority  Agents: Rollin L. Burns Gary Malasky	600 5th Street, NW Washington, DC 20001	Title Owner of Tax Map 48-3 ((4)) 28 and 48-1 ((1)) 90A and 90B (formerly Tax Map 48-1 ((1)) 90, 91B, 96, 97, 100A; 48-1 ((6)) 7A, 8B; 48-2 ((1)) 4, 4A; 48-2 ((24)) 38A)

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

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

**Special Exception Attachment to Par. 1(a)**DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
Board of Supervisors of Fairfax County, Virginia Agent: Anthony H. Griffin	12000 Government Center Parkway, Suite 530 Fairfax, Virginia 22035	Title Owner of Tax Map 48-2 ((1)) 1
Walsh, Colucci, Lubeley, Emrich & Terpak, P.C. Agents: Martin D. Walsh    Inda E. Stagg Lynne J. Strobel    Kara M. Whisler M. Catharine Puskar    Susan K. Yantis Timothy S. Sampson    Jane W. Gwinn Abby C. Denham    Megan C. Shilling James P. Downey    Jason B. Heinberg Elizabeth D. Baker    Tara E. Wiedeman Former Agent: Susan S. Blakely	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Clerks/Agent
Wetland Studies and Solutions, Inc. Agents: Michael S. Rolband Mark W. Headley Frank R. Graziano	5300 Wellington Branch Drive, #100 Gainesville, Virginia 20155	Environmental Consultant/Agent
VIKA, Incorporated Agents: John F. Amatetti Robert R. Cochran Kyle U. Oliver	8180 Greensboro Drive, Suite 200 McLean, Virginia 22102	Engineers/Agent
Dewberry & Davis LLC Agents: Lawrence A. McDermott Dennis M. Couture Gayle A. Hooper	8401 Arlington Boulevard Fairfax, Virginia 22031	Engineers/Planners/Agent

(check if applicable)

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

**Special Exception Attachment to Par. 1(a)**DATE: December 28, 2005  
(enter date affidavit is notarized)89749<sub>a</sub>for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
The Lessard Architectural Group, Inc. Agents: Christian J. Lessard Patrick Saavedra (nmi)	8521 Leesburg Pike, Suite 700 Vienna, Virginia 22182	Architects/Agent
M.J. Wells & Associates, LLC Agents: Martin J. Wells Robin L. Antonucci Kevin R. Fellin Kevin D. Sitzman Christopher Turnball (nmi)	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation Consultant/ Agent
Engineering Consulting Services, Ltd. Agents: Thomas D. Myers Andrew R. Shontz	14026 Thunderbolt Place, Suite 100 Chantilly, Virginia 20151	Geotechnical Consultant/Agent
Polysonics Corp. Agents: Robert M. Brennehan Gordon E. Jacobs	5115 MacArthur Boulevard, NW Washington, DC 20016	Noise Consultant/Agent
EDAW Inc. Agents: Dennis B. Carmichael D. Gregory Ault Deana R. Poss	601 Prince Street Alexandria, Virginia 22314	Landscape Architect/Agent
Miller, Beam & Paganelli, Inc. Agents: Douglas P. Koehn Kevin C. Miller	6723 Whittier Ave., Suite 101 McLean, Virginia 22101	Noise Consultant/Agent

(check if applicable)

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

**Special Exception Attachment to Par. 1(a)**DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
Wendell Duchscherer Architects & Engineers  Agents: David C. Duchscherer Kevin F. Frasier Ilona V. Czinkota	1420 King Street, Suite 411 Alexandria, Virginia 22314	<b>Architects/Agent</b>
Hunton & Williams LLP  Agents: Francis A. McDermott John C. McGranaham, Jr. Jeannie A. Matthews	1750 Pinnacle Drive, Suite 1700 McLean, Virginia 22102	<b>Attorneys/Planners/Paralegal/Agent</b>
Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.  Agents: Kimberly A. Snyder William M. Gardner Leslie Michell-Watson Tammy L. Bryant	5300 Wellington Branch Drive, #100 Gainesville, Virginia 20155	<b>Archeologist/Agent</b>
RTKL Associates, Inc.  Agent: William C. Caldwell	1250 Connecticut Avenue NW, #300 Washington, DC 20036	<b>Architect/Agent</b>

(check if applicable)

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

**Special Exception Attachment to Par. 1(a)**

DATE: December 28, 2005  
 (enter date affidavit is notarized)

89749

for Application No. (s): SEA 82-P-032-5  
 (enter County-assigned application number (s))

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in <b>BOLD</b> above)
Urban Trans Consultants, Inc.  Agent: Kevin M. Luten Justin B. Schor Stuart M. Anderson Joddie A. Gray	318 Aspen Street, NW Washington, DC 20012	TDM Consultant/Agent
LDA Consulting  Agent: Lori A. Diggins	500 Groff Court, NE Washington, DC 20002	TDM Consultant/Agent
The Low Impact Development Design Group, LLC  Agent: Neil A. Weinstein	5010 Sunnyside Avenue, Suite 200 Beltville, Maryland 20705	Environmental/Urban Design/Agent
LNSB, LLLP  Agent: Larry S. Coffman	15702 Pinecroft Lane Bowie, Maryland 20716	Stormwater Management/Environmental Consultant/Agent
Strategic Transportation Initiatives, Inc.  Agent: Cynthia F. Capelli	1800 Diagonal Road, #600 Alexandria, Virginia 22314	Transportation Consultant/Agent
Burt Hill Inc.  Agents: Peter H. Moriarty Stephen B. Alicandro Michael F. Schwartz Wyck A. Knox Randy H. Davis David J. Capelli Paul G. Smith      Kenneth J. Anderer David R. Linamen    T. Andrew Huck	1056 Thomas Jefferson Street, NW Washington, DC 20007	Architect/Agent

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: December 28, 2005
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5
(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:

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

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name and number, street, city, state, and zip code)
Pulte Home Corporation
10600 Arrowhead Drive, Suite 225
Fairfax, Virginia 22030

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)
Pulte Diversified Companies, Inc.

(check if applicable) [X] There is more corporation information and Par. 1(b) is continued on a "Special Exception Affidavit 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.

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

Pulte Diversified Companies, Inc.  
33 Bloomfield Hills Parkway, Suite 200  
Bloomfield Hills, Michigan 48304

**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)

Pulte Homes, Inc.

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

Pulte Homes, Inc.  
33 Bloomfield Hills Parkway, Suite 200  
Bloomfield Hills, MI 48304

**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)

Publicly traded.

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

Washington Metropolitan Area Transit Authority  
600 5th Street, NW  
Washington, DC 20001

**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)

Washington Metropolitan Area Transit Authority is a public organization with no shareholders or stockholders.

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

Walsh, Colucci, Lubeley, Emrich & Terpak, PC  
2200 Clarendon Boulevard, 13th Floor  
Arlington, Virginia 22201

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Susan S. Blakely (former)	William A. Fogarty	John E. Rinaldi
David J. Bomgardner	John H. Foote, Bryan H. Guidash	Lynne J. Strobel
Thomas J. Colucci	H. Mark Goetzman	Nan E. Terpak
James P. Downey	Michael D. Lubeley	Garth M. Wainman
Jay du Von, Jerry K. Emrich	J. Randall Minchew, M. Catharine Puskar	Martin D. Walsh

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

Wetland Studies and Solutions, Inc.  
5300 Wellington Branch Drive, #100  
Gainesville, Virginia 20155

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Michael S. Rolband, Sole Shareholder

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

VIKA, Incorporated  
8180 Greensboro Drive, Suite 200  
McLean, Virginia 22102

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Charles Irish, Jr. (nmi)  
John F. Amatetti  
Harry L. Jenkins  
Robert R. Cochran

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

Dewberry & Davis LLC  
8401 Arlington Boulevard  
Fairfax, Virginia 22031

**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)

The Dewberry Companies LC, Member  
Eric D. Snellings, Member  
Dennis M. Couture, Member  
Steven A. Curtis, Member

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

The Dewberry Companies LC  
8401 Arlington Boulevard  
Fairfax, Virginia 22031

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Members: Sidney O. Dewberry, Barry K.  
Dewberry, Karen S. Grand Pre, Michael S.  
Dewberry, Thomas L. Dewberry

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

The Lessard Architectural Group, Inc.  
8521 Leesburg Pike, Suite 700  
Vienna, Virginia 22182

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Christian J. Lessard

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

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

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Martin J. Wells & Associates, Inc., Member  
Terence J. Miller & Associates, Inc.,  
Member

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

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

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Martin J. Wells

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

Terence J. Miller & Associates, Inc.  
1420 Spring Hill Road, Suite 600  
McLean, Virginia 22102

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Terence J. Miller

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

Engineering Consulting Services, Ltd.  
14026 Thunderbolt Place, Suite 100  
Chantilly, Virginia 20151

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Henry L. Lucas  
James W. Eckert

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

Polysonics Corp.  
5115 MacArthur Boulevard, NW  
Washington, DC 20016

**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)

Gordon E. Jacobs	Former shareholders:
Denise A. Jacobs	George Spano (nmi), Peter C. Brenton,
	Xiangming Zhang (nmi), Scott B. Harvey,
	Karen Marble-Hall (nmi), Marianne E.
	Blankenship, Pari M. Spano

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

EDAW Inc.  
601 Prince Street  
Alexandria, Virginia 22314

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Dennis B. Carmichael

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

Miller, Beam & Paganelli, Inc.  
6723 Whittier Ave., Suite 101  
McLean, Virginia 22101

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Martin J. Beam  
Kevin C. Miller  
John T. Paganelli  
Douglas P. Koehn  
Gerald E. Henning

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

Wendell Duchscherer Architects & Engineers  
1420 King Street, Suite 411  
Alexandria, Virginia 22314

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Anthony W. McKenna  
Randy D. Roessler  
Peter J. Welsby

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

RTKL Associates, Inc.  
1250 Connecticut Avenue NW, #300  
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)

Harold L. Adams

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.  
5300 Wellington Branch Drive, #100  
Gainesville, Virginia 20155

**DESCRIPTION OF CORPORATION:** (check one statement)

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

**NAMES OF THE SHAREHOLDERS:** (enter first name, middle initial, and last name)  
Michael S. Rolband, Sole Shareholder

**NAME & ADDRESS OF CORPORATION:** (enter complete name, number, street, city, state, and zip code)  
Urban Trans Consultants, Inc.  
318 Aspen Street, NW  
Washington, DC 20012

**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)  
Kevin M. Luten  
Stuart M. Anderson  
David H. Ungemah

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

LDA Consulting  
500 Groff Court NE  
Washington, DC 20002

**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)

Lori A. Diggins

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

The Low Impact Development Design Group, LLC  
5010 Sunnyside Avenue, Suite 200  
Beltsville, Maryland 20705

**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)

Neil A. Weinstein, Sole Manager/Member

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

**Special Exception Attachment to Par. 1(b)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

Strategic Transportation Initiatives, Inc.  
1800 Diagonal Road, Suite 600  
Alexandria, Virginia 22314

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

Cynthia F. Capelli

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

Burt Hill Inc.  
1056 Thomas Jefferson Street, NW  
Washington, DC 20007

**DESCRIPTION OF CORPORATION:** (check one statement)

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

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

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: December 28, 2005
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5
(enter County-assigned application number(s))

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

PARTNERSHIP INFORMATION

PARTNERSHIP NAME & ADDRESS: (enter complete name, and number, street, city, state, and zip code)
Hunton & Williams LLP (f/k/a Hunton & Williams)
1750 Pinnacle Drive, Suite 1700
McLean, Virginia 22102

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

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

- Benjamin C. Ackerly
Robert A. Acosta-Lewis
Richard L. Adams
Stanislaus Aksman
Jennifer A. Albert
Virginia S. Albrecht
Kenneth J. Alcott
Joseph B. Alexander, Jr.
Fernando C. Alonso
Thomas E. Anderson
W. Tinley Anderson, III (former)
W. Christopher Arbery
Charles G. Ashton
L. S. Austin
Gerald L. Baliles
Ian Phillip Band
Jeffery R. Banish

(check if applicable) [x] There is more partnership information and Par. 1(c) is continued on a "Special Exception Affidavit 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.

**Special Exception Attachment to Par. 1(c)**DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)Hunton & Williams LLP [continued]  
1750 Pinnacle Drive, Suite 1700  
McLean, Virginia 22102(check if applicable)  The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g.,  
**General Partner, Limited Partner, or General and Limited Partner**)

Haywood A. Barnes	Myron D. Cohen	Edward S. Finley, Jr.
Jeffrey P. Bast	Cassandra C. Collins	Kevin J. Finto
Philip M. Battles, III	Stacy M. Colvin	William M. Flynn
R. Mason Bayler, Jr.	Joseph P. Congleton	Lauren E. Freeman
John J. Beardsworth, Jr.	Cameron N. Cosby	Ira L. Freilicher
Lucas Bergkamp	T. Thomas Cottingham, III	David R. Fricke
Mark B. Bierbower	Ted C. Craig	Edward J. Fuhr
Jo Ann Biggs	Cyane B. Crump	Douglas M. Garrou
Stephen R. Blacklocks	Jennifer Hinkebein Culotta (former)	Richard D. Gary
Jerry B. Blackstock	Maria T. Currier	Manning Gasch, Jr.
Russel S. Bogue, III	William D. Dannelly	David F. Geneson
William S. Boyd	Samuel A. Danon	Andrew A. Gerber
Lawrence J. Bracken, II	Barry R. Davidson	Neil K. Gilman
James P. Bradley	Douglas W. Davis	C. Christopher Giragosian
William S. Bradley	Joe A. Davis (former)	Timothy S. Goettel
David F. Brandley, Jr.	John Deacon	Peter G. Golden
Arthur D. Brannan	Stephen P. Demm	Allen C. Goolsby
Emerson V. Briggs	Brian Dethrow (former)	L. Raul Grable
Craig A. Bromby	Patrick A. Doody	Douglas S. Granger
A. Todd Brown	Edward L. Douma	Mark E. Grantham
Tyler P. Brown	Kevin T. Duncan	Patti L. Grant-Wilkinson
F. William Brownell	Mark S. Dray	J. William Gray, Jr.
Kevin J. Buckley	L. Traywick Duffie	Robert J. Grey, Jr.
Kristy A. Niehaus Bulleit	Robert H. Edwards, Jr.	John Owen Gwathmey
Joseph B. Buonanno	W. Jeffery Edwards	Miles B. Haberer
Brian M. Buroker	L. Neal Ellis, Jr.	Virginia H. Hackney
Matthew J. Calvert	Frank E. Emory, Jr.	Robert J. Hahn
Christopher C. Campbell	Juan C. Enjamio	Ronald M. Hanson
Daniel M. Campbell	John D. Epps	Richard L. Harden
Curtis G. Carlson	Patricia K. Epps	Ray V. Hartwell, III
Grady K. Carlson	Kelly L. Faglioni	Robert W. Hawkins
David M. Carter	Susan S. Failla	Timothy G. Hayes
Jean Gordon Carter	James E. Farnham	Mark S. Hedberg
Charles D. Case	Kevin L. Fast (former)	Douglas J. Heffner
Thomas J. Cawley	James W. Featherstone, III	Matthew C. Henry
James N. Christman	Norman W. Fichthorn	Alberto M. Hernandez
R. Noel Clinard	Andrea Bear Field	Scott Hershman
W. S. Cockerham	Robert M. Fillmore	George H. Hettrick
Herve' Cogels		

(check if applicable)  There is more partnership information and Par. 1(c) is continued further on a "Special Exception Attachment to Par. 1(c)" form.

**Special Exception Attachment to Par. 1(c)**DATE: December 28, 2005  
(enter date affidavit is notarized)

89749 a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)Hunton & Williams LLP [continued]  
1750 Pinnacle Drive, Suite 1700  
McLean, Virginia 22102(check if applicable) [ ] The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g.,  
**General Partner, Limited Partner, or General and Limited Partner**)

Louanna O. Heuhsen	Andrew W. Lawrence	David I. Meyers
Thomas Y. Hirsch	Wood W. Lay	John Miles
Frank A. Hirsch, Jr (former)	Daniel M. LeBey	James Forrest Miller
Scott M. Hobby (former)	David O. Ledbetter	John B. Miller, Jr. (former)
D. Bruce Hoffman	Thomas F. Lillard	Thomas McN. Millhiser
Stuart K. Hoffman	Catherine D. Little	John E. Moeller
Robert E. Hogfoss	Gregory G. Little	Jack A. Molenkamp
Charles F. Hollis, III	Michael J. Lockerby	Charles R. Monroe, Jr.
John E. Holloway	David C. Lonergan	Royce W. Montgomery
John M. Holloway, III	Audrey C. Louison	T. Justin Moore, III
George C. Howell, III	Carlos E. Loumiet	Thurston R. Moore
Robert H. Huey	David S. Lowman, Jr.	Bruce W. Moorhead, Jr.
Donald P. Irwin	John A. Lucas	Elizabeth Ann Morgan
Judith H. Itkin	Kelly D. Ludwick (former)	Robert J. Muething
Makram B. Jaber	Martin T. Lutz	Eric J. Murdock
Lori M. Jarvis	Robert C. MacDonald (former)	Edmond P. Murphy
Matthew D. Jenkins	Timothy A. Mack	Frank J. Murphy, Jr.
Harry M. Johnson, III	C. King Mallory, III	J. Andrew Murphy
Derek C. Johnston (former)	M. Kelly Malone (former)	Thomas P. Murphy
James A. Jones, III	Thomas J. Manley	David A. Mustone
Dan J. Jordanger	Fernando Margarit	James P. Naughton
Leslie O. Juan	Michael F. Marino, III	Michael Nedzbala
Thomas R. Julin	Enrique J. Martin	Jerry C. Newsome
E. Peter Kane	Jeffrey N. Martin	Henry V. Nickel
Thomas F. Kaufman	John S. Martin	Lonnie D. Nunley, III
Peter Kavanagh	J. Michael Martinez de Andino	E. A. Nye, Jr.
Joseph C. Kearfott	Christopher M. Mason	John D. O'Neill, Jr.
Daniel O. Kennedy	Michael P. Massad, Jr.	Anna G. Oestereicher (former)
Douglas W. Kenyon	Scott H. Matheson	Brian V. Otero
Michael C. Kerrigan	Richard E. May	Randall S. Parks
Marie Kidwell	John Gary Maynard, III	Peter S. Partee
Sylvia K. Kochler	William H. McBride	William S. Patterson
Edward B. Koehler	Gerald P. McCartin	B. Donovan Picard
John T. Konther	Jack E. McClard	John P. Pinkerton (former)
Dana S. Kull	Francis A. McDermott	R. Dean Pope
Christopher Kuner	Alexander G. McGeoch	Laurence H. Posorske
David Craig Landin	John C. McGranahan, Jr.	Thomas W. Pounds
Christine E. Larkin	Matthew P. McGuire (former)	Kurtis A. Powell

(check if applicable)  There is more partnership information and Par. 1(c) is continued further on a "Special Exception Attachment to Par. 1(c)" form.

**Special Exception Attachment to Par. 1(c)**DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)Hunton & Williams LLP [continued]  
1750 Pinnacle Drive, Suite 1700  
McLean, Virginia 22102(check if applicable) [ ] The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g.,  
**General Partner, Limited Partner, or General and Limited Partner**)Lewis F. Powell, III  
J. Waverly Pulley, III  
Roberto R. Pupo  
Robert T. Quackenboss  
Arnold H. Quint  
William M. Ragland, Jr.  
Gordon F. Rainey, Jr.  
John Jay Range  
Stuart A. Raphael  
Craig V. Rasile  
John M. Ratino  
Robert S. Rausch  
Baker R. Rector  
William M. Richardson  
James M. Rinaca  
Jennings G. Ritter, II  
Kathy E. B. Robb  
Gregory B. Robertson  
Scott L. Robertson  
Kevin J. Rogan (former)  
Robert M. Rolfe  
William L. S. Rowe  
Marguerite R. Ruby  
D. Alan Rudlin  
Mary Nash Rusher  
Vance E. Salter  
Stephen M. Sayers  
Arthur E. Schmalz  
John R. Schneider  
Pauline A. Schneider  
Stephen T. Schreiner  
Robert M. Schulman  
Melvin S. Schulze  
Patricia M. Schwarzschild  
Thomas J. Scott, Jr.  
P. Watson Seaman  
Douglass P. Selby  
James W. Shea  
Michael R. ShebelskieRita A. Sheffey  
Carolyn E. Shellman (former)  
James E. Shepherd  
William P. Silverman  
Jo Anne E. Sirgado  
Thomas G. Slater, Jr.  
B. Darrell Smelcer  
Caryl Greenberg Smith  
Turner T. Smith, Jr.  
Steven P. Solow  
Lisa J. Sotto  
Joseph C. Stanko, Jr.  
Marty Steinberg  
Catherine B. Stevens  
Gregory N. Stillman  
Franklin H. Stone  
C. Randolph Sullivan  
Chanmanu Sumawong  
Madeleine M. Tan  
Andrew J. Tapscott  
Robert M. Tata  
Rodger L. Tate  
David H. Taylor  
Michael L. Teague  
John Charles Thomas  
Martin Thomas  
Gary E. Thompson  
Paul M. Thompson  
B. Cary Tolley, III  
Randolph F. Totten  
Guy T. Tripp, III (former)  
Travis E. Vanderpool  
C. Porter Vaughan, III  
Enid L. Veron  
Linda L. Walsh  
William A. Walsh, Jr.  
Harry J. Warthen, III (former)Mark R. Wasem  
Abigail C. Watts-FitzGerald  
David B. Weisblat  
Mark G. Weisshaar  
Hill B. Wellford, Jr.  
David E. Wells  
G. Thomas West, Jr.  
Milby A. West  
Stephen F. White  
Laura L. Whiting (former)  
Jerry E. Whitson  
Paul O. Wickes  
Amy McDaniel Williams  
Robert K. Wise  
John W. Woods, Jr.  
David C. Wright  
David M. Young  
William F. Young  
Dennis L. Zakas  
Andrew D. Zaron  
Lee B. Zeuglin(check if applicable) [] There is more partnership information and Par. 1(c) is continued further on a  
"Special Exception Attachment to Par. 1(c)" form.

**Special Exception Attachment to Par. 1(c)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

Hunton & Williams LLP [continued]  
1750 Pinnacle Drive, Suite 1700  
McLean, Virginia 22102

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

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

- |                           |                     |
|---------------------------|---------------------|
| Walter J. Andrews         | Estelle J. Tsevdos  |
| A. Neal Barkus            | Melvin E. Tull, III |
| Stephen Bennett           | Julie I. Ungerman   |
| Lon A. Berk               | Surasak Vajasit     |
| Ferdinand Calice          | Matthew Williams    |
| Whittington W. Clement    |                     |
| William S. Cooper, III    |                     |
| Sean B. Cunningham        |                     |
| Frederick R. Eames        |                     |
| Maya M. Eckstein          |                     |
| Shahid Ghauri             |                     |
| Edward J. Grass           |                     |
| Greta T. Griffith         |                     |
| Jeffrey W. Gutches        |                     |
| David A. Higbee           |                     |
| Thomas M. Hughes          |                     |
| Paul E. Janaskie          |                     |
| Elizabeth A. Lalik        |                     |
| Ronald J. Lieberman       |                     |
| Nash E. Long, III         |                     |
| Tyler Maddy               |                     |
| Jonathan R. Marsh         |                     |
| Patrick J. McCormick, III |                     |
| Gary C. Messplay          |                     |
| Robert J. Morrow          |                     |
| Ted J. Murphy             |                     |
| R. Hewitt Pate            |                     |
| Humberto R. Pena          |                     |
| Wesley R. Powell          |                     |
| Donna M. Praiss           |                     |
| Shawn P. Regan            |                     |
| Keila D. Ravelo           |                     |
| Shawn P. Regan            |                     |
| Thomas A. Rice            |                     |
| James S. Seevers, Jr.     |                     |
| Brooks M. Smith           |                     |
| R. Michael Sweeney        |                     |
| Paul Tetlow               |                     |
| Thomas M. Trimble         |                     |

(check if applicable)  There is more partnership information and Par. 1(c) is continued further on a  
"Special Exception Attachment to Par. 1(c)" form.

**Special Exception Attachment to Par. 1(c)**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number (s))

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

LNSB, LLLP  
15702 Pinecroft Lane  
Bowie, Maryland 20716

(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**)

Larry S. Coffman, General Partner  
Nancy B. Coffman, General Partner  
Steven M. Coffman, Limited Partner  
Brian A. Coffman, Limited Partner

(check if applicable)  There is more partnership information and Par. 1(c) is continued further on a  
"Special Exception Attachment to Par. 1(c)" form.

SPECIAL EXCEPTION AFFIDAVIT

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749 a

for Application No. (s): SEA 82-P-032-5  
(enter County-assigned application number(s))

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

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

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

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

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

None

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

Application No.(s): SEA 82-P-032-5  
(county-assigned application number(s), to be entered by County Staff)

**SPECIAL EXCEPTION AFFIDAVIT**

DATE: December 28, 2005  
(enter date affidavit is notarized)

89749a

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.)

Cameron Financial, LLC, which is not a party to this application, contributed in excess of \$100 to Gerald E. Connolly. Christian J. Lessard of Lessard Architectural Group, listed in Par. 1(a) of this application, is, however, a member of Cameron Financial LLC. Supervisors Dana Kauffman and Catherine M. Hudgins are Directors on the Washington Metropolitan Area Transit Authority's Board.

**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 "Special Exception 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:

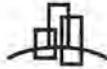
(check one) Lynne J. Strobel  
[ ] Applicant [x] Applicant's Authorized Agent

Lynne J. Strobel, attorney/agent  
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 28 day of December 2005, in the State/Comm. of Virginia, County/City of Arlington.

Kenneth K. Follen  
Notary Public

My commission expires: 11/30/2007



**WALSH COLUCCI  
LUBELEY EMRICH  
& TERPAK PC**

Timothy S. Sampson  
(703) 528-4700, ext. 24  
(802) 425-3146 Vermont  
(703) 618-4135 Cell  
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April 14, 2005

Ms. Barbara A. Byron, Director  
Zoning Evaluation Division  
Fairfax County Department of Planning & Zoning  
12055 Government Center Parkway - Suite 801  
Fairfax, Virginia 22035-5505

**Re: Amended Statement of Justification for RZ 2003-PR-022 (the "Application")  
Pulte Home Corporation (the "Applicant")  
Rezoning Request: R-1 to PRM, PDH-16 and PDH-12  
Metro West  
Tax Map 48-1 ((1)) 90 (pt.), 91, 91A, 91B (pt.); 48-1 ((6)) 5, 6, 7A, 7B, 8A, 8B  
(pt.), 9-13, 33-37; 48-2 ((24)) 38A (pt.), 38B, 39-42; 48-3 ((1)) 55; 48-3 ((5)) 1A,  
1B, 2-4, 14-22; 48-4 ((7)) 23-32, 43-54, 56-60, 61A, 62-69; and existing Fairlee  
Drive (Route 1040) and Maple Drive (Route 1041) (the "Application  
Property")**

Dear Ms. Byron:

Please accept this letter as an amended Statement of Justification for the above-referenced Application. The Applicant is amending the Application to add land to the Application Property that is owned by Washington Metropolitan Area Transit Authority ("WMATA") located south of Saintsbury Drive. The Application is also amended to reflect the recommendations of the "Metro-oriented Mixed-use Option" for the Application Property set forth in the Comprehensive Plan as approved by the Board of Supervisors on December 6, 2004 pursuant to OTPA S02-II-V2.

Specifically, the Applicant requests that the Board of Supervisors rezone the Application Property from the R-1 District to the PRM, PDH-16 and PDH-12 Districts as shown on the enclosed rezoning plat and also as shown on the Conceptual Development Plan/Final Development Plan (the "CDP/FDP") last revised and submitted on December 21, 2004 or as the CDP/FDP may be further amended by the Applicant henceforth. As shown on the CDP/FDP, the Application proposes a maximum of 2,248 dwelling units, 300,000 gross square feet of general office floor area and a minimum of 100,000 gross square feet of floor area constructed for retail, service, institutional and governmental uses, including a child care center and a public recreation/meeting facility consisting of approximately 25,000 gross square feet of floor area.

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LOUDOUN OFFICE 703 737 3633 ■ MANASSAS OFFICE 703 330 7400 ■ PRINCE WILLIAM OFFICE 703 680 4664

As shown on the rezoning plat and the CDP/FDP, the Application Property is proposed to be zoned to three (3) zoning districts as follows:

- Core Area. A total of approximately 23.25 acres of land comprising the northeastern portion of the Application Property is proposed to be rezoned to the PRM District. Such portion of the Application Property is referenced herein as the “Core Area”.
- Non-Core West Area. A total of approximately 17.1 acres of land comprising the northwestern portion of the Application Property is proposed to be rezoned to the PDH-16 District. Such portion of the Application Property is referenced herein as the “Non-Core West Area.”
- Non-Core South Area. A total of approximately 15.7 acres of land comprising the southern portion of the Application Property is proposed to be rezoned to the PDH-12 District. Such portion of the Application Property is referenced herein as the “Non-Core South Area”.

The maximum floor area ratio (“FAR”) proposed for the Core Area is 2.25. For purposes of calculating the maximum allowable gross floor area (“GFA”) in the Core Area, density credit is proposed to be taken for 0.95 acres of land previously dedicated for public purposes. In addition, density credit is proposed to be taken for approximately 4.71 acres of land located in the Non-Core West Area to be dedicated for public purposes with this Application, and density credit is proposed to be taken for any land within the Core Area that is dedicated for public purposes with this Application. Based on the foregoing, the maximum GFA that may be constructed within the Core Area shall be 2,833,469 square feet (i.e. 28.91 acres X 2.25 FAR).

The CDP/FDP depicts a total of 1,642 multiple family units within the Core Area in a variety of building types. Among such total, the Applicant proposes 138 age-restricted (i.e. 55 years or older) units within Building 5 as shown on the CDP/FDP. The CDP/FDP depicts a total of 300,000 gross square feet of general office floor area within Buildings 8 and 9, as shown thereon, as well as a “Possible Alternate Office/High-Rise Residential Layout” (Sheet 11) that would reverse the locations of the office and multiple family uses in the northern most portion of the Application Property. The CDP/FDP depicts likely locations within the Core Area for retail, service, institutional and other such uses (Sheet 12). The CDP/FDP depicts a layout for the Core Area that is designed to facilitate the pedestrian experience within the community and to and from the Vienna Metro Station. The proposed buildings are aligned in a street grid configuration with a “Main Street/Town Center” concept as the focal point. Substantial streetscape is provided along all streets. Buildings will be constructed at the back of the streetscape to create a strong

Statement of Justification

Pulte—Fairlee

April 14, 2005

Page 3

and dynamic pedestrian environment. Substantial park areas and other open spaces are located throughout the Core Area.

The maximum residential density permitted within the Non-Core West Area is proposed to be sixteen (16) dwelling units per acre, exclusive of affordable dwelling units and density bonus attributable thereto, and exclusive of age-restricted/independent living units. The Applicant proposes to utilize approximately 3.59 acres of land within the Non-Core West Area and the “multiplier” for independent living units (Zoning Ordinance Section 9-306(6)) to support a maximum of 230 independent living units within Buildings 2, 3 and 4 as shown on the CDP/FDP (i.e.  $3.59 \times 16 \text{ du/ac} \times 4 = 230$ ). The balance of the land within the Non-Core West Area (approximately 8.8 acres) is proposed to support 158 multiple family units in a variety of building types as shown on the CDP/FDP. The Applicant proposes to take density credit for approximately 3.19 acres of land located in the Non-Core West Area to be dedicated for public street purposes with this Application.

The Non-Core West Area continues the street grid and pedestrian-oriented streetscape established in the Core Area. Additional common park areas and open space is provided in the Non-Core West Area. In addition, the Applicant proposes to dedicate approximately 4.71 acres of land located west of Vaden Drive Extended as shown on the CDP/FDP and north of the Circle Woods Subdivision to the Board of Supervisors for public purposes. Approximately 0.77 acres of such dedication site is identified on the CDP/FDP as “tree save” and is proposed to be preserved in its natural state and enhanced with field located trails and picnic tables to be provided in coordination with Fairfax County.

The maximum density permitted in the Non-Core South Area is proposed to be twelve (12) dwelling units per acre, exclusive of affordable dwelling units and any density bonus attributable thereto. The Applicant proposes to take density credit for approximately 3.12 acres of land located in the Non-Core South Area to be dedicated for public purposes with this Application. The CDP/FDP depicts a total of 218 single-family attached dwelling units within the Non-Core South Area. The Non-Core South Area continues the street grid and streetscape experience and provides additional park and open space areas as shown on the CDP/FDP, including a fifty-foot buffer area between the western property line adjacent to the Circle Woods communities and Vaden Drive Extended as shown on the CDP/FDP.

The Application proposes significant transportation infrastructure improvements in keeping with the recommendations of the Comprehensive Plan. Specifically, the Applicant proposes to construct significant off-site improvements to the south side of the Vienna Metro Station property. In this regard, the Applicant is working with WMATA, the Virginia Department of Transportation (“VDOT”) and Fairfax County Department of Transportation (“FCDOT”) on a redesign for Saintsbury Drive between its intersections with Vaden Drive (to the west) and Nutley Street (to the east). The redesigned Saintsbury Drive will facilitate safe

Statement of Justification

Pulte—Fairlee

April 14, 2005

Page 4

pedestrian access from the Application Property to the Vienna Metro Station and feature an extensive raised crossing of Saintsbury Drive. The raised crossing is designed with special pavers and lighting to identify it as a pedestrian zone, and it will include traffic signal controls. The Applicant proposes a design that will meet VDOT standards, allowing VDOT to accept maintenance responsibility for the road.

The Applicant proposes significant infrastructure improvements to the area of the Vienna Metro Station located adjacent to the redesigned Saintsbury as well. Specifically, the Applicant is working with WMATA and FCDOT staff to coordinate a plan for relocating bus drop-off and kiss-and-ride areas to facilitate those critical features of the station operation while minimizing pedestrian conflicts. In addition, the Applicant proposes to construct a new canopy shelter to provide refuge from inclement weather for bus riders.

