APPLICATION ACCEPTED (PCA 92-P-001-11) August 6, 2014
APPLICATION ACCEPTED (RZ 2011-PR-009): May 20, 2011
APPLICATION AMENDED (RZ 2011-PR-009): June 25, 2014
PLANNING COMMISSION: May 6, 2015
BOARD OF SUPERVISORS: June 2, 2015
@ 3:30 pm

County of Fairfax, Virginia

April 22, 2013

STAFF REPORT

PCA 92-P-001-11/RZ 2011-PR-009

PROVIDENCE DISTRICT

APPLICANT:	Cityline Partners, LLC,	
EXISTING ZONING:	*C-3 and HC*	
PROPOSED ZONING:	*PTC and HC*	
PARCEL(S):	29-4 ((5)) 9, 9A, 10A and Right-of-Way on Scotts Crossing Rd.	
ACREAGE:	*RZ 2011-PR-009*:	9.88 acres (and ROW)
	PCA 92-P-001-10:	9.41 acres
FAR/DENSITY: **(includes density credit)**	*RZ 2011-PR-009*	2.96 FAR (max. 685 dwelling units)
PLAN MAP:	Transit Station Mixed Use, Park/Open Space	

PROPOSAL:

RZ 2011-PR-009 (known as Scotts Run North) proposes a mixed-use, transit-oriented development located adjacent to the McLean Station to ultimately replace the existing surface parking lot governed by the rezoning RZ 92-P-001.

PCA 92-P-001-11 seeks to remove parcels associated with RZ 2011-PR-009 from proffers and plans associated with RZ 92-P-001.

STAFF RECOMMENDATIONS:

Staff recommends approval of PCA 92-P-001-11.

Staff recommends approval of RZ 2011-PR-009, subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends approval of the following modifications and waivers for both RZ 2011-PR-009:

- Waiver of Sect. 2-505 of the Zoning Ordinance to permit structures and vegetation on a corner lot as shown on the CDP and FDP;
- Waiver of Par. 2 of Sect. 2-506 of the Zoning Ordinance to allow a parapet wall, cornice or similar projection to extend more than three feet above the roof as proffered;
- Waiver of Par. 7 of Section 6-505 of the Zoning Ordinance requiring designation of specific outdoor dining areas on the CDP as limited by the proffers;
- Waiver of Par. 1 of Sect. 6-506 to permit a minimum district size of less than ten (10) acres for a PTC zoned parcel.
- Modification of Sect. 7-0800 of the PFM to allow the use of tandem parking spaces with valet service to be counted as required parking as limited by the proffers;
- Modification of requirement of a minimum distance of forty feet of a loading space in proximity to drive aisles, to that as demonstrated on a CDP or FDP
- Modification of interior and peripheral parking lot landscape requirements for interim surface lots on private streets to that shown on the CDP and FDP.
- Modification of peripheral parking lot landscaping requirements for above grade parking structures to that shown on the CDP.
- Waiver of Section 16-403 of the Zoning Ordinance requiring a final development plan as a prerequisite to a site plan for public improvement plans associated with parks and public streets;
- Modification of Par. 2 of Section 17-201 of the Zoning Ordinance of all trails and bike trails in favor of the streetscape and on-road bike lane system shown on the CDP
- Waiver of Par. 3 of Section 17-201 of the Zoning Ordinance requirement of a service drive on Route 123.
- Waiver of Par. 3(B) of Sect. 17-201 of the Zoning Ordinance to provide any additional interparcel connections to adjacent parcels beyond that shown on the Plans and as proffered;

- Modification of Section 17-201 of the Zoning Ordinance to allow establishment of parking control, signs and parking meters along private streets within the development;
- Approval of Waiver #6835-WPFM-00701 to permit underground stormwater vaults in a residential development subject to the conditions contained in Appendix 9;
- Waiver of Section 12-0508 of the PFM for waiver of the tree preservation target;
- Modification of Section 12-0511-4 of the PFM for the 10 year tree canopy requirements in favor of that shown on the Plans and as proffered; and
- Modification of Par. 6b of Section 12-0515 of the PFM to allow trees located above any proposed percolation trench or bio-retention areas to count towards county tree cover requirements as depicted on CDP and FDP.

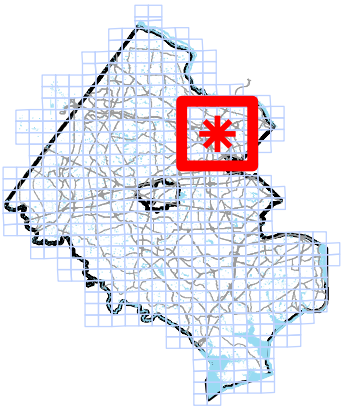
It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards; and that, should this application be approved, such approval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

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

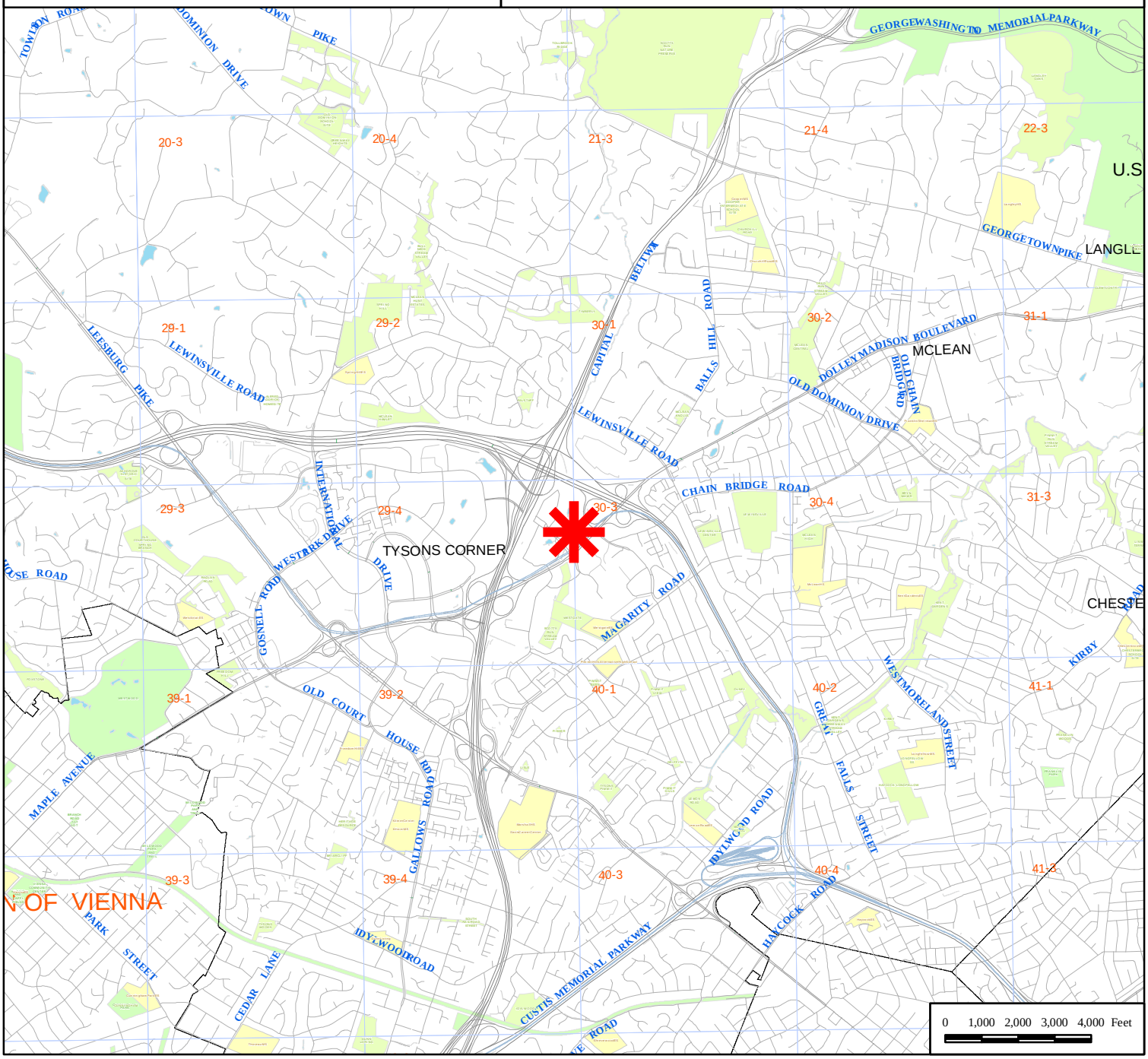
For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290 TTY 711 (Virginia Relay Center).

Proffered Condition Amendment

PCA 92-P -001-11

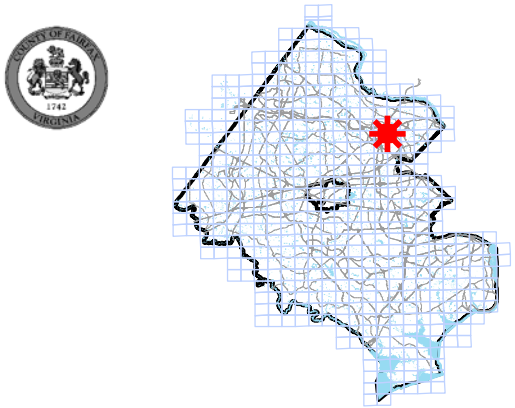


Applicant:	CITYLINE PARTNERS LLC
Accepted:	08/06/2014
Proposed:	AMEND RZ 92-P-001 TO DELETE LAND AREA
Area:	9.41 AC OF LAND; DISTRICT - PROVIDENCE
Zoning Dist Sect:	
Located:	NORTHEAST QUADRANT OF THE INTERSECTION OF DOLLEY MADISON BOULEVARD AND SCOTTS RUN CROSSING
Zoning:	C- 3
Overlay Dist:	HC
Map Ref Num:	029-4- /05/ /0009 /05/ /0009A /05/ /0010A



Proffered Condition Amendment

PCA 92-P -001-11



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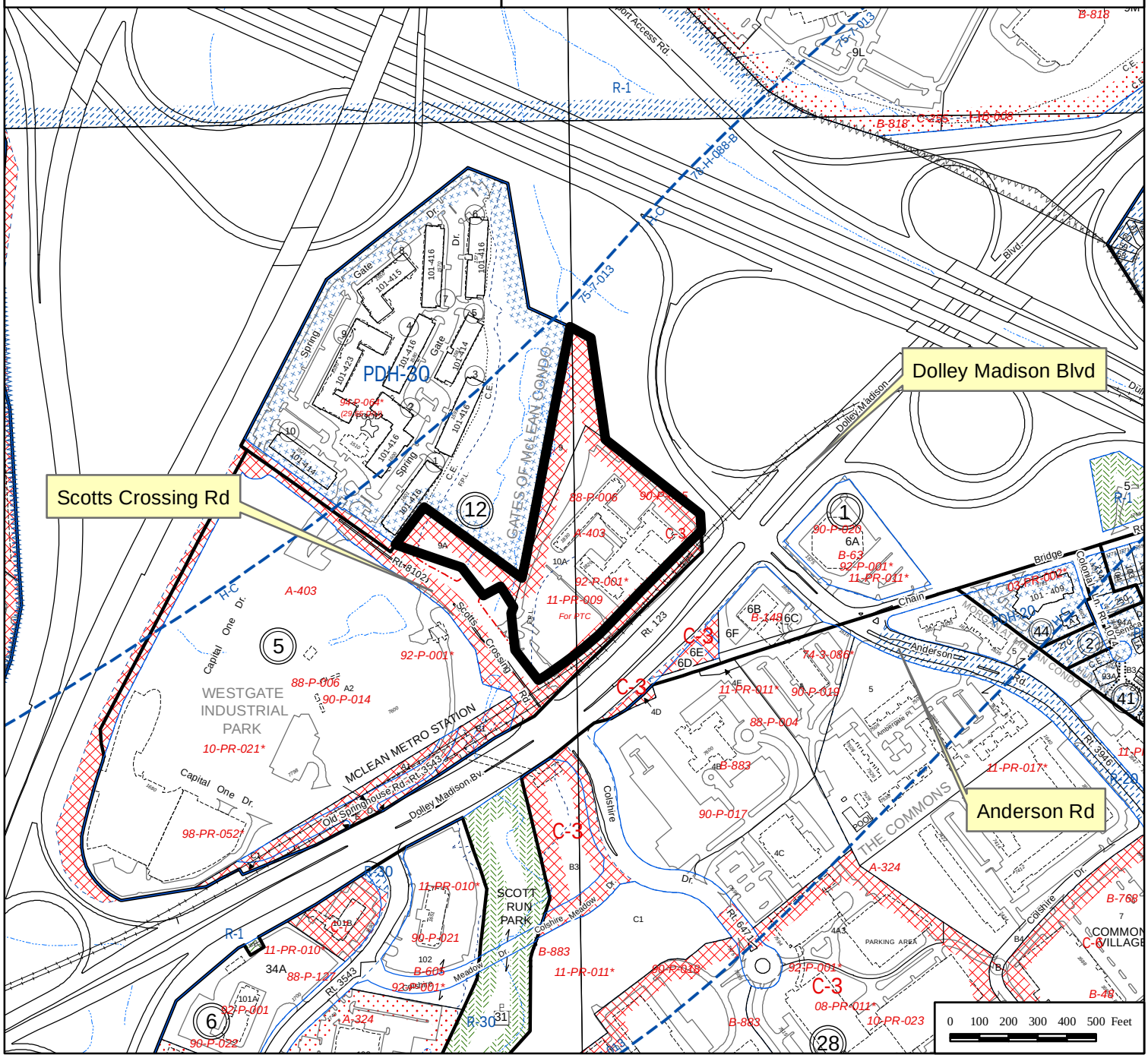
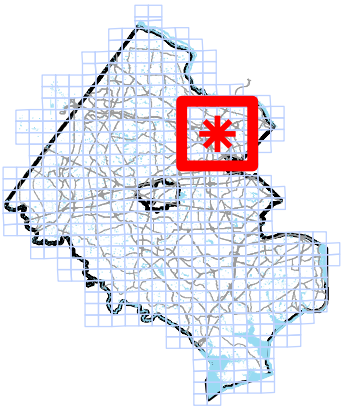
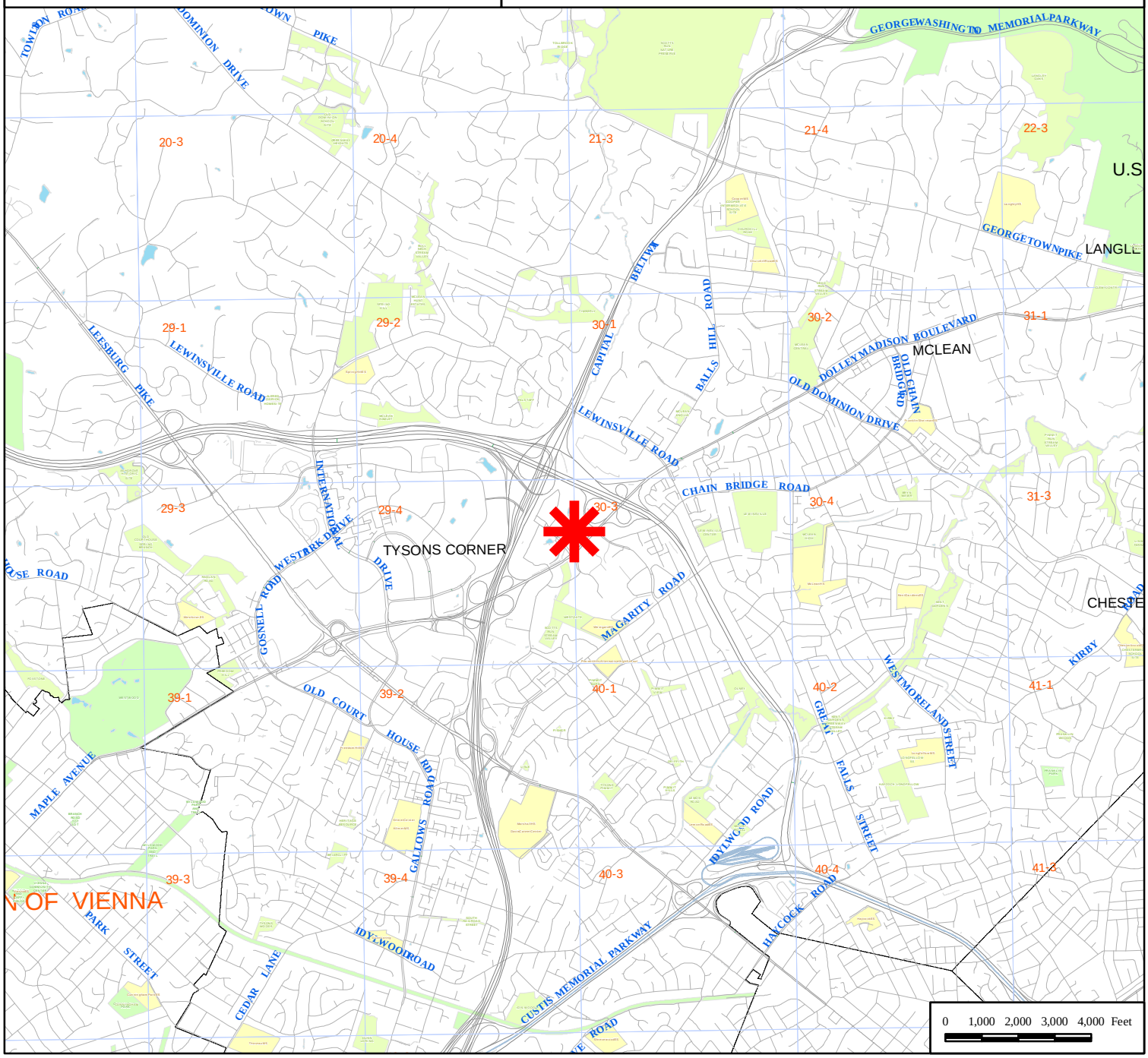


Rezoning Application

RZ 2011-PR-009



Applicant:	CITYLINE PARTNERS LLC
Accepted:	05/20/2011- AMENDED 06/25/2014
Proposed:	MIXED USE
Area:	9.88 AC OF LAND; DISTRICT - PROVIDENCE
Zoning Dist Sect:	
Located:	NORTHEAST QUADRANT OF THE INTERSECTION OF DOLLEY MADISON BOULEVARD AND SCOTTS CROSSING ROAD
Zoning:	FROM C- 3 TO PTC
Overlay Dist:	HC
Map Ref Num:	029-4- /05/ /0009 /05/ /0009A /05/ /0010A



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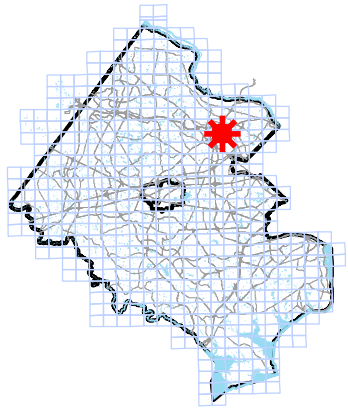
RZ 2011-PR-009



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Proposed:	MIXED USE
Area:	9.88 AC OF LAND; DISTRICT - PROVIDENCE
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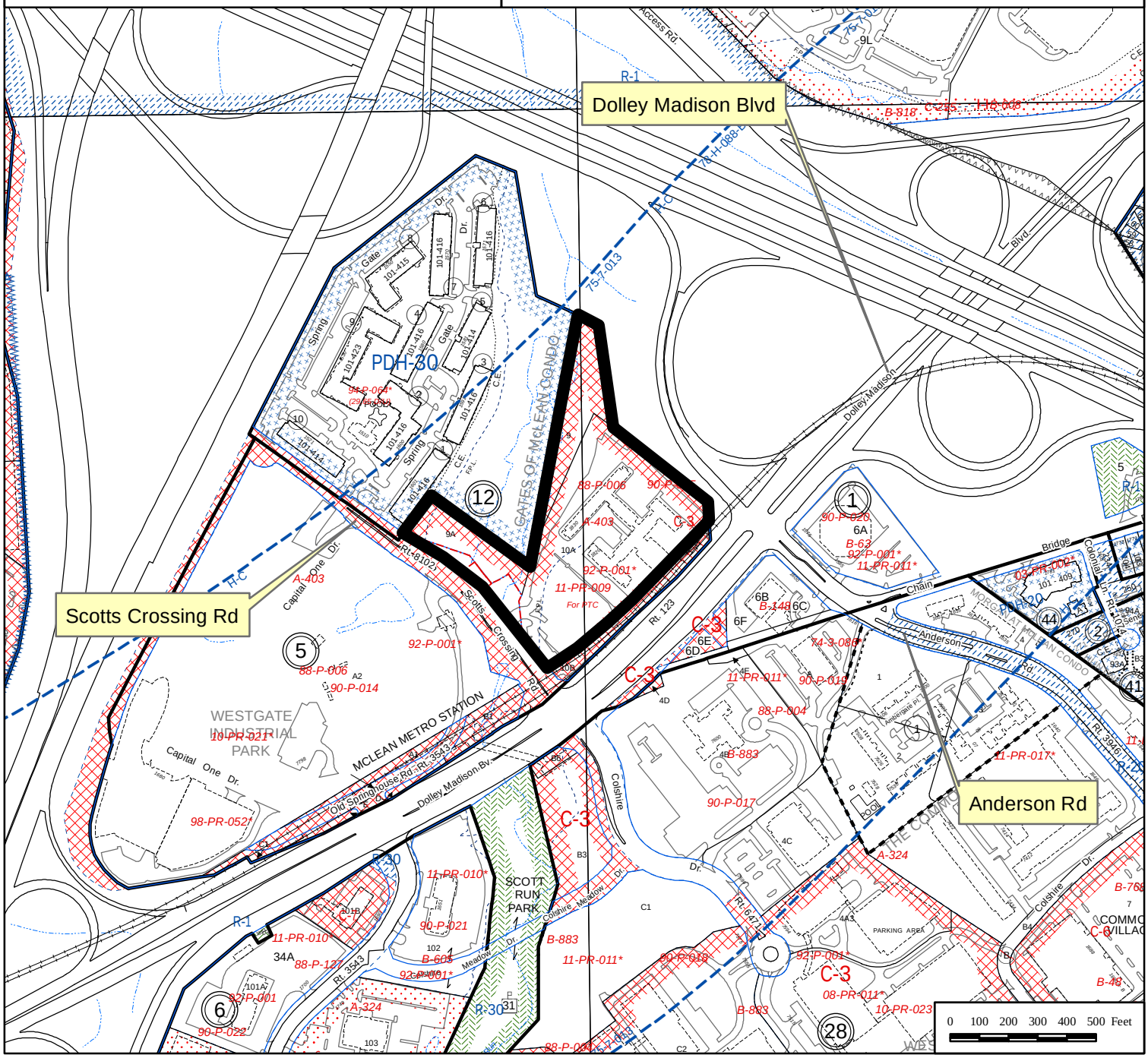
Zoning:	FROM C- 3 TO PTC
Overlay Dist:	HC
Map Ref Num:	029-4- /05/ /0009 /05/ /0009A /05/ /0010A; Scotts Crossing right-of-way



SCOTTS RUN NORTH

PROVIDENCE DISTRICT FAIRFAX COUNTY, VIRGINIA

CONCEPTUAL DEVELOPMENT PLAN

RZ/CDP 2011-PR-009

SCOTTS RUN

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S1.0-S1.1	FIRE LANE ACCESS EXHIBIT

82 TOTAL SHEETS

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
COVER SHEET

N/A
SCALE

PROJECT NUMBER

C1.0
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (PLN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-COV.dwg, 4/1/2015 3:04:36 PM, kfant

NOTES:

1. THE SUBJECT PROPERTY OF THIS APPLICATION IS DESCRIBED AS FOLLOWS:

TAX MAP #	OWNER	DEED BOOK / PAGE	APPROXIMATE ACREAGE
029-4-((5))-9,9A,10A	CLEVELAND 1820 DOLLEY MADISON LLC	21145/100	9.40 AC
029-4 (SCOTTS CROSSING ROAD R.O.W.)	BOARD OF SUPERVISORS FAIRFAX COUNTY VIRGINIA		0.47 AC

AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA. A STATEMENT THAT CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE DEVELOPER'S INTEREST IN SAME IS PROVIDED IN AN AFFIDAVIT SUBMITTED SEPARATELY.

2. THE HORIZONTAL DATUM IS VIRGINIA COORDINATE SYSTEM 1983.

3. THE SUBJECT PROPERTY LIES WITHIN THE SCOTTS RUN CROSSING SUB-DISTRICT OF THE TYSONS EAST PLANNING DISTRICT OF THE TYSONS CORNER URBAN CENTER PLAN. THE PROPOSED DEVELOPMENT IS IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE 2010 COMPREHENSIVE PLAN AS DESCRIBED IN THE APPLICANT'S STATEMENT OF JUSTIFICATION. TO THE BEST OF OUR KNOWLEDGE THE PROPOSED DEVELOPMENT IS IN ACCORDANCE WITH THE DEVELOPMENT CRITERIA OF THE 2010 COMPREHENSIVE PLAN, PARTICULARLY THROUGH APPROPRIATE SITE DESIGN, SIGNIFICANT LANDSCAPING, PROVISION OF SITE AMENITIES AND THE DESIGN OF AN APPROPRIATE STREETSCAPE.

4. THE SUBJECT PROPERTY IS CURRENTLY ZONED C-3 (OFFICE) SUBJECT TO PROFFERS, WITH HC (HIGHWAY CORRIDOR) OVERLAY. PROPOSED ZONING CATEGORY IS PTC (PLANNED TYSON CORNER URBAN CENTER), WITH HC OVERLAY, SUBJECT TO PROFFERS.

5. THERE ARE NO EXISTING STRUCTURES ON THE SITE. THE SUBJECT PROPERTY CURRENTLY CONSISTS OF A SURFACE PARKING LOT.

6. THE COUNTY TRAILS MAP IDENTIFIES A MAJOR PAVED TRAIL ALONG THE DOLLEY MADISON BLVD PROPERTY FRONTAGE, AND A STREAM VALLEY AND NATURAL SURFACE TRAIL ALONG THE SCOTT'S RUN. TRAILS AND SIDEWALKS SHALL BE PROVIDED AS SHOWN ON THE CDP AND IN ACCORDANCE WITH THE PROFFERS.

7. THE PROPERTY IS LOCATED IN THE BLUE PLAINS/SCOTT'S RUN E-1 SANITARY SEWER DISTRICT WATERSHED, AND THE SCOTT'S RUN STORM DRAINAGE WATERSHED.

8. THERE IS A PORTION OF FLOODPLAIN AND RESOURCE PROTECTION AREA (RPA) LOCATED ON THE SUBJECT PROPERTY. IMPROVEMENTS PROPOSED WITHIN THIS RPA WILL BE PROCESSED FOR APPROVAL THROUGH DPWES UNDER SEPARATE APPLICATION, UNLESS OTHERWISE WAIVED OR MODIFIED BY DPWES. REFER TO SHEET C11.0 FOR SUMMARY OF FLOODPLAIN DELINEATION.

9. THERE IS AN EXISTING SANITARY SEWER EASEMENT OF 25 FEET IN WIDTH LOCATED ON THE SITE. A PORTION OF THIS EASEMENT WILL BE VACATED AND ASSOCIATED PIPE SYSTEM WILL BE RELOCATED IN ORDER TO FACILITATE THIS DEVELOPMENT.

10. THERE ARE NO AREAS CONTAINING SCENIC ASSETS OR NATURAL FEATURES DESERVING OF DELINEATION, PROTECTION OR PRESERVATION.

11. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO KNOWN GRAVES OR BURIAL SITES ON THE SUBJECT PROPERTY.

12. TO THE BEST OF OUR KNOWLEDGE THERE WILL BE NO ADVERSE IMPACTS ON ADJACENT AND NEIGHBORING PROPERTIES, CAUSED BY THIS PROPOSED DEVELOPMENT.

13. ALL NECESSARY PUBLIC UTILITIES ARE READILY ACCESSIBLE TO THE SITE OR WILL BE EXTENDED OR IMPROVED BY THE APPLICANT, UTILITY COMPANY, COUNTY,VDOT, OR OTHERS AS MAY BE APPROPRIATE FOR THE PROPOSED DEVELOPMENT. EXISTING UTILITIES SHOWN HEREON WERE OBTAINED FROM FIELD OBSERVATION, SURVEY, AVAILABLE RECORDS, AND COUNTY RECORD GIS INFORMATION, AND MAY BE UPDATED WITH ADDITIONAL IDENTIFICATION DURING TIME OF FINAL SITE PLAN.

14. TO THE BEST OF OUR KNOWLEDGE THE PROPOSED DEVELOPMENT CONFORMS TO THE PROVISIONS OF ALL APPLICABLE ORDINANCES, REGULATIONS AND ADOPTED STANDARDS, WITH THE EXCEPTIONS LISTED HEREIN.

15. STORMWATER MANAGEMENT AND BMP FACILITIES FOR PROPOSED DEVELOPMENT WILL BE PROVIDED ON-SITE AND WILL BE CONSTRUCTED AS A BELOW GROUND SYSTEM UNLESS CONSTRUCTED AS A TEMPORARY FACILITY TO ALLOW PHASED CONSTRUCTION. IN EITHER CASE, AN ADEQUATE STORM DRAINAGE SYSTEM IN ACCORDANCE WITH THE PUBLIC FACILITIES MANUAL STANDARDS AND DESIGN CRITERIA OF FAIRFAX COUNTY WILL BE PROVIDED. THE APPLICANT THEREFORE RESERVES THE RIGHT TO PROVIDE TEMPORARY STORMWATER MANAGEMENT AND BMP FACILITIES SHOULD THE DEVELOPMENT BE COMPLETED IN PHASES. THESE FACILITIES MAY INCLUDE, BUT ARE NOT LIMITED TO, PONDS, INFILTRATION FACILITIES OR UNDERGROUND VAULTS. THESE TEMPORARY FACILITIES SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE CURRENT FAIRFAX COUNTY SWM/BMP STANDARDS IN EFFECT AT THE TIME OF CONSTRUCTION FOR THE SPECIFIED FACILITY.

16. SITE AMENITIES, FEATURES AND FURNISHINGS REPRESENTED HEREIN ARE CONCEPTUAL AND, AS SUCH, ARE INTENDED TO REFLECT THE GENERAL THEME AND CHARACTER OF THE PROPOSED DEVELOPMENT. FINAL SELECTION MAY VARY AT THE TIME OF FINAL DEVELOPMENT PLAN AND SITE PLAN, BUT WILL BE CONSISTENT WITH THE QUALITY OF THE DESIGN REPRESENTED HEREIN. ADDITIONAL SITE AMENITIES AND FEATURES SUCH AS PLANTERS, GAZEBOS, BENCHES, OTHER SEATING AREAS, WALKWAYS, TRELLISES. WATER FOUNTAINS OR SPECIAL FEATURES, PUBLIC ART, SIGNS, WALLS, LIGHTS, UTILITY AND MAINTENANCE STRUCTURES AND SIMILAR FEATURES NOT REPRESENTED HEREIN MAY BE PROVIDED AS LONG AS THE RESULTANT DEVELOPMENT IS IN SUBSTANTIAL CONFORMANCE WITH THE QUALITY REPRESENTED ON THE GRAPHICS.

17. THE DEVELOPMENT SCHEDULE FOR THIS PROJECT IS DEPENDENT ON MARKET CONDITIONS AND THE SECURING OF ALL REQUIRED APPROVALS AND PERMITS. A CONCEPTUAL PHASING SEQUENCE HAS BEEN PRESENTED WITHIN THE CDP. PHASING AS SHOWN WITHIN THE CDP MAY BE UNDERTAKEN IN ANY SEQUENTIAL ORDER OR AS A STAND ALONE OPTION.

18. TO THE BEST OF OUR KNOWLEDGE NONE OF THE USES REPRESENTED ON THIS PLAN WILL GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCES AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 116.4, 302.4, AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 – VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS AS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280.

19. A GRAPHIC DEPICTION OF THE ANGLE OF BULK PLANE FOR THE PROPOSED DEVELOPMENT SITE IS NOT REQUIRED AS THIS DEVELOPMENT IS NOT LOCATED NEAR THE PERIPHERY OF THE TYSONS URBAN CENTER AS DESCRIBED IN SECTION 16-102. OF THE ZONING ORDINANCE.

20. PARKING WILL BE PROVIDED IN A COMBINATION OF ABOVE AND BELOW GRADE PARKING STRUCTURES AND SURFACE SPACES AND IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 11 AND 6-509 OF THE ZONING ORDINANCE. THE APPLICANT AND/OR BUILDING OWNERS RESERVE THE RIGHT TO PROVIDE MORE OR LESS THAN THE NUMBER OF PARKING SPACES PRESENTED HEREON PROVIDED THAT THE AMOUNT OF PARKING SPACES WILL COMPLY WITH ARTICLE 6-509 AND ARTICLE 11, PART 1 OF THE ZONING ORDINANCE.

    APPLICANT REQUESTS APPROVAL TO PROVIDE TANDEM/VALET PARKING SPACES IN SOME INSTANCES AS DEMONSTRATED ON THE CDP AND SUBSEQUENT FDP APPLICATIONS.

21. BUILDING ARCHITECTURAL AND LANDSCAPE ARCHITECTURAL FEATURES AND ILLUSTRATIONS PROVIDED HEREIN ARE SUBJECT TO CHANGE WITH FINAL DESIGN. THE EXACT LOCATION, SHAPE AND SIZE OF THE PROPOSED BUILDING(S), PARKING STRUCTURE(S), BUILD-TO LINES, STREETSCAPES, DIMENSIONS, ETC. SHOWN ON THE GRAPHIC ARE SUBJECT TO ADJUSTMENT AND REFINEMENT WITH FINAL DEVELOPMENT PLAN(S) AND FINAL ENGINEERING AND ARCHITECTURAL DESIGN SO LONG AS THEY REMAIN IN SUBSTANTIAL CONFORMANCE WITH THE REPRESENTATIONS ON THE APPROVED CDP.

22. DEDICATION OF THE APPLICATION AREA IS PROPOSED FOR THE WIDENING OF SCOTTS CROSSING DRIVE, A PORTION OF THE CONNECTOR ROAD, AND PROPOSED NORTH DARTFORD DRIVE (REFER TO CDP). APPLICANT RESERVES THE RIGHT TO UTILIZE AREA OF DEDICATION IN THE CALCULATION OF PROPOSED DENSITY AND F.A.R. PER ARTICLE 2-308-4 OF THE ZONING ORDINANCE. FINAL AREAS OF DEDICATION/VACATION OF RIGHTS OF WAY IS SUBJECT TO CHANGE WITH FINAL SITE PLANS.

23. TO THE BEST OF OUR KNOWLEDGE, NO HAZARDOUS OR TOXIC SUBSTANCES ARE KNOWN TO EXIST ON THE SUBJECT PROPERTY.

24. PROPOSED SIGNAGE WILL BE PROVIDED IN ACCORDANCE WITH THE ZONING ORDINANCE OR WITHIN ONE OR MORE COMPREHENSIVE SIGN PLANS, AS MAY BE APPROVED BY THE PLANNING COMMISSION.

25. TRANSITIONAL SCREENING IS NOT REQUIRED AS SET FORTH IN ARTICLE 6-510.C OF THE ZONING ORDINANCE.

26. APPLICANT RESERVES THE RIGHT TO UTILIZE EXISTING SURFACE PARKING AS INTERIM PARKING, COMMERCIAL COMMUTER PARKING, CONSTRUCTION STAGING OR THE LIKE, IN AREAS RESERVED FOR FUTURE DEVELOPMENT, SEE PHASING PLAN WITHIN CDP AND PROFFERS.

27. FINAL GFA ALLOCATION TO INDIVIDUAL BUILDINGS AS WELL AS FINAL PROPOSED BUILDING HEIGHTS AND PARKING GARAGE/PODIUM HEIGHTS, WILL BE DETERMINED WITH FINAL DEVELOPMENT PLAN (FDP) AND FINAL SITE PLAN APPLICATIONS, SEE PROFFERS.

28. THE SUBJECT PROPERTY MAY BE SUBDIVIDED IN THE FUTURE FOR THE PURPOSE OF SALE, PHASING, OR JOINT VENTURE WITHOUT REQUIRING MODIFICATION OR AMENDMENT OF THIS REZONING, THE CDP OR SUBSEQUENT FDP(S).

NOTES (CONTINUED):

29. PROPOSED ROADWAY IMPROVEMENTS (ENTRANCES, CURBING, LANE USE, STRIPING, CROSSWALKS ETC) MAY REQUIRE EXCEPTION/DEVIATION FROM THE VDOT TRANSPORTATION DESIGN STANDARDS FOR TYSONS CORNER URBAN CENTER DATED SEPTEMBER 13, 2011 AS AMENDED. APPROVAL OF ANY EXCEPTION/WAIVERS SHALL NOT REQUIRE AMENDMENT TO THIS REZONING THE CDP OR SUBSEQUENT FDP(S).

30. PRIVATE ACCESS ROADS SHOWN ON THE CDP, SUCH AS FRANCES DRIVE, SHALL NOT BE CONSIDERED 'STREETS', AND, AS SHOWN, MAY DEVIATE FROM THE TYSONS TRANSPORTATION DESIGN STANDARDS AND STREETSCAPE RECOMMENDATIONS IN THE COMPREHENSIVE PLAN.

31. PURSUANT TO SECTION 6-502 OF THE ZONING ORDINANCE, IN ADDITION TO RESIDENTIAL, OFFICE, RETAIL, HOTEL AND OTHER USES IDENTIFIED ON THE SHEET C-2.1 TABULATIONS, THE FOLLOWING ADDITIONAL USES SHALL BE PERMITTED WITHIN THE DEVELOPMENT WITHOUT REQUIRING AN AMENDMENT TO THE CDP AS LISTED ON INDIVIDUAL FDPs, INCLUDING BUT NOT LIMITED TO: ACCESSORY USES, ATMs, BUSINESS SERVICE and SUPPLY SERVICE ESTABLISHMENTS, QUICK SERVICE FOOD STORES, FAST FOOD RESTAURANTS, HEALTH CLUBS AND SIMILAR COMMERCIAL RECREATIONAL USES, COMMUNITY USES, EATING ESTABLISHMENTS, FINANCIAL INSTITUTIONS, GARMENT CLEANING ESTABLISHMENTS, OFFICES, PERSONAL SERVICE ESTABLISHMENTS, PUBLIC and QUASI PUBLIC USES (INCLUDING A CONFERENCE CENTER OPERATED BY A NON-PROFIT ORGANIZATION, AS PERMITTED UNDER THE COUNTY ZONING ORDINANCE), RETAIL SALES ESTABLISHMENTS AND SIMILAR USES.

    CHILD CARE CENTERS SHALL BE PERMITTED, SUBJECT TO APPROVAL AS SHOWN ON A FINAL DEVELOPMENT PLAN OR SPECIAL EXCEPTION PLAT.

32. SATISFACTION OF THE MINIMUM PUBLICLY-ACCESSIBLE PARK REQUIREMENTS SHALL BE CALCULATED ON THE ENTIRETY OF "SCOTTS RUN NORTH" AND SHALL NOT BE REQUIRED TO BE SATISFIED ON EACH INDIVIDUAL BUILDING.

33. CDP APPROVAL IS BEING REQUESTED FOR ALTERNATIVE OFFICE, HOTEL AND RESIDENTIAL LAYOUTS AND BUILDING HEIGHTS. FINAL FOOTPRINT AND HEIGHT SHALL BE DETERMINED BY THE APPLICANT AT THE TIME OF FDP APPLICATION.

34. FINAL LOCATION AND DESIGN OF PROPOSED CROSSWALKS, TRAFFIC CONTROLS, AND LANE DESIGNATION IS SUBJECT TO CHANGE WITH VDOT APPROVAL OF A FINAL SITE PLAN. APPROVAL OF SUCH CHANGES SHALL NOT REQUIRE AMENDMENT TO CDP OR SUBSEQUENT FDPs.

35. MINOR MODIFICATIONS MAY BE MADE TO THE CONSTRUCTION PLANS FOR THE SUBJECT PROPERTY PER SECTION 16-403 OF THE ZONING ORDINANCE.

36. ACCESSORY USES AS IDENTIFIED UNDER ARTICLE 2 OF THE ZONING ORDINANCE MAY BE PROVIDED WITHOUT REQUIRING MODIFICATION OF THE CDP. THESE USES MAY INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:
    a. ACCESSORY STRUCTURES
    b. FLAG POLES
    c. FENCES
    d. CORNICES, CANOPIES, AWNINGS, EAVES AND OTHER SIMILAR FEATURES
    e. OPEN FIRE BALCONIES, FIRE ESCAPES, UNCOVERED STAIRS AND STOOPS
    f. AIR CONDITIONERS, HEAT PUMPS, EMERGENCY GENERATORS AND OTHER SIMILAR EQUIPMENT
    g. BAY WINDOWS, ORIELS AND CHIMNEYS
    h. ACCESSIBILITY IMPROVEMENTS AND LAY-BY PARKING SPACE IN FRONT OF THE PROPOSED BUILDINGS
    i. OUTDOOR PATIOS NOT OVER FOUR (4) FEET IN HEIGHT ABOVE FINISHED GRADE.
    j. DECORATIVE WALLS FOR LANDSCAPING NOT OVER THREE (3) FEET IN HEIGHT ABOVE THE FINISHED GRADE
    k. OUTDOOR CAFÉ SEATING AREAS

37. ALL PRIVATE STREETS, IF ANY, SHALL BE DESIGNED TO MEET PFM CRITERIA, INCLUDING MATERIALS AND DEPTH OF PLACEMENT. THE DESIGN SPEED SHALL BE DETERMINED AT TIME OF FDP APPLICATION(S).

38. PUBLIC ACCESS AND MAINTENANCE EASEMENT SHALL BE PROVIDED OVER ALL PRIVATE STREETS AND PARKING SPACES WHERE APPLICABLE.

INFORMATION/DATA SOURCE NOTES:

1. THE HORIZONTAL DATUM SHOWN HEREON, VIRGINIA COORDINATE SYSTEM OF 1983 (VCS 83) BASED ON A PLAT RECORDED IN DEED BOOK 14774 AT PAGE 1546 ENTITLED 'BOUNDARY LINE ADJUSTMENT ON LOT 3A AND 4A2 WESTGATE PARK' AND PREPARED BY PATTON HARRIS RUST & ASSOCIATES.
2. THE FEMA FLOODPLAIN IS PER EFFECTIVE FIRM PANEL #51059C 0165E WITH AN EFFECTIVE DATE SEPTEMBER 17, 2010. REFER TO SHEET C11.0 FOR ADDITIONAL INFORMATION.
3. THE TOPOGRAPHY SHOWN ON THE CDP IS AT A CONTOUR INTERVAL OF TWO (2) FEET BASED ON AN AERIAL SURVEY COMPLETED BY VIKA ENGINEERING IN 2002. ALONG WITH PLANS PREPARED FOR THE DULLES CORRIDOR METRORAIL PROJECT # DT 00-029-108, RW201.
4. THE BOUNDARY INFORMATION SHOWN ON THE CDP WAS OBTAINED FROM ALTA/ACSM LAND TITLE SURVEY PREPARED BY BOWMAN CONSULTING GROUP DATED JULY 16, 2010 AND IS BASED ON RECORDED PLATS AND DEEDS FROM THE 1970S AND MAY BE ADJUSTED BASED ON INFORMATION FROM FIELD SURVEYS AT THE TIME OF SITE PLAN.
5. RPA LIMIT IS BASED ON APPROVED PLAN #7788-RPA-003-2 APPROVED OCTOBER 12, 2012 AS PREPARED BY VIKA INC. RPA LIMIT WILL BE AMENDED BASED ON THE PROPOSED CONNECTOR ROAD CONSTRUCTION AND ULTIMATE EXTENSION.
6. WETLAND DELINEATION PROVIDED BY PASSAGE CREEK ENVIRONMENTAL, INC.

Stormwater Management Design – PFM Deviation Narrative

(To Be Processed at the time of Site Plan Application(s))

In keeping with the 2010 Comprehensive Plan's policy and objectives of the 'Environmental Stewardship Guidelines' for stormwater management, and the acknowledgement that such goals will require a 'progressive approach' and 'innovative design techniques' for the redevelopment of land in the Tyson Corner Urban Center, the following deviations from the strict adherence to the Public Facilities Manual (PFM) may be necessary in order to implement such objectives:

- Deviation of PFM Section 6-1304.2(c) to allow for the installation of permeable pavement systems that utilize infiltration to be constructed on in-situ fill material provided field tests show adequate infiltration rates exist for in-situ material.
- Deviation of PFM Section 6-1304.2(f) to allow the minimum horizontal setback of both infiltrating and non-infiltrating permeable paving systems from building foundations to be reduced to zero (0) feet, in order to allow for this type system in an urban environment.
- Deviation of PFM Section 6-1304.4(i) to allow utilization of infiltration rates less than 0.52 in / hr for design of infiltration systems utilized to meet the Comprehensive Plan requirement for retention of the first 1" of runoff onsite.
- Deviation of PFM Section 6-1306.3 .3(f) to allow for any detention facility located within a building or garage structure to be governed by building code requirements for access and maintenance.
- Deviation of PFM Section 6-1307.2(c) to allow for installation of Bio-retention facilities that utilize infiltration to be constructed on in-situ fill material, provided field tests show adequate infiltration rates exist for in-situ material.
- Deviation of PFM Section 6-1307.2(e) to set the minimum horizontal setbacks from building foundations be reduced to zero (0) feet in order to facilitate installation of bio-retention systems in an urban environment set forth in the Tyson's Corner Design Guidelines.
- Deviation of PFM Section 6-1307.2(f) to allow installation of bio-retention facilities in the vicinity of loading docks, vehicle maintenance areas or outdoor storage areas to accommodate the urban environment set forth in the Tyson's Corner Design Guidelines.
- Deviation of PFM Section 6-1307.2(g) to allow for the maximum drainage areas to bio-retention filters utilized for retention of the first 1" of runoff be eliminated in order to accommodate rooftop runoff piped to proposed structures.
- Deviation of PFM Section 6-1309.2(c) to allow installation of tree box filters in the vicinity of loading docks, vehicle maintenance areas or outdoor storage areas to accommodate the urban environment set forth in the Tyson's Corner Design Guidelines.

WAIVER / MODIFICATION REQUESTS:

ZONING ORDINANCE ARTICLE 2 – GENERAL REGULATIONS

- APPLICANT REQUEST A WAIVER OF SECTION 2-505 OF THE ZONING ORDINANCE TO ALLOW BUILDINGS TO BE CONSTRUCTED TO THE STREETSCAPE BUILDING ZONE LINE ON CORNER LOTS ON PUBLIC STREETS AND LOTS WITH PRIVATE STREET EASEMENTS WHICH MAY CREATE A CORNER LOT CONFIGURATION AS DEFINED IN THE ZONING ORDINANCE.

- WAIVER AND/OR MODIFICATION OF ZONING ORDINANCE SECTION 2-506.1(A) AND (C) TO ALLOW STRUCTURES LOCATED ON THE BUILDING ROOF TO OCCUPY AN AREA GREATER THAN 25% OF THE TOTAL ROOF AND TO EXCLUDE AIR CONDITIONING AND COOLING TOWERS, LOCATED OUTSIDE THE PENTHOUSE OR SCREENED AREA, FROM BEING INCLUDED IN THE MAXIMUM BUILDING HEIGHT IF, SAID STRUCTURE, AIR CONDITIONER OR COOLING TOWER IS FOR THE PURPOSE OF PROVIDING BUILDING INFRASTRUCTURE TO MEET LEED CERTIFICATION.

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

- IN ACCORDANCE WITH ZONING ORDINANCE SECTION 2-903.(4)(7)&(9) "PERMITTED USES WITHIN A FLOODPLAIN", APPLICANT REQUESTS THE BOARD APPROVE PUBLIC RECREATIONAL USES AND STREAM STABILIZATION IN A MAJOR FLOODPLAIN AS SHOWN ON THE FDP.

ZONING ORDINANCE ARTICLE 6 – PLANNED DEVELOPMENT DISTRICT REGULATIONS

- WAIVERS/MODIFICATION OF ZONING ORDINANCE SECTION 6-501-7, THE TYSON'S CORNER URBAN CENTER STREETSCAPE DESIGN, INCLUDING THE BOULEVARD STANDARDS OF RTE 123. IN FAVOR OF THAT SHOWN WITH THE CDP APPLICATION.

- WAIVER OF ZONING ORDINANCE SECTION 6-505.7 REQUIRING THE DESIGNATION OF SPECIFIC OUTDOOR DINING AREAS ON THE CDP, RATHER, OUTDOOR DINING MAY BE PROVIDED IN ANY AREA WHERE THE USE INCLUDES DINING ACTIVITY AND WILL BE INDICATED AT THE TIME OF FDP AND FINAL SITE PLAN.

- WAIVER OF ZONING ORDINANCE SECTION 6-506 REQUIRING TEN (10) ACRE MINIMUM LOT SIZE.

ZONING ORDINANCE ARTICLE 11 – PARKING AND LOADING

- MODIFICATION OF ZONING ORDINANCE SECTION 11-102(12) AND SECTION 6-509(1) TO ALLOW FOR TANDEM SPACES AND VALET SPACES CONTROLLED BY BUILDING MANAGEMENT, FOR RESIDENTIAL AND OFFICE USES. SUCH STACKED SPACES IN ACCORDANCE WITH SECTION 11-101(1) AND 6-509(1) MAY COUNT TOWARD REQUIRED PARKING SPECIFIED IN THE ZONING ORDINANCE, AND SHALL BE PROVIDED IN ACCORDANCE WITH THE PARKING PLAN SUBMITTED WITH THIS APPLICATION, OR SUBSEQUENT FINAL SITE PLANS.

- MODIFICATION OF ZONING ORDINANCE SECTION 11-201 AND SECTION 11-203 FOR THE REQUIRED NUMBER OF LOADING SPACES WITHIN MULTI-FAMILY, OFFICE AND RETAIL/SERVICES USES IS REQUESTED IN FAVOR OF THOSE WHICH ARE SHOWN ON THE CDP.

- MODIFICATION OF SECTION 11-202(4) REQUIRING MINIMUM DISTANCE OF FORTY FEET (40') OF A LOADING SPACE IN PROXIMITY TO TRAVEL WAYS OR STREETS, TO THAT AS DEMONSTRATED ON THE CDP.

ZONING ORDINANCE ARTICLE 13 – LANDSCAPING

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

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

- MODIFICATION OF PERIPHERAL LANDSCAPE REQUIREMENTS SECTION 13-203-5, FOR ABOVE GRADE PARKING STRUCTURES AND INTERIM SURFACE LOTS AS ALLOWED BY SECTION 13-203, PARA 3, TO THAT SHOWN ON THE CDP AND DESCRIBED BELOW:

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

    b. FOR PROPOSED ABOVE GRADE PARKING STRUCTURES: PERIPHERAL LANDSCAPING WILL BE PROVIDED USING TREES WITHIN URBAN STREETSCAPES (PER TYSONS URBAN DESIGN GUIDELINES) WHERE GARAGES ARE ADJACENT TO STREET FRONTAGE AND BY EXISTING TOPOGRAPHIC FEATURES OR OTHER URBAN DESIGN ELEMENTS WHERE GARAGES ARE ADJACENT TO NON STREET FRONTAGE. LANDSCAPING MAY ALSO INCLUDE INNOVATIVE PLANTING DESIGN AND TECHNIQUES, INCLUDING BUT NOT LIMITED TO, OVERHEAD VEGETATIVE ARBORS.

ZONING ORDINANCE ARTICLE 16 – DEVELOPMENT PLANS

- WAIVER OF ZONING ORDINANCE SECTION 16-403 REQUIRING THE SUBMISSION OF A FINAL DEVELOPMENT PLAN APPLICATION ASSOCIATED WITH ALL PUBLIC ROADWAY AND INFRASTRUCTURE PHASING EXHIBIT IMPROVEMENT PLANS AND INTERIM PARK, AS SHOWN WITHIN THE CDP.

ZONING ORDINANCE ARTICLE 17 -SITE PLAN

- A MODIFICATION/WAIVER OF ZONING ORDINANCE SECTION 17-201-(2) FOR:
    a. WAIVER OF THE MAJOR PAVED TRAIL ALONG DOLLEY MADISON BLVD RTE 123, AS THE PROPOSED TEN FOOT (10') WALK IS TO BE PROVIDED BY OTHERS AS PART OF THE RTE 123 SUPER STREET;

    b. WAIVER OF THE STREAM VALLEY AND NATURAL SURFACE TRAIL WITHIN SCOTT'S RUN CREEK, AS THE APPLICATION PROPOSES THE EXTENSION OF THE EXISTING STREAM VALLEY TRAIL FROM THE GATES OF MCLEAN PROPERTY TO, AND THRU, THE APPLICATION PROPERTY, THUS SATISFYING THIS REQUIREMENT.

    c. WAIVER OF THE ON STREET PARKING AND ON STREET BIKE LANE WITHIN NORTH DARTFORD DRIVE, AS THAT ROAD IS PROPOSED AS A LOCAL STREET;

- WAIVER OF ZONING ORDINANCE SECTION 17-201-(3) OF THE SERVICE DRIVE ALONG ROUTE 123 (DOLLEY MADISON BOULEVARD).

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

- WAIVER AND/OR MODIFICATION OF ZONING ORDINANCE SECTION 17-201-(4) TO NOT REQUIRE ANY FURTHER DEDICATION, CONSTRUCTION OR WIDENING OF EXISTING ROADS BEYOND THAT WHICH IS INDICATED ON THE CDP. DEDICATION AND IMPROVEMENTS SHOWN ON THE CDP SHALL BE DEEMED TO MEET ALL COMPREHENSIVE PLAN POLICY PLAN REQUIREMENTS.

- WAIVER OF ZONING ORDINANCE SECTION 17-201-(7) WHICH REQUIRES THE INSTALLATION OF 'NO PARKING' SIGNS ALONG TRAVEL WAYS AT 15m INTERVALS. IN ADDITION, APPLICANT REQUESTS THE RIGHT TO ESTABLISH PARKING CONTROL SIGNS AND PARKING METERS ALONG PUBLIC STREETS WITHIN AND ADJACENT TO THE DEVELOPMENT.

- IN ACCORDANCE WITH ZONING ORDINANCE SECTION 17-201-(12)(13)(14), APPLICANT REQUESTS THAT THE IMPROVEMENTS BE PROVIDED AS DEMONSTRATED ON THE CDP.

PUBLIC FACILITIES MANUAL

- WAIVER OF SECTION 6-0303.8, TO ALLOW STORM WATER MANAGEMENT FACILITIES (SWM AND BMP) TO BE PROVIDED WITHIN UNDERGROUND SYSTEMS WITHIN THE RESIDENTIAL BUILDING SITES OF THE PROPOSED DEVELOPMENT. WAIVER REFERENCED AS 6835-WPFM-007-1.

- MODIFICATION OF SECTION 7-0800 TO ALLOW TANDEM/VALET PARKING SPACES, CONTROLLED BY BUILDING MANAGEMENT, AND THAT SUCH SPACES SHALL COUNT TOWARD REQUIRED PARKING.

- MODIFICATION OF SECTION 7-0802.2 (PARKING GEOMETRIC STANDARDS), TO ALLOW FOR PROJECTION OF STRUCTURAL COLUMNS, UP TO 4% OF THE STALL AREA, INTO THE REQUIRED PARKING STALL AREA. THE PARKING STALLS AFFECTED BY SUCH STRUCTURAL COLUMNS SHALL COUNT TOWARD THE NUMBER OF REQUIRED PARKING SPACES.

- WAIVER OF SECTION 12-0508 TREE PRESERVATION TARGET, AS ALLOWED BY DEVIATIONS DESCRIBED IN SECTION 12-0508.3A(1)-(3).

- MODIFICATION OF SECTION 12-0511-4 FOR REQUIRED TEN PERCENT TREE CANOPY COVERAGE ON INDIVIDUAL LOTS/LAND BAYS, TO ALLOW FOR CANOPY TO BE CALCULATED ON THE OVERALL DEVELOPMENT AREA, AS DEMONSTRATED ON THE CDP.

- MODIFICATION OF PFM STANDARD 12-0510-4E(5) TO PERMIT THE REDUCTION OF THE MINIMUM PLANTING AREA, FOR TREES PLANTED TO SATISFY THE TREE COVER REQUIREMENT, TO REDUCE THE WIDTH FROM EIGHT (8) FEET TO A MINIMUM OF FOUR (4) FEET AS SHOWN WITH THE CDP.

- MODIFICATION OF PFM SECTION 12-0515.6(B) TO ALLOW FOR TREES LOCATED ABOVE PROPOSED PERCOLATION TRENCH OR BIORETENTION AREAS TO BE COUNTED TOWARDS TREE COVER REQUIREMENTS.

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
9-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
GENERAL NOTES AND WAIVERS

N/A
SCALE

PROJECT NUMBER

C2.0
DRAWING NUMBER

TABLE 1-SITE TABULATIONS:

Base Plan Tabulation

Building	Allowable Building Height (Tier 1&2)	Proposed Building Height(1)(2) (Min-Max)	Proposed Building Height(1)(2)	Maximum Penthouse Height (2)	Proposed Stories /Floors Range(1) (Min-Max)	Use (3)(7)	Proposed GFA by Use (4)	Building GFA (4) (Min-Max)	Dwelling Units (5)	Requried Parking < 1/8 mile (Per Unit or 1000 GFA) Min	Requried Parking < 1/8 mile (Per Unit or 1000 GFA) Max	Requried Parking 1/8 - 1/4 mile (Per Unit or 1000 GFA) Min	Requried Parking 1/8 - 1/4 mile (Per Unit or 1000 GFA) Max	Parking Provided (6)	Proposed Parking Ratio Per Use
A1	225'-400'	222'-400'	322'	N/A	18-36	Residential	359,000	244,000-440,000	337			337	641	449	1.3 / DU
A2		232'-322'	292'		19-28	Retail/Services	8,000					0	18	18	6/1000 GFA
B	175'-225'	103'-183'	103'	N/A	6-14	Residential	138,000	138,000-239,000	130			130	247	201	1.5 / DU
						Retail/Services	8,000					0	18	0	
C	225'-400'	202'-386'	325'	30'	16-29	Office	432,000	254,000-510,000		0	692			585	1.3/1,000 GFA
						Retail/Services	17,000			0	72			72	6/1000 GFA
D	225'-400'	137'-280'	215'	30'	11-22	Office	293,000	150,000-401,000				0	586	467	1.6/1,000 GFA
						Retail/Services	9,000					0	24	24	6/1000 GFA
E	175'-225'	115'-219'	154'	30'	9-17	Office	229,000	150,000-355,000				0	466	346	1.5/1,000 GFA
						Retail/Services	7,000					0	12	12	6/1000 GFA
TOTAL							1,500,000		467					2,174	

Hotel Alternative Tabulation

Building	Allowable Building Height (Tier 1&2)	Proposed Building Height(1)(2) (Min-Max)	Proposed Building Height(1)(2)	Maximum Penthouse Height (2)	Proposed Stories /Floors Range(1) (Min-Max)	Use (3)(7)	Proposed GFA by Use (4)	Building GFA (4) (Min-Max)	Dwelling Units (5)	Requried Parking < 1/8 mile (Per Unit or 1000 GFA) Min	Requried Parking < 1/8 mile (Per Unit or 1000 GFA) Max	Requried Parking 1/8 - 1/4 mile (Per Unit or 1000 GFA) Min	Requried Parking 1/8 - 1/4 mile (Per Unit or 1000 GFA) Max	Parking Provided (6)	Proposed Parking Ratio Per Use
A1	225'-400'	222'-400'	322'	N/A	18-36	Residential	359,000	244,000-440,000	337			337	641	449	1.3 / DU
A2		182'-322'	292'		19-28	Retail/Services	8,000					0	18	18	6/1000 GFA
B	175'-225'	103'-183'	103'	N/A	6-14	Residential	138,000	138,000-239,000	130			130	247	183	1.4 / DU
						Retail/Services	8,000					0	18	18	6/1000 GFA
C	225'-400'	202'-386'	325'	30'	16-29	Office	432,000	254,000-510,000		0	692			585	1.3/1,000 GFA
						Retail/Services	17,000			0	72			72	6/1000 GFA
D	225'-400'	137'-280'	215'	30'	11-22	Office	293,000	150,000-401,000				0	586	467	1.6/1,000 GFA
						Retail/Services	9,000					0	24	24	6/1000 GFA
E	175'-225'	137'-217'	167'	N/A	13-21	Hotel	229,000	180,000-305,000	218			0	218	218	1.0 / Keys
						Retail/Services	7,000					0	12	0	
TOTAL							1,500,000		685					2,034	

Building A/B Alternative Tabulation

Building	Allowable Building Height (Tier 1&2)	Proposed Building Height(1)(2) (Min-Max)	Proposed Building Height(1)(2)	Maximum Penthouse Height (2)	Proposed Stories /Floors Range(1) (Min-Max)	Use (3)(7)	Proposed GFA by Use (4)	Building GFA (4) (Min-Max)	Dwelling Units (5)	Requried Parking < 1/8 mile (Per Unit or 1000 GFA) Min	Requried Parking < 1/8 mile (Per Unit or 1000 GFA) Max	Requried Parking 1/8 - 1/4 mile (Per Unit or 1000 GFA) Min	Requried Parking 1/8 - 1/4 mile (Per Unit or 1000 GFA) Max	Parking Provided (6)	Proposed Parking Ratio Per Use
A1	225'-400'	262'-382'	232'	N/A	19-31	Residential	258,000	244,000-440,000	258			258	491	335	1.3 / DU
A2		202'-322'	192'		13-25	Retail/Services	8,000					0	18	18	6/1000 GFA
B1	175'-225'	133'-183'	183'	N/A	9-14	Residential	239,000	146,000-239,000	239			239	454	311	1.3 / DU
B2		133'-183'	183'		9-14	Retail/Services	8,000					0	18	18	6/1000 GFA
C	225'-400'	202'-386'	325'	30'	16-29	Office	432,000	254,000-510,000		0	692			585	1.3/1,000 GFA
						Retail/Services	17,000			0	72			72	6/1000 GFA
D	225'-400'	137'-280'	215'	30'	11-22	Office	293,000	150,000-401,000				0	586	467	1.6/1,000 GFA
						Retail/Services	9,000					0	24	24	6/1000 GFA
E	175'-225'	115'-219'	154'	30'	9-17	Office	229,000	150,000-355,000				0	458	346	1.5/1,000 GFA
						Retail/Services	7,000					0	12	12	6/1000 GFA
TOTAL							1,500,000		497					2,168	

(1) Individual building heights and number of floors/stories shown are conceptual and may be changed by the Building Owners provided that the maximum building height is not exceeded and minimum height is not reduced as demonstrated on this CDP . (Refer to Architectural Site Sections for Average Grade Elevations).

(2) Building Height: For Residential Buildings, the building height includes penthouse and mechanical screens (to be shown on FDP). For Non-Residential Buildings, the building height does not include penthouses. Penthouses may be up to 30 foot in height.

(3) Retail and/or Service use may include a variety of commercial and community type uses (see Note # 32 sheet C2.0) as determined by the individual Building Owners at time of final site plan.

(4) The square footage for individual uses and buildings shown is conceptual. The Building Owners reserve the right to increase, decrease or transfer square footage within buildings (i.e. office, residential, retail) provided that the primary ues of the building is retained and the total overall FAR is not exceeded. See Proffers.

(5) Number of dwelling units/bedroom types may be changed and will be determined at the time of FDP and final site plan.

(6) Parking required and provided is estimated. Number of required parking spaces may be changed by the Building Owners based on the final dwelling unit count, bedroom mix, final and specific building uses, and final GFA, and will be determined at the time of final site plan. The Building Owners reserve the right to provide more or less parking at the time of final site plan provided the allowable parking rates set forth in Section 6-509 are not exceeded at the build out of the overall development. Parking podiums may also decrease, or increase, but shall not exceed eighty (80') feet in height.

7) Any building indicated as office on this CDP application may be replaced with a hotel use, subject to parking requirements in accordance with the Zoning Ordinance and approval of a FDP.

Parking Rates Required (Per Z. O. Section 6-509):

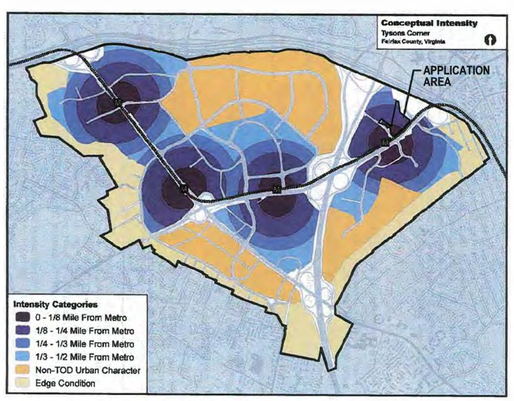
Commercial: < 1/8 Mile : Min=0 Sp ; Max 1.6 SP / 1,000 GFA

1/8-1/4 Mile : Min=0 Sp ; Max 2.0 SP / 1,000 GFA

Residential: (<1/8 mile - 1/4 mile) Min 1.0 SP / DU and Max 1.9 SP / DU (Based on Unit range of 1-3 Bedroom)

Retail / Services: Max 6 SP / 1,000 GFA (Per Section 6-509.B.(1) - the first 5,000 square feet of ground floor retail has been subtracted prior to retail parking calculation). Other uses may be provided per Note #32 on sheet C 2.0.

8) Work Force Housing to be provided either onsite or offsite as determined with FDP(s) and described in the Proffers. Provision of WDUs allows for a 20% building height increase above the maximum.



INTENSITY AREAS-DEVELOPMENT RADIUS ZONE EXHIBIT :

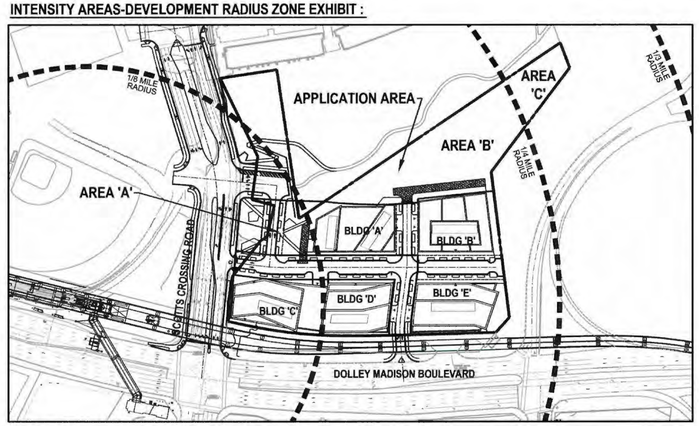


TABLE 2 - LAND USE RATIO AND INTENSITY:

INTENSITY CREDIT LAND AREA TABULATION

Property Tabulation (Application Area):

SITE NAME	TAX MAP #	AREA (SF)	AREA (AC)	EXISTING ZONE	DEED BOOK	PAGE	NOTES
SCOTTS RUN NORTH	029-4 ((05)) 0009	76,427	1.75452	C-3	9789	768	
	029-4 ((05)) 0009A	48,258	1.10785	C-3	9789	768	
	029-4 ((05)) 0010A	285,161	6.54640	C-3	9789	768	
TOTAL APPLICATION AREA		**409,846**	**9.40877**				

Prior Dedication Areas Reserved for Intensity Credit :

TYPE	DESCRIPTION	AREA (SF)	AREA (AC)	EXISTING ZONE	DEED BOOK	PAGE	NOTES
STREET DEDICATION	INTENSITY/DENSITY	79,572	1.82672	---	9789	768	
STREET DEDICATION	INTENSITY/DENSITY	17,152	0.39376	---	9789	768	
STREET DEDICATION	INTENSITY/DENSITY	701	0.01609	---	11772	1910	
TOTAL RESERVED INTENSITY CREDIT AREA:		**97,425**	**2.23657**				

TOTAL AREA FOR INTENSITY CALCULATION:
(INCLUDING APPLICATION AREA & PRIOR DEDICATION INTENSITY CREDITS **507,271** **11.64534**

Use	GFA (1)	Percentage of Total	FAR (2)
Base Plan			
Office	954,000	63.6%	1.88
Residential	497,000	33.1%	0.98
Retail/Services	49,000	3.3%	0.097
Overall Total	1,500,000	100.0%	2.96
Hotel Alternate			
Office	725,000	48.3%	1.43
Residential	497,000	33.1%	0.98
Hotel	228,000	15.3%	0.45
Retail/Services	49,000	3.3%	0.097
Overall Total	1,500,000	100.0%	2.96
Buildings A/B Massing Alternate			
Office	954,000	63.6%	1.88
Residential	497,000	33.1%	0.98
Retail/Services	49,000	3.3%	0.097
Overall Total	1,500,000	100.0%	2.96

(1) GFA for individual uses is conceptual. Applicant reserves the right to transfer GFA between buildings and uses provided the overall proposed FAR is not exceeded. Refer to Proffers.

(2) F.A.R. is based on total 'Intensity Credit Land Area' (11.64 AC), See Tabulation this sheet.

TABLE 3 - PROPOSED RIGHT OF WAY DEDICATION / VACATION ALLOCATION:

Existing Site Area	409,846 Sq. Ft.	9.40 AC
Proposed ROW -Dedication (2) Scotts Crossing Road: North Dartford Drive: Grover Street: Connector Road-Entry Segment:	± 53,611 Sq. Ft.	± 1.23 AC
(A) Total Area of Dedication for ROW	± 53,611 Sq. Ft.	± 1.23 AC
Proposed ROW -Reservation (2) Future Connector Road: North Dartford Drive	± 40,090 Sq. Ft.	± 0.92 AC
(B) Total Area of Reservation for ROW	± 40,090 Sq. Ft.	± 0.92 AC
Area of ROW Dedication/Reservation for Intensity Purposes (A+B)	± 93,701 Sq. Ft. (1)	± 2.15 AC (1)
Proposed ROW -Vacation (2) Scotts Crossing Road	± 18,346 Sq. Ft.	± 0.42 AC
Area of ROW 'Vacation' Used for Intensity Purposes	0 Sq. Ft.	0 AC

(1) Square footage reserved from proposed ROW "Dedication" and "Reservation" (as allowed per Z.O. Section 2-308-4).
(2) Refer to sheet S-1.0 for area descriptions. Final area of dedication, reservation and vacation/abandonment to be determined at time of Final Development Plan (FDP) and final site plan.

TABLE 4 - INTENSITY AREAS-DEVELOPMENT RADIUS ZONE:

INTENSITY RING AREA	AREA 'A' (< 1/8 MILE)	AREA 'B' (1/8 MILE TO 1/4 MILE)	AREA 'C' (> 1/4 MILE)	TOTAL	T.O.D. : OFFICE FAR (0 - 1/4 MILE)
Area Acreage	83,718 SF (1.92 AC)(1)(2)	306,644 SF (7.04 AC)(1)(2)	19,484 SF (0.44 AC)	409,846 SF (9.40 AC)	390,362 SF (8.96 AC)
Base Plan (3)					
	Proposed GFA	Proposed GFA	Proposed GFA		Office GFA
CDP 'Base' PLAN	Bldg C: 449,000 GFA	Bldg A: 367,000 GFA Bldg B: 146,000 GFA Bldg D: 302,000 GFA Bldg E: 236,000 GFA	Open Space		BLDGS C/D/E: 954,000 GFA
TOTAL GFA	449,000 GFA	1,051,000 GFA	0.0 GFA	1,500,000 GFA	
AREA F.A.R	2.48 (4)	3.43	0		2.44 (5)
Hotel Alternative (3)					
	Proposed GFA	Proposed GFA	Proposed GFA		Office GFA
CDP 'Alternative' PLAN	Bldg C: 449,000 GFA	Bldg A: 367,000 GFA Bldg B: 146,000 GFA Bldg D: 302,000 GFA Bldg E: 236,000 GFA	Open Space		BLDGS C/D: 725,000 GFA
TOTAL GFA	449,000 GFA	1,051,000 GFA	0.0 GFA	1,500,000 GFA	
AREA F.A.R	2.48 (4)	3.43	0		1.86 (5)
Building A/B Massing Alternative (3)					
	Proposed GFA	Proposed GFA	Proposed GFA		Office GFA
CDP 'Alternative' PLAN	Bldg C: 449,000 GFA	Bldg A: 266,000 GFA Bldg B: 247,000 GFA Bldg D: 302,000 GFA Bldg E: 236,000 GFA	Open Space		BLDGS C/D: 954,000 GFA
	449,000 GFA	1,051,000 GFA	0.0 GFA	1,500,000 GFA	
AREA F.A.R	2.48 (4)	3.43	0		2.44 (5)

(1) Does not include square footage of future potential right of way vacation/abandonment of Scotts Crossing Road
(2) Includes square footage of proposed right of way dedication for Connector Road and Scotts Crossing Road.
(3) Final building square footage assignments are subject to change by the applicant/building owners at time of FDP and Final Site Plan. See Proffers.
(4) Includes Prior Reserved Dedication area (97,425 SF). See tabulation on this sheet
(5) Does not include Prior Reserved Dedication area

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CDP		05.10.2011

SEALS AND SIGNATURES

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MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
SITE TABULATIONS

N/A
SCALE

PROJECT NUMBER

C2.1
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (PLN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-NOTES.dwg, 4/3/2015 1:55:55 PM, kbirt

LEGEND:

PROPOSED PUBLIC ROADWAY

NOTE:
PROPOSED BUILDING SITE ALIGNMENTS AND DESIGNATIONS ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.

GATES OF MCLEAN, LLC

EX. CAPITAL ONE DRIVE (PRIVATE)

EXISTING PARKING

EXISTING BUILDING

EXISTING BUILDING

1/3 MILE RADIUS

1/4 MILE RADIUS

1/8 MILE RADIUS

NOTE:
PROPOSED "JONES BRANCH CONNECTOR" ALIGNMENT SHOWN IS PER VDOT PROJECT #6102-029-065 DOCUMENTS DATED JULY 21, 2014 AND IS SUBJECT TO CHANGE WITH FINAL APPROVAL BY VDOT (CONSTRUCTION TO BE BY OTHERS)

CAPITAL ONE PROPERTIES
ZONED: PTC
USE: MIXED USE

GATES OF MCLEAN
ZONED: PDH-30
USE: MULTIFAMILY RESIDENTIAL
TAX MAP: 029-4-((12))
COMMON AREA

N/F
METROPOLITAN WASHINGTON AIRPORT AUTHORITY

APPLICATION AREA

CONNECTOR ROAD (COLLECTOR)

DULLES AIRPORT ACCESS ROAD

FRANCES DRIVE (LOCAL)

BUILDING SITE 'A'

BUILDING 'A-1'

BUILDING 'A-2'

BUILDING SITE 'B'

GROVER STREET (LOCAL)

NORTH DARTFORD DRIVE (LOCAL)

BUILDING SITE 'C'
BUILDING 'C'

BUILDING SITE 'D'
BUILDING 'D'

BUILDING SITE 'E'
BUILDING 'E'

MCLEAN STATION ENTRANCE PAVILION
(ESCALATOR ENTRANCE)

SCOTTS GROSSING ROAD
ROUTE #6102

SILVER LINE METRO RAIL ELEVATED TRACKS

DOLLEY MADISON BOULEVARD (ROUTE 123)

NORTH DARTFORD DRIVE CONNECTION (SUBJECT TO VDOT APPROVAL)

WMATA TB#3 DRIVEWAY

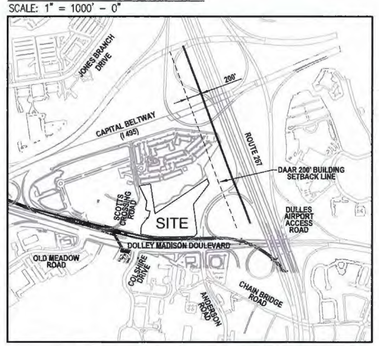
COLSHIRE DRIVE

SCOTTS RUN SOUTH
ZONED: PTC
USE: MIXED USE

ANDERSON ROAD

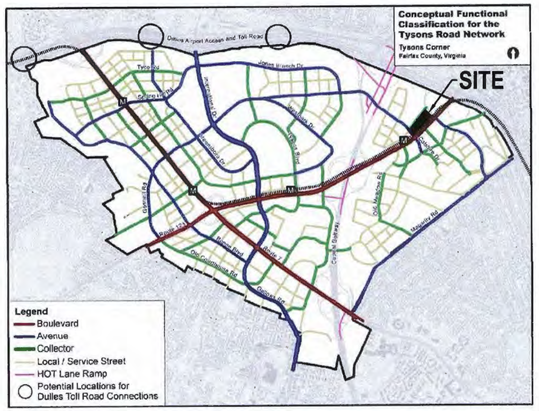
VICINITY MAP

SCALE: 1" = 1000' - 0"



TYSONS ROAD NETWORK

(PER 2013 COMPREHENSIVE PLAN)

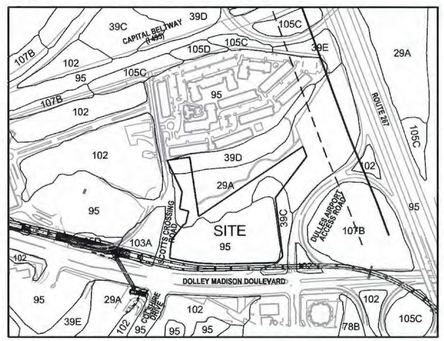


Note: The Tysons Road Network is subject to change pending results from more detailed analyses of the connections to the DAAR and the Grid of Streets.

MAP 7

SOILS MAP

SCALE: 1" = 500' - 0"



SOILS CHART

FAIRFAX COUNTY SOILS DATA 2011

SOIL NUMBER	SOIL SERIES	PROBLEM CLASS	DRAINAGE	FOUNDATION SUPPORT	EROSION POTENTIAL
29A	CONDORUS SILT LOAM	III	POOR f,w	POOR b,f,w	LOW
39C	GLENELG SILT LOAM	I	GOOD	GOOD	HIGH
39D	GLENELG SILT LOAM	I	GOOD	GOOD	HIGH
95	URBAN LAND	IVB	NA	NA	NA

A = 0-2 PERCENT SLOPE
C = 7-15 PERCENT SLOPE
C = 15-25 PERCENT SLOPE
b - LOW BEARING VALUES FOR FOUNDATION SUPPORT.
f - FLOOD HAZARD FOLLOWING STORM EVENT
w - HIGH SEASON GROUNDWATER TABLE IN DRAINAGE WAY OR LOW LYING AREAS.

GRAPHIC SCALE

80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

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MATTHEW J. TAUSCHER
Lic. No. 0008832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

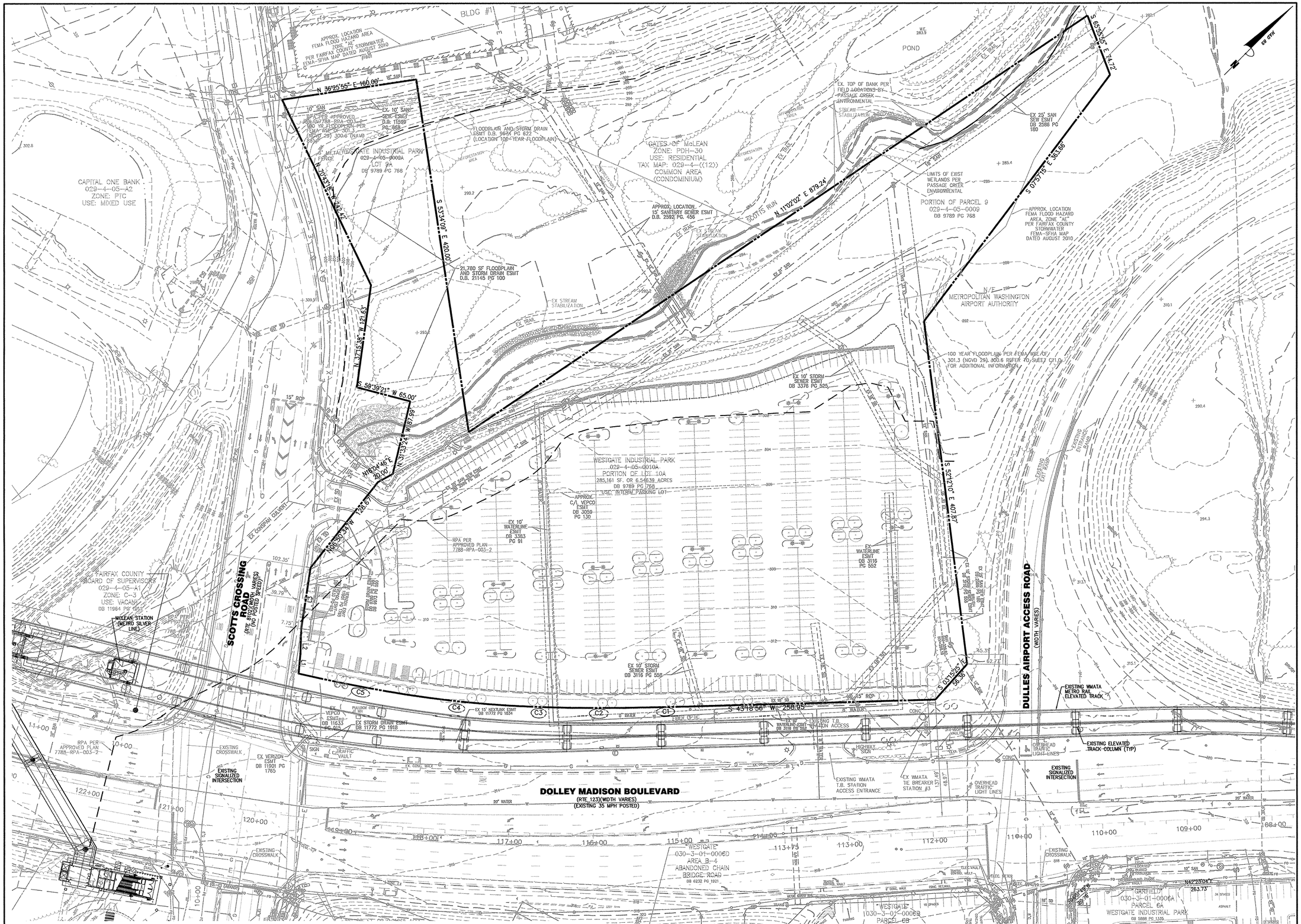
DRAWING TITLE
CONTEXT PLAN AND VICINITY MAP

1"=80'
SCALE

7403-07-007
PROJECT NUMBER

C3.0
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (RJ4) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-CDN PLAN.dwg, 4/3/2015 2:17:21 PM, kdent



CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH	DELTA ANGLE	TANGENT
C1	8043.85'	106.19'	S 43°39'03" W	106.19'	0°45'23"	53.10'
C2	3209.09'	65.49'	S 45°01'08" W	65.49'	1°10'09"	32.75'
C3	1606.87'	76.52'	S 47°09'09" W	76.51'	2°43'42"	38.27'
C4	1323.14'	115.99'	S 51°09'08" W	115.95'	5°01'21"	58.03'
C5	1868.41'	131.17'	S 55°59'31" W	131.14'	4°01'21"	65.61'

LINE TABLE

LINE	LENGTH	BEARING
L1	23.39'	N39°45'55"W
L2	29.81'	N43°13'24"W
L3	72.71'	N36°20'49"W

NOTE:
1. PLAN DEPICTS EXISTING CONDITION AS OF JUNE, 2014.
2. EXISTING PARKING LOT WITHIN APPLICATION AREA TO BE REMOVED AS DEVELOPMENT OCCURS.

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MATTHEW J. TAUSCHER
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4.3.15
LANDSCAPE ARCHITECT

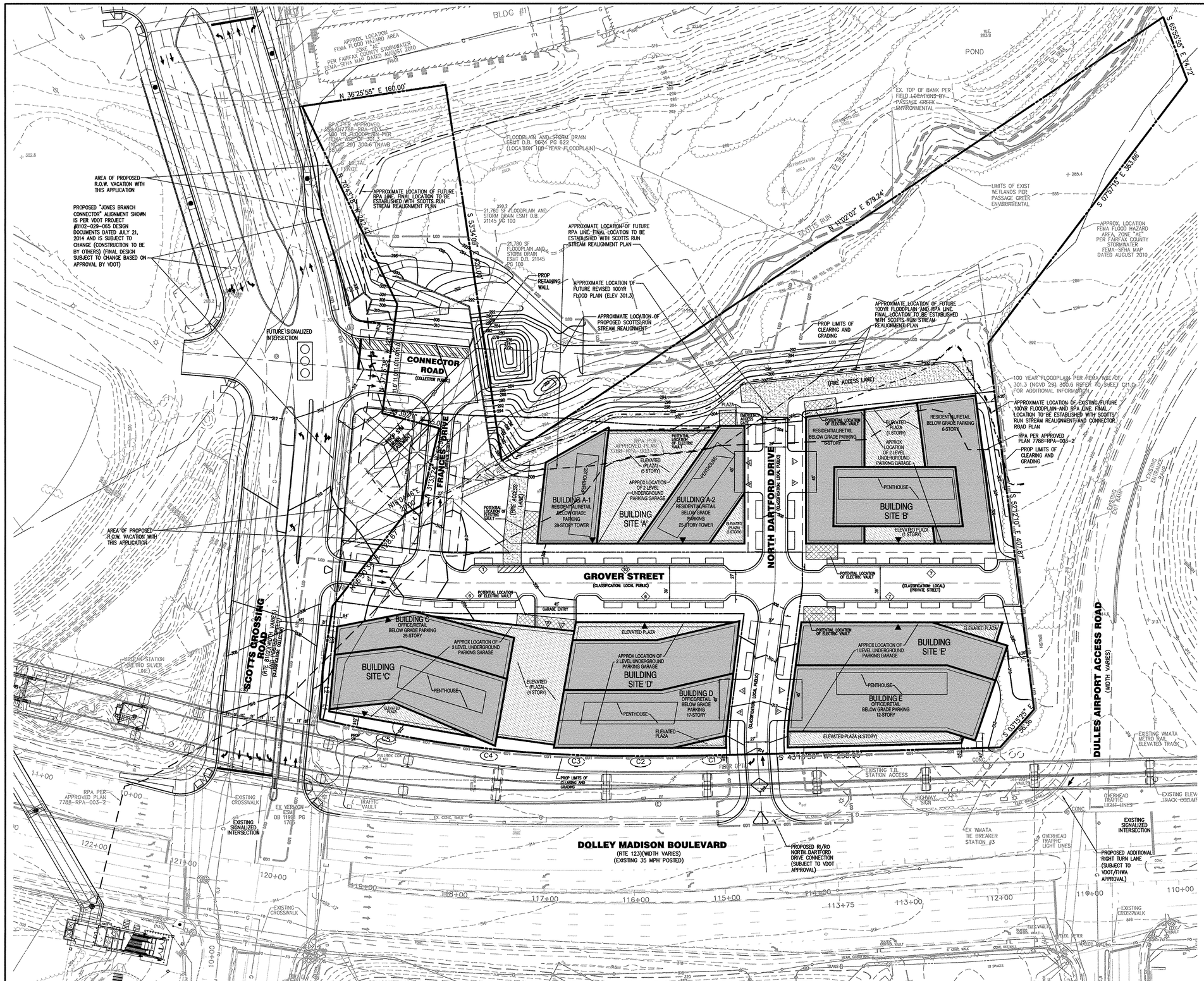
SCOTTS RUN NORTH

DRAWING TITLE
EXISTING CONDITIONS PLAN

1"=50'
SCALE
7403-07-007
PROJECT NUMBER

C4.0
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (PLA) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-XCD.dwg, 4/3/2015 2:18:38 PM, Mkint



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L3	72.71'	N36°20'49"W

SE 0°00'

LEGEND:

- (6) PROPOSED ON STREET PARKING QUANTITY. (FOR INFORMATION ONLY) SPACES SHALL NOT BE STRIPED OR METERED.
- PROPOSED BUILDING ENTRY (GROUND LEVEL)
- PROPOSED VEHICULAR LOADING ENTRY
- PROPOSED VEHICULAR PARKING ENTRY
- LOD — PRELIMINARY APPROXIMATE LIMITS OF CLEARING AND GRADING (SUBJECT TO CHANGE WITH FDP AND FINAL SITE PLAN
- RPA PER APPROVED PLAN 7788-RPA-003-2
- EXISTING 100YR FLOODPLAIN (301.3)
- APPROXIMATE LOCATION FUTURE REVISED 100YR FLOODPLAIN (301.3)
- APPROXIMATE LOCATION FUTURE RPA LIMITS

NOTE:

1. PROPOSED ADDITIONAL TURN LANE ON DAAR EXIT RAMP IS SUBJECT TO VDOT/MWAA/FHWA APPROVAL
2. EXISTING PARKING LOT WITHIN APPLICATION AREA TO BE REMOVED AS DEVELOPMENT OCCURS.
3. REFER TO SHEET C12.1 FOR POTENTIAL FUTURE DTR CONNECTOR ROAD EXTENSION.
4. REFER TO LANDSCAPE PLANS FOR STREETSCAPE DESIGN.

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Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

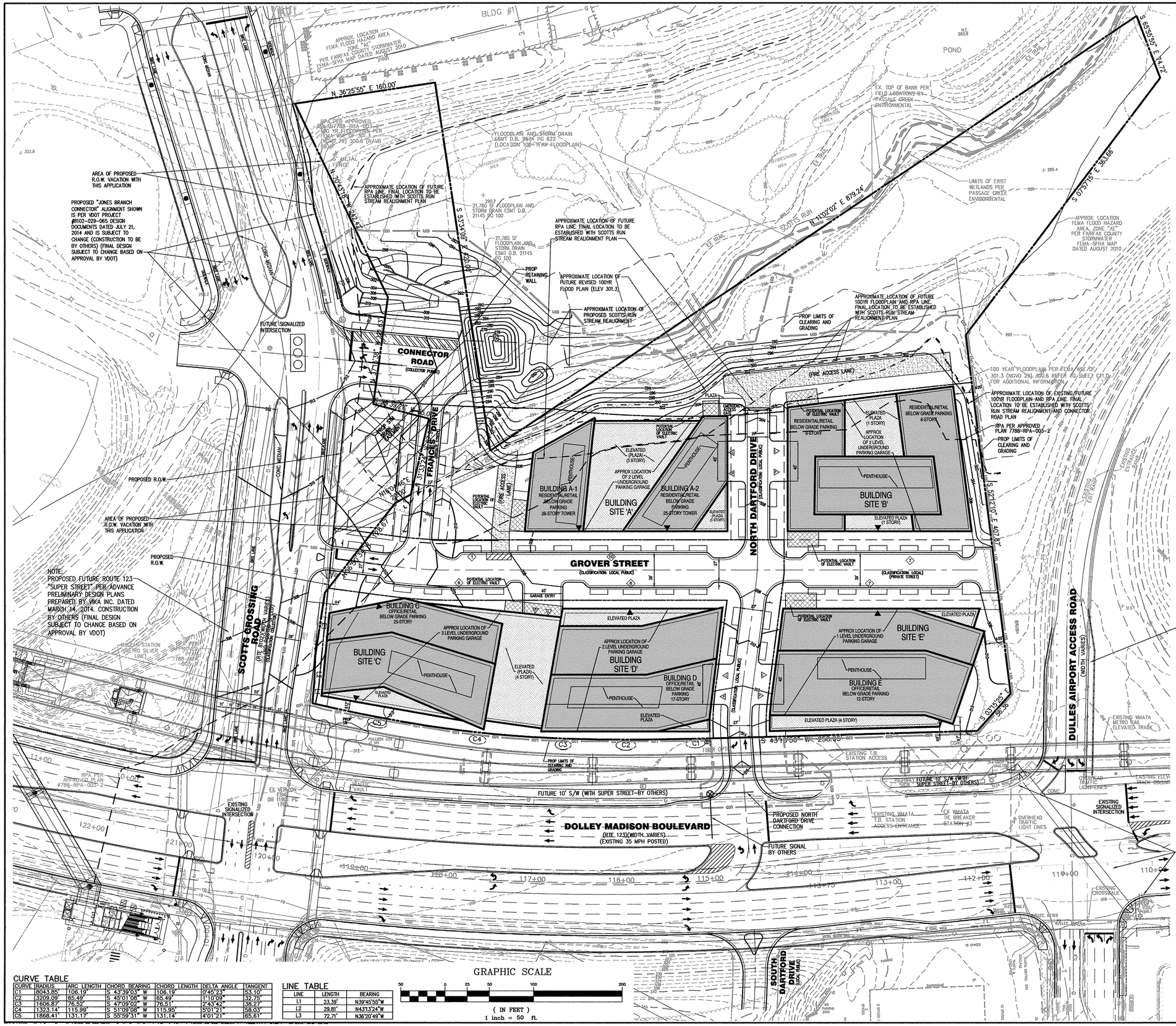
DRAWING TITLE
CONCEPTUAL DEVELOPMENT PLAN-PRIOR TO RTE 123 SUPER STREET

1"=50'
SCALE

7403-07-007
PROJECT NUMBER

C5.0
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (PLAN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-DVP.dwg, 4/9/2015 2:28:54 PM, kfant



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SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

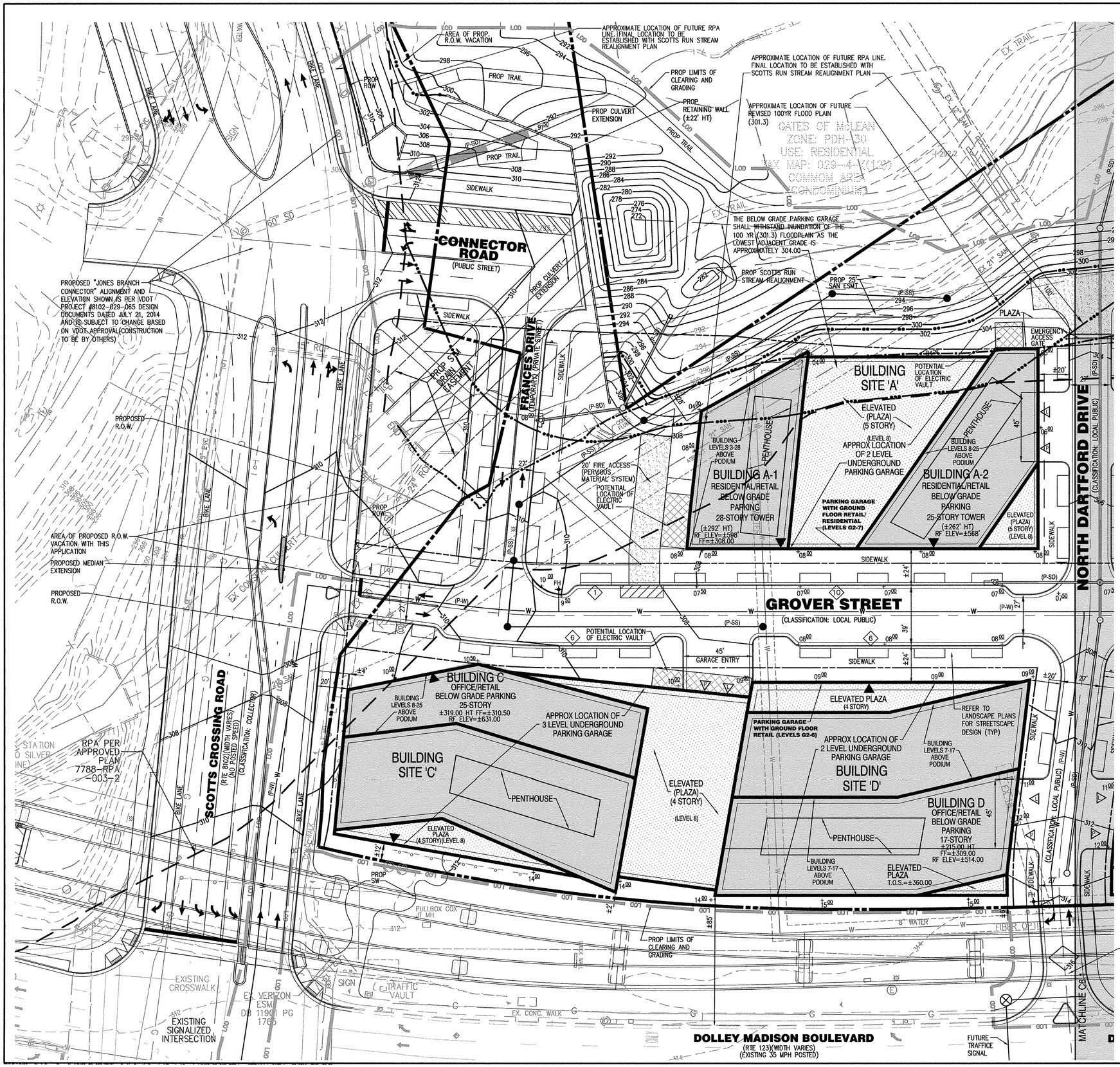
DRAWING TITLE
CONCEPTUAL DEVELOPMENT PLAN-WITH RTE 123 SUPER STREET

1"=50'
SCALE

7403-07-007
PROJECT NUMBER

C5.1
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (PLAN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-CNVBAUL.dwg, 4/8/2015 2:30:44 PM, kfant



NOTES:

1. REFER TO SHEET C7.0 FOR PROPOSED ROAD DESIGN, STRIPING AND MARKING PLAN
2. PROPOSED CONTOURS, ELEVATIONS AND UTILITIES SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE WITH FDP AND FINAL ENGINEERING.
3. BUILD-TO LINE BASED ON COMPREHENSIVE PLAN URBAN DESIGN GUIDELINE, AND IS SUBJECT TO CHANGE WITH F.D.P. APPLICATION.
4. CROSSWALK LOCATIONS ARE CONCEPTUAL AND SUBJECT TO APPROVAL BY VDOT AT FINAL SITE PLAN.
5. REFER TO ARCHITECTURAL PLAN FOR BLOCK PHASING SEQUENCE.
6. REFER TO SHEET C4.0 FOR OVERALL PROPERTY/APPLICATION BOUNDARY.
7. REFER TO SHEET C11.0–C11.1 FOR FLOODPLAIN DELINEATION SUMMARY AND ENVIRONMENTAL IMPACT NARRATIVE.

LEGEND:

- (6) PROPOSED ON STREET PARKING QUANTITY. (FOR INFORMATION ONLY) SPACES SHALL NOT BE STRIPED OR METERED.
- PROPOSED BUILDING ENTRY
- PROPOSED LOADING ENTRY
- PROPOSED PARKING ENTRY
- (P-SD) PROPOSED STORM DRAIN
- (P-SS) PROPOSED SANITARY SEWER
- (P-W) PROPOSED WATER LINE/F.H.
- LOD PRELIMINARY APPROXIMATE LIMITS OF CLEARING AND GRADING (SUBJECT TO CHANGE WITH FDP AND FINAL SITE PLAN
- 308 PROPOSED CONTOUR
- +08.00 PROPOSED SPOT ELEVATION
- RPA PER APPROVED PLAN 7788-RPA-003-2
- LOCATION EXISTING 100YR FLOODPLAIN (301.3)
- APPROXIMATE LOCATION FUTURE REVISED 100YR FLOODPLAIN (301.3)
- APPROXIMATE LOCATION FUTURE RPA LIMITS

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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ISSUED FOR	REV	DATE
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SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

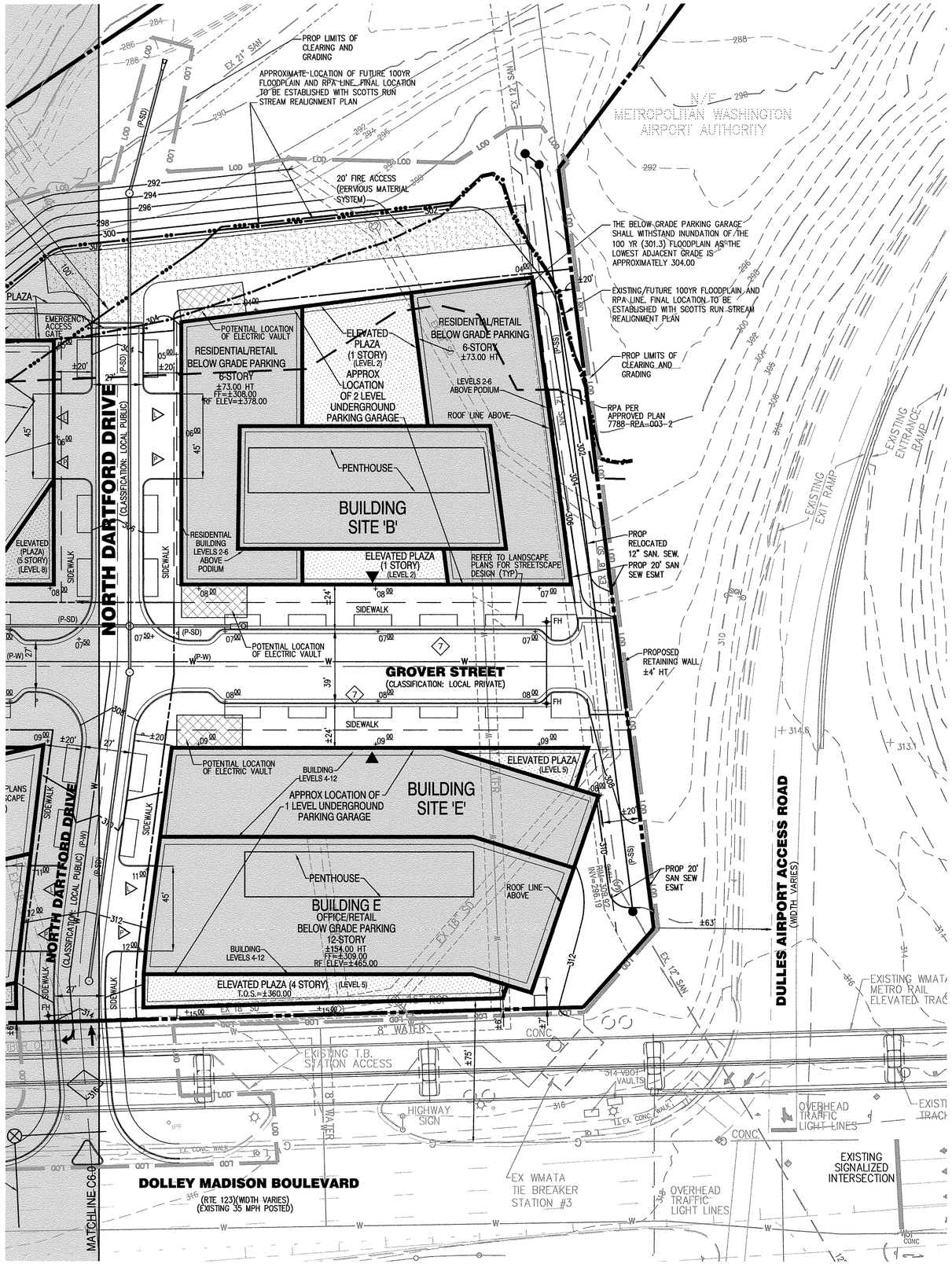
DRAWING TITLE
CONCEPTUAL DEVELOPMENT PLAN ENLARGEMENT

1"=30'
SCALE

7403-07-007
PROJECT NUMBER

C6.0
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (PLAN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007 SITE.dwg, 4/6/2015 3:25:07 PM, kfont

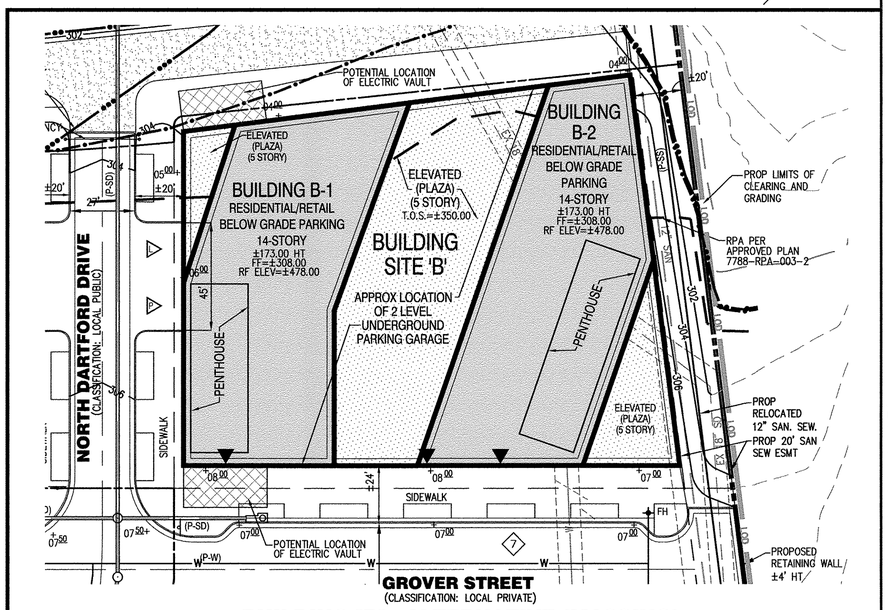


LEGEND:

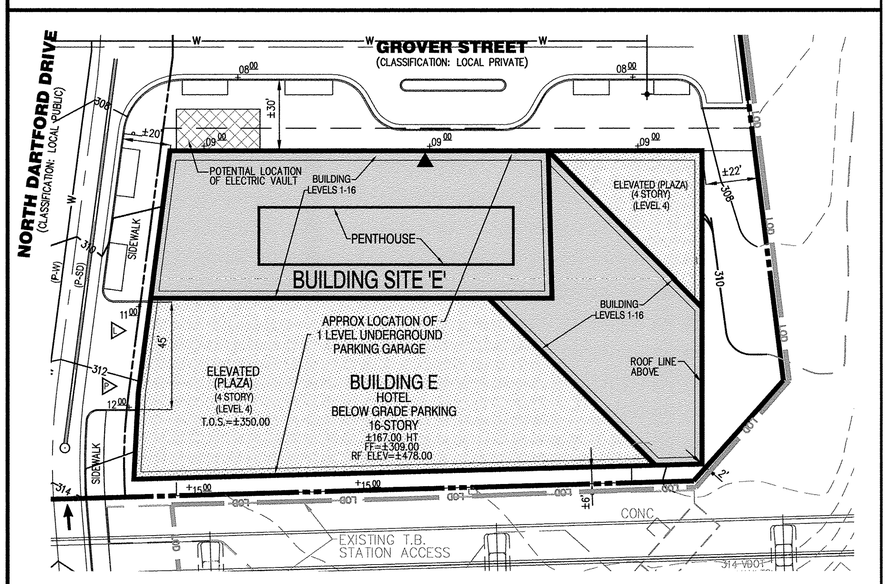
- PROPOSED ON STREET PARKING QUANTITY. (FOR INFORMATION ONLY) SPACES SHALL NOT BE STRIPED OR METERED.
- PROPOSED BUILDING ENTRY
- PROPOSED LOADING ENTRY
- PROPOSED PARKING ENTRY
- PROPOSED STORM DRAIN
- PROPOSED SANITARY SEWER
- RPA PER APPROVED PLAN 7788-RPA-003-2
- LOCATION EXISTING 100YR FLOODPLAIN (301.3)
- APPROXIMATE LOCATION FUTURE REVISED 100YR FLOODPLAIN (301.3)
- APPROXIMATE LOCATION FUTURE RPA LIMITS
- PROPOSED WATER LINE/F.H.
- PRELIMINARY APPROXIMATE LIMITS OF CLEARING AND GRADING (SUBJECT TO CHANGE WITH FDP AND FINAL SITE PLAN

NOTES:

1. REFER TO SHEET C7.0 FOR PROPOSED ROAD DESIGN, STRIPING AND MARKING PLAN
2. PROPOSED CONTOURS, ELEVATIONS AND UTILITIES SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE WITH FDP AND FINAL ENGINEERING.
3. BUILD-TO LINE BASED ON COMPREHENSIVE PLAN URBAN DESIGN GUIDELINE.
4. CROSSWALK LOCATIONS ARE CONCEPTUAL AND SUBJECT TO APPROVAL BY VDOT.
5. REFER TO ARCHITECTURAL PLAN FOR BLOCK PHASING SEQUENCE.
6. REFER TO SHEET C4.0 FOR OVERALL PROPERTY/APPLICATION BOUNDARY.
7. REFER TO LANDSCAPE PLANS FOR STREETSCAPE, PARK AREAS AND BUILDING PLAZA DESIGN.



BUILDING "B" - ALTERNATIVE (MASSING)



BUILDING "E" - ALTERNATIVE (HOTEL)

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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ISSUED FOR	REV	DATE
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CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

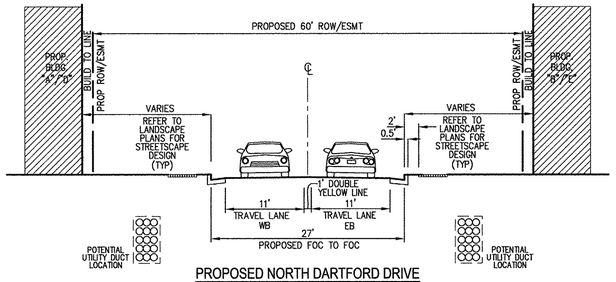
DRAWING TITLE
CONCEPTUAL DEVELOPMENT PLAN ENLARGEMENT

1"=30'
SCALE

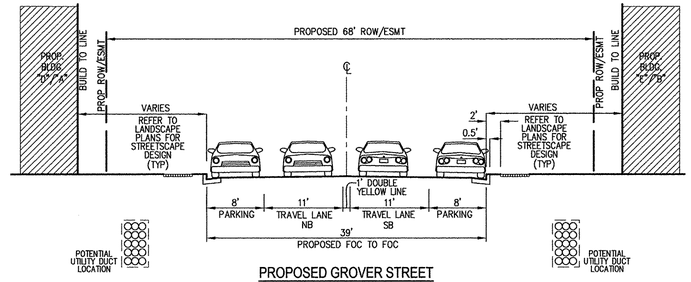
7403-07-007
PROJECT NUMBER

C6.1
DRAWING NUMBER

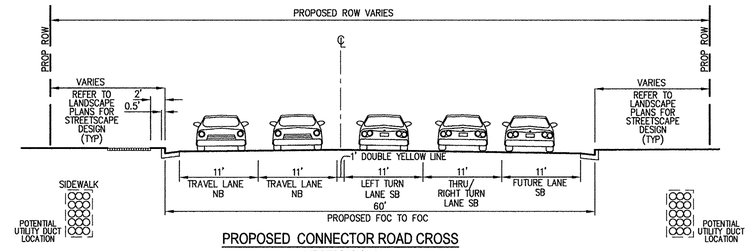
P:\7403 - West Group Properties\7403-07-007 (TMJ) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-SITE.dwg, 4/8/2015 2:28:10 PM, kfantt



PROPOSED NORTH DARTFORD DRIVE
CROSS SECTION A-A
(LOCAL STREET CLASSIFICATION)
(PROPOSED DESIGN SPEED 25 MPH)
(PROPOSED POSTED SPEED 25 MPH)
SCALE: 1"=10'

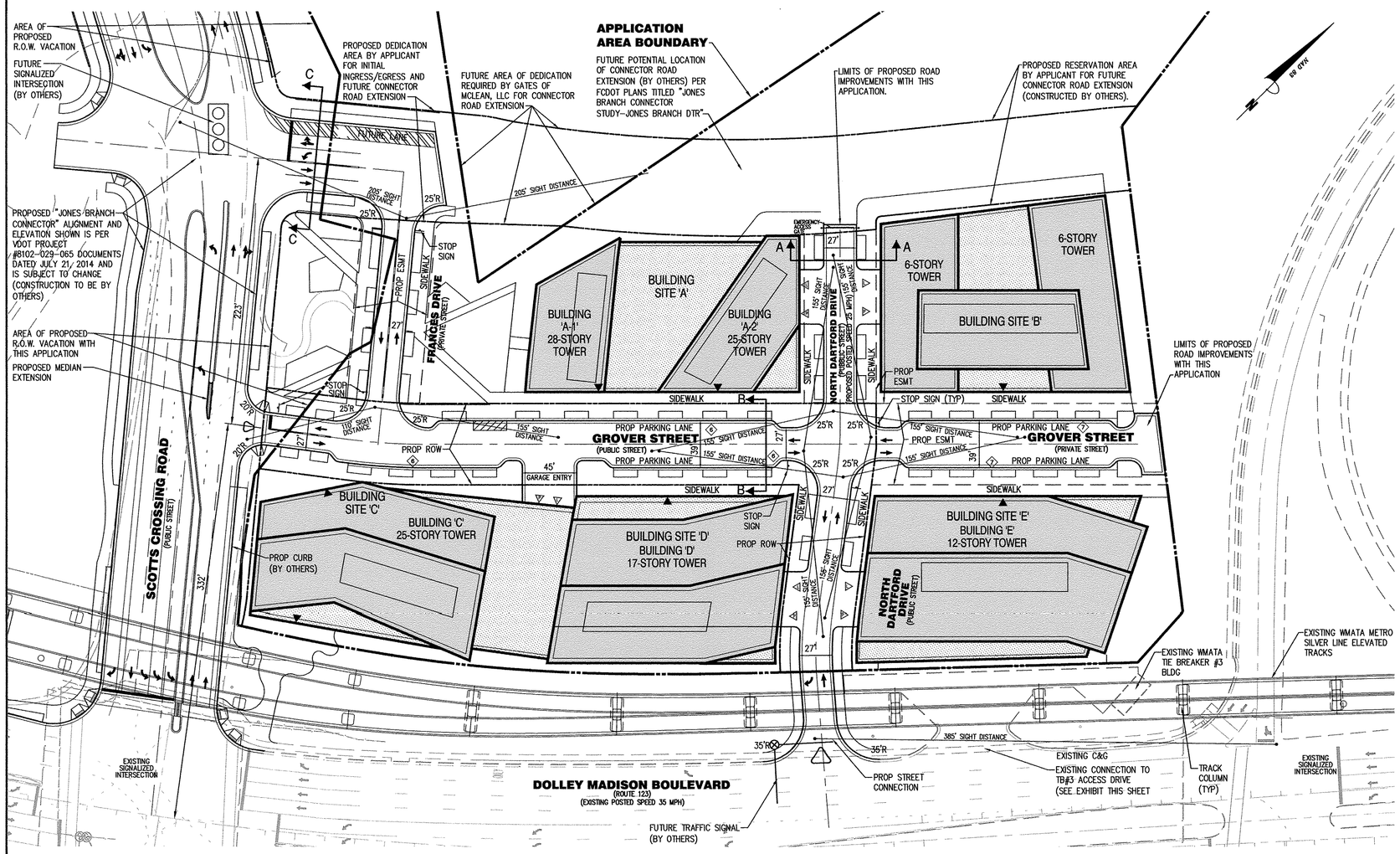


PROPOSED GROVER STREET
CROSS SECTION B-B
(LOCAL STREET CLASSIFICATION)
(PROPOSED DESIGN SPEED 25 MPH)
(PROPOSED POSTED SPEED 25 MPH)
SCALE: 1"=10'



PROPOSED CONNECTOR ROAD CROSS
SECTION C-C
(COLLECTOR STREET CLASSIFICATION)
(PROPOSED DESIGN SPEED 30 MPH)
(PROPOSED POSTED SPEED 25 MPH)
SCALE: 1"=10'

PROPOSED ROAD DESIGNATIONS

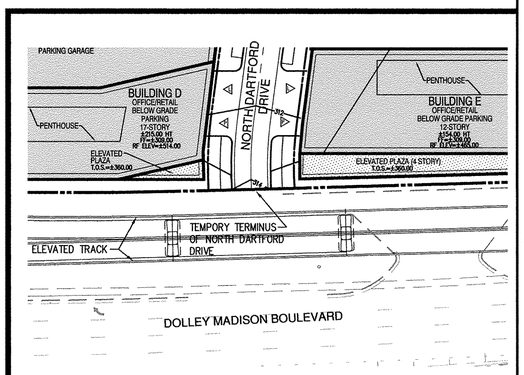


NOTES:

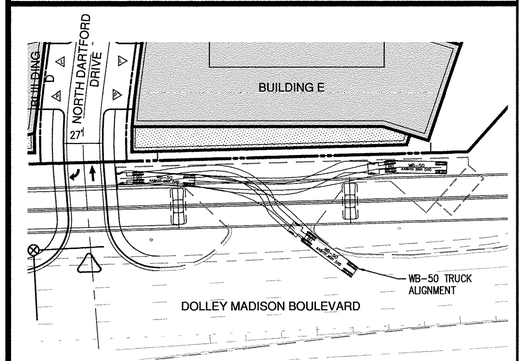
1. FINAL ROAD, CURB, CROSSWALK, TRAFFIC CONTROL (INCLUDING CURB CUT, TURN LANES, PARKING, ETC.) IS SUBJECT TO CHANGE WITH FINAL DEVELOPMENT PLAN AND FINAL ENGINEERING SITE PLAN AND VDOT APPROVAL.
2. REFER TO LANDSCAPE PLANS FOR STREETSCAPE DESIGN ELEMENTS.
3. AREA OF RIGHT OF WAY DEDICATION/VACATION/RESERVATION SHOWN ON THIS CDP ARE APPROXIMATE. FINAL AREAS AND LOCATION OF STREET RIGHT OF WAY DEDICATION, VACATION, RESERVATION ARE TO BE DETERMINED AT TIME OF FINAL SITE PLAN.
4. SIGHT DISTANCE DIMENSION IS BASED ON PROPOSED DESIGN SPEED LIMITS AS OUTLINED IN THE VDOT TRANSPORTATION DESIGN STANDARDS FOR TYSON CORNER (TABLE 12). SEE PLAN VIEW FOR PROPOSED POSTED SPEED LIMITS.
5. ON-STREET PARKING SHOWN FOR INFORMATION ONLY. SPACES SHALL NOT BE STRIPED OR METERED.
6. POTENTIAL SIGNAL CONTROL APPARATUS MAY REQUIRE EASEMENTS FROM ADJACENT PROPERTY OWNERS IF INSTALLATION OCCURS OUTSIDE OF VDOT ROW
7. PROPOSED DRIVEWAY/ENTRANCE SHALL CONFORM TO THE TYSON T.D.S. AND ARE NOT SUBJECT TO THE P.F.M..
8. CENTERLINE RADIUS OF GROVER STREET EXTENSION FROM SCOTTS CROSSING ROAD WILL REQUIRE DESIGN EXCEPTION FROM TYSON T.D.S.
9. REFER TO SHEET C12.1 FOR FUTURE POTENTIAL D.T.R. CONNECTOR ROAD ALIGNMENT.

LEGEND:

← PROPOSED LANE DIRECTION



NORTH DARTFORD DRIVE/ROUTE 123
CONNECTION: INTERIM CONDITION



WMATA TIE BREAKER STATION #3
ACCESS AUTO-TURN EXHIBIT

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

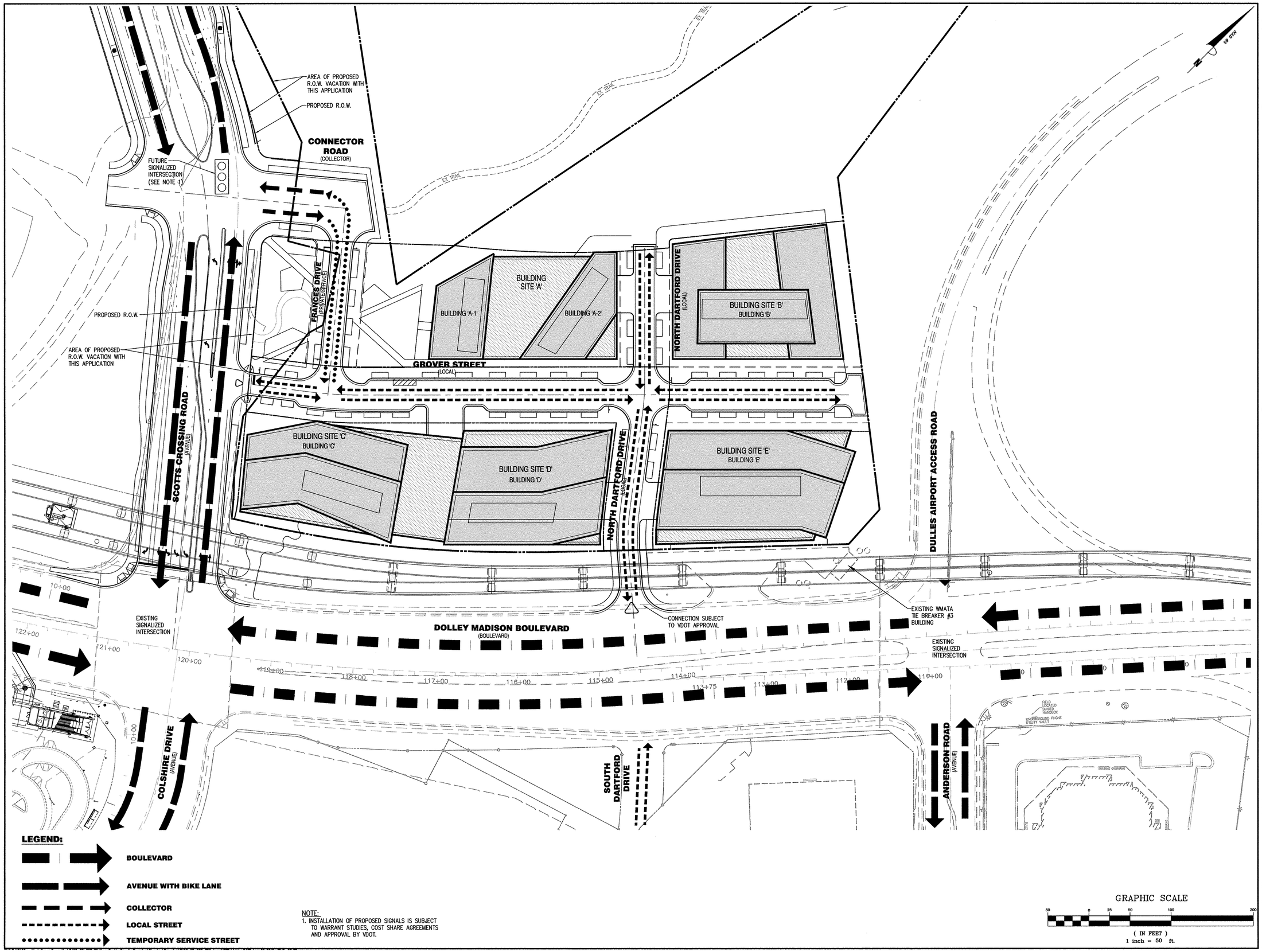
DRAWING TITLE
ROADWAY MARKING PLAN AND SECTIONS

1"=50'
SCALE

7403-07-007
PROJECT NUMBER

C7.0
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (RLN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-RD SECT.dwg, 4/6/2015 2:36:33 PM, kfeist



NOTE:
1. INSTALLATION OF PROPOSED SIGNALS IS SUBJECT TO WARRANT STUDIES, COST SHARE AGREEMENTS AND APPROVAL BY VDOT.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-2-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

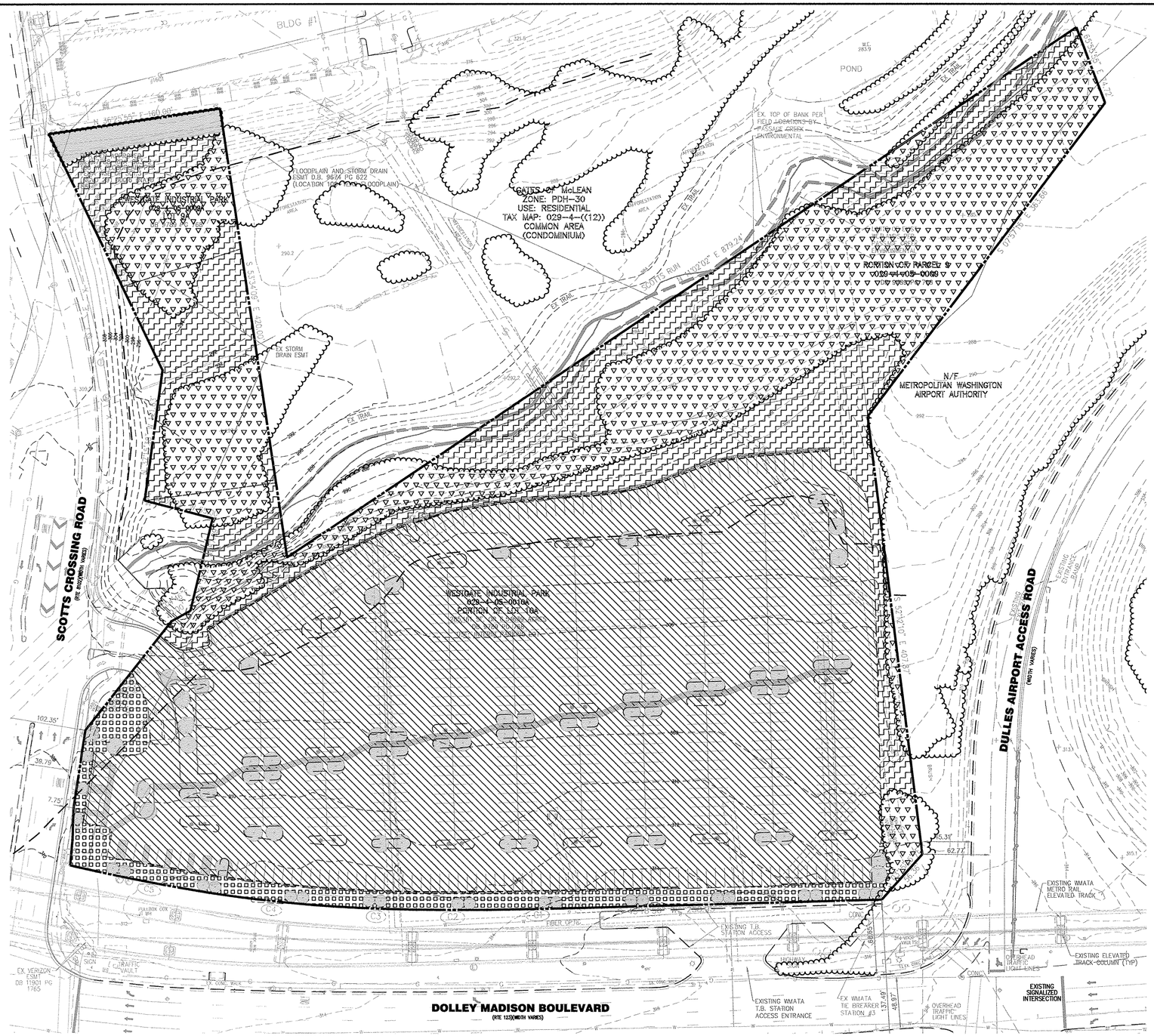
DRAWING TITLE
TRAFFIC CIRCULATION PLAN

1"=50'
SCALE

7403-07-007
PROJECT NUMBER

C8.0
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (RJH) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-TRC.dwg, 4/6/2015 2:37:25 PM, kflint



EXISTING COVER TYPES NARRATIVE

COVER TYPE A:

AREA "A" IS CLASSIFIED AS DEVELOPED AREA AND CONSISTS OF AN IMPERVIOUS PARKING LOT.

COVER TYPE B:

AREA "B" IS CLASSIFIED AS UNDEVELOPED BOTTOMLAND HARDWOOD FOREST LOCATED WITHIN THE SCOTT'S RUN FLOODPLAIN. PRIMARY SPECIES INCLUDE ACER RUBRUM (RED MAPLE), PRUNUS SEROTINA (BLACK CHERRY), JUNIPERUS VIRGINIANA (EASTERN REDCEDAR), MACLURA POMIFERA (OSAGE ORANGE), MORUS ALBA (WHITE MULBERRY), ROBINIA PSEUDOACACIA (BLACK LOCUST), PLATANUS OCCIDENTALIS (SYCAMORE), LIRIODENDRON TULIPIFERA (TULIP POPLAR), ACER SACCHARINUM (SILVER MAPLE), PYRUS CALLERYANA (BRADFORD PEAR), SALIX NIGRA (BLACK WILLOW), AILANTHUS ALTISSIMA (TREE OF HEAVEN), PINUS STROBUS (WHITE PINE) AND ULMUS AMERICANA (AMERICAN ELM).

THE EXISTING UNDERSTORY CONSISTS OF A SIGNIFICANT AMOUNT OF INVASIVE COVER, SPECIFICALLY GREENBRIAR.

COVER TYPE C:

AREA "C" IS CLASSIFIED AS UNDEVELOPED BOTTOMLAND AREA (WITHOUT TREE CANOPY) LOCATED WITHIN THE SCOTT'S RUN FLOODPLAIN. THE EXISTING UNDERSTORY CONSISTS OF A SIGNIFICANT AMOUNT OF INVASIVE COVER, SPECIFICALLY GREENBRIAR.

COVER TYPE D:

AREA "D" IS CLASSIFIED AS LANDSCAPED TREE CANOPY INCLUDING INDIVIDUAL TREES THAT ARE LOCATED INSIDE AND OUTSIDE OF THE EXISTING PARKING LOT. PRIMARY SPECIES INCLUDE QUERCUS PHELLOS (WILLOW OAK), ACER RUBRUM (RED MAPLE), PYRUS CALLERYANA (BRADFORD PEAR), GLEDITSIA TRIACANTHOS (HONEY LOCUST), TILIA AMERICANA (BASSWOOD), ZELKOVA SERRATA (JAPANESE ZELKOVA), CERCIS CANADENSIS (REDBUD) AND ILEX X NELLIE STEVENS (NELLIE STEVENS HOLLY).

COVER TYPE E:

AREA "E" IS CLASSIFIED AS MAINTAINED GRASSLANDS INCLUDING THE TURF AREAS THAT SURROUND THE EXISTING PARKING LOT.

EXISTNG COVER TYPES

EVM INDEX AREA	SYMBOL	COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGE	CONDITION	AREA
A		DEVELOPED AREA	(SEE EXISTING COVER TYPE NARRATIVE)	N/A	N/A	5.00 AC
B		UNDEVELOPED BOTTOMLAND HARDWOOD FOREST	(SEE EXISTING COVER TYPE NARRATIVE)	LONG-TERM SUB-CLIMAX	FAIR-POOR	2.01 AC
C		UNDEVELOPED BOTTOMLAND AREA (WITHOUT TREE CANOPY)	(SEE EXISTING COVER TYPE NARRATIVE)	PIONEER	POOR	1.69 AC
D		LANDSCAPED TREE CANOPY	(SEE EXISTING COVER TYPE NARRATIVE)	N/A	GOOD	0.40 AC
E		MAINTAINED GRASSLANDS	(SEE EXISTING COVER TYPE NARRATIVE)	N/A	GOOD	0.30 AC

TOTAL SITE AREA: 9.40 ACRES

EXISTING TREE COVER: 2.41 ACRES

MAG 68

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
EXISTING VEGETATION MAP

1"=50'
SCALE

7403-07-007
PROJECT NUMBER

C9.0
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (PLN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-EVM.dwg, 4/3/2015 2:22:43 PM, kfant

APPROXIMATE VAULT LOCATION FOR:
- RAINWATER HARVESTING AND REUSE,
- ADDITIONAL DETENTION TO INDUCE AN ADEQUATE OUTFALL
- BMP STORAGE AND/OR TREATMENT
- APPROX. STORAGE VOLUME 5,000 CF

APPROXIMATE VAULT LOCATION FOR:
- RAINWATER HARVESTING AND REUSE,
- ADDITIONAL DETENTION TO INDUCE AN ADEQUATE OUTFALL
- BMP STORAGE AND/OR TREATMENT
- APPROX. STORAGE VOLUME 5,500 CF

AREA OF PROPOSED R.O.W. VACATION

DA = 7,359 SF TO BIORETENTION
DA = 10,106 SF TO BIORETENTION

PARCEL A
2,337 SF
4,436 SF
2,723 SF
3,424 SF
1,087 SF

NORTH DARTFORD DRIVE

2,881 SF
1,343 SF
3,046 SF
PARCEL B
1,454 SF

GROVER STREET
DA = 18,748 SF TO BIORETENTION
DA = 21,485 SF TO BIORETENTION
DA = 13,023 SF TO BIORETENTION
DA = 13,329 SF TO BIORETENTION

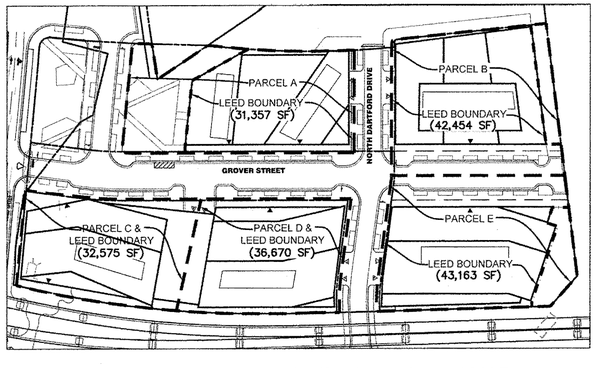
SCOTTS CROSSING ROAD
(RTE. 8102)(WIDTH VARIES)
(NO POSTED SPEED)

4,909 SF
PARCEL C
20,625 SF
3,484 SF
1,426 SF
2,453 SF
22,737 SF
843 SF
26,152 SF
PARCEL E
PARCEL D
1,753 SF
1,948 SF
1,852 SF
411 SF
2,906 SF
1,756 SF
2,415 SF
1,779 SF

APPROXIMATE VAULT LOCATION FOR:
- RAINWATER HARVESTING AND REUSE,
- ADDITIONAL DETENTION TO INDUCE AN ADEQUATE OUTFALL
- BMP STORAGE AND/OR TREATMENT
- APPROX. STORAGE VOLUME 5,000 CF

APPROXIMATE VAULT LOCATION FOR:
- RAINWATER HARVESTING AND REUSE,
- ADDITIONAL DETENTION TO INDUCE AN ADEQUATE OUTFALL
- BMP STORAGE AND/OR TREATMENT
- APPROX. STORAGE VOLUME 5,500 CF

DOLLEY MADISON BOULEVARD
(RTE 123)(WIDTH VARIES)
(EXISTING 35 MPH POSTED)



OVERALL PARCEL AND LEED BOUNDARY MAP
1"=100'

NOTE:
1. STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMP) ANALYSIS, NARRATIVES, QUANTITIES AND PROPOSED DESIGN AND/OR FACILITIES PRESENTED HEREIN ARE PRELIMINARY BASED ON PROPOSED CDP APPLICATION AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
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GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

MAG BR

LEGEND
- CISTERN/RE-USE COVERAGE
- STORMWATER PLANTER
- URBAN BIORETENTION/TREE PIT (5'x15'x5')
- BIORETENTION DRAINAGE DIVIDE
- EXTENSIVE GREEN ROOF
- INTENSIVE GREEN ROOF (VEGETATED AREA)
- INTENSIVE GREEN ROOF (PLAZA AREA)
- NON-GREEN ROOF AREA TO DRAIN TO GREEN ROOF AREAS

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
SWM BMP CONCEPT PLAN - OVERALL

SCALE
1"=30'

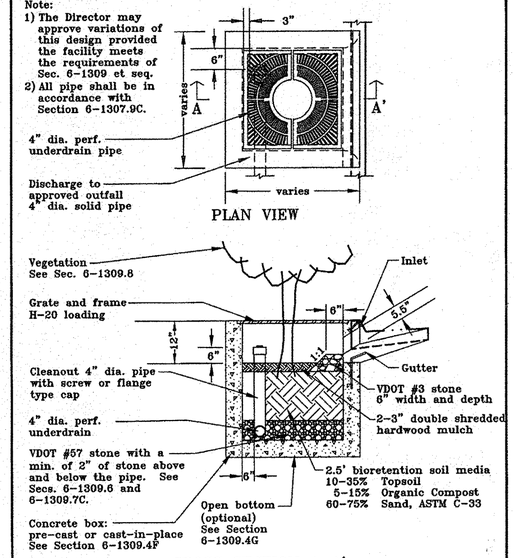
PROJECT NUMBER

DRAWING NUMBER
C10.00

FILE:P:\7403 - West Group Properties\7403-07-007 (PLN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-SWM.dwg USER:KGist DATE:Apr. 01 2015 TIME: 02:09 pm

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL

Note:
1) The Director may approve variations of this design provided the facility meets the requirements of Sec. 6-1309 et seq.
2) All pipe shall be in accordance with Section 6-1307.9C.