In addition, the Applicant proposes to extend Vaden Drive to connect the Vaden Drive bridge with Lee Highway (Rt. 29). The configuration of this "Vaden Drive Extended" is as the Comprehensive Plan has shown it ever since the Comprehensive Plan was amended to eliminate the possibility for a direct connection from the Vaden Drive bridge to Lee Highway via existing Circle Woods Drive. Although future residents of the Application Property will certainly benefit from the new road, the requirement for the new road is generated by a more regional need for improved traffic circulation and access to the Vienna Metro Station. The proposed Vaden Drive Extended is designed as a four-lane, median-divided road. It is designed at a low, thirty (30) mile per hour design speed to facilitate traffic calming and safe pedestrian crossings. Traffic signals will be provided, if warranted, at three points along Vaden Drive Extended, including its intersections with Lee Highway and Saintsbury Drive. Safe crossings will be provided at each of those locations to facilitate pedestrian and bicycle traffic coming from off-site locations into the Application Property.

The Applicant proposes additional transportation improvements (as will be detailed in the proffers), including contributions to facilitate the flow of traffic on and off of the I-66 collector/distributor road and improvements to help alleviate existing conditions at the Lee Highway/Nutley Street intersection.

In addition, the Applicant will propose a significant Travel Demand Management (TDM) plan for the Application Property. An independent analysis directed by FCDOT is underway at this time to evaluate existing travel behavior in the area surrounding the Application Property and to make recommendations for specific TDM measures for the Application Property. The Applicant's proposed plan will be prepared following the completion of that analysis.

Off-street parking will meet the minimum Zoning Ordinance requirements and will not exceed the maximum limitations recommended by the Comprehensive Plan. Parking will be provided appropriately throughout the development in the vicinity of all uses. Parking is

provided within underground parking garages, internal parking structures, garages, driveways, surface parking lots, and on the private streets.

Pedestrian access between the Vienna Metro Station and the Application Property is of critical importance, and this aspect of the project has been addressed in significant detail with the provision of the raised crossing of Saintsbury Road, as discussed above. Likewise, pedestrian access through the proposed development is critical. This aspect of the project has also been addressed in significant detail with the provision of safe crossings of internal roadways and an interconnected system of sidewalks, trails and pedestrian-oriented streetscape, also as addressed above. Likewise still, pedestrian access to the Application Property from off-site locations is critical to facilitate the connection to the Vienna Metro Station for residents of surrounding neighborhoods. In this regard, the Applicant proposes to provide pedestrian connections into the Application Property directly from the Circle Woods communities and from the Hunter's Branch communities. In addition, the Applicant proposes off-site improvements to facilitate pedestrian access to the Application Property, through East Blake Lane Park from neighborhoods to the west of East Blake Lane Park. Such proposed improvements include a bridge crossing of Hatmark Branch and alignment and accessibility improvements to the City of Fairfax Connector Trail. Prior to construction, the Applicant will realign the City of Fairfax Connector Trail from its current location on the Application Property so that pedestrian access to the Vienna Metro Station is maintained at all times. The Applicant will establish pedestrian access through the Application Property as soon as it is safe to do so following the completion of initial site and roadway work, and such access will be maintained throughout the completion of the project.

The Applicant proposes to provide a minimum 35% open space over the Application Property, well in excess of Zoning Ordinance requirements. Open space areas will provide both active and passive recreation opportunities for residents of the Application Property and, to a large extent, residents of the surrounding community as well. In addition, the Applicant will provide significant recreational facilities for all residents of the project, for both active and passive activities.

In addition to the on-site open space and recreation facilities, the Applicant proposes to dedicate to the Board of Supervisors that portion of the Application Property located west of Vaden Drive Extended, an area consisting of approximately 5.96 acres of land. Of those 5.96 acres, approximately 3.94 acres are proposed to be developed with a public recreation/meeting facility consisting of approximately 25,000 gross square feet of floor area. The program for such facility is still under discussion. Approximately 0.77 acres of the dedicated land is proposed to remain as "tree save" as shown on the CDP/FDP. In effect, this area would become an eastward extension of East Blake Lane Park. The Applicant is studying opportunities to provide for field-located trails and picnic facilities within such area. The remaining area of approximately 1.25 acres of such dedicated land is proposed to remain as a buffer to the Circle Woods communities, including areas of tree save, revegetation and a trail location.

Stormwater management (“SWM”) and Best Management Practices (“BMP”) will be provided in excess of Public Facilities Manual (“PFM”) requirements. A specific SWM/BMP plan is being prepared at this time to incorporate Low Impact Design (“LID”) measures. SWM/BMP will be provided entirely on-site. In addition to handling on-site water, SWM will be provided to detain water draining on to the Application Property from the Vienna Metro Station. SWM/BMP will be provided in underground detention facilities with the exception of a small wet pond proposed at the southern portion of the Application Property. In addition, the Applicant proposes off-site stream improvements to Hatmark Branch, details of which will be provided in the proffers.

There are no floodplains, Environmental Quality Corridors (“EQC”), or Resource Protection Areas (“RPA”) on the Application Property. There are no transitional screening or barrier requirements at the periphery of the Application Property, with the exception of a portion of the western portion of the Application Property where a waiver is requested.

The Proposed Rezoning conforms to the provisions of all applicable ordinances, regulations, and adopted standards with the following waiver/modification/approval requests:

- Waiver of the maximum length of private streets pursuant to Par.2 of Sect. 11-302 of the Ordinance.

*The proposed development provides for a primary collector street (Vaden Drive Extended) that extends from Lee Highway to Vaden Drive, and which is a public street. All other streets in the proposed development are requested to be private. Due to the nature of the development’s on-street parking and driveway configurations, public streets would not be permitted per VDOT regulations. Further, in order to provide a coordinated development of residential buildings on this site, a private street will be necessary to allow streetscaping and to permit radii and street widths that may not meet the VDOT standards, but will help to provide for a well-designed community. Therefore, it is requested that the private streets located in the development that exceed six hundred (600) feet in length.*

- Modification of the loading space requirement for multiple family dwelling units and office pursuant to Sect. 11-201 and Par. 4 of Sect. 11-203 of the Ordinance to require at a minimum only those loading spaces shown on the CDP/FDP.

*All of the loading spaces as strictly required by the Zoning Ordinance are unnecessary for the mutli-family and office buildings. Section 11-201 of the Ordinance specifically states that in a P-District there is a general application of this requirement as determined by the Director.*

- Waiver/Modification of transitional screening and barrier requirements to southern boundary of Application Property adjacent to public recreation/meeting facility pursuant to Par. 7 of Section 13-304.

*The Zoning Ordinance would require a 35-foot transitional screening area and barrier wall or fence adjacent to the southern boundary of the Application Property between the proposed public recreation/meeting facility building and the Circle Woods communities. The Applicant proposes a 20-foot buffer area as shown on the CDP-FDP in lieu of the 35-foot transitional screening area. The proposed buffer will provide an effective screening between the properties. In addition, the Applicant proposes an over-sized (7-foot) barrier fence along said boundary, extending west to the edge of the parking area for the public facility. The barrier is proposed to stop at that point in order to preserve existing mature trees.*

- Waiver of transitional screening and barrier requirements between uses internal to the Application Property within the PRM, PDH-12 and PDH-16 Districts pursuant to Par. 1 of Section 13-304.

*The Application requests three different zoning districts for the Application Property yet seeks to provide a coordinated development plan for the entirety of the Application Property. The strict application of the transitional screening and barrier requirements between uses within the Application Property would disrupt that coordination and would hinder the interrelation of the components of the development plan.*

- Approval by Board of Supervisors of a variance pursuant to Par. 8 of Section 16-401 of the Zoning Ordinance to permit a seven (7) foot tall barrier fence with eight (8) foot tall piers, located generally along the common property line shared by the Application Property and the adjacent Circle Woods communities in the locations as shown on the CDP/FDP.

*Strict application of the zoning ordinance would limit the height of such fence, including its piers, to 7 feet. The Applicant proposes to allow the piers to extend above the fence to provide a more aesthetic treatment. Such a fence/piers height comes at the request of the neighboring homeowners to provide an enhanced barrier between the properties. The variance will not create an adverse impact on either the existing or the proposed communities and would be in keeping with standards of Article 16.*

- Modification to provide 11 foot-wide typical lane widths on Vaden Drive Extended and minimum cul-de-sac radius on termination of Circle Woods Drive.

*The Applicant will seek a modification from the Director to follow VDOT standards (instead of PFM standards) for all public streets to be constructed or modified by the project, which modifications will include, in particular, narrowing lane widths on Vaden Drive Extended to facilitate traffic calming and reducing the radius of the cul-de-sac proposed to terminate Circle Woods Drive to the minimum allowable by VDOT in order to minimize disruption to the site.*

- Waiver of the two-hundred (200) square foot privacy yard for the rear-loaded, single-family attached dwelling units pursuant to Par. 2 of Sect. 6-407.

*Upper level balconies are provided for the rear-loaded units; however, these units do not have back yards. Due to this configuration, provision of a privacy yard is not possible. The provision of rear-loaded units is essential to the design concept for the proposed development in that the rear-loaded units will allow the dwellings to frame the street frontage, providing a strong, pedestrian friendly streetscape.*

- Modification to reduce minimum planting area required for street trees to be counted to satisfy tree cover requirements.

*The PFM requires that street trees be planted in a minimum eight (8) foot wide planting strip in order to be counted to satisfy tree cover requirements. In select locations as shown on the CDP/FDP, the Applicant proposes to provide eight (8) foot planting beds for street trees but to cantilever the sidewalk two (2) feet over such planting beds. The result will maintain an eight (8) foot planting area for the street trees underneath the sidewalk. At grade, the appearance will be a six (6) foot planting strip. The Applicant proposes to install structural soil within the eight (8) foot planting area to ensure survivability of trees. The purpose for this modification is that an at-grade eight (8) planting strip is not compatible with the project's vision for a pedestrian-oriented streetscape. It is simply too wide to facilitate the pedestrian experience and would be out of character with the proposed development. Again, the eight (8) foot planting area would be provided for the trees, but only six (6) feet of such area would be visible from grade level.*

- Waiver of the Comprehensive Plan trail along the Application Property's Lee Highway frontage in lieu of a six (6) foot wide sidewalk.

*A four to five foot wide sidewalk currently exists along Lee Highway, from Nutley Street to Fairlee Drive. The provision of a five (5) foot wide sidewalk along the Application Property's Lee Highway frontage would continue this existing*

*configuration, and would, therefore, be more appropriate than providing a short transition to a trail.*

- Waiver of a service drive along the Application Property's Lee Highway frontage.

*There are no commercial uses along the Application Property's Lee Highway frontage that would benefit from the provision of a service drive. Further, no service drive exists along Lee Highway between Nutley Street and Blake Lane, and the provision of a service drive by the Applicant would be inconsistent with the existing development of the corridor in this area.*

- Waiver to permit stormwater detention and water quality requirements be satisfied by an underground system for a portion of the proposed development.

*Given the intensity of this proposed development, provision of underground detention and water quality treatment will facilitate the provision of community development as envisioned by the Plan. The density of residential development will generate sufficient resources to maintain an underground stormwater management system. The use of underground detention provides for the option of utilizing "innovative" BMPs in accordance with County environmental policies. A detailed waiver application will be provided under separate cover.*

As always, if you have any questions or require further information, please do not hesitate to contact me.

Very truly yours,

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

Timothy S. Sampson  
Enclosures

cc: Stan Settle	Jon Lindgren
Jack Lester	Frank McDermott
Larry McDermott	Bob Cochran
Chris Lessard	Greg Ault
Robin Antonucci	Frank Graziano



**WALSH COLUCCI  
LUBELEY EMRICH  
& TERPAK PC**

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RECEIVED  
Department of Planning & Zoning

NOV 18 2005

November 18, 2005

Zoning Evaluation Division

Ms. Virginia Ruffner  
Zoning Evaluation Division  
Fairfax County Department of Planning & Zoning  
12055 Government Center Parkway - Suite 801  
Fairfax, Virginia 22035-5505

**Re: Special Exception Amendment Application (SEA 82-P-032-5)  
Pulte Home Corporation (the "Applicant")  
Tax Map 48-1 ((1)) 90, 91B, 96, 97, 100A; 48-1 ((6)) 7A, 8B; 48-2 ((1)) 1, 4,  
4A; 48-2 ((24)) 38A; 48-3 ((4)) 28 (the "Application Property")**

Dear Ms. Ruffner:

On behalf of the Applicant, I am submitting herewith the above-referenced Application, which proposes to amend SEA 82-P-032-4. Specifically, I have enclosed the following information:

- Four copies of an application form.
- Twenty-three copies of a Special Exception Amendment Plat and a reduction.
- Four copies of an Existing Vegetation Map.
- A copy of the Fairfax County Zoning Sheet identifying the Application Property.
- Photos of the Application Property.
- A special exception affidavit.
- A copy of a consent letter from the Washington Metropolitan Area Transit Authority, the owner of a majority of the Application Property. Please note that the original of this letter was submitted to you under cover of a letter from me dated April 14, 2005 in connection with RZ 2003-PR-022. I submitted the original of the letter at that time to demonstrate the Applicant's authority to file this Application. On August 1, 2005 the Board of Supervisors of Fairfax County authorized the inclusion of the portion of the Application Property owned by Fairfax County in an application such as this.
- Four copies of a statement in support of the Application.
- A filing fee in the amount of \$5,295.

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LOUDOUN OFFICE 703 737 3633 ■ MANASSAS OFFICE 703 330 7400 ■ PRINCE WILLIAM OFFICE 703 680 4664

ATTORNEYS AT LAW

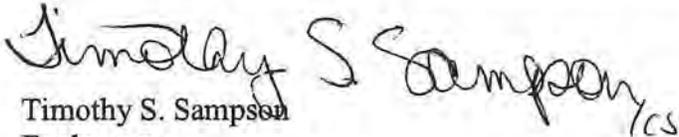
November 18, 2005

Page 2

As always, if you have any questions or require further information, please do not hesitate to contact me.

Very truly yours,

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

Handwritten signature of Timothy S. Sampson in cursive, with the initials 'TCS' written at the end.

Timothy S. Sampson

Enclosures

cc: Stan Settle

Chris Guidi

Larry McDermott

Jon Lindgren

Frank McDermott

Bob Cochran



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## MEMORANDUM

**TO:** Cathy Lewis  
**FROM:** Timothy S. Sampson  
**RE:** Metro West  
**DATE:** December 15, 2005

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As you requested, the following outlines how the Metro West proposal responds to each of the elements of the Comprehensive Plan's "Metro-oriented Mixed-use" option for Metro West.

1. Consolidation. The Metro West proposal achieves the consolidation recommendations of the Comprehensive Plan. Specifically, the entirety of the Fairlee Subdivision as well as the undeveloped parcels to the west (Sweeney and Gaston) have been consolidated. Specifically, the applicant, Pulte Home Corporation, owns the entirety of the former Fairlee Subdivision as well as the Gaston property. Pulte has a binding contract to purchase the Sweeney property. As you are aware, on November 17, 2005, the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors voted unanimously to approve the sale of the property owned by WMATA south of Saintsbury Drive, adjacent to the north of Fairlee. At this time, WMATA has consented to the inclusion of its property within the Metro West project, and Pulte and WMATA are proceeding to negotiate a contract for the purchase of the WMATA land.
2. Mixed Use. As recommended by the Comprehensive Plan, the Metro West project locates housing, retail and employment uses, within easy walking distance of the Metrorail station. Metro West includes residential, retail, service and public uses, with height and density concentrated in the area that is within one-quarter mile of the Metro station platform. Office uses are provided with an effective TDM program and with parking limitations as set forth in the Comprehensive Plan. The Comprehensive Plan also provides that hotel use may be appropriate. The Metro West project proposes, as an alternative, locating apartment hotel units within areas of Building #7 which may be impacted from highway noise from I-66 in excess of 75 dBA Ldn.

3. Division of site into four areas.

- Core area. Consistent with the recommendations of the Comprehensive Plan the Metro West project proposes a “core area” that is generally within one-quarter mile of the station platform, and consists of approximately 23 acres. Consistent with the recommendations of the Comprehensive Plan, the Metro West project proposes a mixed-use development within the core area at an FAR of up to 2.25, including affordable dwelling units and an age restricted housing component within the core area of approximately 145 units (note the development program provides 138 age restricted units). Density credit is taken in the core area for approximately 4.71 acres of land to be dedicated for public purposes located west of Vaden Drive and north of Circle Woods community. Again, consistent with the Plan recommendations, the core area is characterized by the tallest buildings in the project. Off-street parking is provided in above and below grade structures, as well as on-street parking spaces. In addition, streetscape and plazas are well integrated into the development to serve residents as well as the public. These areas are provided along all street frontages and integrated plaza elements, primarily in the town center area. Consistent with the Plan’s recommendation, a significant landscape open area is incorporated in the area between Buildings 14, 15, 16 and 17 as an alternative to paved surfaces. This area will include a substantial and unique active recreation opportunity.
- Consistent with the recommendations of the Comprehensive Plan, the area west of the core proposes residential development at a maximum 16 dwelling units per acre, with the northernmost +/- 3.5 acres developed with up to 230 units of elderly housing, including 15% of those units provided as ADUs. This area is characterized by low- to mid-rise multi-family dwelling units including stacked townhouse units with off-street parking provided in above and below grade structures and garages. Again, as recommended by the Comprehensive Plan, open space areas are functionally integrated into the area and provide both recreational opportunity for residents as well as the general public and a visual amenity for those walking or driving through the project.
- As recommended by the Comprehensive Plan, the area south of the core area consists of approximately 16 acres, and is proposed

for maximum 12 dwelling units per acre. The area is characterized by townhouse development with off-street parking located primarily within individual garages. The project provides a landscaped village green as well as other landscaped open space areas that are integrated into this portion of the site.

- Consistent with the recommendations of the Comprehensive Plan, the area west of Vaden Drive is proposed to be dedicated to the County for open space and public use, and includes a site for a community facility -- not just a "potential site" as recommended by the Comprehensive Plan. I note while this bullet recommends dedication of the entire area west of Vaden Drive to the County, it was later determined to be the County's preference not to have the Circle Woods buffer dedicated. Accordingly the project will retain ownership of the Circle Woods buffer area and grant a public use easement over it.

4. Design. Consistent with the recommendations of the Comprehensive Plan the development will create a mixed-use activity center, primarily between Buildings #6 and 10 and between Buildings #7 and 8/9. The "Main Street" character established at that activity center is extended further to the south between Buildings #18 and 16/17, as well as east and west along the connecting streets. Along all of these areas, and the majority of the project for that matter, residential and non-residential uses are oriented to sidewalks and plaza areas, buildings are located close to roadways and their associated sidewalks, and streetscape amenities including street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping are provided throughout. Further, to encourage Metro use and patronage of the retail by transit users, buildings are oriented to fulfill a pedestrian orientation and facilitate pedestrian access to the Metro station as well as to retail and support service uses and outdoor plaza areas. This kind of activity is furthered by a substantial pedestrian crossing of Saintsbury Road at the terminus of "Main Street". Buildings and streetscape are designed to enhance the pedestrian circulation system and encourage the use of outdoor spaces without creating barriers to pedestrian circulation from both on- and off-site. The project designers have worked in great detail to establish the appropriate building to building dimensions, street sections and streetscape sections with a primary emphasis on the pedestrian and secondary emphasis on vehicular flow. The primary materials on all buildings will be high quality including at a minimum brick, masonry, pre-cast and glass. Buildings are designed to establish a pedestrian scale in relationship to the street and employ architectural features such as varied rooflines, varied building heights, articulated facades and variation in window and building details, texture,

pattern, and color. The architecture, especially in the retail areas, will include building features to distinguish the ground floor, retail and other non-residential uses and will provide coordinate public space furniture. In short, as recommended by the Comprehensive Plan, the project will be exemplary in terms of site and building design, construction materials and on-site amenities.

5. Office/hotel Use. As recommended by the Comprehensive Plan, the office component of the project will contain a minimum of 125,000 gross square feet and a maximum of 300,000 gross square feet, not including store front professional offices and live/work units that may be located in the ground floors of other buildings. As recommended by the Comprehensive Plan, the primary office use (Buildings #8 and 9) is located in closest proximity to the Metro station to encourage transit uses by office workers. In addition, the office use will provide for effective TDM measures. As recommended by the Comprehensive Plan, vehicular access to the office is from an internal roadway that connects to Saintsbury Drive.
6. Residential use. The Metro West project will contain a maximum of 2,248 dwelling units including all ADUs, elderly and bonus units. This is within the Comprehensive Plan's recommended maximum of 2,250 dwelling units. The project will provide a mix of housing units, and the project will provide an age restricted housing component (currently proposed at 368 dwelling units). Consistent with the Plan's recommendation, more than 70% of the residential units are located within the core area. The residential component of the project is designed to facilitate the use of vanpools, carpools, and bicycles, with the provision for bike racks, preferential parking for vanpools and carpools, and street drop-off areas. The applicant has committed to provide a portion of the affordable units as accessible units. The Plan also recommends a portion of the market rate units to be provided as accessible units. To date, we have not addressed that in the proffers, but we will add that in our next submission.
7. Retail, service, institutional and other uses. Consistent with the recommendations of the Comprehensive Plan, the Metro West project will provide non-residential, non-office uses throughout the build-out of the multi-family residential and office development, particularly in the town center and Main Street portions of the core area. Specifically, the project will provide space for a minimum of 135,000 gross square feet of retail, service and institutional uses with a commitment to occupy a minimum of 80,000 gross square feet of such uses as well as a 29,000 square foot public recreation/governmental facility. These uses will be located primarily in the ground floors of the buildings fronting the town center and Main Street portions of the core area. Since such uses are located in the

ground floors of the high-rise buildings (with the exception of the public use building), the retail, service and institutional uses will be phased to the phases of the development. In addition, among the space provided will be a full service grocery store containing a minimum of 15,000 gross square feet within a core area building. Again, in order to create a street presence, these uses have been incorporated into the design of the lower floors of non-residential and residential buildings and will have direct public access and display windows oriented to pedestrian walkways. The Comprehensive Plan recommends that ground level of above-grade parking structures should contain store front non-residential uses to the maximum extent feasible. With the further refinement in the design of the project, the project no longer contains exposed ground level parking structures. Consistent with the recommendations of the Comprehensive Plan, a child care center is provided within the development.

8. Building height. As recommended in the Comprehensive Plan, development is concentrated in the core area and is provided within the maximum building heights as shown on Figure 9 of the Comprehensive Plan. Buildings closest to the Metro station are the tallest in the site with building heights tapering down further from the station. The project proposes building heights consistent with the recommendations of the Comprehensive Plan which establishes maximum height limits with and without the provision of ground floor retail.
9. Environment. As recommended in the Comprehensive Plan, the project has, and will continue, to pay exemplary attention to offsetting impacts on both the natural and manmade environment. The project incorporates a substantial low impact development program including green roofs, porous pavers (both as recommended in the Comprehensive Plan), as well as bioretention areas and treebox filters. In addition, the applicant has committed to energy efficient design and construction techniques including commitment for energy efficient construction and roof design. In addition, the project provides for a tree save area of substantial quality and a commitment to tree transplantation pursuant to the newly adopted suggested proffer language.
10. Trees, landscaping and streetscape. The applicant has provided a comprehensive landscape plan identifying the location and types of trees, flowers and shrubs to be provided throughout the development. This comprehensive landscape plan is depicted in numerous scales throughout the development plan. As recommended in the Comprehensive Plan, landscaping will be attractive in all seasons and will provide shade to seating areas, sidewalks and trails, during summer months. Again, the applicant's plan includes preservation of some existing vegetation,

transplantation of some existing vegetation, and the project proposes to utilize native plantings and trees known to mitigate air pollution. In addition, the project includes a detailed streetscape plan for Vaden Drive, Saintsbury Drive and the major internal roadways within the development. This plan is provided in numerous scales and in both plan and section view. Among other things, the streetscape plan details types and locations of trees, sidewalks/trail dimensions, and general location and types of pedestrian amenities, consistent with the dimensions and concepts as shown on Figures 10 and 11 of the Comprehensive Plan. Again, consistent with the concepts shown on the Comprehensive Plan, sidewalks have been provided at a width sufficient to accommodate pedestrians as well as to provide sufficient space for activities such as window shopping, seating and outdoor dining.

11. Parking. Almost all of the off-street parking in the project is located either behind or beneath buildings. Consistent with the Comprehensive Plan's recommendations, the project has proffered to a maximum parking ratio for the multi-family and office uses. Again, to promote transit and pedestrian friendliness, parking structures are located internal to the site, and not oriented toward the Metro station. Exposed portions of structured parking garages, will be treated architecturally to maintain the high quality aesthetic. The project proposes green roof elements incorporated into the design of the parking structures located below certain of the plaza areas. The project provides commitments for visitor parking located in convenient and well distributed spaces throughout the site. With respect to Metro parking, the proffers include the opportunity for Metro parking to be located both on the surface areas during build-out and within garages once constructed. The provision of these spaces is at the applicant's discretion and such spaces may be terminated, if provided at all, at the applicant's discretion.
  
12. Stormwater management. The project will meet or exceed County requirements for stormwater management and adequate outfall to fully mitigate the impact of this development. As recommended by the Comprehensive Plan, the project will detain some stormwater that flows from the Metro station property to the site. The Comprehensive Plan recommends that the project should improve the existing conditions of Hatmark Branch proximate to the site, which may require that stormwater management facilities exceed the minimum standards in the Public Facility Manual. The Comprehensive Plan further provides that the quality of Hatmark Branch should be improved proximate to the site through stream restoration, which may include bed and bank stabilization, reforestation, and the possible creation of wetlands, provided that agreements can be reached with the affected property owners. At this point, it is clear that the

concept of agreements reached with “affected property owners” will not occur at this time. Accordingly, there is no current proposal to do any stream restoration at Hatmark Branch. That said, the project will improve the quality of Hatmark Branch (at least to the limited extent the Metro West site impacts Hatmark Branch at all) through the implementation of stormwater facilities that far exceed minimum standards in the Public Facility Manual. As recommended by the Comprehensive Plan, there are no stormwater detention ponds located off-site (or on-site for that matter), and accordingly, plantings of stormwater ponds are not an issue. As recommended in the Comprehensive Plan, grading associated with the project, will be done in a manner that best manages stormwater. This will include a substantial number of low impact development facilities, and an underground facility to regulate the flow of water not only in Hunter’s Branch, but into Hatmark Branch as well. Again, stormwater facilities are proposed that will exceed the current minimum standard in the Public Facilities Manual.

13. Affordable Housing. ADUs will be provided pursuant to the Zoning Ordinance, as well as the Residential Development Criteria. Specifically, the project will replace not just some, but all of the units lost with the redevelopment of the formerly Fairlee Subdivision, with affordable units, even though it is highly likely that many of the units in the former Fairlee Subdivision were not affordable units when they were acquired. Consistent with the recommendations of the Comprehensive Plan, the affordable units will be provided on-site, and dispersed throughout the development as suggested by the Comprehensive Plan. Pulte has considered providing ADU units in partnership with a non-profit organization. However, given the recommendation for dispersal of units, as well as the overall character of the development, coordination with a separate non-profit housing provider is not likely to be feasible. In addition, the project has proffered a portion of the ADUs to be provided as accessible units.
14. Noise mitigation. As recommended in the Comprehensive Plan, noise attenuation measures will be provided in accordance with the County Policy Plan for all residential units, and no residential buildings will be located within 200 feet of the I-66 right-of-way.
15. Parks, open space and public facilities. As recommended by the Comprehensive Plan usable open spaces and other on-site facilities are provided as an integral part of the development. These spaces include open lawn areas of substantial size to enable active play, urban park areas, plazas and courtyards. These spaces will be appealing spaces to gather and provide appropriate seating, lighting, landscaping and other

amenities appropriate to the character of the particular open space. Open space in the project will well exceed minimum zoning requirements and will total more than 35% overall. The development also provides numerous opportunities for public art in certain of the plaza locations. The Comprehensive Plan recommends that "provisions should be made for a community facility". Pulte has gone well beyond that recommendation and agreed to construct such a facility that includes all of the recommended spaces (indoor recreation, community meeting space, a police satellite sub-station, and other community needs) in coordination with the community.

16. Schools. The project will mitigate its impact on schools consistent with the criteria set forth by the Fairfax County Public Schools.
17. Buffers and transitions to existing communities. As recommended by the Comprehensive Plan, the project will provide effective buffers and transitions, outside of individual lots to ensure a compatible relationship between the project and the abutting residential communities. Specifically, these transitions include a 50 foot buffer along the western property line adjacent to Circle Woods; a 20 foot buffer and barrier along the southern property line adjacent to Circle Woods; a 30 foot buffer along the eastern property line, adjacent to Hunter's Branch; and a 10 foot buffer on the eastern property line adjacent to Regent's Park. All of these areas will be appropriately landscaped and include an attractive barrier. The buffer area adjacent to Regent's Park is not proposed to be enclosed by solid barriers on both sides. A pedestrian trail is located within the 50 foot buffer adjacent to Circle Woods.
18. Pedestrian circulation. The project has provided a pedestrian circulation plan consistent with the recommendations of the Comprehensive Plan that demonstrates connections from development to the Metro property and the station's platform, as well as providing pedestrian connections to Circle Woods and Hunter's Branch. This pedestrian circulation plan includes substantial pedestrian amenities including raised crossings of Vaden Drive at Main Street and Saintsbury Drive at Main Street, traffic signals with pedestrian countdown functions, grade level lighting, etc. Pedestrian countdown functions will also be provided on traffic signals to provide safe pedestrian connections across Lee Highway at Vaden Drive and across the Lee Highway and Nutley Street intersection. The Metro West project will include sidewalks on both sides of all major internal streets with unrestricted pedestrian access, so that pedestrian circulation around and through the development will be enhanced and not impeded. Again, pedestrian connectivity will be provided to the adjacent communities. In addition, the development will provide streetscape

amenities as referenced above, including trees, sidewalks, plazas, furniture and landscaping to encourage pedestrian activity, as well as well-lighted paths for pedestrian safety. As recommended by the Comprehensive Plan, the Fairfax Connector Trail will be realigned and access to the trail from adjoining residential neighborhoods will be provided. This includes a proposal for a bridge crossing of Hatmark Branch and pedestrian connections further to the west into the Blake Tree Manor Subdivision. In the area where the trail is to be realigned, the trees will be provided on both sides of the trail. (Note: This commitment for a double row of trees has not been reflected in the proffers to date, but will be reflected in the next submission.)

19. Transportation. As recommended by the Comprehensive Plan, the impacts to the development will be offset through a combination of additional roadway and transit capacity, roadway and pedestrian circulation and access improvements, and effective TDM measures.

- Capacity circulation and access. The applicant has prepared a detailed traffic impact analysis and has committed to provide an additional traffic impact analysis to determine improvements necessary to mitigate the impacts of development. The proffers contain commitments to provide all of those improvements that are so required. As recommended by the Comprehensive Plan, the impact analyses include roads, transit, and pedestrian systems, and include both intersection analyses as well as a cordon analyses (prepared by Fairfax County). Through these analyses, and in coordination with WMATA and Fairfax County, it has been demonstrated that sufficient existing and planned capacity will be available at the Vienna Metro Station to serve additional ridership generated by the residential component of the development at build-out. In addition, as recommended by the Comprehensive Plan, the project will provide a long awaited four-lane divided roadway connecting Route 29 and the Metro station as shown on Figure 8 of the Comprehensive Plan. Such road will be constructed with the first phase of development. The project will not provide a vehicular connection between Circle Woods Drive and Vaden Drive. Vaden Drive is designed consistent with the design criteria set forth in the Comprehensive Plan, including a boulevard with landscaped median and a design that will foster low vehicular speeds, safe pedestrian crossings in designated locations, and minimal grading into East Blake Lane Park. In addition, turn lanes have been minimized to reduce crossing distances for pedestrians and retaining walls will be terraced with vegetation provided on the terrace areas and located in a manner as to not interfere with

pedestrian access from the park to the development and the transit station. Pulte is also committed to cooperate with the County to provide measures to ensure tank trucks and vehicles carrying hazardous cargo are prohibited from using the new road. In addition, as recommended by the Comprehensive Plan, Saintsbury Drive will be redesigned to improve pedestrian access to the station. This will include relocating existing bus bays, taxi stands, and parking, and improving access to the park and ride facilities. The redesign of the road will provide clearly defined pedestrian access points to and from the new development, as well as providing safe crossings from the existing communities located south of the station such as Hunter's Branch and Regent's Park. The redesign includes substantial traffic calming measures that facilitate safe pedestrian crossing. In addition, the applicant has proffered to improve Route 29/Nutley Street intersection to provide dual left turn lanes from eastbound Lee Highway onto northbound Nutley Street.

- Transportation Demand Management (TDM). A TDM program has been proffered consistent with, and in fact exceeding, all of the recommendations of the Comprehensive Plan. In order to demonstrate that the TDM program will be provided to achieve the Comprehensive Plan's recommended peak hour trip reduction goals, Pulte agreed to coordinate with Fairfax County in an extraordinary process of hiring a third party TDM consultant to evaluate the project and make recommendations for it. The cost of this effort both in consultant work and in time delay, was borne by Pulte. The effort included an extraordinary process involving citizen representation (notwithstanding claims that they have been shut out from the process). The TDM proffer includes substantial financial commitments and monitoring and reporting commitments that will continue indefinitely. In addition, the project encourages bicycle use with provisions for bicycle parking at the office, retail and multi-family building locations. In addition, shower facilities will be provided in the office buildings for bicycle commuters, walkers and runners. The project will also provide an on-site business center to encourage work at home, and the project will provide pre-wiring of residential units for high speed internet access. The project incorporates design elements for carpool drop-off zones to facilitate the TDM program, and sheltered waiting areas are provided in connection with building design (indoor lobbies, canopies and arcade locations, etc.). The TDM program will include an education component including measures to notify residents about ozone

action days and encourage trip combination, carpooling, mass transit and other measures to reduce air pollution.