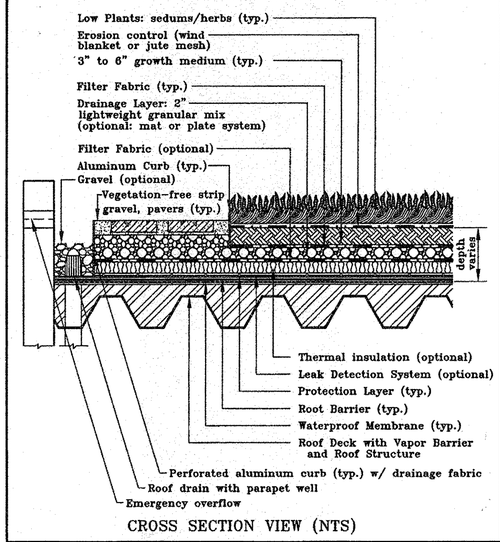


Ref. Sec. 6-1309 et seq.	TREE BOX FILTER	PLATE NO.	STD. NO.
Rev. 3-07		90-6	

TREE BOX FILTER DETAIL

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL

Note: The Director may approve variations of this design provided the facility meets the requirements of Sec. 6-1310 et seq.

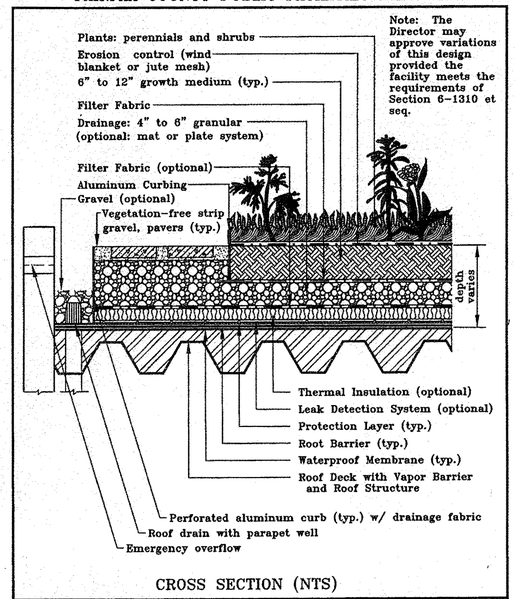


Ref. Sec. 6-1310 et seq.	VEGETATED ROOF EXTENSIVE	PLATE NO.	STD. NO.
Rev. 3-07		91-6	

EXTENSIVE VEGITATIVE ROOF DETAIL

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL

Note: The Director may approve variations of this design provided the facility meets the requirements of Sec. 6-1310 et seq.



Ref. Sec. 6-1310 et seq.	VEGETATED ROOF INTENSIVE	PLATE NO.	STD. NO.
Rev. 3-07		92-6	

INTENSIVE VEGITATIVE ROOF

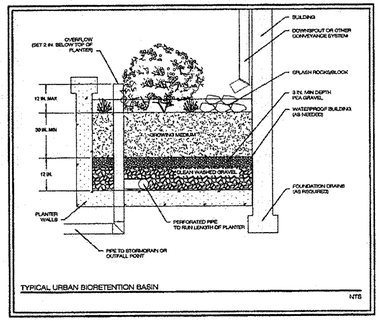


Figure 9-A.4. Stormwater Planter Cross-Section

STORMWATER PLANTER DETAIL

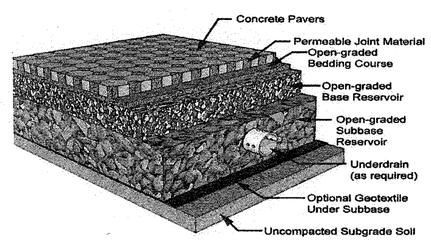


Figure 7.2. Typical Detail (Source: Smith, 2009)

PERVIOUS PAVER DETAIL

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SEALS AND SIGNATURES

SCOTTS RUN NORTH

DRAWING TITLE
SWM/BMP DETAILS

N/A
SCALE

PROJECT NUMBER

C10.01
DRAWING NUMBER

FILE:P:\7403 - West Group Properties\7403-07-007 (PCA) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-SIM DET.dwg USER:MJohl DATE:Apr, 01 2015 TIME: 02:09 pm

PFM 2- AND 10- YEAR DETENTION COMPLIANCE

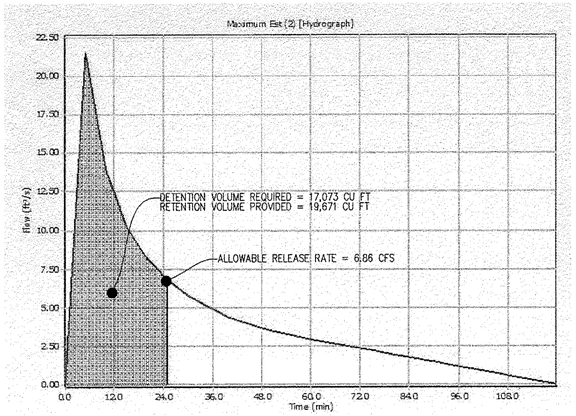
Detention Storage Estimates -- Target Peak Outflow Rate

Return Event	Peak In (ft³/s)	Target (ft³/s)	Lower (ft³)	Linear (ft³)	Curvilinear (ft³)	Upper (ft³)	Total (ft³)
2	21.52	6.86	(N/A)	(N/A)	(N/A)	17,073	(N/A)
10	40.32	20.08	(N/A)	(N/A)	(N/A)	21,988	(N/A)

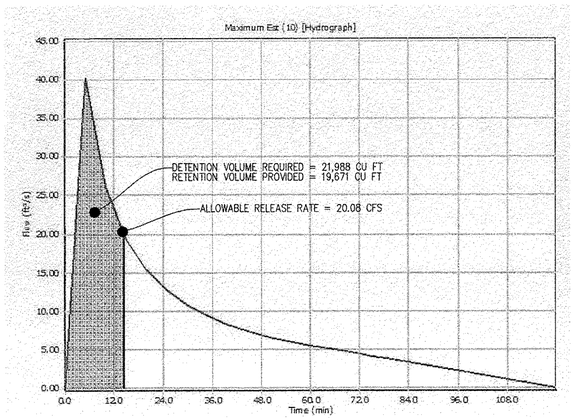
Calculation Time Ranges

Return Event	Lower (From) (min)	Lower (To) (min)	Linear (From) (min)	Linear (To) (min)	Curvilinear (From) (min)	Curvilinear (To) (min)	Upper (From) (min)	Upper (To) (min)	Total (From) (min)	Total (To) (min)
2	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	24.8	(N/A)	(N/A)
10	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	14.3	(N/A)	(N/A)

2 YEAR HYDROGRAPH



10 YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE COMPUTATIONS

Q(UNCONTROLLED):
DA = 3.85 AC
C = 0.43

Q2(UNCONTROLLED) = (3.85 AC)*(0.43)*(5.45 IN/HR) = 9.02 CFS
Q10(UNCONTROLLED) = (3.85 AC)*(0.43)*(7.27 IN/HR) = 12.04 CFS

Q(ALLOWABLE) = Q(PRE) - Q(POST,UNCONTROLLED)

Q2(ALLOWABLE) = 15.88 CFS - 9.02 CFS = 6.86 CFS
Q10(ALLOWABLE) = 32.12 CFS - 12.04 CFS = 20.08 CFS

DETENTION COMPUTATIONS

DETENTION VOLUME REQUIRED = RV(POST) - RETENTION VOLUME

(2 YEAR) = RETENTION VOLUME (19,671 CF) IS SUFFICIENT TO RETAIN 17,073 CF
(10 YEAR) = 21,988 CF - 19,671 CF = 2,317 CF OF DETENTION REQUIRED

LEED SS6.2 COMPLIANCE COMPUTATIONS

PER LEED SS6.2, 90% OF RUNOFF MUST BE CAPTURED AND TREATED WITHIN THE DEFINED LEED BOUNDARY. BMPS MUST THEN BE USED TO REMOVE 80% OF THE TOTAL SUSPENDED SOLIDS (TSS) LOAD FROM THE CAPTURED RUNOFF.

UNCONTROLLED AREA WITHIN LEED BOUNDARY = 0.59 ACRES
(1-(0.59 AC/6.24 AC LEED BOUNDARY)) X 100% = 90.5% CONTROLLED

THE SITE CAPTURES 90.5% OF THE RUNOFF WITHIN THE LEED BOUNDARY INTO BMPS. THESE PRACTICES INCLUDE TREE PITS, , VEGETATIVE ROOFS, STORMWATER PLANTERS, AND RAINWATER HARVESTING. EACH ONE OF THESE BMPS REMOVE AT LEAST 80% OF THE TSS LOAD. MORE DETAILED COMPUTATIONS WILL BE PROVIDED WITH THE FINAL DEVELOPMENT PLAN.

PRE AND POST DEVELOPMENT RUNOFF COMPUTATIONS

Overall Site

Amount of Site Area (Ac) Per Hydrologic Soil Group*

*Per Soils Map approximately 100% type B

Total Site Area (ac)	Type A	Type B	Type C	Type D
9.40	0	9.40	0	0

Baseline Flow Rates

Land Use = Ex Conditions (0% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
57	73	82	86

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [(S x [1.2 - (S/ (P + 0.8S))]] / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

Weighted CN for site: 73

S for CN to C Calcs.: 3.70

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.2

Equivalent C

1-yr	2-yr	10-yr
0.25	0.31	0.47

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Existing Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
7.68	15.88	32.12

Proposed Flow Rates

**Land Use = Proposed Conditions (64% Imp)

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [(S x [1.2 - (S/ (P + 0.8S))]] / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

Weighted CN for site: 84

S for CN to C Calcs.: 1.90

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.5

Equivalent C

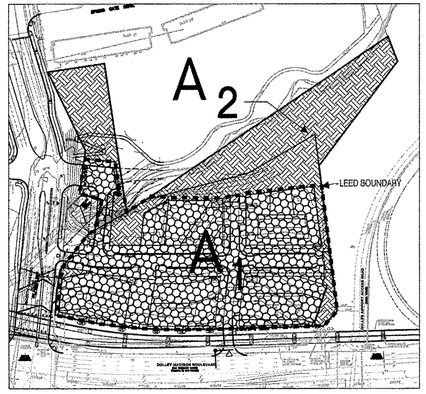
1-yr	2-yr	10-yr
0.47	0.53	0.68

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Proposed Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
14.45	27.15	46.47



ONSITE CONTROLLED/UNCONTROLLED MAP
SCALE: 1" = 200'

A1 — ON-SITE, CONTROLLED (5.55 ACRES)
A2 — ON-SITE, UNCONTROLLED (3.85 ACRES)
PARCEL BOUNDARY
LEED BOUNDARY

LEED CREDIT 6.1 COMPLIANCE

LEED CREDIT 6.1 COMPUTATIONS

Existing Conditions	Proposed Conditions
DA 6.24 ac	DA 6.24 ac
CN 91	CN 94
Tc 0.08333 hrs	Tc 0.08333 hrs
$S = \frac{1000}{CN} - 10$	$S = \frac{1000}{CN} - 10$
S= 0.99	S= 0.64
$Ia = 0.2S$	$Ia = 0.2S$
Ia= 0.20	Ia= 0.13
$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$	$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$
P= 2.7 in P= 3.2 in	P= 2.7 in P= 3.2 in
Q_1= 1.79 in Q_2= 2.26 in	Q_1= 2.06 in Q_2= 2.54 in

Total Runoff volume (Existing Conditions)	Total Runoff volume Proposed Conditions)
2YR=AxQ2 51,152 CF	2YR=AxQ2 57,621 CF

Total Runoff Volume (Allowable Release)

Per LEED, the post-developed volume for the 2- year storm must not exceed 75% of the existing conditions volume.

2 YR Storm
75% of 2Yr existing volume
38,364 CF
0.88 AC-FT

Peak Discharge (Allowable Release)

Per LEED, the post-developed discharge for the 2- year storm must not exceed 75% of the existing conditions runoff rate

2 YR Storm
75% of 2Yr existing rate.
11.91 CFS

LEED COMPLIANCE COMPUTATIONS

PER LEED 6.1, POST-DEVELOPMENT VOLUME FOR A 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME IF EXISTING IMPERVIOUSNESS IS MORE THAN 50%. STORMWATER MANAGEMENT LID PRACTICES ON SITE PROVIDE A TOTAL RETENTION STORAGE OF 19,671 CF.

2 YEAR STORM: 57,621 CF - 19,671 CF = 37,950 CF < 38,364 CF (75% EXISTING RUNOFF)

6.86 CFS (ALLOWABLE RELEASE RATE PER DETENTION COMPUTATIONS) < 11.91 CFS (75% EXISTING RATE)

NOTE:

1. STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMP) ANALYSIS, NARRATIVES, QUANTITIES AND PROPOSED DESIGN AND/OR FACILITIES PRESENTED HEREIN ARE PRELIMINARY BASED ON PROPOSED CDP APPLICATION AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
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MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS OVERALL

N/A
SCALE

PROJECT NUMBER

C10.10
DRAWING NUMBER

FILE:P:\7403 - West Group Properties\7403-07-007 (RUN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-SWM3.dwg USER:kfoht DATE:Apr, 01 2015 TIME: 02:10 pm

TYSONS CORNER COMPREHENSIVE PLAN CONFORMANCE COMPLIANCE

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

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

Land Cover Summary

Forest / Preserved Open Space (ac)	2.73
Weighted Rv (forest)	0.03
% Forest	29%
Managed Turf (acres)	0.97
Weighted Rv (turf)	0.20
% Managed Turf	10%
Impervious Cover (acres)	5.70
Rv (impervious)	0.95
% Impervious	61%
Total Site Area (acres)	**9.40**
Site Rv	**0.61**

Rainfall / Runoff Summary

Target Rainfall to Retain Onsite (inches)	1.0
1-inch Rainfall Volume for entire site (cf)	**34,122**
Volume Not Converted to Runoff (cf)	**13,464**
1-inch Runoff Volume for entire site (cf)	**20,658**

Runoff Reduction Summary

Target Runoff Reduction Volume (cf)	20,658
Runoff Reduction Volume Achieved (cf)	21,016
Total Runoff Volume Retained (cf)	34,480
Total Area of Site Captured in a BMP (acres)	5.37

Conformance with Comprehensive Plan Goal

Total Site Area Captured by a BMP (%)	**57%**
Rainfall Depth Retained Onsite (inch)	**1.00**

VIRGINIA RUNOFF REDUCTION SUMMARY – OVERALL SITE

Land Cover Summary Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	3.67	3.31
Composite Rv(forest)	0.03	0.03
% Forest	39%	37%
Managed Turf Cover (acres)	0.39	0.39
Composite Rv(turf)	0.20	0.20
% Managed Turf	4%	4%
Impervious Cover (acres)	5.34	5.34
Rv(impervious)	0.95	0.95
% Impervious	57%	59%
Total Site Area (acres)	9.40	9.04
Site Rv	0.56	0.58
Pre-Development Treatment Volume (acre-ft)	0.4384	0.4375
Pre-Development Treatment Volume (cubic feet)	19,098	19,059
Pre-Development Load (TP) (lb/yr)	12.00	11.97

[1]*Adjusted* **Land Cover Summary** reflects the pre redevelopment land cover minus the pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover. The adjusted total acreage is consistent with the Post Redevelopment acreage (minus the acreage of new impervious cover). The load reduction requriement for the new impervious cover to meet the new development load limit is computed in **Column I**.

Pre-Development Load (TN) (lb/yr)	85.84

Land Cover Summary Post-ReDevelopment	
Forest/Open Space Cover	2.73
Composite Rv(forest)	0.03
% Forest	30%
Managed Turf Cover (acres)	0.97
Composite Rv(turf)	0.20
% Managed Turf	11%
ReDev. Impervious Cover (acres)	5.34
Rv(impervious)	0.95
% Impervious	59%
Total ReDev. Site Area (acres)	9.04
ReDev. Site Rv	0.59
Post-ReDevelopment Treatment Volume (acre-ft)	0.4457
Post-ReDevelopment Treatment Volume (cubic feet)	19,417
Post-ReDevelopment Load (TP) (lb/yr)	12.20

Maximum % Reduction Required Below Pre-ReDevelopment Load	20%
TP Load Reduction Required for Redeveloped Area (lb/yr)	2.62
Total Load Reduction Required (lb/yr)	**3.25**
Post-Development Load (TN) (lb/yr)	92.85

Land Cover Summary Post-ReDevelopment New Impervious	
New Impervious Cover (acres)	0.36
Rv(impervious)	0.95
% Impervious	100%
Total New Dev. Site Area (acres)	0.36
New Dev. Site Rv	0.95
Post-Development Treatment Volume (acre-ft)	0.0285
Post-Development Treatment Volume (cubic feet)	1,241
Post-Development Load (TP) (lb/yr)	0.78
TP Load Reduction Required for New Impervious Area (lb/yr)	0.63

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

Site Name: **Scotts Run**

Drainage Area A Post-Development Land Cover	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	2.73	0.00	0.00	**2.73**
Managed Turf	0.00	0.97	0.00	0.00	**0.97**
Impervious Cover	0.00	5.70	0.00	0.00	**5.70**
			D.A. Total (acres)		**9.40**

Rv (turf) 0.20
Rv (impervious) 0.95

Runoff from 1" Rainfall (cf) = 20,658

data input cells highlighted

Apply Runoff Reduction Practices	Description of Area	Roof Area Contributing to RWH (ac)	Design Rainfall for RWH (in)	Max Volume Captured by Practice (cf)	RWHS Credit	Input % RR from Model	Est'd % Credit	Volume Received from Upstream Practices (cf)	Total Volume Received by Practice (cf)	Estimate RWH RR % Credit: Avg Daily Drawdown (gallons)	Available Cistern Volume (gallons)	Runoff Reduction Vol (cf)	Remaining Volume (cf)	Downstream Practice
Rooftop Rainwater Harvesting	Residential Bldgs "A", "B"; Office Blds "C", "D", and "E"	1.60	1.40	7,725	Estimate Runoff Reduction % Using Spreadsheet		95%	0	7,725	25,000	50,000	7,326	689	Disconnection to Stormwater Planter

Apply Runoff Reduction Practices	Description of Area	Impervious Cover in Contributing D.A. (ac)	Managed Turf in Contributing D.A. (ac)	Max Volume Received by Practice (ft³)	Description of Credit	% Credit	Volume Received from Upstream Practices (ft³)	Total Volume Received by Practice (ft³)	Surface Area of Practice (ft²)	Storage Vol Provided by Practice (ft³)	Runoff Reduction Vol (ft³)	Remaining Volume (ft³)	Downstream Practice
Vegetated Roof	Intensive & Extensive, plus non-vegetated plaza area and storage	1.71	N/A	5,897	Subtract 100% of provided storage vol.	100%	N/A	5,897	N/A	8,102	5,897	0	
Disconnection to Stormwater Planter, Extended Tree Pit, or Curb Extension (Urban Bioretention)	Includes potential off-site public street areas to be managed in Tree Pits	2.06	N/A	7,104	Subtract 100% of provided storage vol.	100%	689	7,793	N/A	9,390	7,793	0	
Totals:		**5.37**	**0.00**										

Total Drainage Area Treated (acres): **5.37**

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): **21,016**

See Site Data and Summary Tab for Site Results

Virginia Runoff Reduction Method ReDevelopment Worksheet - v2.8 - June 2014

Site Data Summary

Total Rainfall = 43 inches

Site Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	2.73	0.00	0.00	2.73	*29.04*
Turf (acres)	0.00	0.97	0.00	0.00	0.97	*10.32*
Impervious (acres)	0.00	5.70	0.00	0.00	5.70	*60.64*
					9.40	*100.00*

Site Rv	0.61
Post Development Treatment Volume (ft³)	20658
Post Development TP Load (lb/yr)	12.98
Post Development TN Load (lb/yr)	92.85
Total TP Load Reduction Required (lb/yr)	3.25

Total Runoff Volume Reduction (ft³)	11182
Total TP Load Reduction Achieved (lb/yr)	8
Total TN Load Reduction Achieved (lb/yr)	56.65
Adjusted Post Development TP Load (lb/yr)	5.27
Remaining Phosphorous Load Reduction (Lb/yr) Required	0.00

Drainage Area Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
Forest (acres)	2.65	0.00	0.00	0.00	0.00	*2.65*
Turf (acres)	0.69	0.00	0.00	0.00	0.00	*0.69*
Impervious (acres)	6.06	0.00	0.00	0.00	0.00	*6.06*
						9.40

Drainage Area Compliance Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
TP Load Red. (lb/yr)	7.71	0.00	0.00	0.00	0.00	*7.71*
TN Load Red. (lb/yr)	56.65	0.00	0.00	0.00	0.00	*56.65*

Drainage Area A Summary

Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	2.65	0.00	0.00	2.65	*28.19*
Turf (acres)	0.00	0.69	0.00	0.00	0.69	*7.34*
Impervious (acres)	0.00	6.06	0.00	0.00	6.06	*64.47*
					9.40	

BMP Selections

Practice	Credit Area (acres)		Downstream Practice
1.a. Vegetated Roof #1 (Spec #5)	**acres of green roof**	**0.78**	**2.i. To Stormwater Planter (Urban Bioretention)**
2.h. To Rainwater Harvesting (Spec #6)	**impervious acres captured**	**1.6**	**6.b. Bioretention #2**
2.i. To Stormwater Planter (Urban Bioretention) (Spec #9, Appendix A)	**impervious acres disconnected**	**0.14**	
6.b. Bioretention #2 (Spec #9)	**Impervious:**	**1.53**	
	Turf (Pervious):	**0**	

Total Impervious Cover Treated (acres)	4.05
Total Turf Area Treated (acres)	0.00
Total TP Load Reduction Achieved in D.A. A (lb/yr)	7.71
Total TN Load Reduction Achieved in D.A. A (lb/yr)	56.65

NOTE:

1. STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMP) ANALYSIS, NARRATIVES, QUANTITIES AND PROPOSED DESIGN AND/OR FACILITIES PRESENTED HEREIN ARE PRELIMINARY BASED ON PROPOSED CDP APPLICATION AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
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COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
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LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS OVERALL

N/A
SCALE

PROJECT NUMBER

C10.11
DRAWING NUMBER

PFM 2- AND 10- YEAR DETENTION COMPLIANCE

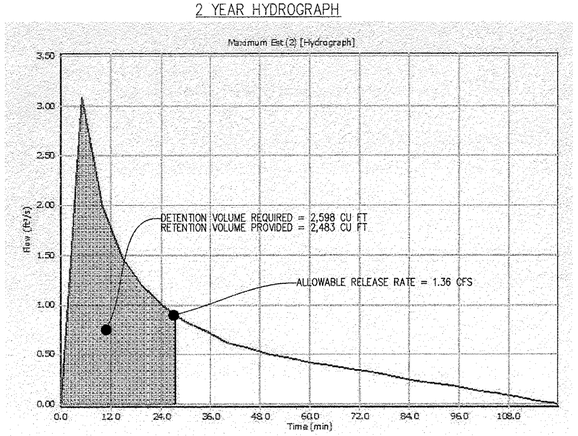
Detention Storage Estimates -- Target Peak Outflow Rate

Return Event	Peak In (ft³/s)	Target (ft³/s)	Lower (ft³)	Linear (ft³)	Curvilinear (ft³)	Upper (ft³)	Total (ft³)
2	3.09	0.91	(N/A)	(N/A)	(N/A)	2,598	(N/A)
10	5.29	2.41	(N/A)	(N/A)	(N/A)	3.151	(N/A)

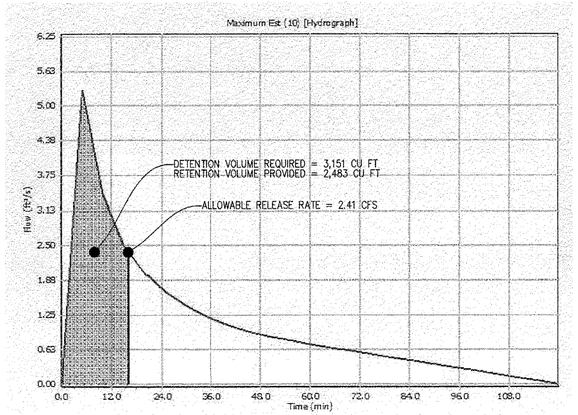
Calculation Time Ranges

Return Event	Lower (From) (min)	Lower (To) (min)	Linear (From) (min)	Linear (To) (min)	Curvilinear (From) (min)	Curvilinear (To) (min)	Upper (From) (min)	Upper (To) (min)	Total (From) (min)	Total (To) (min)
2	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	27.3	(N/A)	(N/A)
10	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	16.1	(N/A)	(N/A)

2 YEAR HYDROGRAPH



10 YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE COMPUTATIONS

Q(UNCONTROLLED):
DA = 0.31 AC
C = 0.48

Q2(UNCONTROLLED) = (0.31 AC)*(0.48)*(5.45 IN/HR) = 0.81 CFS
Q10(UNCONTROLLED) = (0.31 AC)*(0.48)*(7.27 IN/HR) = 1.08 CFS

Q(ALLOWABLE) = Q(PRE) – Q(POST,UNCONTROLLED)

Q2(ALLOWABLE) = 1.72 CFS – 0.81 CFS = 0.91 CFS
Q10(ALLOWABLE) = 3.49 CFS – 1.08 CFS = 2.41 CFS

DETENTION COMPUTATIONS

DETENTION VOLUME REQUIRED = RV(POST) – RETENTION VOLUME

(2 YEAR) = 2,598 CF – 2,483 CF = 115 CF OF DETENTION REQUIRED
(10 YEAR) = 3,151 CF – 2,483 CF = 668 CF OF DETENTION REQUIRED

LEED SS6.2 COMPLIANCE

PER LEED SS6.2, 90% OF RUNOFF MUST BE CAPTURED AND TREATED WITHIN THE DEFINED LEED BOUNDARY. BMPS MUST THEN BE USED TO REMOVE 80% OF THE TOTAL SUSPENDED SOLIDS (TSS) LOAD FROM THE CAPTURED RUNOFF.

THE SITE CAPTURES 100% OF THE RUNOFF WITHIN THE LEED BOUNDARY THROUGH THE USE OF VEGETATIVE ROOFS. THESE BMPS REMOVE AT LEAST 80% OF THE TSS LOAD. MORE DETAILED COMPUTATIONS WILL BE PROVIDED WITH THE FINAL DEVELOPMENT PLAN.

PRE AND POST DEVELOPMENT RUNOFF COMPUTATIONS

Parcel A

Amount of Site Area (Ac) Per Hydrologic Soil Group*

*Per Soils Map approximately 100% type B

Total Site Area (ac)	Type A	Type B	Type C	Type D
1.02	0	1.02	0	0

Baseline Flow Rates

Land Use = Ex Conditions (0% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
57	73	82	86

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [(S x [1.2 - (S/ {P + 0.8S})]) / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

Weighted CN for site: 73

S for CN to C Calcs.: 3.70

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.2

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Equivalent C

1-yr	2-yr	10-yr
0.25	0.31	0.47

Existing Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
0.83	1.72	3.49

Proposed Flow Rates

**Land Use = Proposed Conditions (80% Imp)

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [(S x [1.2 - (S/ {P + 0.8S})]) / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

Weighted CN for site: 90

S for CN to C Calcs.: 1.11

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.5

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

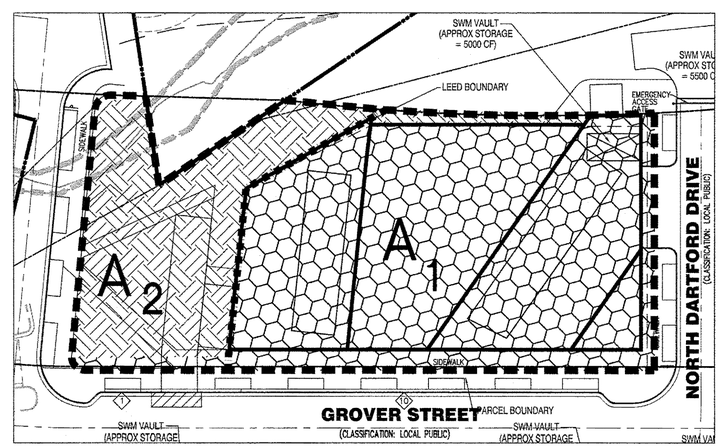
1-yr	2-yr	10-yr
3.27	5.45	7.27

Equivalent C

1-yr	2-yr	10-yr
0.63	0.68	0.79

Proposed Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
2.10	3.78	5.86



A1 — ON-SITE, CONTROLLED (0.71 ACRES)

A2 — ON-SITE, UNCONTROLLED (0.31 ACRES)

PARCEL BOUNDARY

LEED BOUNDARY

ONSITE CONTROLLED/UNCONTROLLED MAP

SCALE: 1" = 40'

LEED CREDIT 6.1 COMPLIANCE

LEED CREDIT 6.1 COMPUTATIONS - Parcel A

Existing Conditions	Proposed Conditions
DA 0.72 ac	DA 0.72 ac
CN 94	CN 95
Tc 0.083 hrs	Tc 0.083 hrs
$S = \frac{1000}{CN} - 10$	$S = \frac{1000}{CN} - 10$
S= 0.64	S= 0.53
$Ia = 0.2S$	$Ia = 0.2S$
Ia= 0.13	Ia= 0.11
$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$	$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$
P_1= 2.7 in P_2= 3.2 in	P_1= 2.7 in P_2= 3.2 in
Q_1= 2.06 in Q_2= 2.54 in	Q_1= 2.16 in Q_2= 2.64 in

Total Runoff volume (Existing Conditions)	Total Runoff volume Proposed Conditions)
2YR=AxQ2 6,649 CF	2YR=AxQ2 6,913 CF

Total Runoff Volume (Allowable Release)	Peak Discharge (Allowable Release)
Per LEED, the post-developed volume for the 2- year storm must not exceed 75% of the existing conditions volume.	Per LEED, the post-developed discharge for the 2- year storm must not exceed 75% of the existing conditions runoff rate
2 YR Storm 75% of 2Yr existing volume 4,986 CF 0.11 AC-FT	2 YR Storm 75% of 2Yr existing rate. 1.36 CFS

LEED COMPLIANCE COMPUTATIONS

PER LEED 6.1, POST–DEVELOPMENT VOLUME FOR A 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME IF EXISTING IMPERVIOUSNESS IS MORE THAN 50%. STORMWATER MANAGEMENT LID PRACTICES ON SITE PROVIDE A TOTAL RETENTION STORAGE OF 2,483 CF.

2 YEAR STORM: 6,913 CF – 2,483 CF = 4,430 CF < 4,986 CF (75% EXISTING RUNOFF)

0.91 CFS (ALLOWABLE RELEASE RATE PER DETENTION COMPUTATIONS) < 1.36 CFS (75% EXISTING RATE)

NOTE:

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COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS PARCEL A

N/A
SCALE

PROJECT NUMBER

C10.20
DRAWING NUMBER

VIRGINIA RUNOFF REDUCTION SUMMARY – PARCEL A

Land Cover Summary Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.12	0.12
Composite Rv(forest)	0.03	0.03
% Forest	12%	12%
Managed Turf Cover (acres)	0.00	0.00
Composite Rv(turf)	0.00	0.00
% Managed Turf	0%	0%
Impervious Cover (acres)	0.90	0.90
Rv(impervious)	0.95	0.95
% Impervious	88%	88%
Total Site Area (acres)	1.02	1.02
Site Rv	0.84	0.84
Pre-Development Treatment Volume (acre-ft)	0.0716	0.0716
Pre-Development Treatment Volume (cubic feet)	3,117	3,117
Pre-Development Load (TP) (lb/yr)	1.96	1.96
Pre-Development Load (TN) (lb/yr)	14.01	

[1]*Adjusted* **Land Cover Summary** reflects the pre redevelopment land cover minus the pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover. The adjusted total acreage is consistent with the Post Redevelopment acreage (minus the acreage of new impervious cover). The load reduction requriement for the new impervious cover to meet the new development load limit is computed in **Column I**.

Land Cover Summary Post-ReDevelopment	
Forest/Open Space Cover	0.03
Composite Rv(forest)	0.03
% Forest	3%
Managed Turf Cover (acres)	0.17
Composite Rv(turf)	0.20
% Managed Turf	17%
ReDev. Impervious Cover (acres)	0.82
Rv(impervious)	0.95
% Impervious	80%
Total ReDev. Site Area (acres)	1.02
ReDev. Site Rv	0.80
Post-ReDevelopment Treatment Volume (acre-ft)	0.0678
Post-ReDevelopment Treatment Volume (cubic feet)	2,954
Post-ReDevelopment Load (TP) (lb/yr)	1.86

Land Cover Summary Post-ReDevelopment New Impervious	
New Impervious Cover (acres)	0.00
Rv(impervious)	0.95
% Impervious	Check Area
Total New Dev. Site Area (acres)	0.00
New Dev. Site Rv	0.95
Post-Development Treatment Volume (acre-ft)	0.0000
Post-Development Treatment Volume (cubic feet)	0
Post-Development Load (TP) (lb/yr)	0.00

Maximum % Reduction Required Below Pre-ReDevelopment Load	20%
TP Load Reduction Required for Redeveloped Area (lb/yr)	0.29
Total Load Reduction Required (lb/yr)	0.29
Post-Development Load (TN) (lb/yr)	13.28

TP Load Reduction Required for New Impervious Area (lb/yr)	0.00

TYSONS CORNER COMPREHENSIVE PLAN CONFORMANCE COMPLIANCE

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

Site Name: Scotts Run

Drainage Area A Post-Development Land Cover	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	0.03	0.00	0.00	0.03
Managed Turf	0.00	0.17	0.00	0.00	0.17
Impervious Cover	0.00	0.82	0.00	0.00	0.82
				D.A. Total (acres)	1.02

Rv (turf) 0.20
Rv (impervious) 0.95

Runoff from 1" Rainfall (cf) = 2,954

data input cells highlighted

Apply Runoff Reduction Practices	Description of Area	Impervious Cover in Contributing D.A. (ac)	Managed Turf in Contributing D.A. (ac)	Max Volume Received by Practice (ft^3)	Description of Credit	% Credit	Volume Received from Upstream Practices (ft^3)	Total Volume Received by Practice (ft^3)	Estimate RWH RR % Credit: Surface Area of Practice (ft^2)	Storage Vol Provided by Practice (ft^3)	Runoff Reduction Vol (ft^3)	Remaining Volume (ft^3)	Downstream Practice
Vegetated Roof	Intensive & Extensive, plus non-vegetated plaza area and storage	0.62	N/A	2,138	Subtract 100% of provided storage vol.	100%	N/A	2,138	N/A	2,101	2,101	37	Bioretention - DCR Level 2 Design Spec
Bioretention - DCR Level 2 Design Spec (enhanced)	Streetscape areas	0.10		345	Subtract 100% of provided storage vol.	100%	37	382	N/A	1,380	382	0	
	Totals:	0.72	0.00										

Total Drainage Area Treated (acres): 0.72

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 2,483

See Site Data and Summary Tab for Site Results

Virginia Runoff Reduction Method ReDevelopment Worksheet - v2.8 - June 2014

Site Data Summary

Total Rainfall = 43 inches

Site Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.03	0.00	0.00	0.03	*2.94*
Turf (acres)	0.00	0.17	0.00	0.00	0.17	*16.67*
Impervious (acres)	0.00	0.82	0.00	0.00	0.82	*80.39*
					1.02	*100.00*

Site Rv	0.80
Post Development Treatment Volume (ft^3)	2954
Post Development TP Load (lb/yr)	1.86
Post Development TN Load (lb/yr)	13.28
Total TP Load Reduction Required (lb/yr)	0.29

Total Runoff Volume Reduction (ft^3)	1074
Total TP Load Reduction Achieved (lb/yr)	1
Total TN Load Reduction Achieved (lb/yr)	5.27
Adjusted Post Development TP Load (lb/yr)	1.13
Remaining Phosphorous Load Reduction (Lb/yr) Required	0.00

Drainage Area Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
Forest (acres)	0.03	0.00	0.00	0.00	0.00	*0.03*
Turf (acres)	0.17	0.00	0.00	0.00	0.00	*0.17*
Impervious (acres)	0.82	0.00	0.00	0.00	0.00	*0.82*
						1.02

Drainage Area Compliance Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
TP Load Red. (lb/yr)	0.73	0.00	0.00	0.00	0.00	*0.73*
TN Load Red. (lb/yr)	5.27	0.00	0.00	0.00	0.00	*5.27*

Drainage Area A Summary

Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.03	0.00	0.00	0.03	*2.94*
Turf (acres)	0.00	0.17	0.00	0.00	0.17	*16.67*
Impervious (acres)	0.00	0.82	0.00	0.00	0.82	*80.39*
					1.02	

BMP Selections

Practice	Credit Area (acres)		Downstream Practice
1.a. Vegetated Roof #1 (Spec #5)	acres of green roof	0.26	6.b. Bioretention #2
6.b. Bioretention #2 (Spec #9)	Impervious:	0.1	
	Turf (Pervious):	0	

Total Impervious Cover Treated (acres)	0.36
Total Turf Area Treated (acres)	0.00
Total TP Load Reduction Achieved in D.A. A (lb/yr)	0.73
Total TN Load Reduction Achieved in D.A. A (lb/yr)	5.27

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CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS
PARCEL A

N/A
SCALE

PROJECT NUMBER

C10.21
DRAWING NUMBER

PFM 2-- AND 10-- YEAR DETENTION COMPLIANCE

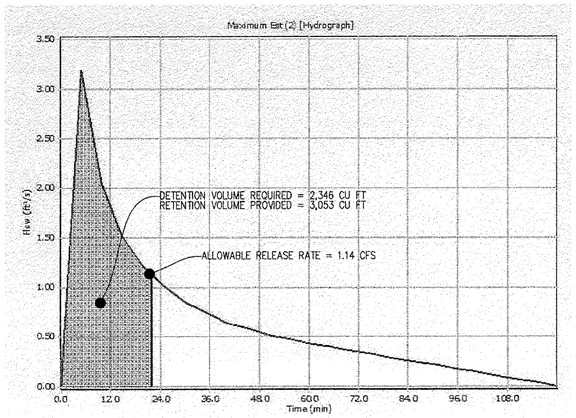
Detention Storage Estimates -- Target Peak Outflow Rate

Return Event	Peak In (ft³/s)	Target (ft³/s)	Lower (ft³)	Linear (ft³)	Curvilinear (ft³)	Upper (ft³)	Total (ft³)
2	3.19	1.14	(N/A)	(N/A)	(N/A)	2,346	(N/A)
10	5.04	3.31	(N/A)	(N/A)	(N/A)	1,960	(N/A)

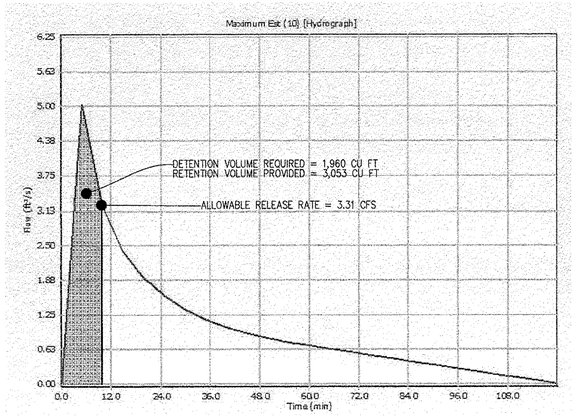
Calculation Time Ranges

Return Event	Lower (From) (min)	Lower (To) (min)	Linear (From) (min)	Linear (To) (min)	Curvilinear (From) (min)	Curvilinear (To) (min)	Upper (From) (min)	Upper (To) (min)	Total (From) (min)	Total (To) (min)
2	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	21.9	(N/A)	(N/A)
10	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	9.8	(N/A)	(N/A)

2 YEAR HYDROGRAPH



10 YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE COMPUTATIONS

Q(UNCONTROLLED):
DA = 0.12 AC
C = 0.35

Q2(UNCONTROLLED) = (0.12 AC)*(0.35)*(5.45 IN/HR) = 0.23 CFS
Q10(UNCONTROLLED) = (0.12 AC)*(0.35)*(7.27 IN/HR) = 0.31 CFS

Q(ALLOWABLE) = Q(PRE) – Q(POST,UNCONTROLLED)

Q2(ALLOWABLE) = 1.79 CFS – 0.23 CFS = 1.56 CFS, USE 1.14 CFS TO COMPLY WITH LEED 6.1 CREDIT
Q10(ALLOWABLE) = 3.62 CFS – 0.31 CFS = 3.31 CFS

DETENTION COMPUTATIONS

DETENTION VOLUME REQUIRED = RV(POST) – RETENTION VOLUME

(2 YEAR) = RETENTION VOLUME (3,053 CFS) IS SUFFICIENT TO RETAIN 2,346 CFS
(10 YEAR) = RETENTION VOLUME (3,053 CFS) IS SUFFICIENT TO RETAIN 1,960 CFS

LEED SS6.2 COMPLIANCE

PER LEED SS6.2, 90% OF RUNOFF MUST BE CAPTURED AND TREATED WITHIN THE DEFINED LEED BOUNDARY. BMPS MUST THEN BE USED TO REMOVE 80% OF THE TOTAL SUSPENDED SOLIDS (TSS) LOAD FROM THE CAPTURED RUNOFF.

UNCONTROLLED AREA WITHIN LEED BOUNDARY = 0.04 ACRES
(1–(0.04 AC/0.97 AC LEED BOUNDARY)) X 100% = 96% CONTROLLED

THE SITE CAPTURES ±96% OF THE RUNOFF WITHIN THE LEED BOUNDARY THROUGH THE USE OF VEGETATIVE ROOFS. THESE BMPS REMOVE AT LEAST 80% OF THE TSS LOAD. MORE DETAILED COMPUTATIONS WILL BE PROVIDED WITH THE FINAL DEVELOPMENT PLAN.

PRE AND POST DEVELOPMENT RUNOFF COMPUTATIONS

Parcel B

Amount of Site Area (Ac) Per Hydrologic Soil Group*

*Per Soils Map approximately 100% type B

Total Site Area (ac)	Type A	Type B	Type C	Type D
1.06	0	1.06	0	0

Baseline Flow Rates

Land Use = Ex Conditions (0% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
57	73	82	86

Weighted CN for site: 73

S for CN to C Calcs.: 3.70

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.2

Equivalent C

1-yr	2-yr	10-yr
0.25	0.31	0.47

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [{S x [1.2 - (S/ {P +0.8S})]} / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Existing Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
0.87	1.79	3.62

Proposed Flow Rates

**Land Use = Proposed Conditions (94% Imp)

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [{S x [1.2 - (S/ {P +0.8S})]} / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

Weighted CN for site: 94

S for CN to C Calcs.: 0.64

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.5

Equivalent C

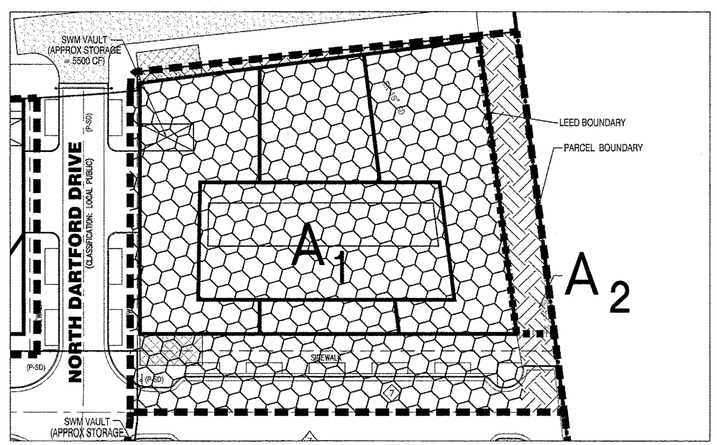
1-yr	2-yr	10-yr
0.76	0.79	0.87

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Proposed Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
2.63	4.56	6.70



A1 — ON-SITE, CONTROLLED (0.94 ACRES)

A2 — ON-SITE, UNCONTROLLED (0.12 ACRES)

PARCEL BOUNDARY

LEED BOUNDARY

ONSITE CONTROLLED/UNCONTROLLED MAP
SCALE: 1" = 40'

LEED CREDIT 6.1 COMPLIANCE

LEED CREDIT 6.1 COMPUTATIONS - Parcel B

Existing Conditions		Proposed Conditions	
DA	0.97 ac	DA	0.97 ac
CN	93	CN	93
Tc	0.083 hrs	Tc	0.083 hrs
$S = \frac{1000}{CN} - 10$		$S = \frac{1000}{CN} - 10$	
S=	0.75	S=	0.75
$Ia = 0.2S$		$Ia = 0.2S$	
Ia=	0.15	Ia=	0.15
$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$		$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$	
P_1= 2.7 in	P_2= 3.2 in	P_1= 2.7 in	P_2= 3.2 in
Q_1= 1.97 in	Q_2= 2.45 in	Q_1= 1.97 in	Q_2= 2.45 in

Total Runoff volume (Existing Conditions)	Total Runoff volume Proposed Conditions)
2YR=AxQ2 8,612 CF	2YR=AxQ2 8,612 CF

Total Runoff Volume (Allowable Release)

Per LEED, the post-developed volume for the 2- year storm must not exceed 75% of the existing conditions volume.

2 YR Storm
75% of 2Yr existing volume
6,459 CF
0.15 AC-FT

Peak Discharge (Allowable Release)

Per LEED, the post-developed discharge for the 2- year storm must not exceed 75% of the existing conditions runoff rate

2 YR Storm
75% of 2Yr existing rate.
1.14 CFS

LEED COMPLIANCE COMPUTATIONS

PER LEED 6.1, POST–DEVELOPMENT VOLUME FOR A 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME IF EXISTING IMPERVIOUSNESS IS MORE THAN 50%. STORMWATER MANAGEMENT LID PRACTICES ON SITE PROVIDE A TOTAL RETENTION STORAGE OF 3,053 CF.

2 YEAR STORM: 8,612 CF – 3,053 CF = 5,559 CF < 6,459 CF (75% EXISTING RUNOFF)

ALLOWABLE RELEASE RATE TO BE 1.14 CFS FOR THE 2 YEAR STORM TO COMPLY WITH LEED 6.1 CREDIT.

NOTE:

1. STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMP) ANALYSIS, NARRATIVES, QUANTITIES AND PROPOSED DESIGN AND/OR FACILITIES PRESENTED HEREIN ARE PRELIMINARY BASED ON PROPOSED CDP APPLICATION AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
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SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

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COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS
PARCEL B

N/A
SCALE

PROJECT NUMBER

C10.30
DRAWING NUMBER

VIRGINIA RUNOFF REDUCTION SUMMARY – PARCEL B

Land Cover Summary Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.06	0.06
Composite Rv(forest)	0.03	0.03
% Forest	6%	6%
Managed Turf Cover (acres)	0.00	0.00
Composite Rv(turf)	0.00	0.00
% Managed Turf	0%	0%
Impervious Cover (acres)	1.00	1.00
Rv(impervious)	0.95	0.95
% Impervious	94%	94%
Total Site Area (acres)	1.06	1.06
Site Rv	0.90	0.90
Pre-Development Treatment Volume (acre-ft)	0.0793	0.0793
Pre-Development Treatment Volume (cubic feet)	3,455	3,455
Pre-Development Load (TP) (lb/yr)	2.17	2.17
Pre-Development Load (TN) (lb/yr)	15.53	

[1]*Adjusted* **Land Cover Summary** reflects the pre redevelopment land cover minus the pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover. The adjusted total acreage is consistent with the Post Redevelopment acreage (minus the acreage of new impervious cover). The load reduction requriement for the new impervious cover to meet the new development load limit is computed in **Column I**.

Land Cover Summary Post-ReDevelopment	
Forest/Open Space Cover	0.00
Composite Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.06
Composite Rv(turf)	0.20
% Managed Turf	6%
ReDev. Impervious Cover (acres)	1.00
Rv(impervious)	0.95
% Impervious	94%
Total ReDev. Site Area (acres)	1.06
ReDev. Site Rv	0.91
Post-ReDevelopment Treatment Volume (acre-ft)	0.0802
Post-ReDevelopment Treatment Volume (cubic feet)	3,492
Post-ReDevelopment Load (TP) (lb/yr)	2.19
Post-Development Load (TN) (lb/yr)	15.70

Land Cover Summary Post-ReDevelopment New Impervious	
New Impervious Cover (acres)	0.00
Rv(impervious)	0.95
% Impervious	Check Area
Total New Dev. Site Area (acres)	0.00
New Dev. Site Rv	0.95
Post-Development Treatment Volume (acre-ft)	0.0000
Post-Development Treatment Volume (cubic feet)	0
Post-Development Load (TP) (lb/yr)	0.00

Maximum % Reduction Required Below Pre-ReDevelopment Load	10%
TP Load Reduction Required for Redeveloped Area (lb/yr)	0.24
Total Load Reduction Required (lb/yr)	0.24

TP Load Reduction Required for New Impervious Area (lb/yr)	0.00

TYSONS CORNER COMPREHENSIVE PLAN CONFORMANCE COMPLIANCE

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

Site Name: Scotts Run

Drainage Area B Post-Development Land Cover	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	0.00	0.00	0.00	**0.00**
Managed Turf	0.00	0.06	0.00	0.00	**0.06**
Impervious Cover	0.00	1.00	0.00	0.00	**1.00**
				D.A. Total (acres)	**1.06**

Rv (turf) 0.20
Rv (impervious) 0.95

data input cells highlighted

Runoff from 1" Rainfall (cf) = 3,492

Apply Runoff Reduction Practices	Description of Area	Impervious Cover in Contributing D.A. (ac)	Managed Turf in Contributing D.A. (ac)	Max Volume Received by Practice (ft^3)	Description of Credit	% Credit	Volume Received from Upstream Practices (ft^3)	Total Volume Received by Practice (ft^3)	Estimate RWH RR % Credit: Surface Area of Practice (ft^2)	Storage Vol Provided by Practice (ft^3)	Runoff Reduction Vol (ft^3)	Remaining Volume (ft^3)	Downstream Practice
Vegetated Roof	Intensive & Extensive, plus non-vegetated plaza area and storage	0.70	N/A	2,414	Subtract 100% of provided storage vol.	100%	N/A	2,414	N/A	1,309	1,309	1,105	Bioretention - DCR Level 2 Design Spec
Bioretention - DCR Level 2 Design Spec (enhanced)	Streetscape areas	0.23		793	Subtract 100% of provided storage vol.	100%	1,105	1,898	N/A	1,744	1,744	154	
	Totals:	**0.93**	**0.00**										

Total Drainage Area Treated (acres): 0.93

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 3,053

See Site Data and Summary Tab for Site Results

Virginia Runoff Reduction Method ReDevelopment Worksheet - v2.8 - June 2014

Site Data Summary

Total Rainfall = 43 inches

Site Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.00	0.06	0.00	0.00	0.06	*5.66*
Impervious (acres)	0.00	1.00	0.00	0.00	1.00	*94.34*
					1.06	*100.00*

Site Rv	0.91
Post Development Treatment Volume (ft^3)	3492
Post Development TP Load (lb/yr)	2.19
Post Development TN Load (lb/yr)	15.70
Total TP Load Reduction Required (lb/yr)	0.24

Total Runoff Volume Reduction (ft^3)	1034
Total TP Load Reduction Achieved (lb/yr)	1
Total TN Load Reduction Achieved (lb/yr)	5.20
Adjusted Post Development TP Load (lb/yr)	1.48
Remaining Phosphorous Load Reduction (Lb/yr) Required	0.00

Drainage Area Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.06	0.00	0.00	0.00	0.00	*0.06*
Impervious (acres)	1.00	0.00	0.00	0.00	0.00	*1.00*
						1.06

Drainage Area Compliance Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
TP Load Red. (lb/yr)	0.71	0.00	0.00	0.00	0.00	*0.71*
TN Load Red. (lb/yr)	5.20	0.00	0.00	0.00	0.00	*5.20*

Drainage Area A Summary

Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.00	0.06	0.00	0.00	0.06	*5.66*
Impervious (acres)	0.00	1.00	0.00	0.00	1.00	*94.34*
					1.06	

BMP Selections

Practice	Credit Area (acres)		Downstream Practice
1.a. Vegetated Roof #1 (Spec #5)	acres of green roof	0.13	6.b. Bioretention #2
6.b. Bioretention #2 (Spec #9)	Impervious:	0.23	
	Turf (Pervious):	0	

Total Impervious Cover Treated (acres)	0.36
Total Turf Area Treated (acres)	0.00
Total TP Load Reduction Achieved in D.A. A (lb/yr)	0.71
Total TN Load Reduction Achieved in D.A. A (lb/yr)	5.20

NOTE:

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PARCEL B

N/A
SCALE

PROJECT NUMBER

C10.31
DRAWING NUMBER

PFM 2-- AND 10- YEAR DETENTION COMPLIANCE

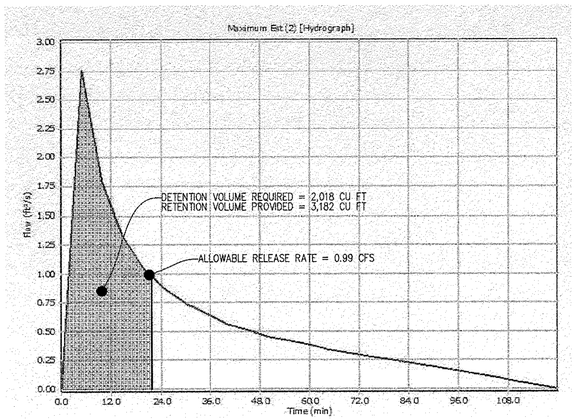
Detention Storage Estimates -- Target Peak Outflow Rate

Return Event	Peak In (ft³/s)	Target (ft³/s)	Lower (ft³)	Linear (ft³)	Curvilinear (ft³)	Upper (ft³)	Total (ft³)
2	2.76	0.99	(N/A)	(N/A)	(N/A)	2,018	(N/A)
10	4.37	2.28	(N/A)	(N/A)	(N/A)	2,287	(N/A)

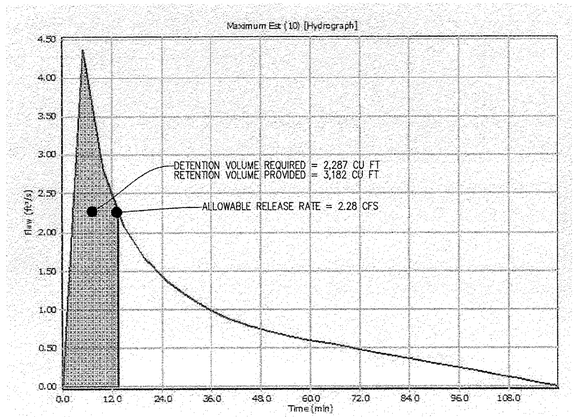
Calculation Time Ranges

Return Event	Lower (From) (min)	Lower (To) (min)	Linear (From) (min)	Linear (To) (min)	Curvilinear (From) (min)	Curvilinear (To) (min)	Upper (From) (min)	Upper (To) (min)	Total (From) (min)	Total (To) (min)
2	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	21.7	(N/A)	(N/A)
10	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	13.6	(N/A)	(N/A)

2 YEAR HYDROGRAPH



10 YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE COMPUTATIONS

Q(UNCONTROLLED):
DA = 0.06 AC
C = 0.90

Q2(UNCONTROLLED) = (0.06 AC)*(0.90)*(5.45 IN/HR) = 0.29 CFS
Q10(UNCONTROLLED) = (0.06 AC)*(0.90)*(7.27 IN/HR) = 0.39 CFS

Q(ALLOWABLE) = Q(PRE) – Q(POST,UNCONTROLLED)

Q2(ALLOWABLE) = 1.32 CFS – 0.29 CFS = 1.03 CFS, USE 0.99 CFS TO COMPLY WITH LEED 6.1 CREDIT
Q10(ALLOWABLE) = 2.67 CFS – 0.39 CFS = 2.28 CFS

DETENTION COMPUTATIONS

DETENTION VOLUME REQUIRED = RV(POST) – RETENTION VOLUME

(2 YEAR) = RETENTION VOLUME (3,182 CF) IS SUFFICIENT TO RETAIN 1,950 CF
(10 YEAR) = RETENTION VOLUME (3,182 CF) IS SUFFICIENT TO RETAIN 2,287 CF

LEED SS6.2 COMPLIANCE

PER LEED SS6.2, 90% OF RUNOFF SHALL BE CAPTURED AND TREATED WITHIN THE DEFINED LEED BOUNDARY. BMPS MUST THEN BE USED TO REMOVE 80% OF THE TOTAL SUSPENDED SOLIDS (TSS) LOAD FROM THE CAPTURED RUNOFF.

UNCONTROLLED AREA WITHIN LEED BOUNDARY = 0.06 ACRES
(1–(0.06 AC/0.78 AC LEED BOUNDARY)) X 100% = 92% CONTROLLED

THE SITE CAPTURES 92% OF THE RUNOFF WITHIN THE LEED BOUNDARY INTO BMPS. THESE PRACTICES INCLUDE VEGETATIVE ROOFS, STORMWATER PLANTERS, AND RAINWATER HARVESTING. EACH ONE OF THESE BMPS REMOVE AT LEAST 80% OF THE TSS LOAD. MORE DETAILED COMPUTATIONS WILL BE PROVIDED WITH THE FINAL DEVELOPMENT PLAN.

PRE AND POST DEVELOPMENT RUNOFF COMPUTATIONS

Parcel C

Amount of Site Area (Ac) Per Hydrologic Soil Group*

*Per Soils Map approximately 100% type B

Total Site Area (ac)	Type A	Type B	Type C	Type D
0.78	0	0.78	0	0

Baseline Flow Rates

Land Use = Ex Conditions (0% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
57	73	82	86

Weighted CN for site: 73

S for CN to C Calcs.: 3.70

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.2

Equivalent C

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0.25	0.31	0.47

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [{S x [1.2 - (S/ {P + 0.8S})]} / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Existing Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
0.64	1.32	2.67

Proposed Flow Rates

**Land Use = Proposed Conditions (95% Imp)

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [{S x [1.2 - (S/ {P + 0.8S})]} / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

Weighted CN for site: 94

S for CN to C Calcs.: 0.64

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.5

Equivalent C

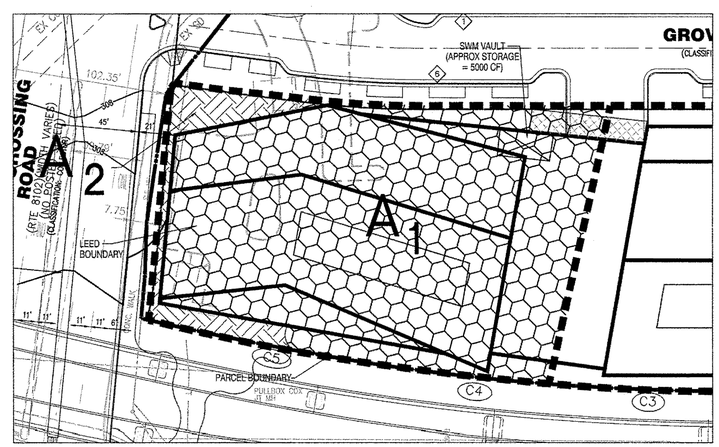
1-yr	2-yr	10-yr
0.76	0.79	0.87

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Proposed Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
1.94	3.36	4.93



A1 — ON-SITE, CONTROLLED (0.72 ACRES)

A2 — ON-SITE, UNCONTROLLED (0.06 ACRES)

PARCEL BOUNDARY

LEED BOUNDARY

ONSITE CONTROLLED/UNCONTROLLED MAP
SCALE: 1" = 40'

NOTE:

1. STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMP) ANALYSIS, NARRATIVES, QUANTITIES AND PROPOSED DESIGN AND/OR FACILITIES PRESENTED HEREIN ARE PRELIMINARY BASED ON PROPOSED CDP APPLICATION AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
2. THE APPLICANT RESERVES THE RIGHT TO VARY THE NUMBER, SIZE, SHAPE, AND LOCATION OF THE LID PRACTICES WITH FINAL ENGINEERING.
3. STORM VAULT ACCESS: FOR ACCESS POINTS LOCATED IN STREETSCAPE, REMOVABLE PANELS OR ACCESS MANHOLES ARE DESIRED AND THE APPLICANT SHALL GRAPHICALLY DEPICT THESE PANELS IN FUTURE FDP'S AND SHALL REQUEST A WAIVER OF THE PFM'S FOUR FOOT BY FOUR FOOT ACCESS OPENING REQUIREMENT IN ASSOCIATION WITH FUTURE SITE PLANS TO ALLOW CONSIDERATION OF THE PROPOSED OR OTHER ACCESSIBILITY OPTIONS FOR MAINTENANCE AND ACCESS OF THOSE RESULTS. IF SUCH WAIVER IS DENIED, THE APPLICANT SHALL PROVIDE A SOLUTION THAT IS ACCEPTABLE TO DPW&ES.

LEED CREDIT 6.1 COMPLIANCE

LEED CREDIT 6.1 COMPUTATIONS - Parcel C

Existing Conditions	Proposed Conditions
DA 0.78 ac	DA 0.78 ac
CN 94	CN 94
Tc 0.083 hrs	Tc 0.083 hrs
$S = \frac{1000}{CN} - 10$	$S = \frac{1000}{CN} - 10$
S= 0.64	S= 0.64
$Ia = 0.2S$	$Ia = 0.2S$
Ia= 0.13	Ia= 0.13
$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$	$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$
P_1= 2.7 in P_2= 3.2 in	P_1= 2.7 in P_2= 3.2 in
Q_1= 2.06 in Q_2= 2.54 in	Q_1= 2.06 in Q_2= 2.54 in

Total Runoff volume (Existing Conditions)	Total Runoff volume Proposed Conditions)
2YR=AxQ2 7,203 CF	2YR=AxQ2 7,203 CF

Total Runoff Volume (Allowable Release)	Peak Discharge (Allowable Release)
Per LEED, the post-developed volume for the 2- year storm must not exceed 75% of the existing conditions volume.	Per LEED, the post-developed discharge for the 2- year storm must not exceed 75% of the existing conditions runoff rate
2 YR Storm	2 YR Storm
75% of 2Yr existing volume	75% of 2Yr existing rate.
5,402 CF	0.99 CFS
0.12 AC-FT	

LEED COMPLIANCE COMPUTATIONS

PER LEED 6.1, POST-DEVELOPMENT VOLUME FOR A 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME IF EXISTING IMPERVIOUSNESS IS MORE THAN 50%. STORMWATER MANAGEMENT LID PRACTICES ON SITE PROVIDE A TOTAL RETENTION STORAGE OF 3,182 CF.

2 YEAR STORM: 7,203 CF – 3,182 CF = 4,021 CF < 5,402 CF (75% EXISTING RUNOFF)

ALLOWABLE RELEASE RATE TO BE 0.99 CFS FOR THE 2 YEAR STORM TO COMPLY WITH LEED 6.1 CREDIT.

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS
PARCEL C

N/A
SCALE

PROJECT NUMBER

C10.40
DRAWING NUMBER

VIRGINIA RUNOFF REDUCTION SUMMARY – PARCEL C

Land Cover Summary Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.00	0.00
Composite Rv(forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	0.14	0.04
Composite Rv(turf)	0.20	0.20
% Managed Turf	18%	6%
Impervious Cover (acres)	0.64	0.64
Rv(impervious)	0.95	0.95
% Impervious	82%	94%
Total Site Area (acres)	0.78	0.68
Site Rv	0.82	0.91
Pre-Development Treatment Volume (acre-ft)	0.0530	0.0513
Pre-Development Treatment Volume (cubic feet)	2,309	2,236
Pre-Development Load (TP) (lb/yr)	1.45	1.40
Pre-Development Load (TN) (lb/yr)	10.38	

[1]*Adjusted* **Land Cover Summary** reflects the pre redevelopment land cover minus the pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover. The adjusted total acreage is consistent with the Post Redevelopment acreage (minus the acreage of new impervious cover). The load reduction requriement for the new impervious cover to meet the new development load limit is computed in **Column I**.

Land Cover Summary Post-ReDevelopment	
Forest/Open Space Cover	0.00
Composite Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.04
Composite Rv(turf)	0.20
% Managed Turf	6%
ReDev. Impervious Cover (acres)	0.64
Rv(impervious)	0.95
% Impervious	94%
Total ReDev. Site Area (acres)	0.68
ReDev. Site Rv	0.91
Post-ReDevelopment Treatment Volume (acre-ft)	0.0513
Post-ReDevelopment Treatment Volume (cubic feet)	2,236
Post-ReDevelopment Load (TP) (lb/yr)	1.40
Maximum % Reduction Required Below Pre-ReDevelopment Load	20%
TP Load Reduction Required for Redeveloped Area (lb/yr)	0.28
Total Load Reduction Required (lb/yr)	**0.46**
Post-Development Load (TN) (lb/yr)	11.60

Land Cover Summary Post-ReDevelopment New Impervious	
New impervious Cover (acres)	0.10
Rv(impervious)	0.95
% Impervious	100%
Total New Dev. Site Area (acres)	0.10
New Dev. Site Rv	0.95
Post-Development Treatment Volume (acre-ft)	0.0079
Post-Development Treatment Volume (cubic feet)	345
Post-Development Load (TP) (lb/yr)	0.22
TP Load Reduction Required for New Impervious Area (lb/yr)	0.18

TYSONS CORNER COMPREHENSIVE PLAN CONFORMANCE COMPLIANCE

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

Site Name: Scotts Run

Drainage Area C Post-Development Land Cover	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	0.00	0.00	0.00	**0.00**
Managed Turf	0.00	0.04	0.00	0.00	**0.04**
Impervious Cover	0.00	0.74	0.00	0.00	**0.74**
				D.A Total (acres)	**0.78**

Rv (turf) 0.20
Rv (impervious) 0.95

data input cells highlighted

Runoff from 1" Rainfall (cf) = 2,581

Apply Runoff Reduction Practices	Description of Area	Roof Area Contributing to RWH (ac)	Design Rainfall for RWH (in)	Max Volume Captured by Practice (cf)	RWHS Credit	Input % RR from Model	% Credit	Volume Received from Upstream Practices (cf)	Total Volume Received by Practice (cf)	Estimate RWH RR % Credit: Avg Daily Drawdown (gallons)	Available Cistern Volume (gallons)	Runoff Reduction Vol (cf)	Remaining Volume (cf)	Downstream Practice
Rooftop Rainwater Harvesting	Office Bldg "C"	0.47	1.40	2,269	Estimate Runoff Reduction % Using Spreadsheet		91%	0	2,269	4,776	9,553	2,064	290	Disconnection to Stormwater Planter

Apply Runoff Reduction Practices	Description of Area	Impervious Cover in Contributing D.A. (ac)	Managed Turf in Contributing D.A. (ac)	Max Volume Received by Practice (ft^3)	Description of Credit	% Credit	Volume Received from Upstream Practices (ft^3)	Total Volume Received by Practice (ft^3)	Surface Area of Practice (ft^2)	Storage Vol Provided by Practice (ft^3)	Runoff Reduction Vol (ft^3)	Remaining Volume (ft^3)	Downstream Practice
Vegetated Roof	Intensive & Extensive, plus non-vegetated plaza area and storage	0.16	N/A	552	Subtract 100% of provided storage vol.	100%	N/A	552	N/A	1,078	552	0	
Bioretention - DCR Level 2 Design Spec (enhanced)	Streetscape areas	0.04		138	Subtract 100% of provided storage vol.	100%	0	138	N/A	765	138	0	
Disconnection to Stormwater Planter, Extended Tree Pit, or Curb Extension (Urban Bioretention)	Includes potential off-site public street areas to be managed in Tree Pits	0.04	N/A	138	Subtract 100% of provided storage vol.	100%	290	428	N/A	1,830	428	0	
	Totals:	**0.71**	**0.00**										

Total Drainage Area Treated (acres): 0.71

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 3,182

See Site Data and Summary Tab for Site Results

Virginia Runoff Reduction Method ReDevelopment Worksheet - v2.8 - June 2014

Site Data Summary

Total Rainfall = 43 inches

Site Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.00	0.04	0.00	0.00	0.04	*5.13*
Impervious (acres)	0.00	0.74	0.00	0.00	0.74	*94.87*
					0.78	*100.00*

Site Rv	0.91
Post Development Treatment Volume (ft^3)	2581
Post Development TP Load (lb/yr)	1.62
Post Development TN Load (lb/yr)	11.60
Total TP Load Reduction Required (lb/yr)	0.46

Total Runoff Volume Reduction (ft^3)	1281
Total TP Load Reduction Achieved (lb/yr)	1
Total TN Load Reduction Achieved (lb/yr)	6.30
Adjusted Post Development TP Load (lb/yr)	0.77
Remaining Phosphorous Load Reduction (Lb/yr) Required	0.00

Drainage Area Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.04	0.00	0.00	0.00	0.00	*0.04*
Impervious (acres)	0.74	0.00	0.00	0.00	0.00	*0.74*
						0.78

Drainage Area Compliance Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
TP Load Red. (lb/yr)	0.85	0.00	0.00	0.00	0.00	*0.85*
TN Load Red. (lb/yr)	6.30	0.00	0.00	0.00	0.00	*6.30*

Drainage Area A Summary

Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.00	0.04	0.00	0.00	0.04	*5.13*
Impervious (acres)	0.00	0.74	0.00	0.00	0.74	*94.87*
					0.78	

BMP Selections

Practice	Credit Area (acres)		Downstream Practice
1.a. Vegetated Roof #1 (Spec #5)	**acres of green roof**	**0.16**	**2.i. To Stormwater Planter (Urban Bioretention)**
2.h. To Rainwater Harvesting (Spec #6)	**impervious acres captured**	**0.47**	
2.i. To Stormwater Planter (Urban Bioretention) (Spec #9, Appendix A)	**impervious acres disconnected**	**0.04**	
6.b. Bioretention #2 (Spec #9)	**Impervious:**	**0.04**	
	Turf (Pervious):	**0**	

Total Impervious Cover Treated (acres)	0.71
Total Turf Area Treated (acres)	0.00
Total TP Load Reduction Achieved in D.A. A (lb/yr)	0.85
Total TN Load Reduction Achieved in D.A. A (lb/yr)	6.30

NOTE:

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SUBMITTED		04.03.2015
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CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS
PARCEL C

N/A
SCALE

PROJECT NUMBER

C10.41
DRAWING NUMBER

PFM 2– AND 10– YEAR DETENTION COMPLIANCE

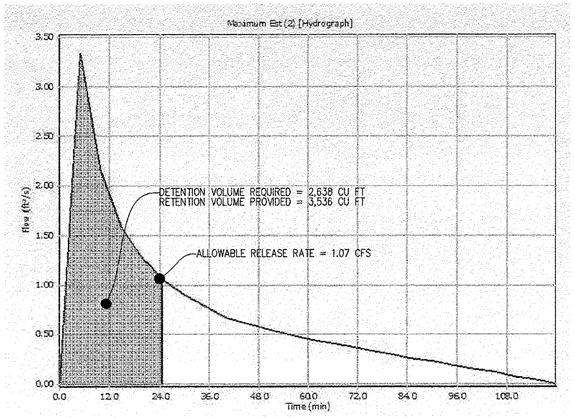
Detention Storage Estimates -- Target Peak Outflow Rate

Return Event	Peak In (ft³/s)	Target (ft³/s)	Lower (ft³)	Linear (ft³)	Curvilinear (ft³)	Upper (ft³)	Total (ft³)
2	3.34	1.07	(N/A)	(N/A)	(N/A)	2,638	(N/A)
10	5.07	2.70	(N/A)	(N/A)	(N/A)	2,599	(N/A)

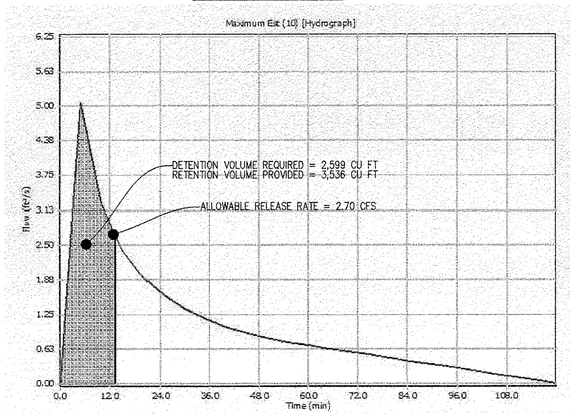
Calculation Time Ranges

Return Event	Lower (From) (min)	Lower (To) (min)	Linear (From) (min)	Linear (To) (min)	Curvilinear (From) (min)	Curvilinear (To) (min)	Upper (From) (min)	Upper (To) (min)	Total (From) (min)	Total (To) (min)
2	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	24.6	(N/A)	(N/A)
10	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	13.3	(N/A)	(N/A)

2 YEAR HYDROGRAPH



10 YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE COMPUTATIONS

Q(ALLOWABLE) = Q(PRE) – Q(POST,UNCONTROLLED)

Q2(ALLOWABLE) = 1.33 CFS, USE 1.07 CFS TO COMPLY WITH LEED 6.1 CREDIT
Q10(ALLOWABLE) = 2.70 CFS

DETENTION COMPUTATIONS

DETENTION VOLUME REQUIRED = RV(POST) – RETENTION VOLUME

(2 YEAR) = RETENTION VOLUME (3,536 CF) IS SUFFICIENT TO RETAIN 2,638 CF
(10 YEAR) = RETENTION VOLUME (3,536 CF) IS SUFFICIENT TO RETAIN 2,599 CF

LEED SS6.2 COMPLIANCE

PER LEED SS6.2, 90% OF RUNOFF MUST BE CAPTURED AND TREATED WITHIN THE DEFINED LEED BOUNDARY. BMPS MUST THEN BE USED TO REMOVE 80% OF THE TOTAL SUSPENDED SOLIDS (TSS) LOAD FROM THE CAPTURED RUNOFF.

THE SITE CAPTURES 100% OF THE RUNOFF WITHIN THE LEED BOUNDARY INTO BMPS. THESE PRACTICES INCLUDE VEGETATIVE ROOFS, STORMWATER PLANTERS, AND RAINWATER HARVESTING. EACH ONE OF THESE BMPS REMOVE AT LEAST 80% OF THE TSS LOAD. MORE DETAILED COMPUTATIONS WILL BE PROVIDED WITH THE FINAL DEVELOPMENT PLAN.

PRE AND POST DEVELOPMENT RUNOFF COMPUTATIONS

Parcel D

Amount of Site Area (Ac) Per Hydrologic Soil Group*

*Per Soils Map approximately 100% type B

Total Site Area (ac)	Type A	Type B	Type C	Type D
0.79	0	0.79	0	0

Baseline Flow Rates

Land Use = Ex Conditions (0% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
57	73	82	86

Weighted CN for site: 73

S for CN to C Calcs.: 3.70

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.2

Equivalent C

1-yr	2-yr	10-yr
0.25	0.31	0.47

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [{S x [1.2 - (S/ {P + 0.8S})]} / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

5 Minute TC
Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Existing Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
0.65	1.33	2.70

Proposed Flow Rates

**Land Use = Proposed Conditions (83% Imp)

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [{S x [1.2 - (S/ {P + 0.8S})]} / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

Weighted CN for site: 91

S for CN to C Calcs.: 0.99

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.5

Equivalent C

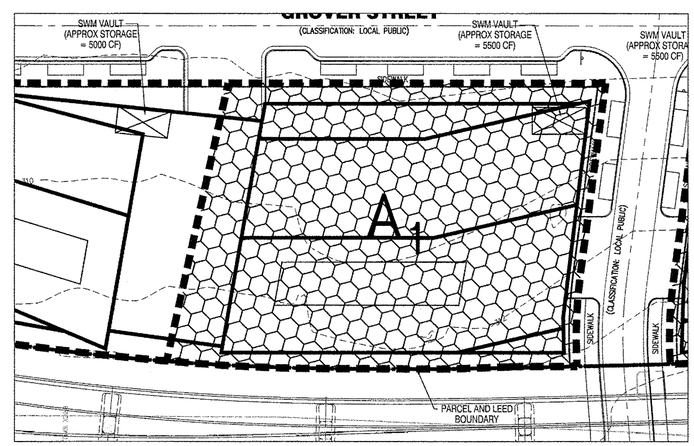
1-yr	2-yr	10-yr
0.66	0.71	0.81

5 Minute TC
Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Proposed Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
1.70	3.06	4.65



A_1 ON-SITE, CONTROLLED (0.79 ACRES)

A_2 ON-SITE, UNCONTROLLED (0.00 ACRES)

PARCEL BOUNDARY

LEED BOUNDARY

ONSITE CONTROLLED/UNCONTROLLED MAP
SCALE: 1" = 40'

NAD 83

NOTE:

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LEED CREDIT 6.1 COMPLIANCE

LEED CREDIT 6.1 COMPUTATIONS - Parcel D

Existing Conditions		Proposed Conditions	
DA	0.79 ac	DA	0.79 ac
CN	94	CN	95
Tc	0.083 hrs	Tc	0.083 hrs
$S = \frac{1000}{CN} - 10$		$S = \frac{1000}{CN} - 10$	
S=	0.64	S=	0.53
$Ia = 0.2S$		$Ia = 0.2S$	
Ia=	0.13	Ia=	0.11
$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$		$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$	
P_1= 2.7 in	P_2= 3.2 in	P_1= 2.7 in	P_2= 3.2 in
Q_1= 2.06 in	Q_2= 2.54 in	Q_1= 2.16 in	Q_2= 2.64 in

Total Runoff volume (Existing Conditions)	Total Runoff volume Proposed Conditions)
2YR=AxQ2 7,295 CF	2YR=AxQ2 7,585 CF

Total Runoff Volume (Allowable Release)

Per LEED, the post-developed volume for the 2- year storm must not exceed 75% of the existing conditions volume.

2 YR Storm
75% of 2Yr existing volume
5,471 CF
0.13 AC-FT

Peak Discharge (Allowable Release)

Per LEED, the post-developed discharge for the 2- year storm must not exceed 75% of the existing conditions runoff rate

2 YR Storm
75% of 2Yr existing rate.
1.07 CFS

LEED COMPLIANCE COMPUTATIONS

PER LEED 6.1, POST–DEVELOPMENT VOLUME FOR A 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME IF EXISTING IMPERVIOUSNESS IS MORE THAN 50%. STORMWATER MANAGEMENT LID PRACTICES ON SITE PROVIDE A TOTAL RETENTION STORAGE OF 3,536 CF.

2 YEAR STORM: 7,585 CF – 3,536 CF = 4,049 CF < 5,471 CF (75% EXISTING RUNOFF)

ALLOWABLE RELEASE RATE TO BE 1.07 CFS FOR THE 2 YEAR STORM TO COMPLY WITH LEED 6.1 CREDIT.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS
PARCEL D

N/A
SCALE

PROJECT NUMBER

C10.50
DRAWING NUMBER

VIRGINIA RUNOFF REDUCTION SUMMARY – PARCEL D

Land Cover Summary Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.00	0.00
Composite Rv(forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	0.09	0.04
Composite Rv(turf)	0.20	0.20
% Managed Turf	11%	5%
Impervious Cover (acres)	0.70	0.70
Rv(impervious)	0.95	0.95
% Impervious	89%	95%
Total Site Area (acres)	0.79	0.74
Site Rv	0.66	0.91
Pre-Development Treatment Volume (acre-ft)	0.0569	0.0561
Pre-Development Treatment Volume (cubic feet)	2,479	2,443
Pre-Development Load (TP) (lb/yr)	1.56	1.53

Land Cover Summary Post-ReDevelopment	
Forest/Open Space Cover	0.00
Composite Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.04
Composite Rv(turf)	0.20
% Managed Turf	5%
ReDev. Impervious Cover (acres)	0.70
Rv(impervious)	0.95
% Impervious	95%
Total ReDev. Site Area (acres)	0.74
ReDev. Site Rv	0.91
Post-ReDevelopment Treatment Volume (acre-ft)	0.0561
Post-ReDevelopment Treatment Volume (cubic feet)	2,443
Post-ReDevelopment Load (TP) (lb/yr)	1.53

Land Cover Summary Post-ReDevelopment New Impervious	
New Impervious Cover (acres)	0.05
Rv(impervious)	0.95
% Impervious	100%
Total New Dev. Site Area (acres)	0.05
New Dev. Site Rv	0.95
Post-Development Treatment Volume (acre-ft)	0.0040
Post-Development Treatment Volume (cubic feet)	172
Post-Development Load (TP) (lb/yr)	0.11

[1]*Adjusted* **Land Cover Summary** reflects the pre redevelopment land cover minus the pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover. The adjusted total acreage is consistent with the Post Redevelopment acreage (minus the acreage of new impervious cover). The load reduction requriement for the new impervious cover to meet the new development load limit is computed in **Column I**.

Maximum % Reduction Required Below Pre-ReDevelopment Load	20%
TP Load Reduction Required for Redeveloped Area (lb/yr)	0.31
Total Load Reduction Required (lb/yr)	**0.39**
Pre-Development Load (TN) (lb/yr)	11.14
Post-Development Load (TN) (lb/yr)	11.76
TP Load Reduction Required for New Impervious Area (lb/yr)	0.09

TYSONS CORNER COMPREHENSIVE PLAN CONFORMANCE COMPLIANCE

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

Site Name: Scotts Run

Drainage Area D Post-Development Land Cover	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	0.00	0.00	0.00	**0.00**
Managed Turf	0.00	0.04	0.00	0.00	**0.04**
Impervious Cover	0.00	0.75	0.00	0.00	**0.75**
			D.A. Total (acres)		**0.79**

Rv (turf) 0.20
Rv (impervious) 0.95

Runoff from 1" Rainfall (cf) = 2,615

data input cells highlighted

Apply Runoff Reduction Practices	Description of Area	Roof Area Contributing to RWH (ac)	Design Rainfall for RWH (in)	Max Volume Captured by Practice (cf)	RWHS Credit	Input % RR from Model	% Credit	Volume Received from Upstream Practices (cf)	Total Volume Received by Practice (cf)	Estimate RWH RR % Credit: Avg Daily Drawdown (gallons)	Available Cistern Volume (gallons)	Runoff Reduction Vol (cf)	Remaining Volume (cf)	Downstream Practice
Rooftop Rainwater Harvesting	Office Bldg "D"	0.52	1.40	2,511	Estimate Runoff Reduction % Using Spreadsheet		93%	0	2,511	5,691	11,382	2,326	279	Disconnection to Stormwater Planter

Apply Runoff Reduction Practices	Description of Area	Impervious Cover in Contributing D.A. (ac)	Managed Turf in Contributing D.A. (ac)	Max Volume Received by Practice (ft³)	Description of Credit	% Credit	Volume Received from Upstream Practices (ft³)	Total Volume Received by Practice (ft³)	Surface Area of Practice (ft²)	Storage Vol Provided by Practice (ft³)	Runoff Reduction Vol (ft³)	Remaining Volume (ft³)	Downstream Practice
Vegetated Roof	Intensive & Extensive, plus non-vegetated plaza area and storage	0.14	N/A	483	Subtract 100% of provided storage vol.	100%	N/A	483	N/A	921	483	0	
Bioretention - DCR Level 2 Design Spec (enhanced)	Streetscape areas	0.07		241	Disconnection to Bioretention	100%	0	241	N/A	1,148	241	0	
Disconnection to Stormwater Planter, Extended Tree Pit, or Curb Extension (Urban Bioretention)	Includes potential off-site public street areas to be managed in Tree Pits	0.06	N/A	207	Subtract 100% of provided storage vol.	100%	279	486	N/A	1,830	486	0	
	Totals:	**0.79**	**0.00**										

Total Drainage Area Treated (acres): 0.79

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): 3,636

See Site Data and Summary Tab for Site Results

Virginia Runoff Reduction Method ReDevelopment Worksheet - v2.8 - June 2014

Site Data Summary

Total Rainfall = 43 inches

Site Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.00	0.04	0.00	0.00	0.04	*5.06*
Impervious (acres)	0.00	0.75	0.00	0.00	0.75	*94.94*
					0.79	*100.00*

Site Rv	0.91
Post Development Treatment Volume (ft³)	2615
Post Development TP Load (lb/yr)	1.64
Post Development TN Load (lb/yr)	11.76
Total TP Load Reduction Required (lb/yr)	0.39
Total Runoff Volume Reduction (ft³)	2103
Total TP Load Reduction Achieved (lb/yr)	1
Total TN Load Reduction Achieved (lb/yr)	10.49
Adjusted Post Development TP Load (lb/yr)	0.22
Remaining Phosphorous Load Reduction (Lb/yr) Required	0.00

Drainage Area Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.04	0.00	0.00	0.00	0.00	*0.04*
Impervious (acres)	0.75	0.00	0.00	0.00	0.00	*0.75*
						0.79

Drainage Area Compliance Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
TP Load Red. (lb/yr)	1.43	0.00	0.00	0.00	0.00	*1.43*
TN Load Red. (lb/yr)	10.49	0.00	0.00	0.00	0.00	*10.49*

Drainage Area A Summary

Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.00	0.04	0.00	0.00	0.04	*5.06*
Impervious (acres)	0.00	0.75	0.00	0.00	0.75	*94.94*
					0.79	

BMP Selections

Practice	Credit Area (acres)		Downstream Practice
1.a. Vegetated Roof #1 (Spec #5)	**acres of green roof**	**0.14**	**2.i. To Stormwater Planter (Urban Bioretention)**
2.h. To Rainwater Harvesting (Spec #6)	**impervious acres captured**	**0.52**	**6.b. Bioretention #2**
2.i. To Stormwater Planter (Urban Bioretention) (Spec #9, Appendix A)	**impervious acres disconnected**	**0.06**	
6.b. Bioretention #2 (Spec #9)	**Impervious:**	**0.03**	
	Turf (Pervious):	**0**	

Total Impervious Cover Treated (acres)	0.75
Total Turf Area Treated (acres)	0.00
Total TP Load Reduction Achieved in D.A. A (lb/yr)	1.43
Total TN Load Reduction Achieved in D.A. A (lb/yr)	10.49

NOTE:

1. STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMP) ANALYSIS, NARRATIVES, QUANTITIES AND PROPOSED DESIGN AND/OR FACILITIES PRESENTED HEREIN ARE PRELIMINARY BASED ON PROPOSED CDP APPLICATION AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
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LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS
PARCEL D

N/A
SCALE

PROJECT NUMBER

C10.51
DRAWING NUMBER

PFM 2- AND 10- YEAR DETENTION COMPLIANCE

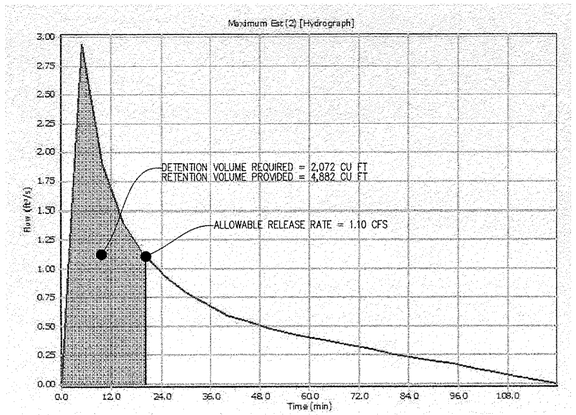
Detention Storage Estimates -- Target Peak Outflow Rate

Return Event	Peak In (ft³/s)	Target (ft³/s)	Lower (ft³)	Linear (ft³)	Curvilinear (ft³)	Upper (ft³)	Total (ft³)
2	2.94	1.10	(N/A)	(N/A)	(N/A)	2,072	(N/A)
10	4.74	3.33	(N/A)	(N/A)	(N/A)	1,721	(N/A)

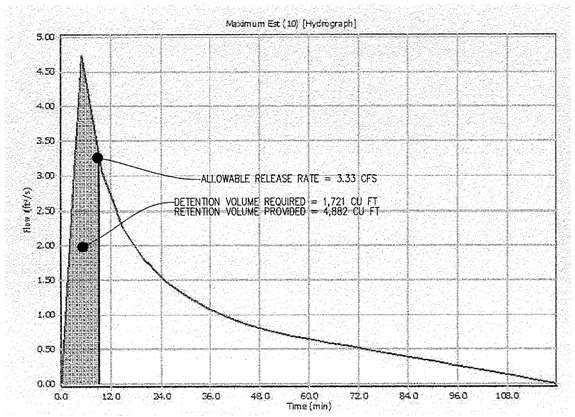
Calculation Time Ranges

Return Event	Lower (From) (min)	Lower (To) (min)	Linear (From) (min)	Linear (To) (min)	Curvilinear (From) (min)	Curvilinear (To) (min)	Upper (From) (min)	Upper (To) (min)	Total (From) (min)	Total (To) (min)
2	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	20.5	(N/A)	(N/A)
10	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	0.0	9.2	(N/A)	(N/A)

2 YEAR HYDROGRAPH



10 YEAR HYDROGRAPH



ALLOWABLE RELEASE RATE COMPUTATIONS

Q(UNCONTROLLED):
DA = 0.13 AC
C = 0.45

Q2(UNCONTROLLED) = (0.13 AC)*(0.45)*(5.45 IN/HR) = 0.32 CFS
Q10(UNCONTROLLED) = (0.13 AC)*(0.45)*(7.27 IN/HR) = 0.43 CFS

Q(ALLOWABLE) = Q(PRE) – Q(POST,UNCONTROLLED)

Q2(ALLOWABLE) = 1.86 CFS – 0.32 CFS = 1.54 CFS
Q10(ALLOWABLE) = 3.76 CFS – 0.43 CFS = 3.33 CFS

DETENTION COMPUTATIONS

DETENTION VOLUME REQUIRED = RV(POST) – RETENTION VOLUME

(2 YEAR) = RETENTION VOLUME (4,882 CF) IS SUFFICIENT TO RETAIN 2,072 CF
(10 YEAR) = RETENTION VOLUME (4,882 CF) IS SUFFICIENT TO RETAIN 1,721 CF

LEED SS6.2 COMPLIANCE

PER LEED SS6.2, 90% OF RUNOFF MUST BE CAPTURED AND TREATED WITHIN THE DEFINED LEED BOUNDARY. BMPS MUST THEN BE USED TO REMOVE 80% OF THE TOTAL SUSPENDED SOLIDS (TSS) LOAD FROM THE CAPTURED RUNOFF.

UNCONTROLLED AREA WITHIN LEED BOUNDARY = 0.02 ACRES
(1–(0.02 AC/0.99 AC)) X 100% = 98% CONTROLLED

THE SITE CAPTURES ±98% OF THE RUNOFF WITHIN THE LEED BOUNDARY INTO BMPS. THESE PRACTICES INCLUDE VEGETATIVE ROOFS, STORMWATER PLANTERS, AND RAINWATER HARVESTING. EACH ONE OF THESE BMPS REMOVE AT LEAST 80% OF THE TSS LOAD. MORE DETAILED COMPUTATIONS WILL BE PROVIDED WITH THE FINAL DEVELOPMENT PLAN.

PRE AND POST DEVELOPMENT RUNOFF COMPUTATIONS

Parcel E

Amount of Site Area (Ac) Per Hydrologic Soil Group*

*Per Soils Map approximately 100% type B

Total Site Area (ac)	Type A	Type B	Type C	Type D
1.10	0	1.10	0	0

Baseline Flow Rates

Land Use = Ex Conditions (0% Imp)

Curve Number (CN) For Soil Type Per Land Use

Type A	Type B	Type C	Type D
57	73	82	86

Weighted CN for site: 73

S for CN to C Calcs.: 3.70

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.2

Equivalent C

1-yr	2-yr	10-yr
0.25	0.31	0.47

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [{S x [1.2 - (S/ {P + 0.8S})]} / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Existing Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
0.90	1.86	3.76

Proposed Flow Rates

**Land Use = Proposed Conditions (86% Imp)

Per County Adequate Outfall Presentation formula for the conversion from CN to rational method C-Factor (C) is:
C = 1 - [{S x [1.2 - (S/ {P + 0.8S})]} / P]
where:
P = 24-hr rainfall depth for design storm
S = (1000 / CN) - 10

Weighted CN for site: 92

S for CN to C Calcs.: 0.87

Design Storm 24-hr Rainfall Depth (in)

1-yr	2-yr	10-yr
2.7	3.2	5.5

Equivalent C

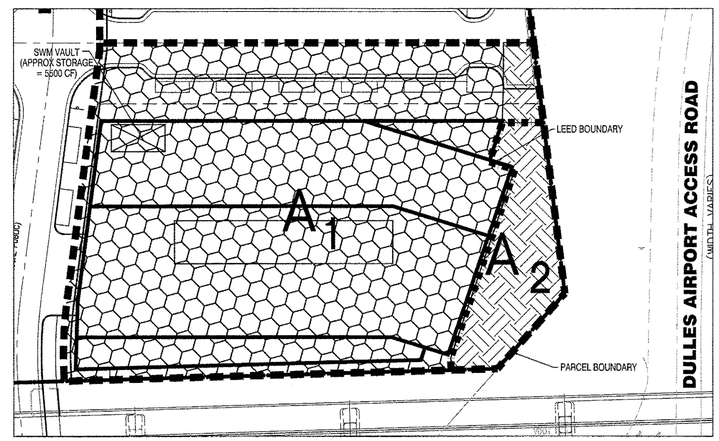
1-yr	2-yr	10-yr
0.70	0.73	0.83

5 Minute TC Design Storm Rainfall Intensity (I) — in / hr

1-yr	2-yr	10-yr
3.27	5.45	7.27

Proposed Conditions Peak Flow Rates — cfs

1-yr	2-yr	10-yr
2.52	4.38	6.64



A_1 ON-SITE, CONTROLLED (0.97 ACRES)

A_2 ON-SITE, UNCONTROLLED (0.13 ACRES)

PARCEL BOUNDARY

LEED BOUNDARY

ONSITE CONTROLLED/UNCONTROLLED MAP
SCALE: 1" = 40'

NOTE:

1. STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMP) ANALYSIS, NARRATIVES, QUANTITIES AND PROPOSED DESIGN AND/OR FACILITIES PRESENTED HEREIN ARE PRELIMINARY BASED ON PROPOSED CDP APPLICATION AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
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3. STORM VAULT ACCESS: FOR ACCESS POINTS LOCATED IN STREETSCAPE, REMOVABLE PANELS OR ACCESS MANHOLES ARE DESIRED AND THE APPLICANT SHALL GRAPHICALLY DEPICT THESE PANELS IN FUTURE FDP'S AND SHALL REQUEST A WAIVER OF THE PFM'S FOUR FOOT BY FOUR FOOT ACCESS OPENING REQUIREMENT IN ASSOCIATION WITH FUTURE SITE PLANS TO ALLOW CONSIDERATION OF THE PROPOSED OR OTHER ACCESSIBILITY OPTIONS FOR MAINTENANCE AND ACCESS OF THOSE RESULTS. IF SUCH WAIVER IS DENIED, THE APPLICANT SHALL PROVIDE A SOLUTION THAT IS ACCEPTABLE TO DPW&ES.

LEED CREDIT 6.1 COMPLIANCE

LEED CREDIT 6.1 COMPUTATIONS - Parcel E

Existing Conditions		Proposed Conditions	
DA	0.99 ac	DA	0.99 ac
CN	93	CN	95
Tc	0.083 hrs	Tc	0.083 hrs
$S = \frac{1000}{CN} - 10$		$S = \frac{1000}{CN} - 10$	
S=	0.75	S=	0.53
$Ia = 0.2S$		$Ia = 0.2S$	
Ia=	0.15	Ia=	0.11
$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$		$Q_{\square} = \frac{(P-0.2S)^2}{(P+0.8S)}$	
P_1= 2.7 in	P_2= 3.2 in	P_1= 2.7 in	P_2= 3.2 in
Q_1= 1.97 in	Q_2= 2.45 in	Q_1= 2.16 in	Q_2= 2.64 in

Total Runoff volume (Existing Conditions)	Total Runoff volume Proposed Conditions)
2YR=AxQ2 8,789 CF	2YR=AxQ2 9,505 CF

Total Runoff Volume (Allowable Release)

Per LEED, the post-developed volume for the 2- year storm must not exceed 75% of the existing conditions volume.

2 YR Storm
75% of 2Yr existing volume
6,592 CF
0.15 AC-FT

Peak Discharge (Allowable Release)

Per LEED, the post-developed discharge for the 2- year storm must not exceed 75% of the existing conditions runoff rate

2 YR Storm
75% of 2Yr existing rate.
1.10 CFS

LEED COMPLIANCE COMPUTATIONS

PER LEED 6.1, POST–DEVELOPMENT VOLUME FOR A 2 YEAR STORM MUST NOT EXCEED 75% OF THE EXISTING CONDITIONS VOLUME IF EXISTING IMPERVIOUSNESS IS MORE THAN 50%. STORMWATER MANAGEMENT LID PRACTICES ON SITE PROVIDE A TOTAL RETENTION STORAGE OF 4,882 CF.

2 YEAR STORM: 9,505 CF – 4,882 CF = 4,623 CF < 6,592 CF (75% EXISTING RUNOFF)

ALLOWABLE RELEASE RATE TO BE 1.10 CFS FOR THE 2 YEAR STORM TO COMPLY WITH LEED 6.1 CREDIT.

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MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS
PARCEL E

N/A
SCALE

PROJECT NUMBER

C10.60
DRAWING NUMBER

VIRGINIA RUNOFF REDUCTION SUMMARY – PARCEL E

Land Cover Summary Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.09	0.04
Composite Rv(forest)	0.03	0.03
% Forest	8%	4%
Managed Turf Cover (acres)	0.11	0.11
Composite Rv(turf)	0.20	0.20
% Managed Turf	10%	10%
Impervious Cover (acres)	0.90	0.90
Rv(impervious)	0.95	0.95
% Impervious	82%	86%
Total Site Area (acres)	1.10	1.05
Site Rv	0.80	0.84
Pre-Development Treatment Volume (acre-ft)	0.0733	0.0732
Pre-Development Treatment Volume (cubic feet)	3,193	3,188
Pre-Development Load (TP) (lb/yr)	2.01	2.00
Pre-Development Load (TN) (lb/yr)	14.35	

[1]*Adjusted* **Land Cover Summary** reflects the pre redevelopment land cover minus the pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover. The adjusted total acreage is consistent with the Post Redevelopment acreage (minus the acreage of new impervious cover). The load reduction requirement for the new impervious cover to meet the new development load limit is computed in **Column I**.

Land Cover Summary Post-ReDevelopment	
Forest/Open Space Cover	0.00
Composite Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.15
Composite Rv(turf)	0.20
% Managed Turf	14%
ReDev. Impervious Cover (acres)	0.90
Rv(impervious)	0.95
% Impervious	86%
Total ReDev. Site Area (acres)	1.05
ReDev. Site Rv	0.84
Post-ReDevelopment Treatment Volume (acre-ft)	0.0738
Post-ReDevelopment Treatment Volume (cubic feet)	3,213
Post-ReDevelopment Load (TP) (lb/yr)	2.02
Maximum % Reduction Required Below Pre-ReDevelopment Load	20%
TP Load Reduction Required for Redeveloped Area (lb/yr)	0.42
Total Load Reduction Required (lb/yr)	**0.50**
Post-Development Load (TN) (lb/yr)	15.21

Land Cover Summary Post-ReDevelopment New Impervious	
New Impervious Cover (acres)	0.05
Rv(impervious)	0.95
% Impervious	100%
Total New Dev. Site Area (acres)	0.05
New Dev. Site Rv	0.95
Post-Development Treatment Volume (acre-ft)	0.0040
Post-Development Treatment Volume (cubic feet)	172
Post-Development Load (TP) (lb/yr)	0.11
TP Load Reduction Required for New Impervious Area (lb/yr)	0.09

Virginia Runoff Reduction Method ReDevelopment Worksheet - v2.8 - June 2014

Site Data Summary

Total Rainfall = 43 inches

Site Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.00	0.15	0.00	0.00	0.15	*13.64*
Impervious (acres)	0.00	0.95	0.00	0.00	0.95	*86.36*
					1.10	*100.00*

Site Rv	0.85
Post Development Treatment Volume (ft^3)	3385
Post Development TP Load (lb/yr)	2.13
Post Development TN Load (lb/yr)	15.21
Total TP Load Reduction Required (lb/yr)	0.50
Total Runoff Volume Reduction (ft^3)	2732
Total TP Load Reduction Achieved (lb/yr)	2
Total TN Load Reduction Achieved (lb/yr)	13.57
Adjusted Post Development TP Load (lb/yr)	0.27
Remaining Phosphorous Load Reduction (Lb/yr) Required	0.00

Drainage Area Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.15	0.00	0.00	0.00	0.00	*0.15*
Impervious (acres)	0.95	0.00	0.00	0.00	0.00	*0.95*
						1.10

Drainage Area Compliance Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
TP Load Red. (lb/yr)	1.86	0.00	0.00	0.00	0.00	*1.86*
TN Load Red. (lb/yr)	13.57	0.00	0.00	0.00	0.00	*13.57*

Drainage Area A Summary

Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	*0.00*
Turf (acres)	0.00	0.15	0.00	0.00	0.15	*13.64*
Impervious (acres)	0.00	0.95	0.00	0.00	0.95	*86.36*
					1.10	

BMP Selections

Practice	Credit Area (acres)		Downstream Practice
1.a. Vegetated Roof #1 (Spec #5)	**acres of green roof**	**0.09**	**2.i. To Stormwater Planter (Urban Bioretention)**
2.h. To Rainwater Harvesting (Spec #6)	**impervious acres captured**	**0.6**	**6.b. Bioretention #2**
2.i. To Stormwater Planter (Urban Bioretention) (Spec #9, Appendix A)	**impervious acres disconnected**	**0.04**	
6.b. Bioretention #2 (Spec #9)	**Impervious:**	**0.22**	
	Turf (Pervious):	**0**	

Total Impervious Cover Treated (acres)	0.95
Total Turf Area Treated (acres)	0.00
Total TP Load Reduction Achieved in D.A. A (lb/yr)	1.86
Total TN Load Reduction Achieved in D.A. A (lb/yr)	13.57

TYSONS CORNER COMPREHENSIVE PLAN CONFORMANCE COMPLIANCE

Drainage Area E Post-Development Land Cover	HSG A soils	HSG B Soils	HSG C Soils	HSG D Soils	Totals
Forest / Preserved Open Space	0.00	0.00	0.00	0.00	**0.00**
Managed Turf	0.00	0.15	0.00	0.00	**0.15**
Impervious Cover	0.00	0.95	0.00	0.00	**0.95**
				D.A. Total (acres)	**1.10**

Rv (turf) 0.20
Rv (impervious) 0.95

data input cells highlighted

Runoff from 1" Rainfall (cf) = 3,385

Apply Runoff Reduction Practices	Description of Area	Roof Area Contributing to RWH (ac)	Design Rainfall for RWH (in)	Max Volume Captured by Practice (cf)	RWHS Credit	Input % RR from Model	% Credit	Volume Received from Upstream Practices (cf)	Total Volume Received by Practice (cf)	Estimate RWH RR % Credit: Avg Daily Drawdown (gallons)	Available Cistern Volume (gallons)	Runoff Reduction Vol (cf)	Remaining Volume (cf)	Downstream Practice
Rooftop Rainwater Harvesting	Office Bldg "E"	0.60	1.40	2,897	Estimate Runoff Reduction % Using Spreadsheet		90%	0	2,897	5,793	11,585	2,598	407	Disconnection to Stormwater Planter

Apply Runoff Reduction Practices	Description of Area	Impervious Cover in Contributing D.A. (ac)	Managed Turf in Contributing D.A. (ac)	Max Volume Received by Practice (ft^3)	Description of Credit	% Credit	Volume Received from Upstream Practices (ft^3)	Total Volume Received by Practice (ft^3)	Surface Area of Practice (ft^2)	Storage Vol Provided by Practice (ft^3)	Runoff Reduction Vol (ft^3)	Remaining Volume (ft^3)	Downstream Practice
Vegetated Roof	Intensive vegetated roof	0.09	N/A	310	Subtract 100% of provided storage vol.	100%	N/A	310	N/A	562	310	0	
Bioretention - DCR Level 2 Design Spec (enhanced)		0.24		828	Subtract 100% of provided storage vol.	100%	0	828	N/A	1,339	828	0	
Disconnection to Stormwater Planter, Extended Tree Pit, or Curb Extension (Urban Bioretention)	Includes potential off-site public street areas to be managed in Tree Pits	0.04	N/A	138	Subtract 100% of provided storage vol.	100%	407	545	N/A	1,220	545	0	
	Totals:	**1.20**	**0.00**										

Total Drainage Area Treated (acres): **1.20**

Runoff Reduction Volume Achieved for Drainage Area A (cubic feet): **4,882**

See Site Data and Summary Tab for Site Results

NOTE:

1. STORMWATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMP) ANALYSIS, NARRATIVES, QUANTITIES AND PROPOSED DESIGN AND/OR FACILITIES PRESENTED HEREIN ARE PRELIMINARY BASED ON PROPOSED CDP APPLICATION AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
2. THE APPLICANT RESERVES THE RIGHT TO VARY THE NUMBER, SIZE, SHAPE, AND LOCATION OF THE LID PRACTICES WITH FINAL ENGINEERING.
3. STORM VAULT ACCESS: FOR ACCESS POINTS LOCATED IN STREETSCAPE, REMOVABLE PANELS OR ACCESS MANHOLES ARE DESIRED AND THE APPLICANT SHALL GRAPHICALLY DEPICT THESE PANELS IN FUTURE FDP'S AND SHALL REQUEST A WAIVER OF THE PFM'S FOUR FOOT BY FOUR FOOT ACCESS OPENING REQUIREMENT IN ASSOCIATION WITH FUTURE SITE PLANS TO ALLOW CONSIDERATION OF THE PROPOSED OR OTHER ACCESSIBILITY OPTIONS FOR MAINTENANCE AND ACCESS OF THOSE RESULTS. IF SUCH WAIVER IS DENIED, THE APPLICANT SHALL PROVIDE A SOLUTION THAT IS ACCEPTABLE TO DPW&ES.

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF PENNSYLVANIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

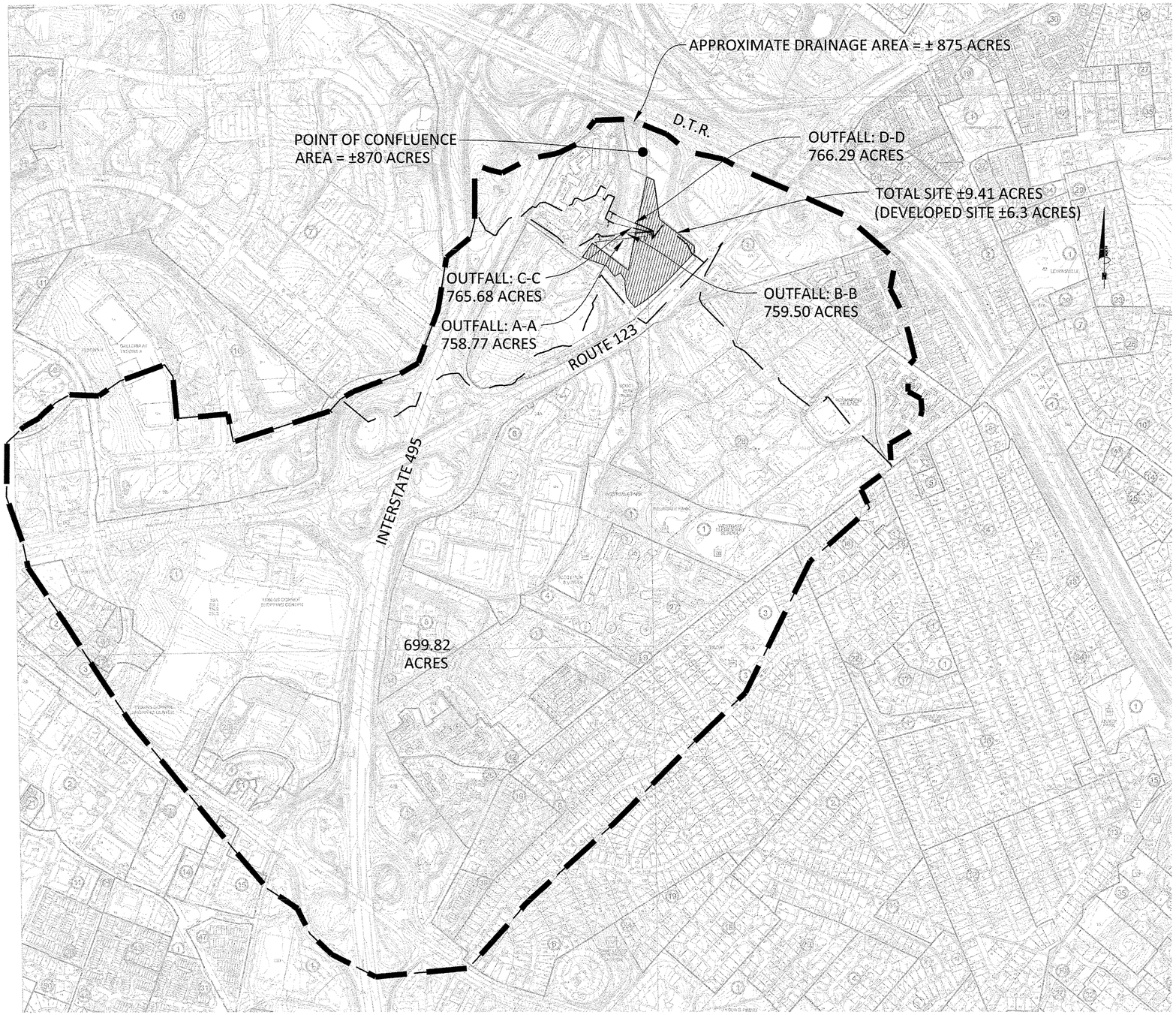
SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER COMPUTATIONS PARCEL E

N/A
SCALE

PROJECT NUMBER

C10.61
DRAWING NUMBER



ADEQUATE OUTFALL NARRATIVE

THE SUBJECT PROPERTY (9.41 AC) IS IDENTIFIED ON THE FAIRFAX COUNTY TAX ASSESSMENT MAP AS 029-4-((5)), PARCELS 0009, 0009A, AND 0010A AND IS LOCATED IN THE TYSONS CORNER AREA. THE SUBJECT PROPERTY IS BORDERED BY DOLLY MADISON BOULEVARD TO THE SOUTH, SCOTTS CROSSING ROAD TO THE WEST, THE DULLES AIRPORT ACCESS ROAD TO THE EAST, AND SCOTTS RUN TO THE NORTH. THE PROPOSED AREA OF DEVELOPMENT WITHIN THE SUBJECT PROPERTY IS APPROX. 6.3 ACRES.

THERE IS ONE (1) OUTFALL ASSOCIATED WITH THE PROPOSED DEVELOPMENT AS SHOWN ON THE MAP ON THIS SHEET. THAT OUTFALL IS DESCRIBED BELOW:

THE PROPOSED DEVELOPMENT WILL OUTFALL INTO EXISTING SCOTTS RUN NORTH OF THE DEVELOPMENT SITE AND IMMEDIATELY DOWNSTREAM OF AN EXISTING CULVERT UNDER SCOTTS CROSSING ROAD. THE DRAINAGE AREA TO THE EXISTING CULVERT IS APPROX. 560 ACRES. THIS CULVERT IS PROPOSED TO BE EXTENDED, AND PORTIONS OF SCOTTS RUN REALIGNED, AS PART OF A SEPARATE APPLICATION. STORMWATER RUNOFF FROM THE DEVELOPMENT AREA WILL BE MITIGATED THROUGH A COMBINATION OF RUNOFF REDUCTION WATER QUALITY FACILITIES AND UNDERGROUND DETENTION FACILITIES. ONCE COLLECTED ON SITE, STORMWATER WILL DISCHARGE INTO THE SCOTTS RUN FLOODPLAIN AND OPEN STREAM CHANNEL. ADEQUATE OUTFALL FROM THE DEVELOPMENT SITE TO THE EXISTING SCOTTS RUN OPEN STREAM CHANNEL WILL BE PROVIDED AT FINAL ENGINEERING. WHERE THE DEVELOPMENT AREA AND SITE DISCHARGE INTO SCOTTS RUN THE OVERALL DRAINAGE AREA IS APPROX. 870 ACRES. AT FINAL ENGINEERING THIS POINT WILL BE IDENTIFIED AS THE POINT OF CONFLUENCE , AND THE EXISTING CULVERT UNDER ROUTE 267, HAVING A DRAINAGE AREA OF APPROX. 875 ACRES, WILL BE IDENTIFIED AS THE EXTENT OF REVIEW. THIS SATISFIES THE FAIRFAX COUNTY ZONING ORDINANCE REQUIREMENT THAT AN OUTFALL HAVE A DRAINAGE AREA OF AT LEAST 100 TIMES THE SITE AREA OR 640 ACRES.

AT THIS TIME, THE APPLICANT IS NOT AWARE OF ANY REPORTED DOWNSTREAM DRAINAGE CONCERNS.

EXISTING OUTFALL 1

Outfall 1 is located at the northwest of the property. This natural channel is located on Fairfax County soil type 17B (Middleburg Silt Loam & Ordinary Firm Loam) which is a well drained soils; developed from igneous and metamorphic rock. According to Tables 5-22 & 5-23 of the VESCH the permissible velocity of this natural channel is 3.0 fps and 3.5 fps. Cross sections have been analyzed to show that the channel meets the FSM velocity criteria.

Cross Section	Soil Type	Soil Description	Permissible Velocity	Post-Dev. 2 Yr. Velocity	Post-Dev. 2 Yr. Flow
A-A	17B	SILT Loam	3.0 fps	2.95 fps	762.72 cfs
B-B	17B	SILT Loam	3.0 fps	2.46 fps	762.95 cfs
C-C	17B	FIRM Loam	3.5 fps	2.71 fps	771.05 cfs
D-D	17B	FIRM Loam	3.5 fps	3.28 fps	771.17 cfs

Cross Section	Soil Type	Soil Description	Permissible Velocity	Post-Dev. 10 Yr. Velocity	Post-Dev. 10 Yr. Flow
A-A	17B	SILT Loam	3.0 fps	2.78 fps	1720.51 cfs
B-B	17B	SILT Loam	3.0 fps	2.94 fps	1721.44 cfs
C-C	17B	FIRM Loam	3.5 fps	3.32 fps	1738.22 cfs
D-D	17B	FIRM Loam	3.5 fps	3.42 fps	1738.88 cfs

Cross Section	Soil Type	Soil Description	Permissible Velocity	Post-Dev. 100 Yr. Velocity	Post-Dev. 100 Yr. Flow
A-A	17B	SILT Loam	3.0 fps	2.90 fps	3116.99 cfs
B-B	17B	SILT Loam	3.0 fps	3.45 fps	3119.06 cfs
C-C	17B	FIRM Loam	3.5 fps	3.05 fps	3147.96 cfs
D-D	17B	FIRM Loam	3.5 fps	3.32 fps	3149.55 cfs

Pursuant to section 6.1004.1A (61-98-PFM) of the Facilities Standards Manual, this outfall is adequate.

LEGEND

- WATERSHED DRAINAGE DIVIDE
- SITE AREA
- POINT OF CONFLUENCE WITH DRAINAGE AREA IN EXCESSES OF 360 ACRES

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

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

This information is required under the following Zoning Ordinance paragraphs:

Special Permits (8-011 2J & 2L)	Special Exceptions (9-011 2J & 2L)
Cluster Subdivision (9-615 1G & 1N)	Commercial Revitalization Districts (9-622 2A (12)&(14))
Development Plans PRC District (16-302 2 & 4L)	PRC Plan (16-303 1E & 10)
FDP - P Districts (except PRC) 916-502 1F & 1Q)	Amendments (18-202 10F & 10I)

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

[X] 2. A graphic depicting the stormwater management facility(ies) and limits of clearing and grading to accommodate the stormwater management facility(ies), storm drainage pipe systems and outlet protection, pond spillways, access roads, site outfalls, energy dissipation devices, and stream stabilization measures as shown on Sheet C10.00

[X] 3. Provide: * SEE SHEETS C10.00 – C10.60

Facility Name/ Type & No.	On-Site area served (acres)	Off-Site area served (acres)	Drainage area (acres)	Footprint area (sf.)	Storage Volume (cf.)	If pond, dam height (ft.)
*	*		*	*	*	*
(e.g., dry pond A. infilt. trench, underground vault, etc.)						
*						
*						
*						
				Totals		

[X] 4. Onsite drainage channels, outfalls and pipe systems are shown on Sheet C6.0 – C6.1
Pond inlet and outlet pipe systems are shown on Sheet N/A.

[X] 5. Maintenance access (road) to stormwater management facility(ies) are shown on Sheet C6.0. – C6.1
Type of maintenance access road surface noted on the plat is N/A (asphalt, geoblock, gravel, etc.)

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

[X] 7. A 'stormwater management narrative' which contains a description of how detention and best management practices requirements will be met is provided on Sheet C10.00 – C10.60

[X] 8. A description of the existing conditions of each numbered site outfall extended downstream from the site to a point which is at least 100 times the site area or which has a drainage area of at least one square mile (640 acres) is provided on Sheet C10.7.

[X] 9. A description of how the outfall requirements, including known changes to contributing drainage areas (i.e. drainage diversions), of the Public Facilities Manual will be satisfied is provided on Sheet C10.7.

[X] 10. Existing topography with maximum contour intervals of two (2) feet and a note as to whether it is an air survey or field run is provided on Sheets C6.0 – C6.1

[X] 11. A submission waiver is requested for UNDERGROUND SWM WITHIN RESIDENTIAL DEVELOPMENT.

[ ] 12. Stormwater management is not required because N/A.

NATURAL CHANNEL POST-DEVELOPMENT COMPUTATIONS

Cross Section	Slope (ft/ft)	Channel n	Q_2 (cfs)	V_2 (fps)	d_2 (ft)	WSEL (ft)	Q_{10} (cfs)	V_{10} (fps)	d_{10} (ft)	Flow Top Width to Depth Ratio	Remarks	Soils / Cover	2yr Permissible Velocities From VESCH Table 5-22
A-A	0.00437	0.051	762.72	2.95	5.9	289.11	1720.51	2.78	7.6	03:1	OUTFALLS TO EXISTING SCOTTS RUN STREAM CHANNEL	17B (Middleburg Silt Loam) - Natural Channel	3.0 fps (Silt Loam Non Colloidal)
B-B	0.00437	0.056	762.95	2.46	5.76	288.76	1721.44	2.94	6.89	04:1	OUTFALLS TO EXISTING SCOTTS RUN STREAM CHANNEL	17B (Middleburg Silt Loam) - Natural Channel	3.0 fps (Silt Loam Non Colloidal)
C-C	0.00437	0.053	771.05	2.71	4.72	287.5	1738.22	3.32	6.03	04:1	OUTFALLS TO EXISTING SCOTTS RUN STREAM CHANNEL	17C (Middleburg Firm Loam) - Natural Channel	3.5 fps (Firm Loam Non Colloidal)
D-D	0.00437	0.045	771.17	3.28	3.34	285.89	1738.88	3.42	4.84	07:1	OUTFALLS TO EXISTING SCOTTS RUN STREAM CHANNEL	17C (Middleburg Firm Loam) - Natural Channel	3.5 fps (Firm Loam Non Colloidal)

NOTES: 1. For cross section location, see sheet 10.8
2. "n" values from VDOT Drainage Manual Appendix 7D-1.

POST-DEVELOPMENT OUTFALL CROSS SECTION COMPUTATIONS

CROSS SECTION	DRAINAGE AREA (ACRES)	Tc (HRS)	CN	Q_2 (CFS)	Q_{10} (CFS)	Q_{100} (CFS)
A-A	758.77	0.08	69	762.72	1720.51	3116.99
B-B	759.5	0.08	69	762.95	1721.44	3119.06
C-C	765.68	0.08	69	771.05	1738.22	3147.96
D-D	766.29	0.08	69	771.17	1738.88	3149.55

GRAPHIC SCALE

500 0 250 500 1000 2000

(IN FEET)
1 inch = 500 ft.

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
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SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.8.15
LANDSCAPE ARCHITECT

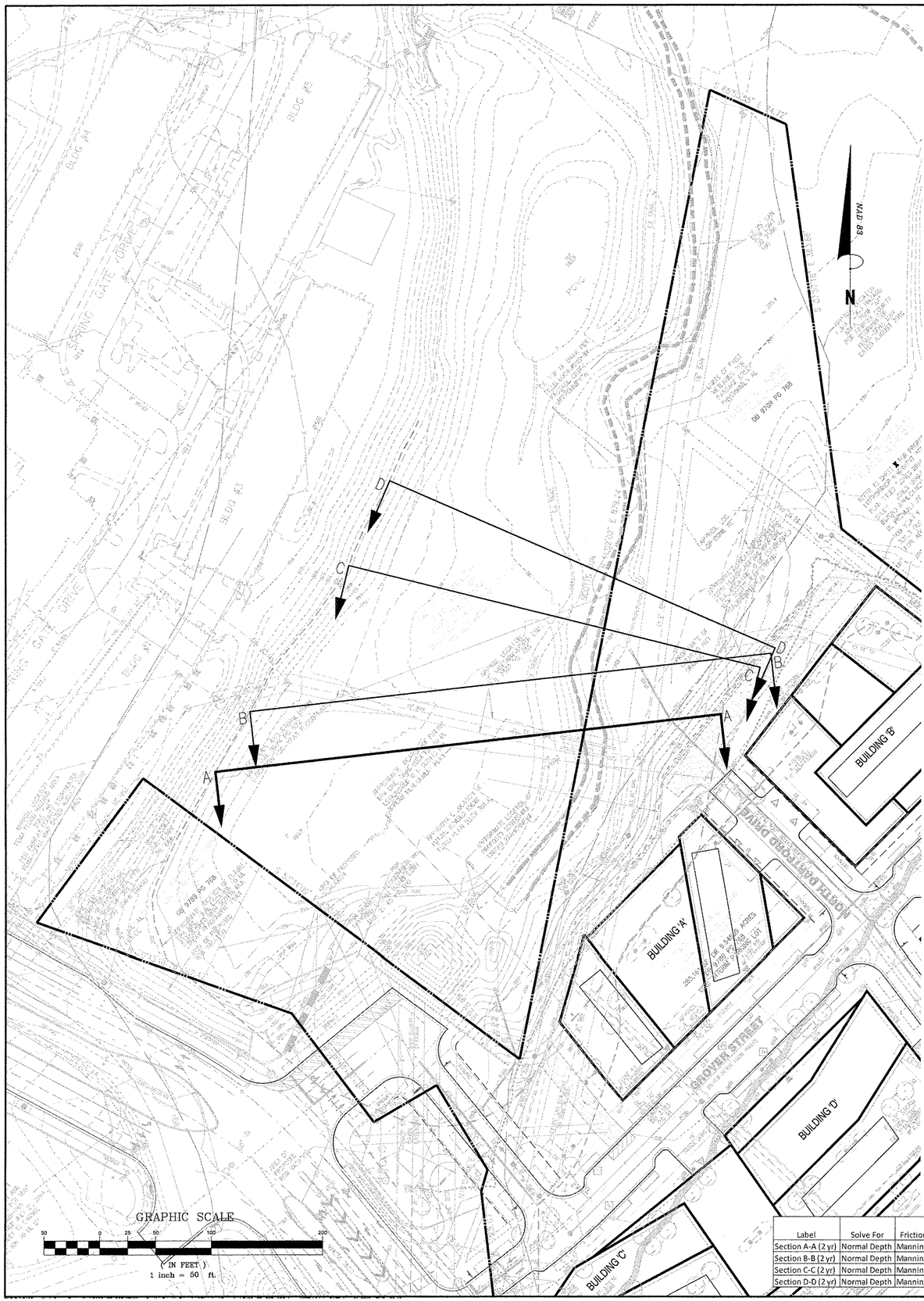
SCOTTS RUN NORTH

DRAWING TITLE
ADEQUATE OUTFALL ANALYSIS

1"=500'
SCALE

7403-07-007
PROJECT NUMBER

C10.7
DRAWING NUMBER



CROSS SECTION OF SECTION A–A (2YR)

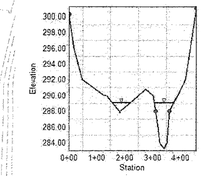
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	5.90	ft
Discharge	762.72	ft³/s

Cross Section Image



CROSS SECTION OF SECTION A–A (10YR)

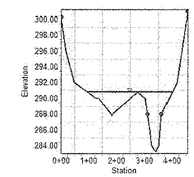
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	7.60	ft
Discharge	1720.51	ft³/s

Cross Section Image



CROSS SECTION OF SECTION A–A (100YR)

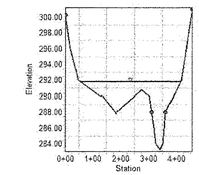
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	8.59	ft
Discharge	3116.99	ft³/s

Cross Section Image



CROSS SECTION OF SECTION B–B (2YR)

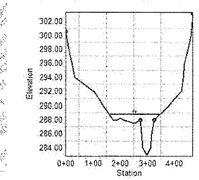
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	5.76	ft
Discharge	762.95	ft³/s

Cross Section Image



CROSS SECTION OF SECTION B–B (10YR)

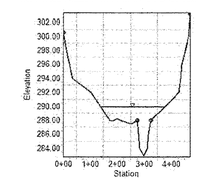
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	6.69	ft
Discharge	1721.44	ft³/s

Cross Section Image



CROSS SECTION OF SECTION B–B (100YR)

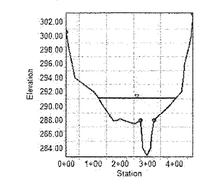
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	8.07	ft
Discharge	3119.06	ft³/s

Cross Section Image



CROSS SECTION OF SECTION C–C (2YR)

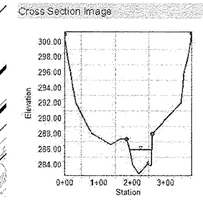
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	3.15	ft
Discharge	771.05	ft³/s

Cross Section Image



CROSS SECTION OF SECTION C–C (10YR)

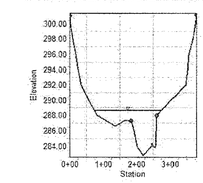
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	5.98	ft
Discharge	1738.22	ft³/s

Cross Section Image



CROSS SECTION OF SECTION C–C (100YR)

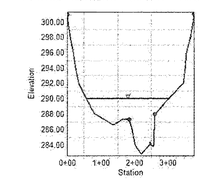
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	7.17	ft
Discharge	3147.96	ft³/s

Cross Section Image



CROSS SECTION OF SECTION D–D (2YR)

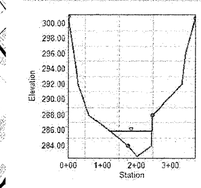
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	3.34	ft
Discharge	771.17	ft³/s

Cross Section Image



CROSS SECTION OF SECTION D–D (10YR)

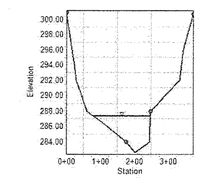
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	4.84	ft
Discharge	1738.88	ft³/s

Cross Section Image



CROSS SECTION OF SECTION D–D (100YR)

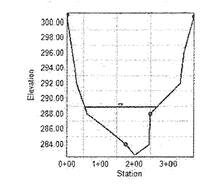
Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Channel Slope	0.00437	ft/ft
Normal Depth	5.29	ft
Discharge	3149.55	ft³/s

Cross Section Image



2 YEAR CHANNEL ANALYSIS COMPUTATIONS

Label	Solve For	Friction Method	Roughness Coefficient	Channel Slope (ft/ft)	Water Surface Elevation (ft)	Elevation Range	Discharge (ft³/s)	Flow Area (ft²)	Wetted Perimeter (ft)	Hydraulic Radius (ft)	Top Width	Normal Depth	Critical Depth	Critical Slope	Velocity (ft/s)	Velocity Head (ft)	Specific Energy	Froude Number	Flow Type
Section A-A (2 yr)	Normal Depth	Manning Formula	0.051	0.00437	289.11	283.22 to 300.99 ft	762.72	258.96	136.06	1.9	134.37	5.9	3.26	0.02996	2.95	0.13	6.03	0.37	Subcritical
Section B-B (2 yr)	Normal Depth	Manning Formula	0.056	0.00437	288.76	283.00 to 303.10 ft	762.95	310.4	186.35	1.67	184.88	5.76	3.25	0.03613	2.46	0.09	5.86	0.33	Subcritical
Section C-C (2 yr)	Normal Depth	Manning Formula	0.053	0.00437	287.5	282.78 to 301.09 ft	771.05	284.37	159.9	1.78	157.44	4.72	2.57	0.03549	2.71	0.11	4.83	0.36	Subcritical
Section D-D (2 yr)	Normal Depth	Manning Formula	0.045	0.00437	285.89	282.55 to 300.95 ft	771.17	234.87	126.05	1.86	124.73	3.34	2.3	0.02783	3.28	0.17	3.51	0.42	Subcritical

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SUBMITTED		04.03.2015
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SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
CROSS SECTIONS

1"=500'
SCALE

7403-07-007
PROJECT NUMBER

C10.8
DRAWING NUMBER

TYSONS CORNER COMPREHENSIVE PLAN STORMWATER CONFORMANCE CHECKLIST NARRATIVE

THE PURPOSE OF THIS NARRATIVE IS TO DETAIL THE PROCESS BY WHICH THE SUBJECT SITE MEETS, EXCEEDS, OR PROVIDES THE MAXIMUM EXTENT PRACTIBALE, THE RUNOFF REDUCTION REQUIREMENTS OF THE 2010 TYSONS COMPREHENSIVE PLAN.

COMPREHENSIVE PLAN STORMWATER MANAGEMENT GOALS:

THIS STORMWATER MANAGEMENT NARRATIVE EXPLAINS HOW THIS PLAN PROPOSES TO MEET THE STORMWATER REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN. THIS NARRATIVE DESCRIBES THE VARIOUS STRATEGIES BY WHICH THE VARIOUS GOALS ARE TO BE MET (I.E., VEGETATIVE ROOF, URBAN BIO-RETENTION, COLLECTION/RE-USE, ETC.) AS WELL AS THOSE STRATEGIES EVALUATED BUT NOT IMPLEMENTED DUE TO SITE CONSTRAINTS.