- Partnership with WMATA. A “partnership” with Fairfax County, Pulte and WMATA is underway. Pulte has agreed to fund a near term improvement study conducted by WMATA for facilities at the Metro station. In addition, as referenced above the approximately 3.75 acres of WMATA property south of Saintsbury Drive, will be incorporated into the development to provide a strong pedestrian oriented environment. Also, as referenced above, the redesign and reconstruction of Saintsbury Drive will be a major benefit that will accrue to WMATA.
- Metro replacement parking. As recommended by the Comprehensive Plan, Pulte has agreed to maintain the existing 650 space parking lot on the Sweeney Property during site plan approvals and prior to initial site work that would require its relocation. In addition, the project provides for opportunities to locate additional temporary surface parking on certain portions of the Metro West site pending construction. As recommended in the Comprehensive Plan, Pulte has worked with the County in consideration of a plan to construct surface parking in the loop of the interchange at the southwest quadrant of I-66 and Vaden Drive. Specifically, Pulte provided to Fairfax County a concept sketch of how such a parking lot could function. Subsequently it was determined that the County would undertake a process to initiate the approvals and construction of a garage at the southeast portion of the Metro station. As recommended in the Comprehensive Plan, the Metro West project will provide on-street parking along Saintsbury Drive. Further, as stated above, Pulte has proffered to allow the continued use of at least portions of the 650 space parking lot, prior to its full closure. Also, as recommended by the Comprehensive Plan, the parking spaces constructed along Saintsbury Drive will be provided to replace permanent Metro parking spaces lost due to the Metro West project.

20. Development phasing. The Metro West project has proffered to meet all of the specific phasing recommendations set forth in the Comprehensive Plan, including the timing and development of Vaden Drive Extended and improvements to Route 29 during the first construction phase; the timing of gateway features and plazas; and the timing of the pedestrian circulation system that provides direct access to the transit station from the development and surrounding neighborhoods during each construction

phase. In addition, the phasing of other public improvements such as the community building is detailed in the proffers.

As always, thank you for your attention to this matter. Please do not hesitate to contact me with any questions.

cc: Stan Settle  
Jon Lindgren  
Chris Guidi  
Frank McDermott  
Larry McDermott

TSS/cs



## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

**TO:** Barbara A. Byron, Director  
Zoning Evaluation Division, DPZ

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

**SUBJECT:** Comprehensive Plan Land Use Analysis: RZ 2003-PR-022  
Pulte Metro West

**DATE:** 14 December 2005

This memorandum, prepared by Denise M. James, AICP, and John R. Bell includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject rezoning application and conceptual and final development plan (CDP/FDP) dated March 24, 2003 as revised through November 18, 2005 and proffers dated November 10, 2005. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted.

**DESCRIPTION OF THE APPLICATION**

The applicants have assembled multiple parcels totaling 56.98 acres and have requested a rezoning from the R-1 District to the PRM, PDH-16 and PDH-12 Districts in order to develop a transit-oriented mixed use project consisting of office, residential, retail and public uses. A combined total of 2,248 new residential units are proposed consisting of high-rise and mid-rise multi-family units, age restricted senior housing and single family attached units. Access to the site is proposed via the Vienna Metro Station, and via a new public street (Vaden Drive extended) that will connect to the existing Metro access road, Saintsbury Drive, and to Rt. 29, Lee Highway. The table below provides a summary of each of the three proposed zoning districts.

	<b>PRM District</b>	<b>PDH-16 District</b>	<b>PDH-12 District</b>
Acres	23.26 acres	17.10 acres	15.68 acres
Residential	2,833,469 square feet or 1,642 multi-family units	158 multi family units 230 senior housing 388 total	218 townhouse units
Office	300,000 square feet		
Retail	100,000 square feet		
Density/FAR	2.25 floor area ratio (FAR)	17.95 dwelling units per acre multi-family 64 dwelling units per acre senior housing 31.31 dwelling units per acre overall	13.90 du/ac
Open Space	38.57% - 8.67 acres	44% - 6.19 acres	38% - 5.25 acres
Public Use		29,000 sf	

**Note:** The above figures are taken from the tabulations on the CDP/FDP which includes explanations related to density credits for dedication of land for public purposes and the density multiplier for age-restricted senior housing.

## **LOCATION AND CHARACTER OF THE AREA**

The application property is situated immediately south of the Vienna Metro Station and north of Rt. 29, Lee Highway. The land area encompasses the former Fairlee subdivision which consisted of approximately 65 single family homes, the Sweeny tract that was approved for development of a temporary Metro parking lot and a portion of the Metro site that had functioned as a buffer between the Metro and the former residential neighborhood. The site is bounded by East Blake Lane Park and an age restricted senior housing development to the northwest, Circle Woods, a townhouse neighborhood to the southwest, and by Hunters Branch and Regent's Park multi-family developments to the east. The Pan Am shopping center is situated to the south across Rt. 29, Lee Highway. Rt. 66 and additional Metro parking facilities are immediately north of the site. The site is also situated along the south side of Rt. 66, a major east-west transportation and commuter corridor.

**COMPREHENSIVE PLAN MAP:** Residential use at 4-5 dwelling units per acre

## **COMPREHENSIVE PLAN CITATIONS:**

In the Area II volume of the Fairfax County Comprehensive Plan, 2003 edition, Vienna Planning District, amended through July 11, 2005, Vienna Transit Station Area, Land Unit C, beginning on page 18, the Plan states:

### **"Land Unit C**

This land unit is approximately 70 acres in size and includes portions of East Blake Lane Park, a significant amount of vacant land and the former Fairlee subdivision, an older residential neighborhood adjacent to the Metro station that contained 61 single-family detached houses, a parsonage and a church. The full consolidation of the Fairlee subdivision will provide an excellent opportunity for redevelopment to occur under a single integrated development plan. . .

### Metro-oriented Mixed-use Option

This land unit represents an excellent opportunity to promote transit oriented mixed-use development at the Vienna Metro station. To achieve this, the fully consolidated Fairlee subdivision and undeveloped parcels to the west should be consolidated with property owned by the Washington Metropolitan Area Transit Authority (WMATA) located south of Saintsbury Drive adjacent to Fairlee. Including WMATA's property within the overall development will allow for a better integration of land uses with the transit station. A coordinated development, in partnership with WMATA, will provide the opportunity to enhance pedestrian access by making changes to the location of some station facilities. Absent inclusion of the WMATA property into the Metro-oriented Mixed-Use Option, the WMATA parcel is planned for open space and the limited surface parking that currently exists.



This mixed-use option, which includes residential and non-residential uses, encourages the creation of a land use pattern that supports mass transit by locating housing, retail and employment uses within walking distance of the rail station. Development should include residential, retail, service and public uses and should be concentrated in the area that is within 1/4 mile of the Metro station platform, as set forth below. Office use may be appropriate with an effective Transportation Demand Management (TDM) program and with its associated parking limited as set forth below under "Parking". Hotel use may also be appropriate. The entire proposed development must address a number of development elements or conditions related to such things as design, transportation, pedestrian circulation, affordable housing, and public facilities, as discussed below.

This mixed-use option represents a highly integrated vision, whose synergy lessens the impacts of development on this site by creating conditions that minimize the need for automobile use. This density/intensity will be successful only if several core components – retail, commercial and transportation demand management – succeed individually and collectively, and are also designed to serve the needs of the surrounding neighborhoods.

The proposed transit-oriented mixed-use development is envisioned to be divided into four areas as shown on Figure 9.

- The area that is within ¼ mile of the station platform (the Core Area) consists of approximately 23 acres and is planned for a primarily multi-family mixed use development at a FAR of up to 2.25, including Affordable Dwelling Units (ADUs) and an age restricted housing component of approximately 145 units. Density credit for approximately five to six acres of land, that has or that will be dedicated for public purposes, (generally located west of Vaden Drive extended and north of the Circle Woods community) can be utilized in this portion of the site. The Core Area should be characterized by the tallest buildings; off-street parking should be provided in above and below grade structures; streetscape and plazas should be well integrated into the development to serve the residents, as well as the general public; and, other landscaped open space areas should be incorporated to provide an alternative to the paved surfaces.
- The area west of the Core Area consists of approximately 12.5 acres and is planned for 12 - 16 dwelling units per acre; the northernmost approximately 3.5 acres of this area can be developed with up to 230 units of elderly housing, provided that 15% of these units are provided as ADUs. The area west of the Core should be characterized by low to mid-rise multi-family dwelling units, including stacked townhouse units, with off-street parking provided in above and below grade structures and in garages. Open space amenity areas should be functionally integrated into the area in order to provide recreational opportunities for residents of the development, as well as a visual amenity for those walking or driving through the development.

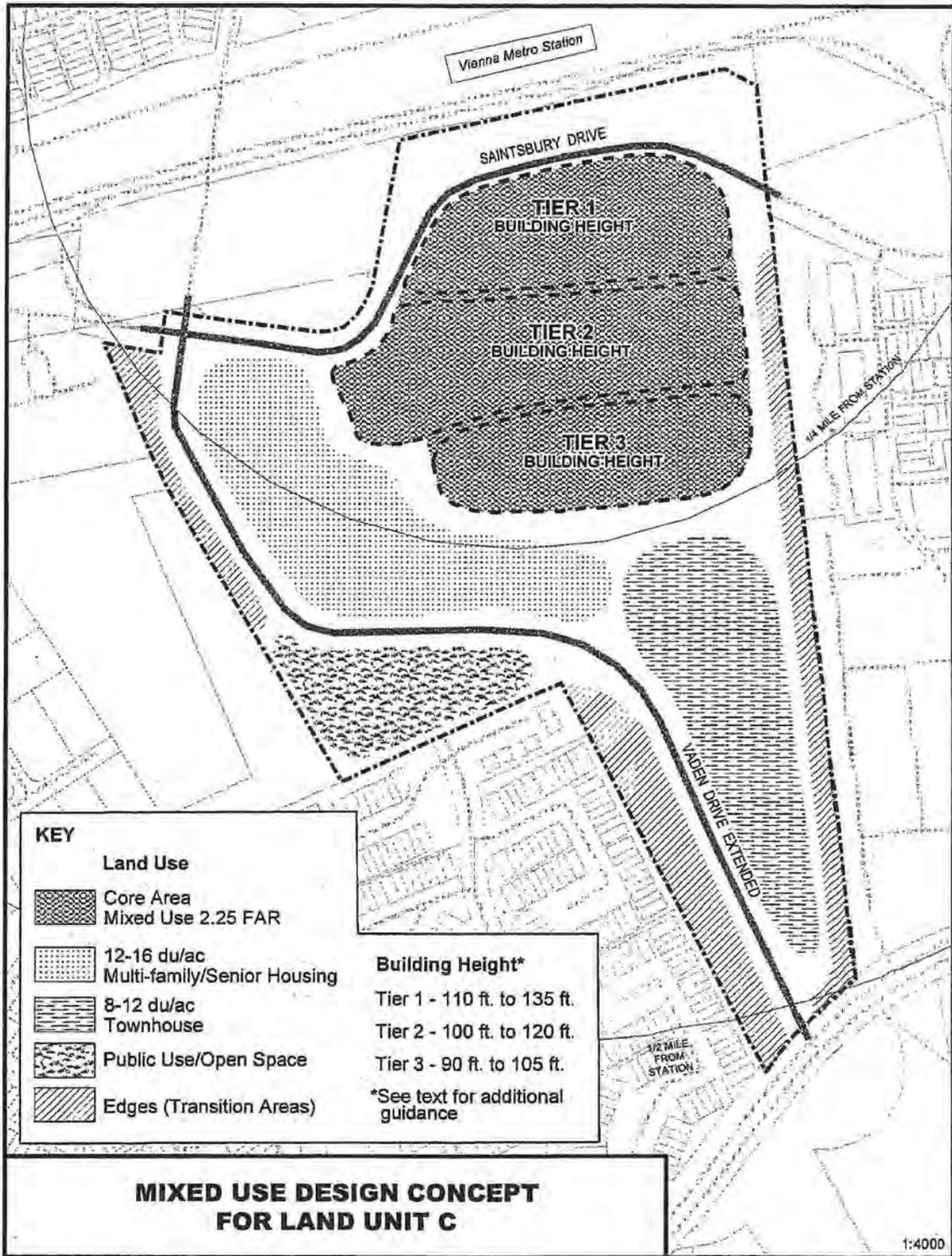


FIGURE 9 |

- The area south of the Core Area consisting of approximately 16 acres is planned for 8 – 12 dwelling units per acre. This area should be characterized by townhouse and/or stacked townhouse units. Off-street parking should be primarily within individual garages. A landscaped “village green” as well as other landscaped open space areas should be well integrated into this portion of the site.
- The area west of Vaden Drive should be dedicated to the County for open space and public use, including a potential site for a community facility.

**Design** – The development proposal should create a mixed-use activity center. A “town center” or “main street” character should be promoted by orienting residential and non-residential uses to sidewalks and plaza areas, by locating the buildings close to roadways and their associated sidewalks, and by providing streetscape amenities such as street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping. To encourage Metro use, and patronage of the retail uses by transit users, buildings should be oriented to the Metro and designed in a manner that will facilitate pedestrian access to the station as well as to retail and support service uses and outdoor plaza areas. Buildings and streetscape should be designed in a manner that enhances the pedestrian circulation system, encourages the use of outdoor spaces and does not create barriers to pedestrian circulation from both on- and off-site. Buildings should be constructed of materials such as brick, masonry, pre-cast, and glass. Buildings should establish a pedestrian scale in relationship to the street by employing compatible architectural features such as varied roof lines and building heights, articulation of facades, and variations in window and building details, texture, pattern and color of materials. Coordinated public space furniture and entry features are encouraged, as are arcades, awnings, and other building features that distinguish ground floor retail and other non-residential uses. The development should be exemplary in terms of site and building design, construction materials and on-site amenities.

**Office/Hotel Use** – The office component of the mixed-use option should be at least 125,000 gross square feet in size but not exceed a total of approximately 300,000 gross square feet not including store front professional offices and live-work units (the combination of a private residence with professional office, retail, or other non-residential use) that may be located in the ground floors of other buildings. Office use should be located close to the Metro Station to encourage transit usage by office workers and should provide for effective TDM measures. Vehicular access to the office use should be from internal roadways that connect to Saintsbury Drive. A hotel could be provided in addition to or as an alternative to the office or residential use.

**Residential Use** – The residential component of the mixed-use option should not exceed a total of 2,250 dwelling units including all ADU, elderly and bonus units. A mix of housing types should be provided including single family attached and various types of multifamily units. An elderly and active adult housing component should be incorporated into the development. In order to maximize transit usage, approximately 70 percent or more of the residential units should be located within the Core Area. In addition, the residential component of the project should be designed in a manner that facilitates the use of vanpools, carpools and bicycles (See “Transportation”, below). A portion of the market-rate and affordable units should be designed and provided as accessible units.

**Retail, Service, Institutional and Other Uses** – It is essential that non-residential, non-office uses be incorporated into the development throughout the build-out of the multifamily residential and office development, particularly in the “town center” and “main street” portions of the Core Area. To that end, a total of at least 100,000 gross square feet of retail, service and institutional uses should be provided to serve the employees, transit users and residents of the area. These uses should be located primarily in the ground floors of the buildings that front the “town center” and “main street” portions of the Core Area. Such uses should be phased to the phases of the development. The provision of a full-service grocery store, at least 15,000 gross square feet in size, within a Core Area building is critical to the success of the Metro-oriented Mixed Use Option (convenience retail or a quick service food store will not satisfy this condition). Other such retail, service and institutional uses may include financial institutions, full-service restaurants, delis and other food services, bookstores, boutiques, a pharmacy, dry cleaners, and other personal service establishments, health clubs, professional storefront offices, live-work units, and institutional, cultural, recreational, governmental and other service uses. In order to create a street presence, these uses should be primarily incorporated into the design of the lower floors of non-residential and residential buildings and should have direct public access and display windows oriented towards pedestrian walkways, and, where appropriate, to vehicular drives and/or streets. In addition, the ground level of above grade parking structures should contain store front non-residential uses to the maximum extent feasible. A child care center(s) should be provided within the development to serve both the residents of the community and transit riders.

There should be no drive-through uses.

**Building Height** - Development should be concentrated within the Core Area with maximum building heights as shown on Figure 9 and as described in the following text. Buildings closest to the Metro Station should be the tallest buildings on the site, with other buildings tapering down as they become further from the Metro station. The first tier of buildings closest to the Metro Station should be no greater than 110 feet in height. If retail and/or other non-residential uses are located in the first floor of buildings in this first tier, such building(s) may be 135 feet in height. However, if a grocery store is located in one of the buildings closest to the Metro platform, that building may be up to 150 feet in height, to the extent that additional height is needed to accommodate this use. Buildings located in the second tier of the Core Area should be no greater than 100 feet in height unless retail and/or other non-residential uses are located in the first floor, in which case building height may be increased to 120 feet. Building heights located in a third tier should be no greater than 90 feet and, if other retail and/or non-residential uses are located in the first floor of buildings in the third tier, then building heights may be increased up to 105 feet. To provide visual interest, building heights should not be uniform in the Core Area. Outside the Core Area, heights should transition downwards to be compatible with existing residential areas, with buildings ranging from 35 to 75 feet in height. Elderly housing may be located in buildings up to 75 feet in height outside the Core Area and up to 105 feet if located inside the Core Area. Buildings adjacent to the Hunters Branch community should be at a comparable height of approximately 52 feet and those west of Vaden Drive Extended adjacent to Circle Woods should be no more than 35 feet in height.

**Environment** - Given the planned density under this option, exemplary attention should be paid to off-setting impacts on both the natural and man-made environment. The development should incorporate such things as Low Impact Development (LID) techniques and other innovative approaches to handling stormwater, use of green roofs and porous

pavers, energy efficient design and construction techniques, and tree preservation and transplantation.

**Trees, Landscaping and Streetscape** – A comprehensive landscape plan should be provided which identifies the location and types of trees, flowers and shrubs that will be provided throughout the proposed development. Landscaping should be provided that is attractive in all seasons and provides shade to seating areas and pedestrian sidewalks and trails during summer months. In developing the landscape plan, emphasis should be placed on preserving some existing vegetation, transplanting some existing vegetation, and utilizing native plantings and trees that are known to mitigate air pollution.

A detailed streetscape plan should be provided for Vaden Drive, Saintsbury Drive and the major internal roadways within the development. This streetscape plan should detail the types and location of street trees, sidewalk/trail dimensions and general location and types of pedestrian amenities and should generally conform to the concepts shown in Figures 10 and 11. Sidewalks should be sufficiently wide to accommodate pedestrians, as well as to provide sufficient space for activities such as window shopping, seating, and outdoor dining.

**Parking** - Most off-street parking should be located behind or beneath the buildings. In order to promote the use of mass transit, parking for the multi-family and office uses should not exceed a ratio that is 10% higher than the minimum Zoning Ordinance requirements, not including parking spaces allocated to support TDM programs such as car sharing (e.g. FlexCar/ZipCar), car/van pool and fleet vehicles, shuttle vans/buses and the like. In order to be transit and pedestrian friendly, parking structures should generally be internal to the site and not oriented towards the Metro Station. If not located beneath the buildings, parking structures should be integrated into the development through the incorporation of other uses where feasible into the structure and through the use of architectural features and landscaping. Green roof elements and similar features should be incorporated into the design. Visitor parking should be convenient and well distributed throughout the site. Consideration should be given to the provision of parking spaces dedicated for Metro use in the parking structures near the Metro station, provided that primary access for any Metro parking is from Saintsbury Road or other parallel roadways. In addition, temporary surface parking may be provided for Metro patrons.

**Storm Water Management** – It is expected that adequate outfall and storm water management (SWM) that fully mitigates the impacts of this development be provided. Detention of storm water that flows from the Metro station property to the site should be accommodated to the extent feasible. In addition to fully mitigating the drainage impacts of this development, the developer should improve the existing conditions of Hatmark Branch proximate to the site, which may require that SWM facilities exceed the minimum standards in the Public Facilities Manual. The quality of Hatmark Branch should be improved proximate to the site through stream restoration, which may include bed and bank stabilization, reforestation and the possible creation of wetlands, provided that agreements can be reached with affected property owners. No stormwater detention ponds or similar detention facilities proposed in conjunction with the development of Land Unit C should be located off site. SWM facilities should be designed to incorporate plantings as may be appropriate to improve the appearance and function of the facilities.

The grading associated with the redevelopment of Land Unit C should be done in a manner that best manages stormwater. An underground SWM facility should be provided to help

regulate the flow of water into Hunters Branch. SWM facilities may need to exceed the minimum standards in the Public Facilities Manual.

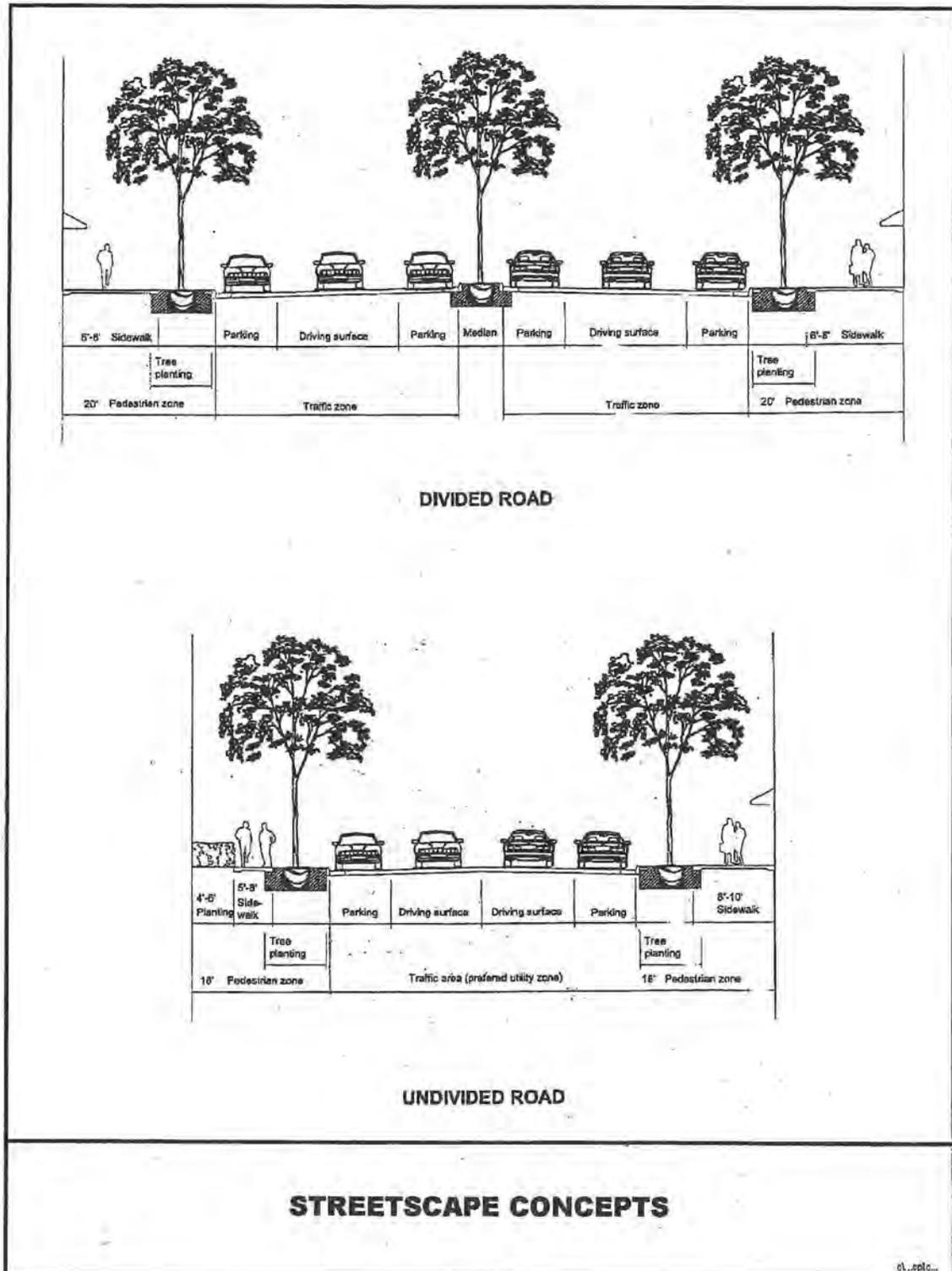


FIGURE 10

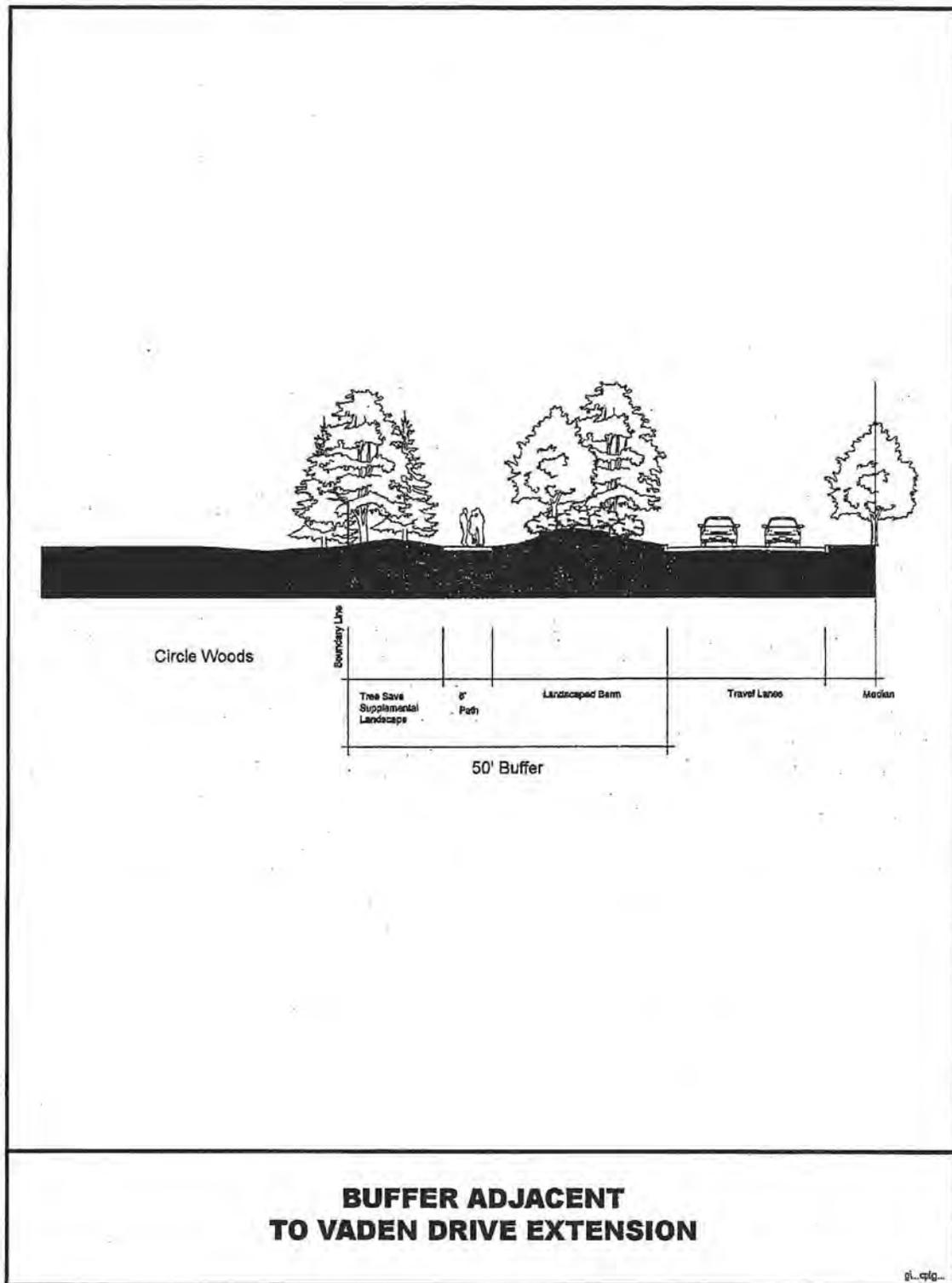


FIGURE 11

***Affordable Housing*** – Affordable dwelling units (ADUs) within Land Unit C and contributions to affordable housing should be provided in accordance with the provisions of the Zoning Ordinance and the Residential Development Criteria. In addition to meeting the provisions that will result in ADUs based on the number and types of building constructed, the developer should replace units lost with the redevelopment of the former Fairlee Subdivision with affordable units. Consideration should be given to providing these additional units in partnership with a non-profit organization. The affordable units should be provided on site and dispersed throughout the development to the extent feasible. The provision of a portion of the ADU units as accessible units is strongly encouraged.

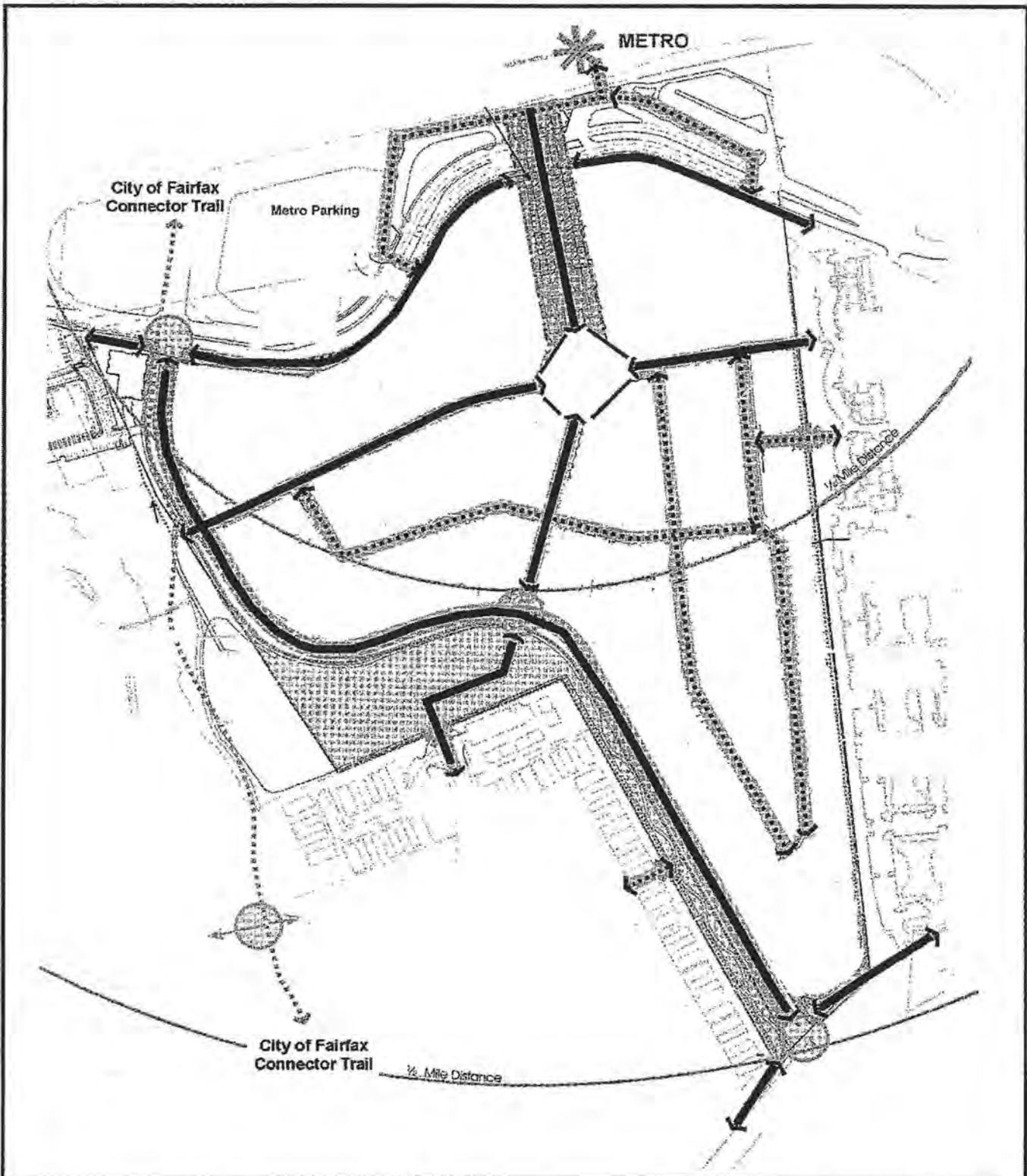
***Noise Mitigation*** - Noise attenuation measures should be provided in accordance with County policy for all residential uses. Additionally, there should be no residential buildings located within 200 feet of the I-66 right of way.

***Parks, Open Space and Public Facilities*** – To enhance the quality of this development and to meet the recreation needs of residents, substantial, usable open space and other on-site facilities should be an integral part of the proposed mixed-use development. Open lawn areas, urban parks, plazas and courtyards should be incorporated into the overall design to serve residents, employees and visitors to the area. These spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. Open space should exceed minimum requirements, and overall should total more than 35 percent. Opportunities for public art should also be incorporated into the development.

In addition, provision should be made for a community facility, which may include opportunities for indoor recreation, community meeting space, a police satellite substation or other community needs, as may be identified by the County in coordination with the community.

***Schools*** – The impact of the proposed development on schools should be mitigated. The applicant will work with the community and Fairfax County Public Schools to identify appropriate commitments to address projected impacts.

***Buffers and Transitions to Existing Communities*** – Effective buffers and transitions that are outside of individual lots should be implemented to ensure that a compatible relationship is achieved between development in Land Unit C and the abutting residential communities. These transitions should include: a 50-foot buffer along the western property line adjacent to Circle Woods; a 20-foot buffer and barrier along the southern property line adjacent to Circle Woods; a 30-foot buffer along the eastern property line adjacent to Hunters Branch; and, a 10-foot buffer along the eastern property line adjacent to Regents Park. Each buffer area should be appropriately landscaped to aid in the transition. An attractive barrier should also be provided along or inside the property lines adjacent to the aforementioned buffer areas to help screen existing communities from the proposed redevelopment. The buffer area adjacent to Regents Park should not be enclosed by solid barriers on both sides. A pedestrian/bike trail can be located within the 50-foot buffer adjacent to Circle Woods.



**CONCEPTUAL PEDESTRIAN PATHWAYS  
AND CONNECTIONS**

***Pedestrian Circulation*** – A pedestrian circulation plan should be provided that directly connects the development to the Metro property and to the station's platform and provides pedestrian connections to Circle Woods and Hunters Branch (see Figure 12). Particular attention should be given to providing safe pedestrian connections across Vaden Drive and across Lee Highway at Vaden Drive and across the Lee Highway and Nutley Street intersection. The development should have sidewalks on both sides of all major internal streets and unrestricted pedestrian access, so that pedestrian circulation around and through the development will be enhanced and not impeded. Pedestrian connectivity should be provided between the development and neighboring communities to the extent that those existing communities wish to avail themselves of this amenity. The development should provide streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity; paths should be well lighted for pedestrian safety. The W&OD/City of Fairfax Connector trail should be realigned and access to the trail from adjoining residential neighborhoods for pedestrians and bicycles, and all modes normally permitted on such trails should be provided. Trees should be provided on both sides of the City of Fairfax Connector Trail that is located within East Blake Lane Park adjacent to the area where the trail is to be realigned. A pedestrian bridge across Hatmark Branch in East Blake Lane Park should be provided to improve trail usage and access to Metro.