COMPREHENSIVE PLAN STORMWATER MANAGEMENT GOALS	RESPONSE
STORMWATER MANAGEMENT AND WATER QUALITY CONTROLS FOR REDEVELOPMENT SHOULD BE DESIGNED TO RETURN WATER INTO THE GROUND WHERE SOILS ARE SUITABLE OR REUSE IT, WHERE ALLOWED, TO THE EXTENT PRACTICABLE. RECUCTION OF STORMWATER RUNOFF VOLUME IS THE SIGNLE MOST IMPORTANT STORMWATER DESIGN OBJECTIVE FOR TYSONS.	INFILTRATION AND GROUNDWATER RECHARGE STRATEGIES WERE EVALUATED IN SEVERAL CAPACITIES THROUGHOUT THE SITE. PRELIMINARY SOILS INVESTIGATION ANTICIPATES THE EXISTING SOILS TO HAVE LOW INFILTRATION POTENTIAL. ADDITIONAL GEOTECHNICAL INVESTIGATION MAY BE PERFORMED AT FINAL ENGINEERING TO DETERMINE FIELD MEASURED INFILTRATION RATES. INFILTRATION FACILITIES - IF PROPOSED - MAY REQUIRE WAIVERS DUE TO THEIR PROXIMITY TO THE PROPOSED BUILDINGS, PREVIOUS FILL MATERIAL FOUND IN THE IN-SITU SOILS ON-SITE, AND FOR INFILTRATION RATES LESS THAN 0.52 IN/HR. BECAUSE THE EXISTING SOILS PRESENT POOR INFILTRATION POTENTIAL, BMP FACILITIES PROPOSED AT-GRADE WILL LIKELY REQUIRE UNDERDRAIN CONNECTIONS TO THE PRIMARY STORM DRAINAGE CLOSED CONDUIT SYSTEM TO MEET DRAW-DOWN REQUIREMENTS. CURRENTLY PROPOSED AT-GRADE FACILITIES INCLUDE URBAN BIO-RETENTION AT THE STREET TREE LOCATIONS, AND STORMWATER PLANTERS TO PROVIDE ROOF-TOP DISCONNECTION.
AT A MINIMUM, THE FIRST INCH OF RAINFALL SHOULD BE RETAINED ON-SITE THROUGH INFILTRATION, EVAPOTRANSPIRATION, AND/OR REUSE. IF, ON A GIVEN SITE, THE RETENTION ON-SITE OF THE FIRST INCH OF RAINFALL IS DEMONSTRATED NOT TO BE FULLY ACHIEVABLE, ALL AVAILABLE MEASURES SHOULD BE IMPLEMENTED TO THE EXTENT POSSIBLE IN ORDER TO SUPPORT THIS GOAL AND ACHIEVE PARTIAL RETENTION OF THE FIRST INCH OF RAINFALL.	THE TARGET GOAL OF THE RUNOFF REDUCTION METHOD IS TO CAPTURE AND CONTROL THE FIRST INCH OF RAINFALL. TO THIS EXTENT, THREE MAIN STORMWATER MANAGEMENT RUNOFF REDUCTION STRATEGIES HAVE BEEN UTILIZED: RAINWATER HARVESTING, VEGETATIVE ROOFS (INTENSIVE AND EXTENSIVE), AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). RAINWATER HARVESTING HAS BEEN COMPUTED PER DCR SPECIFICATION #6 AND IN COORDINATION WITH THE CONTEMPLATED BUILDING RE-USE POTENTIAL. RAINWATER HARVESTING IS NOT PROPOSED FOR THE RESIDENTIAL BUILDINGS (BUILDINGS A AND B) DUE TO LIMITATIONS FOR RE-USE IN RESIDENTIAL APPLICATIONS. RAINWATER HARVESTING IS CURRENTLY CONSIDERED FOR THE OFFICE BUILDINGS (BUILDINGS C, D, AND E) - DETAILED RE-USE MODELING WILL BE PROVIDED AT FDP OR FINAL ENGINEERING. THE VEGETATIVE ROOFS HAVE BEEN DESIGNED PER DCR SPECIFICATION #5 AND ARE INTENDED FOR USE TO TREAT BOTH VEGETATIVE AND NON-VEGETATIVE ROOF AREAS. VEGETATIVE ROOF AREAS ARE NOT PROPOSED ON THE TOWER PORTIONS OF THE APPLICATION DUE TO STRUCTURAL LOADING CONCERNS, AND MAINTENANCE ACCESS CONSIDERATIONS. THESE PORTIONS OF THE TOWER ROOF AREAS WILL INSTEAD BE DISCONNECTED TO THE VEGETATED ROOF AREAS, RAINWATER HARVESTING CISTERNS, OR STORMWATER PLANTERS. URBAN BIO-RETENTION AND STORMWATER PLANTERS HAVE BEEN DESIGNED IN ACCORDANCE WITH DCR SPECIFICATION #9 AND APPENDIX 9A. THE STREET TREE PITS WILL COLLECT AND TREAT RUNOFF FROM THE ROADWAY AND STREETSCAPE, WHILE THE STORMWATER PLANTERS HAVE BEEN PROPOSED TO PROVIDE ROOFTOP TREATMENT AND DISCONNECTION. PRELIMINARY SIZING COMPUTATIONS FOR EACH MEASURE HAVE BEEN PROVIDED TO VERIFY THE REQUIRED STORAGE HAS BEEN MET FOR EACH STRATEGY. THE PRACTICES PROPOSED ARE ADEQUATELY SIZED FOR THEIR RESPECTIVE PROPOSE DRAINAGE AREAS. THESE PRACTICES COMBINED YIELD AN ON-SITE RETAINED RAINFALL DEPTH OF APPROXIMATELY 0.94 IN.
	ALL ROOF AREAS ON-SITE THAT HAVE THE POTENTIAL FOR GREEN ROOF - EITHER INTENSIVE OR EXTENSIVE - HAVE BEEN CONSIDERED FOR SUCH PURPOSE. TOWER ROOFTOPS ARE PROPOSED FOR DISCONNECTION TO RAINWATER HARVESTING CISTERNS OR STORMWATER PLANTERS. URBAN DESIGN GUIDELINES, PENTHOUSE REQUIREMENTS, ARCHITECTURAL AND BUILDING CONSTRAINTS, AND SITE PROGRAMMING PRECLUDE THE ABILITY TO KEEP ALL ROOF AREAS AVAILABLE FOR STORMWATER PLANNING PURPOSES. THE MAJORITY OF THE STREETS AND STREETSCAPE ARE PROPOSED TO BE TREATED IN URBAN BIORETENTION TREE PITS. THE LOW INFILTRATION POTENTIAL OF THE SOIL IS A HIGHLY LIMITING FACTOR IN ACHIEVING RUNOFF REDUCTION. GIVEN THESE CONSTRAINTS, THAT APROX. 81% OF THE SITE IS PROPOSED TO BE CONTROLLED IN A BMP OR LEFT AS UNDISTURBED CONSERVATION AREA, AND THAT THE STRATEGIES PROPOSED COLLECTIVELY DEMOSTRATE "TO THE MAXIMUM EXTENT PRACTICABLE" THIS PLAN MEETS THE GOALS OF THE TYSONS CORNER COMPREHENSIVE PLAN GOAL TO RETAIN/REUSE THE FIRST INCH OF RAINFALL.
REDEVELOPMENT PROJECTS IN TYSONS SHOULD INCORPORATE INNOVATIVE STORMWATER MANAGEMENT MEASURES IN A MANNER THAT WILL, FIRST AND FOREMOST, OPTIMIZE REDUCTION OF STORMWATER RUNOFF VOLUME AND CONTROL OF PEAK FLOWS FOR THE REMAINING STORMWATER THAT CANNOT BE COMPLETELY CAPTURED ON-SITE.	THE RUNOFF REDUCTION PRACTICES SHALL BE USED IN CONFORMACE WITH THE DCR SPECIFICATION THAT GOVERNS THEM. THE RAINWATER HARVESTING, VEGETATIVE ROOF, AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS) HAVE BEEN DESIGNED IN ACCORDANCE WITH THEIR RESPECTIVE SPECIFICATION. STORMATER DETENTION IN UNDERGROUND VAULTS WITH IN THE PROPOSED GARAGES ARE PROPOSED TO PROVIDE ADDITIONAL STORAGE AND CONTROL OF PEAK FLOW RELEASE FROM THE SITE.
AT A MINIMUM, STORMWATER MANAGEMENT MEASURES THAT ARE SUFFICIENT TO ATTAIN BOTH THE STORMWATER DESIGN - QUANTITY CONTROL AND STORMWATER DESIGN - QUALITY CONTROL CREDITS OF THE MOST CURRENT VERSION OF THE LEED-NC OR LEED-CS RATING SYSTEM (OR THE EQUIVALENT OF THESE CREDITS) SHOULD BE PROVIDED. IF, ON A GIVEN SITE, THE ATTAINMENT OF THE STORMWATER DESIGN LEED CREDITS (OR EQUIVALENT) IS DEMONSTRATED NOT TO BE FULLY ACHIEVABLE, ALL AVAILABLE MEASURES SHOULD BE IMPLEMENTED TO THE EXTENT POSSIBLE IN SUPPORT OF THIS GOAL.	LEED STORMWATER CREDITS SSc6.1 AND SSc6.2 WILL BE OBTAINED THROUGH THE USE OF RAINWATER HARVESTING, VEGETATIVE ROOF, AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). EACH PRACTICE PROVIDES BOTH QUANTITY AND QUALITY CONTROL. FURTHERMORE, UNDERGROUND DETENTION WILL BE UTILIZED TO PROVIDE ADDITIONAL QUANTITY CONTROL. SEE SHEETS C10.00 TO C10.61 FOR COMPUTATIONS SHOWING COMPLIANCE WITH THE LEED CREDITS.
EQUIVALENT APPROACHES MAY INCORPORATE COORDINATED STORMWATER MANAGEMENT ON MULTIPLE DEVELOPMENT SITES AND/OR OFF-SITE CONTROLS. ADDITIONAL STORMWATER MANAGEMENT EFFORTS SHOULD BE ENCOURAGED.	THIS APPLICATION DOES NOT PROPOSE OFFSITE OR SHARED STORMWATER ALTERNATIVES. FINAL DETERMINATION OF SUCH POTENTIAL MEASURES WILL BE PROVIDED AT FDP.
LID TECHNIQUES OF STORMWATER MANAGEMENT SHOULD ALSO BE INCORPORATED INTO NEW AND REDESIGNED STREETS WHERE ALLOWED AND PRACTICABLE	LID TECHNIQUES ARE PROPOSED FOR THE STREET DESIGN IN THE FORM OF URBAN BIO-RETENTION TREE PITS. THE TREE PITS WILL PROVIDE BOTH QUANTITY AND QUALITY STORMWATER CONTROL IN ACCORDANCE WITH DCR DESIGN SPECIFICATION #9.
RESTORATION AND/OR STABILIZATION OF DEGRADED STREAMS ON DEVELOPMENT SITES SHOULD BE PURSUED WHERE FEASIBLE; RESTORATION TECHNIQUES THAT INCORPORATE ECOLOGICALLY AND AESTHETICALLY BENEFICIAL VEGETATED APPROACHES ARE PREFERRED. OFF-SITE EFFORTS TO RESTORE AND/ORE STABILIZE STREAMS IN TYSONS CORNER SHOULD ALSO BE ENCOURAGED. THE ABOVE GUIDELINES ARE INTENDED TO IMPROVE STORMWATER MANAGEMENT CONTROLS SUFFICIENTLY TO ALLOW FOR IMPROVEMENTS TO THE HABITAT AND RECREATIONAL VALUES OF STREAMS IN TYSONS CORNER THROUGH NATURAL RESTORATIVE PROCESSES ANS/OR THROUGH THE RESTORATION PROJECTS.	THIS SUBJECT APPLICATION DOES NOT PROPOSE TO PROVIDE STREAM RESTORATION, OTHER THAN THOSE MEASURES IDENTIFIED AT THE SPECIFIC OUTFALL OF THE PROPOSED LARGE CULVERT EXTENSION FROM SCOTTS CROSSING ROAD.

COMPREHENSIVE PLAN IMPLEMENTATION

THE TYSONS CORNER COMPREHENSIVE STORMWATER MANAGEMENT PLAN WILL BE IMPLEMENTED THROUGH THE USE OF RAINWATER HARVESTING/RE-USE, VEGETATIVE ROOFS (INTENSIVE AND EXTENSIVE), URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS) AND UNDERGROUND DETENTION. THE ROADWAY AND STREETSCAPE WILL BE CONTROLLED, WHERE POSSIBLE, BY THE STREET TREE PITS LOCATED AND SIZED TO MAXIMIZE RUNOFF INTERCEPTION. BUILDING ROOF AREA MAY BE CONTROLLED BY A RAINWATER HARVESTING CISTERN, A VEGETATIVE ROOF DESIGNED TO TREAT BOTH VEGETATIVE AND NON-VEGETATIVE ROOF AREA, THROUGH ROOF-TOP DISCONNECTION TO URBAN BIO-RETENTION STORMWATER PLANTERS, OR A COMBINATION THEREOF. ADDITIONAL DETENTION AND RELEASE RATE CONTROL IS TO BE PROVIDED IN UNDERGROUND DETENTION VAULTS PROPOSED TO BE CONSTRUCTED IN THE GARAGE STRUCTURES. BELOW IS A SUMMARY OF THE COMPREHENSIVE PLAN IMPLEMENTATION CHECKLIST AS IT APPLIES TO THIS PLAN:

- THE COMPUTATIONS PROVIDED ON SHEET C10.11 COMPUTE THE REQUIRED VOLUME OF 1" OF RAINFALL OVER THE ENTIRE SITE REGARDLESS OF ROW DEDICATION AND CONSERVATION AREA.
- THE SUBJECT APPLICATION PROPOSES INNOVATIVE STORMWATER PRACTICES, INCLUDING RAINWATER HARVESTING, VEGETATIVE ROOFS, AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS).
- ACCESS TO THE STORMWATER/BMP FACILITIES SHALL BE PROVIDED BY ROOF TOP ACCESS FOR THE GREEN ROOFS, AND STREET ACCESS FOR THE TREE PITS, STORMWATER PLANTERS, RAINWATER HARVESTING, AND DETENTION FACILITIES.
- THE PROPOSED SWM/BMP FACILITIES WILL BE PRIVATELY MAINTAINED.
- THE DESIGN CREATES AND PROMOTES A SAFE ENVIRONMENT FOR THE PUBLIC. EXTENSIVE VEGETATIVE ROOF AREAS AND RAINWATER HARVESTING WILL NOT HAVE PUBLIC ACCESS; INTENSIVE GREEN ROOF (BOTH VEGETATED AND NON-VEGETATED) WILL PROMOTE INTERACTION WITH THE PUBLIC AS AN AMENITY AND WILL BE DESIGNED AND IMPLEMENTED IN A SAFE MANNER; TREE PITS WILL BE INSTALLED WITH A GRATE OR FENCE TO PREVENT CONFLICTS WITH PEDESTRIANS AND VEHICLES.
- THE PROJECT IS ANTICIPATED TO BE CONSTRUCTED IN PHASES. EACH PHASE HAS BEEN EVALUATED WITH SEPARATE SWM CONTROLS THAT ARE INTENDED TO MEET THE GOALS OF THE TYSONS CORNER COMPREHENSIVE PLAN.
- CERTAIN PFM REQUIREMENTS WILL NEED TO BE WAIVED IN ORDER TO MEET THE OVERALL CONCEPT OF THE TYSONS CORNER COMPREHENSIVE PLAN. A PRELIMINARY LIST OF WAIVERS IS AS FOLLOWS:
  - WAIVER OF SECTION 6-0303.8, TO ALLOW STORM WATER MANAGEMENT FACILITIES (SWM AND BMP) TO BE PROVIDED WITHIN UNDERGROUND SYSTEMS WITHIN THE RESIDENTIAL BLOCKS OF THE PROPOSED DEVELOPMENT.
  - MODIFICATION OF PFM SECTION 12-0515.6(B) TO ALLOW FOR TREES LOCATED ABOVE PROPOSED PERCOLATION TRENCH OR BIORETENTION AREAS TO BE COUNTED TOWARDS TREE COVER REQUIREMENTS.
- STORMWATER VAULTS AND RAINWATER HARVESTING CISTERN(S) WILL EXTEND BEYOND THE BUILDING FACE WHERE IT WILL NOT ADVERSELY IMPACT LANDSCAPING OR THE SIDEWALK ZONE.

ACCESS MANHOLE(S) WILL BE PROVIDED FOR VAULT ACCESS AND MAINTENANCE.

DESIGN OF BEST MANAGEMENT PRACTICES

- INFILTRATION BMPS

  URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS) HAVE BEEN PROVIDED WITH THIS APPLICATION TO PROMOTE INFILTRATION. AS NOTED IN THE COMPREHENSIVE STORMWATER MANAGEMENT GOALS NARRATIVE, PRELIMINARY SOILS INVESTIGATIONS INDICATE INFILTRATION POTENTIAL FOR THE SITE IS LOW; THEREFORE, PENDING FURTHER SOILS INVESTIGATION AND INFILTRATION TESTING, UNDERDRAINS FOR THESE FACILITIES WILL BE PROVIDED TO MEET DRAWDOWN REQUIREMENTS. BASED ON FINAL INVESTIGATION RESULTS, INFILTRATION WILL BE PROMOTED TO THE MAXIMUM EXTENT PRACTICABLE AND POSSIBLE WITHIN THE CONSTRAINTS OF THE SOIL PARAMETERS.

- RAINWATER HARVESTING

  RAINWATER HARVESTING HAS BEEN PROVIDED FOR THE COMMERCIAL BUILDINGS WITHIN THIS APPLICATION. REUSE WITHIN THE RESIDENTIAL BUILDINGS ON THIS APPLICATION IS NOT FEASIBLE AS PREVIOUSLY NOTED. PRIMARY USES FOR REUSE ARE COOLING TOWER MAKEUP AND IRRIGATION. IN WINTER MONTHS DEMANDS FOR IRRIGATION ARE NEGLIGIBLE AND, AND IN RESIDENTIAL APPLICATIONS THE COOLING TOWER MAKEUP RATES ARE FAR LOWER THAN THOSE IN COMMERCIAL BUILDINGS.

  RAINWATER HARVESTING FOR THE COMMERCIAL BUILDINGS HAS BEEN PROVIDED PER DCR SPECIFICATION #6 AND APPROXIMATED BASED ON COORDINATION WITH THE ANTICIPATED BUILDING PROGRAM. FINAL DESIGN AND MODELING WILL BE PROVIDED AT FDP OR FINAL ENGINEERING PLAN. THE DESIGN INCLUDES OVERFLOW TO STORMWATER PLANTERS OR UNDERGROUND DETENTION VAULTS FOR ADDITIONAL DETENTION AS NEEDED.

- RUNOFF REDUCTION PRACTICES

  THE PROPOSED RUNOFF REDUCTION PRACTIS WILL INCLUDE RAINWATER HARVESTING, VEGETATIVE ROOFS, AND URBAN BIO-RETENTION (TREE PITS AND STORMWATER PLANTERS). BELOW IS A SUMMARY OF THE DESIGN AND PERFORMANCE CRITERIA OF THE PROPOSED STRATEGIES:

  - RAINWATER HARVESTING AND REUSE WILL BE PROVIDED IN ACCORDANCE WITH DCR SPECIFICATION #6.
  - VEGETATIVE ROOF SYSTEMS WILL BE PROVIDED IN ACCORDANCE WITH DCR SPECIFICATION #5.
  - URBAN BIO-RETENTION TREE PITS AND STORMWATER PLANTERS WILL BE DESIGNED IN ACCORDANCE WITH DCR SPECIFICATION #9 AND APPLICABLE APPENDICES. UNDERDRAINS AND SUBSURFACE STONE LAYERS WILL BE PROVIEDED IN ACCORDANCE WITH THE APPLICABLE SPECIFICATION.

  AS PREVIOUSLY NOTED, DUE TO THE AFOREMENTIONED SITE CONSTRAINTS, THE PROPOSED DEVELOPMENT IS NOT ABLE TO RETAIN THE FULL 1.0" RAINFALL ON-SITE. THE SITE PROPOSES TO RETAIN APPROXIMATELY 0.94" ON SITE AND DEMONSTRATES A STRATEGY THAT RETAINS RAINFALL TO THE "MAXIMUM EXTENT PRACTICABLE."

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

  THIS APPLICATION DOES NOT PROPOSE ANY TIER 2 INNOVATIVE BMPS AT THIS TIME. FINAL DETERMINATION FOR USE OF TIER 2 MEASURES WILL BE PROVIDED WITH FDP'S.

- TIER 3 INNOVATIVE BMPS (NON-APPROVED)
  - THE APPLICANT UNDERSTANDS THAT THE INNOVATIVE IMPLEMENTATION/MODIFICATION OF DCR SPECIFICATION #9A FOR USE WITH A STORMWATER PLANTER LOCATED ON A ROOF IS CONSIDERED A TIER 3 BMP. THE DESIGN OF THESE FACILITIES FOLLOWS THE DESIGN GUIDELINES PROVIDED IN DCR SPECIFICATION #9A.
  - THE APPLICANT FURTHER UNDERSTANDS THAT THE INNOVATIVE IMPLEMENTATION/MODIFICATION OF DCR SPECIFICATION #5 FOR INTENSIVE GREEN ROOF TO ALLOW ADJACENT HARDSCAPE AREAS TO SHEET FLOW INTO THE PERVIOUS AREAS WILL BE CONSIDERED A TIER 3 BMP. THE DESIGN OF THE TREATMENT PROVIDED BY THESE FACILITIES FOLLOWS THE DESIGN GUIDELINES PROVIDED IN DCR SPECIFICATION #5 WITH DETAILS ON SHEET C10.01.

- OFFSITE OR SHARED FACILITIES

  AS PREVIOUSLY MENTIONED THIS APPLICATION DOES NOT PROPOSE THE USE OF OFFSITE OR SHARED SWM FACILITIES AT THIS TIME.

- CONFORMANCE WITH COMPREHENSIVE PLAN STORMWATER GOALS

  IT IS THE BELIEF OF THE SUBMITTING ENGINEER THAT THIS PLAN ADEQUATELY ADDRESSES, TO THE MAXIMUM EXTENT PRACTICABLE, THE RUNOFF REDUCTION REQUIREMENTS OF THE TYSONS CORNER COMPREHENSIVE PLAN. BELOW IS A SUMMARY OF THE RUNOFF REDUCTION PRACTICES UTILIZED IN THE STORMWATER MANAGEMENT PLAN AND THEIR APPLICATION TO THE OVERALL GOAL OF THE COMPREHENSIVE STORMWATER MANAGEMENT PLAN FOR THE SUBJECT APPLICATION:

  - AS PREVIOUSLY NOTED, DUE TO THE AFOREMENTIONED SITE CONSTRAINTS, THE PROPOSED DEVELOPMENT IS NOT ABLE TO RETAIN THE FULL 1.0" RAINFALL ON-SITE. THE SITE PROPOSES TO RETAIN APPROXIMATELY 0.94" ON SITE AND DEMONSTRATES A STRATEGY THAT RETAINS RAINFALL TO THE "MAXIMUM EXTENT PRACTICABLE."
  - THE PROPOSED DESIGN WILL OPTIMIZE, TO THE MAXIMUM EXTENT PRACTIBLE, RUNOFF REDUCTION BY THE IMPLEMENTATION OF RAINWATER HARVESTING, VEGETATIVE ROOFS, AND URBAN BIORETENTION. 81% OF THE OVERALL SITE IS CAPTURED OR UNDISTURBED CONSERVATION AREA RESULTING 0.94" OF RAINFALL RETAINED ON-SITE.
  - AS PREVIOUSLY NOTED, SEVERAL SITE CONSTRAINTS, INCLUDING THE LACK OF INFILTRATION, SITE PROGRAMMING, ETC., HAVE CONTRIBUTED TO THE CHALLENGE OF RETAINING THE FULL 1" ON-SITE.
  - SHEETS C10.00 THROUGH C10.80 PROVIDE DETAILED ANALYSIS AND DEMONSTRATION OF THIS APPLICATIONS COMPLIANCE WITH THE PFM REQUIREMENTS FOR ADEQUATE OUTFALL, DETENTION, WATER QUALITY, AND OVERLAND RELIEF.

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

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

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
STORMWATER MANAGEMENT NARRATIVE

N/A
SCALE

7403-07-007
PROJECT NUMBER

C10.9
DRAWING NUMBER

Bowman
CONSULTING

June 11, 2014

Bin Zhang
Tysons Corner Site Reviewer
Site Development and Inspections Division
Fairfax County Department of Public Works and Environmental Services
12055 Government Center Parkway, Suite 444
Fairfax, Virginia 22035-5503

Re: Scotts Run North Rezoning #RZ 2011-PR-009 – Floodplain Delineation Summary
LDS Project # 6935-ZONA-002

Dear Ms. Zhang:

We received your floodplain comments on the above referenced project and have prepared the following summary of our analysis to determine the existing and proposed floodplain boundaries on the subject site. The "Guidelines for Delineation of Floodplain Boundaries Using Existing Flood Hazard Data" present a procedure to determine the floodplain boundary on the site. We've documented our progress through the procedure and present our findings here:

Step 1 – Research and review all available data.
- The new topographic survey is based on the National Geodetic Vertical Datum of 1929 (NGVD29). The horizontal scale is greater than 1"=50', and the contour interval is two feet.
- We processed a FEMA Engineering Library backup data request for Scott Run. Attached to this letter is the letter we received stating that there was no backup data found for Scott Run.
- We obtained a Letter of Map Amendment determination letter from FEMA for the subject site dated 11/17/11 (attached to this letter). The letter states that the Base Flood Elevation is 301.3 feet (NGVD29).
- We obtained the "Dulles Corridor Metrorail Project – Scotts Run Flood Plain Study" dated 5/14/09 prepared by Dulles Transit Partners, LLC. This study begins downstream of Scotts Crossing Road, adjacent to the subject site. The modeled conditions in this study reflect current-day conditions, no fill or other significant changes have occurred since this study. The study states that the Base Flood Elevation is 300.57 feet (NAVD88). NGVD29 elevations are 0.74 feet higher than NAVD88 Elevations in this area (see attached Corpscon calculation sheet), therefore the study states that the Base Flood Elevation is 301.31 feet (NGVD29).

Step 2 – Redraw the floodplain boundary using the water surface elevations from the source information.
- It has been determined from multiple sources that the Base Flood Elevation is 301.3 feet (NGVD29).
- The topographic survey is also based on NGVD29, so a line at elevation 301.3 has been plotted on the appropriate conceptual development plan sheets.

Step 3 – Review the shape and spatial orientation of the new boundary against the original.
- The shape and overall size of the revised floodplain boundary is similar to the effective FEMA delineations; no significant differences occur between the two that would cause the previous hydraulic analyses to be considered invalid.

Step 4 – Documentation, narrative, and certifications
- Copies of the relevant portions of the documents listed above have been provided with this letter.
- A note has been added to the conceptual development plan referencing this letter.
- There are no significant differences between the revised floodplain boundary and the effective FEMA boundary, so a discussion of significant differences is not necessary.

Step 5 – Submission, review, and processing of plans
- The revised floodplain boundary has been plotted on the appropriate conceptual development plan sheets submitted with this letter.
- There are proposed improvements to the site including an extension of a Conspan under Scotts Crossing Road and associated fill being placed on the flood fringe area. A Conditional Letter of Map Revision (CLOMR) will be required for this work, and will be prepared prior to approval of construction/site plans. Since the project is at the conceptual design stage, a CLOMR study is not appropriate at this time. The proposed improvements downstream of Scotts Crossing Road are located in the flood fringe area, and increase in the base flood elevation is not anticipated. Therefore, the approximate location of the future floodplain is shown at elevation 301.3 feet and will be confirmed with a CLOMR study at the time of site plan preparation.

If you have any questions or comments, please contact me at cfitzgerald@bowmancg.com or (540) 371-0268.

Sincerely,
BOWMAN CONSULTING GROUP, LTD.

Charles V Fitzgerald Jr., P.E., CFM
Engineer

Michael Baker International LLC.
FEMA Engineering Library
847 South Pickett Street
Alexandria, Virginia 22304

May 28, 2014

IN REPLY REFER TO:
Request No.: B1403219

Chuck Fitzgerald
Bowman Consulting Group
650 A Nelms Circle
Fredericksburg VA 22406

Dear Mr. Fitzgerald,

This is in response to your May 27, 2014 letter requesting FEMA back up data for Scott Run in Fairfax County, VA. After an extensive search, we are unable to locate the requested data.

We thank you for your request and look forward to serving you again in the future. If you have any questions regarding your request or we may be of further assistance, please contact me by telephone at (703) 212-4047, or by electronic mail, alan.mejia@riskmapcds.com

Sincerely,

Alan Mejia.
FEMA Engineering Library

Office
Project
29 May 2014

INPUT	OUTPUT
Geographic, NAD83 Vertical - NAVD88, U.S. Feet	Geographic, NAD83 Vertical - NGVD29 (Vertcon94), U.S. Feet

Centroid 1/1

Latitude: 38 55 36	Latitude: 38 55 36.00000
Longitude: 77 12 27	Longitude: 77 12 27.00000
Elevation/Z: 305	Elevation/Z: 305.735

Federal Emergency Management Agency
Washington, D.C. 20472

RECEIVED
NOV 21 2011

November 17, 2011

LETTER OF MAP AMENDMENT
218-70-NS

OUT-AS-SHOWN – AMEND IN AND DENY

IN REPLY REFER TO CASE NO.: 11-03-2756A
Community: Fairfax County, Virginia
Community No.: 515525
Map Panel Affected: 51059C0165E
Map Effective Date: September 17, 2010

This is in response to a request that the Federal Emergency Management Agency (FEMA) issue a Letter of Map Amendment in accordance with the National Flood Insurance Program (NFIP) regulations. Using the information submitted and the effective NFIP map, we determined that the structure on the property described below is shown outside the Special Flood Hazard Area (SFHA) on the current NFIP map. However, based upon natural topographic elevations, the structure would be inundated by the base flood. Therefore, this letter amends the above referenced NFIP map to include the structure in the SFHA, designated Zone AE. The SFHA is the area that would be inundated by a flood having a 1-percent chance of being equaled or exceeded in any given year (base flood).

Property Description: A parcel of land, as described in the Special Warranty Deed, recorded as Instrument No. 2010022915.023, in Book 21145, Pages 0100 through 0105, in the Office of the Clerk of the Circuit Court, Fairfax County, Virginia

Street Address: 1820 Dolley Madison Boulevard

Flooding Source: Scott Run

The elevation of the lowest adjacent grade to a structure (the lowest ground touching the structure) must be at or above the Base Flood Elevation (BFE) for the structure to be outside the SFHA. Because the elevation of the lowest adjacent grade to the structure, 298.1 feet, is lower than the BFE, 301.3 feet, as determined by the United States Department of the Interior, Geological Survey, Water Resources Division for Scott Run published in the Flood-Plain Delineation Open File Report 78-260, the structure is within the SFHA. Therefore flood insurance is required. These elevations are referenced to the National Geodetic Vertical Datum of 1929.

This determination is based on the flood data presently available. If you have any questions about this letter, please contact the FEMA Map Information eXchange toll free at 1-877- FEMA MAP (1-877-336-2627) or by letter addressed to the Federal Emergency Management Agency, 7390 Coca Cola Drive, Suite 204 Hanover, Maryland 21076.

Sincerely,

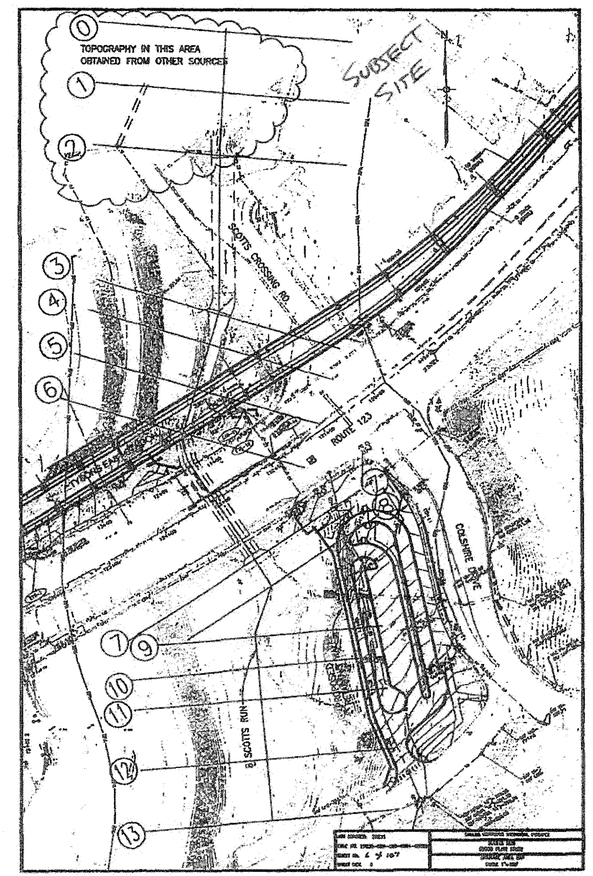
Luis Rodriguez, P.E., Chief
Engineering Management Branch
Federal Insurance and Mitigation Administration

CALCULATION SHEET

PROJECT:	Dulles Corridor Metrorail Project		
JOB NUMBER:	25235		
CALC NO.	25235-000-C0C-C004-00003		
SUBJECT:	Scotts Run Flood Plain Study	SHEET NO.	7 of 147
BY:	Selim Zaman	DATE: 12-05-07	SHEET REV. 0

HEC-RAS Plan: Existing Condition River: Scott's Run Reach: 123 Crossing Profile: 100 yr

Reach	River Sta	Profile	Q Total	Min Ch Elev	W.S. Elev	Critical W.S. Elev	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude #
			(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
123 Crossing	13	100 yr	2300	298.69	307.76		308.31	0.0028	6.9	593.4	164.0	0.48
123 Crossing	12	100 yr	2300	298.30	307.68		308.04	0.0007	3.64	1034.9	236.1	0.24
123 Crossing	11	100 yr	2300	298.25	307.76		307.96	0.0009	4.12	965.6	206.3	0.26
123 Crossing	10	100 yr	2300	298.13	307.72		307.91	0.0009	4.43	1023.2	205.6	0.27
123 Crossing	9	100 yr	2300	297.92	307.76		307.86	0.0003	2.66	1203.1	225.9	0.17
123 Crossing	8	100 yr	2300	296.20	307.73		307.83	0.0004	3.23	1474.4	258.3	0.18
123 Crossing	7	100 yr	2300	295.00	307.22	300.65	307.75	0.0011	5.86	392.3	287.1	0.30
123 Crossing	6.1		Culvert									
123 Crossing	6	100 yr	2300	290.59	301.37	296.54	302.16	0.0022	7.13	322.7	57.6	0.40
123 Crossing	5	100 yr	2300	290.50	301.63		301.8	0.0006	3.38	726.0	128.9	0.21
123 Crossing	4	100 yr	2300	290.63	301.46		301.72	0.0008	4.56	673.5	167.3	0.27
123 Crossing	3	100 yr	2300	290.00	301.26	294.73	301.66	0.0010	5.11	450.0	123.8	0.27
123 Crossing	2.1		Culvert									
123 Crossing	2	100 yr	2800	286.42	300.52	291.86	300.88	0.0008	4.82	580.7	103.4	0.23
123 Crossing	1	100 yr	2800	284.77	300.66		300.72	0.0001	2.04	2738.1	325.6	0.10
123 Crossing	0	100 yr	2800	285.53	300.57	294.26	300.69	0.0003	3.64	1653.1	197.0	0.18



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MATTHEW J. TAUSCHER
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4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

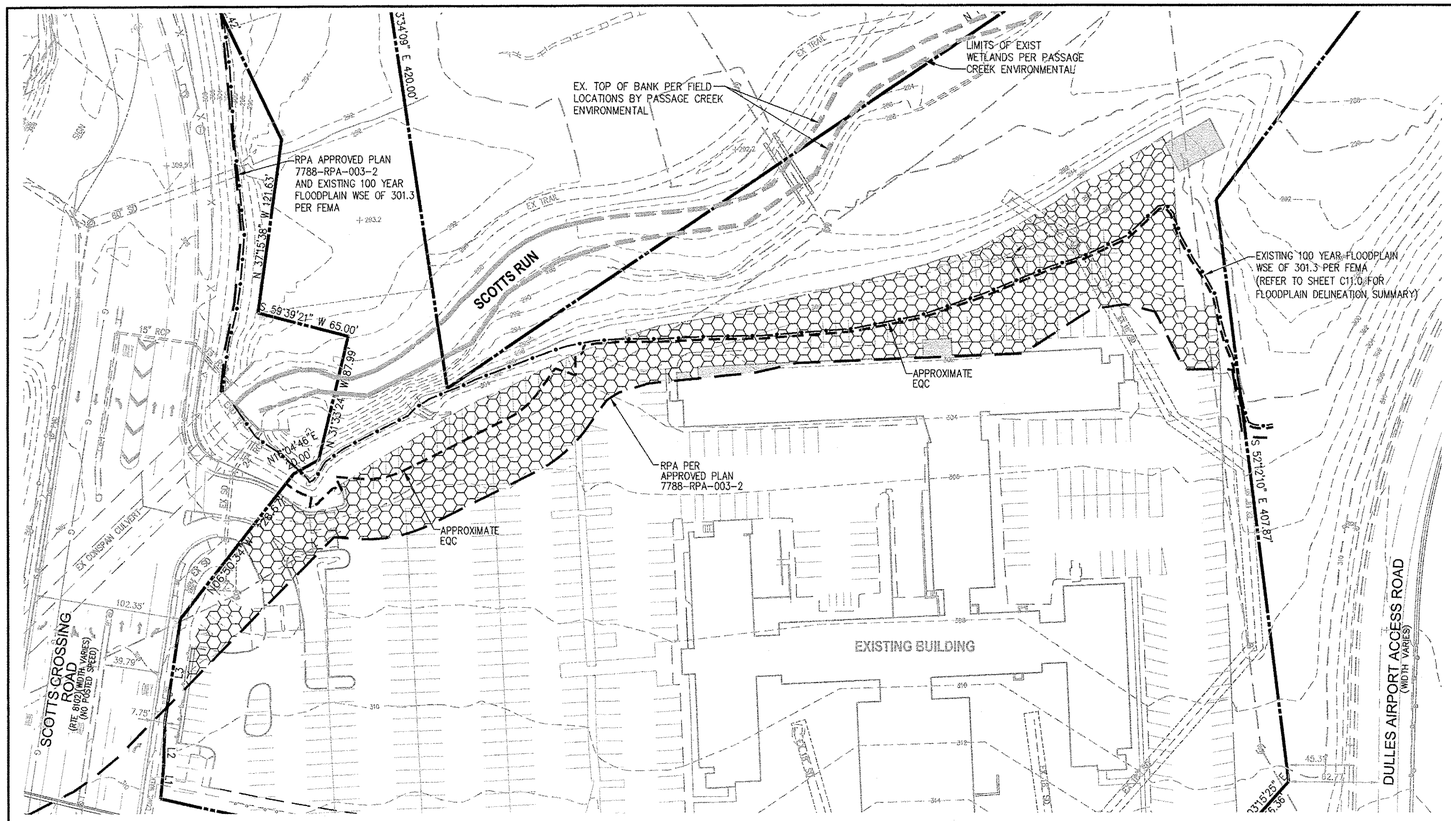
DRAWING TITLE
FLOODPLAIN DELINEATION SUMMARY

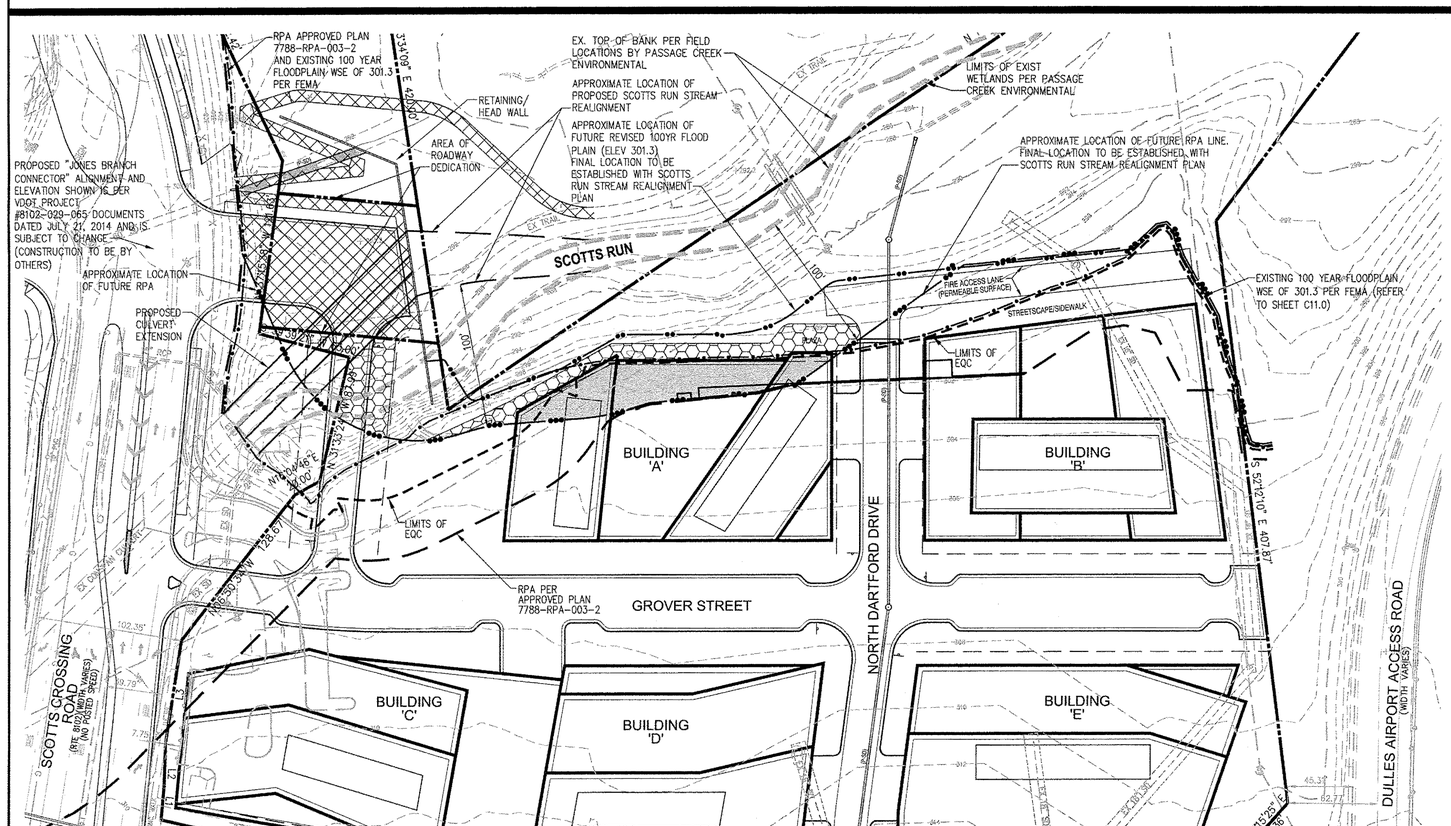
N/A
SCALE

7403-07-007
PROJECT NUMBER

C11.0
DRAWING NUMBER

FILE:P:\7403 – West Group Properties\7403-07-007 (PLN) – Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-FLD.dwg USER:kfaint DATE:Apr, 01 2015 TIME: 02:13 pm





NOTE

REFER TO SHEET C6.0 FOR CONCEPTUAL GRADING AND UTILITY PLAN WHICH INDICATES PROPOSED CULVERT EXTENSION, STREAM REALAIGNMENT AND CONTOURS.

EXISTING CONDITIONS

EXISTING CONDITIONS SHOWN AS OF AUGUST 2013

LEGEND

- EXISTING BUILDING IN RPA = 1,553 S.F.
- EXISTING IMPERVIOUS PAVEMENT IN RPA = 42,585 S.F.

TOTAL EXISTING IMPERVIOUS AREA IN RPA = 44,138 S.F.

RESOURCE PROTECTION AREA NARRATIVE:

THIS PLAN QUALIFIES AS "REDEVELOPMENT" UNDER SECTION 118-1-6(v) OF THE CHESAPEAKE BAY PRESERVATION ORDINANCE (CBPO). THE ORIGINAL BUILDING AND SITE IMPROVEMENTS WERE CONSTRUCTED ON THE SITE IN 1968 AND PRIOR TO THE ADOPTION OF THE CBPO. THE EXISTING RPA SHOWN IS AS APPROVED WITH PLAN #7788-RPA-003-2, AND WILL BE MODIFIED WITH THE PROPOSED PUBLIC CONNECTOR ROAD, CULVERT EXTENSION AND STREAM REALIGNMENT. AS SHOWN ON THIS PLAN, THE PROPOSED IMPERVIOUS SURFACE AREA IN THE RPA, WHICH IS NOT EXEMPT UNDER ARTICLE 5 OF THE CBPO, IS LESS THAN THE EXISTING IMPERVIOUS SURFACE AREA IN THE RPA, AND THERE IS NO FURTHER ENCROACHMENT INTO THE RPA PROPOSED UNDER THE PROJECT. THEREFORE, THE PROJECT QUALIFIES AS REDEVELOPMENT, WHICH IS ALLOWED IN THE RPA PER SECTION 118-2-1(b) OF THE CBPO PROVIDED IT COMPLIES WITH THE PERFORMANCE CRITERIA IN ARTICLE 3, INCLUDING SUBMISSION AND APPROVAL OF A WATER QUALITY IMPACT ASSESSMENT (WQIA).

IN ADDITION TO THE REDEVELOPMENT ACTIVITIES, THE PROJECT PROPOSES STORM SEWER OUTFALLS THAT WILL CONVEY STORMWATER FROM THE PUBLIC CONNECTOR ROAD AND THE SUBJECT SITE INTO THE RPA AND TOWARDS SCOTTS RUNS. THESE STORM SEWER OUTFALLS ARE CONSIDERED "WATER-DEPENDENT DEVELOPMENT" UNDER SECTION 118-1-6(ff), WHICH IS ALSO AN ALLOWED USE WITHIN THE RPA UNDER SECTION 118-2-1(a) OF THE CBPO PROVIDED IT COMPLIES WITH THE PERFORMANCE CRITERIA IN ARTICLE 3, INCLUDING SUBMISSION AND APPROVAL OF A WQIA.

A WQIA SHALL BE SUBMITTED FOR APPROVAL WITH THE SITE PLAN AND IN ACCORDANCE WITH ARTICLE 4 OF THE CPBO FOR THOSE ACTIVITIES NOT EXEMPT UNDER ARTICLE 5 (SEE BELOW), INCLUDING THE PROPOSED REDEVELOPMENT ACTIVITIES AND ANY REQUIRED STORM SEWER OUTFALLS WITHIN THE RPA.

RESOURCE PROTECTION AREA EXEMPTIONS:

THE PROPOSED REDEVELOPMENT ACTIVITIES FOR THIS PROJECT ALSO REQUIRE ENCROACHMENTS INTO THE RPA FOR CONSTRUCTION OF THE INITIAL SEGMENT OF THE PUBLIC CONNECTOR ROAD (INCLUDING THE EXTENSION OF EXISTING CULVERTS AND OTHER STREETSCAPE IMPROVEMENTS), UTILITY REALIGNMENT, AND CONSTRUCTION OF TRAILS. THESE ACTIVITIES ARE CONSIDERED EXEMPT FROM THE PROVISIONS OF THE CHESAPEAKE BAY PRESERVATION ORDINANCE (CBPO) UNDER SECTION 118-5-2 AND 118-5-3.

RESOURCE PROTECTION AREA - NOTE:

THE LIMITS OF CLEARING AND GRADING SHOWN ALONG THE RPA BOUNDARY SHALL BE STRICTLY OBSERVED AND ENFORCED. AT THE TIME OF FINAL ENGINEERING/SITE PLAN, THE PHASE 1 AND 2 EROSION AND SEDIMENT (E&S) CONTROL PLANS AND ASSOCIATED E&S NARRATIVE SHALL REQUIRE THE INSTALLATION OF TREE PROTECTION FENCING WITH SIGNAGE AND SUPER SILT FENCE ALONG THE LIMITS OF CLEARING AND GRADING THAT ABUT THE RPA BOUNDARY. THE ONLY AUTHORIZED ENCROACHMENTS INTO THE RPA ARE THOSE DEPICTED ON THIS PLAN AND SET FORTH IN THE PROFFERS, SUBJECT TO APPROVAL OF A WATER QUALITY IMPACT ASSESSMENT AND THOSE ALLOWED BY, OR EXEMPT FROM, THE CHESAPEAKE BAY PRESERVATION ORDINANCE (CBPO), AS APPROVED BY DPWES.

FLOODPLAIN NARRATIVE:

THIS PLAN PROPOSES REDEVELOPMENT ACTIVITIES WITHIN THE MAJOR FLOODPLAIN OF SCOTTS RUN FOR THE CONSTRUCTION OF THE PUBLIC CONNECTOR ROAD (INCLUDING THE EXTENTION OF EXISTING CULVERTS AND REALIGNMENT OF THE STREAM CHANNEL) AND GRID STREETS ON THE SUBJECT SITE IN ACCORDANCE WITH THE COUNTY COMPREHENSIVE PLAN, OTHER PUBLIC AND STREETSCAPE IMPROVEMENTS, UTILITIES, AND TRAILS. THESE ACTIVITIES, USES AND TOPOGRAPHIC IMPROVEMENTS ARE CONSIDERED "PERMITTED USES" WITHIN A MAJOR FLOODPLAIN UNDER PARAGRAPHS 6 AND 7 OF SECTION 2-903 OF THE FLOODPLAIN REGULATIONS, SUBJECT TO WRITTEN DETERMINATION AND APPROVAL BY THE DIRECTOR OF DPWES. REFER TO SHEET C11.0 FOR THE FLOODPLAIN DELINEATION SUMMARY.

PROPOSED CONDITIONS

LEGEND

- PROPOSED BUILDING IN RPA = 5,249 S.F.
- PROPOSED PUBLIC STREET DEDICATION PAVEMENT AND STREETSCAPE AND TRAIL IN RPA = 13,234, S.F.. EXEMPT IN RPA PER CBPO ARTICLE 5)
- PROPOSED IMPERVIOUS IN RPA = 6,156 S.F.

TOTAL PROPOSED IMPERVIOUS AREA NOT EXEMPT UNDER ARTICLE 5 = 11,405 S.F.

LEGEND

- RPA PER APPROVED PLAN 7788-RPA-003-2
- EXISTING 100YR FLOODPLAIN (ELEV=301.3)
- APPROXIMATE LOCATION OF FUTURE REVISED 100YR FLOODPLAIN BASED ON STREAM RELOCATION AND RE-MAPPING.
- APPROXIMATE LOCATION OF FUTURE RPA LIMITS BASED ON STREAM RELOCATION AND RE-MAPPING.
- LIMITS OF EQC
- (P-50) PROPOSED STORM DRAIN

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

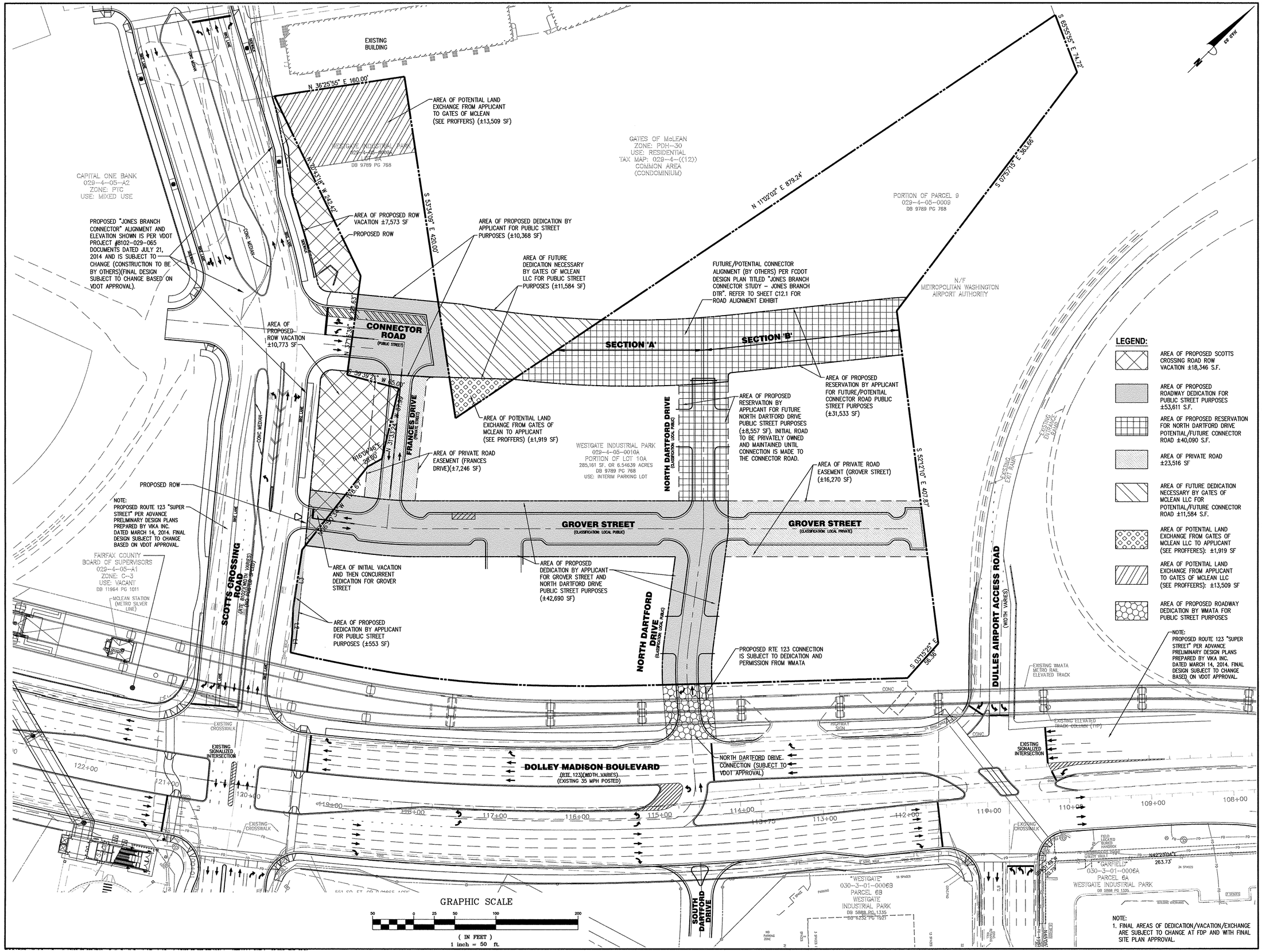
SCOTTS RUN NORTH

DRAWING TITLE
ENVIRONMENTAL OVERLAY EXHIBIT

1"=50'
SCALE

7403-07-007
PROJECT NUMBER

C11.1
DRAWING NUMBER



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MATTHEW J. TAUSCHER
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LANDSCAPE ARCHITECT
4.3.15

SCOTTS RUN NORTH

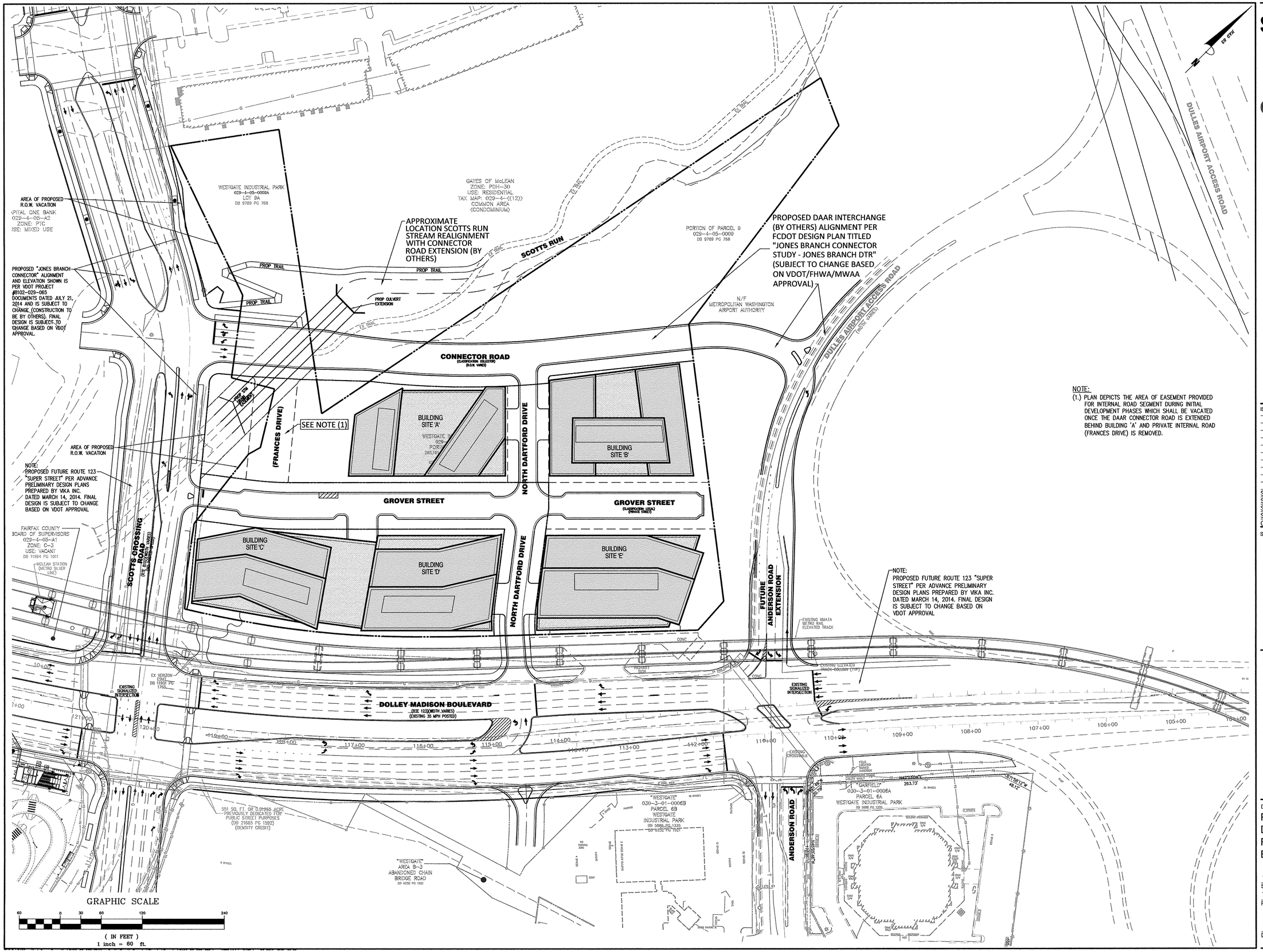
DRAWING TITLE
PROPOSED DEDICATION/ RESERVATION AND VACATION EXHIBIT

1"=50'
SCALE

7403-07-007
PROJECT NUMBER

C12.0
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (RUN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-DED VACA.dwg, 4/3/2015 2:23:45 PM, kfarit



NOTE:
(1.) PLAN DEPICTS THE AREA OF EASEMENT PROVIDED FOR INTERNAL ROAD SEGMENT DURING INITIAL DEVELOPMENT PHASES WHICH SHALL BE VACATED ONCE THE DAAR CONNECTOR ROAD IS EXTENDED BEHIND BUILDING 'A' AND PRIVATE INTERNAL ROAD (FRANCES DRIVE) IS REMOVED.

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Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
PROPOSED FUTURE D.T.R. CONNECTOR ROAD EXTENSION EXHIBIT

1"=60'
SCALE

7403-07-007
PROJECT NUMBER

C12.1
DRAWING NUMBER

P:\7403 - West Group Properties\7403-07-007 (RJN) - Scotts Run N. Rezoning\Planning\Rezoning\7403-07-007-CRE.dwg, 4/3/2015 2:25:00 PM, kdant

2 ILLUSTRATIVE PLAN-HOTEL ALTERNATE BLDG E
SCALE: 1" = 100'-0"

1 ILLUSTRATIVE PLAN
SCALE: 1" = 100'-0"

NOTES:

1. ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.

Plot Date: 4/1/2015 1:07:19 PM Author:

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.07.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

0' 100' 200' 300'

NORTH

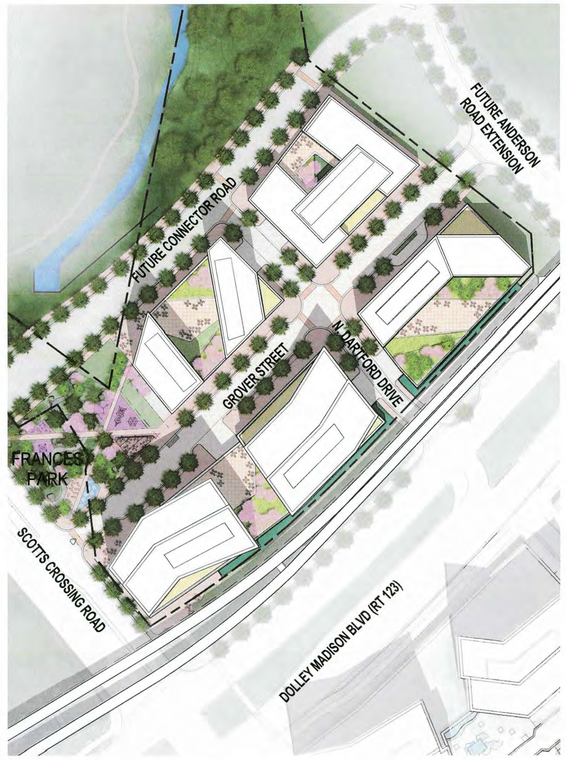
SCOTTS RUN NORTH

DRAWING TITLE
ILLUSTRATIVE PLAN

SCALE: As indicated

PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A0.01



2 ILLUSTRATIVE PLAN - HOTEL ALTERNATE BLDG E WITH FUTURE ROADWAY
SCALE: 1" = 100'-0"

1 ILLUSTRATIVE PLAN - WITH FUTURE ROADWAY
SCALE: 1" = 100'-0"

NOTES:

1. ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

0' 100' 200' 300'

NORTH

SCOTTS RUN NORTH

DRAWING TITLE
ILLUSTRATIVE PLAN - WITH FUTURE ROADWAY

SCALE: As indicated

PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A0.02

2 ILLUSTRATIVE GROUND FLOOR PLAN - HOTEL ALTERNATE BLDG E
SCALE: 1" = 100'-0"

1 ILLUSTRATIVE GROUND FLOOR PLAN
SCALE: 1" = 100'-0"

Legend

- HOTEL
- OFFICE
- PARKING
- RESIDENTIAL
- RETAIL

NOTES:

1. ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.

2. RETAIL EXTENT AND LOCATIONS SHOWN ARE CONCEPTUAL AND MAY BE ONE OR TWO STORIES.

Plot Date: 4/1/2015 1:07:37 PM Author

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CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

0' 100' 200' 300'

NORTH

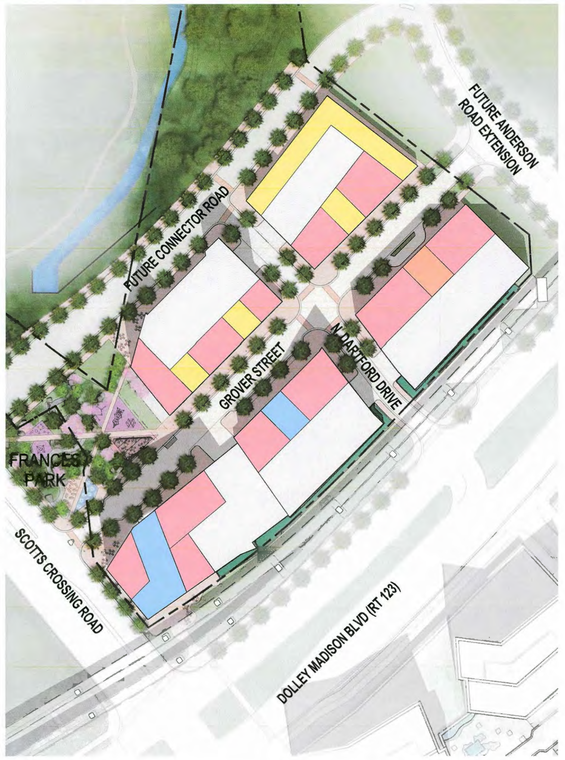
SCOTTS RUN NORTH

DRAWING TITLE
ILLUSTRATIVE GROUND FLOOR PLAN

SCALE: As indicated

PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A0.03



2 ILLUSTRATIVE GROUND FLOOR PLAN - HOTEL ALTERNATE BLDG E WITH FUTURE ROADWAY
SCALE: 1" = 100'-0"

1 ILLUSTRATIVE GROUND FLOOR PLAN - WITH FUTURE ROADWAY
SCALE: 1" = 100'-0"

Legend

- HOTEL
- OFFICE
- PARKING
- RESIDENTIAL
- RETAIL

NOTES:

1. ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.

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SEALS AND SIGNATURES

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MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

0' 100' 200' 300'

NORTH

SCOTTS RUN NORTH

DRAWING TITLE

ILLUSTRATIVE GROUND FLOOR PLAN - WITH FUTURE ROADWAY

SCALE: As indicated

PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A0.04

2 ILLUSTRATIVE TOWER LAND USE PLAN - HOTEL ALTERNATE BLDG E
SCALE: 1" = 100'-0"

Legend

- HOTEL
- OFFICE
- PARKING
- RESIDENTIAL
- RETAIL

NOTES:

1. ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.

1 ILLUSTRATIVE TOWER LAND USE PLAN
SCALE: 1" = 100'-0"

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
LANDSCAPE ARCHITECT
4-3-15

0' 100' 200' 300'

NORTH

SCOTTS RUN NORTH

DRAWING TITLE

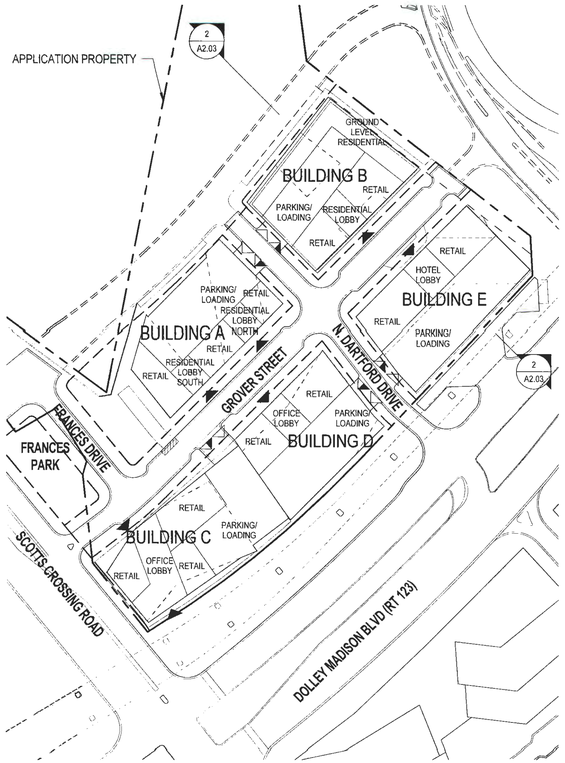
ILLUSTRATIVE TOWER LAND USE PLAN

SCALE: As indicated

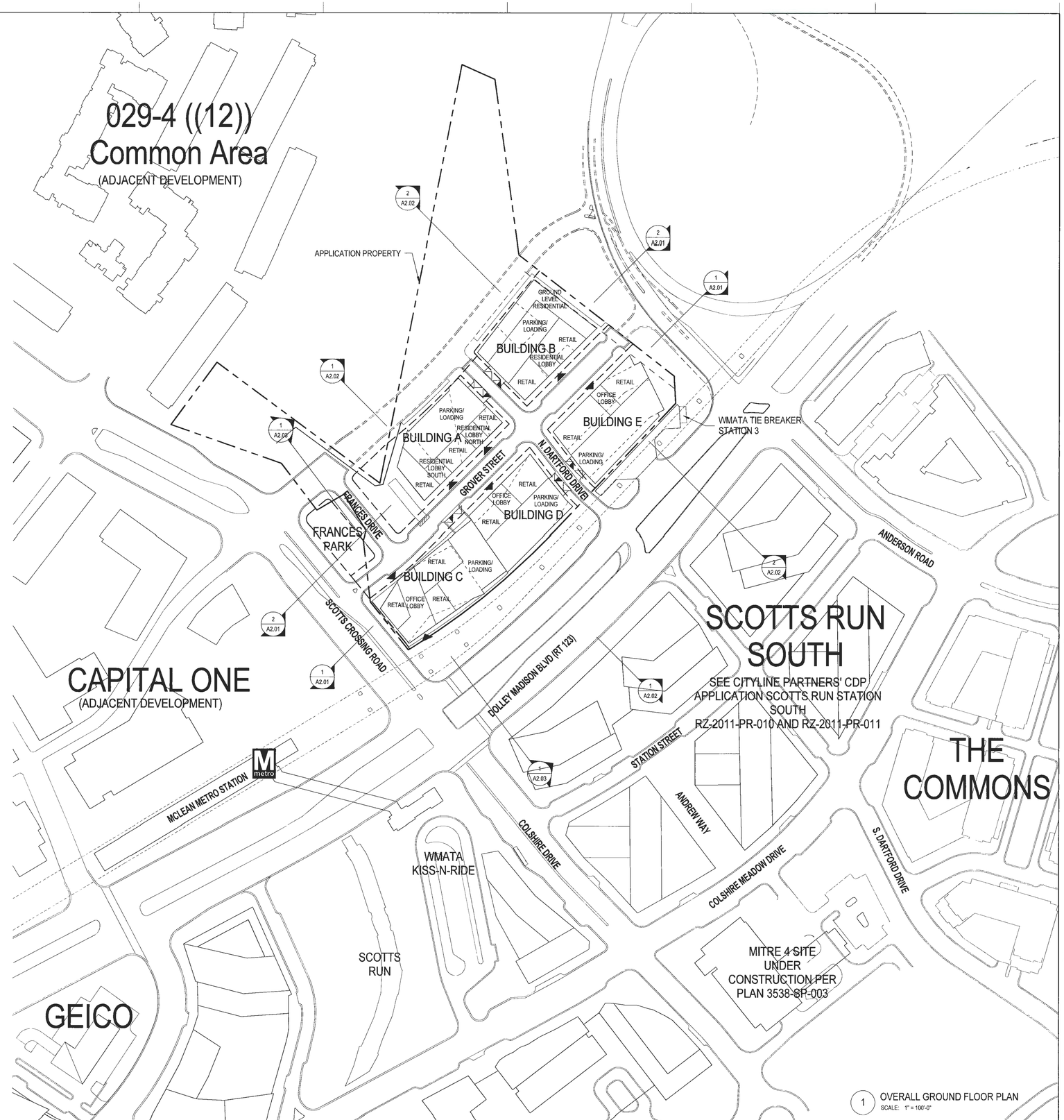
PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A0.05

Plot Date: 4/1/2015 1:07:55 PM Author:



2 OVERALL GROUND FLOOR PLAN - HOTEL ALTERNATE BLDG E
SCALE: 1" = 100'-0"



1 OVERALL GROUND FLOOR PLAN
SCALE: 1" = 100'-0"

LEGEND

- PROPERTY LINE
- TOWER ABOVE
- BUILD TO LINE
- LOADING ENTRANCE
- PARKING ENTRANCE
- BUILDING ENTRANCE (RETAIL WILL HAVE MULTIPLE ENTRANCES ALONG STREETS AND PUBLIC SPACES)
- SECTION CUTS (SEE A2 SERIES)

NOTES:

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2. DROP CURBS WILL BE UTILIZED AT ALL ENTRANCES TO PARKING AND LOADING.

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Plot Date: 4/6/2015 10:23:44 AM Author:

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

0' 100' 200' 300'

NORTH

SCOTTS RUN NORTH

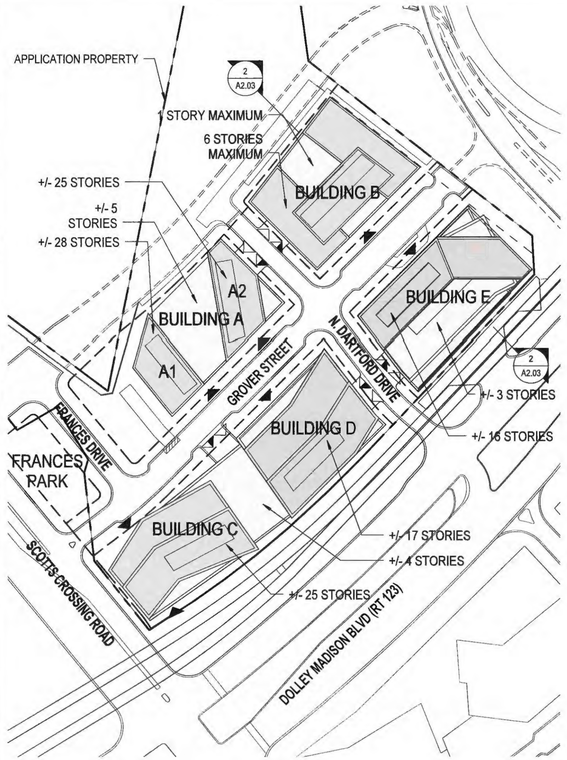
DRAWING TITLE

OVERALL GROUND FLOOR PLAN

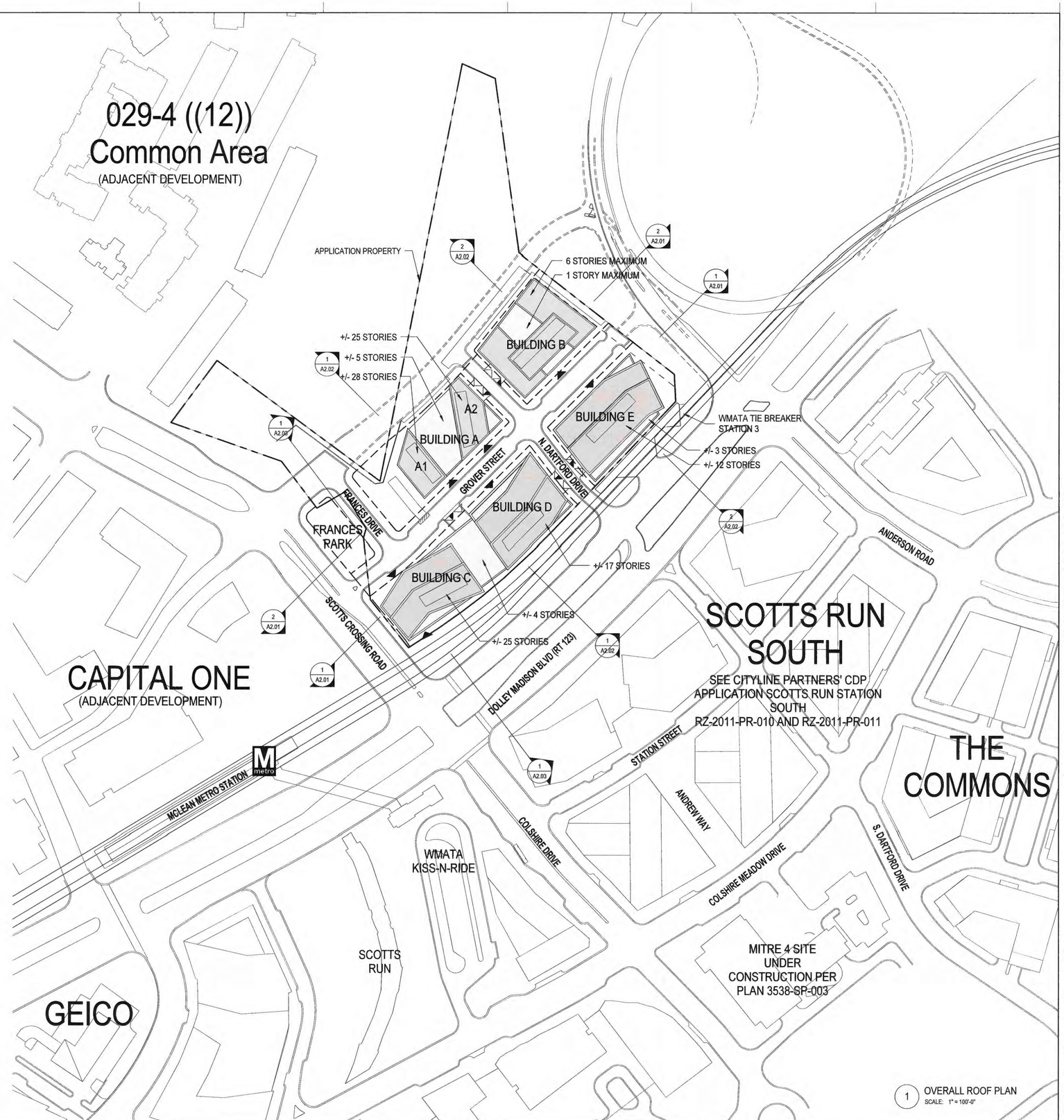
SCALE: As indicated

PROJECT NUMBER: 26758.005

DRAWING NUMBER: **CDP A1.01**



2 OVERALL ROOF PLAN - HOTEL ALTERNATE BLDG E
SCALE: 1" = 100'-0"



1 OVERALL ROOF PLAN
SCALE: 1" = 100'-0"

LEGEND

- PROPERTY LINE
- TOWER ABOVE
- BUILD TO LINE
- LOADING ENTRANCE
- PARKING ENTRANCE
- BUILDING ENTRANCE (RETAIL WILL HAVE MULTIPLE ENTRANCES ALONG STREETS AND PUBLIC SPACES)
- SECTION CUTS (SEE A2 SERIES)

NOTES:

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Plot Date: 4/6/2015 10:24:09 AM Author

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

0' 100' 200' 300'

NORTH

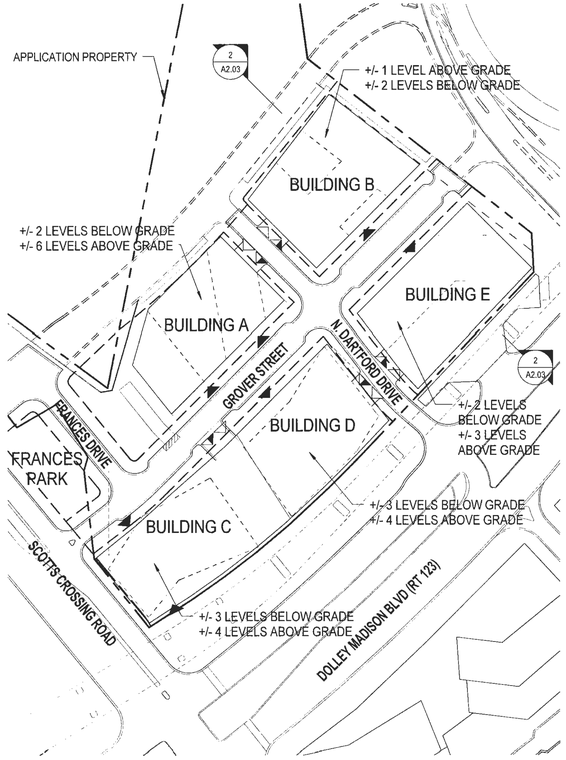
SCOTTS RUN NORTH

DRAWING TITLE
OVERALL ROOF PLAN

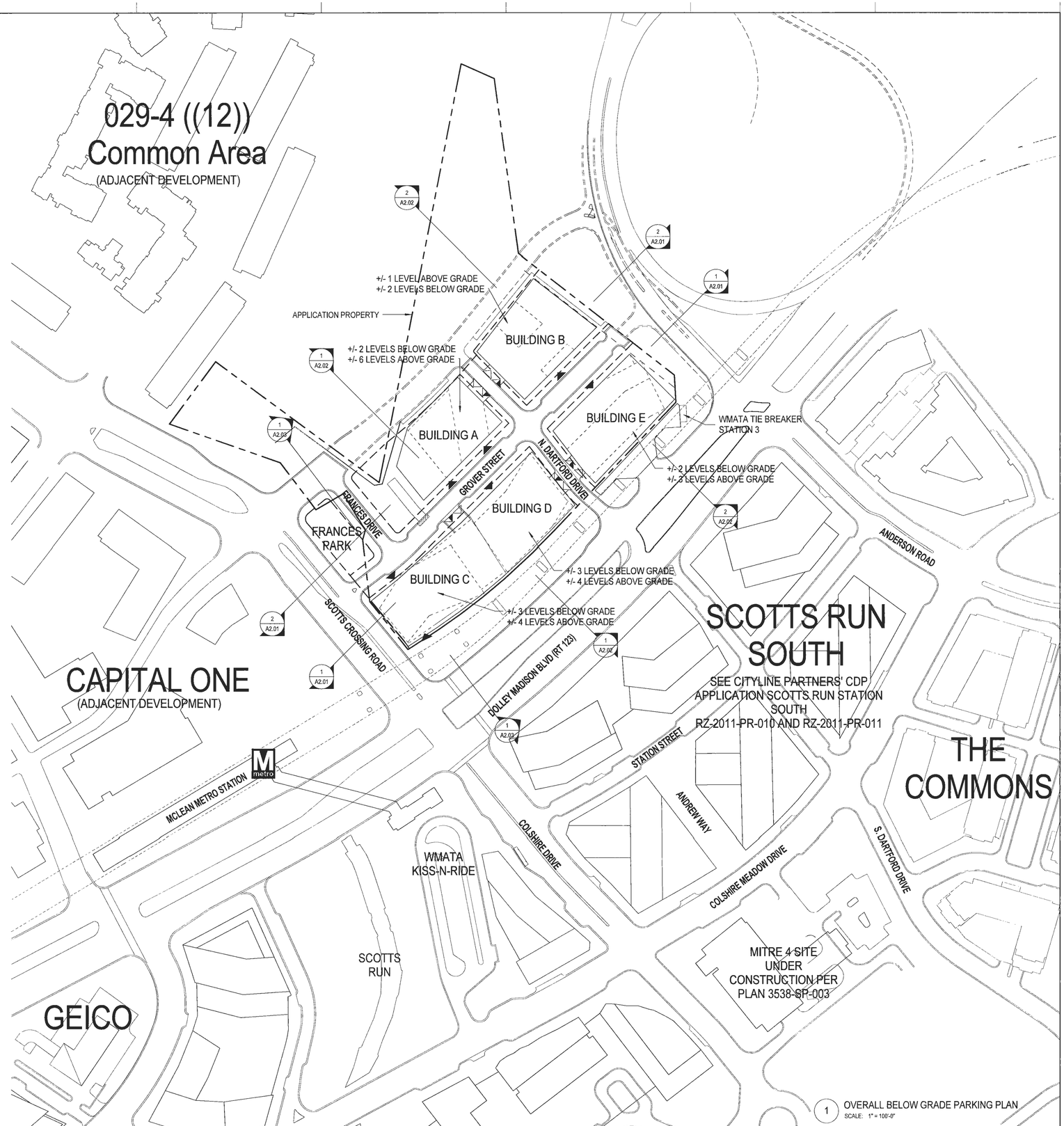
SCALE
As indicated

PROJECT NUMBER
26758.005

DRAWING NUMBER
CDP A1.02



2 OVERALL BELOW GRADE PARKING PLAN-HOTEL ALTERNATE BLDG E
SCALE: 1" = 100'-0"



1 OVERALL BELOW GRADE PARKING PLAN
SCALE: 1" = 100'-0"

LEGEND

- PROPERTY LINE
- TOWER ABOVE
- BUILD TO LINE
- LOADING ENTRANCE
- PARKING ENTRANCE
- BUILDING ENTRANCE (RETAIL WILL HAVE MULTIPLE ENTRANCES ALONG STREETS AND PUBLIC SPACES)
- SECTION CUTS (SEE A2 SERIES)

NOTES:

1. ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.

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Plot Date: 4/6/2015 10:24:16 AM Author

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
LANDSCAPE ARCHITECT
4-3-15

0' 100' 200' 300'

NORTH

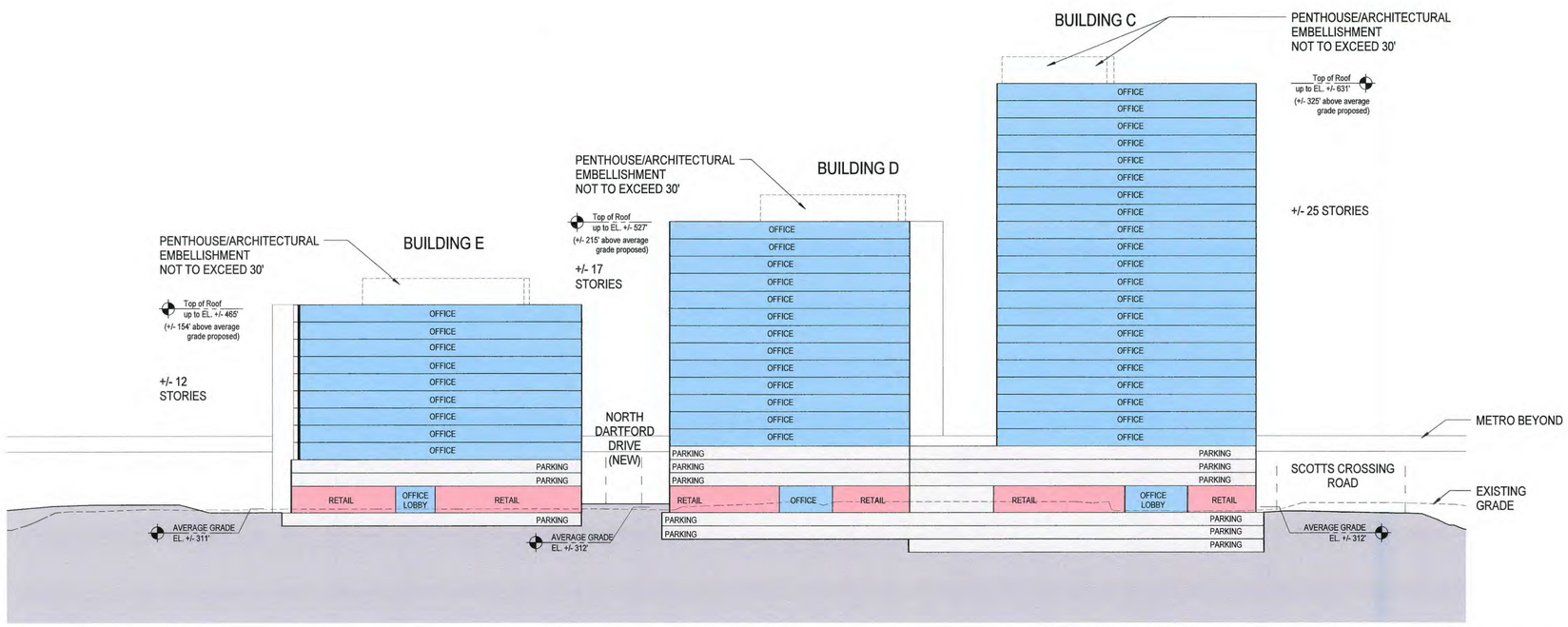
SCOTTS RUN NORTH

DRAWING TITLE
OVERALL BELOW GRADE PARKING PLAN

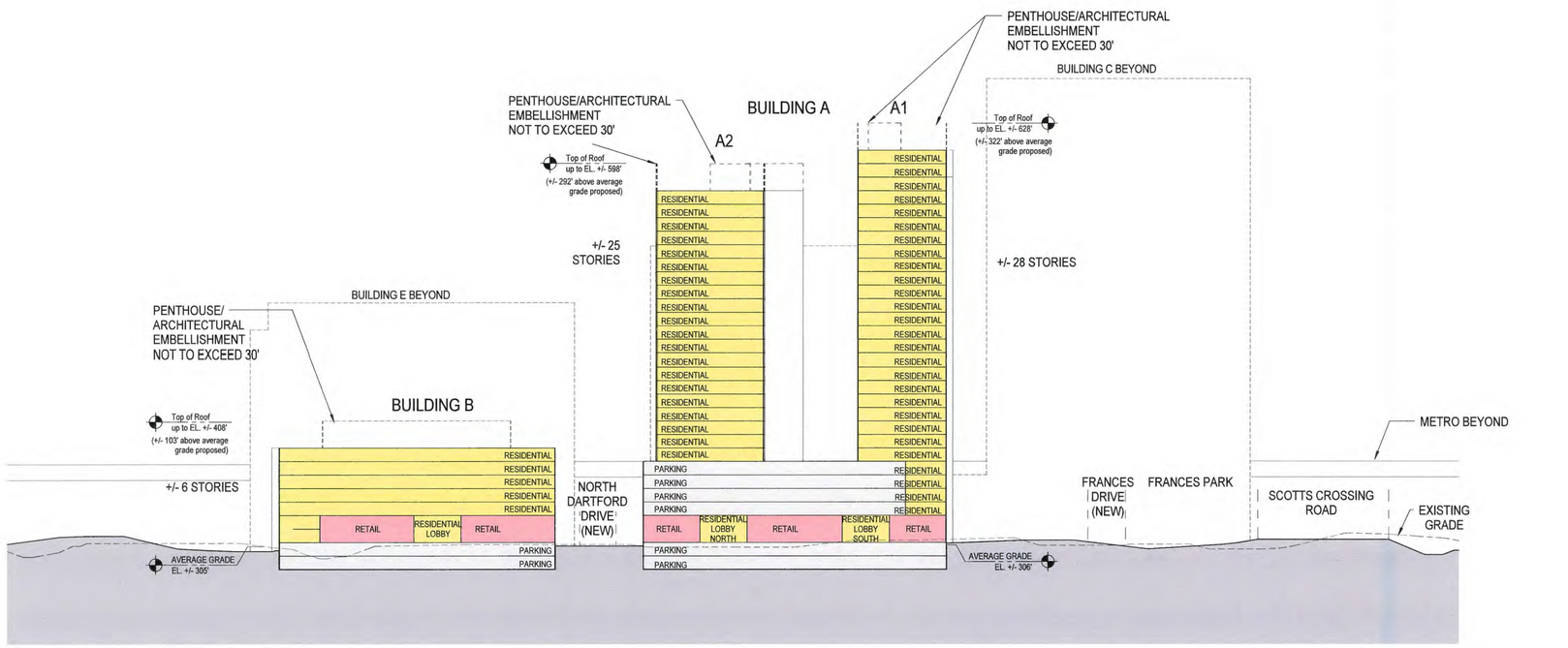
SCALE: As indicated

PROJECT NUMBER: 26758.005

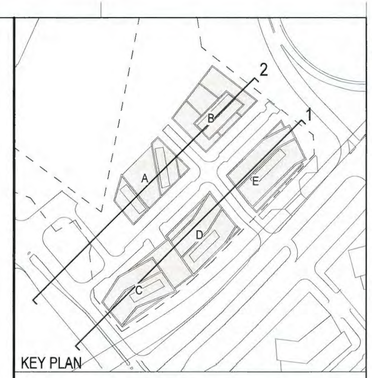
DRAWING NUMBER: CDP A1.03



1 SECTION THROUGH BUILDINGS C, D, & E
SCALE: 1" = 50'-0"



2 SECTION THROUGH BUILDINGS A & B
SCALE: 1" = 50'-0"



BUILDING USE KEY:

- PARKING
- OFFICE
- RESIDENTIAL
- RETAIL

*RETAIL LOCATIONS SHOWN ARE CONCEPTUAL AND MAY BE ONE OR TWO STORIES

NOTES:

1. SITE SECTIONS PRESENTED ON THIS SHEET ARE PRELIMINARY AND ARE PREPARED TO AID IN THE UNDERSTANDING OF GRADE CHANGE ACROSS THE SUBJECT PROPERTY AND THE RELATIONSHIP OF PROPOSED BUILDINGS AND OTHER USES. BUILDING DESIGN AND THE FINAL GRADING ARE SUBJECT TO CHANGE WITH FINAL ENGINEERING AND ARCHITECTURAL DESIGN.

2. FOR INFORMATION ON TREATMENT OF GARAGE FACADES, SEE A3.01- A3.03.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

0' 50' 100' 150'

SCOTTS RUN NORTH

DRAWING TITLE

BUILDING SECTIONS

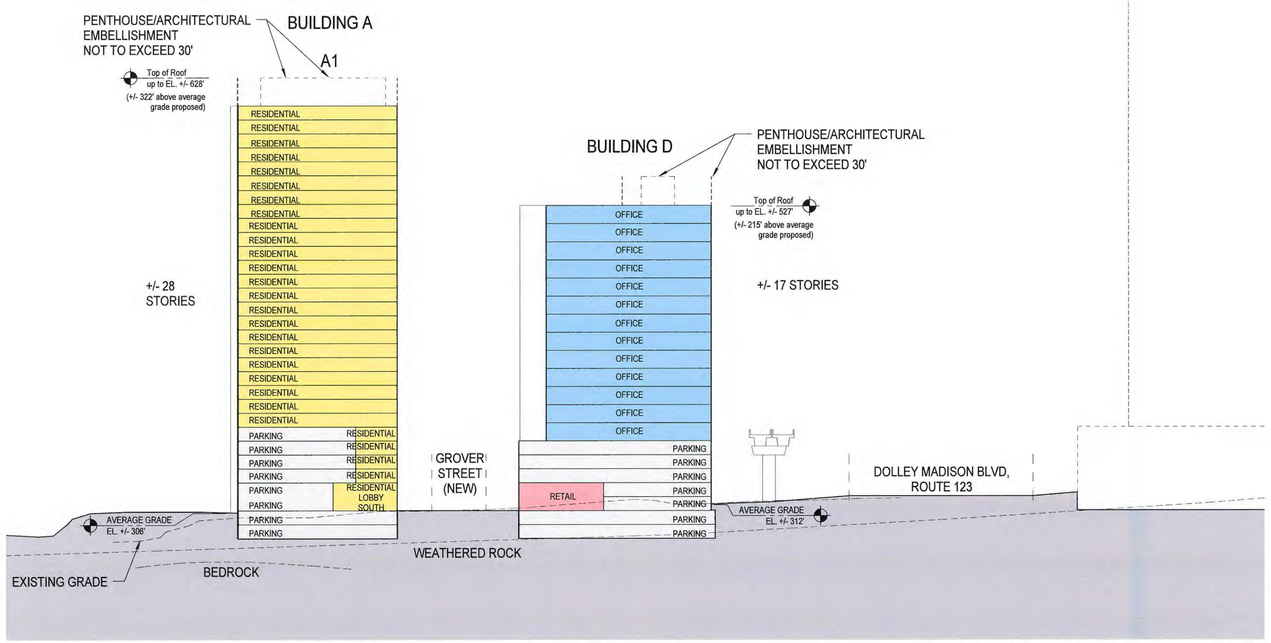
SCALE: As indicated

PROJECT NUMBER: 26758.005

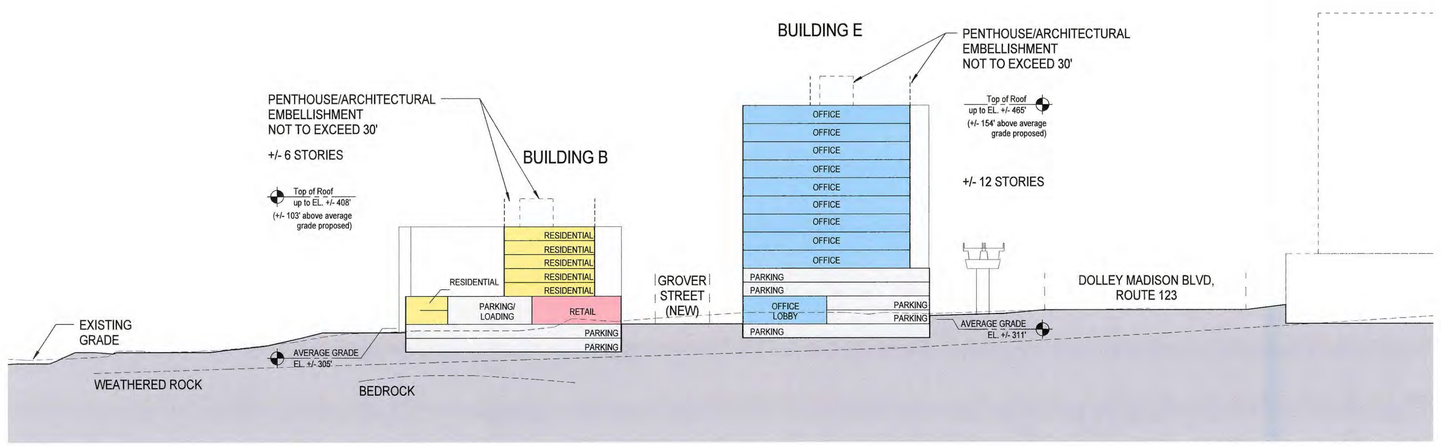
DRAWING NUMBER: CDP A2.01

Author

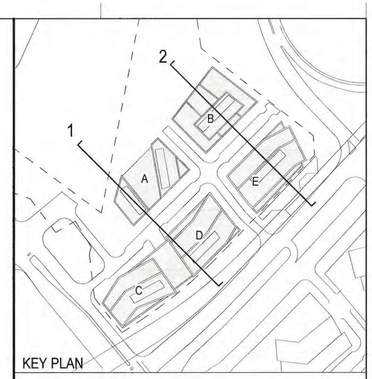
Plot Date: 4/1/2015 1:08:15 PM



1 SECTION THROUGH BUILDINGS A & D
SCALE: 1" = 50'-0"



2 SECTION THROUGH BUILDINGS B & E
SCALE: 1" = 50'-0"



BUILDING USE KEY:

- PARKING
- OFFICE
- RESIDENTIAL
- RETAIL

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.07.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

0' 50' 100' 150'

SCOTTS RUN NORTH

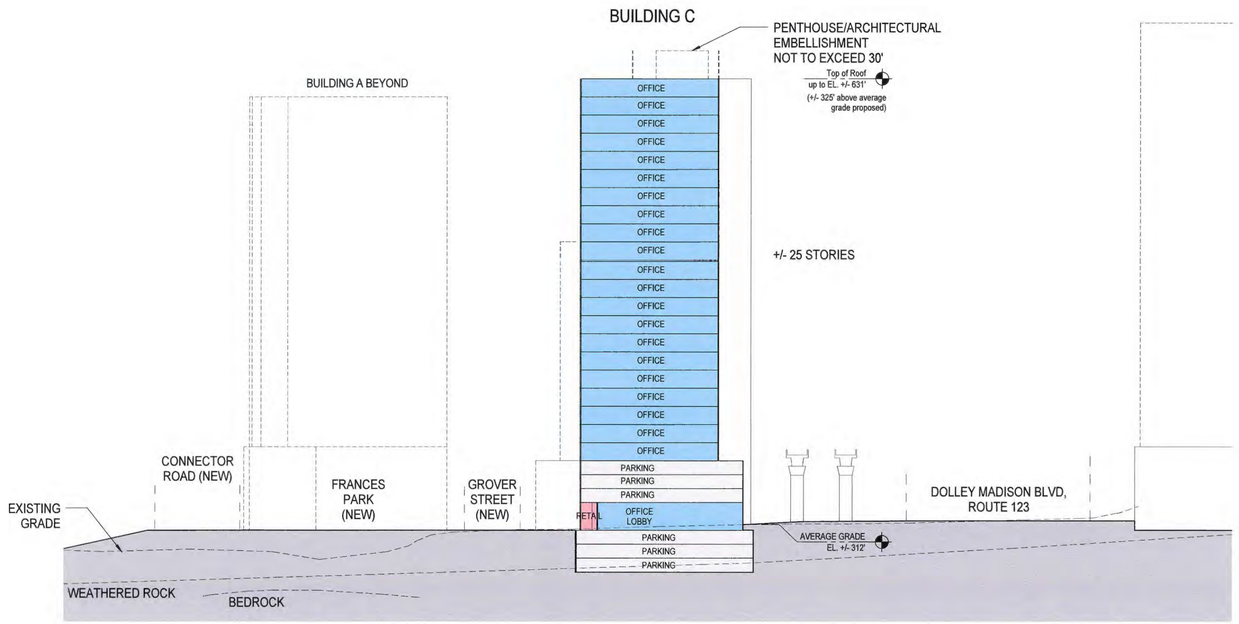
DRAWING TITLE
BUILDING SECTIONS

SCALE: As indicated

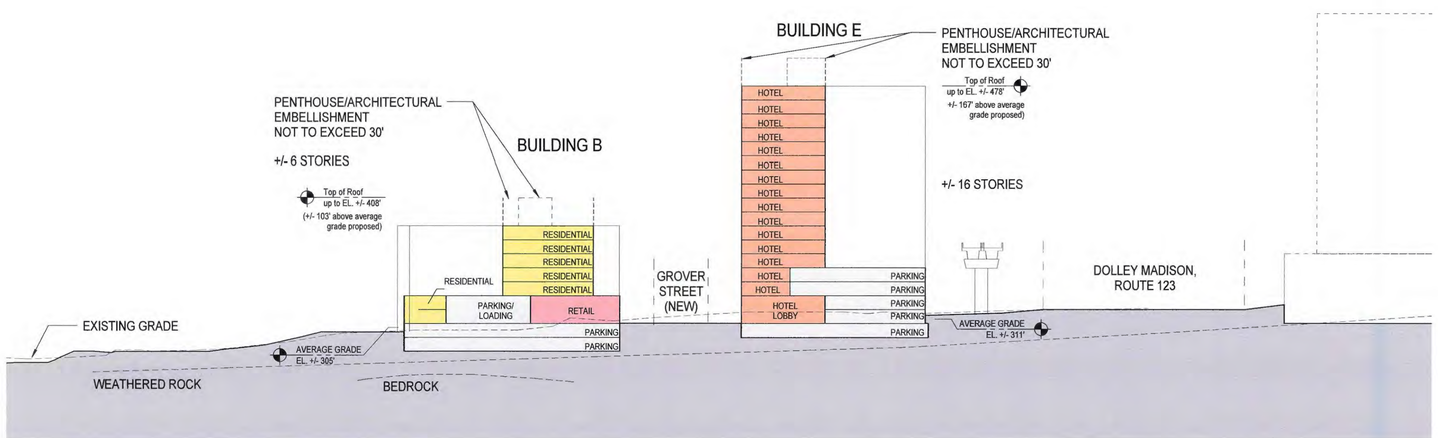
PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A2.02

Plot Date: 4/1/2015 1:08:15 PM Author



1 SECTION THROUGH BUILDING C
SCALE: 1" = 50'-0"



2 SECTION THROUGH BUILDING B & HOTEL ALTERNATE BUILDING E
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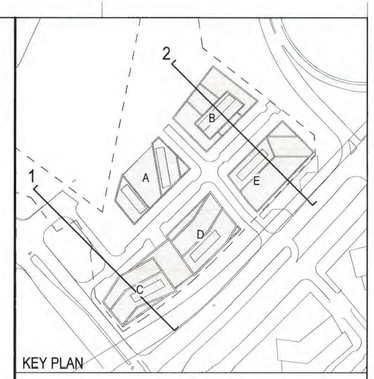

BUILDING USE KEY:

- PARKING
- OFFICE
- RESIDENTIAL
- RETAIL
- HOTEL

*RETAIL LOCATIONS SHOWN ARE CONCEPTUAL AND MAY BE ONE OR TWO STORIES

NOTES:

1. SITE SECTIONS PRESENTED ON THIS SHEET ARE PRELIMINARY AND ARE PREPARED TO AID IN THE UNDERSTANDING OF GRADE CHANGE ACROSS THE SUBJECT PROPERTY AND THE RELATIONSHIP OF PROPOSED BUILDINGS AND OTHER USES. BUILDING DESIGN AND THE FINAL GRADING ARE SUBJECT TO CHANGE WITH FINAL ENGINEERING AND ARCHITECTURAL DESIGN.

2. FOR INFORMATION ON TREATMENT OF GARAGE FACADES, SEE A3.01- A3.03.

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0' 50' 100' 150'

SCOTTS RUN NORTH

DRAWING TITLE
BUILDING SECTIONS

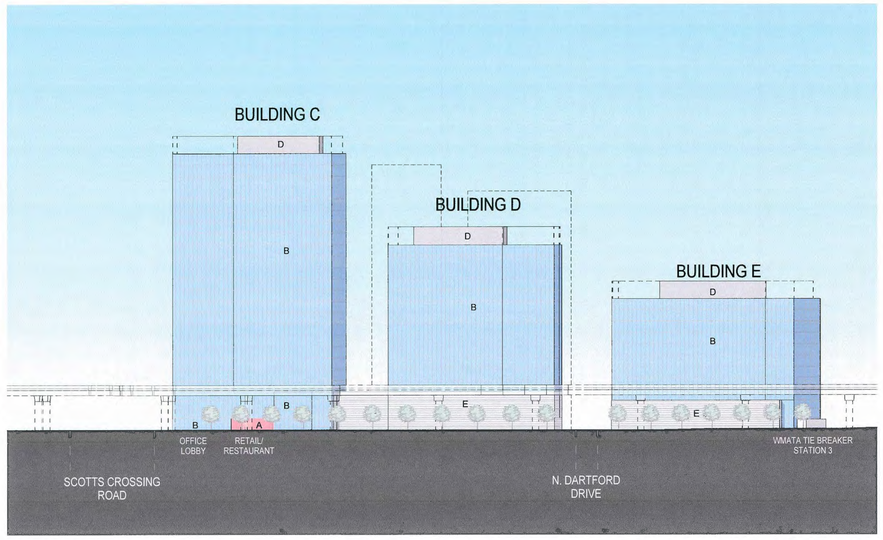
SCALE: As indicated

PROJECT NUMBER: 26758.005

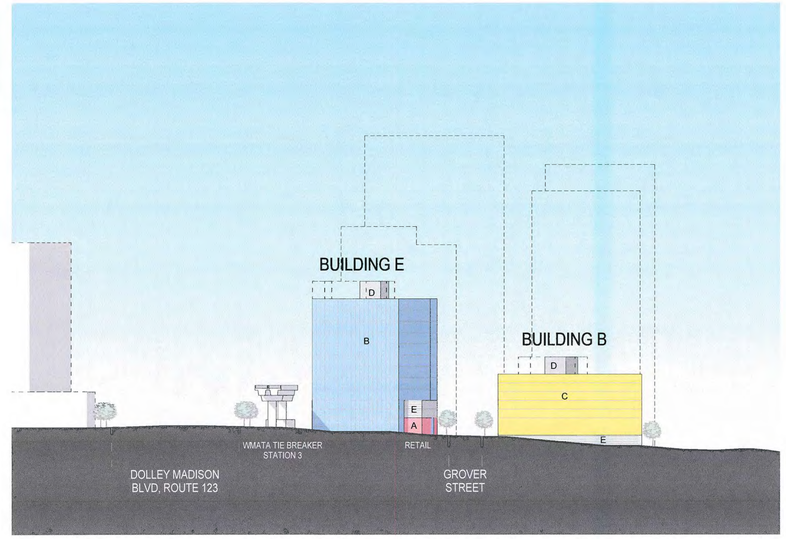
DRAWING NUMBER: CDP A2.03

Author

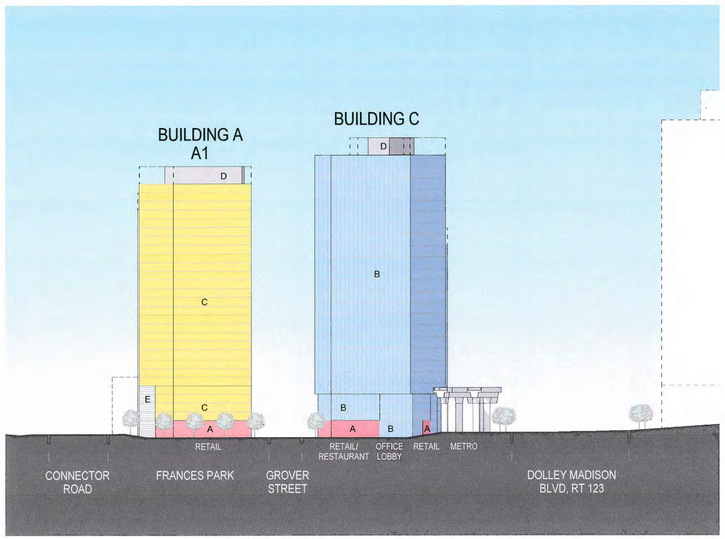
Plot Date: 4/1/2015 1:08:16 PM



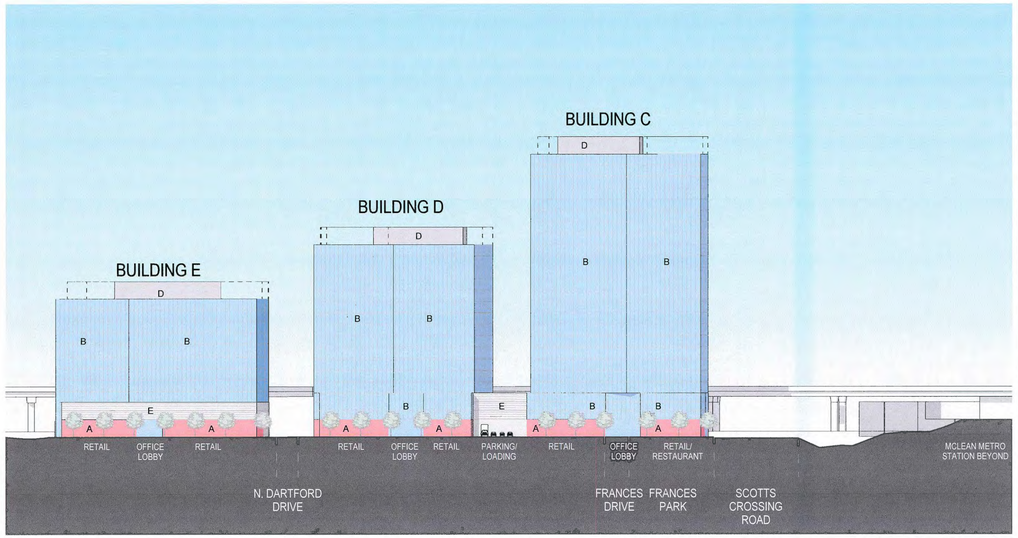
1 ELEVATION - BUILDINGS C, D & E FROM DOLLEY MADISON/RT 123
SCALE: 1" = 80'-0"



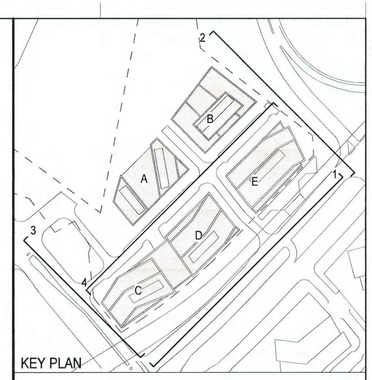
2 ELEVATION - BUILDINGS B & E FACING NORTHEAST
SCALE: 1" = 80'-0"



3 ELEVATION - BUILDINGS A & C FROM SCOTTS CROSSING ROAD
SCALE: 1" = 80'-0"



4 ELEVATION - BUILDINGS C, D & E FROM GROVER STREET
SCALE: 1" = 80'-0"



POTENTIAL PALETTE OF MATERIALS

A Retail/Restaurant/Building Entry Facade
- Clear Glass and Metal Storefront
- Clear Glass and Stone Storefront
- Clear Glass and Masonry Storefront

B Office Facade
- Glass Curtain Wall
- Metal Panel
- Precast Concrete
- Glass
- Masonry/Stone

C Residential Facade
- Curtain Wall
- Metal Panel
- Precast Concrete
- Glass
- Masonry/Stone

D Penthouse Facade
- Glass Curtain Wall
- Metal Panel

E Garage Facade
- Architectural Metal Panels
- Metal Mesh
- Precast Panels
- Green Screen

NOTES:

1. ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC. ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.

2. FOR NUMBER OF STORIES OF BUILDINGS AND PLINTHS, SEE A1.02.

3. FOR BUILDING HEIGHTS SEE SECTIONS IN A2 SERIES.

4. GARAGE FLOOR-TO-FLOOR HEIGHTS ARE PROPOSED AT 10' MAX.

5. PARKING LEVELS ARE PROPOSED AT 2-7 LEVELS AS SHOWN.

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MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

0' 80' 160' 240'

SCOTTS RUN NORTH

DRAWING TITLE
ELEVATIONS

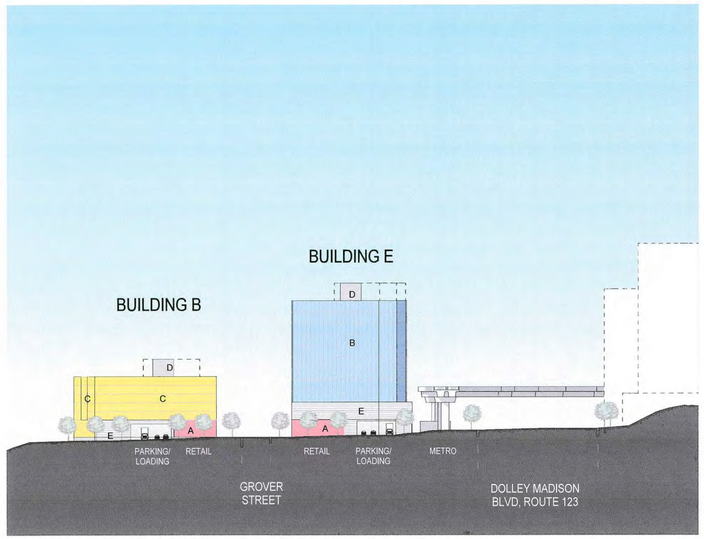
SCALE: As indicated

PROJECT NUMBER: 26758.005

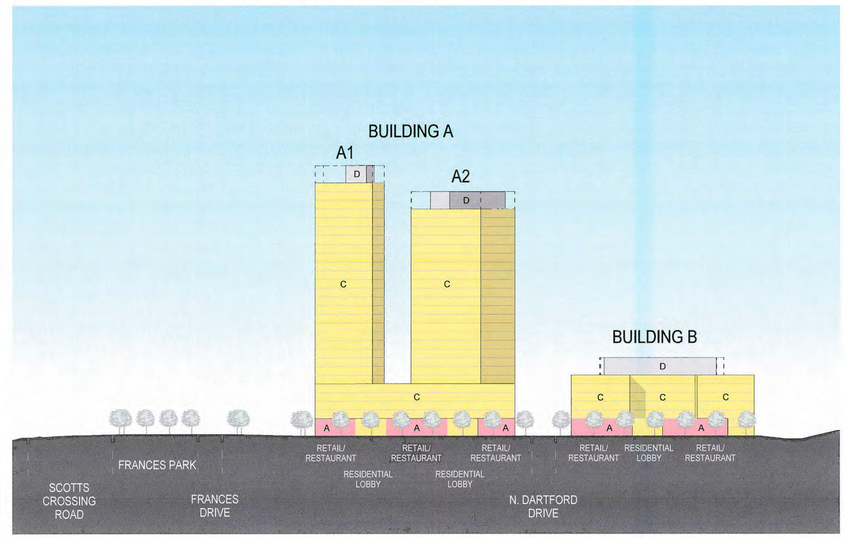
DRAWING NUMBER: CDP A3.01

Author

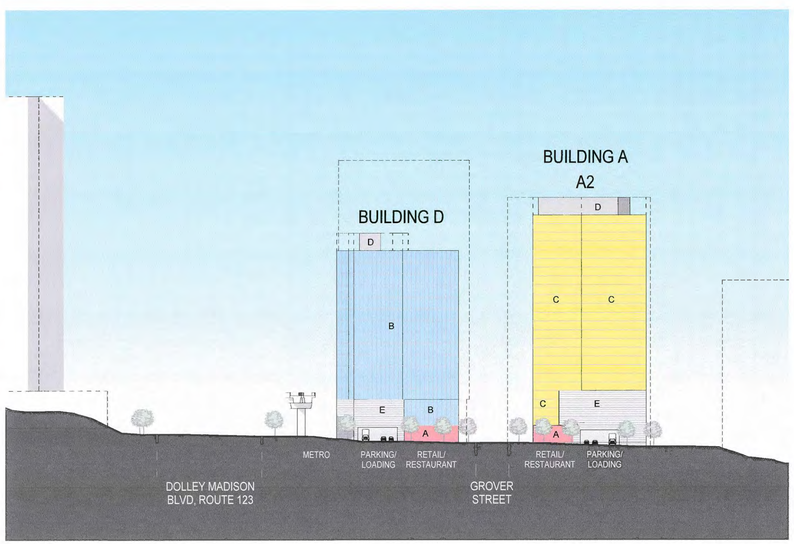
Plot Date: 4/1/2015 1:08:26 PM



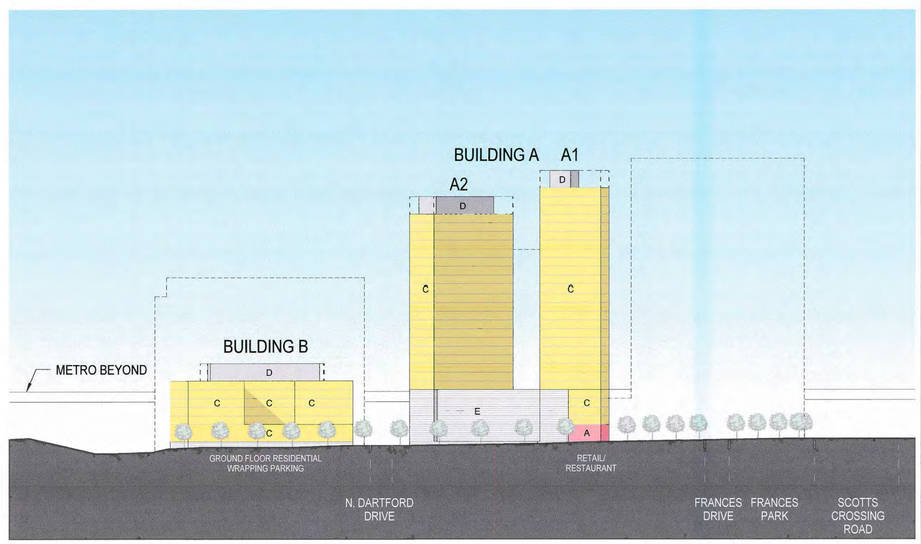
1 ELEVATION - BUILDINGS B & E ON N. DARTFORD DRIVE
SCALE: 1" = 80'-0"



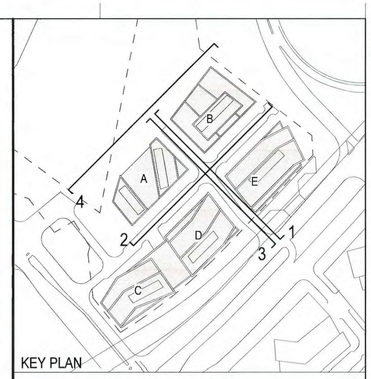
2 ELEVATION - BUILDINGS A & B ON GROVER STREET
SCALE: 1" = 80'-0"



3 ELEVATION - BUILDINGS A & D ON DARTFORD WEST
SCALE: 1" = 80'-0"



4 ELEVATION - BUILDINGS A & B ON FUTURE CONNECTOR ROAD
SCALE: 1" = 80'-0"



KEY PLAN

POTENTIAL PALETTE OF MATERIALS

A Retail/Restaurant/Building Entry Facade
- Clear Glass and Metal Storefront
- Clear Glass and Stone Storefront
- Clear Glass and Masonry Storefront

B Office Facade
- Glass Curtain Wall
- Metal Panel
- Precast Concrete
- Glass
- Masonry/Stone

C Residential Facade
- Curtain Wall
- Metal Panel
- Precast Concrete
- Glass
- Masonry/Stone

D Penthouse Facade
- Glass Curtain Wall
- Metal Panel

E Garage Facade
- Architectural Metal Panels
- Metal Mesh
- Precast Panels
- Green Screen

NOTES:

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MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

0' 80' 160' 240'

SCOTTS RUN NORTH

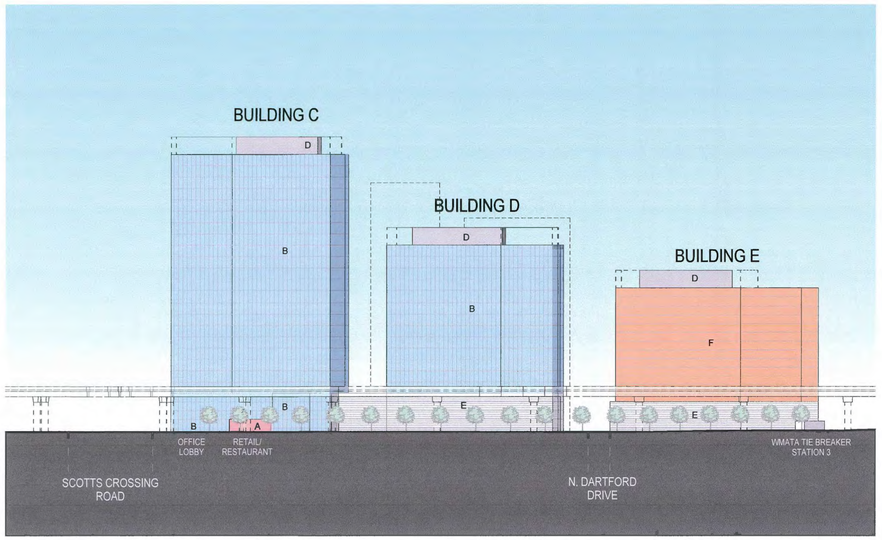
DRAWING TITLE
ELEVATIONS

SCALE: As indicated

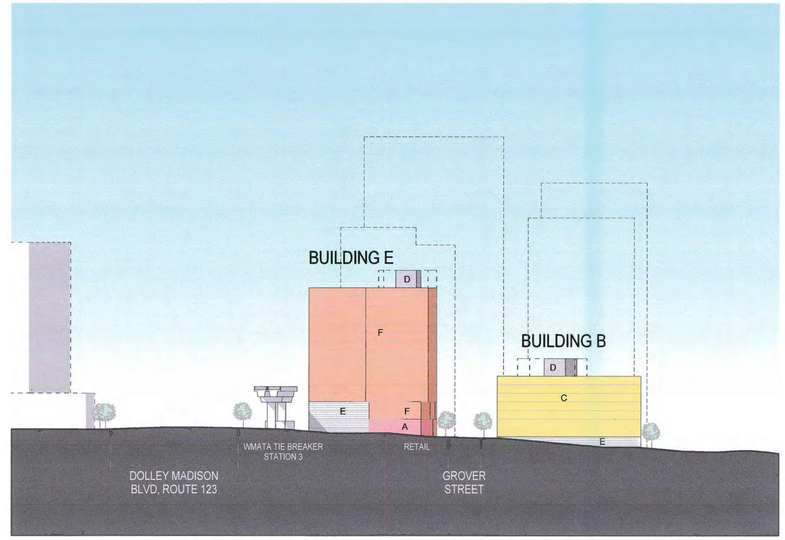
PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A3.02

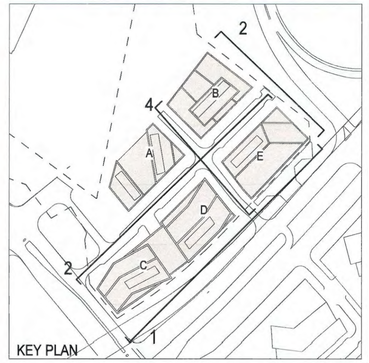
Plot Date: 4/1/2015 1:08:35 PM Author



1 ELEVATION - BUILDINGS C, D & E HOTEL ALTERNATE FROM DOLLEY MADISON/RT 123
SCALE: 1" = 80'-0"



2 ELEVATION - BUILDINGS B & E HOTEL ALTERNATE FACING NORTHEAST
SCALE: 1" = 80'-0"



POTENTIAL PALETTE OF MATERIALS

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- Masonry/Stone

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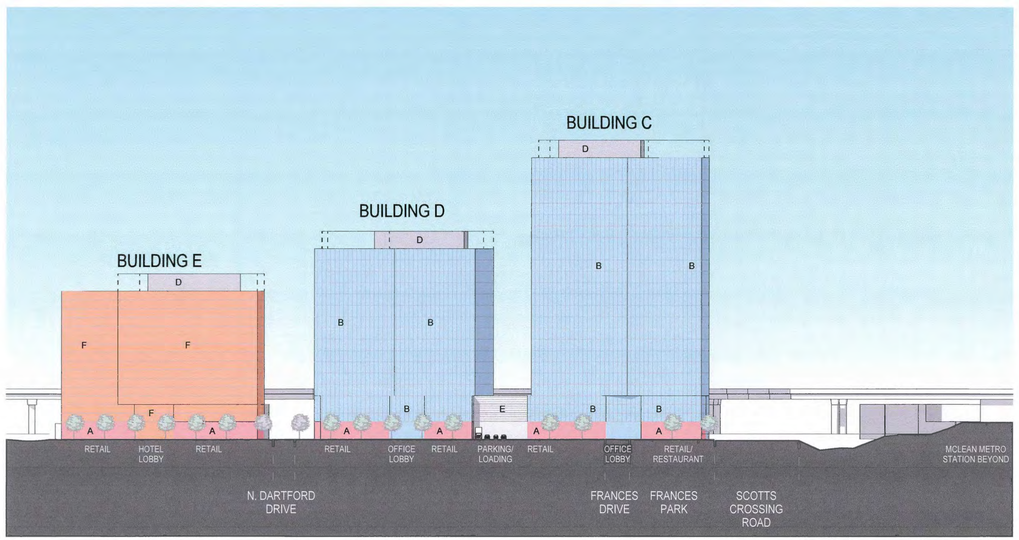
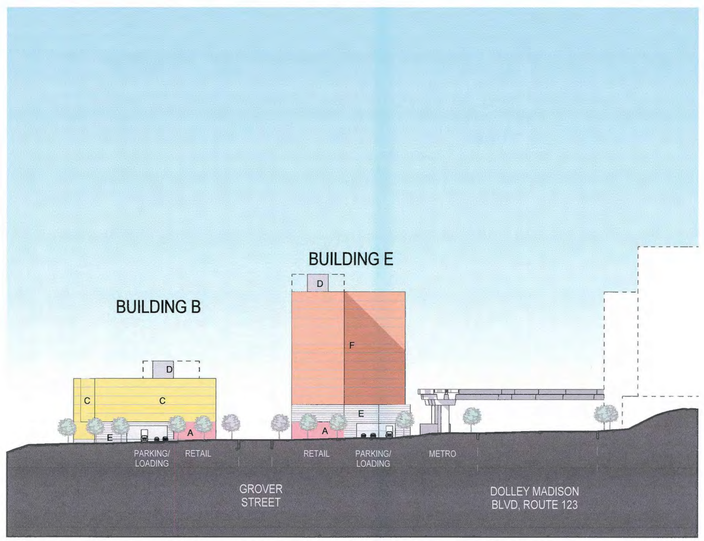
- Glass Curtain Wall
- Metal Panel

E Garage Facade
- Architectural Metal Panels
- Metal Mesh
- Precast Panels
- Green Screen

F Hotel
- Glass Curtain Wall
- Metal Panel
- Precast Concrete
- Glass
- Masonry/Stone



3 ELEVATION - BUILDINGS C, D & E HOTEL ALTERNATE FROM GROVER STREET
SCALE: 1" = 80'-0"



4 ELEVATION - BUILDINGS B & E HOTEL ALTERNATE ON N. DARTFORD DRIVE
SCALE: 1" = 80'-0"

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MATTHEW J. TAUSCHER
Lic. No. 000832
LANDSCAPE ARCHITECT
4.3.15

0' 80' 160' 240'

SCOTTS RUN NORTH

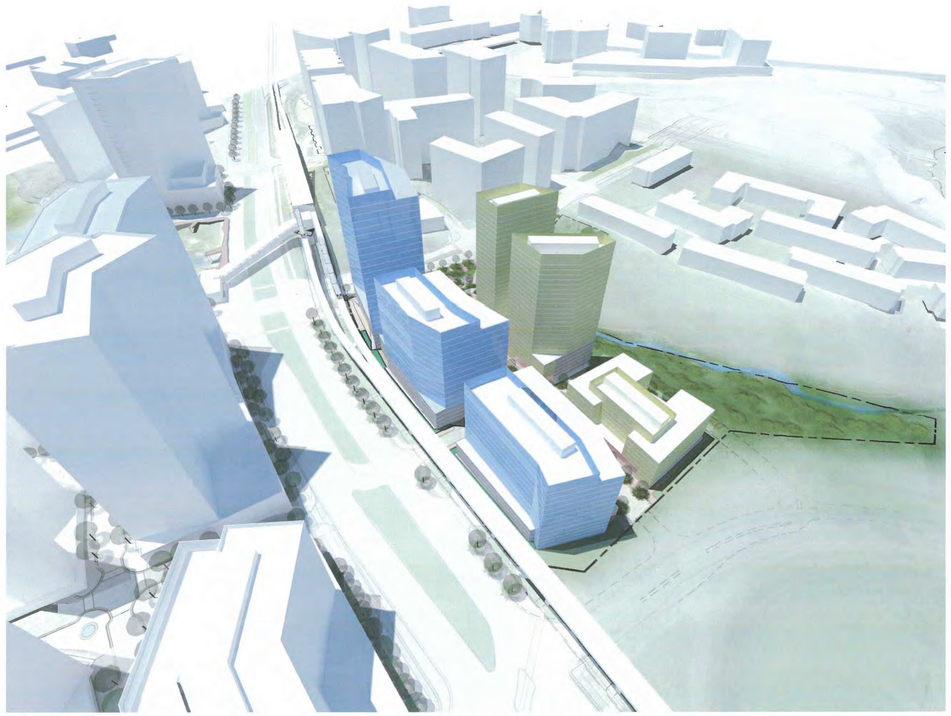
DRAWING TITLE
ELEVATIONS - HOTEL ALTERNATE

SCALE
As indicated

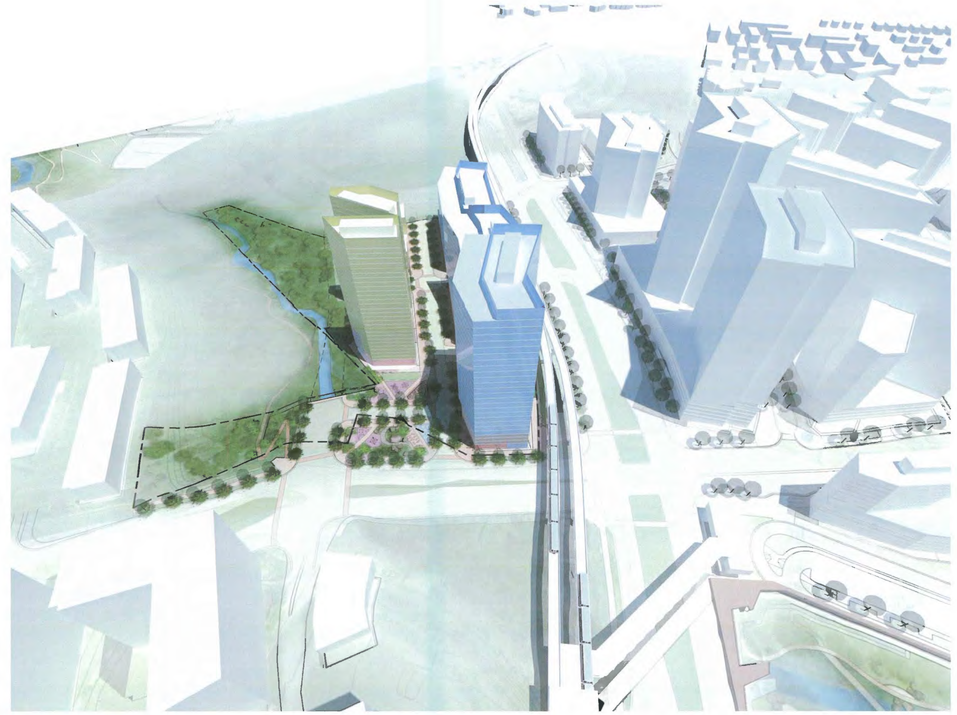
PROJECT NUMBER
26758.005

DRAWING NUMBER
CDP A3.03

Author:
Plot Date: 4/1/2015 1:08:43 PM

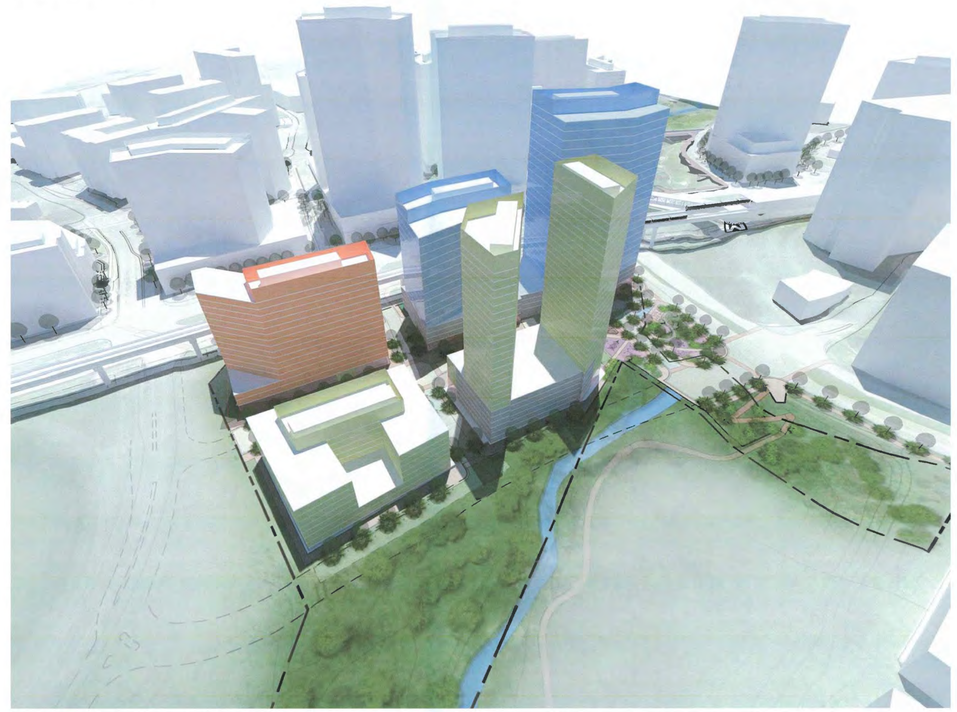


1 AERIAL LOOKING WEST
SCALE: NOT TO SCALE



2 AERIAL LOOKING EAST
SCALE: NOT TO SCALE

3 AERIAL LOOKING SOUTH
SCALE: NOT TO SCALE



4 AERIAL LOOKING SOUTH - PARCEL E HOTEL
SCALE: NOT TO SCALE

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SCOTTS RUN NORTH

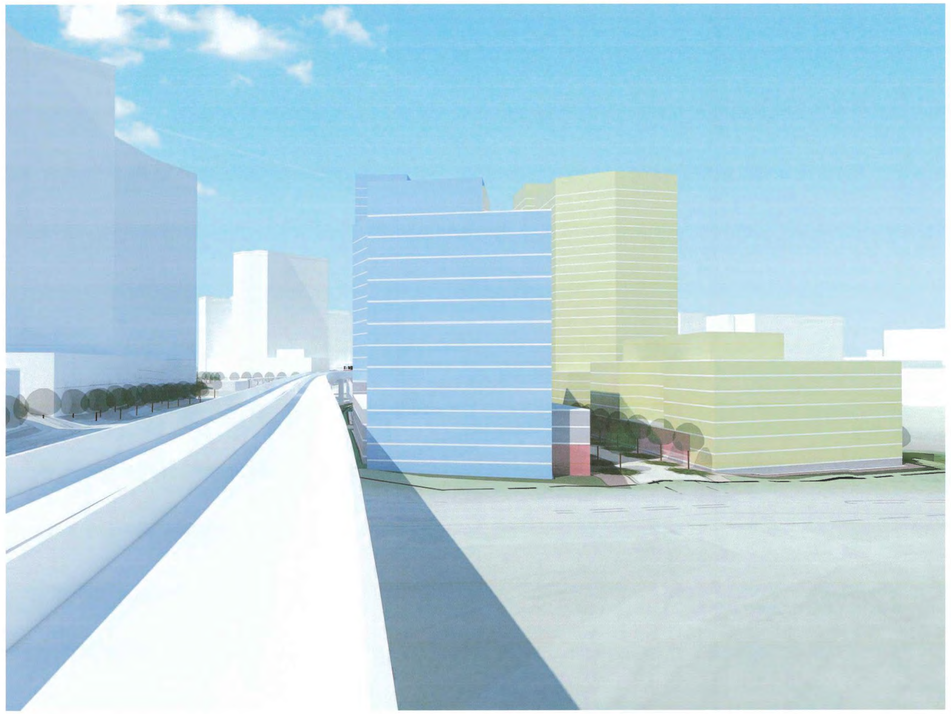
DRAWING TITLE
3D VIEWS

SCALE
1" = 100'-0"