***Transportation*** – It is essential that the impacts of the development allowed under this option be offset through a combination of additional roadway and transit capacity, roadway and pedestrian circulation and access improvements, and effective transportation demand management (TDM) measures.

***Capacity, Circulation, and Access*** Detailed traffic impact analyses should be done at selected intervals (identified at time of rezoning) to determine the improvements required to mitigate the impacts of the proposed development on the transportation system. These impact analyses should include roads, transit and pedestrian system, and should be both an intersection analysis, as well as a cordon analysis that includes the roads surrounding the development. In addition, these impact analyses should demonstrate, in coordination with WMATA and Fairfax County, that sufficient existing and planned capacity should be available at the Vienna Metro Station to serve the additional ridership generated by the residential component of the development at build out.

In order to facilitate efficient internal circulation and access to the Metro station, development of a four-lane divided roadway connecting Route 29 and the Metro station (Vaden Drive extended), as shown in Figure 8, should be constructed with the first phase of development. No vehicular connection should be provided between Circle Woods Drive and Vaden Drive. Vaden Drive should be developed as a boulevard with a landscaped median to provide safe refuge for pedestrian crossings. This roadway should be designed in such a manner as to foster low vehicular speeds, facilitate safe pedestrian crossings in designated locations, and minimize grading into East Blake Lane Park. In addition, turn lanes should be minimized as a way to reduce the crossing distances for pedestrians. Any retaining walls associated with the construction of the road should be low in height, terraced with vegetation provided on the terrace areas, and located in such a manner as to not interfere with pedestrian access from the park to the development and to the transit station.

The County should also take the appropriate measures to ensure that tank trucks and vehicles carrying hazardous cargo are prohibited from using Vaden Drive extended.

To further enhance pedestrian access to the Metro Station, the station access road (Saintsbury Drive) should be redesigned to improve pedestrian access to the station including relocating the existing bus bays, taxi stands and parking, and improving access to the park and ride facilities. This redesigned access road will greatly reduce the existing vehicular and pedestrian conflicts at this location. It should also contribute to clearly defining pedestrian access points for those who will be walking from and through the new development, as well as pedestrians from the existing communities located south of the station, such as Hunters Branch and Regents Park. Traffic calming measures should be provided to facilitate safe pedestrian crossings throughout the development.

Off-site improvements, such as improvements to the Route 29 and Nutley Street intersection, may be appropriate at the initial stage of redevelopment to help ease existing congestion in the area.

Transportation Demand Management (TDM) A transportation demand management (TDM) program should be provided that encourages the use of transit (Metro and bus) and high occupant vehicle commuting modes, and that utilizes measures to reduce automobile trips. The TDM program should grow in size and scope as the proposed development of the site occurs. While this program will start under the auspices of the developer, it will ultimately be maintained and funded by the residents and business owners. The TDM program should be established with an initial contribution from the developer that is sufficient to ensure that it will operate during the construction, marketing, and occupancy phases. Additionally, long term funding for the TDM program should be ensured by mechanisms that may include a specified yearly contribution based on each residential unit and non-residential square foot. TDM measures employed during the initial and subsequent development phases will have an objective of reducing vehicular trips in the peak hours by a specified amount, with the exact number to be negotiated between the County and the applicant based upon the number and types of units and uses being developed. In general, at build out, it is expected that, for the residential portion of the development, a reduction in peak hour trips of 47% should be achieved through the use of transit and other means; for the office portion of the development, a peak hour trip reduction of 25% is expected to be achieved through the use of transit and other means.

The TDM program will be evaluated initially in at least three stages during the development process; first at the time of rezoning, second before and during construction and third after project completion or "build out." In the first stage of evaluation, at the time of rezoning, a development application should demonstrate that TDMS will be provided to achieve the peak hour trip reduction goals stated above. If it is determined that the trip reduction goals as stated above are infeasible, the maximum office square footage and/or residential density should be reduced by an amount equal to the unachieved portion of the peak hour trip reductions. Once TDM levels are established at the rezoning stage, the TDM program must address interim stages of development to validate that the approved density can be accommodated. In the second stage of evaluation, before and during construction, the county will establish interim TDM targets for each phase of development. As residents move into the new community, county supervised surveys of actual resident behavior will be conducted to verify TDM success based on the interim trip reduction targets. If the interim targets are not met, additional measures will be required to reduce the number of vehicle trips. The third stage of TDM evaluation will be completed one year after build out or before bond release. At this point, if the established trip reduction targets for the development in its entirety are not being met, additional program measures and funding will be necessary until the trip reduction targets are achieved.

After project completion, periodic surveys and reports based on empirical measurements will be submitted to the County on an ongoing basis to document the continued success in achieving the target reductions.

A variety of TDM measures can be implemented to help achieve the expected trip reduction. These measures could include the following:

Employer, Homeowner and Tenant Association TDM Measures

Alternative Transportation Services

- Shuttle Bus(es)
- Vanpools
- Shared vehicles
- Telecommuting
- Concierge services
- Incentives to “live where you work”
- Contacting other building/development associations to combine and coordinate TDM measure

Support Facilities/Programs

- On-Site Transportation Coordinator
- Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours
- Financing incentives for reduced vehicle ownership

Pricing Programs

- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes, such as MetroChek

Bicycle use should be encouraged. Parking for bicycles should be provided at the office, retail and multi-family residential buildings. To encourage pollution-free commuting, shower facilities should be provided in office buildings for bicycle commuters, walkers and runners.

The common areas of residential buildings and individual residential units should include features to encourage work at home such as the pre-wiring of units for high-speed internet access.

Design elements such as car pool drop off zones that facilitate the TDM program should be incorporated into the project. Sheltered waiting areas should be provided.

The TDM program should include an education component. This program component could include such measures as notifying residents about “ozone action days” and actively encouraging trip combination, car pooling, mass transit, and other measures to reduce air pollution from automobiles during such periods.

This reference to TDM measures is not meant to be all inclusive; other measures may be acceptable if coordinated with the Fairfax County Department of Transportation.

Partnership with WMATA The success of this Metro-oriented Mixed-Use Option will depend in large measure on an effective partnership between the developer, WMATA and Fairfax County. The approximately three acres of WMATA property, south of Saintsbury Drive, should be incorporated into the development to provide a strong pedestrian-oriented environment that links the station with the mixed use development. The redesign and

reconstruction of the current Metro access road (Saintsbury Drive) is a major benefit that will accrue to WMATA from this development option. Additionally, it is contemplated that this road will be accepted by VDOT for incorporation into its system. This will relieve WMATA of the responsibility for future upkeep and maintenance of this facility.

As a partner in this future development, in concert with the rezoning action required for this development option, WMATA should actively pursue the zoning action necessary to recognize the redesigned station facilities on Land Unit I. WMATA should also support Metro-oriented development at this location by initiating as soon as possible 8-car train service on the Orange Line so that the capacity will be in place to serve present and future riders from this and other stations along the Orange Line.

*Metro Replacement Parking*- Estimates of projected 20-year parking demands at the Vienna Metro station indicate a shortfall of parking spaces, especially since Vienna will remain as the end-of-the-line station for some time in the future. Currently, a portion of the property provides 650 temporary spaces for Metro parking, which are due to be closed under the terms of the existing special exception approval. Due to the need to maintain and increase Metro parking levels, arrangements for maintaining or replacing this parking on an interim basis should be strongly encouraged until such time as additional parking is constructed at the station and/or enhanced feeder bus service to the station is provided. WMATA and the developer should work with the County to replace at least some of the surface parking that will be lost with the redevelopment of this temporary parking lot. The following measures as well as other approaches should be considered:

- Construction of surface parking in the loop of the interchange at the southwest quadrant of I-66 and Vaden Drive;
- Provision of on-street parking along Saintsbury Drive; and
- Continued use of portions of the temporary 650 space parking lot prior to its full closure due to development. The developer should provide a timetable and the number of spaces available under this measure.

Permanent Metro parking spaces and on-street spaces lost due to development should be replaced by the developer. The developer should provide the requisite number of parking spaces or provide funding for off-site provision of replacement parking.

*Development Phasing* - To ensure a viable, well-designed mixed-use project, a phasing plan should be a component of the rezoning application. This phasing plan should address the timing and development of Vaden Drive Extended and improvements to Route 29 during the first construction phase; the timing of gateway features and plazas; and the timing of the pedestrian circulation system that provides direct access to the transit station from the development and surrounding neighborhoods during each construction phase. The phasing of other public improvements, such as the community building, should also be provided.”

## ANALYSIS

The applicants are requesting a rezoning under the *Metro Oriented Mixed-use Option* which is the most intensive of the three development options provided by the Comprehensive Plan for Land Unit C in the Vienna Transit Station Area. This mixed-use option represents a highly integrated vision which is dependent up the synergy created by the mix and location of uses so as

to reduce the need for automobile use. The Plan emphasizes that that this transit-oriented development, planned for up to 2.25 FAR within the core (¼ mile of the station) will be successful only if several core components – retail, commercial and transportation demand management – succeed individually, particularly since the applicants indicate that the development will be built out in phases over several years. To merit favorable consideration, the proposed development must address the extensive development guidance related to consolidation of land area; maximum and transitional development intensities and building heights; specific transit oriented design recommendations for building locations and mix of uses; and complex guidance and development criteria which must be addressed in order to mitigate and minimize impacts on the surrounding community, e.g., the road network and transit systems, schools, parks and other public uses, and the environment. In order to facilitate the Comprehensive Plan land use analysis, an extract or paraphrase of each of the multiple planning elements is provided below followed by a brief discussion:

**Consolidation:**

- To achieve the Mixed-use option, “the fully consolidated Fairlee subdivision and undeveloped parcels to the west should be consolidated with property owned by the Washington Metropolitan Area Transit Authority (WMATA) located south of Saintsbury Drive, adjacent to Fairlee.”

The proposed CDP/FDP depicts the consolidation of all the land area as recommended by the Plan. The sale of the WMATA property was recently approved and with the completion of the sale of this land area staff feels that this consolidation issue has been resolved.

**Mix and Location of Land Uses:** The Plan guidance indicates that the proposed development should be divided into four areas as provided in Figure 9 – a core area that is generally within ¼ mile of the station, two non-core areas located to the west and south, and a public use area to be located west and south of Vaden Drive extended. The use, intensity and height recommendations for each of these areas correspond to the applicants’ request for three separate zoning districts within the proposed development in order to appropriately reflect the character and type of development envisioned by the Plan.

- The Core area should consist of approximately 23 acres that is within ¼ mile of the station platform and is planned primarily for multi-family mixed use development at an FAR 2.25 including affordable dwelling units (ADUs) and an age restricted housing component of approximately 145 units. The Plan allows for density credit for land that is to be dedicated for public use as part of the rezoning application. From a general design perspective, the core area should be characterized by the tallest buildings, primarily above and below grade structured parking, and well integrated streetscape and plazas that are oriented towards and facilitate pedestrian movements to and from the Metro.

To fulfill the Plan recommendations for the core area, the applicants propose to rezone approximately 23.26 acres to the PRM District at a 2.25 FAR and incorporate approximately 400,000 gross square feet (gsf) of non-residential use and approximately 2.8 million square feet of residential use (up to 1,642 units). Buildings 7, 8 and 9 are situated immediately across from

the Metro Station and are proposed to be the tallest buildings ranging from 110 feet up to a maximum of 150 feet and from 12 to 14 stories. Building 7 is proposed for residential use and Buildings 8 and 9 are proposed for office use. Buildings 5, 6 and 10 are also proposed as residential buildings but are stepped down in height to a maximum of 120 feet in height and 10 to 12 stories. These 6 buildings create the framework for a main street and the beginning of a grid pattern; the layout of buildings along the main street provides for a public square and plaza, ground floor retail space and other non-residential uses necessary to support the resident, employee and commuter based populations which will be established. Moreover, these structures create a broad façade of buildings also oriented towards the Metro along Saintsbury Drive. A series of 3 mid-rise buildings, approximately 50 feet in height and 4 stories parallel the eastern boundary of the core area. Another series of residential buildings (Building 14, 15, 16, 17 and 18) ranging from 90 to 105 feet and 8 to 9 stories continue the height transition to complete the core. The series of buildings continue to frame the main street and provide additional locations for both primary and secondary retail and non-residential uses. Two 4 story residential buildings approximately 50 feet in height continue to height transition in the southwestern corner of the core area. With the exception of on-street parallel parking for retail uses, all parking is provided under buildings in underground and above grade garage structures. The buildings are placed along a main street that feature several plazas within a hierarchy of pedestrian space, all oriented towards moving to and from the Metro. Buildings are set close to the streets with sufficient setback for streetscape, planters, benches and other pedestrian amenities which conforms to the general Plan design and orientation recommendations. Although, an age-restricted senior housing component is not incorporated into the tabulations for the core area, the draft proffers dated November 10, indicate that up to 138 age-restricted units will be located in Building 5 of the core area. Therefore, the proposed development has addressed the basic use, location, height and intensity recommendations.

- The area to the west of the core should consist of approximately 12.5 acres and is planned for residential use at 12-16 du/ac and may include up to 230 units in an elderly housing component in the northernmost 3.5 acres of the area provided that at least 15% of these units are affordable. This area should be characterized by low to mid-rise multi-family buildings including stacked townhouse use, off-street, structured parking and open space areas designed to be visual and recreational amenities.

To fulfill the Plan recommendations for this area, the applicants propose to rezone 17.10 acres to the PDH-16 District for development of 230 senior housing units and 158 multi-family units for a total of 388 units. Although the area to be rezoned is greater than the 12.5 acres suggested by the Plan, the CDP/FDP indicates that approximately 4.71 acres are to be dedicated for public use and the density associated with such dedication credited towards the core area which is in keeping with the Plan. The buildings in this section continue to step down in height with maximum building heights up to 75 feet and 6 stories for Buildings 2, 3 and 4 in the northwestern corner and buildings heights of approximately 50 feet and 4 stories for the remainder of the buildings. The general design and layout continues the building façade orientation close to the grid street system and along Vaden Road extended with parking and travel aisles located internal to these buildings. Landscaped open space and the streetscape design and provides for both visual and recreational amenities. The proposed density for the PDH-16 section of the development is 17.9 du/ac, including ADUs but excluding the open space

to be dedicated for public use and excluding the senior housing component, which is subject to a density bonus. The proffers and CDP/FDP tabulations commit to providing ADUs as stipulated by the Plan. Therefore, Plan conformance for this area has been resolved.

- The area south of the Core Area should consist of approximately 16 acres is planned for residential single family attached dwellings at 8-12 du/ac. This area should be characterized by townhouse and/or stacked townhouse units with off-street parking, primarily within individual garages. A landscaped “village green” as well as other landscaped open space areas should be well integrated into this portion of the site.

To fulfill the Plan recommendations for this area, the applicants propose to rezone 15.68 acres to the PDH-12 District for development of 218 single family attached townhouse units at an overall density of 13.9 du/ac with a 20% ADU density bonus. This section features front and rear loaded garage townhouse units and features 3 open space areas the largest of which is designed to address the ‘village green’ function as recommended by the Plan. A fourth open space area is provided with the landscaped pedestrian area and functions as the entrance feature for the site’s frontage along Rt. 29, Lee Highway. Although additional design comments and discussion are provided elsewhere in this report, the proposed PDH-12 section of the development conforms to Plan recommendations with respect to use, location, character and density.

- The area west of Vaden Drive should be dedicated to the County for open space and public use, including a potential site for a community facility.

As previously noted, a 4.71 acre portion of the land area to be zoned PDH-16 is proposed to be dedicated to the County for public use. The CDP/FDP depicts a building footprint and parking lot design with access from Vaden Road extended for a portion of the site and transitions into an entrance way into East Blake Lane Park with a gazebo, trails and tree preservation area. The CDP/FDP tabulations indicate 4.71 acres are to be dedicated. However, it should be noted that the applicants have agreed to provide funding for the construction of the public building up to a cost cap of no more than six million dollars (\$6,000,000.00) as is noted in detail in proffer 25a. Staff feels that this issue has been resolved.

**Design:** In order to meet the Transit Oriented design objectives, the Plan encourages the following elements to be incorporated into the proposed development:

- “Town Center” and “Main Street” design concept
- Building orientation close to roadways, streets and plazas with office and non-residential and employment uses located close to the Metro
- Pedestrian oriented streetscape amenities including benches, lighting, landscape plantings and street trees, wide sidewalks to function as retail browsing areas and to facilitate movement to and from the Metro
- Quality building materials – brick masonry, pre-cast and glass
- Architectural design with building façade and roof articulation and varied window and entrances features to promote a pedestrian scale and community identity

- Coordinated public space furniture and the use of varied design elements such as awnings and arcades to distinguish ground floor retail and other non-residential uses from upper residential and office floors

In order to ensure the success of any development within Land Unit C as transit oriented development, design was clearly considered to be a significant component for proposed development. The “Town Center” and “Main Street” concepts were combined to focus the development to the center of the site and adjoining Vienna Metro Station area. A logical mixture of residential, office and retail uses constructed with quality building materials, a hierarchy of sidewalks, landscaping, street lighting and benches. The applicants have provided a mixture of uses combined with the architectural and design elements noted in the Plan. The development plan and proffers have noted building materials consistent with Plan guidance as well as a development concept for the site that conforms with the Plan’s recommendations for design elements.

**Office/Hotel Use:**

- The office component should range in floor area from at least 125,000 gsf to no more than 300,000 gsf, excluding store-front professional offices and live-work units both of which may be located in ground floors of other buildings. Office use should be located close to the Metro and utilize effective TDM measures in order to encourage transit usage by office workers. Vehicular access for office use should be from internal roadways that connect to Saintsbury Drive. Hotel use may be appropriate in addition to or as alternative to the office or residential use.

The CDP/FDP indicates that 300,000 gsf of office use is proposed for Buildings 8 and 9 within the proposed PRM District; a hotel is not proposed. Based on development plan notes and proffer statements, the applicant has indicated that a minimum of 125,000 square feet of office would be developed within Buildings 8 and 9 with a maximum of 300,000 square feet of GFA.

Appropriate TDM commitments should also be provided, including an effective means of implementation, in order to provide greater incentives for transit usage. Finally, the applicant should demonstrate conclusively that for the 300,000 gsf of office use, TDM measures can be effective and can realistically achieve anticipated reductions in single occupancy vehicle trips. This issue is discussed in greater detail as part of the Transportation Analysis.

**Residential Use:**

- The residential component should not exceed 2,250 units, including all ADU, elderly and bonus density units. A mix of housing types should be provided and at least 70% of the residential component should be provided in the core area. The residential component should feature facilities and amenities that support carpools, van pools and bicycles.

The applicants propose a maximum total of 2,248 dwelling units of which 1,642 are proposed to be located in the core area, approximately 73%. A mix of housing types is provided: high-rise mid-rise and low-rise multi-family residential buildings; traditional single family attached

townhouse units and stacked townhouse units. Staff feels that issues related to the amount and mix of residential uses have been satisfactorily addressed.

#### **Retail, Service, Institutional and Other Uses:**

- The non-residential, non-office component should consist of at least 100,000 gsf of retail, service and institutional uses. The provision of a full-service grocery store at least 15,000 within a core area building is critical to the success of the metro-oriented, mixed use option. The Plan recommends the provision of a variety of retail and accessory service uses which would be needed to support a customer base consisting of residents, employers/employees and commuters such as full-service restaurants, book stores, pharmacies, health and beauty service, professional storefront offices, live-work units and institutional, cultural, recreational and governmental uses. One or more child care center should be provided for both residents and commuters.

The CDP/FDP depicts appropriate locations for both ground floor retail space and a child care center. The proffers indicate that the applicant would commit to a minimum total of 100,000 GFA to be designed to accommodate non-residential uses for the ground floor areas of buildings 6, 7, 8, 9 and 10. In addition, the applicants are committing to provide an additional 35,000 square feet of GFA to ground floor non-residential uses in Buildings 16, 17 and 18. Amongst the uses which are specifically committed to in the proffers would be a minimum of 15,000 square feet of GFA on the ground floor of Building 7, 8 or 9 for a full-service grocery store user. The applicants have committed to provide at least one child care center in Building 6, 7, 10, 16, 17 or 18. These elements are critical to meet the needs of the future residents for the 2,248 dwelling units proposed and for the employees in the office space. Staff feels that the applicants have provided commitments to retail uses that will meet or exceed those set forth within the Comprehensive Plan for the subject property.

#### **Building Height:**

- The Plan recommends that the tallest buildings be concentrated within the core area with building heights should transition away from the core down to building heights which are similar and therefore, compatible with the adjacent residential communities. Figure 9 provides 3 tiers in the core area and maximum height recommendations for each with some additional height bonus if a grocery store and other ground floor retail and service uses are provided.

The CDP/FDP depicts compatible heights for those buildings outside the core area. Within the core area, the proposed building height ranges are within the recommended height limitations. The most recent CDP/FDP and proffers provide commitments for retail, office and other secondary uses. Staff feels that this issue has been adequately addressed.

#### **Environment:**

- Given the planned density under this option, exemplary attention should be paid to off-setting impacts on both the natural and man-made environment. The development should

incorporate Low Impact Development (LID) techniques and other innovative approaches to handling stormwater, use of green roofs and porous pavers, energy efficient design and construction techniques, and tree preservation and transplantation.

The development plan and proffers provide a variety of commitments for the proposed development which are consistent with LEED type development. Tree preservation, landscaping, energy efficient design, water quality management and LID elements have all been incorporated into the most recent design for the proposed development. As such, staff feels that this issue has been addressed.

### **Trees, Landscaping and Streetscaping:**

- A comprehensive landscape plan should be provided which identifies the location and types of trees, flowers and shrubs that will be provided throughout the proposed development, including areas of tree preservation and transplantation. A detailed streetscape plan should be provided for Vaden Drive, Saintsbury Drive and the major internal roadways within the development. This streetscape plan should detail the types and location of street trees, sidewalk/trail dimensions and general location and types of pedestrian amenities and should generally conform to the concepts shown in Figures 10 and 11.

The latest development plans and proffers provide additional details regarding tree save areas, transplanted trees and landscaping for the proposed development which did not appear in previous plans. The Plan guidance clearly noted that a comprehensive landscape plan would be required to depict detailed streetscape for several areas of the site, sidewalk dimensions with tree locations included and a detailed list of plant species was also determined to be an essential part of the application to ensure the viability of the overall landscaping for the proposed development. The most recent development plans provide a series of detailed sheets as part of the CDP/FDP along with proffer considerations for landscaping and possible modifications to landscaping that might arise during later phases of the development. Staff feels that the detail sheets and commitments to a wide range of plant species for the proposed development address this issue.

### **Parking:**

- From a design perspective, the Plan guidance suggests that most parking should be located behind or beneath the buildings. In order to promote transit usage, the Plan also recommends that parking for the multi-family and office uses should not exceed a ratio that is 10% higher than the minimum Zoning Ordinance requirements, not including parking spaces allocated to support TDM programs such as car sharing (e.g. FlexCar/ZipCar), car/van pool and fleet vehicles, shuttle vans/buses and the like. Consideration should be given to the provision of parking spaces dedicated for Metro use in the parking structures near the Metro station, provided that primary access for any Metro parking is from Saintsbury Road or other parallel roadways. In addition, temporary surface parking may be provided for Metro patrons.

The applicants have indicated that they are currently working to develop temporary parking areas to offset the loss of parking for the existing WMATA facilities. However, no specific commitments have been provided at this time. It does not appear that either the current proffers or development plan provide for dedicated parking areas for flexcar/zipcar, car/van pools or any on-site shuttle bus locations. However, proffer #13 does note that, "maximum parking ratios

shall not include any parking spaces allocated to support TDM programs such as car sharing, car/van pool and fleet vehicles, shuttle buses/vans and the like.” While the proffer clearly suggests dedicated parking for these vehicles, it does not explicitly state that this will be provided and noted on the development plan and future site plans. The applicants should provide additional clarification on this issue.

#### **Storm Water Management:**

- The Plan recommends that adequate outfall and storm water management (SWM) that fully mitigates the impacts of this development be provided, including detention of runoff from the Metro station property to the extent feasible. With the development of the site, the existing conditions of Hatmark Branch proximate to the site should be improved, which may require that SWM facilities exceed the minimum standards in the Public Facilities Manual. No stormwater detention ponds or similar detention facilities proposed in conjunction with the development of Land Unit C should be located off site. SWM facilities should be designed to incorporate plantings as may be appropriate to improve the appearance and function of the facilities. An underground SWM facility should be provided to help regulate the flow of water into Hunters Branch.

The applicants have proposed a multi-layered approach to meeting the SWM requirements while also addressing the standards set forth in specific land use requirements for the subject property. In addition to providing detention for the northern portion of the site, the proposed underground detention facility for the northern portion of the site, which drains to Hunter’s Branch, will also provide detention for approximately 11.8 acres of the WMATA property which is currently undetained. The detention facility for the southern portion of the site, which drains to Hatmark Branch, has been designed to account for runoff from this portion of the site in a manner that would reduce the flow rate to approximate runoff from the site as if it were in a forested condition. This is anticipated to significantly reduce any potential impacts of the outfall to Hatmark Branch. The applicants are also providing a number of other measures for the proposed development to reduce runoff, which include a variety of LID techniques throughout the development, as well as tree preservation within the Hatmark Branch drainage area of the proposed development. The applicants have also committed to a monitoring program to ensure the viability of these measures.

#### **Affordable Housing**

- Affordable dwelling units (ADUs) within Land Unit C and contributions to affordable housing should be provided in accordance with the provisions of the Zoning Ordinance and the Residential Development Criteria. In addition to meeting the provisions that will result in ADUs based on the number and types of building constructed, the developer should replace units lost with the redevelopment of the former Fairlee Subdivision with affordable units. Consideration should be given to providing these additional units in partnership with a non-profit organization. The affordable units should be provided on site and dispersed throughout the development to the extent feasible. The provision of a portion of the ADU units as accessible units is strongly encouraged.

The latest proffers note that the applicant will be providing ADUs based on the requirements of Section 2-801 of the Zoning Ordinance dispersed at the applicant’s discretion throughout the proposed development. These units shall be provided for a minimum term of 30 years. In addition to the ADUs noted above, the applicants will be providing an additional 61 ADUs representing the 61 units that had existed in the old Fairlee Subdivision. These “replacement ADUs” will also be provided for a minimum term of 30 years. A minimum of ten (10) of the

ADU's shall be designed and constructed as fully handicapped accessible units. The applicants have more explicitly outlined their ADU commitment in proffer #24. Staff feels that the applicants ADU commitment conforms to the Comprehensive Plan recommendations for this element of the proposed development.

### **Noise Mitigation**

- Noise attenuation measures should be provided in accordance with County policy for all residential uses. Additionally, there should be no residential buildings located within 200 feet of the I-66 right of way.

The applicants have prepared a series of detailed noise analyses to determine the potential extent and proposed mitigation for possible noise impacts from Lee Highway (Route 29), Vaden Drive, I-66 and the Metro rail lines. This issues is discussed in more detail in the environmental assessment for the proposed development.

### **Parks, Open Space and Public Facilities**

- To enhance the quality of this development and to meet the recreation needs of residents, substantial, usable open space and other on-site facilities should be an integral part of the proposed mixed-use development. Open lawn areas, urban parks, plazas and courtyards should be incorporated into the overall design to serve residents, employees and visitors to the area. These spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. Open space should exceed minimum requirements, and overall should total more than 35 percent. Opportunities for public art should also be incorporated into the development.

In addition, provision should be made for a community facility, which may include opportunities for indoor recreation, community meeting space, a police satellite substation or other community needs, as may be identified by the County in coordination with the community.

The applicants have provided commitments for a variety of passive and active recreation elements for the proposed development. The development plans depict five outdoor pools and one indoor pool, plazas, courtyard and public lawn areas are also depicted. The recreation proffers note indoor recreation facilities, such as, weight training equipment, fitness, billiard rooms, card and game rooms and indoor multi-purpose courts. These facilities would be provided in addition to the proposed public use building (Building #1). The development plan indicates that total open space provided will be 20.11 acres. This equates to slightly more than the 35% open space as recommended by the Comprehensive Plan for the subject area. As such, staff feels that the development plan and proffers conform with current Plan recommendations.

### **Schools**

- The impact of the proposed development on schools should be mitigated. The applicant will work with the community and Fairfax County Public Schools to identify appropriate commitments to address projected impacts.

The applicants have provided a proffer commitment to contribute \$1,770,000 to the Department of Public Works and Environmental Services (DPWES) at the time of issuance for the first building permit for transfer to the Fairfax County School Board to be utilized for capital improvements as noted in the Capital Improvement Plan for the Providence District. The applicant may also provide an in-kind contribution of capital improvements of equal or greater

value to the Fairfax County School Board, as determined by the Board of Supervisors. This proffer is subject to review and comment by Fairfax County School's staff.

### **Buffers and Transitions to Existing Communities**

- Effective buffers and transitions that are outside of individual lots should be implemented to ensure that a compatible relationship is achieved between development in Land Unit C and the abutting residential communities. These transitions should include: a 50-foot buffer along the western property line adjacent to Circle Woods; a 20-foot buffer and barrier along the southern property line adjacent to Circle Woods; a 30-foot buffer along the eastern property line adjacent to Hunters Branch; and, a 10-foot buffer along the eastern property line adjacent to Regents Park. Each buffer area should be appropriately landscaped to aid in the transition. An attractive barrier should also be provided along or inside the property lines adjacent to the aforementioned buffer areas to help screen existing communities from the proposed redevelopment. The buffer area adjacent to Regents Park should not be enclosed by solid barriers on both sides. A pedestrian/bike trail can be located within the 50-foot buffer adjacent to Circle Woods.

Information contained in the CDP/FDP and proffers as related to screening, buffers and landscaping is consistent with the Comprehensive Plan recommendations for Land Unit C as noted.

### **Pedestrian Circulation**

- A pedestrian circulation plan should be provided that directly connects the development to the Metro property and to the station's platform and provides pedestrian connections to Circle Woods and Hunters Branch (see Figure 12). Particular attention should be given to providing safe pedestrian connections across Vaden Drive and across Lee Highway at Vaden Drive and across the Lee Highway and Nutley Street intersection. The development should have sidewalks on both sides of all major internal streets and unrestricted pedestrian access, so that pedestrian circulation around and through the development will be enhanced and not impeded. Pedestrian connectivity should be provided between the development and neighboring communities to the extent that those existing communities wish to avail themselves of this amenity. The development should provide streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity; paths should be well lighted for pedestrian safety. The W&OD/City of Fairfax Connector trail should be realigned and access to the trail from adjoining residential neighborhoods for pedestrians and bicycles, and all modes normally permitted on such trails should be provided. Trees should be provided on both sides of the City of Fairfax Connector Trail that is located within East Blake Lane Park adjacent to the area where the trail is to be realigned. A pedestrian bridge across Hatmark Branch in East Blake Lane Park should be provided to improve trail usage and access to Metro.

A variety of pedestrian elements is recommended in the Comprehensive Plan recommendations for the subject area. The applicants have provided a detailed approach to pedestrian access within the proposed development, connections to the Vienna Metro Station, adjacent developments, internal sidewalks, City of Fairfax Connector Trail, crosswalks, sidewalk along Lee Highway and an 8-foot wide asphalt trail along Vaden Drive. As such, staff feels that the proposed pedestrian circulation plan generally conforms to the Plan recommendations for the subject property. However, it should be noted that the Countywide Trails Plans calls for an 8-foot wide asphalt major paved trail along the Lee Highway. The applicants have proposed a 5-

foot wide sidewalk in this area. It also appears that a trail connection from the subject property to west, along the Lee Highway frontage of the Circle Woods development is missing.

### **Transportation**

The Plan recommendations for Land Unit C call for a wide range of transportation improvements and commitments to mass transit, traffic reduction and pedestrian access through the proposed development to the existing Vienna Metro station. The transportation recommendations noted in the Comprehensive Plan for Land Unit C include capacity circulation and access, Transportation Demand Management (TDM), alternative transportation services, support facilities and programs, pricing programs, partnership with WMATA and Metro replacement parking. The application's conformance to these Plan recommendations will be determined by staff in the Fairfax County Department of Transportation.

PGN: DMJ/JB



# County of Fairfax, Virginia

## MEMORANDUM

DATE: December 28, 2005

**TO:** Barbara A. Byron, Director  
Zoning Evaluation Division, DPZ

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

**SUBJECT:** Comprehensive Plan Land Use Analysis: **SEA 82-P-032-5**  
**WMATA-Vienna/Fairfax/GMU Station**

John R. Bell of the Environment and Development Review Branch has reviewed this application to permit a reduction in land area for the previously approved special exception. No land use issues have been identified as a result of this evaluation.

PGN:JRB

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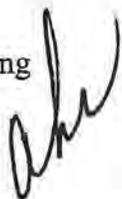


# County of Fairfax, Virginia

## MEMORANDUM

DATE: January 10, 2006

**TO:** Barbara A. Byron, Director  
Zoning Evaluation Division  
Department of Planning and Zoning

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

**FILE:** 3-4 (RZ 2003-PR-022)  
3-5 (SE 82-P-034)

**SUBJECT:** Transportation Impact

**REFERENCE:** CDP/FDP 2003-PR-022; Pulte Home Corp./MetroWest; concurrent with SEA 82-P-032-05; Pulte Home Corp. and the Washington Metropolitan Area Transit Authority (WMATA)  
Traffic Zone: 1516  
Land Identification Maps: 48-1 through 48-4, various parcels

The following comments reflect the position of the Department of Transportation, and are based on the development plan last revised November 18, 2005, and draft proffers last revised to January 6, 2006, and numerous transportation impact evaluations of the site.

The applicants are seeking special exception amendment approval for a reduction in the land area of the Vienna Metrorail Station. The area to be deleted, approximately 3.75 acres, is the area in front of the south side of the station and includes a small parking lot for WMATA use, and the Metrostation access road, Saintsbury Drive. The special exception area to be deleted is included in the concurrent rezoning application.

The rezoning application is to rezone 56.98 acres from the R-1 zoning category to the PRM, PDH-16 and PDH-12 categories, and to develop the site with a transit oriented mixed use development. Design of the site and related transportation improvements have been evolving since the application was initially filed. The overall site layout, uses, and transportation recommendations for MetroWest have been through several iterations to reflect citizen, County, VDOT and WMATA staff concerns. From a transportation perspective, the plans now under consideration for approval are a dramatic improvement over the initial submission.

## Traffic Impact Evaluations

Just as the proposed development plan has evolved during the past two years, evaluation of the transportation impacts been expanded and re-evaluated. A citizen task force was appointed by the Board of Supervisors, [the "Work Group"] to provide citizen input in evaluating the applicant's proposed development.

The following transportation studies were completed or funded by the applicant:

- The initial study dated August 19, 2003
- Traffic study addendum Dated January 23, 2004
- Traffic/information analyses completed October 29, 2004
- Synchro/Simtraffic Analyses as requested by VDOT dated November 4, 2004
- Study of Transportation Demand Management Development Programs dated July 2005
- Expanded Impact Study with two technical summaries dated August 19, 2005,
- Cordon Analysis Dated December 21, 2005
- Near-Term Improvement Analysis and Plan (Vienna Station) Administered by WMATA.

In addition, specific responses were provided to the Work Group. These responses were provided through technical memorandums dated February 25, 2004, March 10, 2004, April 13, 2004 and June 7, 2004.

*August 19, 2003 Study.* Prior to the initial site development plan submission, staff from this department met with VDOT staff and the applicant's transportation consultant and identified parameters for a comprehensive transportation evaluation of the proposed development. At that point in time County Department of Transportation staff, in concurrence with VDOT staff, identified various parameters for the study. The August 2003 study parameters included identification of intersections to be studied, distribution patterns for residential, and non-residential vehicle trips, background traffic growth rates, and nearby developments which would be completed prior to build out of the Metrowest site. The parameters, as detailed below, were designed to evaluate the *worst case scenario* in which build out of the site would occur.

The intersections initially identified for study were as follows:

- Lee Highway at Vaden Drive Extended
- Vaden Drive at Saintsbury Drive
- Saintsbury Drive at Nutley Street
- Saintsbury Drive at the proposed "Office Site Entrances"
- Vaden Drive Extended at the proposed "Main Street Entrance"

These intersections were chosen since it was expected that they would receive the greatest impact from site traffic. The intersection of Nutley Street and Lee Highway was not initially

identified because the applicant committed up front to restripe the intersection and modify the traffic signal as needed in order to provide a second eastbound [northbound on the Route 29 marker] left turn lane on Lee Highway at Nutley Street. In addition, the Vaden Drive extension to Lee Highway was expected to alleviate some of the traffic pressures at the Nutley Street intersection, and the proposed site development is to be primarily oriented to Vaden Drive rather than to Nutley Street. However with subsequent submissions of additional traffic impact analyses, the Lee Highway/Nutley Street intersection was analyzed to verify that the impacts were adequately mitigated as expected.

Included in the data base were anticipated trips from the approved, but as yet not occupied, developments of:

The age restricted housing project at the southwest corner of Vaden Drive and Saintsbury Drive, the "Concordia".

The Hunters Branch undeveloped but approved office development.

The incomplete Virginia Center residential development then under construction on the north side of Virginia Center Boulevard, the "Marquis".

An annual overall traffic growth rate of three percent per year was applied to existing traffic volumes to a horizon year of 2010. Further, the consultant was also instructed to utilize the broadly recognized and accepted trip generation rates published by the Institute of Transportation Engineers [ITE], and Fairfax County rates for townhouse development, for evaluating site generated trips. The Fairfax County townhouse rates are based on studies within the County and are slightly higher than those published by ITE.

Recognizing that the site is adjacent to a Metrorail station and bus transit hub, staff agreed that transportation demand management [TDM] would be a major element of the development, and that trip reductions of 33 percent for residential and 8.5 percent for the office uses would be utilized due to the proximity of the site to Metrorail and bus transit. [The recently approved amendment to the Comprehensive Plan raised the TDM reduction to 47 percent and 25 percent respectively for residential and office uses.] The methodologies discussed above ensured that the parameters utilized for analyses of the transportation impacts encapsulated the most stringent conditions possible in the area of the site.

*January 23, 2004 Addendum.* In response to WMATA and DOT staff concerns, the applicant submitted the January 23, 2004 addendum to the initial study. The scope of study in this addendum encompassed:

Modifications to the Saintsbury Drive parking lot access as requested by WMATA.

Recalculation of background forecasts to reflect expansion of bus service and kiss-n-ride use.

Reassignment of left turn movements on eastbound Lee Highway at Nutley Street to the Lee Highway/Vaden Drive Extended intersection.

Additional queuing analyses at select locations.

Revision of trip generation rates upward for the Concordia age restricted housing approved for construction just west of the applicant's site.  
Supplemental analyses of the Lee Highway/Nutley intersection.

The revised study presented an evaluation of the evolving concerns regarding the future conditions in the site area. The area of study was expanded to include the Nutley Street/Lee Highway intersection, and pedestrian counts at various locations. In addition, greater trip generation rates were used for the Concordia since the minimum age of 55 for at least one resident in the restricted housing development is expected to result in a much more active residential population.

The study identified the need for a traffic signal at Vaden Drive and Saintsbury Drive, and the need to address pedestrian crossing concerns. The study concluded that with the additional turn lane at Nutley Street and Lee Highway, plus the connection of Vaden Drive to Lee Highway, the Nutley Street/Lee Highway intersection would remain at maximum capacity as it currently operates. Staff reviewed the study and generally concurred with the findings of the study.

*Traffic information Analysis completed October 29, 2004.* The information submitted on October 29, 2004, while providing a compilation of the prior submissions, provided responses to specific VDOT concerns. More importantly, it provided specific responses to the written questions submitted to that point in time by the Work Group and concerns raised by the Town of Vienna. The report also included an evaluation of the Metrorail capacity in the Vienna and Dunn Loring area, which was prepared by DOT staff, and a summary of capacity prepared by WMATA staff. Copies of these summaries are provided as Attachments 1 and 2.

As a result of the October 29, 2004 submission, the applicant committed to pedestrian improvements which evolved into the raised pedestrian table at the station entrance, sight distance evaluations for pedestrians crossing Saintsbury Drive, enhanced pedestrian facilities along Vaden Drive Extended, the widening of Saintsbury Drive to a four lane divided section, weaving analyses between the off ramp from eastbound Interstate 66 and the entrance to the southeast parking lot [which resulted in modification of the parking lot entrance design], the beginning of a comprehensive TDM program, a commitment on the part of the applicant to coordinate the design of pedestrian crossings with VDOT staff so as to ensure pedestrian friendly design, an assessment of the operation of Nutley Street and Lee Highway, including pedestrian crossing options and operational characteristics under both the four lane and six lane configurations, and agreement to include trips from an additional southeast WMATA parking garage to replace the surface lot.

The applicant also agreed to complete arterial roadway Synchro/Sim Software analyses at the request of VDOT staff. Synchro/Sim is a macro-analyses program which is utilized by VDOT to evaluate the network effect of changing intersection geometrics, traffic demands, traffic control and signal settings on delays, queues, speed and other measures of effectiveness.

The Work Group also raised the concept of shifting Saintsbury Drive from a WMATA owned and operated road to a public street maintained by VDOT, and the need for evaluation of intersections more distant from the site. As a result, the applicant began working with WMATA for the transfer of the road to the applicant for reconstruction to VDOT standards.

Also at the request of citizens and the Work Group, the applicant evaluated the intersections of:

- Virginia Center Blvd./Nutley Street
- Saintsbury Drive/Blake Lane
- Lee Highway/Circle Woods Drive
- Lee Highway/Blake Lane
- The potential impacts to Fairfax Circle
- The potential impacts to Route 123 within the Town of Vienna.

The analyses indicated that site generated traffic at each of these locations ranged from two percent to four percent of the total intersection volumes and were therefore were not a sufficient impact to warrant additional evaluation.

Regarding impacts to Route 123 within the Town of Vienna, the a.m. and p.m. peak hour site generated volumes on Nutley Street north of Virginia Center Boulevard are projected to be 80vph and 92vph respectively, while the existing a.m. and p.m. peak hour volumes on this segment or roadway are 2,507vph and 2,582vph respectively. Because Nutley Street would be used by site traffic to access Route 123, and the site traffic is projected to be approximately 3 to 3.5 percent of the total volumes, no additional analysis is warranted.

In response to the Work Group request, the applicant agreed to re-evaluate the signal needs at the Marquis on Virginia Center Boulevard, and if acceptable to VDOT staff, construct a signal at this location using funds escrowed by the Peterson Companies.

The potential for weekend impacts to intersection and roadways in the area was also identified by the Work Group. In response the applicant completed studies at various locations. These analyses concluded that the weekend midday peak hour volumes would be no greater than the weekday a.m. and p.m. peaks and that improvements proffered to address peak hour traffic would adequately mitigate increased weekend travel demands. This department reviewed the new data as submitted and generally concurred with the findings.

*Synchro/Simtraffic Analyses as requested by VDOT dated November 4, 2004.* This analyses was requested by VDOT and submitted to VDOT for review. As noted above the software is used by VDOT to obtain an overall network evaluation. The report was not requested by this Department and was not reviewed by the County's Department of Transportation. However, the study identified signal timing/phasing changes which could be implemented to enhance the network signal operations.

*Study of Transportation Demand Management Development Programs dated July 2005.* This report was a direct result of citizen concerns regarding the need to develop a comprehensive TDM program. In order to ensure that an accurate and objective analysis was completed, the applicant agreed to fund the study, which was bid and administered by County staff. The primary focus of this report was to assess the current commuting and travel patterns of residents in the Vienna station area, investigate and identify the best TDM practices both within the area and across the country, compare these to the current TDM programs and activities in Fairfax County and meet with, respond to and receive input and suggestions from neighborhood groups and citizens near the MetroWest site. Prior to publishing the report, the consultant and County staff held numerous meetings with neighborhood groups including an open house meeting with citizens. The findings of the report formed the basis for the comprehensive TDM program which the developer has committed to provide with approval of the application.

*Expanded Traffic Impact Study dated August 19, 2005 with two technical summaries.* This submission updated prior studies to include an evaluation of transit and Metrorail capacities, and the proposed modification to construct roundabouts rather than signalized intersections at the east and west boundaries of the station area.

The study identified bus routes, and the scheduled frequency of bus service to the station. It also provided information on the number and frequency of Metrorail trains and the number of cars in each train. The capacity of the rail system was identified and evaluated, and deemed to be sufficient to adequately serve the ridership needs of both the new residents and the existing residential communities.

The placement of two roundabouts on Saintsbury Drive was evaluated to determine the resulting level-of-service. The evaluation concluded that good levels-of-service, improved Metrobus access, and enhanced overall circulation would be achieved with the construction of the roundabouts. All analyses were completed with and without a possible southeast parking garage.

Other issues that were addressed by the applicant over the course of study submissions and meetings with citizens and staff include:

The need to ensure that adequate roadway capacity would be available for the future construction of a parking structure in the southeast quadrant of the station, should building approval and funding for a garage be achieved.

Assurance that pedestrian access to the station from the south was enhanced, and remained pedestrian friendly.

The need to maintain and improve vehicular and public transit access into and within the station area.

Assurance that parking on WMATA's property remained intact or was replaced space for space.

The availability of adequate access/capacity at the metrorail platform and on trains outbound from the station, plus addressing citizen concerns regarding transportation impacts outside the initial core area of evaluation, and weekend traffic generation.

## **Transportation Demand Management**

### PROJECT BACKGROUND

In December 2004, the Board of Supervisors approved a change to the County's Comprehensive Plan for certain land units within the Vienna Transit Station Area. The plan change was made in order to provide the opportunity for mixed-use transit-oriented development [TOD] at the Vienna-Fairfax-GMU Metro Station.

The December 6, 2004, Board Motion notes:

*"TDM measures employed during the initial and subsequent development phases will have an objective of reducing vehicular trips in the peak hours by a specified amount, with the exact number to be negotiated between the County and the applicant based upon the number and types of units and uses being developed. In general, at build out, it is expected that, for the residential portion of the development, a reduction in peak hour trips of 47% should be achieved through the use of transit and other means; for the office portion of the development, a peak hour trip reduction of 25% is expected to be achieved through the use of transit and other means.*

*"The TDM program will be evaluated initially in at least three stages during the development process; first at the time of rezoning, second before and during construction and third after project completion or 'build out'. In the first stage of evaluation, at the time of rezoning, a development application should demonstrate that TDM measures will be provided to achieve the peak hour trip reduction goals stated above."*

Following the December 6, 2004, action by the Board of Supervisors, the Fairfax County Department of Transportation, through Pulte Home Corporation, solicited Requests-for-Proposals from qualified applicants and/or firms to develop TDM program recommendations for the proposed MetroWest project, and to evaluate the peak period vehicle trip reduction potential of the proposed project [with the inclusion of the TDM program recommendations]. The project was not intended as a comprehensive traffic impact study addressing broader traffic or transportation issues beyond the proposed development site.

After reviewing submitted proposals, and following interviews with a number of firms, UrbanTrans Consultants along with subcontractor LDA Consulting were selected. The County assembled a TDM Program Advisory Team to guide the effort in partnership with the UrbanTrans team.

## TDM DEVELOPMENT PLAN PROJECT OVERVIEW

The research process involved conducting the following research and analysis tasks:

1. Forecasting peak-period vehicle trip generation for the proposed development using established ITE and Fairfax County trip generation rates.
2. Assessing existing commuting / travel patterns, along with transportation-related attitudes and preferences, within the existing Vienna Transit Station Area (the area defined by the Fairfax County Comprehensive Plan as an approximately 1/2-mile radius from the transit station). Methods utilized included:
  - Resident & Employer Surveys: Surveying residents and employees in the study area to assess their attitudes and preferences about travel choices and to understanding current travel behavior and demographic information.
  - Traffic Counts: Counting vehicles entering/exiting existing subdivisions, and observing vehicle occupancy during the peak periods.
  - Census Analysis: Utilized 2000 Census and Journey to Work data, along with supplemental 2005 demographic data, to understand demographic and household information and commute patterns, for the 1/2-mile radius Vienna Transit Station Area.
3. Investigating TOD "best practices" and lessons-learned throughout the region and across the country.
4. Understanding current TDM programs offered within Fairfax County as a whole, and identifying opportunities and barriers to successful TDM implementation at the proposed development site.
5. Meeting with, responding to, and receiving input/suggestions from neighborhood groups and residents within the study area. The project team held numerous meetings in a two month time period with neighborhood members, including a community open house on June 1, 2005.

The Advisory Team used the information gathered from these research tasks to develop specific TDM program recommendations for Fairlee/MetroWest, and to forecast peak period vehicle trip reduction resulting from the combination of the proposed mixed-use, transit-oriented development, and the recommended TDM program for the development.

Lastly, the team developed an on-going monitoring and evaluation program, along with supplemental TDM strategies for future implementation, should monitoring systems find trip generation in excess of target levels [utilizing target ranges and strategies tied to project phasing].

## TDM DEVELOPMENT PROGRAM CONCLUSIONS

The research and analysis elements of the Fairlee/MetroWest TDM Development Program indicate that the trip reduction targets for the proposed project (peak-hour vehicle trip reductions of 47% for the residential uses and 25% reductions for the office uses) can be achieved through a combination of the physical design characteristics of the site, as proposed, and the full application of the TDM programs and strategies recommended in this document.

The trip reductions, however, remain aggressive targets. The development of the TDM program recommendations and the trip reduction analysis conducted for this effort considered the project as a whole, with the full level of development planned; the mix and quantity of residential, office, and retail uses proposed; and the pedestrian-friendly design of the site as planned. All of the design elements of the proposed project, along with the recommended TDM strategies (programs and budget levels), must work collectively to achieve the trip reduction targets. With all elements in place, however, trip reductions should prove sustainable.

### **Comparison to Comprehensive Plan Language**

The following are Transportation related paragraphs from the adopted Comprehensive Plan text, plus an evaluation of how the Plan guidelines have been addressed by the applicant.

#### *Pedestrian Circulation*

- *A pedestrian circulation plan should be provided that directly connects the development to the Metro property and to the station's platform and provides pedestrian connections to Circle Woods and Hunters Branch. Particular attention should be given to providing safe pedestrian connections across Vaden Drive and across Lee Highway at Vaden Drive and across the Lee Highway and Nutley Street intersection. The development should have sidewalks on both sides of all major internal streets and unrestricted pedestrian access, so that pedestrian circulation around and through the development will be enhanced and not impeded. Pedestrian connectivity should be provided between the development and neighboring communities to the extent that those existing communities wish to avail themselves of this amenity. The development should provide streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity; paths should be well lighted for pedestrian safety. The W&OD/City of Fairfax Connector trail should be realigned and access to the trail from adjoining residential neighborhoods for pedestrians and bicycles, and all modes normally permitted on such trails should be provided. Trees should be provided on both sides of the City of Fairfax Connector Trail that is located within East Blake Lane Park adjacent to the area where*

*the trail is to be realigned. A pedestrian bridge across Hatmark Branch in East Blake Lane Park should be provided to improve trail usage and access to Metro.*

Pedestrian circulation is a shared responsibility between Departments within the County. As such, the following comments reflect only the Department of Transportation position. In the CDP/FDP and/or draft proffers the applicant has committed to an extensive sidewalk system, provided a pedestrian circulation layout and sidewalk details. In addition, the applicant has committed to provide, subject to VDOT approval, pedestrian "count down" signals at any new signals installed by the applicant. Pedestrian count down signals will also be provided at Nutley and Lee Highway. Although the proffer does not specifically indicate that crosswalks will be marked at each of these locations, VDOT typically requires crosswalks to be striped at any major signalized pedestrian crossing, and this Department expects that any crossings on Lee Highway Vaden Drive extended or Nutley Street will include pedestrian crosswalks. The applicant has also committed to provide a broad pedestrian crossing table at the entrance to the Metrorail Station and, if approved by VDOT, on Vaden Drive extended at the "Main Street" intersection. This intersection is opposite the entrance to the proposed public community building. A few very minor concerns remain with the overall pedestrian plan as noted in the list of issues at the end of this memorandum, but from a transportation perspective, the intent and language in this segment of the plan have been adequately addressed by the applicant.

#### **Metro Replacement Parking**

- *Estimates of projected 20-year parking demands at the Vienna Metro station indicate a shortfall of parking spaces, especially since Vienna will remain as the end-of-the-line station for some time in the future. Currently, a portion of the property provides 650 temporary spaces for Metro parking, which are due to be closed under the terms of the existing special exception approval. Due to the need to maintain and increase Metro parking levels, arrangements for maintaining or replacing this parking on an interim basis should be strongly encouraged until such time as additional parking is constructed at the station and/or enhanced feeder bus service to the station is provided. WMATA and the developer should work with the County to replace at least some of the surface parking that will be lost with the redevelopment of this temporary parking lot. The following measures as well as other approaches should be considered:*
- *Construction of surface parking in the loop of the interchange at the southwest quadrant of I-66 and Vaden Drive;*
- *Provision of on-street parking along Saintsbury Drive; and*
- *Continued use of portions of the temporary 650 space parking lot prior to its full closure due to development. The developer should provide a timetable and the number of spaces available under this measure.*

- *Permanent Metro parking spaces and on-street spaces lost due to development should be replaced by the developer. The developer should provide the requisite number of parking spaces or provide funding for off-site provision of replacement parking.*

The three smaller bullet items above were considered by the applicant and discussed with staff. The applicant has committed to address two of the items. First, subject to VDOT/WMATA approval, on-street parking is to be retained along the reconstructed Saintsbury Drive. In conversations with staff from both agencies, it appears that both VDOT and WMATA support the concept of the on-street parking. The applicant has also committed to work with the County and WMATA to retain the temporary on-site parking for as long as possible, locate it elsewhere on site if possible, and to reduce the parking gradually. The only other bullet point that was to be considered was parking within the loop of the interchange at the southwest quadrant of Interstate 66 and Vaden Drive. Parking in this area was evaluated, but was deemed to not be appropriate at this point in time, and therefore no commitment to provide a parking lot within this area has been provided.

The applicant has addressed the Plan language regarding the permanent replacement of Metro and on-street parking by providing on-street parking along the reconstructed Saintsbury Drive. However, there is no commitment to provide permanent parking elsewhere should WMATA/VDOT not agree to permit on-street parking along the reconstructed Saintsbury Drive.

### **Development Phasing**

- *To ensure a viable, well-designed mixed-use project, a phasing plan should be a component of the rezoning application. This phasing plan should address the timing and development of Vaden Drive Extended and improvements to Route 29 during the first construction phase; the timing of gateway features and plazas; and the timing of the pedestrian circulation system that provides direct access to the transit station from the development and surrounding neighborhoods during each construction phase. The phasing of other public improvements, such as the community building, should also be provided*

The applicant has proffered to construct Vaden Drive extended concurrent with the first phase of development. It is to be open to traffic prior to issuance of the first residential use permit for the site. The timing of improvements along the Lee Highway frontage is not specifically identified. However, VDOT would typically require the improvements to the Lee Highway frontage, plus signalization of the Vaden Drive/Lee Highway intersection at such time as Vaden Drive is extended to intersect Lee Highway.

### Transportation

- *It is essential that the impacts of the development allowed under this option be offset through a combination of additional roadway and transit capacity, roadway and pedestrian circulation and access improvements, and effective transportation demand management (TDM) measures.*

Various off-site and on-site roadway, transit and pedestrian access and circulation improvements are proffered by the applicant. Interim pedestrian access will be maintained between existing and new development and the Metrorail station. As identified above, these include the construction of Vaden Drive extended through the site, reconstruction of Saintsbury Drive, and reconstruction of the area outside the Metrorail portal to include better vehicular, transit and pedestrian access. In addition, the applicant has committed to provide the most comprehensive TDM package ever proffered in Fairfax County. As such, this element of the plan is deemed to be completely addressed.

*Capacity, Circulation, and Access Detailed traffic impact analyses should be done at selected intervals (identified at time of rezoning) to determine the improvements required to mitigate the impacts of the proposed development on the transportation system. These impact analyses should include roads, transit and pedestrian system, and should be both an intersection analysis, as well as a cordon analysis that includes the roads surrounding the development. In addition, these impact analyses should demonstrate, in coordination with WMATA and Fairfax County, that sufficient existing and planned capacity should be available at the Vienna Metro Station to serve the additional ridership generated by the residential component of the development at build out.*

The applicant has committed to provide the additional traffic studies following the issuance of the 1,500<sup>th</sup> RUP, and upon the later of one year following the last initial RUP, or one year following the issuance of the last initial non-RUP for floor area representing 75 percent of full occupancy of the last office building. As such this Plan recommendation is adequately addressed.

- *In order to facilitate efficient internal circulation and access to the Metro station, development of a four-lane divided roadway connecting Route 29 and the Metro station (Vaden Drive extended), should be constructed with the first phase of development. No vehicular connection should be provided between Circle Woods Drive and Vaden Drive. Vaden Drive should be developed as a boulevard with a landscaped median to provide safe refuge for pedestrian crossings. This roadway should be designed in such a manner as to foster low vehicular speeds, facilitate safe pedestrian crossings in designated locations, and minimize grading into East Blake Lane Park. In addition, turn lanes should be minimized as a way to reduce the crossing distances for pedestrians. Any retaining walls associated with the construction of the road should be low in height, terraced with vegetation provided on the terrace areas, and located in such a manner as to not interfere with pedestrian access from the park to the development and to the transit station.*

**Transportation Demand Management (TDM)**

- *A transportation demand management (TDM) program should be provided that encourages the use of transit (Metro and bus) and high occupant vehicle commuting modes, and that utilizes measures to reduce automobile trips. The TDM program should grow in size and scope as the proposed development of the site occurs. While this program will start under the auspices of the developer, it will ultimately be maintained and funded by the residents and business owners. The TDM program should be established with an initial contribution from the developer that is sufficient to ensure that it will operate during the construction, marketing, and occupancy phases. Additionally, long term funding for the TDM program should be ensured by mechanisms that may include a specified yearly contribution based on each residential unit and non-residential square foot. TDM measures employed during the initial and subsequent development phases will have an objective of reducing vehicular trips in the peak hours by a specified amount, with the exact number to be negotiated between the County and the applicant based upon the number and types of units and uses being developed. In general, at build out, it is expected that, for the residential portion of the development, a reduction in peak hour trips of 47% should be achieved through the use of transit and other means; for the office portion of the development, a peak hour trip reduction of 25% is expected to be achieved through the use of transit and other means.*

The applicant has addressed this element of the Plan text by committing to establish a TDM coordinator within 90 days of rezoning approval. Commitments associated with the application are also unique in that TDM awareness and importance will be emphasized during the training of residential sales staff and property marketing representatives. A line item in the Umbrella Home Owners Association [UOA] budget for TDM programs will be established and maintained. The growth aspect of the TDM program is also addressed because as more of the site is constructed, the percent of trip reduction increases. The applicant has proffered that upon build out of the application property, the objective of the TDM plan shall be to reduce site generated residential trips by 47 percent and on-site office trips by 25 percent. To implement the TDM plan, proffers have been provided that establish a TDM budget within 180 days of rezoning approval. Furthermore, the applicant is also committing to establish and maintain an annual TDM fund account of \$200,000.00, and a \$300,000.00 incentive fund to encourage the use of mass transit by residents of MetroWest. A commitment to meet the Plan text trip reduction expectations is also provided.

In addition, \$500,000.00 will be placed in a "TDM Remedy Fund". These monies are to be used to supplement the TDM account [initially \$200,000.00 as noted above] in support of additional TDM strategies that may be determined to be necessary to achieve the objectives of the TDM plan if sufficient funds are not available in the TDM account. At the end of the Applicant's control period, the applicant shall contribute funds as needed so that a \$500,000.00 balance is available when transferred to the UOA.

The current development plan submission addresses the items identified in this element of the Plan by: providing for the four lane boulevard extension of Vaden Drive to Lee Highway; delineating a detailed sketch of a terraced retaining wall to be located along the west side of Vaden Drive extended; and a site design which precludes any extension of Circle Woods Drive. In addition, VDOT staff have given preliminary approval to construct Vaden Drive with narrower than typically accepted travel lanes, minimal number of right turn lanes and a design speed of 30 miles per hour. A raised pedestrian table is also proposed for Vaden Drive at the main entrance into the site. As such all issues identified in this segment of the plan have adequately addressed.

- *The County should also take the appropriate measures to ensure that tank trucks and vehicles carrying hazardous cargo are prohibited from using Vaden Drive extended.*

This concern requires action on the part of County personnel, and can not be concluded until such time as the roadway is constructed. Truck restrictions can not be finalized until such time as the roadway is constructed and accepted into the VDOT system for maintenance and operations. The applicant has proffered to assist in whatever way possible to achieve the truck restriction.

- *To further enhance pedestrian access to the Metro Station, the station access road (Saintsbury Drive) should be redesigned to improve pedestrian access to the station including relocating the existing bus bays, taxi stands and parking, and improving access to the park and ride facilities. This redesigned access road will greatly reduce the existing vehicular and pedestrian conflicts at this location. It should also contribute to clearly defining pedestrian access points for those who will be walking from and through the new development, as well as pedestrians from the existing communities located south of the station, such as Hunters Branch and Regents Park. Traffic calming measures should be provided to facilitate safe pedestrian crossings throughout the development.*

The most recent proffer and development plan submissions clearly address this element of the plan text by providing a signalized raised pedestrian table for crossing Saintsbury Drive, and modification of the transit loading facilities. In addition, roundabouts are to be constructed at each end of the station area, which will slow traffic, place drivers on notice that they are entering a transit/pedestrian oriented area, and enhance bus circulation to the station area. The applicant's comprehensive sidewalk and trail network will significantly improve pedestrian access for adjoining neighborhoods such as Hunters Branch and Regents Park.

- *Off-site improvements, such as improvements to the Route 29 and Nutley Street intersection, may be appropriate at the initial stage of redevelopment to help ease existing congestion in the area.*

This concern in the plan text has been addressed with a commitment by the applicant to provide several improvements, including the intersection improvements at Lee Highway and Nutley Street in the initial stages of site development.

- *The TDM program will be evaluated initially in at least three stages during the development process; first at the time of rezoning, second before and during construction and third after project completion or "build out." In the first stage of evaluation, at the time of rezoning, a development application should demonstrate that TDMs will be provided to achieve the peak hour trip reduction goals stated above. If it is determined that the trip reduction goals as stated above are infeasible, the maximum office square footage and/or residential density should be reduced by an amount equal to the unachieved portion of the peak hour trip reductions. Once TDM levels are established at the rezoning stage, the TDM program must address interim stages of development to validate that the approved density can be accommodated. In the second stage of evaluation, before and during construction, the county will establish interim TDM targets for each phase of development. As residents move into the new community, county supervised surveys of actual resident behavior will be conducted to verify TDM success based on the interim trip reduction targets. If the interim targets are not met, additional measures will be required to reduce the number of vehicle trips. The third stage of TDM evaluation will be completed one year after build out or before bond release. At this point, if the established trip reduction targets for the development in its entirety are not being met, additional program measures and funding will be necessary until the trip reduction targets are achieved.*

In order to address the other stages of site development at which the TDM program is to be evaluated, the applicant has proffered to evaluate the program following occupancy of the 750<sup>th</sup> dwelling unit, the 1500<sup>th</sup> dwelling unit [and any office], build out of the development and then two consecutive post build out evaluations to ensure that the trip reduction objectives are being met. Interim TDM targets were established for each phase of the development and the applicant has proffered to these reductions. In addition, a \$2,000,000 one-time corporate guarantee has been proffered to be drawn upon should the interim and build out TDM target reductions not be achieved.

Commitments in the TDM proffers will provide for frequent and careful monitoring of the commuting patterns of residents and employees. Traffic counts will be completed at specific thresholds. Evaluations before and during construction will be addressed through the provision of a professional TDM coordinator. In addition to the initial and annual funding, a separate contingency fund will be established to infuse moneys if such additional funding becomes necessary in order to achieve the trip reduction expectations identified in the plan text.

- *After project completion, periodic surveys and reports based on empirical measurements will be submitted to the County on an ongoing basis to document the continued success in achieving the target reductions.*

In addition to surveys of residents and employees, the draft TDM proffers provide for ongoing surveys and traffic counts to ensure that over time, the occupants of the site continue to achieve the trip reduction expectations identified in the Plan text.

- *Bicycle use should be encouraged. Parking for bicycles should be provided at the office, retail and multi-family residential buildings. To encourage pollution-free commuting, shower facilities should be provided in office buildings for bicycle commuters, walkers and runners.*

Throughout the proffers the applicant has committed to facilities for walkers, runners and commuters. However, the development plan does not specifically identify locations for bicycle racks. The scale of the development is extensive. The specific locations of bike racks can be addressed at time of site plan review, in coordination with FCDOT staff.

- *The common areas of residential buildings and individual residential units should include features to encourage work at home such as the pre-wiring of units for high-speed internet access.*

This plan text has adequately been addressed through various commitments. For example, the applicant will provide state-of-the-art internet access to individual residences plus telework facilities within the development.

- *Design elements such as car pool drop off zones that facilitate the TDM program should be incorporated into the project. Sheltered waiting areas should be provided.*

Numerous design elements and proffer commitments will encourage the incorporation of the TDM program into the project. Some pick-up and drop-off locations have been delineated on the development plan. There has been some discussion of locating preferred spaces for carpools and vanpools within parking structures. As such, this department considers the above language to be addressed through various commitments throughout the proffers, but additional attention to this detail may be appropriate at site plan.

- *The TDM program should include an education component. This program component could include such measures as notifying residents about "ozone action days" and actively encouraging trip combination, car pooling, mass transit, and other measures to reduce air pollution from automobiles during such periods.*

An educational component is part of the TDM Strategies Plan that has been proffered. Through the spectrum of proffered commitments, beginning with the early establishment of a TDM coordinator, the training of sales and marketing representatives, and ensuring the importance of the TDM program at time of sale/rental open house walk-through, the applicant has broadly addressed this element of the Plan text.

- *This reference to TDM measures is not meant to be all inclusive; other measures may be acceptable if coordinated with the Fairfax County Department of Transportation.*

The applicant has proffered numerous other measures as coordinated with DOT and provided the ability for these measures to be modified as necessary. Ongoing coordination between the applicant and County staff is to occur both at prescribed intervals and on an "as needed" basis. The extent of the TDM proffers indicate that the issue of trip reduction is a major concern of the applicant.

### **Trip Generation**

Table 1 provides a summary of trip generation associated with the proposed development. It tabulates the anticipated site generated traffic, proffered reductions, as well site generated trips that occurred with the residential community which was removed during the rezoning process and the 650 space private commuter parking lot. Approximately 67 single family residences or buildable lots and one church are/were located in Fairlee subdivision. The structures were removed to make way for the proposed development. The "Sweeny" Parking Lot, which was established on private property as a temporary commuter lot, contains 650 spaces. This lot generates 235 vehicle trips during the a.m. peak, 135 trips during the p.m. peak, and approximately 1,600 trips per day. The Sweeny lot is to be phased out with development of the site, and will be totally eliminated with site build out.

The trip generation rates for the applicant's proposed residential structures are divided into three categories. The first category is located in the southern portion of the site and encompass the back to back/standard townhouses. The trip generation rates used for these residences are the rates established through specific counts completed by county DOT staff at various sites within the county. The second unit type is located generally in the northwestern portion of the site and encompass the stacked two-over-two type of town homes. Trip generation rates utilized for these units are based on data published by the Institute of Transportation Engineers and are described as "ownership units which have at least one other owned unit within the same building structure". The third grouping are units identified as high-rise condominiums/rental units which are located in buildings which have three or more floors.

Although it is likely that several of the residential towers will be rental homes, the condominium rates were utilized, as these rates are slightly greater than the trip rates for rental units, and the specific number of units to be rental units will not be determined until the buildings area actually constructed. The general office rates were used for the two office towers.