PROJECT NUMBER
26758.005

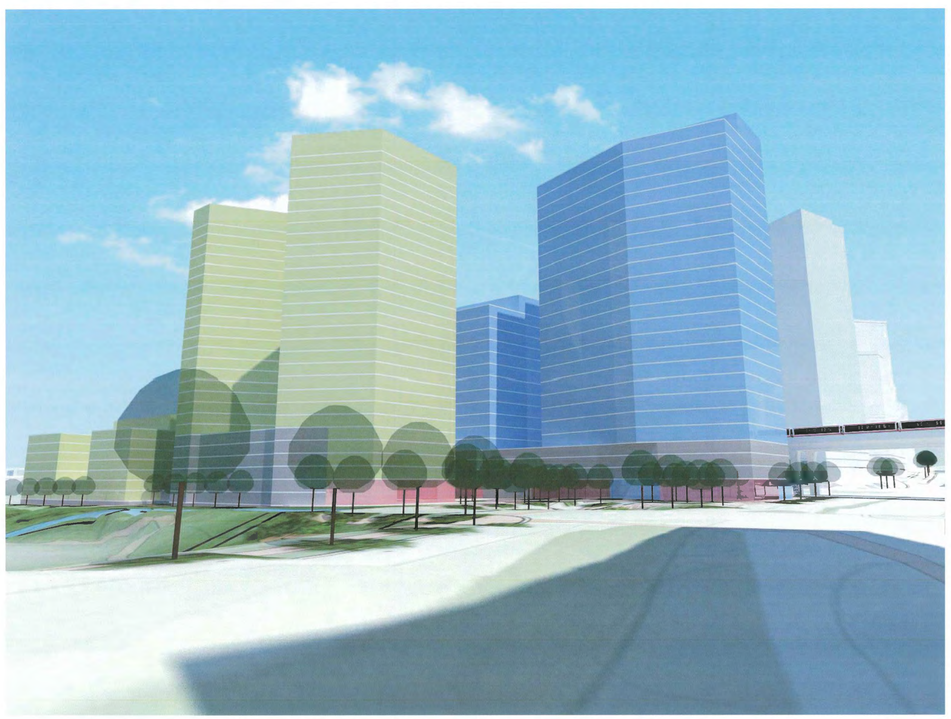
DRAWING NUMBER
CDP A4.01

Plot Date: 4/1/2015 1:08:44 PM Author

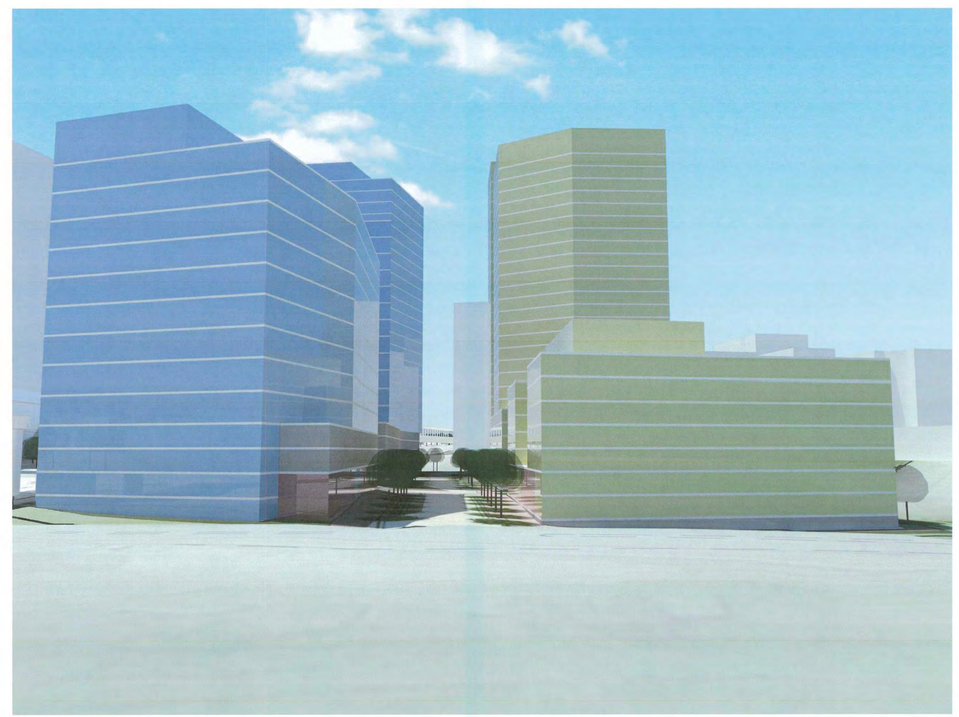


1 METRO VIEW LOOKING WEST
SCALE: NOT TO SCALE

2 STREET VIEW - RT 123 LOOKING EAST
SCALE: NOT TO SCALE



5 STREET VIEW - SCOTTS CROSSING LOOKING SOUTH
SCALE: NOT TO SCALE



4 STREET VIEW - GROVER LOOKING WEST
SCALE: NOT TO SCALE

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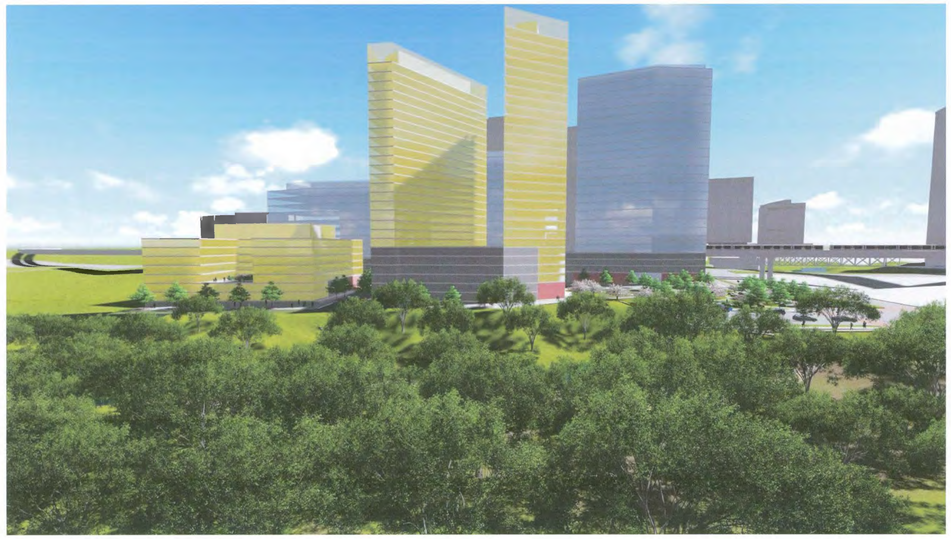
1" = 100'-0"

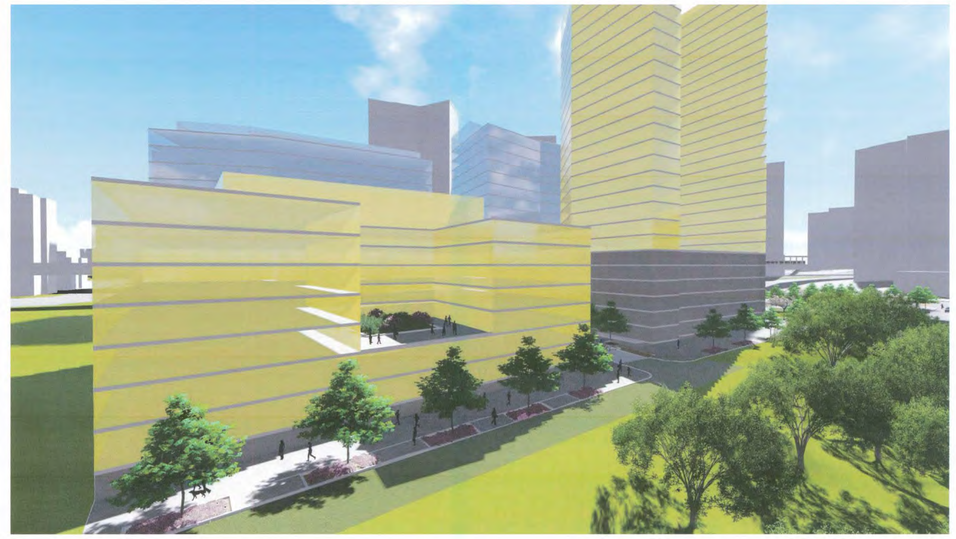
PROJECT NUMBER
26758.005

DRAWING NUMBER
CDP A4.02

Plot Date: 4/1/2015 1:08:46 PM Author



1 BASE - VIEW FROM NORTH
SCALE: 1" = 100'-0"



2 BASE - VIEW FROM NORTHEAST
SCALE: 1" = 100'-0"

3 BASE - VIEW FROM SCOTTS RUN
SCALE: 1" = 100'-0"

4 BASE - VIEW FROM SCOTTS CROSSING RD
SCALE: 1" = 100'-0"

NOTE:
1) ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
2) BUILDINGS ARE COLORED BY USE. SEE ELEVATIONS FOR MATERIAL PALETTE.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4·3·15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
FROM SCOTTS RUN - 3D VIEWS

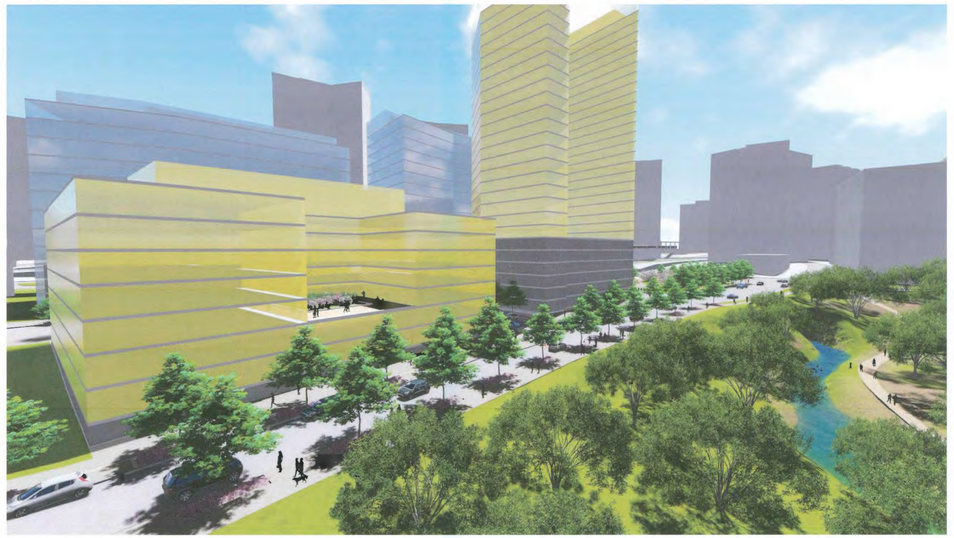
SCALE 1" = 100'-0"

PROJECT NUMBER 26758.005

DRAWING NUMBER **A4.03**

Plot Date: 4/1/2015 1:08:47 PM Author

1 FUTURE - VIEW FROM NORTH
SCALE: 1" = 100'-0"



2 FUTURE - VIEW FROM NORTHEAST
SCALE: 1" = 100'-0"

3 FUTURE - VIEW FROM SCOTTS RUN
SCALE: 1" = 100'-0"

5 FUTURE - VIEW FROM SCOTTS CROSSING RD
SCALE: 1" = 100'-0"

NOTE:
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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
FROM SCOTTS RUN, FUTURE ROADWAY - 3D VIEWS

SCALE
1" = 100'-0"

PROJECT NUMBER
26758.005

DRAWING NUMBER
CDP A4.04

Plot Date: 4/1/2015 1:08:48 PM Author:

1 VIEW FROM ROUTE 123 (2)
SCALE: 1" = 100'-0"

2 VIEW FROM ROUTE 123 (3)
SCALE: 1" = 100'-0"

3 VIEW FROM ROUTE 123 (1)
SCALE: 1" = 100'-0"

4 EXAMPLE- RAISED INFILTRATION BASIN
SCALE: NOT TO SCALE

NOTE:
1) ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.
2) BUILDINGS ARE COLORED BY USE. SEE ELEVATIONS FOR MATERIAL PALETTE.

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SEALS AND SIGNATURES

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MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
VIEWS FROM 123

SCALE
1" = 100'-0"

PROJECT NUMBER
26758.005

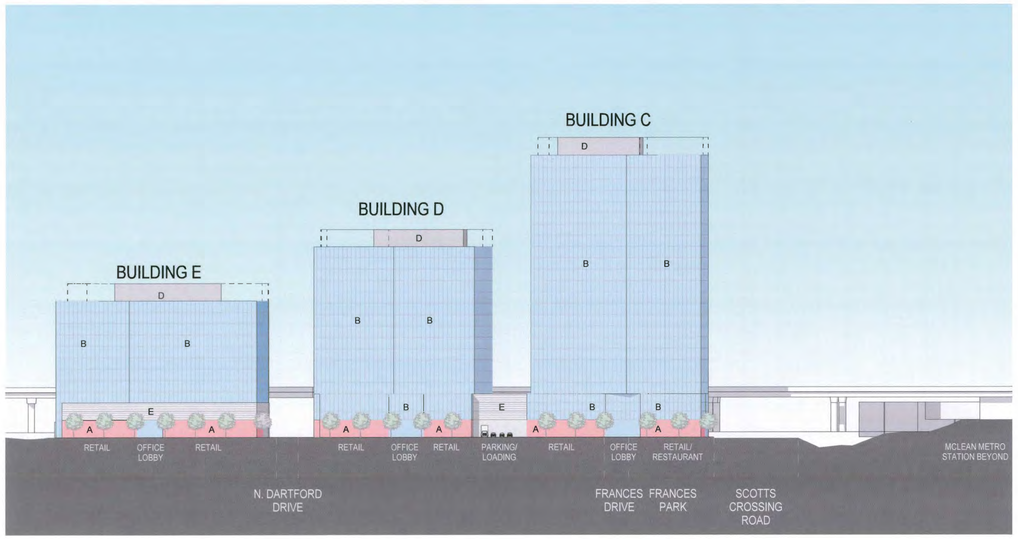
DRAWING NUMBER
CDP A4.05

Plot Date: 4/1/2015 1:08:49 PM Author

MANY OF THE ABOVE-GRADE GARAGES ARE FLANKED WITH RETAIL AND OTHER USES. WHERE EXPOSED, GARAGE SKIN WILL UTILIZE TWO TREATMENTS, 'B' AND 'E' AS IDENTIFIED ON THE ELEVATIONS (BELOW AND A3 SERIES DRAWINGS);

B: MATERIALS SIMILAR TO THE BUILDING ABOVE INCLUDING GLASS CURTAIN WALL, METAL PANEL, ETC.

E: DYNAMIC GARAGE FACADE, MATERIALS INCLUDE METAL MESH, METAL PANEL, PRECAST CONCRETE, COLOR ELEMENTS, LIGHTING ELEMENTS



1 ELEVATION - GROVER DRIVE SOUTH
SCALE: 1" = 80'-0"

POTENTIAL PALETTE OF MATERIALS

A Retail/Restaurant/Building Entry Facade
- Clear Glass and Metal Storefront
- Clear Glass and Stone Storefront
- Clear Glass and Masonry Storefront

B Office Facade
- Glass Curtain Wall
- Metal Panel
- Precast Concrete
- Glass
- Masonry/Stone

C Residential Facade
- Curtain Wall
- Metal Panel
- Precast Concrete
- Glass
- Masonry/Stone

D Penthouse Facade
- Glass Curtain Wall
- Metal Panel

E Garage Facade
- Architectural Metal Panels
- Metal Mesh
- Precast Panels
- Green Screen

EXAMPLE IMAGES OF GLASS GARAGE FACADES- TYPE 'B'

EXAMPLE IMAGES OF DYNAMIC GARAGE FACADES- TYPE 'E'

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4.3.15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

DRAWING TITLE
GARAGE FACADE TREATMENT

SCALE 1" = 80'-0"

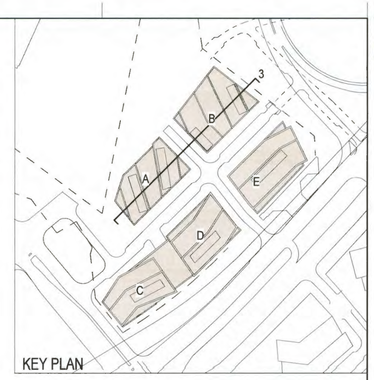
PROJECT NUMBER 26758.005

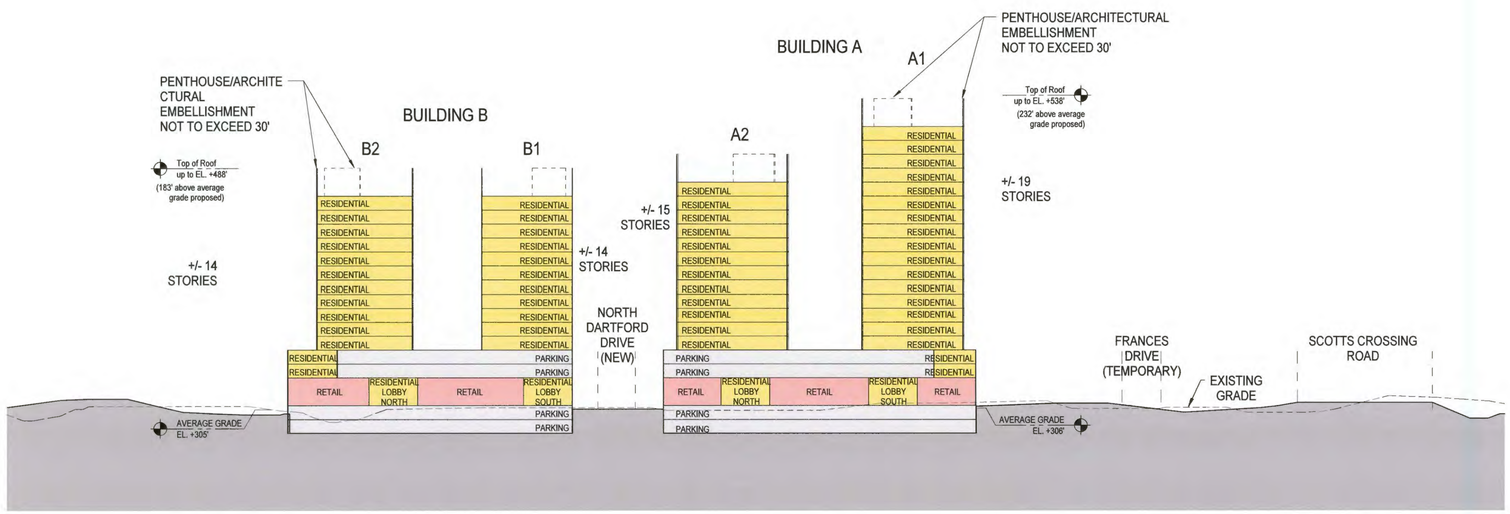
DRAWING NUMBER CDP A4.06

Plot Date: 4/1/2015 1:08:58 PM Author:

1 ILLUSTRATIVE TOWER LAND USE PLAN - A & B ALTERNATE MASSING
SCALE: 1" = 100'-0"

2 ILLUSTRATIVE GROUND FLOOR PLAN - A & B ALTERNATE MASSING
SCALE: 1" = 100'-0"





3 SECTION THROUGH BUILDINGS A & B - ALTERNATE MASSING
SCALE: 1" = 50'-0"

NOTES:

1. ARCHITECTURAL PLANS, ELEVATIONS, ILLUSTRATIONS, MATERIALS, BUILDING HEIGHTS, ETC ARE CONCEPTUAL AND ARE SUBJECT TO REVISION WITH FINAL DEVELOPMENT PLAN AND FINAL SITE PLAN APPLICATIONS.

2. RETAIL EXTENT AND LOCATIONS SHOWN ARE CONCEPTUAL AND MAY BE ONE OR TWO STORIES.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

0' 100' 200' 300'

NORTH

SCOTTS RUN NORTH

DRAWING TITLE

ALTERNATE MASSING FOR BUILDINGS A AND B - PLANS AND SECTION

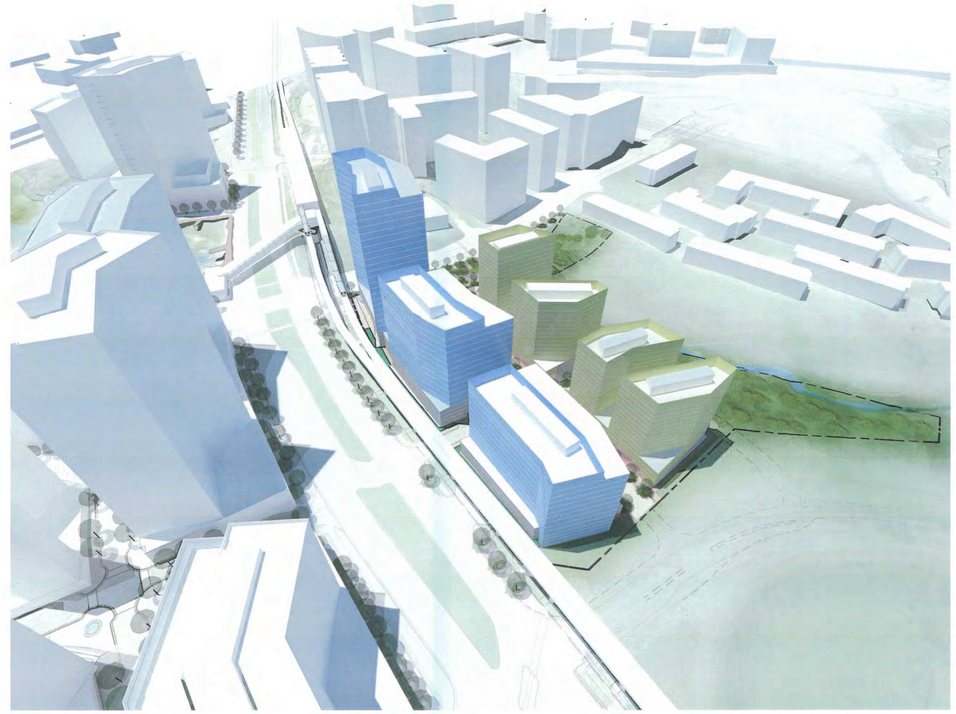
SCALE: As indicated

PROJECT NUMBER: 26758.005

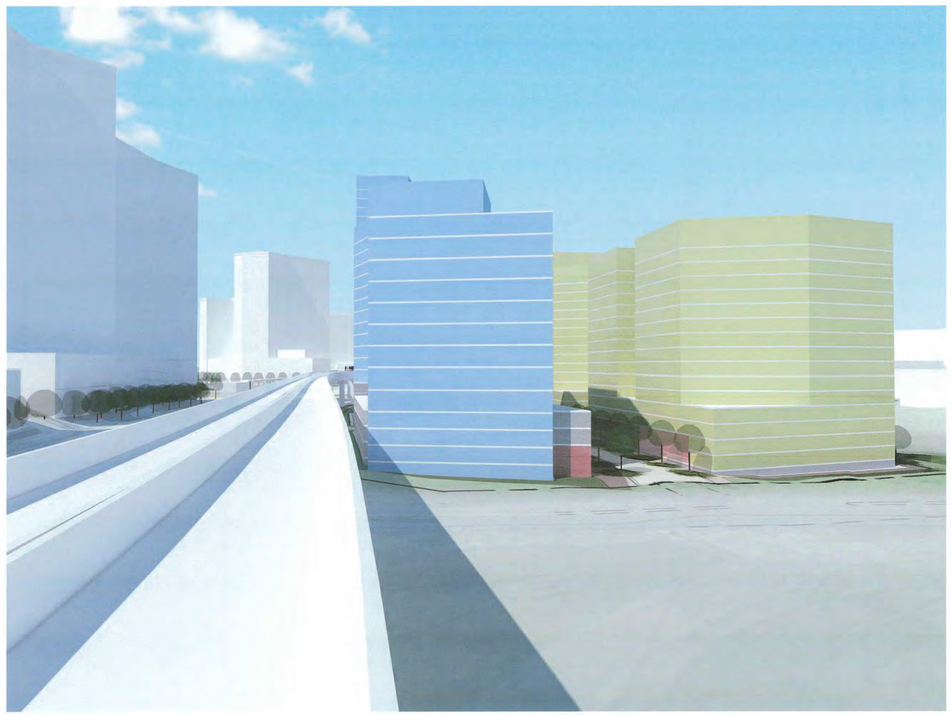
DRAWING NUMBER: CDP A4.10

Plot Date: 4/1/2015 1:09:03 PM Author

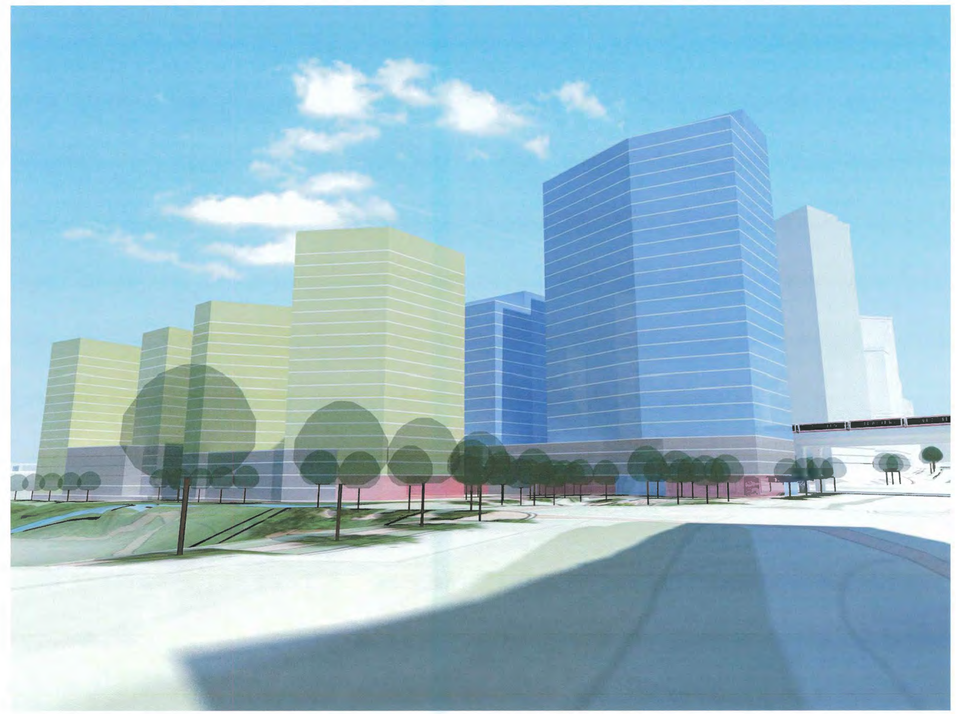
1 AERIAL LOOKING SOUTH
SCALE: NOT TO SCALE



2 AERIAL LOOKING WEST
SCALE: NOT TO SCALE



3 METRO VIEW LOOKING WEST
SCALE: NOT TO SCALE



4 STREET VIEW - SCOTTS CROSSING LOOKING SOUTH
SCALE: NOT TO SCALE

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

SCOTTS RUN NORTH

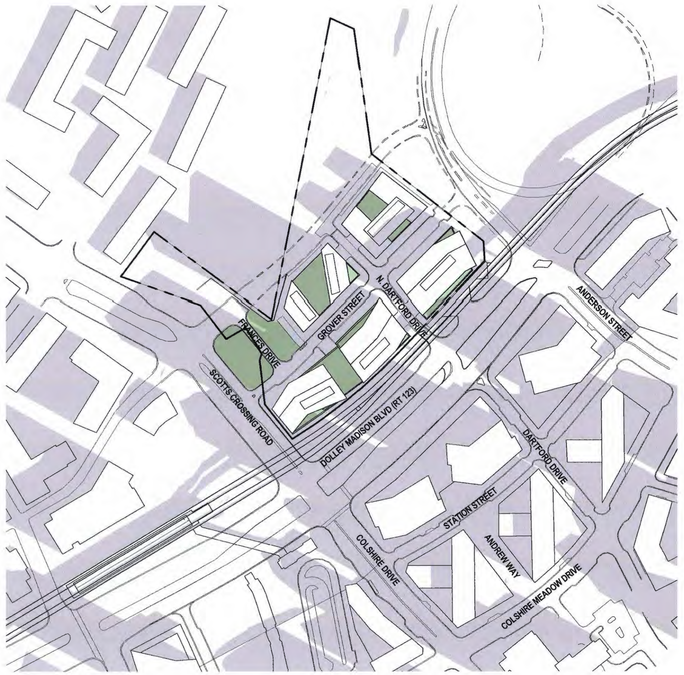
DRAWING TITLE
ALTERNATE MASSING - 3D VIEWS

SCALE
1" = 100'-0"

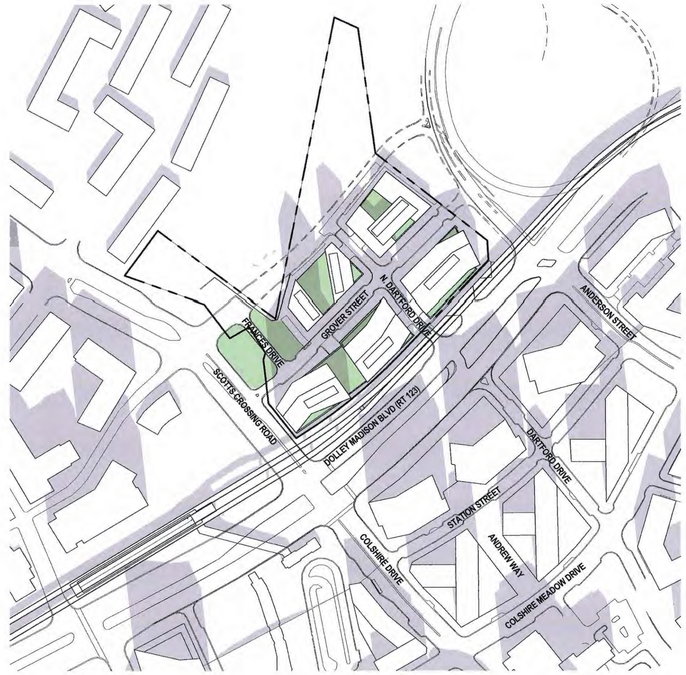
PROJECT NUMBER
26758.005

DRAWING NUMBER
CDP A4.11

Plot Date: 4/1/2015 1:09:04 PM Author:

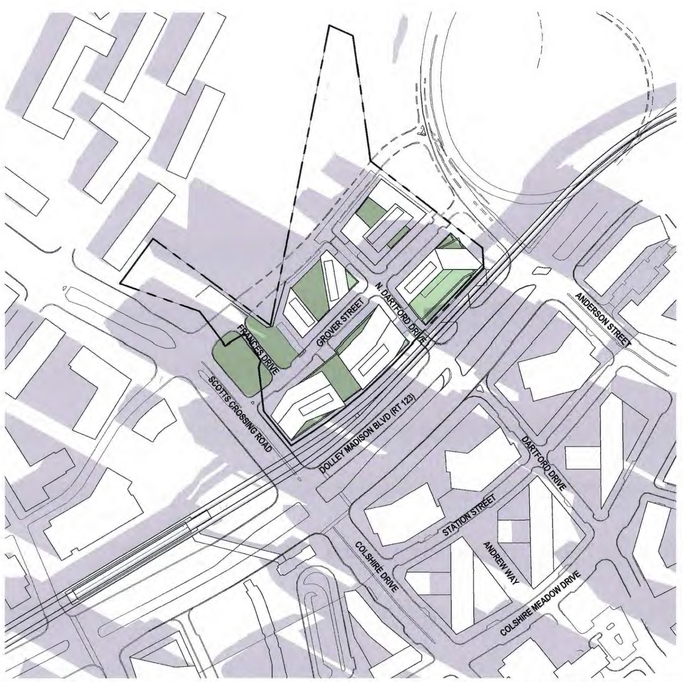


1 SPRING/FALL EQUINOX - 0900
SCALE: 1" = 200'-0"

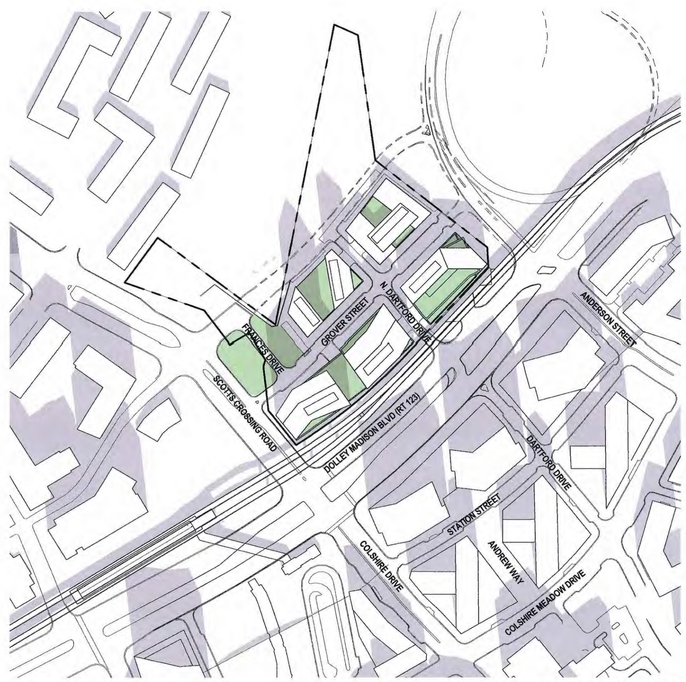


2 SPRING/FALL EQUINOX - 1200
SCALE: 1" = 200'-0"

3 SPRING/FALL EQUINOX - 1500
SCALE: 1" = 200'-0"



4 SPRING/FALL EQUINOX - 0900 - HOTEL ALTERNATE
BLDG E
SCALE: 1" = 200'-0"



5 SPRING/FALL EQUINOX - 1200 - HOTEL ALTERNATE
BLDG E
SCALE: 1" = 200'-0"

6 SPRING/FALL EQUINOX - 1500 - HOTEL ALTERNATE
BLDG E
SCALE: 1" = 200'-0"

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4·3·15
LANDSCAPE ARCHITECT

0' 200' 400' 600'

NORTH

SCOTTS RUN NORTH

DRAWING TITLE
SHADOW STUDIES - SPRING/FALL EQUINOX

SCALE 1" = 200'-0"

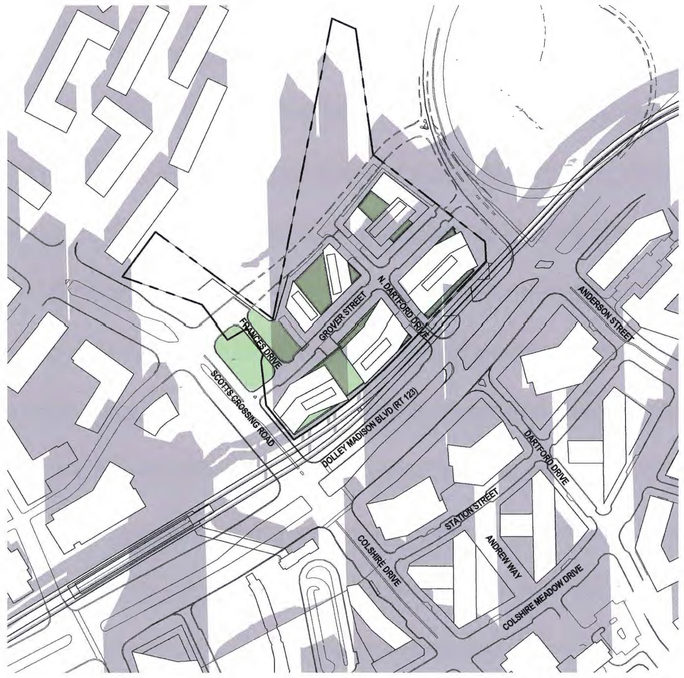
PROJECT NUMBER 26758.005

DRAWING NUMBER CDP A5.01

Author

Plot Date: 4/1/2015 1:09:21 PM

1 WINTER SOLSTICE - 0900
SCALE: 1" = 200'-0"



2 WINTER SOLSTICE - 1200
SCALE: 1" = 200'-0"

3 WINTER SOLSTICE - 1500
SCALE: 1" = 200'-0"

4 WINTER SOLSTICE - 0900 - HOTEL ALTERNATE BLDG E
SCALE: 1" = 200'-0"

5 WINTER SOLSTICE - 1200 - HOTEL ALTERNATE BLDG E
SCALE: 1" = 200'-0"

6 WINTER SOLSTICE - 1500 - HOTEL ALTERNATE BLDG E
SCALE: 1" = 200'-0"

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

0' 200' 400' 600'

NORTH

SCOTTS RUN NORTH

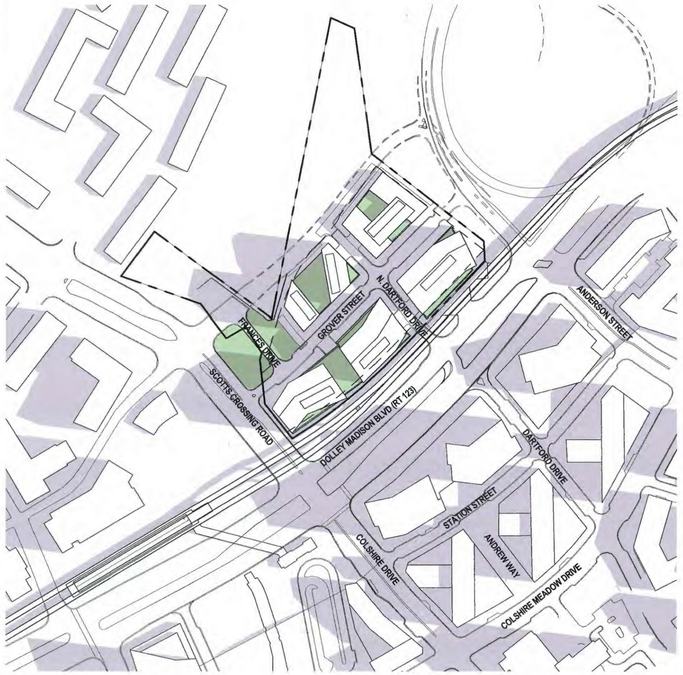
DRAWING TITLE
SHADOW STUDIES - WINTER SOLSTICE

SCALE
1" = 200'-0"

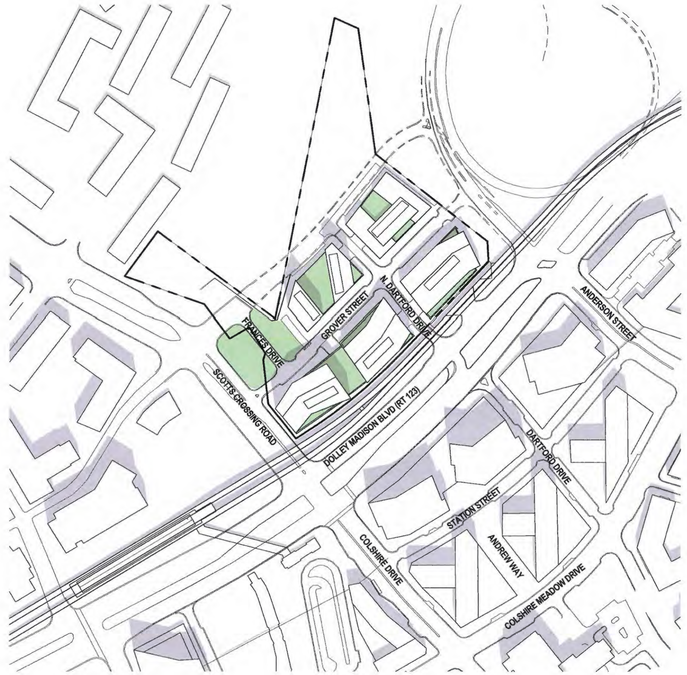
PROJECT NUMBER
26758.005

DRAWING NUMBER
CDP A5.02

Author:
Plot Date: 4/1/2015 1:09:37 PM

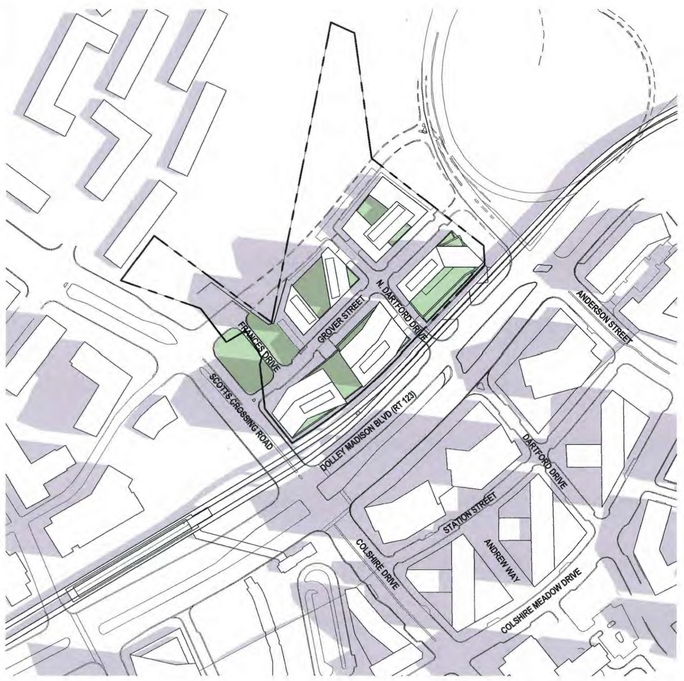


1 SUMMER SOLSTICE - 0900
SCALE: 1" = 200'-0"



2 SUMMER SOLSTICE - 1200
SCALE: 1" = 200'-0"

3 SUMMER SOLSTICE - 1500
SCALE: 1" = 200'-0"



4 SUMMER SOLSTICE - 0900 - HOTEL ALTERNATE BLDG E
SCALE: 1" = 200'-0"

5 SUMMER SOLSTICE - 1200 - HOTEL ALTERNATE BLDG E
SCALE: 1" = 200'-0"

6 SUMMER SOLSTICE - 1500 - HOTEL ALTERNATE BLDG E
SCALE: 1" = 200'-0"

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ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.07.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

0' 200' 400' 600'

NORTH

SCOTTS RUN NORTH

DRAWING TITLE
SHADOW STUDIES - SUMMER SOLSTICE

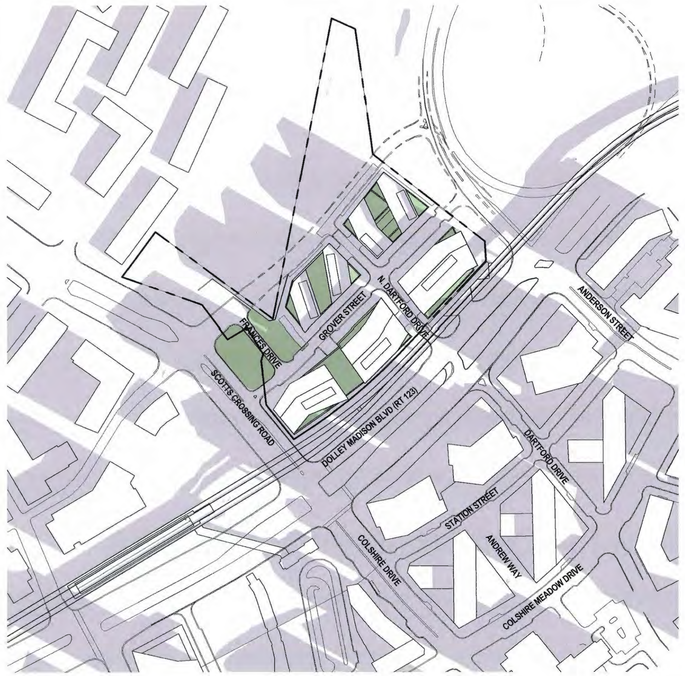
SCALE 1" = 200'-0"

PROJECT NUMBER 26758.005

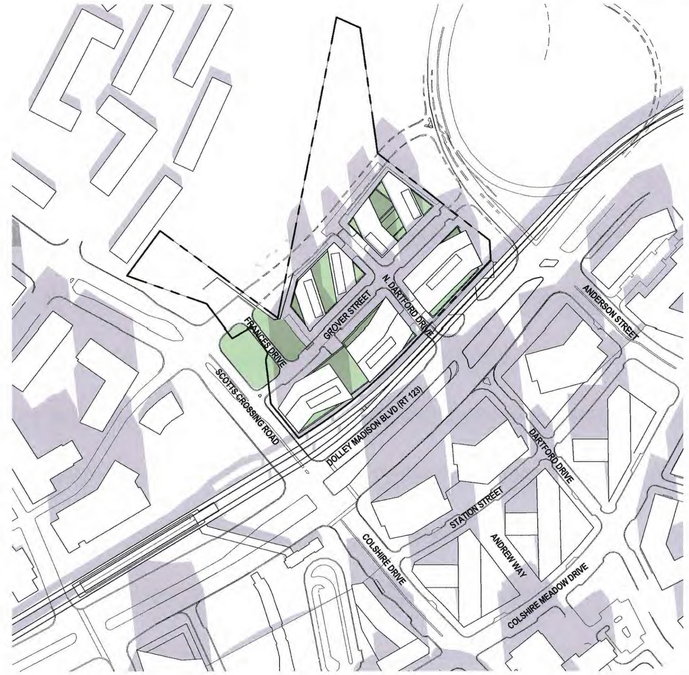
DRAWING NUMBER **CDP A5.03**

Author

Plot Date: 4/1/2015 1:09:53 PM

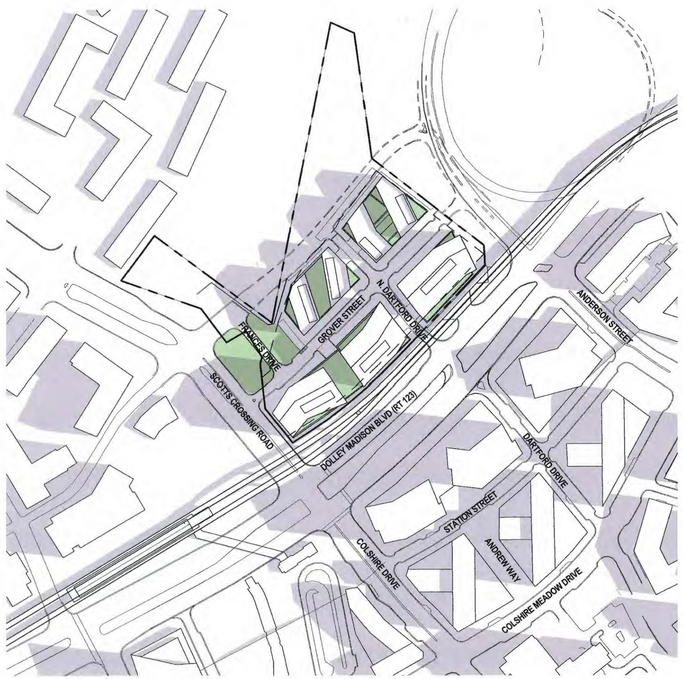


1 SPRING/FALL EQUINOX - 0900 - A & B ALTERNATE MASSING
SCALE: 1" = 200'-0"



2 SPRING/FALL EQUINOX - 1200 - A & B ALTERNATE MASSING
SCALE: 1" = 200'-0"

3 SPRING/FALL EQUINOX - 1500 - A & B ALTERNATE MASSING
SCALE: 1" = 200'-0"



4 SUMMER SOLSTICE - 0900 - A & B ALTERNATE MASSING
SCALE: 1" = 200'-0"

5 SUMMER SOLSTICE - 1200 - A & B ALTERNATE MASSING
SCALE: 1" = 200'-0"

6 SUMMER SOLSTICE - 1500 - A & B ALTERNATE MASSING
SCALE: 1" = 200'-0"

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CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

0' 80' 160' 240'

SCOTTS RUN NORTH

DRAWING TITLE
SHADOW STUDIES - SPRING/FALL EQUINOX & SUMMER SOLSTICE - A & B ALTERNATE MASSING

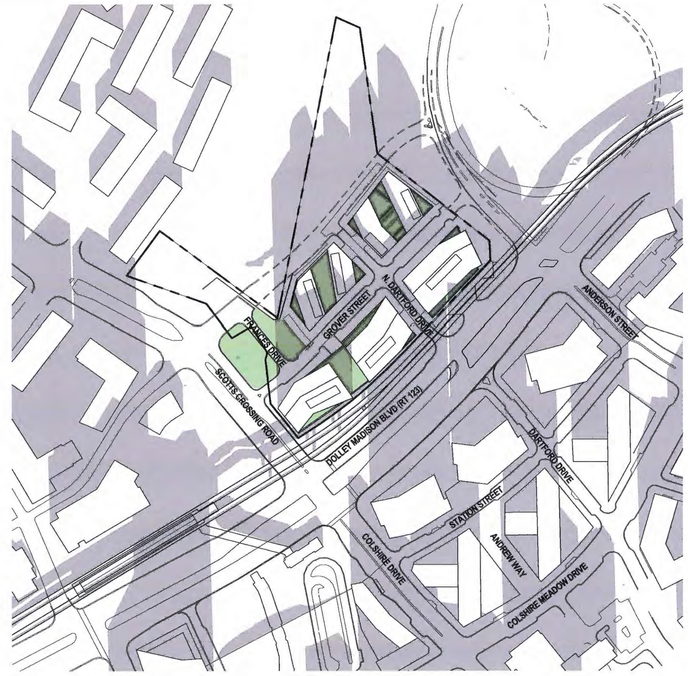
SCALE
1" = 200'-0"

PROJECT NUMBER
26758.005

DRAWING NUMBER
CDP A5.04

Plot Date: 4/1/2015 1:10:08 PM Author

1 WINTER SOLSTICE - 0900 - A & B ALTERNATE MASSING
SCALE: 1" = 200'-0"



2 WINTER SOLSTICE - 1200 - A & B ALTERNATE MASSING
SCALE: 1" = 200'-0"

3 WINTER SOLSTICE - 1500 - A & B ALTERNATE MASSING
SCALE: 1" = 200'-0"

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

0' 80' 160' 240'

SCOTTS RUN NORTH

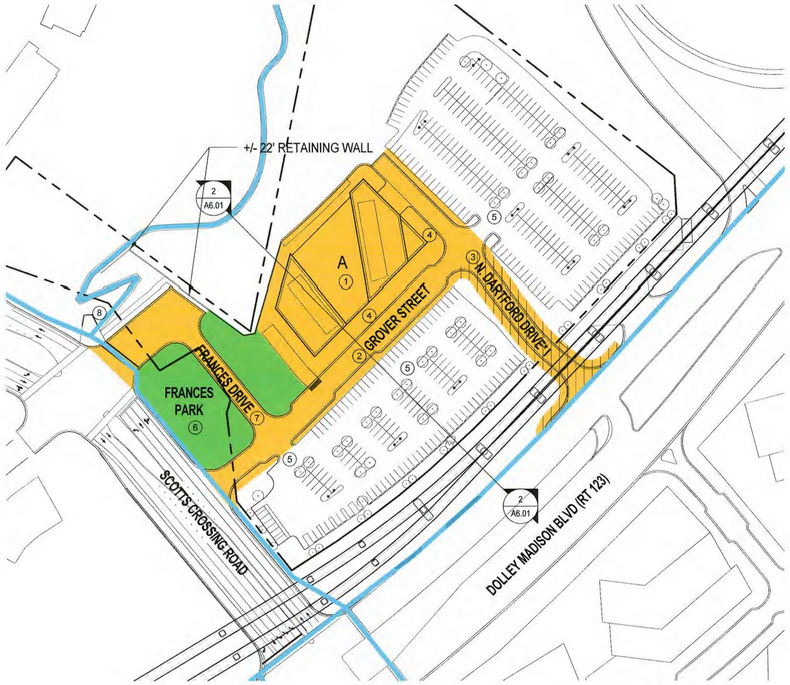
DRAWING TITLE
SHADOW STUDIES - WINTER SOLSTICE - A & B ALTERNATE MASSING

SCALE
1" = 200'-0"

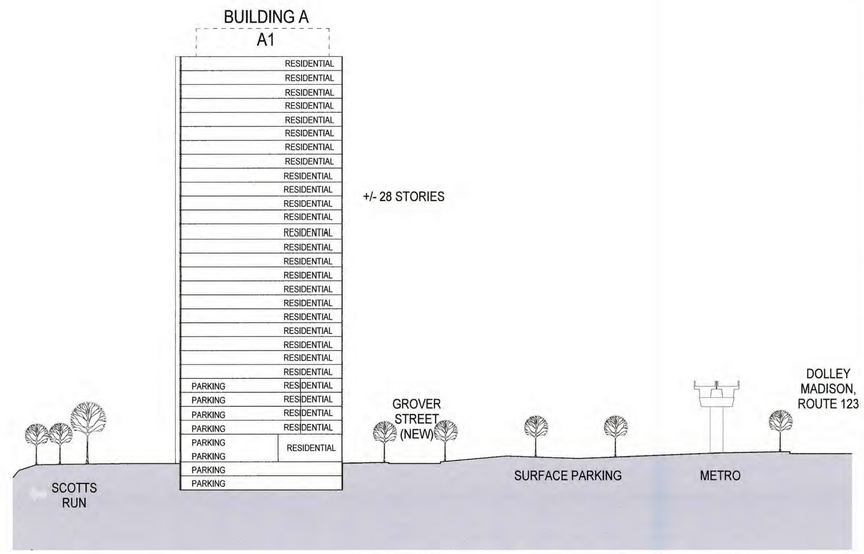
PROJECT NUMBER
26758.005

DRAWING NUMBER
CDP A5.05

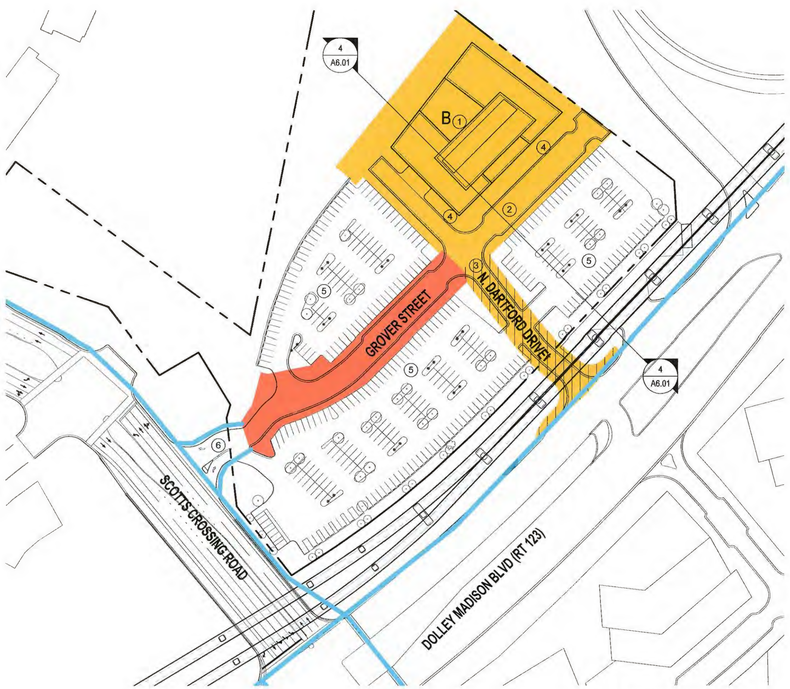
Plot Date: 4/1/2015 1:10:18 PM Author



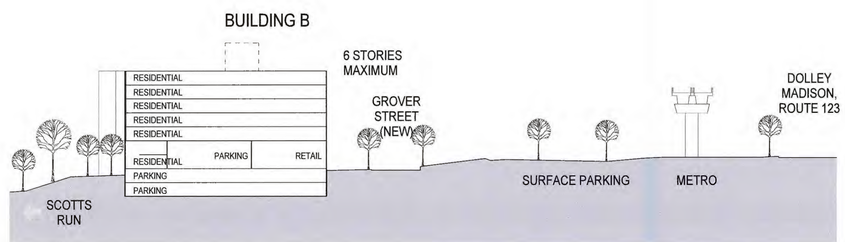
1 BUILDING A PHASING PLAN
SCALE: 1" = 100'-0"



2 BUILDING A PHASING SECTION
SCALE: 1" = 50'-0"



3 BUILDING B PHASING PLAN
SCALE: 1" = 100'-0"



4 BUILDING B PHASING SECTION
SCALE: 1" = 50'-0"

LEGEND

- Proposed Improvements
- Pedestrian Connections to Metro and Surroundings
- Interim Improvements and Pedestrian Paths to Metro
- Proposed Parks / Green Spaces
- Construction Subject to VDOT Approval of 123 Connection

NOTES:

1. Site sections presented on this sheet are preliminary and are prepared to aid in the understanding of grade change across the subject property and the relationship of proposed buildings and other uses. Building design and the final grading are subject to cahnge with final engineering and architectural design.

2. Existing entrances may be removed or modified as necessary.

3. Portions of existing interim commuter parking lot to remain. Final configuration to be determined with F.D.P. and final site plan.

4. If interim or surface parking areas are not being used, except for parking, for more than eighteen months, then temporary street trees may be planted along the perimeter of such areas, but shall not be required to meet the minimum planting width/area standards for permanent street trees. No interior parking lot landscaping shall be required or provided for these areas as part of this rezoning application.

5. Final vehicular ingress and egress will be determined for each building site at the time of F.D.P. without need for a C. D. P. A.

6. Limits of clearing and grading and/or introduction of temporary retaining walls are not shown on phasing plans.

BUILDING A PHASING

1. Construction of Building A with parking

2. Construction of a portion of Grover St. from Scotts Crossing Rd. to N. Dartford Dr.

3. Construction of N. Dartford Dr. Connection to RT 123 subject to VDOT approval.

4. Streetscape improvements along adjacent street frontages

5. Revision of grades and existing surface parking as necessary

6. Construction of Frances Park

7. Construction of Frances Drive

8. Construction of trail connection

BUILDING B PHASING

1. Construction of Building B with parking

2. Construction of a portion of Grover St. from Scotts Crossing Rd. to N. Darford Dr.

3. Construction of N. Dartford Dr. Connection to RT 123 subject to VDOT approval.

4. Streetscape improvements along adjacent street frontages

5. Revision of grades and existing surface parking as necessary

6. Existing entrance to remain

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CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

NORTH

SCOTTS RUN NORTH

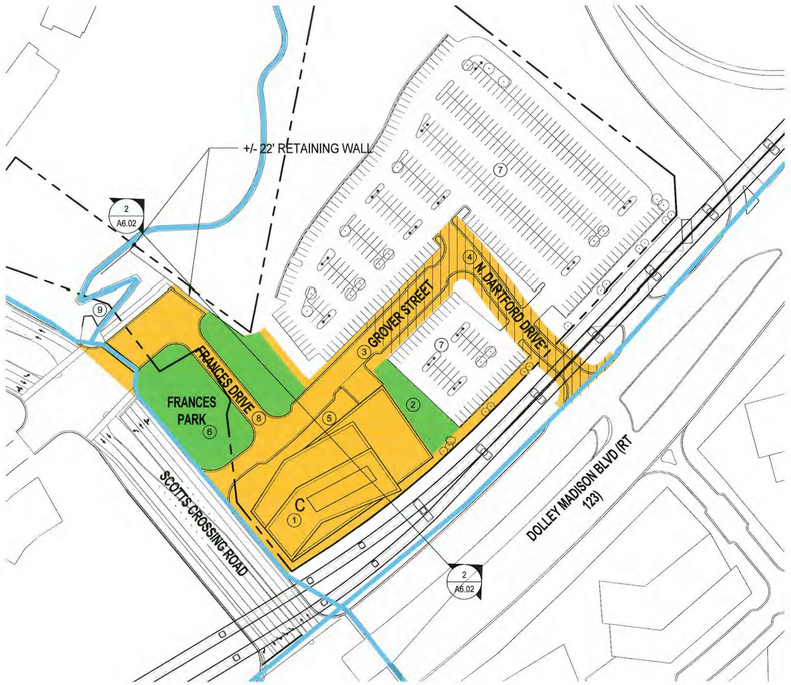
DRAWING TITLE
PHASING

SCALE: As indicated

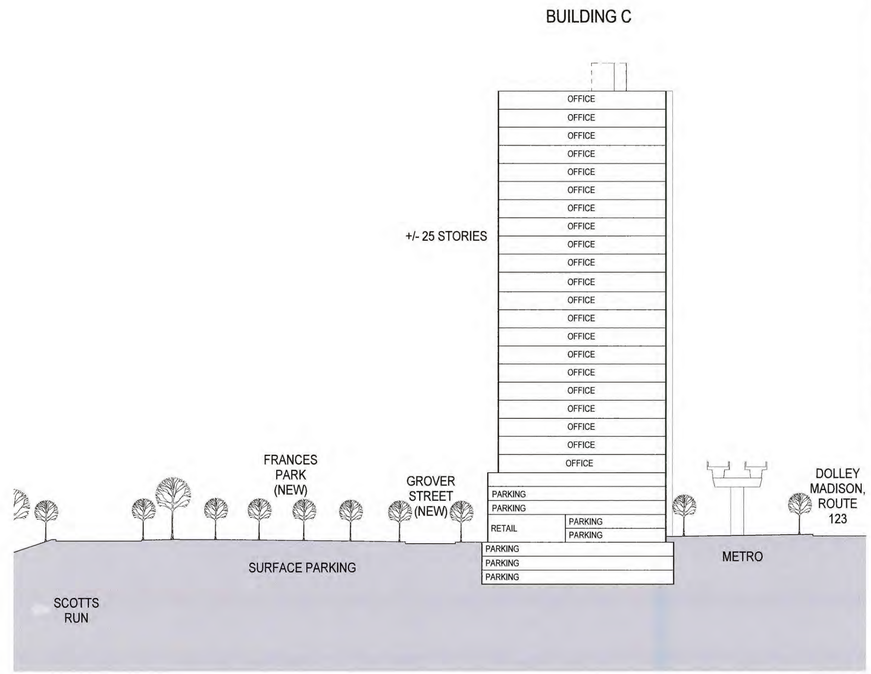
PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A6.01

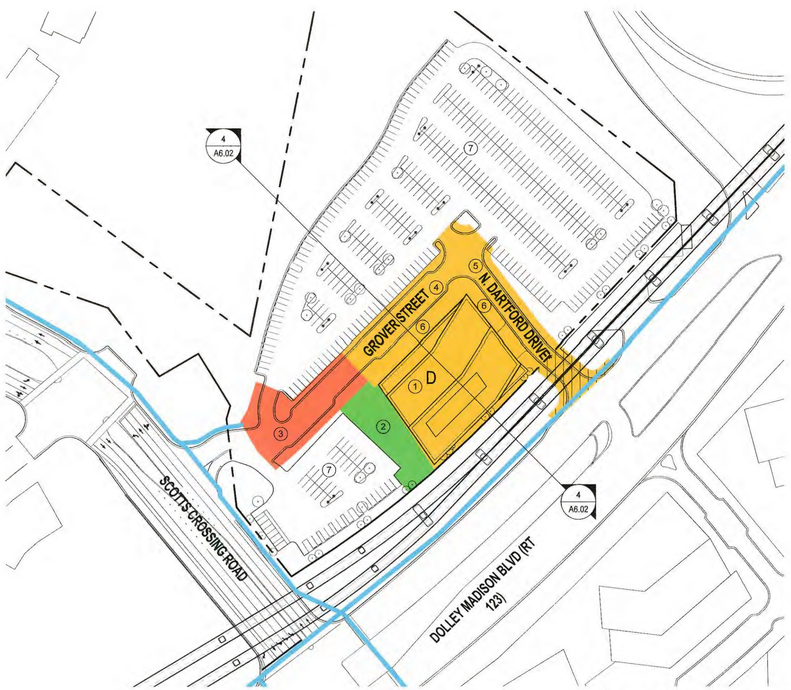
Plot Date: 4/1/2015 1:10:23 PM Author



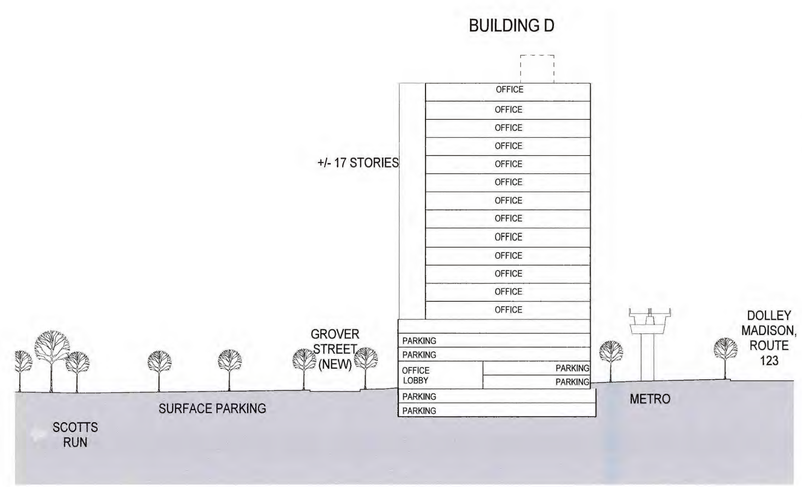
1 BUILDING C PHASING PLAN
SCALE: 1" = 100'-0"



2 BUILDING C PHASING SECTION
SCALE: 1" = 50'-0"



3 BUILDING D PHASING PLAN
SCALE: 1" = 100'-0"



4 BUILDING D PHASING SECTION
SCALE: 1" = 50'-0"

LEGEND

- Proposed Improvements
- Pedestrian Connections to Metro and Surroundings
- Interim Improvements and Pedestrian Paths to Metro
- Proposed Parks / Green Spaces
- Construction Subject to VDOT Approval of 123 Connection

NOTES:

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2. Existing entrances may be removed or modified as necessary.

3. Portions of existing interim commuter parking lot to remain. Final configuration to be determined with F.D.P. and final site plan.

4. If interim or surface parking areas are not being used, except for parking, for more than eighteen months, then temporary street trees may be planted along the perimeter of such areas, but shall not be required to meet the minimum planting width/area standards for permanent street trees. No interior parking lot landscaping shall be required or provided for these areas as part of this rezoning application.

5. Final vehicular ingress and egress will be determined for each building site at the time of F.D.P. without need for a C. D. P. A.

6. Limits of clearing and grading and/or introduction of temporary retaining walls are not shown on phasing plans.

BUILDING C PHASING

1. Construction of Building C with parking

2. Construction of interim green space adjacent to Building C

3. Construction of a portion of Grover St. from Scotts Crossing Rd. to N. Dartford Dr.

4. Construction of a portion of N. Dartford Dr. from Rt. 123 to Grover St. Connection to RT 123 subject to VDOT approval.

5. Streetscape improvements along adjacent street frontages

6. Construction of Frances Park adjacent to Building C

7. Revision of grade and existing surface parking as necessary

8. Construction of Frances Drive

9. Construction of trail connection

BUILDING D PHASING

1. Construction of Building D with parking

2. Construction of interim green space adjacent to Building D

3. Construction of interim connection from Scotts Crossing Rd. to Grover St.

4. Construction of a portion of Grover St. to N. Dartford Dr.

5. Construction of a portion of N. Dartford Dr. from Rt. 123 to Grover St. Connection to RT 123 subject to VDOT approval.