**TABLE 1**  
**TRIP GENERATION SUMMARY**

<i>Proposed Use</i>	<i>A.M. Peak</i>	<i>P.M. Peak</i>
218 Townhomes	118	142
122 "Stacked" Townhomes	51	61
1,924 Highrise Residences	655	729
300,000gsf General Office	465	447
29,000gsf Community Center	47	47
Totals:	1,336	1,426

Utilizing the applicant's proffered peak hour reductions of 47 percent for residential and 25 percent for office, the above volumes are adjusted as follows:

<i>With Proffered Reductions</i>	<i>A.M. Peak</i>	<i>P.M. Peak</i>
Residential	435	495
Office	350	335
Totals:	825	870

In addition, the land area consolidated by the applicant generates or has the potential to generate the following volumes:

<i>Use</i>	<i>A.M. Peak</i>	<i>P.M. Peak</i>
2400gsf Church	-	5
67 Single Family Lots	50	70
650 Space Parking Lot	235	135
Totals:	285	210

The calculated *Net Total Increase* for site generated traffic is as follows:

<b>METROWEST</b>		
<b>TRIP GENERATION</b>	<b>A.M. Peak</b>	<b>P.M. Peak</b>
<b>NET TOTALS:</b>	<b>580</b>	<b>700</b>

## **Proffered Transportation Related Improvements**

The following is a list of most of the transportation related commitments provided by the applicant should RZ 2003-PR-022 be approved. Note that elements involving VDOT or WMATA will be subject to VDOT/WMATA approval. The applicant has proffered to provide or complete the following transportation related improvements.

1. Construct Vaden Drive as a four lane divided roadway between Saintsbury Drive and Lee Highway.
2. Provide a traffic signal with pedestrian crossing phase at Vaden Drive extended and Lee Highway
3. Widen the Lee Highway site frontage so as to provide for a separate left turn lane at the new Vaden Drive intersection. Add curb, gutter and sidewalk along the Lee Highway frontage. The widening will be to the ultimate six lane section per the adopted Comprehensive Plan and will accommodate an interim right turn lane into Vaden Drive.
4. Provide for a second left turn lane on Lee Highway at Nutley Street. Modify the traffic signal as needed to accommodate the second turn lane, and add pedestrian count down signal phasing.
5. Install a traffic signal at Vaden Drive and Saintsbury Drive.
6. Install a traffic signal with pedestrian signal walk phases and a raised pedestrian platform on Vaden Drive at the main site entrance/public community building entrance.
7. Reconstruct Saintsbury Drive to a four lane divided roadway between the eastern portion of the metrorail station property and Vaden Drive to VDOT standards so that the roadway can be accepted into the VDOT system for maintenance and operations.
8. Upgrade Saintsbury Drive between the Metrorail station property and Nutley Street as needed in order for the roadway to be accepted into the VDOT system for maintenance and operations.
9. Construct roundabouts on Saintsbury Drive at the east and west approaches to the metrorail station.
10. Provide a raised pedestrian table with signalized operation on Saintsbury Drive near the main portal to the metrorail station.
11. Realign for better circulation the point of access to the existing WMATA surface parking lot in the southeast corner of the metrorail station property.
12. Reconstruct the frontage of the metrorail station to include new bus bays and taxi areas.
13. Install large permanent canopies between the station bus bays and the rail portal.
14. Install a traffic signal on Virginia Center Boulevard at the entrance to the new residential community opposite the station.
15. Analyze the traffic signal timings and operations at the existing/proposed traffic signals from Lee Highway and Vaden Drive extended to Nutley Street and Saintsbury

- Drive. Provide any recommended timing patterns and splits to VDOT for review and install the signal operation changes if acceptable to VDOT.
16. Provide all signal warrant studies as may be required by VDOT prior to signal installations.
  17. Modify the off-ramp so as to accommodate two exit lanes from eastbound interstate 66 to Nutley Street and the metrorail station.
  18. Modify the on-ramp from Five Oaks Drive onto eastbound Interstate 66 so as to allow left turns onto the ramp from Five Oaks Drive.
  19. Provide a bus shelter along Vaden Drive extended.
  20. Provide an extensive pedestrian network of trails and sidewalks for better access to the metrorail station.
  21. Provide funding as needed to ensure that at least \$200,000.00 annually is available for TDM measures for new residents.
  22. Provide a \$300,000.00 "Incentive" fund to encourage the use of mass transit by residents.
  23. Establish a \$500,000.00 "Rainy Day" fund to fund additional TDM measures or equipment as may be needed to reach trip reduction goals.
  24. Establish a \$2,000,000.00 one time corporate guarantee to be drawn upon should interim and build out TDM target reductions not be achieved.
  25. Provide a comprehensive TDM program for the proposed development which includes a broad range of incentives and amenities to the future residents.
  26. Fund up to \$100,000.00 to study the Vienna Metrorail Station access and operations.
  27. Obtain/Provide right-of-way dedication as needed in order to achieve the above listed improvements.

## **Conclusion:**

The subject applications have been under review and study for over two years. During this time, numerous studies and evaluations have been completed. Department of Transportation staff have participated in numerous meetings with citizens in order to obtain citizen input on the design plans under consideration. At the request of DOT staff, the applicant has provided expanded transportation analyses and numerous development plan and proffer modifications.

**All transportation concerns associated with these applications have been adequately addressed by the applicant.** As such, the Department of Transportation does not object to approval of SEA 82-P-032-5, subject to approval of RZ 2003-PR-022. This Department does not object to approval of RZ 2003-PR-022.

## **Waivers and Modifications**

The applicant has requested several waivers related to the transportation network. This Department would not object to approval of the request for a waiver of service drive along the Lee Highway frontage, dedication as generally delineated on the development plan rather than

Barbara A. Byron, Director  
January 10, 2006  
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per the Comprehensive Plan standards, and waiver of the maximum 600-foot length of private streets.

Also note that this Department supports, subject to approval by VDOT, the narrowing of travel lanes along Vaden Drive and a design speed of 30 miles per hour. This Department supports these context sensitive designs because they provide an enhanced resident and pedestrian environment.

AKR/CAA

Attachments: As stated

Cc: Katharine D. Ichter, Acting Director, Fairfax County Department of Transportation  
Rollo Axton, Chief, Transit Operations Division, Department of Transportation  
Charlie Strunk, Chief, Capital Projects Section, Department of Transportation  
Michelle Brickner, Director, Office of Site Development Services, Department of Public Works and Environmental Services.

# FAIRLEE OTPA METRO RIDERSHIP ANALYSIS

## *Background*

At the behest of the Providence District Planning Commissioner, Department of Transportation staff was requested by the Department of Planning & Zoning to determine the impacts of the Fairlee subdivision redevelopment on Metro Orange Line ridership. Specifically, there is a perception in the community that AM peak period inbound trains are full after they leave the Dunn Loring station, and therefore additional residential development in the Vienna and Dunn Loring station areas should be phased until such time as Metro can provide additional capacity on the line in this area.

The following summarizes the steps in the analysis performed to reach a conclusion regarding this issue.

## *Existing Loadings*

7-8 AM is the peak hour for boardings at the Vienna and Dunn Loring stations on the Orange Line (maximum load). WMATA boarding data from Tuesday May 13, 2003 was used (Tuesday is the busiest day of the week = maximum load, or worst case). The boardings for the two stations 7-8 AM are:

V - 3453  
DL - 1254  
4707 = AM IB ridership DL to WFC

## *Growth Rate*

Metro Core Capacity Study assumes growth rate for Orange Line ridership of 3% per year. 5 years growth at this rate = 1.15 x existing load at DL.

4707  
x 1.15  
5413 2008 base ridership

For purposes of this analysis, it was assumed that the Fairlee development would build out in 5 years, or by year 2008.

## *Additional Development Near Stations*

This is development approved or near approval within ½ mile of these stations, expected to be fully built within 5 years, and not included in the background growth. Only AM PH trips out are assessed. Metro ridership is estimated to constitute 1/3 of the Institute of Transportation Engineers (ITE) trip generation rate for these sites (based on WMATA

ridership surveys). All developments are residential. AM PH Out ITE trip rates are: Mid-Rise Apts. - .207/du, Hi-Rise Apts. - .225/du.

Additional Pipeline Development	Total Trips AM PH Out
VA Center 550 MR Apts.	113
LCOR Marriott 259 HR Apts.	58
DSF Long 445 MR Apts.	92
Hunter Branch Conversion 300 MR Apts.	<u>62</u>
	325

Metro riders = 1/3 of total AM PH Outs = 108. Add these boardings from within 1/2 mile of V and DL stations to the previously calculated ridership, and you get:

5413	existing + background growth
<u>+108</u>	pipeline development
5521	2008 load at DL

*Comparison to Metro Orange Line Capacity*

The current peak hour inbound direction capacity of the Orange Line in this area is calculated to be 7200. This is arrived at as follows:

120	load factor per car (70 seated, 50 standees)
<u>x 6</u>	six car trains currently
720	per train
<u>x 10</u>	ten trains an hour (6 minute headways in the peak)
7200	hourly capacity with 6 car trains

WMATA utilizes an average load factor of 120/car to define the threshold for reaching overcrowded conditions. That is to say, some cars may exceed these passenger loads, others would have less. For planning purposes, once this average load factor is projected to be reached, a procurement process is initiated to address future deficiencies. It should be noted that Metro cars can handle an additional 30 or more standees per car, and such a condition will occasionally be experienced in the peak of the peak, and will usually be experienced during major events that create "surge" conditions (e.g., July 4<sup>th</sup>). This is considered a theoretical upper limit ("crush loading") and neither practical nor desirable to use as a standard. The 120 passenger average load factor assumed by WMATA equates to a moderate level of passenger congestion.

Comparing the previously derived year 2008 estimated passenger load at DL station to the maximum hourly capacity, we arrive at the following volume-to-capacity ratio (v/c) for AM PH IB service in this area of the Orange Line:

$$\frac{5521}{7200} \text{ volume (passengers) capacity (seats and standees) = V/C of .766}$$

Conclusion: The Orange Line without additional development at Fairlee will have sufficient capacity in the busiest AM peak hour to handle passenger loads through the DL station through the year 2008 with the existing 6 car trains and 6 minute headways. On average, inbound Orange Line trains are projected to be 76.6% loaded.

*Now Add Fairlee Development Trips*

The previous analysis has determined that there is sufficient capacity on the Metro Orange Line through the DL station through 2008 to permit additional growth. It is instructive to estimate the additional impact on passenger loads from the Fairlee redevelopment:

	AM PH OB Metro Trips
Current Plan	108
Scenario 1	212
Scenario 2	113
Scenario 3	201
Scenario 4	155

Since the development is located within 1/2 mile of the station, 1/3 of residential trips generated are expected to utilize Metro (as per the previously mentioned WMATA ridership studies). These trips are added to the earlier estimated passenger load at DL:

$$\begin{array}{r} 5521 \\ + 212 \\ \hline 5733 = \text{V/C of .796} \end{array}$$

Conclusion: Still plenty of capacity left on the Orange Line in this area through year 2008 with the addition of the Fairlee development, regardless of which scenario for development of the site is selected.

*Metro Core Capacity Study*

According to the WMATA Metro Core Capacity Study, the orange line should have 27% 8 car trains by 2006, 50% by 2010, and 100% by 2014 during the peak commuting periods. Expansion of service to 8 car trains in the Orange Line corridor is considered a high priority. Current funding programs do not however provide for this planned expansion of service. WMATA and the jurisdictions are working to identify funding for additional rail cars.

Eight-car trains would result in an increased capacity of 9600 per hour per direction with continuance of the current 6 minute headways. The Metro core capacity problem is experienced further downstream on the line, in the vicinity of Courthouse and Rosslyn stations in Arlington County. The above analysis demonstrates that there is sufficient capacity in the Fairfax County portion of the Orange Line corridor to prevent overcrowding of trains in the AM inbound direction through at least the year 2008, and several years beyond.

*Jaak Pedak*  
*FCDOT*  
*6/10/03*

**Vienna Rail Station  
Service History and Projections**

Ridership at Vienna	2000	2003	% Change
All Day	10,250	12,900	26%
AM Peak Period (3 Hours)	7,500	9,070	21%
AM Peak Hour (1 Hour)	3,100	3,500	13%

Service at Vienna	2000	2003	% Change	2006	% Change	2009	% Change
Peak Hour Riders	3,100	3,500	13%	3,800	9%	4,100	8%
Peak Hour Trains	13	15	15%	14			
Peak Hour Cars (Six Car Trains)	76	90	18%	96	7%	106	10%
PPC	41	39		40		39	

Service at Rosslyn	2000	2003	% Change	2006	% Change	2009	% Change
Peak Hour Riders	9,200	10,350	13%	11,200	8%	12,100	8%
Peak Hour Trains	19	19	0%	19		19	
Peak Hour Cars	94	102	9%	110	8%	120	9%
PPC	98	101		102		101	

Note(s):

- (1) Year 2000 data was collected before completion of the SW Parking Garage at Vienna.
- (2) Number entries are from October/November
- (3) Policy says train car capacity can achieve 120 PPC.

**Ridership Demand at Vienna Metrorail Station**

	Passengers	Cars	Line Capacity (120 ppc)	% Line Capacity
6-6:30	1011	24	2880	35%
6:30-7	1376	30	3600	38%
7-7:30	1687	36	4320	39%
7:30-8	1795	42	5040	36%
8-8:30	1692	48	5760	29%
8:30-9	1073	40	4800	22%
9-9:30	439	24	2880	15%

Note(s):

Jim Hughes  
March 31, 2004



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

GREGORY A. WHIRLEY  
ACTING COMMISSIONER

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)  
October 19, 2005

Ms. Barbara A. Byron  
Director of Planning and Zoning  
Office of Comprehensive Planning  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035-5511

Re: RZ 2003-PR-022 Pulte Home Corp.  
Tax Map # 48-1((01))0091 & 91A, ((05)), ((06)), ((07)), & ((24)) Numerous Parcels  
Fairfax County

Dear Ms. Byron:

I have reviewed the above plan provided on September 14, 2005, and received on September 24, 2005. The following comments are offered on this submittal:

1. Building 7 continues to be placed within intersection sight lines. This problem will be required to be corrected if VDOT is expected to accept this roadway for maintenance. No exceptions will be granted since all of the improvements are new, and due to the high pedestrian volumes at this location. The stopping sight distance, intersection sight distance and signal sight lines will all be required to be met without obstructions.
2. The County needs to evaluate the disposition of the existing streets to be abandoned with this site and determine if these existing public lands have any residual value.

If you have any questions, please call me at (703)383-2424.

Sincerely,

A handwritten signature in black ink that reads 'Kevin Nelson'.

Kevin Nelson  
Transportation Engineer

cc: Ms. Angela Rodehaver  
fairfaxrezoningRZ2003-PR-022rz14Pulte(MetroWest)10-19-05BB



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

GREGORY A. WHIRLEY  
ACTING COMMISSIONER

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)  
December 5, 2005

Ms. Cathy Lewis  
Office of Comprehensive Planning  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035-5511

Re: RZ 2003-PR-022 Pulte Metro West  
Fairfax County

Dear Ms. Lewis:

I have reviewed the most recent proposal concerning the roundabouts proposed for the Metro West project at the Vienna Metro. I am in support of this design for the proposed locations. The roundabouts should provide a better level of service than signalized intersections for the proposed use. The sight distance for stopping and turning movements will need to be verified on the engineering plans once site development begins. This has been preliminarily reviewed by the designer at my request in order to avoid problems with their proposed building locations on the final engineering plans. The designer is also reviewing the signal locations to assure the pedestrian and vehicle signal heads will be visible to meet the required length for stopping sight distance.

If you have any additional questions, please call me at (703)383-2424.

Sincerely,

A handwritten signature in black ink that reads "Kevin Nelson".

Kevin Nelson  
Transportation Engineer



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

September 27, 2005

GREGORY A. WHIRLEY  
ACTING COMMISSIONER

Ms. Barbara A. Byron  
Director of Planning and Zoning  
Office of Comprehensive Planning  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035-5511

Re: RZ 2003-PR-022 Pulte Home Corp. Traffic Study  
Tax Map # 48-1((01))0091 & 91A, ((05)), ((06)), ((07)), & ((24)) Numerous Parcels  
Fairfax County

Dear Ms. Byron:

I have reviewed the above study provided on August 23, 2005, and received on August 24, 2005. The study adequately addresses the issues regarding the traffic impacts, roundabouts and proposed improvements. The proposed signals will require warrant studies prior to installation. It is anticipated the signal warrants will be submitted during the construction process as the need for signalization of the numerous intersections arises.

If you have any questions, please call me at (703)383-2424.

Sincerely,

A handwritten signature in cursive script that reads "Kevin Nelson".

Kevin Nelson  
Transportation Engineer

cc: Ms. Angela Rodehaver  
fairfaxrezoningRZ2003-PR-022rz13Pulte(MetroWest)TrafficStudy9-27-05BB



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

PHILIP A. SHUCET  
COMMISSIONER

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

DENNIS C. MORRISON  
DISTRICT ADMINISTRATOR

June 9, 2005

Ms. Barbara A. Byron  
Director of Planning and Zoning  
Office of Comprehensive Planning  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035-5511

Re: RZ 2003-PR-022 Pulte Home Corp. Traffic Study  
Tax Map # 48-1((01))0091 & 91A, ((05)), ((06)), ((07)), & ((24)) Numerous Parcels  
Fairfax County

Dear Ms. Byron:

I have reviewed the above study provided on January 4, 2005. VDOT is in general agreement with the study provided. We will be providing additional input as the study is revised to incorporate the proposed roundabouts along the Metro access roadway. I received a verbal response from VDOT Traffic Engineering stating the general assumptions and calculations are acceptable regarding this submittal.

If you have any questions, please call me at (703)383-2424.

Sincerely,

A handwritten signature in black ink that reads 'Kevin Nelson'.

Kevin Nelson  
Transportation Engineer

cc: Ms. Angela Rodehaver

fairfaxrezoningRZ2003-PR-022rz12Pulte(MetroWest)TrafficStudy6-9-05BB

## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

**TO:** Barbara A. Byron, Director  
Zoning Evaluation Division, DPZ

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

**SUBJECT:** ENVIRONMENTAL ASSESSMENT for: RZ 2003-PR-022  
Fairlee – Metro West

**DATE:** 12 December 2005

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that list and explain environmental policies for this property. The citations are followed by a discussion of environmental concerns, including a description of potential impacts that may result from the proposed development as depicted on the generalized development plan dated November 7, 2005 and proffers dated November 7, 2005. 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:

In the Fairfax County Comprehensive Plan, Policy Plan, 2003 Edition, Environment section as amended through November 15, 2004, on page 4 through 15, the Plan states:

“The core of Fairfax County’s Environmental Quality Corridor (EQC) system is its stream valleys. Streams provide habitat for aquatic species and are an integral component of stream valley habitat systems. Streams also serve to replenish water sources that may ultimately provide drinking water and are places of natural beauty, that provide recreational and aesthetic opportunities, contributing to the quality of life in Fairfax County. Much of the County’s parkland consists of stream valley parks, and much of the County’s existing and planned trail system is located near streams. Land use and development activities have the potential to degrade the ecological quality of streams through the direct transport of pathogens and pollutants, as well as through hydrologic changes that can alter the character of flow in streams, resulting in alterations to stream morphology (e.g., stream bank erosion). The protection and restoration of the ecological quality of streams is important to the conservation of ecological

resources in Fairfax County. Therefore, efforts to minimize adverse impacts of land use and development on the County's streams should be pursued.

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

..

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

- Minimize the amount of impervious surface created.
- Site buildings to minimize impervious cover associated with driveways and parking areas and to encourage tree preservation.
- Where feasible, convey drainage from impervious areas into pervious areas.
- Encourage cluster development when designed to maximize protection of ecologically valuable land. . . .
- Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.
- Where appropriate, use protective easements in areas outside of private residential lots as a mechanism to protect wooded areas and steep slopes.
- Encourage the use of open ditch road sections and minimize subdivision street lengths, widths, use of curb and gutter sections, and overall impervious cover within cul-de-sacs, consistent with County and State requirements.
- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.

- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements. . . .
- 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. . . .

**Objective 3: Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.**

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance . . .”

In the Fairfax County Comprehensive Plan, Policy Plan, 2003 Edition, Environment section as amended through November 15, 2004, on pages 9 and 10, the Plan states:

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

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

Policy b: Reduce noise impacts in areas of existing development.

New development should not expose people in their homes, or other noise sensitive environments, to noise in excess of DNL 45 dBA, or to noise in excess of DNL 65 dBA in the outdoor recreation areas of homes. To achieve these standards new residential development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA. Because recreation areas cannot be screened from aircraft noise and because adverse noise impacts can occur at levels below DNL 65 dBA, in order to avoid exacerbating noise and land use conflicts and to further the public health, safety and welfare, new residential development should not occur in areas with projected aircraft noise exposures exceeding DNL 60 dBA. Where new residential development does occur near Washington Dulles International Airport, disclosure measures should be provided.”

In the Fairfax County Comprehensive Plan, Policy Plan, 2003 Edition, Environment section as amended through November 15, 2004, on page 16, the Plan states:

“The retention of environmental amenities on developed and developing sites is also important. The most visible of these amenities is the County’s tree cover. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans. It is also possible to restore lost vegetation through replanting. An aggressive urban forestry program could retain and restore meaningful amounts of the County’s tree cover.

**Objective 10: Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.**

Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.

Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights-of-way.”

## **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. Particular emphasis is given to opportunities provided by this application to conserve the County’s remaining natural amenities.

### **Water Quality**

#### **Issue:**

The subject property contains three drainage areas. The two areas on the eastern portion of the property drain to Hunter’s Branch, while the drainage area on the western portion of the property drains to Hatmark Branch. Both of these stream channels are tributaries to Accotink Creek and both bear some level of degradation. The primary cause of the degradation appears to be insufficient or non-existent water quantity and quality control measures in the upper watershed areas of these two streams. It should also be noted that the WMATA property currently contains no stormwater management facilities and, thus contributes to this on-going issue. In order to address water quality concerns related to the proposed development and the surrounding area, staff had asked the applicants to employ measures which would meet or exceed the minimum requirements for stormwater management on the proposed development while also addressing concerns for some of the offsite issues in this area. As such, the applicants were asked to design the project with these considerations in mind.

A number of approaches were considered to address these concerns, but ultimately an approach that combined conventional stormwater management with Low Impact Development (LID) techniques was considered the most viable. The applicants were asked to address runoff from the WMATA site, address runoff which would be generated by the proposed development and to

provide LID measures on-site all in a manner which would promote water quality and reduce potential impacts to the existing stream channels.

**Resolution:**

The applicants have proposed a water quality management plan that will rely on several elements as a means of achieving the goals noted above. Underground detention vaults are proposed for each of the three drainage areas of the site to address quantity control. Vault #1 will account for an area of approximately 21 acres and will be located near the northeastern corner of the site closest to the Metro Station. This area drains to Hunter's Branch. The vault will be designed to account for the 1, 2, 10, and 100-year storm. According to the stormwater and outfall narrative noted on the development plan the proposed discharge rate from this structure for the 1, 2, 10, and 100-year storms would be at a rate less than or equal to the existing conditions. Vault #2 will account for an area of approximately 18 acres of on-site runoff, plus an area of approximately 12 acres from the adjacent WMATA property. This vault will be located in the west central portion of the site. The 1, 1.5, 2, and 10 year storm events are to be detained by this facility. Release rates from this facility for the 1.5, 2, and 10-year storms are proposed to emulate the ratio of runoff volume based on a wooded condition for this portion of the proposed development based on stormwater management modeling. This area drains to Hatmark Branch. Vault #3 will be located in the southern portion of the site closest to Lee Highway (Route 29). This facility will account for approximately 13 acres of the proposed development. The 1, 2, and 10-year volumes are to be detained in this facility with a proposed release rate equal to or less than the existing conditions in this area. This area drains to Hunter's Branch. Each of the proposed facilities will be subject to meeting adequate outfall requirements as determined by the Department of Public Works and Environmental Services (DPWES).

In addition to the conventional water quality measures noted above, the applicants are proposing a variety of LID measures including permeable pavers, vegetative tree box filters, bioretention basins (rain gardens), and vegetative roofs.

The applicants have also proffered to enter into a flow monitoring program to ensure that the combined water quality and quantity controls noted will provide long term storm flows from selected portions of the site. In this instance, the northwest portion of the site which drains to Hatmark Branch. Monitoring shall continue for a period of not less than three years with data compiled and presented in an annual report to DPWES.

It is clear that the intent is that the outfall in this area should be no greater than the anticipated outfall for the same area in a wooded condition. While the monitoring proffer and flow monitoring program seem to cover the primary concern, there does not seem to be an obligation to retrofit the facilities or pay some type of penalty should it be determined that the outfall flow rates do not meet the goal of emulating a wooded condition for this portion of the site.

### **Tree Cover**

#### **Issue:**

While the latest development plan depicts an extensive landscaping plan for the proposed development there may be opportunities to preserve or transplant existing on-site trees as well. Comments from staff in the Urban Forestry Management Branch provide a number of specific recommendations on these issues. While staff recognizes that not all of these recommendations will be practical, some good faith effort on the part of the applicants should be pursued.

#### **Resolution:**

The applicants have made specific commitments for tree preservation within the proposed development. The applicants have also been working to develop a plan to transplant some existing trees as part of the overall landscaping for the proposed development. Any final determination regarding tree preservation, landscaping and transplanting should be closely coordinated with staff in the Urban Forestry Management Branch of the Department of Public Works and Environmental Services.

### **Transportation Generated Noise**

#### **Issue:**

The subject property is located between Lee Highway (Route 29) on the south and I-66 and Metro's Orange line to the north. Staff had raised the concern at the earliest stages of the review for this application that these noise sources could impact the proposed development. Staff was concerned that proposed townhouse units located near Route 29 might be impacted by noise levels exceeding DNL 65 dBA. While the majority of the northern portion of the site would be shielded from the most significant noise emanating from I-66 and the Metro rail, staff was concerned about potential impacts to the upper levels of the proposed high-rise residential structure which might exceed DNL 75 dBA. It was also noted that transportation related noise from Vaden Drive's right-of-way, as proposed, might impact adjacent existing and proposed residential development adjacent. In light of these concerns the applicants were asked to prepare a noise study.

#### **Resolution:**

The applicants have submitted noise studies to address each of the areas noted above. Staff has reviewed the studies for each area. Staff believes that the findings of the noise studies are consistent with our initial concerns regarding noise impacts to the subject property and adjacent properties.

The noise analysis for Vaden Drive concluded that noise impacts of DNL 65 dBA would extend to 40 feet from the centerline for the proposed roadway. The analysis was based on a posted speed limit of 25 miles per hour with a future projected traffic volume of approximately 8,900

vehicles per day. Based on this analysis neither the existing homes in the Circle Woods development nor the proposed townhomes along Vaden Drive would be impacted by noise levels exceeding DNL 65 dBA. Therefore, no interior or exterior noise mitigation would be required in this area.

A noise analysis conducted for the Lee Highway frontage of the proposed development concluded that noise levels slightly above DNL 65 dBA would impact the proposed open space area at this location as well as the upper levels of the townhomes immediately adjacent to this open space area. As such, noise mitigation will be required for the open space area as well as the upper levels of the townhomes in this area. The applicants have proposed a wall and berm combination to shield the open space area from noise levels exceeding DNL 65 dBA. The barrier will be a solid feature the entire length of the property frontage for Lee Highway (Route 29).

A noise analysis was also prepared for the northern portion of the proposed development. Staff had raised concerns that this area might be subject to combined noise impacts from I-66 and the Metro rail. The noise analysis concluded that ground level noise in this area is below DNL 65 dBA primarily due to the shielding effects of the retaining walls along I-66. However, this shielding begins to diminish at approximately 60-feet above the ground level for the proposed development. Unmitigated noise levels from 90-130 feet were projected to exceed DNL 75 dBA raising concerns regarding the potential to develop residential units within the northern portion of proposed building #7. The applicants were notified that they should reduce exterior noise to no greater than DNL 75 dBA to develop residential units within any portion of building #7 that was impacted by noise levels exceeding DNL 75 dBA.

Building #7 is the only proposed residential structure that would be impacted by noise levels exceeding DNL 75 dBA. Based on the findings of the applicant's noise analysis a number of techniques were proposed to overcome this issue. The current proposal would rely on the construction of a barrier of up to 30-feet in height immediately adjacent to the Metro Station. This proposed barrier would reduce noise impacts to building #7 to less than DNL 75 dBA for all but the uppermost levels of the building. The latest proffers submitted by the applicants recognize the limitations this might impose on this structure and have noted a number of potential solutions to address this issue. In this instance, the proffers would limit the types of uses which could be allowed within any units impacted by exterior noise exceeding DNL 75 dBA. Those units would be limited to non-residential functions, such as, common interior recreation areas, meeting rooms or possibly apartment hotel units. Staff feels that all other alternative uses should be explored for those units within building #7 that would be impacted noise exceeding DNL 75 dBA. Any hotel-type units should be considered an option of last resort. Another option would be a building design that steps back the upper levels for this portion of the structure so that no portion of the façade is in an area impacted by noise levels exceeding DNL 75 dBA. The proffers also give the applicants the opportunity to designate these units as residential units in the future should the County's noise policy change prior to the submission of a site plan for building #7. Staff would also support the development of the most severely impacted units as office space. The proffers should also note that the site plan for building #7 should be subject to review and approval by staff in the Department of Planning and

Zoning to ensure compliance with the development plan and proffered conditions associated with noise issues related to the development of this structure.

PGN: JRB



# County of Fairfax, Virginia

## MEMORANDUM

DATE: December 28, 2005

**TO:** Barbara A. Byron, Director  
Zoning Evaluation Division, DPZ

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

**SUBJECT:** ENVIRONMENTAL ASSESSMENT for: **SEA 82-P-032-5**  
WMATA – Fairfax/Vienna/GMU Metro Station

John R. Bell of the Environment and Development Review Branch has reviewed this application to permit a reduction in land area for the previously approved special exception. No environmental issues have been identified as a result of this evaluation.

PGN:JRB

---

Department of Planning and Zoning  
Planning Division  
12055 Government Center Parkway, Suite 730  
Fairfax, Virginia 22035-5509  
Phone 703-324-1380  
Fax 703-324-3056  
[www.fairfaxcounty.gov/dpz/](http://www.fairfaxcounty.gov/dpz/)

## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

**TO:** Cathy Lewis, Staff Coordinator  
Zoning Evaluation Division, DPZ

**DATE:** September 23, 2005

**FROM:** Todd Nelson, Urban Forester II  
Forest Conservation Section, DPWES 

**SUBJECT:** Pulte/MetroWest; RZ/FDP 2003-PR-022

**RE:** Request for assistance dated August 23, 2005

This review is based on the draft proffers dated August 24, 2005, and the Conceptual Development Plan/Final Development Plan stamped "Received, Department of Planning and Zoning, August 22, 2005."

General Comment: Comments on the previously submitted CDP/FDP were provided to you in my memos dated January 5, 2004, March 2, 2004, and January 3, 2005. Additional comments are provided in this memo to address the proposed landscaping throughout the site.

- 1. Comment:** The tree planting details on sheet 20 do not provide enough information to determine if there will be adequate planting space for the proposed trees.

**Recommendation:** In order to determine if there will be adequate planting space for trees proposed to be planted inside the planting strips, planting details should be provided to include, but not limited to, the following information:

- Irrigation/Drainage systems;
- If the planters will be inter-connected or solitary;
- Length, width, and depth specifications;
- Structural soil specifications;
- Relationship of planters with any and all utilities.

- 2. Comment:** It appears the Applicant is requesting a modification to the transitional screening and barrier requirements for the site. However, a modification request with a justification does not appear to be included in this CDP/FDP.

**Recommendation:** If the Board of Supervisor does not approve the modification/waiver request of the transitional screening and barrier requirements for the site, a modification request with a detailed justification in conformance with Section 13-204 of the Zoning Ordinance should be provided as part of the CDP/FDP.

TLN/  
UFMID #: 105062

cc: RA File  
DPZ File

## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

**TO:** Cathy Lewis, Senior Staff Coordinator  
Zoning Evaluation Division  
Department of Planning and Zoning

**DATE:** December 6, 2005

**FROM:** Valerie Tucker, Chief Stormwater Engineer  
Site Review East, Environmental and Site Review Division  
Department of Public Works and Environmental Services

**SUBJECT:** Rezoning Application Review, RZ 2003-PR-022, Pulte Home Corporation, *Pulte/Metro West Conceptual/Final Development Plan dated November 18, 2005 (Plan)*, Tax Map #048-1-01-0090 pt., 91, 91-A, 91-B pt.; 048-1-06-0005, 6, 7-A, 7-B, 8-A, 8-B pt., 9-13, 33-37; 048-2-24-0038-A pt., 38-B, 39-42; 048-3-01-0055; 048-3-05-0001-A, 1-B, 2-4, 14-22; 048-4-07-0023, 24-32, 43-60, 61-A, 62-69 (Property), Providence District

We have reviewed the referenced submission and offer the following comments:

Chesapeake Bay Preservation Ordinance

There are no Resource Protection Areas on the Property.

The applicant intends to use bioretention facilities and low impact development techniques to meet the water quality control requirements of the development. It is noted that the proposed underground detention vaults will not provide water quality control for the stormwater runoff.

A Water Quality Impact Assessment (WQIA) will be required to construct the western storm sewer outfall to adequately convey runoff from the site, as it is directed into an off-site Resource Protection Area. The WQIA must be approved prior to final plan approval.

An approved RPA Exemption to construct the pedestrian trail connections within the RPA is required from the Director of DPWES prior to final site plan approval.

Downstream Drainage Complaints

There are no downstream drainage complaints on file relevant to the Hatmark Branch outfall. There are minor erosion and yard flooding complaints on file along the outfall toward Hunters Branch.

Floodplain

There are no regulated floodplains on the Property. The western storm sewer outfall will convey runoff from the site to a minor floodplain. Off-site easements are required to construct the outfall through the Fairfax County Park Authority land.

### Stormwater Detention

Note 6 on Sheet 2 indicates that the Stormwater Management Plan details are 'provided under separate cover.' The applicant's documentation submitted for the waiver to allow underground detention in a residential area was used to supplement this review.

The stormwater detention plan indicates that the peak stormwater discharge from the Property will be 'reduced to the ratio of runoff volume to the wooded conditions from the runoff volume of the proposed conditions.' The allowable discharge rates have been adjusted to account for the runoff to each respective outfall as if the site was in an undeveloped wooded condition.

An application to locate three underground detention vaults (100' L x 65' W x 7' D, 112' L x 115' W x 15' D, and 17,750 sq ft x 15.5' D) within a residential area, #8625-WPFM-001-1, was received by DPWES on September 26, 2005, for concurrent processing with this rezoning application. A Staff recommendation has been forwarded through DPZ to the Board of Supervisors for final action. The location of underground detention vaults under open play areas is discouraged.

### Site Outfalls

Note #36 on Sheet 2 and the Outfall Analysis on Sheet 39 indicates that Hatmark Branch storm water outfall will be improved or stabilized to provide non-erosive outfalls with adequate capacity to convey the site discharge. County development criteria require that the location and extent of these improvements be addressed prior to final plan approval. The applicant must indicate the method and extent of improvements necessary to address the outfall deficiencies which will be incorporated into the development plan either on the Plan or in a proffer.

If you should have any questions or require additional information, please contact me at 703-324-1720.

cc: Carl Bouchard, Director, Stormwater Planning Division  
Zoning Application File (8625-ZONA-001-2)

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

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

**DATE:** December 6, 2005

**FROM:** Valerie Tucker, Chief Stormwater Engineer  
Site Review East, Environmental and Site Review Division  
Land Development Services  
Department of Public Works and Environmental Services

**SUBJECT:** Pulte/Metro West, RZ 2003-PR-022, Tax Map #048-1-01-0090 pt., 0091, 0091-A, 0091-B pt.; 048-1-06-0005, 0006, 0007-A, 0007-B, 0008-A, 0008-B pt., 0009 thru 0013, 0033 thru 0037; 048-2-24-0038-A pt., 0038-B, 0039 thru 0042; 048-3-01-0055; 048-3-05-0001-A, 0001-B, 0002, 0003, 0004, 0014 thru 0022; 048-4-07-0023, 0024 thru 0032, 0043 thru 0060, 0061-A, 0062 thru 0069 (Property), Providence District

**REFERENCE:** Waiver Request #8625-WPFM-001-1, for 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 the 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 homeowners for maintenance. Underground stormwater management facilities located in residential developments allowed by the Board:

- shall be privately maintained;
- shall be disclosed as part of the chain of title to all future owners responsible for maintenance of the facilities;
- shall not be located in a County storm drainage easement; and,
- shall have a private maintenance agreement, in a form acceptable to the Director of the Department of Public Works and Environmental Services (DPWES), executed before the construction plan is approved.

The applicant has indicated that the preferred method for stormwater management includes the use of three underground detention vaults. He has also indicated a willingness to utilize low impact development design where feasible in an effort to reduce the size of the underground vaults.

In the applicant's application, he states that the underground vaults will be located entirely on private property and a private maintenance agreement will be entered into and recorded. He also states the vaults will not be located within any County easements and that safety requirements will be met by providing locked BILCO doors to each facility access point. The BILCO doors are to be designed with a landscape feature to help hide the location of the doors, for an additional safety factor. The applicant has provided construction cost estimates for the 56-acre development comprised of 2248 proposed residential units and approximately 400,000

square feet of office/retail space in addition to the adjacent 14-acre WMATA site, to be served by the underground facilities.

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

ANALYSIS:

Impacts on Public Safety – The location of the proposed underground detention vaults are proposed to be located under open space areas. DPWES remains opposed, for safety reasons, to any configuration that would result in underground facilities, including access structures, being located within open space areas of the development as well as opposed to depths inside the structures being as great as 15.5 feet. With respect to safety, a proposed facility within a grassy open space area is viewed differently than a facility located in a paved parking lot or next to a street or travel lane. It is the opinion of staff that the proposed underground detention facility be relocated to areas under proposed parking or travel ways so as to remove the facilities from active play areas which could pose an undue hazard to the residents in the development. Inside ponding depths of 15.5 feet may hinder rescue efforts in the event that unauthorized access is gained within any of the facilities. Staff suggests that these depths be minimized to the degree possible to reduce the liability of the owners. If it is the intent of the Board to approve the waiver request, the applicant should relocate the underground detention vaults to areas within a parking area or travelway, and reduce the inside depth of the underground facilities to the degree possible.

If it is the intent of the Board to approve the waiver request, the applicant shall provide liability insurance in an amount acceptable to Fairfax County as a waiver condition. A typical liability insurance amount is \$1,000,000 against claims associated with underground facilities. The private maintenance agreement shall also hold Fairfax County harmless from any liability associated with the facilities.

Impacts on the Environment – The surrounding areas are developed and the proposed underground facilities will outfall into the existing and proposed piped storm drainage system. It should be noted that no trees or shrubs will be permitted to be planted directly above or adjacent to the underground vaults. Trees proposed to be located above the underground vaults will have to be relocated.

The height of the underground facilities will require that the outfall structures and receiving storm drainage systems be of sufficient depth to adequately convey the runoff to the natural stream system. Additional clearing and grading along one or more of the outfalls to accommodate the excessive structural heights (7', 15' and 15.5') may be necessary for construction purposes and to provide an adequate design for the outfall. To minimize any adverse impact on the environment associated with tree removal to construct new outfalls, Staff recommends that the underground structure heights be reduced to the degree possible (preferred to be 6', to meet maintenance specifications).

Burden Placed on Prospective Homeowners for Maintenance and Future Replacement – The proposed development is for the construction of 2248 residential units and approximately 400,000 square feet of office/retail space. The annual routine maintenance burden will be assumed by the Umbrella/Home Owners Association (UOA/HOA) with about 85% to the homeowners and 15% of the responsibility to the office/retail portion. The estimated annual

maintenance cost provided by the applicant, in current dollars is \$24,000 for the underground facilities. Therefore, the anticipated annual maintenance cost per residential unit is estimated at \$9.10. Staff recommends that the applicant be required to escrow monies for a 20-year maintenance cycle of the underground facilities to the UOA for the residential unit portion of the maintenance responsibility. These monies shall not be made available to the UOA until after final bond release.

Staff recommends that, if it is the intent of the Board to grant the waiver, then the applicant be required to establish a financial plan, for the operation, inspection, maintenance and future replacement of the underground facilities. The applicant should be required to establish, as part of the UOA/HOA documents, a reserve fund to cover future replacement of the facilities, based on the initial construction costs, an estimated 50-year lifespan (for concrete products). The applicant has estimated the total construction cost for the underground detention vaults at approximately \$5,100,000 using concrete products. Using the same cost share breakdown as that for the maintenance responsibility estimate, the anticipated annual replacement cost per residential unit is about \$39.

In order to maximize the useful life of underground facilities and minimize maintenance issues, underground facilities should be constructed of reinforced concrete products. Staff recommends that, if it is the intent of the Board to grant the waiver, then the applicant must be required to construct the underground facilities with reinforced concrete products only.

The amount of the annual contribution of the homeowner portion toward the replacement reserve fund, assuming interest compensates for inflation, would be \$86,700. The total annual cost for both maintenance and replacement of the three underground stormwater management facilities to each of the proposed residential units would be about \$48. The applicant also should include a line item in the financial plan for operation, inspection and maintenance.

The applicant shall also provide that disclosure will be made in the chain of title of the homeowners' responsibility for maintenance and the associated waiver conditions.

**RECOMMENDATION:**

DPWES recommends that the Board approve the waiver to locate underground facilities in a residential area for the Pulte/Metro West development plan, subject to Waiver #8625-WPFM-001-1 Conditions dated December 5, 2005, as contained in Attachment A.

If you have any questions, or need further assistance, please contact me at 4-1720.

**ATTACHED DOCUMENTS:**

Attachment A – Waiver #8625-WPFM-001-1 Conditions, Pulte/Metro West, December 5, 2005  
Attachment B – PFM Section 6-0303.8

cc: Robert A. Stalzer, Deputy County Executive  
Jimmie D. Jenkins, Director, DPWES  
James Patteson, Director, Land Development Services, DPWES  
Scott St. Clair, Director, Maintenance and Stormwater Management Division, DPWES  
Waiver File



**Waiver #8625-WPFM-001-1 Conditions**

Pulte/Metro West  
Associated with RZ 2003-PR-022  
December 5, 2005

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

The private maintenance agreement shall address:

- County inspection and all other issues as may be necessary to insure that the facilities are maintained by the Umbrella Owners Association (UOA) in good working condition acceptable to the County so as to control stormwater generated from the development of the Pulte/Metro West site.
- A condition that the applicant, property owners, their successors or assigns shall not petition the County to take future maintenance or replace the underground facilities.
- Establishment of a reserve fund, for future replacement of the underground facilities.
- Establishment of procedures to follow to facilitate inspection by the County, i.e. advance notice procedure, whom to contact, who has the access keys, etc.
- A condition that the property owners provide and continuously maintain, liability insurance. The typical liability insurance amount is at least \$1,000,000, against claims associated with underground facilities.
- A statement that Fairfax County shall be held harmless from any liability associated with the facilities.

7. Operation, inspection and maintenance procedures associated with the underground facilities shall be incorporated in the site construction plan, private maintenance agreement, and UOA documents which insure safe operation, inspection and maintenance of the facilities.
8. A financial plan for the UOA, to finance regular maintenance and full life cycle replacement costs, shall be established prior to final subdivision plat approval. A separate line item in the UOA 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 from the members of the property owners association based on the initial construction costs and an estimated 50-year lifespan for concrete products.
9. Prior to final construction plan approval, the applicant shall escrow sufficient funds for the benefit of the property owner association which will cover a 20-year maintenance cycle of the underground facilities. These monies shall not be made available to the UOA until after final bond release.
10. All future purchasers of any of the Pulte/Metro West units shall be advised prior to entering into a contract of sale, as well as within the recorded property owner association documents, that the UOA is responsible for the operation, inspection, maintenance and replacement of the underground facilities.
11. The owner and its successors and assigns shall disclose, as part of the chain of title, to all future property owners, the presence of the underground stormwater facilities and the UOA responsibility for operation, inspection, maintenance and replacement of such facilities, by including the following language within the deed for each unit and the record plat:  
  
"The owner and its successors and assigns are responsible for the operation, inspection, maintenance and replacement of the underground stormwater facilities as set forth in the UOA documents and a private maintenance agreement entered into with the County."

## Public Facilities Manual

### Section 6-0303.8

6-0303.8 (24-88-PFM, 83-04-PFM) Underground detention facilities may not be used in residential developments, including rental townhouses, condominiums and apartments, unless specifically waived by the Board of Supervisors (Board) in conjunction with the approval of a rezoning, proffered condition amendment, special exception, or special exception amendment. In addition, after receiving input from the Director regarding a request by the property owner(s) to use underground detention in a residential development, the Board may grant a waiver if an application for rezoning, proffered condition amendment, special exception, and special exception amendment was approved prior to, June 8, 2004, and if an underground detention facility was a feature shown on an approved proffered development plan or on an approved special exception plat. Any decision by the Board to grant a waiver shall take into consideration possible impacts on public safety, the environment, and the burden placed on prospective owners for maintenance of the facilities. Any property owner(s) seeking a waiver shall provide for adequate funding for maintenance of the facilities where deemed appropriate by the Board. Underground detention facilities approved for use in residential developments by the Board shall be privately maintained, shall be disclosed as part of the chain of title to all future homeowners (e.g. individual members of a homeowners or condominium association) responsible for maintenance of the facilities, shall not be located in a County storm drainage easement, and a private maintenance agreement in a form acceptable to the Director must be executed before the construction plan is approved. Underground detention facilities may be used in commercial and industrial developments where private maintenance agreements are executed and the facilities are not located in a County storm drainage easement.





Cathy Lewis  
SEA 82-P-032-5  
Page 2

Site Outfall

The applicant shall provide an outfall narrative addressing the condition of the Site outfall downstream to a point where the drainage area is at least 100 times the Site area or to a floodplain which has a contributing area of at least one square mile, ZO 16-302.

If you should have any questions or require additional information, please contact me at 703-324-1720.

cc: Carl Bouchard, Director, Stormwater Planning Division  
Valerie Tucker, Chief Stormwater Engineer, Site Review East, ESRD, DPWES  
Zoning Application File (1548-ZONA-001-1)



FAIRFAX COUNTY PARK AUTHORITY  
M E M O R A N D U M

APPENDIX 10



**TO:** Barbara A. Byron, Director  
Zoning Evaluation Division  
Department of Planning and Zoning

**FROM:** Lynn S. Tadlock, Director  
Planning and Development Division

**DATE:** February 18, 2005

**SUBJECT:** RZ/FDP 2003-PR-022  
Pulte Vienna West (Fairlee)  
Tax Map Number: 48-1 ((6)) 5, and many others

**BACKGROUND**

The Fairfax County Park Authority (FCPA) staff has reviewed the proposed Development Plan dated December 21 2004, for the above referenced application. The Development Plan shows a mixed-use community including 2,248 new proposed residential units (multi-family and townhouse), 300,000 square feet of office and 100,000 square feet of retail on approximately 56 acres. The proposal will add approximately 5,527 residents to the current population of the Providence District. The site is located immediately south of the Vienna Metro station and east of the Park Authority's East Blake Lane Park.

**COMPREHENSIVE PLAN CITATIONS**

**1. Park Services and New Development (The Policy Plan, Parks and Recreation Objective 4, p. 6)**

**“Maximize both the required and voluntary dedication, development, and renovation of lands and facilities for parks and recreation to help ensure an equitable distribution of these resources commensurate with development throughout the County.”**

Policy a: “Provide neighborhood park facilities on private open space in quantity and design consistent with County standards; or at the option of the County, contribute a pro-rata share to establish neighborhood park facilities in the vicinity...”

Policy b: “Mitigate the cumulative impacts of development that exacerbate or create deficiencies of Community Park facilities in the vicinity. The extent of

facilities, land or contributions to be provided shall be in general accordance with the proportional impact on identified facility needs as determined by adopted County standards. Implement this policy through application of the Criteria for Assignment of Appropriate Development Intensity.”

**2. Resource Protection (The Policy Plan, Parks and Recreation Objective 3, p. 5)**

Policy a: “Protect park resources from the adverse impacts of development on nearby properties.”

**3. Community Design Related to Parks and Open Space (OTPA S02-II-V2)**

“To enhance the quality of this development and to meet the recreation needs of residents, substantial, usable open space and other on-site facilities should be an integral part of the proposed mixed-use development. Open lawn areas, urban parks, plazas and courtyards should be incorporated into the overall design to serve residents, employees and visitors to the area. These spaces should be appealing places to gather with seating, lighting, landscaping and other amenities.”

**4. Community Facilities (OTPA S02-II-V2)**

“Provision should be made for a community facility, which may include opportunities for indoor recreation, community meeting space, a police satellite substation or other community needs, as may be identified by the County in coordination with the community.”

**5. Storm Water Management (OTPA S02-II-V2)**

“It is expected that adequate outfall and storm water management (SWM) that fully mitigates the impacts of this development be provided... The quality of Hatmark Branch should be improved proximate to the site through stream restoration, which may include bed and bank stabilization, reforestation and the possible creation of wetlands, provided that agreements can be reached with affected property owners.”

**6. Trails (OTPA S02-II-V2)**

“The W&OD/City of Fairfax Connector trail should be realigned and access to the trail from adjoining residential neighborhoods for pedestrians and bicycles, and all modes normally permitted on such trails should be provided. Trees should be provided on both sides of the City of Fairfax Connector Trail that is located within East Blake Lane Park adjacent to the area where the trail is to be realigned. A pedestrian bridge across Hatmark Branch in East Blake Lane Park should be provided to improve trail usage and access to Metro.”

## **ANALYSIS AND RECOMMENDATIONS**

### **Recreational Impact**

The residential component of the proposed development includes 2,030 multifamily units and 218 townhouses. The residents of this development will need access to outdoor recreational facilities. Typical recreational needs include playground/tot lots, basketball, tennis and volleyball courts and athletic fields. Based on the Zoning Ordinance Sections 6-110 and 16-404, the applicant shall provide \$955 per non-ADU (affordable dwelling unit) residential unit for outdoor recreational facilities to serve the development population. If no ADU's are proposed the Ordinance-required contribution is \$2,146,840.

The \$955 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. On this site, it appears likely that the entirety of the Ordinance-required funds will be used for a few outdoor recreational amenities onsite (primarily outdoor pools). 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 (such as picnic areas, ballfields, and basketball courts).

In order to offset the additional impact caused by the 5,227 residents proposed, the applicant should provide an additional \$1,385,155 in dedicated public park and recreational facilities (or alternatively, dedicate that amount to the Park Authority for recreational facility development at one or more of our sites located within the service area of this development). The Development Plan shows a proposed "public building by others." The Park Authority strongly recommends that the applicant construct this building to include an over-sized multi-purpose court and one other recreational facility. The portion of the public building dedicated to recreation could be credited against the additional park and recreational contribution. The Park Authority believes that Community Recreational Services is the appropriate public agency to manage the facility.

### **Impacts to East Blake Lane Park**

The Development Plan shows grading and retaining walls on the existing East Blake Lane Park associated with development of Vaden Drive. Clearing and grading on parkland should be kept to a minimum (only what is necessary to accommodate the redesigned Fairfax Connector Trail and the SWM outfall). The Plan shows additional grading on parkland south of the retaining wall. It is unclear as to why this grading is needed. The Park Authority recommends it be removed from the Plan.

The Plan shows a proposed SWM outfall on East Blake Lane Park. A number of technical and should be considered to protect parkland resources. Design aesthetics should also be considered since this is heavily traveled parkland. Possible design considerations include a mini-stilling basin at the point of discharge outside the limits of the RPA, use of a meandering channel through the RPA (avoiding existing mature vegetation), outfall from the channel to Hatmark Branch angled in the direction of flow of the main branch, and appropriate native plantings for landscaping purposes. The Park Authority requests review by the appropriate Northern Virginia

Soil and Water Conservation District staff and DPWES engineers to assure that the outfall and peak flows will not cause erosion on parkland nor further degrade Hatmark Branch on East Blake Lane Park. Staff requests a commitment from the applicant to correct any problems (and compensate for impacts) later if problems arise due to the outfall design/constructions within a five year period post-construction of the outfall.

The proffers indicate that there may be stream channel improvements to Hatmark Branch. The Park Authority is interested in the improvements if they provide for a comprehensive improvement and stabilization of Hatmark Branch. It is not clear from the information provided to date whether the proposed improvements result in the long-term stabilization of the stream or are "spot" improvements that may be by-passed or destroyed by the stream a few years after completion. Some of the documents submitted related to the stream improvements refer to the concept of "reconnecting the floodplain." The Park Authority would like to see information on how this will be accomplished and how it will impact handling of storm flows on the park site (for example, changes to the limits of the 2-year and ten-year floodplain, impacts to the trail and new pedestrian bridge crossing). The Park Authority requests review by the appropriate Northern Virginia Soil and Water Conservation District staff and DPWES engineers to assure that the stream channel improvement plan will be effective.

The Park Authority favors treatments that include bioengineering techniques where appropriate (i.e. bio-logs, use of native vegetative to stabilize stream banks, etc.). The applicant should submit a comprehensive plan for stream treatments that includes information on how many and which trees are proposed to be flush cut along the stream bank on East Blake Lane Park and describes how the site will be accessed (including a description of impacts and a mitigation plan for those impacts).

For all land disturbing activities proposed on park property, the applicant must submit a request for a permit and/or easement request. Applications are available from the Easement Coordinator, Fairfax County Park Authority, Planning and Development Division, 12055 Government Center Parkway, Suite 421, Fairfax, Virginia 22035; main telephone number (703) 324-8741. The Park Authority should be compensated for any grading/encroachments on park property. Absent further agreements, any draft proffer language indicating that fees or compensation shall be waived should be removed from the proffers.

### **Parkland Dedication**

The proposed tree-save area adjacent to East Blake Lane Park (approximately 1.5 acres) should be dedicated to the Park Authority as an addition to the park. The applicant should construct facilities there including a trail from the proposed public-use building through the park addition to the Fairfax Connector trail, a handicap-accessible picnic shelter with grill, tables, and amenities. The applicant should redesign the area east of the park addition (currently shown as an unbroken row of parking) to provide an appropriate park entrance to include a park name sign, site information kiosk, and a landscaped trailhead. The draft proffers currently indicate that the "tree-save area should be preserved in its natural state." The language needs to be revised to allow for park improvements as discussed above (picnic shelter, grills, trail, and site amenities).

The southwest corner of Vaden Drive and Saintsbury Drive should be developed as a park. This area is adjacent to age-restricted housing. This is an acceptable location for a non-traditional outdoor play/exercise facility that would engage adults in some sort of activity. Alternatively, the design could provide for a more traditional active recreation such as a multi-use court or tennis courts. The site should be designed for pedestrian access but provide for a driveway apron with a lockable bollard for park maintenance/emergency vehicle access. The park should be designed to function as an addition to East Blake Lane Park.

Prior to dedication, all debris and waste should be removed from lands coming to the Park Authority. In accordance with *PFM 2-1102.4B*, the landowner is required to take any necessary corrective action prior to Park Authority acceptance. In accordance with the December 11, 2000 BOS resolution, "park, recreation or open space should be deeded directly to the Fairfax County Park Authority without first being deeded to the Board".

### **Other Onsite Park and Recreational Facilities**

One of the core concepts of this type of development is to reduce traffic through an integrated, mixed-use development adjacent to Metro. If sufficient park and recreational facilities are not provided onsite then there may be increased traffic trips as residents have to travel to other locations to meet these needs. The applicant needs to provide more detail of all onsite facilities proposed to demonstrate that there will be ample park and recreational opportunities. Some of the questions that need to be answered include: What is the design/intent of the pool/sculpture area between buildings 14-17 (How will it be designed for child play? Will there be a spray/splash water feature?)? How will the plaza with ice rink/performance ring be designed (will it be open or covered? provide seating for performance events)? Are the pools located on rooftops, ground-level, or somewhere in between (and how much sunlight will they get vs. shade)? Is there a proposed picnic area (if so, where)?

The Development Plan shows five proposed pools, a couple of small greens, a plaza ice rink/performance area, and one sculpture/(play?) area. Additional facilities need to be provided to meet the needs of the new residents of this development. While staff is not opposed to the number of outdoor pools, their limitation is that they provide recreation for only a few months of the year.

The public building currently designated on the Development Plan as to be provided "by others" needs to include a significant recreational component and needs to be built by the applicant during construction of the residential component of this development. The building should include an over-sized multi-purpose court and one other recreational facility (in addition to other community needs). The portion of the public building dedicated to recreation could be credited against the additional park and recreational contribution. The current draft proffer indicating a contribution of three-plus million dollars needs to be re-worked to reflect a commitment for actual construction of the facility rather than a monetary contribution.

The development should include other park and recreational areas. These other park areas do not need to be dedicated to the Park Authority. FCPA recommends that the

application provide additional recreational amenities onsite including two open flat turf areas approximately 100 feet by 200 feet for unscheduled play, a second structured play area (not tot-lot), one outdoor multi-use court, one picnic facility, one volleyball court. Consideration should be given to incorporating the additional outdoor multi-use court and one sand volleyball court into the design of the public use building land bay. One or more of the pools should be enclosed during the non-summer months so that swimming and swim lessons can be provided year-round.

The area across from building 4 should be developed as one of the open flat turf areas for unscheduled play (it is currently labeled as a "SWM vault)." For park and recreational purposes, the green should be enlarged. The green should be relatively level (three per cent or less slope) and free of obstructions (except for landscaping, benches, etc. along the perimeter). The applicant should clarify how the underground SWM vaults will be accessed and the limitations of uses (if any) above the vaults (for example, will there be access panels, vents, pipes, or other features above ground?).

The entire community should have access to the park and recreational facilities including at least one of the indoor pools. The draft proffers appear to provide for exclusion of some of the facilities from some of the residents. The Park Authority does not object to designating certain pools for certain residents but all residents should have access to indoor and outdoor pools, playgrounds, courts, picnic facilities, and open play areas.

### **Park Trails**

A portion of the Fairfax Connector Trail on East Blake Lane Park will be relocated as part of this development. The applicant should provide more details (including cross-sections and elevations) about the alignment and design of the trail. Issues of concern include the relationship of the trail to proposed retaining walls, appropriate separation of trees and plantings from the trail (5-foot minimum), proposed grade of the trail (as gradual as possible – certainly less than 5%), and possible impacts to natural resources on the park site.

The Comprehensive Plan calls for the developer to provide a new pedestrian bridge across Hatmark Branch in East Blake Lane Park to improve trail usage and access to Metro. The draft proffers reference construction of a pedestrian bridge "similar to that shown on the CDP/FDP." Staff is concerned about appropriate engineering of the bridge related to flooding. Further evaluation of the bridge is needed prior to acceptance of the current proffer language. The applicant should contact Fairfax County Park Authority Trails Coordinator Jenny Pate and Natural Resource Manager Heather Melchior to coordinate the location and design of a new trail connection and stream crossing. Staff also requests review of the bridge design by County engineers.

cc: Kirk Holley, Manager, Park Planning Branch  
Irish Grandfield, Senior Planner, Park Planning Branch  
Kay Rutledge, Manager, Land Acquisition and Management Branch  
Jenny Pate, Trails Coordinator, Park Planning Branch  
Cindy Messinger, Director, Resource Management Division  
Liz Crowell, Cultural Resource Protection Group  
Heather Melchior, Natural Resource Protection Group  
Brian Daly, Director, Park Operations  
John Hopkins, Area 7 Manager  
Russ Smith, DPWES Stormwater Planning  
Chron Binder  
File Copy

**FAIRFAX COUNTY PARK AUTHORITY**

12055 Government Center Parkway, Suite 927  
Fairfax, VA 22035-1118



December 6, 2005

Stan Settle  
Pulte Home Corporation  
10600 Arrowhead Drive  
Suite 325  
Fairfax, VA 22030

*Re: Phase I Archaeological Investigations of the 8 Acre Study Area Within the Fairlee Property,  
Fairfax County, Virginia.*

Dear Mr. Settle:

Cultural Resource Management and Protection Section staff has reviewed the referenced report. We concur with the findings of the report. No potentially significant archaeological resources were discovered as part of this study. No additional archaeological work is warranted.

Please let me know if you have any questions or need any additional information.

Sincerely,

A handwritten signature in cursive script that reads "EA Crowell".

Elizabeth A. Crowell, Ph.D.  
Cultural Resource Management and Protection Section Manager  
(703) 534-3881, Extension 402



# FAIRFAX COUNTY PARK AUTHORITY

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# M E M O R A N D U M



**TO:** Barbara A. Byron, Director  
Zoning Evaluation Division  
Department of Planning and Zoning

**FROM:** Lynn S. Tadlock, Director *LST by Sandra Stallman*  
Planning and Development Division

**DATE:** December 23, 2005

**SUBJECT:** SEA 82-P-032-5, WMATA Fairfax/Vienna/GMU  
Tax Map Nos. 48-1((1)) 90, 91B, 96, 97, 100A; 48-1((6)) 7A, 7B; 48-2((1)) 1,4,  
4A; 48-2((24)) 38A

The Park Authority staff has reviewed the above referenced plan. Based on that review, staff has determined that this application bears no adverse impact on land or resources of the Park Authority.

cc: Sandra Stallman, Manager, Planning Branch  
Cindy Messinger, Director, Resource Protection Group  
Chron Binder  
File Copy



September 15, 2005

TO: Cathy Lewis  
FROM: Gary Chevalier   
SUBJECT: RZ-03-PR-022 School Impact

Attached is an updated school impact statement reflecting the most recent dwelling unit count and student yield from the referenced rezoning case. Please note that, although the development is currently in the Mosby Woods Elementary School attendance area, it is likely that assignment will be changed before this development gets underway. Enrollment at Mosby Woods currently exceeds the buildings capacity, we are installing a ten classroom modular addition at the school to help relieve overcrowding but we will not have space on the school site to add additional classrooms after the modular unit is installed. The Marshall Road Elementary School attendance area is adjacent to the property in this rezoning and could be considered as a possible elementary school assignment. The School Board's Capital Improvement Program includes a 12-classroom modular addition for Marshall Road, however that addition is currently unfunded. Any proffer money obtained from this rezoning could be dedicated to funding this modular addition.

If you need any additional information please contact me at 703 246-3608

## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

September 26, 2005

**TO:** Barbara Byron, Director  
Zoning Evaluation Division  
Office of Comprehensive Planning

**FROM:** Ralph Dulaney (246-3868)  
Information Technology Section  
Fire and Rescue Department

**SUBJECT:** Fire and Rescue Department Preliminary Analysis of Rezoning Application RZ  
2003-PR-022 and Final Development Plan FDP 2003-PR-022

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 #430, Merrifield
2. After construction programmed for \_\_\_\_\_ this property will be serviced by the fire station \_\_\_\_\_.
3. In summary, the Fire and Rescue Department considers that the subject rezoning application property:
  - a. currently meets fire protection guidelines.
  - b. will meet fire protection guidelines when a proposed fire station becomes fully operational.
  - c. does not meet current fire protection guidelines without an additional facility; however, a future station is projected for this area.
  - d. does not meet current fire protection guidelines without an additional facility. The application property is \_\_\_\_\_ of a mile outside the fire protection guidelines. No new facility is currently planned for this area.

**Date:** 9/21/05  
**Map:** 48-1, 48-2, 48-3, 48-4  
**Acreage:** 56.03  
**Rezoning**  
**From :** R-1 **To:** PRM, PDH-12, PDH-16

**Case #** RZ-03-PR-022  
 (Revised)  
**PU** 2060, 2069

**TO:** County Zoning Evaluation Branch (DPZ)  
**FROM:** FCPS Facilities Planning (246-3609)  
**SUBJECT:** Schools Impact Analysis, Rezoning Application

The following information is submitted in response to your request for a school impact analysis of the referenced rezoning application.

I. Schools that serve this property, their current total memberships, net operating capacities, and five year projections are as follows:

School Name and Number	Grade Level	9/30/04 Capacity	9/30/04 Membership	2005-2006 Membership	Memb/Cap Difference 2005-2006	2009-2010 Membership	Memb/Cap Difference 2009-2010
Mosby Woods 3053	K-6	443	570	614	-171	803	-360
Jackson 3081	7-8	900/1215	1038	965	-65	959	256
Oakton 3050	9-12	2325	2331	2364	-39	2362	-37

II. The requested rezoning could increase or reduce projected student membership as shown in the following analysis:

School Level (by Grade)	Unit Type	Proposed Zoning			Unit Type	Existing Zoning			Student Increase/Decrease	Total Students
		Units	Ratio	Students		Units	Ratio	Students		
K-6	HR	1800	X.063	113	SF	61	X.244	15	144	159
	SFA	218	X.210	46						
7-8	HR	1800	X.011	20	SF	61	X.070	4	28	32
	SFA	218	X.053	12						
9-12	HR	1800	X.028	50	SF	61	X.159	10	64	74
	SFA	218	X.109	24						

**Source:** FY 2006-2010, Facilities Planning Services Office Enrollment Projections

**Note:** Five-year projections are those currently available and will be updated yearly. School attendance areas subject to yearly review.

Comments

Based on the approved proffer guidelines the 236 students generated by this rezoning would justify a \$1,770,000 proffer for schools. (236 students x \$ 7,500 per student)



FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Staff Coordinator DATE: December-19, 2005  
 Zoning Evaluation Division, OCP

FROM: Gilbert Osei-Kwadwo (Tel: 324-5025)  
 System Engineering & Monitoring Division  
 Office of Waste Management, DPW&ES

SUBJECT: Sanitary Sewer Analysis Report

REFERENCE: Application No. RZ 2003-PR-022  
 Tax Map No. SEVERAL PARCELS ON 48-1, 48-3 AND 48-4

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

1. The application property is located in the ACCOTINK CREEK(M2) watershed. It would be sewered into the Noman M. Cole, Jr. Pollution Control Plant.
2. Based upon current and committed flow, there is excess capacity in the Lower Potomac Pollution Control Plant at this time. For purposes of this report, committed flow shall be deemed that for which fees have been paid, building permits have been issued, or priority reservations have been established by the Board of Supervisors. No commitment can be made, however, as to the availability of treatment capacity for the development of the subject property. Availability of treatment capacity will depend upon the current rate of construction and the timing for development of this site.
3. An existing 8 inch line located in AN EASEMENT and APPROX. 20 FEET FROM the property is not adequate for the proposed use at this time.
4. The following table indicates the condition of all related sewer facilities and the total effect of this application.

<u>Sewer Network</u>	<u>Existing Use +Application</u>		<u>Existing Use + Application Previous Rezonings</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	
Interceptor						
Outfall						

5. Other pertinent information or comments: APPLICANT SHOULD PROFFER TO REPLACE ANY SEWER LINE THAT BECOMES INADEQUATE DUE TO THIS DEVELOPMENT. A PUBLIC IMPROVEMENT SHOULD BE SUBMITTED CONCURRENT WITH THE SITE PLAN FOR THE PROPOSED DEVELOPMENT TO UPGRADE ANY OFF-SITE SANITARY SEWER LINE.





CITY OF  
**FALLS  
CHURCH**

RECEIVED  
Department of Planning & Zoning

OCT 13 2005

Zoning Evaluation Division

October 11, 2005

Ms. Cathy Lewis, AICP  
County of Fairfax  
Department of Planning & Zoning  
12055 Government Center Pkwy.  
Suite 801  
Fairfax, Virginia 22035

RE: Pulte/Metro West Conceptual/Final Development Plan

Dear Ms. Lewis:

We have completed our review the above referenced plan. At this time there are adequate water facilities to support the development. During the final site plan process the applicant will be required to develop a hydraulic analysis of the site to ensure adequate sizing of the internal line sizes. Please note that the adequacy of the water facilities will be re-evaluated during the site plan process and the size of the water mains may be required to be increased.

If you have any questions concerning our review please call me at 703.248.5082

Sincerely,

Rodney A. Collins  
Public Utilities Engineer

Cc: Mr. Robert J. Etris, Director of Public Utilities  
File



**PROPOSED DEVELOPMENT CONDITIONS****SEA 82-P-032-4****February 24, 2005**

If it is the intent of the Board of Supervisors to approve SEA 82-P-032-4 located at 2900 Nutley Street (Tax Map 48-1 ((1)) 90, 91B, 96, 97, 100A; 48-1 ((6)) 7A, 8B; 48-2 ((1)) 1, 4, 4A; 48-2 ((24)) 38A; 48-3 ((4)) 28) to permit a bus ticket facility and site modifications pursuant to Section 3-104 and 6-105 of the Fairfax County Zoning Ordinance, staff recommends that the Board condition the approval by requiring conformance with the following development conditions. These development conditions shall be in addition to the previously approved development conditions for SEA 82-P-032-2 and SEA 82-P-032-3 which shall remain in full force and effect.

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception Amendment is granted only for the purpose(s), structure(s), and/or use(s) indicated on the Special Exception Plat (SE Plat) approved with this application, as qualified by these development conditions.
3. A copy of this Special Exception Amendment and the Non-Residential Use Permit (Non-RUP) SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
4. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this Special Exception Amendment shall be in substantial conformance with the approved SE Plat entitled "Ticket Kiosk for Greyhound Lines Incorporated, Vienna, VA," prepared by Rawlings, Wilson and Associates, as received by the Department of Planning and Zoning on November 18, 2004, consisting of 2 sheets, dated August 17, 2001. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
5. If required as a result of modifications to the circulation system on the metro station site, or to ensure adequate pedestrian circulation, the building labeled Proposed Greyhound Ticket Kiosk on the SE Plat may be relocated to accommodate the changes without approval of a Special Exception Amendment provided that such relocation is determined to be in substantial conformance with the SEA Plat. If relocated, the building shall continue to comply with all applicable bulk regulations and all other applicable regulations of the Zoning Ordinance. The applicant shall be responsible for any costs incurred in order to move the kiosk.

6. The existing bike lockers currently located where the Ticket Kiosk is to be placed shall be relocated on-site, as depicted on the sketch submitted by the applicant and attached to these development conditions as Attachment 1. The bike lockers may be moved to an alternate on-site location to that shown on Attachment 1 subject to the approval of the Zoning Evaluation Division of the Department of Planning and Zoning.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception Amendment shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, thirty (30) months after the date of approval unless, at a minimum, the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the Special Exception Amendment. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.





## ARTICLE 6

### PLANNED DEVELOPMENT DISTRICT REGULATIONS

#### **PART 1    6-100 PDH PLANNED DEVELOPMENT HOUSING DISTRICT**

##### **6-101        Purpose and Intent**

The PDH District is established to encourage innovative and creative design and to facilitate use of the most advantageous construction techniques in the development of land for residential and other selected secondary uses. The district regulations are designed to insure ample provision and efficient use of open space; to promote high standards in the layout, design and construction of residential development; to promote balanced developments of mixed housing types; to encourage the provision of dwellings within the means of families of low and moderate income; and otherwise to implement the stated purpose and intent of this Ordinance.

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

##### **6-102        Principal Uses Permitted**

The following principal uses shall be permitted subject to the approval of a final development plan prepared in accordance with the provisions of Article 16, and subject to the use limitations set forth in Sect. 106 below.

1.    Affordable dwelling unit developments.
2.    Dwellings, single family detached.
3.    Dwellings, single family attached.
4.    Dwellings, multiple family.
5.    Dwellings, mixture of those types set forth above.
6.    Public uses.

##### **6-103        Secondary Uses Permitted**

The following secondary uses shall be permitted only in a PDH District which contains one or more principal uses; only when such uses are presented on an approved final development plan prepared in accordance with the provisions of Article 16; and subject to the use limitations set forth in Sect. 106 below.

1.    Accessory uses, accessory service uses and home occupations as permitted by Article 10.
2.    Bank teller machines, unmanned, located within a multiple family dwelling.
3.    Business service and supply service establishments.

FAIRFAX COUNTY ZONING ORDINANCE

4. Commercial and industrial uses of special impact (Category 5), limited to:
  - A. Automobile-oriented uses
  - B. Drive-in banks
  - C. Drive-through pharmacies
  - D. Golf courses, country clubs
  - E. Golf driving ranges
  - F. Marinas, docks and boating facilities, commercial
  - G. Quick-service food stores
  - H. Service stations
  - I. Service station/mini-marts
  - J. Vehicle light service establishments
5. Commercial recreation uses (Group 5), limited to:
  - A. Billiard and pool halls
  - B. Bowling alleys
  - C. Commercial swimming pools, tennis courts and similar courts
  - D. Health clubs
  - E. Miniature golf courses
  - F. Skating facilities
6. Community uses (Group 4).
7. Eating establishments.
8. Financial institutions.
9. Garment cleaning establishments.
10. Institutional uses (Group 3).
11. Interment uses (Group 2).

PLANNED DEVELOPMENT DISTRICT REGULATIONS

12. Kennels, limited by the provisions of Sect. 106 below.
13. Light public utility uses (Category 1).
14. Offices.
15. Outdoor recreation uses (Group 6), limited to:
  - A. Riding or boarding stables
  - B. Veterinary hospitals, but only ancillary to riding or boarding stables
  - C. Zoological parks
16. Personal service establishments.
17. Quasi-public uses (Category 3), limited to:
  - A. Alternate uses of public facilities
  - B. Child care centers and nursery schools
  - C. Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school or private school of general or special education
  - D. Colleges, universities
  - E. Conference centers and retreat houses, operated by a religious or nonprofit organization
  - F. Congregate living facilities
  - G. Cultural centers, museums and similar facilities
  - H. Dormitories, fraternity/sorority houses, rooming/boarding houses, or other residence halls
  - I. Independent living facilities
  - J. Medical care facilities
  - K. Private clubs and public benefit associations
  - L. Private schools of general education
  - M. Private schools of special education
  - N. Quasi-public parks, playgrounds, athletic fields and related facilities

FAIRFAX COUNTY ZONING ORDINANCE

18. Repair service establishments.
19. Retail sales establishments.
20. Transportation facilities (Category 4), limited to:
  - A. Bus or railroad stations
  - B. Electrically-powered regional rail transit facilities
  - C. Heliports
  - D. Helistops
  - E. WMATA non-rail transit facilities
21. Veterinary hospitals.

**6-104 Special Permit Uses**

For specific Group uses, regulations and standards, refer to Article 8.

1. Group 8 - Temporary Uses.
2. Group 9 - Uses Requiring Special Regulation, limited to:
  - A. Home professional offices
  - B. Accessory dwelling units

**6-105 Special Exception Uses**

1. Subject to the use limitations presented in Sect. 106 below, any use presented in Sect. 103 above as a Group or Category use may be permitted with the approval of a special exception when such use is not specifically designated on an approved final development plan.
2. Category 5 - Commercial and Industrial Uses of Special Impact, limited to:
  - A. Bed and breakfasts
  - B. Commercial off-street parking in Metro Station areas as a temporary use
  - C. Fast food restaurants

**6-106 Use Limitations**

1. All development shall conform to the standards set forth in Part 1 of Article 16.
2. All uses shall comply with the performance standards set forth in Article 14.

## PLANNED DEVELOPMENT DISTRICT REGULATIONS

3. When a use presented in Sect. 103 above as a Group or Category use is being considered for approval on a final development plan, the standards set forth in Articles 8 or 9 shall be used as a guide.

When a use presented in Sect. 103 above as a Group or Category use is being considered for approval as a special exception use, pursuant to Sect. 105 above, the use shall be subject to the provisions of Article 9 and the special permit standards of Article 8, if applicable. Provided that such use is in substantial conformance with the approved conceptual development plan and any imposed development conditions or proffered conditions and is not specifically precluded by the approved final development plan, no final development plan amendment shall be required.

In either of the above, all Category 3 medical care facility uses shall be subject to the review procedures presented in Part 3 of Article 9.

4. All uses permitted pursuant to the approval of a final development plan shall be in substantial conformance with the approved final development plan as provided for in Sect. 16-403.
5. Secondary uses of a commercial and office nature shall be permitted only in a PDH District which has a minimum of fifty (50) residential dwelling units, except that the Board, in conjunction with the approval of a conceptual development plan in order for further implementation of the adopted comprehensive plan, may modify this limitation for the Group 6 outdoor recreation special permit uses and the Category 5 special exception uses of golf courses, country clubs and golf driving ranges.
6. Secondary uses of a commercial nature, except Group 6 outdoor recreation uses, golf courses, country clubs, golf driving ranges and offices, shall be designed to serve primarily the needs of the residents of the planned development in which they are located, and such uses, including offices, shall be designed so as to maintain and protect the residential character of the planned development and adjacent residential neighborhoods as well. In order to accomplish these purposes:
  - A. Commercial and office uses shall be conducted within a completely enclosed building with no outside display except those uses which by their nature must be conducted outside a building.
  - B. When located within the same building as residential uses, commercial and office uses shall be limited to the lowest two (2) floors.
  - C. The maximum total land area, including all at-grade off-street parking and loading areas in connection therewith, devoted to commercial and office uses, except Group 6 outdoor recreation uses, golf courses, country clubs and golf driving ranges, shall be as follows:
    - (1) PDH-1 through PDH-4: 400 square feet of commercial/dwelling unit.
    - (2) PDH-5 through PDH-20: 300 square feet of commercial/dwelling unit.
    - (3) PDH-30 and PDH-40: 200 square feet of commercial/dwelling unit.

## FAIRFAX COUNTY ZONING ORDINANCE

However, the Board may allow an increase in the commercial land area if there is a single commercial area proposed to serve two or more contiguous PDH Districts which are planned and designed as a single planned development and which are zoned concurrently. The Board may approve such an increase with the concurrent approval of a conceptual and final development plan which shows the layout, uses and intensity of the commercial land area. In such instance, the land area devoted to commercial use may be based on the total number of dwelling units in the PDH Districts, provided, however, that the resultant commercial land area shall not exceed twice that which would have been permitted otherwise for the individual PDH District in which the commercial land area is located.

In no instance, however, shall office uses occupy more than ten (10) percent of the total gross floor area.

7. Service stations, service station/mini-marts and vehicle light service establishments shall be permitted only under the following conditions:
  - A. Located in a commercial center consisting of not less than three (3) commercial establishments, such commercial establishments to be other than automobile-related.
  - B. There shall be no vehicle or tool rental and no outdoor storage or display of goods offered for sale, except for the outdoor storage and display of goods permitted at a service station or service station/mini-mart. In addition, there shall be no separate freestanding sign associated with the use except as required by Chapter 10 of The Code and no more than two (2) vehicles that are wrecked, inoperable or abandoned may be temporarily stored outdoors for a period in excess of seventy-two (72) hours, and in no event shall any one such vehicle be stored outdoors for a period exceeding seventy-two (72) hours.
8. Signs shall be permitted only in accordance with the provisions of Article 12, and off-street parking and loading facilities and private streets shall be provided in conformance with the provisions of Article 11.
9. Kennels and veterinary hospitals shall be located within a completely enclosed building which is adequately soundproofed and constructed so that there will be no emission of odor or noise detrimental to other property in the area. In addition, the Health Department shall approve the construction and operation of all veterinary hospitals prior to issuance of any Building Permit or Non-Residential Use Permit.
10. Zoological parks shall be subject to the following:
  - A. All such uses shall be subject to and operated in compliance with all applicable Federal, State and County regulations.
  - B. The Director of the Department of Animal Control shall review the operation of the zoological park on a quarterly basis and shall have the right to conduct unannounced inspections of the facility during daylight hours.

PLANNED DEVELOPMENT DISTRICT REGULATIONS

- C. The keeping of all animals including wild or exotic animals as defined in Chapter 41 of The Code may be permitted with the approval of the Director of the Department of Animal Control, upon a determination that the animal does not pose a risk to public health, safety and welfare and that there will be adequate feed and water, adequate shelter, adequate space in the primary enclosure for the particular type of animal depending upon its age, size and weight and adequate veterinary care.
11. Drive-through pharmacies shall be permitted only on a lot which is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking. Adequate parking and stacking spaces for the use shall be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.

**6-107 Lot Size Requirements**

1. Minimum district size: Land shall be classified in the PDH District only on a parcel of two (2) acres or larger and only when the purpose and intent and all of the standards and requirements of the PDH District can be satisfied.
2. Minimum lot area: No requirement for each use or building, provided that a privacy yard, having a minimum area of 200 square feet, shall be provided on each single family attached dwelling unit lot, unless waived by the Board in conjunction with the approval of a development plan.
3. Minimum lot width: No requirement for each use or building.

**6-108 Bulk Regulations**

The maximum building height, minimum yard requirements and maximum floor area ratio shall be controlled by the standards set forth in Part 1 of Article 16.

**6-109 Maximum Density**

1. For purposes of computing density, the PDH District is divided into subdistricts in which the residential density is limited as set forth below, except that the maximum density limitations may be increased in accordance with the requirements for affordable dwelling units set forth in Part 8 of Article 2.

<b>Subdistrict</b>	<b>Density</b>
PDH-1	1 dwelling unit per acre
PDH-2	2 dwelling units per acre
PDH-3	3 dwelling units per acre
PDH-4	4 dwelling units per acre
PDH-5	5 dwelling units per acre
PDH-8	8 dwelling units per acre
PDH-12	12 dwelling units per acre

FAIRFAX COUNTY ZONING ORDINANCE

PDH-16	16 dwelling units per acre
PDH-20	20 dwelling units per acre
PDH-30	30 dwelling units per acre
PDH-40	40 dwelling units per acre

2. The Board may, in its sole discretion, increase the maximum number of dwelling units in a PDH District in accordance with and when the conceptual and the final development plans include one or more of the following; but in no event shall such increase be permitted when such features were used to meet the development criteria in the adopted comprehensive plan and in no event shall the total number of dwellings exceed 125% of the number permitted in Par. 1 above.
  - A. Design features, amenities, open space and/or recreational facilities in the planned development which in the opinion of the Board are features which achieve an exceptional and high quality development - As determined by the Board, but not to exceed 5%.
  - B. Preservation and restoration of buildings, structures, or premises which have historic or architectural significance - As determined by the Board, but not to exceed 5%.
  - C. Development of the subject property in conformance with the comprehensive plan with a less intense use or density than permitted by the current zoning district - As determined by the Board in each instance, but not to exceed 10%.

**6-110 Open Space**

1. The following minimum amount of open space shall be provided in each PDH subdistrict:

<b>Subdistrict</b>	<b>Open Space</b>	<b>Affordable Dwelling Unit Development Open Space</b>
PDH-1	25% of the gross area	Not Applicable
PDH-2	20% of the gross area	18% of the gross area
PDH-3	20% of the gross area	18% of the gross area
PDH-4	20% of the gross area	18% of the gross area
PDH-5	35% of the gross area	31% of the gross area
PDH-8	25% of the gross area	22% of the gross area
PDH-12	30% of the gross area	27% of the gross area
PDH-16	35% of the gross area	31% of the gross area
PDH-20	35% of the gross area	31% of the gross area
PDH-30	45% of the gross area	40% of the gross area
PDH-40	35% of the gross area	31% of the gross area

## PLANNED DEVELOPMENT DISTRICT REGULATIONS

2. As part of the open space to be provided in accordance with the provisions of Par. 1 above, there shall be a requirement to provide recreational facilities in all PDH Districts. The provision of such facilities shall be subject to the provisions of Sect. 16-404, and such requirements shall be based on a minimum expenditure of \$500 per dwelling unit for such facilities for rezoning applications which are accepted prior to October 3, 1997 and approved by March 24, 1998 and \$955 per dwelling unit for such facilities for rezoning applications which are accepted subsequent to October 3, 1997 or approved after March 24, 1998, and either
  - A. The facilities shall be provided on-site by the developer in substantial conformance with the approved final development plan, and/or
  - B. The Board may approve the provision of the facilities on land which is not part of the subject PDH District.

Notwithstanding the above, in affordable dwelling unit developments, the requirement for a per dwelling unit expenditure shall not apply to affordable dwelling units.

6-111

### **Additional Regulations**

1. Refer to Article 16 for standards and development plan requirements for all planned developments.
2. Refer to Article 2, General Regulations, for provisions which may qualify or supplement the regulations presented above.



PLANNED DEVELOPMENT DISTRICT REGULATIONS

**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.

**6-402 Principal Uses Permitted**

The following principal uses shall be permitted subject to the approval of a final development plan prepared in accordance with the provisions of Article 16, and subject to the use limitations set forth in Sect. 406 below.

1. Dwellings, multiple family.
2. Public uses.

**6-403 Secondary Uses Permitted**

The following secondary uses shall be permitted only in a PRM District which contains one or more principal uses; only when such uses are presented on an approved final development plan prepared in accordance with the provisions of Article 16; and subject to the use limitations set forth in Sect. 406 below.

1. Accessory uses and home occupations as permitted by Article 10.
2. Affordable dwelling unit developments.
3. Bank teller machines, unmanned.
4. Business service and supply service establishments.
5. Commercial and industrial uses of special impact (Category 5), limited to:
  - A. Fast food restaurants

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- B. Quick-service food stores
- C. Vehicle sale, rental and ancillary service establishments, limited by the provisions of Sect. 9-518
- 6. Commercial recreation uses (Group 5), limited to:
  - A. Billiard and pool halls
  - B. Commercial swimming pools, tennis courts and similar courts
  - C. Health clubs
  - D. Indoor archery ranges, fencing and other similar indoor recreational uses
  - E. Skating facilities
  - F. Any other similar commercial recreation use
- 7. Dwellings, single family attached.
- 8. Eating establishments.
- 9. Financial institutions.
- 10. Garment cleaning establishments.
- 11. Hotels, motels.
- 12. Institutional uses (Group 3), limited to:
  - A. Churches, chapels, temples, synagogues and other such places of worship
  - B. Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school, or private school of general or special education
  - C. Home child care facilities
- 13. Light public utility uses (Category 1).
- 14. Offices.
- 15. Parking, commercial off-street, as a principal use.
- 16. Personal service establishments.
- 17. Quasi-public uses (Category 3), limited to:

PLANNED DEVELOPMENT DISTRICT REGULATIONS

- A. Child care centers and nursery schools
  - B. Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school, or private school of general or special education
  - C. Colleges, universities
  - D. Congregate living facilities
  - E. Cultural centers, museums and similar facilities
  - F. Independent living facilities
  - G. Medical care facilities
  - H. Private clubs and public benefit associations
  - I. Private schools of general education
  - J. Private schools of special education
- 18. Repair service establishments.
  - 19. Retail sales establishments.
  - 20. Theatres.
  - 21. Transportation facilities (Category 4), limited to:
    - A. Bus or railroad stations
    - B. Electrically-powered regional rail transit facilities
    - C. WMATA non-rail transit facilities
  - 22. Vehicle transportation service establishments.

**6-404 Special Permit Uses**

For specific Group uses, regulations and standards, refer to Article 8.

- 1. Group 8 - Temporary Uses.

**6-405 Special Exception Uses**

- 1. Subject to the use limitations presented in Sect. 406 below, any use presented in Sect. 403 above as a Group or Category use may be permitted with the approval of a special exception when such use is not specifically designated on an approved final development plan.

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2. Category 3 – Quasi-Public Uses, limited to:
  - A. Sports arenas, stadiums
3. Category 4 – Transportation Facilities, limited to:
  - A. Heliports
  - B. Helistops

### 6-406 Use Limitations

1. All development shall conform to the standards set forth in Part 1 of Article 16.
2. A final development plan shall be submitted and approved concurrently with the conceptual development plan for the proposed development. The conceptual and final development plan shall specify the uses and gross floor area for the proposed development and shall provide site and building designs that will integrate with the adjacent communities and complement existing and planned development by incorporating high standards of urban design. The plan shall also be in general accordance with any specific urban design concept and streetscape plans for the area including the provision of convenient and accessible pedestrian walkways and connections, all as set forth in the adopted comprehensive plan.
3. The principal residential use shall be multiple family dwelling units. Single family attached dwellings may be allowed at the periphery of the development to provide a transition from the high density development to adjacent lower density development.
4. All uses shall be designed to be harmonious with and not adversely affect the use or development of neighboring properties.
5. When a use presented in Sect. 403 above as a Group or Category use is being considered for approval on a final development plan, the standards set forth in Articles 8 or 9 shall be used as a guide.

When a use presented in Sect. 403 above as a Group or Category use is being considered for approval as a special exception use, pursuant to Sect. 405 above, the use shall be subject to the provisions of Article 9 and the special permit standards of Article 8, if applicable. Provided that such use is in substantial conformance with the approved conceptual development plan and any imposed development conditions or proffered conditions and is not specifically precluded by the approved final development plan, no final development plan amendment shall be required.

In either of the above, all Category 3 medical care facility uses shall be subject to the review procedures presented in Part 3 of Article 9.
6. Secondary uses may be permitted only in a PRM District where at least fifty (50) percent of the total gross floor area in the development is devoted to multiple family dwellings.

## PLANNED DEVELOPMENT DISTRICT REGULATIONS

The floor area for dwellings shall be determined in accordance with the gross floor area definition, except the following features shall not be deemed gross floor area: balconies, porches, decks, breezeways, stoops and stairs which may be roofed but which have at least one open side; or breezeways which may be roofed but which have two (2) open ends. An open side or open end shall have no more than fifty (50) percent of the total area between the side(s), roof and floor enclosed with railings, walls, or architectural features.

7. Drive-through facilities shall not be permitted.
8. Vehicle transportation service establishments shall be permitted in accordance with the following:
  - A. The total number of company vehicles permitted on site at any given time shall not exceed five (5).
  - B. There shall be no maintenance or refueling of vehicles on site.
  - C. Notwithstanding the provisions of Par. 15 of the Transitional Screening and Barrier Matrix, the use shall be subject to the provisions of Par. 9 of the Matrix.
9. Off-street parking and loading facilities and private streets shall be provided in conformance with the provisions of Article 11, to include the possible parking reductions based on hourly parking accumulation characteristics of the various uses and/or proximity to a mass transit station. It is intended that a substantial portion of the required parking should be provided in above and/or below grade parking structures.
10. Signs shall be permitted in accordance with the provisions of Article 12.
11. All uses permitted pursuant to the approval of a final development plan shall be in substantial conformance with the approved final development plan as provided for in Sect. 16-403.
12. All uses shall comply with the performance standards set forth in Article 14.

6-407

### **Lot Size Requirements**

1. Minimum district size: Two (2) acres, provided the proposed development is in accordance with the adopted comprehensive plan and the purpose and intent and all of the standards and requirements of the PRM District.
2. Minimum lot area: No requirement for each use or building, provided that a privacy yard, having a minimum area of 200 square feet, shall be provided on each single family attached dwelling unit lot, unless waived by the Board in conjunction with the approval of a rezoning application or by the Planning Commission in conjunction with the approval of a subsequent final development plan amendment.
3. Minimum lot width: No requirement for each use or building.

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**6-408 Bulk Regulations**

1. Maximum building height and minimum yard requirements shall be controlled by the standards set forth in Part 1 of Article 16.
2. Maximum floor area ratio: 3.0

**6-409 Open Space**

1. 20% of the gross area shall be landscaped open space, unless modified by the Board in accordance with the provisions of Sect. 9-612.
2. In addition to Par. 1 above, there shall be a requirement to provide recreational facilities. The provision of such facilities shall be subject to the provisions of Sect. 16-404, however, recreational facilities, such as swimming pools, exercise rooms, or health clubs, which are located on rooftops, deck areas and/or areas within a building, may be used to fulfill this requirement. The requirement for providing recreational facilities shall be based on a minimum expenditure of \$955 per dwelling unit for such facilities and either:
  - A. The facilities shall be provided on-site by the developer in substantial conformance with the approved final development plan, and/or
  - B. The Board may approve the provision of the facilities on land which is not part of the subject PRM District.

Notwithstanding the above, in affordable dwelling unit developments, the requirement for a per dwelling unit expenditure shall not apply to affordable dwelling units.

**6-410 Additional Regulations**

1. Refer to Article 16 for standards and development plan requirements for all planned developments.
2. Refer to Article 2, General Regulations, for provisions which may qualify or supplement the regulations presented above.

## ARTICLE 16

### DEVELOPMENT PLANS

#### **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 planned development district, the bulk regulations and landscaping and screening provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration.

## FAIRFAX COUNTY ZONING ORDINANCE

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.

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development as determined by the Zoning Administrator. If, however, the desired alteration is not in substantial conformance with the approved final development plan, such alteration shall be allowed only after amendment of the final development plan in accordance with the provisions set forth in Sect. 402 above.

16-404

**Required Recreational Facilities in PDH, Planned Development Housing, PDC, Planned Development Commercial and PRM, Planned Residential Mixed Use Districts**

Required recreational facilities shall include either active recreation facilities such as tennis courts, swimming pools, children playgrounds, tot lots or ballfields, or passive recreation and site amenities such as gazebos, picnic areas, trails and nature walks, but not including landscape plantings, trails identified on the adopted comprehensive plan or sidewalks required by the Public Facilities Manual.

1. For recreational facilities to be constructed on-site by the developer, the facilities shall be shown on the site plan or subdivision/construction plan, as applicable, in substantial conformance with the approved final development plan and the following shall apply, unless otherwise modified by the Board at the time of zoning approval:
  - A. For single section developments, or multiple section developments where required recreational facilities are to be provided in the first section of the development, such facilities shall have an executed security package prior to:
    - (1) final subdivision plat approval for single family dwelling developments; or
    - (2) issuance of construction permits for multiple family dwelling developments; single family attached dwelling developments not subject to subdivision approval; or combination single family attached dwellings subject to subdivision approval and multiple family dwelling developments.
  - B. For multiple section developments where the required recreational facilities are not to be constructed in the first section of the development and the estimated cost of the approved recreational facilities exceeds \$50,000, prior to issuance of Building Permits for more than fifty (50) percent of the total number of dwelling units, there shall either be:
    - (1) an executed security package for the recreational facilities, or
    - (2) a future construction escrow posted in the amount equivalent to the pro rata share (of the facilities shown on the approved final development plan) for the total number of units for which Building Permits have been issued and are being sought. Upon execution of the security package for the recreational facilities, the construction escrow with interest shall be paid to the developer.

Approved recreational facilities of \$50,000 or less shall be constructed or have an executed security package prior to site plan or final subdivision plat approval of the final section.

## DEVELOPMENT PLANS

2. At the time of zoning, the Board may approve the provision of recreational facilities off-site on land in proximity to the proposed development, which land is titled to or is to be dedicated to the County, the Fairfax County Park Authority or on land under the control of an adjacent homeowners' association. The applicant shall submit a written justification for such off-site location and evidence that the future residents of the development shall have the right to use the recreational facilities at such off-site location. The Board may approve such a request upon a determination that it would be infeasible or impractical to provide the required recreational facilities on-site or that the off-site location would better serve the residents of the development.

At the designated off-site location, the applicant, upon Board approval, may either design and construct the recreational facilities or make a cash contribution to the County, the Fairfax County Park Authority or the homeowners' association, which shall be in accordance with the approved per dwelling unit expenditure. Additionally, the following shall apply:

- A. If the requirement for the proposed development is to be satisfied off-site on land owned by an adjacent homeowners' association, then a document, subject to County Attorney review and approval, which grants the right of future residents of the proposed development to use such off-site facilities shall be recorded among the Fairfax County land records prior to final subdivision plat approval or site plan approval, as applicable.
- B. If the recreational facilities are to be constructed off-site, the applicant shall submit documentation, which shall be subject to County Attorney review and approval, that there will be the right to construct the facilities at the selected off-site location and that the future residents of the proposed development shall have the right to use such facilities. The timing of such off-site construction shall be proposed by the applicant and approved by the Board at the time of zoning approval.
- C. If a cash contribution is to be made, it shall be in accordance with the following:
  - (1) The cash contribution equivalent to the approved per dwelling unit expenditure shall be made to either the County, the Fairfax County Park Authority or to an adjacent homeowners' association, as applicable, for the expressed purpose of providing additional recreational facilities, and/or renovating or increasing the user capacity of existing facilities. At the time of zoning, the applicant shall have established that the County, the Fairfax County Park Authority or homeowners' association, as applicable, has agreed to and has the right to receive such a cash contribution and, if the cash contribution is to be made to an adjacent homeowners' association, the proposed use of the cash contribution shall be specified.
  - (2) The cash contribution equivalent to the approved per dwelling unit expenditure shall be made prior to the issuance of a Building Permit for each dwelling unit in the proposed development.

## SPECIAL EXCEPTIONS

9-006

### General Standards

In addition to the specific standards set forth hereinafter with regard to particular special exception uses, all such uses shall satisfy the following general standards:

1. The proposed use at the specified location shall be in harmony with the adopted comprehensive plan.
2. The proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.
3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping shall be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof.
4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.
5. In addition to the standards which may be set forth in this Article for a particular category or use, the Board shall require landscaping and screening in accordance with the provisions of Article 13.
6. Open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.
7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.
8. Signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance.

**Additional Standards for Independent Living Facilities**

1. Housing and general care shall be provided only for persons who are sixty-two (62) years of age or over, couples where either the husband or wife is sixty-two (62) years of age or over and/or persons with handicaps, as defined in the Federal Fair Housing Act Amendments of 1988, who are eighteen (18) years of age or older and with a spouse and/or caregiver, if any.
2. The Board specifically shall find that applications under this Section adequately and satisfactorily take into account the needs of elderly persons and/or persons with handicaps for transportation, shopping, health, recreational and other similar such facilities and shall impose such reasonable conditions upon any exception granted as may be necessary or expedient to insure provisions of such facilities.
3. The Board shall find that such development shall be compatible with the surrounding neighborhood, shall not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use and shall not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.
4. To assist in assessing whether the overall intensity of the proposed use is consistent with the scale of the surrounding neighborhood, the total gross floor area, including the dwelling unit area and all non-dwelling unit areas, the floor area ratio and the number of dwelling units shall be shown on the plat submitted with the application.
5. No such use shall be established except on a parcel of land fronting on, and with direct access to, a collector street or major thoroughfare
6. The density of such use shall be based upon the density of the land use recommendation set forth in the adopted comprehensive plan and as further modified by the corresponding multiplier and open space requirements set forth in the schedule provided below. Where the adopted comprehensive plan does not specify a density range in terms of dwelling units per acre, the density range shall be determined in accordance with Sect. 804. A minimum of fifteen (15) percent of the total number of dwelling units shall be Affordable Dwelling Units (ADUs). When 100 percent of the dwelling units are ADUs, the total number of units should be calculated using the high end of the residential density range as set forth in the adopted comprehensive plan plus the addition of a twenty (20) percent density bonus. All ADUs shall be administered in accordance with the provisions of Part 8 of Article 2.

<b>Comprehensive Plan Residential Density</b>		<b>Maximum Number of Units Per Acre*</b>	<b>Required Open Space</b>
0.2 unit per acre	not to exceed	5 times unit per acre	75%
0.5 unit per acre	"	4 times unit(s) per acre	70%
1 unit per acre	"	"	65%
2 units per acre	"	"	60%
3 units per acre	"	"	55%
4 units per acre	"	"	50%
5 units per acre	"	"	35%
8 units per acre	"	"	25%
12 units per acre or more	"	"	35%

approved Development Plan

\*Excluding nursing facilities and assisted living facilities

7. Independent living facilities may include assisted living facilities and skilled nursing facilities designed solely for the residents as an accessory use.
8. All facilities of the development shall be solely for the use of the residents, employees and invited guests, but not for the general public.
9. In residential districts, the maximum building height shall be 50 feet and in commercial districts the maximum building height shall be as set forth in the district in which located, except that in all cases greater heights may be approved by the Board.
10. The minimum front, side and rear yard requirements shall be as follows, except greater yards may be required by the Board:
  - A. Where the yard abuts or is across a street from an area adopted in the comprehensive plan for 0.2 to 8 dwelling units per acre- 50 feet.
  - B. Where the yard abuts or is across a street from an area adopted in the comprehensive plan for a residential use having a density greater than 8 dwelling units per acre or any commercial, office or industrial use 30 feet.
11. Transitional screening shall be provided in accordance with the provisions of Article 13, and for the purpose of that Article, an independent living facility shall be deemed a multiple family dwelling.
12. The provisions of Par. 6 above shall not be applicable to proffered rezoning and approved special exception applications or amendments thereto approved prior to May 20, 2003 or for special exception applications approved prior to May 20, 2003 for which a request for additional time to commence construction is subsequently requested in accordance with Sect. 9-015. Additionally, Par. 6 above shall not be applicable, unless requested by the applicant to rezoning and special exception amendment applications filed on or after May 20, 2003, which propose no increase in density over the previously approved density.

**Standards for all Category 4 Uses**

In addition to the general standards set forth in Sect. 006 above, all Category 4 special exception uses shall satisfy the following standards:

1. Except for electrically-powered regional rail transit facilities, as further qualified in Sect. 405 below, all buildings and structures shall comply with the bulk regulations of the zoning district in which located.
2. Any rooftop surface or touchdown pad which will be utilized as an elevated helistop shall be designed and erected in a manner sufficient to withstand the anticipated additional stress.
3. Except in the I-6 District, all maintenance, repair and mechanical work, except that of an emergency nature, shall be performed in enclosed buildings.
4. All facilities shall be so located and so designed that the operation thereof will not seriously affect adjacent residential areas, particularly with respect to noise levels.
5. Except for elevated helistops, no area used by aircraft under its own power shall be located within a distance of 200 feet from any lot line. Elevated helistops shall be located in accordance with the bulk regulations of the zoning district in which located.
6. All areas used by aircraft under its own power shall be provided with an all-weather, dustless surface.
7. Except for elevated helistops, all areas used by aircraft under its own power shall be surrounded by a chain link fence, not less than six (6) feet in height, with suitable gates to effectively control access to such areas. Access to the landing area of an elevated helistop shall be through limited access points.
8. Before establishment, all uses, including modifications or alterations to existing uses, except WMATA non-rail transit facilities and electrically-powered regional rail transit facilities operated by WMATA, shall be subject to the provisions of Article 17, Site Plans. WMATA non-rail transit facilities and electrically-powered regional rail transit facilities operated by WMATA shall be established in conformance with the provisions of the agreement between WMATA and the County.

**Additional Standards for Electrically-Powered Regional Rail Transit Facilities**

1. Electrically-powered regional rail transit facilities shall not have to comply with the minimum lot size requirements of the district in which located.
2. Notwithstanding Par. 1 of Sect. 404 above, parking structures associated with electrically-powered regional rail transit facilities shall comply with the bulk regulations of the zoning district in which located.

## APPENDIX 9

## 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.

### 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.

## 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.



## 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 be function as a buffer between land uses or for scenic, environmental, or recreational purposes.

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

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

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

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

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

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

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

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

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

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

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

**TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS:** This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or 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		