6. Streetscape improvements along adjacent street frontages

7. Revision of grades and existing surface parking as necessary

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CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

NORTH

SCOTTS RUN NORTH

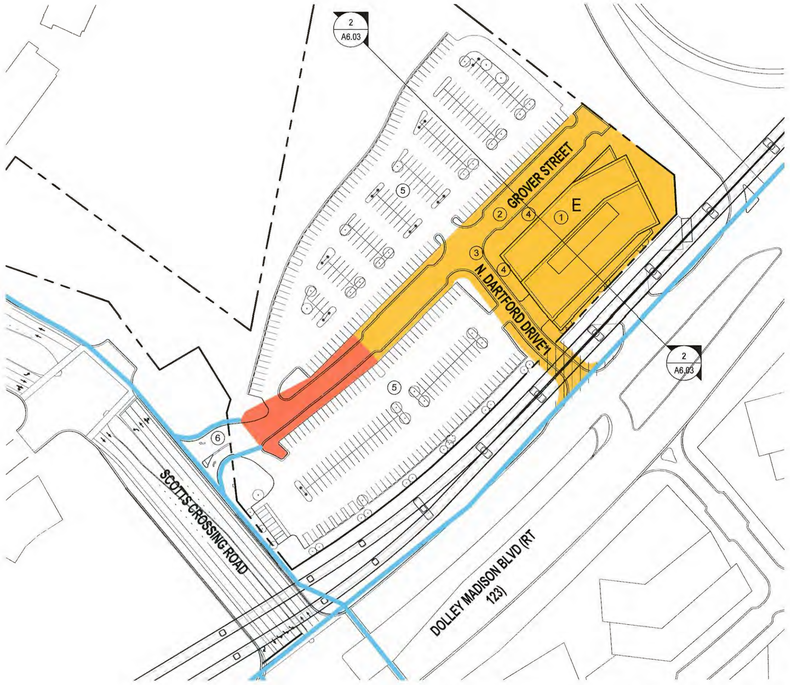
DRAWING TITLE
PHASING

SCALE: As indicated

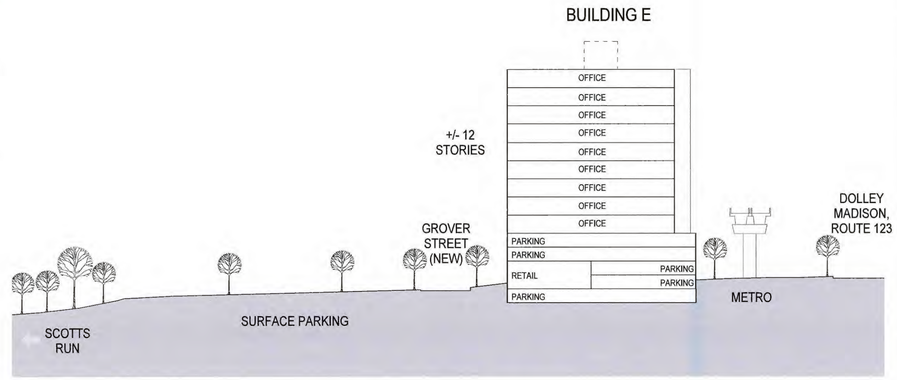
PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A6.02

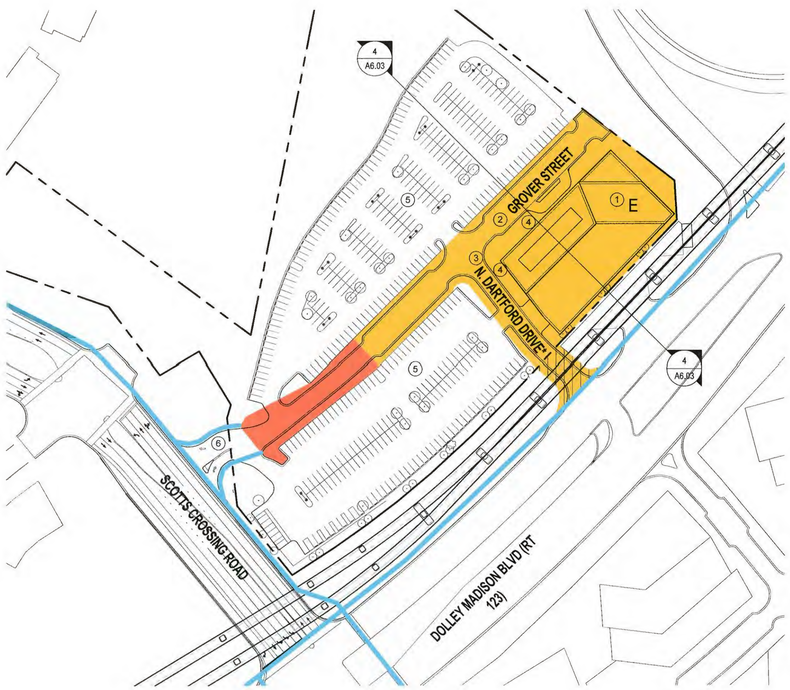
Plot Date: 4/1/2015 1:10:29 PM Author



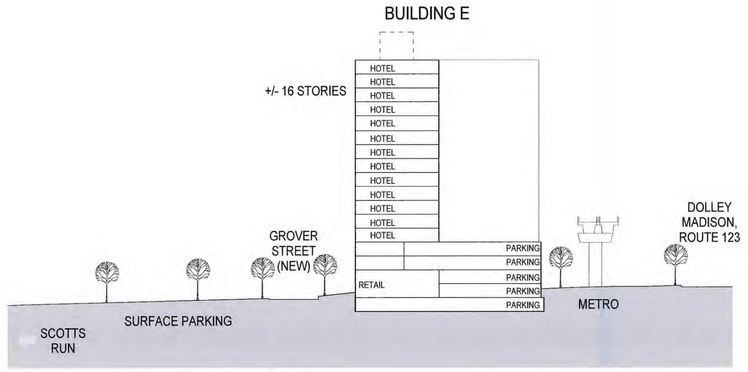
1 BUILDING E PHASING PLAN
SCALE: 1" = 100'-0"



2 BUILDING E PHASING SECTION
SCALE: 1" = 50'-0"



3 BUILDING E HOTEL ALTERNATE PHASING PLAN
SCALE: 1" = 100'-0"



4 BUILDING E HOTEL ALTERNATE PHASING SECTION
SCALE: 1" = 50'-0"

LEGEND

- Proposed Improvements
- Pedestrian Connections to Metro and Surroundings
- Interim Improvements and Pedestrian Paths to Metro
- Proposed Parks / Green Spaces
- Construction Subject to VDOT Approval of 123 Connection

NOTES:

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6. Limits of clearing and grading and/or introduction of temporary retaining walls are not shown on phasing plans.

BUILDING E PHASING

1. Construction of Building E with parking

2. Construction of a portion of Grover St. from Scotts Crossing Rd. to N Dartford Dr.

3. Construction of a portion of N. Dartford Dr. Connection to RT 123 subject to VDOT approval.

4. Streetscape improvements along adjacent street frontages

5. Revision of grade and existing surface parking as necessary

6. Existing vehicular entrance to remain

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CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

NORTH

SCOTTS RUN NORTH

DRAWING TITLE
PHASING

SCALE: As indicated

PROJECT NUMBER: 26758.005

DRAWING NUMBER: CDP A6.03

Plot Date: 4/1/2015 1:10:34 PM Author

BUILDING E HOTEL ALTERNATE

NOTE:

- THE PLAN AND IMAGERY SHOWN MAY BE MODIFIED WITH FINAL ENGINEERING, DESIGN AND AGENCY APPROVAL, PROVIDED THAT THE GENERAL DESIGN QUALITY AND CHARACTERISTICS ARE IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

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SEALS AND SIGNATURES

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Lic. No. 000832
LANDSCAPE ARCHITECT
4.3.15

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE
OVERALL LANDSCAPE & HARDSCAPE PLAN

SCALE 1"=100'

PROJECT NUMBER 26758.005

DRAWING NUMBER CDP L-1

FILE: W:\projects\26758.005\CAD\L\sheet\L-1 OVERALL LANDSCAPE & HARDSCAPE PLAN.dwg USER: silbro DATE: Apr. 01 2015 TIME: 08:28 am

BUILDING E HOTEL ALTERNATE

NOTE:

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GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

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4-3-15
LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE
OVERALL LANDSCAPE & HARDSCAPE PLAN – WITH FUTURE ROADWAY
1"=100'

SCALE

PROJECT NUMBER 26758.005

DRAWING NUMBER **CDP L-1 A**

FILE: W:\projects\26758.005\CAD\L\sheet\L-1A OVERALL LANDSCAPE & HARDSCAPE PLAN.dwg USER: alibra DATE: Apr. 01 2015 TIME: 08:28 am

PRIMARY PEDESTRIAN CORRIDORS

PRIMARY PEDESTRIAN CORRIDORS ARE INTENDED TO HAVE THE HIGHEST LEVELS OF PEDESTRIAN ACTIVITY AND INTERACTION. THEY TYPICALLY OCCUR NEAR TRANSIT STATIONS AND ARE THE LOCATION OF SIGNIFICANT RETAIL, MAJOR BUILDING ENTRANCES, AND SOCIAL AND CIVIC GATHERING SPACES. PRIMARY PEDESTRIAN CORRIDORS SUPPORT PEDESTRIAN CIRCULATION, BUT SHOULD ALSO INCLUDE SPACES FOR OUTDOOR GATHERING, SIDEWALK CAFES AND BROWSING AREAS. AS A RESULT, THESE AREAS TYPICALLY HAVE THE WIDEST STREETSCAPE AND MOST ANIMATED BUILDING FACADES. THESE CORRIDORS MAY BE IDENTIFIED AS A NEIGHBORHOOD DESTINATION IN AND OF THEMSELVES.

SECONDARY PEDESTRIAN CORRIDORS

SECONDARY PEDESTRIAN CORRIDORS TYPICALLY HAVE SIGNIFICANT PEDESTRIAN VOLUMES, AND GENERALLY ARE UTILIZED FOR PEDESTRIAN MOVEMENT AS OPPOSED TO PEDESTRIAN INTERACTION. SOME RETAIL ACTIVITY THAT IS GENERALLY MORE NEIGHBORHOOD OR DISTRICT-SERVING OCCURS WITHIN THESE CORRIDORS. RESIDENTIAL AND CIVIC USES SHOULD HAVE THEIR ENTRANCES FACING SECONDARY PEDESTRIAN CORRIDORS. THESE CORRIDORS TYPICALLY HAVE WIDER STREETSCAPES TO FACILITATE PEDESTRIAN MOVEMENT, AND A SIGNIFICANT LEVEL OF BUILDING FACADE ANIMATION TO CREATE AN INTERESTING AND COMFORTABLE WALKING ENVIRONMENT.

TERTIARY PEDESTRIAN CORRIDORS

TERTIARY PEDESTRIAN CORRIDORS SUPPORT PEDESTRIAN CONNECTIVITY THROUGH AND BETWEEN NEIGHBORHOODS. THESE CORRIDORS TYPICALLY INCLUDE RESIDENTIAL ENTRANCES, ACCESS TO PARKING, AND LIMITED ACCESS TO LOADING AND SERVICE FACILITIES. ANY RETAIL WHICH OCCURS WILL TYPICALLY BE FOUND AT INTERSECTIONS WITH OTHER MORE SIGNIFICANT STREETS. RESIDENTIAL YARDS AND STOOPS TYPICALLY CAN BE FOUND ALONG THIS CORRIDOR TYPE. BUILDING FACADES PROVIDE SOME VARIATION AND LEVEL OF DETAIL TO CREATE AN INTERESTING AND COMFORTABLE WALKING ENVIRONMENT.

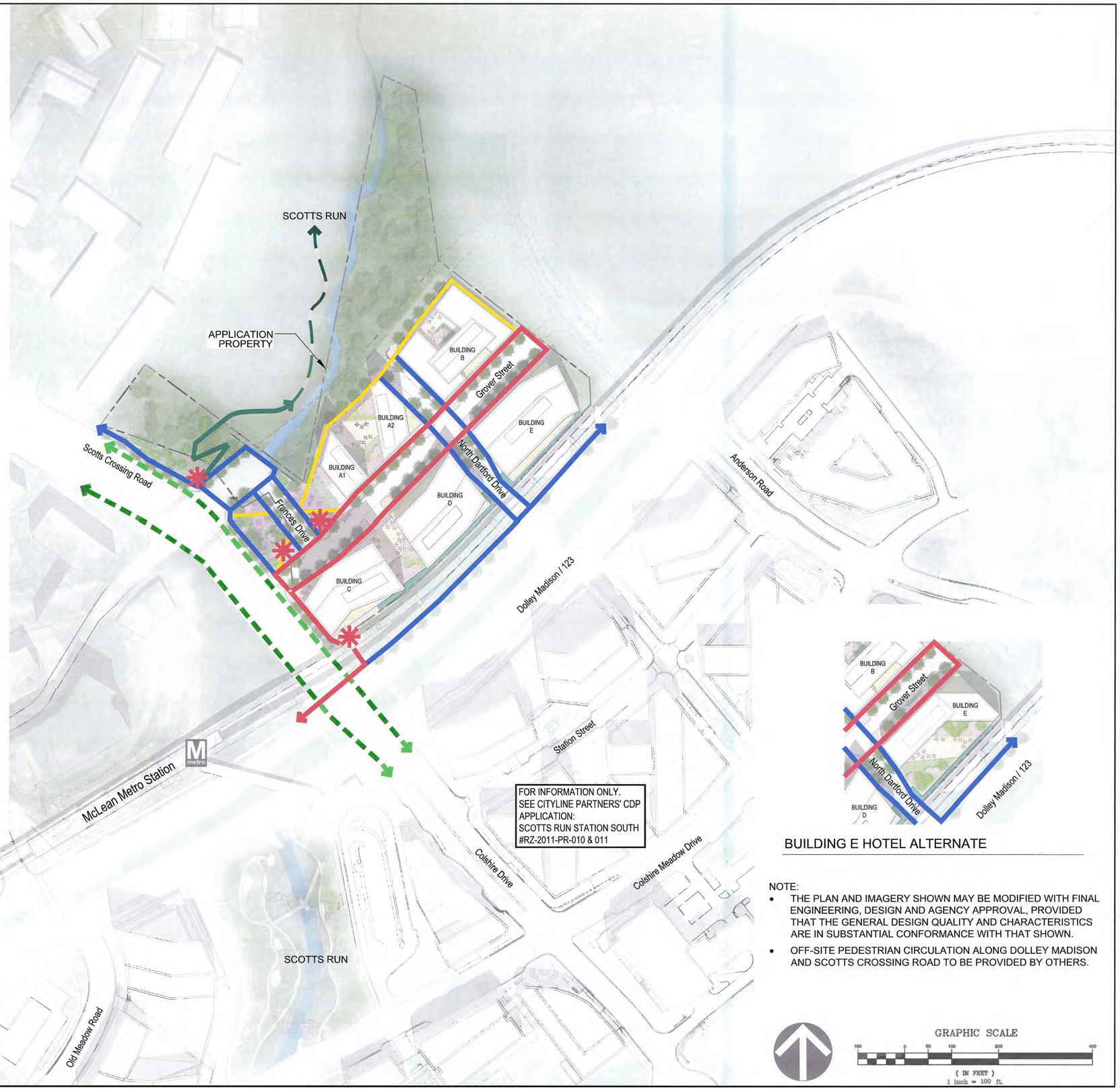
ENHANCED PLACEMAKING OPPORTUNITIES

IN ADDITION TO PEDESTRIAN CORRIDORS, LOCATIONS FOR ENHANCED PLACEMAKING SHOULD BE INDICATED ON THE PEDESTRIAN HIERARCHY PLAN. THESE ARE INTENDED TO HIGHLIGHT CERTAIN AREAS AS PLACES OF IMPORTANCE, OR OPPORTUNITIES TO EMPHASIZE THE CHARACTER OR IDENTITY OF A DISTRICT, CORRIDOR, OR NEIGHBORHOOD. THESE CAN BE LOCATIONS OF RETAIL, CIVIC FACILITIES, URBAN OPEN SPACES, PUBLIC ART, SPECIAL ARCHITECTURE AND / OR OTHER ELEMENTS WHICH CREATE AN IDENTIFIABLE DESTINATION.

TRAILS

BIKE ROUTES

EXISTING TRAIL



FOR INFORMATION ONLY.
SEE CITYLINE PARTNERS' CDP APPLICATION:
SCOTTS RUN STATION SOUTH
#RZ-2011-PR-010 & 011

BUILDING E HOTEL ALTERNATE

NOTE:

- THE PLAN AND IMAGERY SHOWN MAY BE MODIFIED WITH FINAL ENGINEERING, DESIGN AND AGENCY APPROVAL, PROVIDED THAT THE GENERAL DESIGN QUALITY AND CHARACTERISTICS ARE IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.
- OFF-SITE PEDESTRIAN CIRCULATION ALONG DOLLEY MADISON AND SCOTTS CROSSING ROAD TO BE PROVIDED BY OTHERS.

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

SMITHGROUP JJR

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SUBMITTED		04.03.2015
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SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE

PEDESTRIAN CIRCULATION PLAN

SCALE 1"=100'

PROJECT NUMBER 26758.005

DRAWING NUMBER CDP L-2

FILE: W:\projects\26758.005\CAD\L\sheet\L-2 PEDESTRIAN CIRCULATION PLAN.dwg USER: albro DATE: Apr, 01 2015 TIME: 08:28 am

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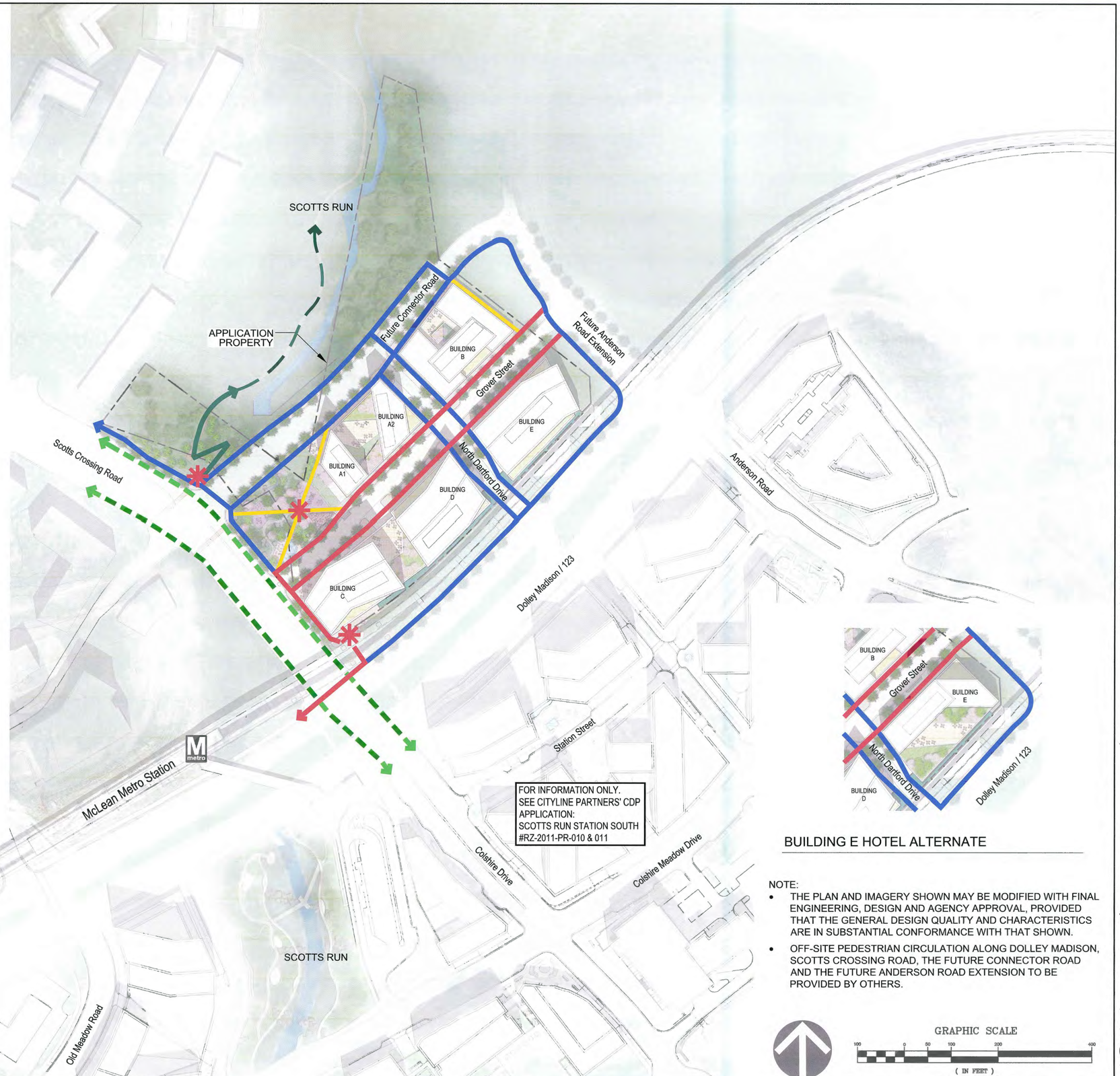

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#RZ-2011-PR-010 & 011

BUILDING E HOTEL ALTERNATE

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GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

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PROJECT NORTH

SCOTTS RUN NORTH

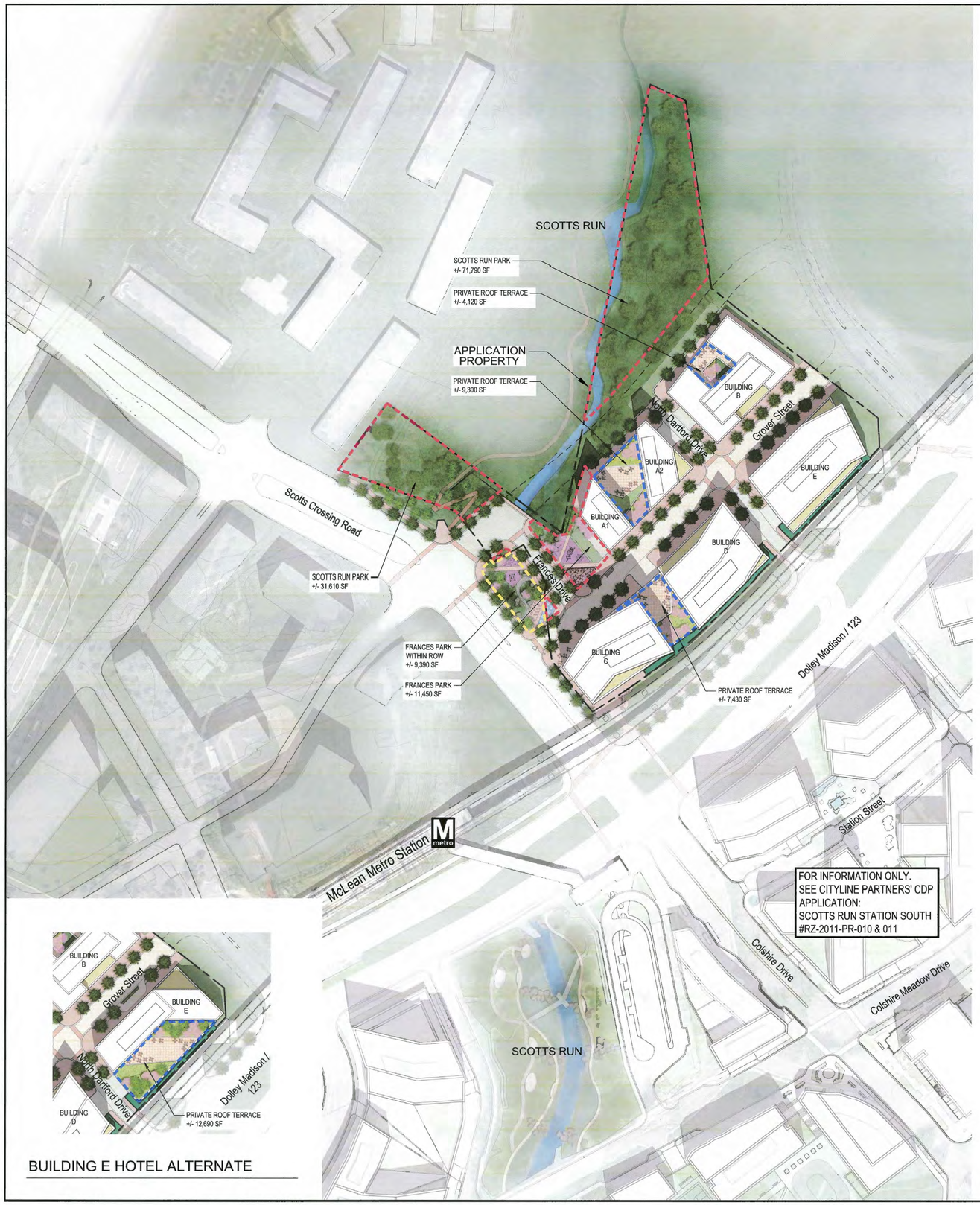
DRAWING TITLE
PEDESTRIAN CIRCULATION PLAN – WITH FUTURE ROADWAY
1"=100'

SCALE

PROJECT NUMBER 26758.005

DRAWING NUMBER CDP L-2 A

FILE: W:\projects\26758.005\CAD\L\sheet\L-2A PEDESTRIAN CIRCULATION PLAN.dwg USER: silbro DATE: Apr. 01 2015 TIME: 08:28 am



BUILDING E HOTEL ALTERNATE

PARK & OPEN SPACE CALCULATIONS - BASE PLAN

Parks and Open Space Recommended Per Comprehensive Plan						
Use	GSF	Units @ 1050 GSF/ unit avg.	People Ratio	People	Park Space Ratio	Acres of Park Space Recommended
Residential	497,000	473	1.75 residents per unit	828	1.5 acres per 1000 residents	1.24
Office	954,000	N/A	300 sf per employee	3,180		
Retail	49,000	N/A	450 sf per employee	109		
Total Number of Employees	N/A	N/A		3,289	1 acre per 10,000 employees	0.33
TOTAL NEW GFA	1,500,000			7,406		1.57

Parks and Open Space Provided on Master Plan	
ACRES	
Public Open Space - At Grade (acres)	2.64
Public Open Space Within Right-of-Way - At Grade (acres)	0.22
Public Open Space - Above Grade (acres)	0.00
TOTAL OPEN SPACE PROPOSED (acres)	2.85
PRIVATE OPEN SPACE - Above Grade (for information only (ac))	0.48

Recreational Facilities Recommended			
Use	Ratio	Recommended	Provided
Playgrounds	1/2800 residents	0.30	1
Multi-Use Courts [1]	1 per 2100 residents	0.39	1
Athletic Fields [2]	1 per 4.5 M new GFA	0.33	-

1. MULTI-GENERATIONAL PARK WITH PARKOUR COURSE PROVIDED TO FULFILL THIS REQUIREMENT
2. ATHLETIC FIELD REQUIREMENT FULFILLED IN SCOTTS RUN STATION SOUTH CDP #RZ-2011-PR-010 & 011 APPROVED APRIL 9, 2013.

PARK & OPEN SPACE CALCULATIONS - BUILDING E HOTEL ALTERNATE

Parks and Open Space Recommended Per Comprehensive Plan						
Use	GSF	Units @ 1050 GSF/ unit avg.	People Ratio	People	Park Space Ratio	Acres of Park Space Recommended
Residential	497,000	473	1.75 residents per unit	828	1.5 acres per 1000 residents	1.24
Office	725,000	N/A	300 sf per employee	2,417		
Retail	49,000	N/A	450 sf per employee	109		
Hotel	229,000	N/A	1,350 sf per employee	170		
Total Number of Employees	N/A	N/A		2,695	1 acre per 10,000 employees	0.27
TOTAL NEW GFA	1,500,000			6,219		1.51

Parks and Open Space Provided on Master Plan	
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TOTAL OPEN SPACE PROPOSED (acres)	2.85
PRIVATE OPEN SPACE - Above Grade (for information only (ac))	0.77

Recreational Facilities Recommended			
Use	Ratio	Recommended	Provided
Playgrounds[1]	1/2800 residents	0.43	1
Multi-Use Courts[1]	1 per 2100 residents	0.58	1
Athletic Fields[2]	1 per 4.5 M new GFA	0.33	-

1. MULTI-GENERATIONAL PARK WITH PLAYGROUND AND PARKOUR COURSE PROVIDED TO FULFILL THIS REQUIREMENT
2. ATHLETIC FIELD REQUIREMENT FULFILLED IN SCOTTS RUN STATION SOUTH CDP #RZ-2011-PR-010 & 011 APPROVED APRIL 9, 2013.

PARK & OPEN SPACE LEGEND

SEE SHEET L-5 FOR PARK TYPOLOGY PHOTOS

- PUBLICLY ACCESSIBLE PARK SPACE
- PUBLICLY ACCESSIBLE PARK SPACE WITHIN RIGHT-OF-WAY
- PRIVATE PARK / OPEN SPACE (SHOWN FOR INFORMATION ONLY)

NOTE:

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- QUANTITY, LOCATION AND DESIGN OF ACTIVE/PASSIVE OPEN SPACE AND RECREATIONAL FACILITIES IS SUBJECT TO CHANGE WITH FINAL GFA ALLOCATION AT TIME OF FINAL SITE PLAN.
- PARK AND OPEN SPACE CALCULATIONS ASSOCIATED WITH BLOCK A & B TOWER ALTERNATE DOES NOT REDUCE PUBLIC OPEN SPACE.

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

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SEALS AND SIGNATURES

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MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

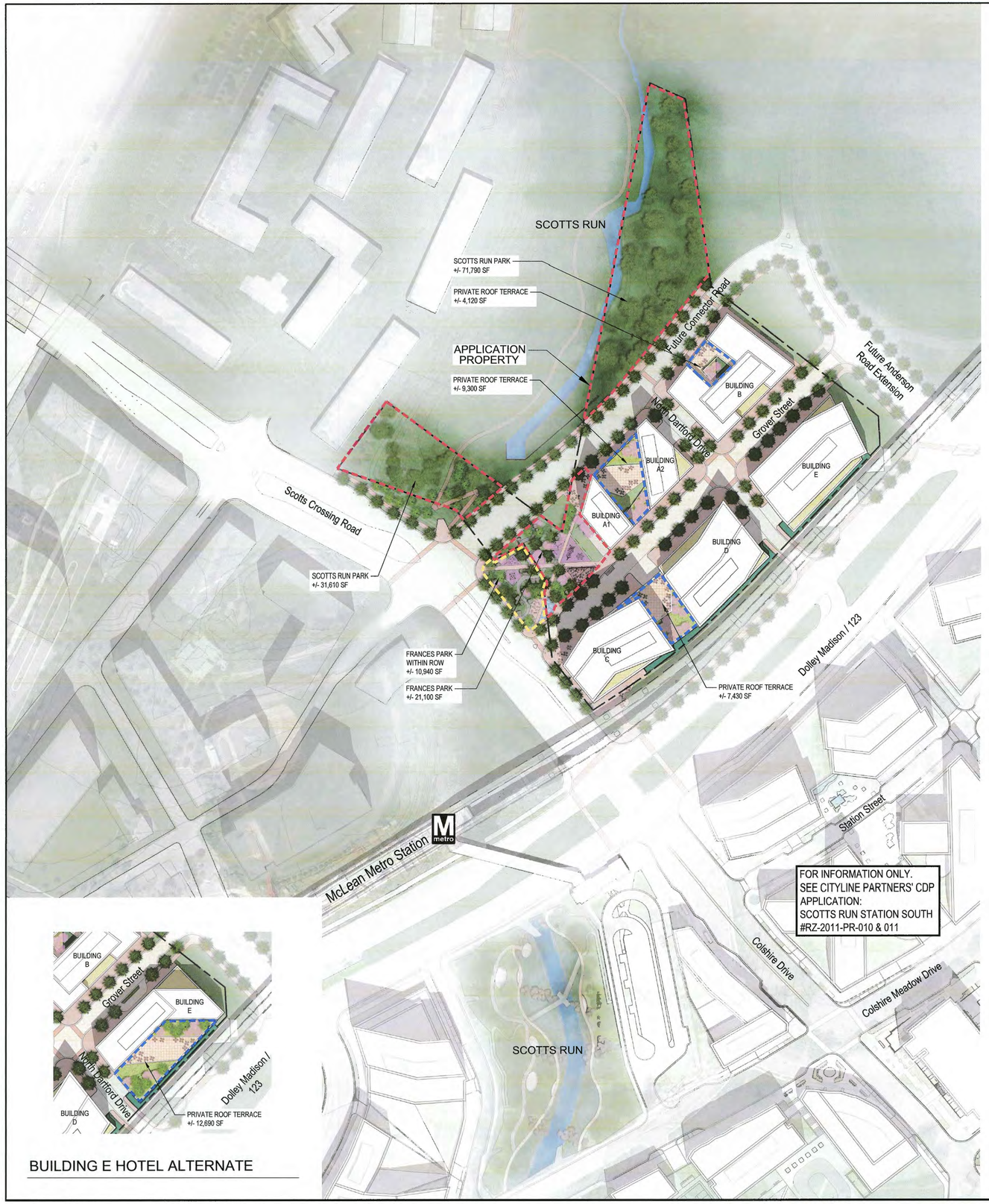
DRAWING TITLE
OVERALL PARKS & OPEN SPACE PLAN

SCALE 1"=100'

PROJECT NUMBER 26758.005

DRAWING NUMBER CDP L-3

FILE: W:\projects\26758.005\CAD\L\sheet\L-3 PARKS & OPEN SPACE PLAN.dwg USER: alibro DATE: Apr, 01 2015 TIME: 08:29 am



BUILDING E HOTEL ALTERNATE

PARK & OPEN SPACE CALCULATIONS - BASE PLAN

Parks and Open Space Recommended Per Comprehensive Plan						
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Total Number of Employees	N/A	N/A		3,289	1 acre per 10,000 employees	0.33
TOTAL NEW GFA	1,500,000			7,406		1.57

Parks and Open Space Provided on Master Plan	
ACRES	
Public Open Space - At Grade (acres)	2.86
Public Open Space Within Right-of-Way - At Grade (acres)	0.25
Public Open Space - Above Grade (acres)	0.00
TOTAL OPEN SPACE PROPOSED (acres)	3.11
PRIVATE OPEN SPACE - Above Grade (for information only (ac))	0.48

Recreational Facilities Recommended			
Use	Ratio	Recommended	Provided
Playgrounds	1/2800 residents	0.30	1
Multi-Use Courts [1]	1 per 2100 residents	0.39	1
Athletic Fields [2]	1 per 4.5 M new GFA	0.33	-

1. MULTI-GENERATIONAL PARK WITH PARKOUR COURSE PROVIDED TO FULFILL THIS REQUIREMENT
2. ATHLETIC FIELD REQUIREMENT FULFILLED IN SCOTTS RUN STATION SOUTH CDP #RZ-2011-PR-010 & 011 APPROVED APRIL 9, 2013.

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PARK & OPEN SPACE LEGEND

SEE SHEET L-5 FOR PARK TYPOLOGY PHOTOS

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GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
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SCOTTS RUN NORTH

DRAWING TITLE
OVERALL PARKS & OPEN SPACE PLAN – WITH FUTURE ROADWAY
1"=100'

SCALE

PROJECT NUMBER 26758.005

DRAWING NUMBER CDP L-3 A

FILE: W:\projects\26758.005\CAD\L\sheet\L-3A PARKS & OPEN SPACE PLAN.dwg USER: sitbra DATE: Apr. 01 2015 TIME: 08:29 am

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SCOTTS RUN STATION SOUTH
#RZ-2011-PR-010 & 011

LANDSCAPE PLAN

Materials / Hardscape Legend

- Pavers Type A
- Pavers Type B
- Pavers type C
- Trail
- Tables and Chairs
- Water Feature

Landscape Legend

- Category IV Deciduous Tree
- Category III Deciduous Tree
- Category II Deciduous Tree
- Tree Pit (8' Min. Soil Width)
- Urban Bio-Retention Tree Pit (8' Min. Soil Width)
- Urban Bio-Retention Tree Pit with Refuge Strip - See Detail 2, Sheet L-9
- Landscape Bed
- Naturalized Landscape
- Scotts Run

BUILDING E HOTEL ALTERNATE

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- SEE SHEET L-9 FOR LANDSCAPE DETAIL NOTES.
- SEE SHEET L-11 FOR LOCATIONS OF ALL URBAN BIO-RETENTION TREE PITS AND THE PRELIMINARY TREE PLANT LIST.

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

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SCOTTS RUN NORTH

DRAWING TITLE
LANDSCAPE PLAN

SCALE 1"=60'

PROJECT NUMBER 26758.005

DRAWING NUMBER CDP L-4

FILE: W:\projects\26758.005\CAD\L\sheet\L-4 CLEVELAND LANDSCAPE PLAN.dwg USER: silbro DATE: Apr. 01 2015 TIME: 08:29 am

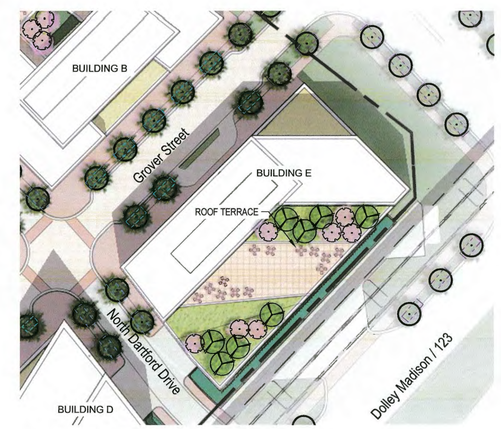
LANDSCAPE PLAN

Materials / Hardscape Legend

- Pavers Type A
- Pavers Type B
- Pavers type C
- Trail
- Tables and Chairs
- Water Feature

Landscape Legend

- Category IV Deciduous Tree
- Category III Deciduous Tree
- Category II Deciduous Tree
- Tree Pit (8' Min. Soil Width)
- Urban Bio-Retention Tree Pit (8' Min. Soil Width)
- Urban Bio-Retention Tree Pit with Refuge Strip - See Detail 2, Sheet L-9
- Landscape Bed
- Naturalized Landscape
- Scotts Run



BUILDING E HOTEL ALTERNATE

NOTE:

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- SEE SHEET L-9 FOR LANDSCAPE DETAIL NOTES.
- SEE SHEET L-11 A FOR LOCATIONS OF ALL URBAN BIO-RETENTION TREE PITS AND THE PRELIMINARY TREE PLANT LIST.

GRAPHIC SCALE

80 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

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SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE
LANDSCAPE PLAN – WITH FUTURE ROADWAY

SCALE
1"=60'

PROJECT NUMBER
26758.005

DRAWING NUMBER
CDP L-4 A

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FRANCES PARK ENLARGEMENT

FRANCES PARK ENLARGEMENT - WITH FUTURE ROADWAY

FRANCES PARK

PROVIDES FOR ACTIVE RECREATIONAL SPACE FOR NEARBY RESIDENTS AND WORKERS.

POTENTIAL ACTIVITIES AND AMENITIES:

- PARKOUR STATIONS
- PLAYGROUNDS
- PICNIC AREAS
- INTERACTIVE WATER FEATURES
- BENCHES AND SEATING
- PUBLIC ART
- PATHS/TRAILS

NOTE:

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GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

CHARACTER IMAGES

NATURAL PLAYGROUND

OUTDOOR SEATING

PARKOUR STATIONS

SPLASH PAD

SHADE STRUCTURE

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4.3.15
LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

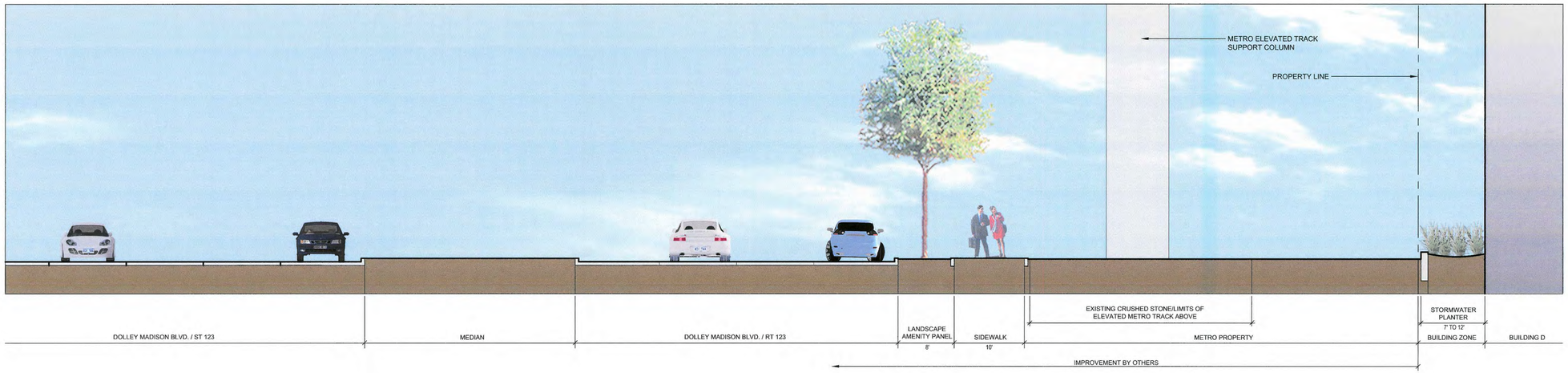
DRAWING TITLE
FRANCES PARK ENLARGEMENT

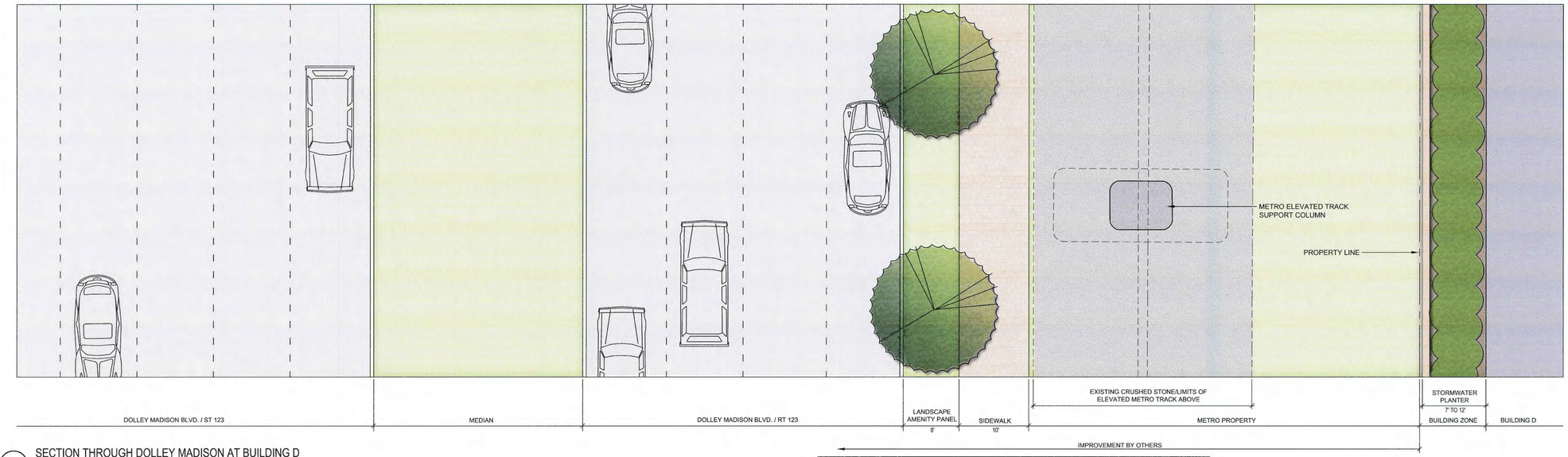
SCALE 26758.005

PROJECT NUMBER
CDP

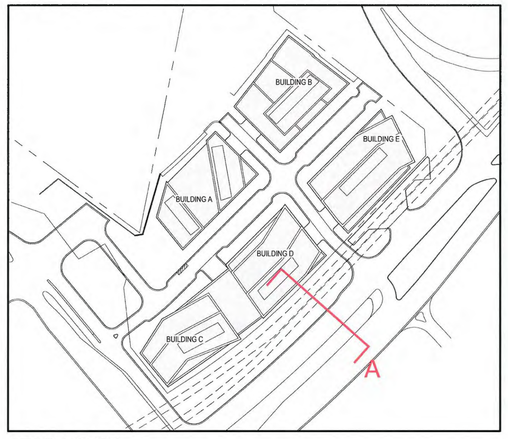
DRAWING NUMBER
L-5

FILE: W:\projects\26758.005\CAD\L\sheet\L-5 ENLARGEMENTS.dwg USER: alibro DATE: Apr, 01 2015 TIME: 08:30 am





(A) SECTION THROUGH DOLLEY MADISON AT BUILDING D
1/8"= 1'-0"



SECTION KEY

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MATTHEW J. TAUSCHER
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LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE

STREETSCAPE SECTIONS

SCALE

PROJECT NUMBER 26758.005

CDP

DRAWING NUMBER L-6

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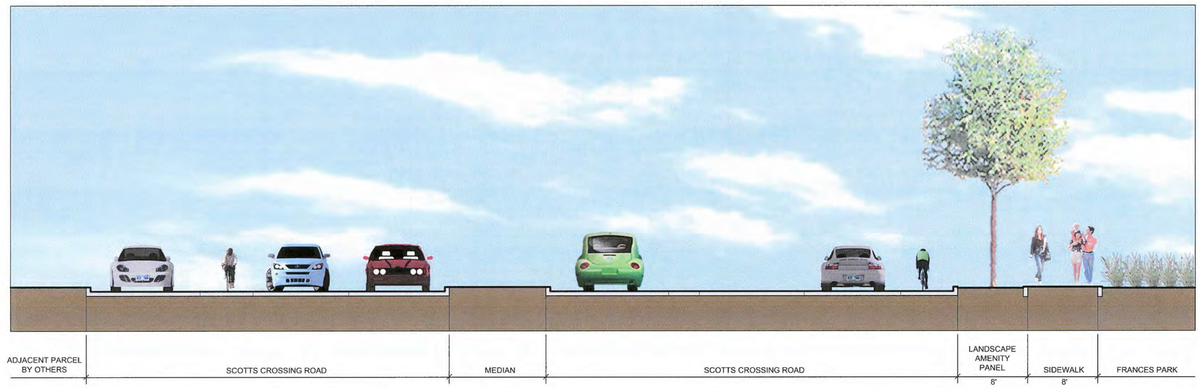
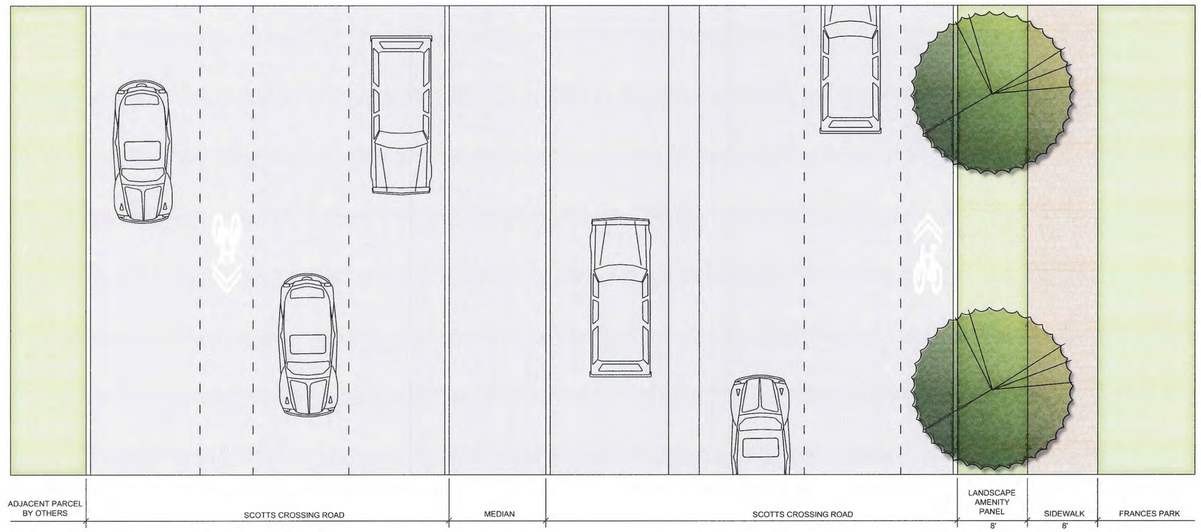
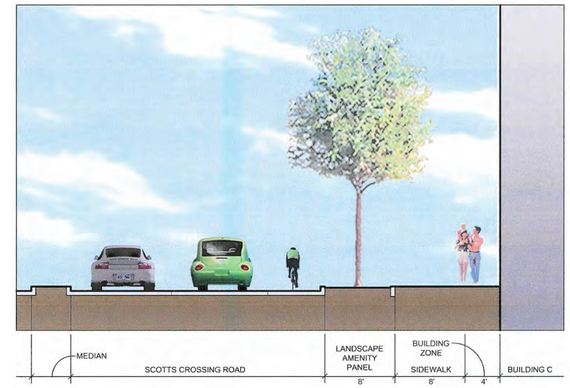
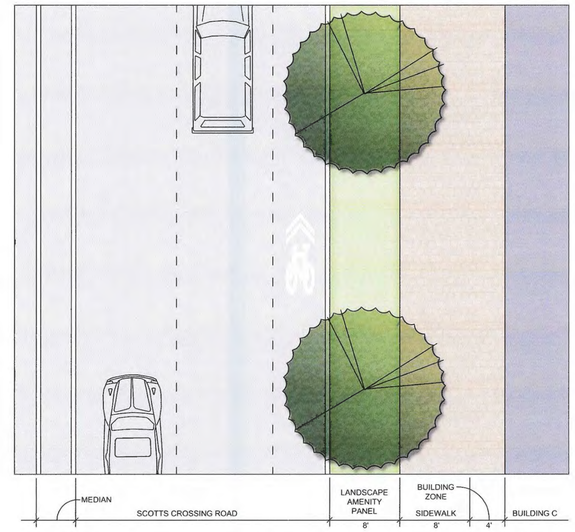


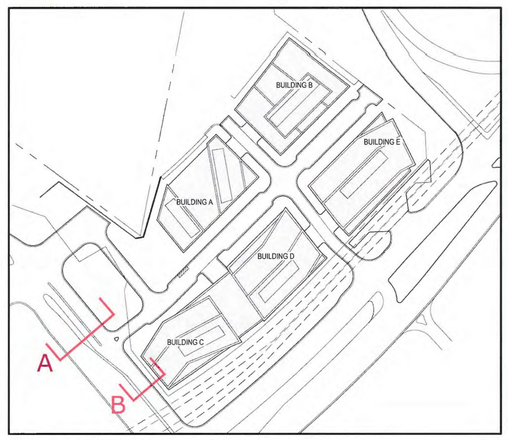


A SECTION THROUGH SCOTTS CROSSING ROAD AT FRANCES PARK
1/8"= 1'-0"





B SECTION THROUGH SCOTTS CROSSING ROAD AT BUILDING C
1/8"= 1'-0"



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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE

STREETSCAPE SECTIONS

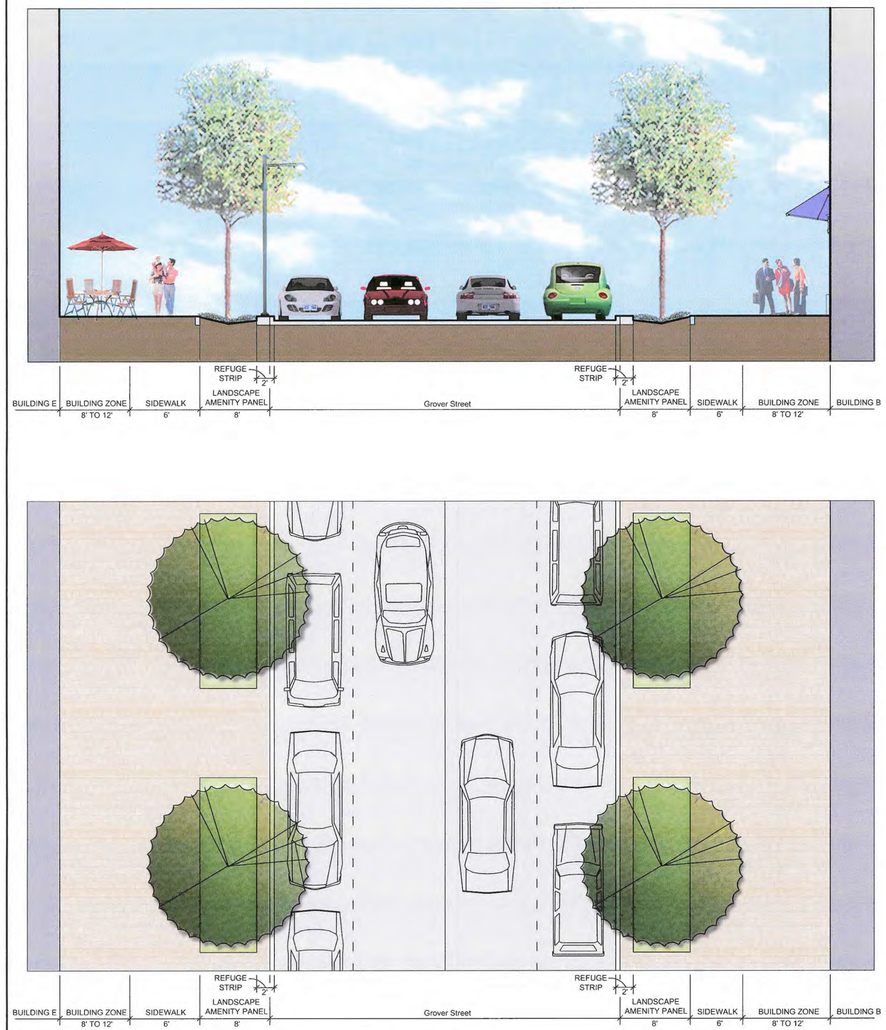
SCALE 26758.005

PROJECT NUMBER

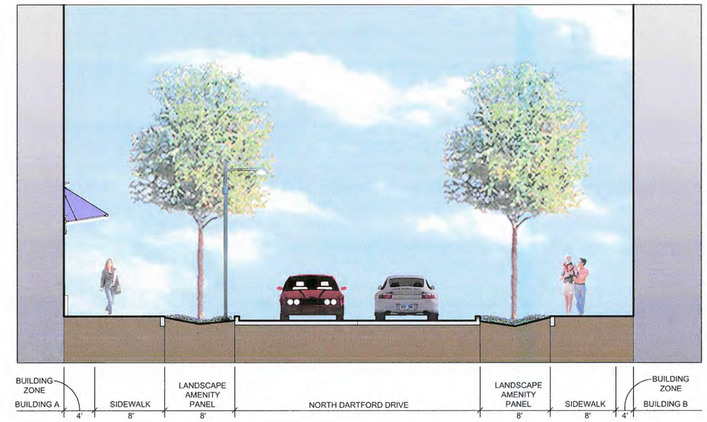
CDP L-7

DRAWING NUMBER

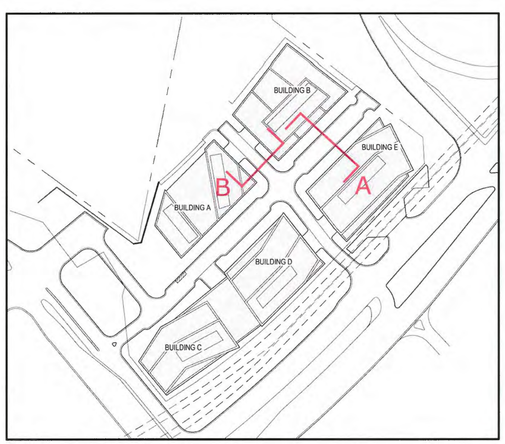
FILE: W:\projects\26758.005\CAD\L\sheet\L-6 STREET SECTIONS.dwg USER: slbra DATE: Apr. 01 2015 TIME: 08:38 am



A SECTION THROUGH GROVER STREET AT BULDINGS B AND E
1/8"= 1'-0"



B SECTION THROUGH DARTFORD DRIVE AT BUILDINGS A AND B
1/8"= 1'-0"



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LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE

STREETSCAPE SECTIONS

SCALE 26758.005

PROJECT NUMBER

CDP L-8

DRAWING NUMBER

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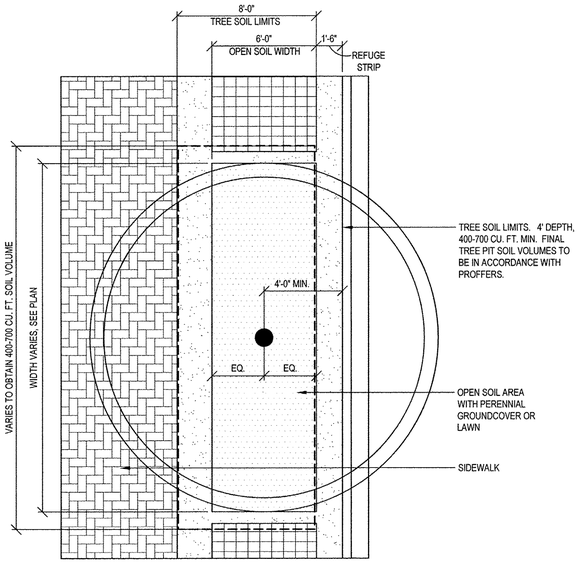
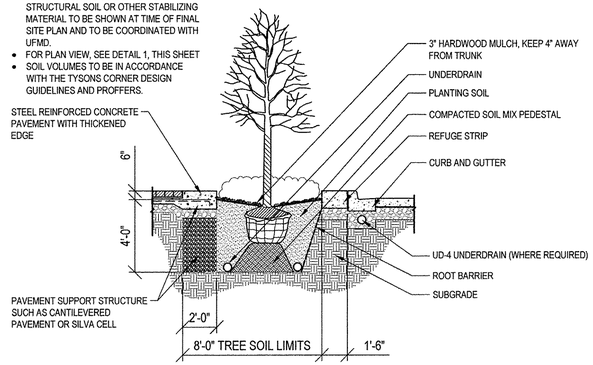


PLAN

1 Landscape Amenity Panel Adjacent to Parking (with Refuge Strip)

1/4" = 1'-0"

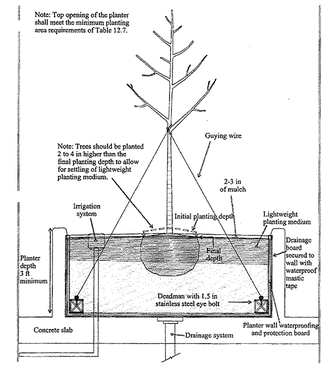
NOTE:
- PAVEMENT SUPPORT STRUCTURE SUCH AS CANTILEVERED PAVEMENT OR SILVA CELL TO BE PROVIDED UNDER SIDEWALK WITHIN PLANTING SOIL EXTENTS. STRUCTURAL SOIL OR OTHER STABILIZING MATERIAL TO BE SHOWN AT TIME OF FINAL SITE PLAN AND TO BE COORDINATED WITH UFMD.
- FOR PLAN VIEW, SEE DETAIL 1, THIS SHEET
- SOIL VOLUMES TO BE IN ACCORDANCE WITH THE TYSONS CORNER DESIGN GUIDELINES AND PROFFERS.



SECTION

2 Urban Bio-Retention Tree Pit with Refuge Strip

1/4" = 1'-0"



3 Tree Planter on Deck Structure

NTS

NOTES:
1. DETAILS SHOWN REPRESENT AREAS WHERE THE OPEN SOIL WIDTH IS LESS THAN 8 FT AND APPEAR ONLY ON GROVER STREET WHERE ADJACENT TO PARKING. ALL OTHER LOCATIONS TO HAVE MINIMUM 8' OPEN SOIL WIDTH.
2. MINIMUM 400 CU. FT. TREE SOIL VOLUME IN PRIMARY PEDESTRIAN CORRIDORS, SECONDARY PEDESTRIAN CORRIDORS WITH RETAIL, AND WHERE UTILITIES CANNOT BE LOCATED IN THE ROADWAY OR UNDER THE SIDEWALK ZONE. MINIMUM 700 CU. FT. TREE SOIL VOLUME IN ALL OTHER INSTANCES.
3. INSTALL LINEAR ROOT BARRIER IN TREE PIT PARALLEL TO CURBS ADJACENT TO TRAFFIC LANES

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SEALS AND SIGNATURES

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE
LANDSCAPE DETAILS

SCALE 26758.005

PROJECT NUMBER
CDP

DRAWING NUMBER
L-9

FILE: W:\projects\26758.005\CAD\L\sheet\L-9 LANDSCAPE DETAILS.dwg USER: sthro DATE: Apr, 01 2015 TIME: 08:30 am

PARK VUE BENCH - LANDSCAPE FORMS

STEELSITES LITTER RECEPTACLE - VICTOR STANLEY

RING BIKE RACK - LANDSCAPE FORMS

ARC MINI LIGHT - SE'LUX

STANDARD SITE FURNISHINGS

METRO 40 LINE OF FURNISHINGS - LANDSCAPE FORMS

SPECIAL SITE FURNISHINGS

SPECIAL FURNISHINGS WILL BE LOCATED IN THE HIGHLIGHTED AREA ABOVE

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Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE
SITE FURNISHINGS

SCALE 26758.005

PROJECT NUMBER

CDP L-10

DRAWING NUMBER

FILE: W:\projects\26758.005\CAD\L\sheet\L-11 SITE FURNISHINGS.dwg USER: elbro DATE: Apr. 01 2015 TIME: 08:30 am

Table 12.3 : Tree Preservation Target Calculations and Statement

Step		Totals
A. Tree Preservation Target and Statement		
A	Pre-development area of existing tree canopy (from Existing Vegetation Map) =	2.41 AC.
B	Percentage of gross site area covered by existing tree canopy =	26%
C	Percentage of 10-year canopy required for site (see Table 12.4) =	10% (.62 AC.)
D	Percentage of the 10-year tree canopy requirement that should be met through tree preservation =	26% (.16 AC.)
E	Proposed percentage of canopy requirement that will be met through tree preservation =	0%
F	Has the Tree Preservation Target minimum been met?	NO
G	If No for line F, then a request to deviate from the Tree Preservation Target shall be provided on the plan that states one or more of the justifications listed in 12-0507.3 along with a narrative that provides a site-specific explanation of why the Tree Preservation Target cannot be met. Provide sheet number where deviation request is located	SHEET C-2.0
H	If step G requires a narrative, it shall be prepared in accordance with 12-0508.4	N/A
I	Place this information prior to the 10-year Tree Canopy Calculations as per instructions in Table 12.10	OK

PRELIMINARY 10 YEAR TREE CANOPY CALCULATIONS

Table 12.10 Preliminary 10-Year Tree Canopy Calculation Worksheet

Step		Totals	Reference
A. Tree Preservation Target and Statement			
A 1	Place the Tree Preservation Target calculations and ststement here preceeding the 10-year tree canopy		see § 12-0508.2 for list of required elements and worksheet
B. Tree Canopy Requirement			
B1	Identify gross site area (SF) =	429,937	§ 12-0511.1A
B2	Subtract area dedicated to parks, road frontage(SF) =	43,333	§ 12-0511.1B
B3	Subtract area of exemptions(SF) =	96,100	§ 12-0511.1C(1) through § 12-0511.1C(6)
B4	Adjusted gross site area (B1-B2,B3)(SF) =	290,504	Square feet
B5	Identify the site's zoning and/or use		
B6	Percentage of 10-year tree canopy required =	10.0%	§ 12-0510.1 and Table 12.4
B7	Area of 10-year Tree Canopy Required (B4 x B6)(SF) =	29,050.40	Square feet
B8	Modification of 10-year Tree Canopy Requirements requested?		Yes or No
B9	If B8 is yes, then list plan sheet where modification request is located		Sheet number
C. Tree Preservation			
C 1	Tree Preservation Target Area(SF) =	7,093.39	Square Feet
C 2	Total canopy area meeting standards of § 12-0400 (SF) =	0	Square Feet
C 3	C 2 x 1.00(SF) =	0	§ 12-0510.3B
C 4	Total canopy area provided by unique or valuable forest or woodland communities(SF) =	0	Square Feet
C 5	C 4 x 1.5(SF) =	0	§ 12-0510.3B(1)
C 6	total of canopy area provided by "Heritage," "Memorial," "Specimen," or "Street" trees (SF) =	0	Square Feet
C 7	C 6 x 1.5 to 3.0 (SF)=	0	§ 12-0510.3B(2)
C 8	Canopy area of trees within resource Protection Areas and 100-year floodplains (SF) =	0	Square Feet
C 9	C 8 x 1.0 (SF) =	0	§ 12-0510.3C(1)
C 10	Total of C 3, C 5, C 7 and C 9 =	0	If area of C 10 is less than B 7 remainder of requireent must be met through tree planting - go to D
D. Tree Planting			
D 1	Area of canopy to be met through tree planting (B 7-C10) =	29,050	Square feet
D 2	Area of canopy planted for air quality benefits =	0	Square feet
D 3	D 2 x 1.5 (SF) =	0	§ 12-0510.4B(1)
D 4	Area of canopy planted for energy conservation =	0	Square feet
D 5	D 4 x 1.5 (SF) =	0	§ 12-0510.4B(2)
D 6	Area of canopy planted for water quality benefits =	0	Square feet
D 7	D 6 x 1.25 (SF) =	0	§ 12-0510.4B(3)
D 8	Area of canopy planted for wildlife benefits =	0	Square feet
D 9	D 8 x 1.5 (SF) =	0	§ 12-0510.4B(4)
D 10	Area of canopy provided by native trees =	22,375	Square feet
D 11	D 10 x 1.5 (SF) =	33,563	§ 12-0510.4B(5)
D 12	Area of canopy provided by improved cultivars and varieties =	0	Square feet
D 13	D 12 x 1.25 (SF) =	0	§ 12-0510.4B(6)
D 14	Area of canopy provided through tree seedlings (SF) =	0	§ 12-0510.4D(1)
	D 14 x 1.0 =	0	Square feet
D 15	Area of canopy provided through native shrubs=		
	D15 x 1.0 =	0	
D 16	Percentage of D 14 represented by D 15 =	0.0%	Must not exceed 33% of D 14
	Area of canopy to be planted with no benefit credits =		Square feet
D 17	Total of canopy area provided through tree planting =	33,563	Square feet
D 18	Is an offsite planting relief requested?		Yes or No
D 19	Tree Bank or Tree Fund?		Yes or No § 12-0512
D 20	Canopy area requested to be provided through offsite banking or tree fund =		Square Feet
D 21	Amount to be deposited into the Tree Preservation and Planting Fund =		
E. Total of 10-year Tree Canopy Provided			
E 1	Total of canopy area provided through tree preservation (C 10) =	0	Square Feet
E 2	Total of canopy area provided through tree planting (D 17) =	33,563	Square Feet
E 3	Total of canopy area provided through offsite mechanism (D 19) =	0	Square Feet
E 4	Total of 10-year Tree Canopy Provided (SF)= (E1+E2+E3)	33,563	Total of E 1 through E 3, area should meet or exceed area in B 7

\\dc-file1\Projects\projects\26758.005\ADMIN\Program\Calculations\Landscape\[2014-0904 10-yr Tree Canopy Reqmt's.xls]Shee

PRELIMINARY TREE PLANT LIST AND CANOPY COVERAGE

KEY	QTY	BOTANICAL NAME	COMMON NAME	STOCK SIZE	STOCK TYPE	10-YR TREE CANOPY SF	TREE CANOPY SUB-TOTAL SF
Category II - Deciduous Trees							
AL		*Amelanchier laevis*	Allegheny Serviceberry	3" cal.	B&B	125	
CC		*Carpinua caroliniana*	Hornbeam	3" cal.	B&B	125	
CE		*Cercis canadensis*	Eastern Redbud	3" cal.	B&B	125	
CV		*Chionanthus virginicus*	Fringe Tree	3" cal.	B&B	125	
CF		*Corums florida*	Flowering Dogwood	3" cal.	B&B	125	
MV		*Magnolia virginiana*	Sweet Bay Magnolia	3" cal.	B&B	125	
	27	CATEGORY II DECIDUOUS TREES				125	3,375
Category III Deciduous Trees							
BN		*Betula nigra*	River Birch	3" cal.	B&B	175	
CO		*Celtis occidentalis*	Hackberry	3" cal.	B&B	175	
NS		*Nyssa sylvatica*	Black Gum, Tupelo	3" cal.	B&B	175	
TD		*Taxodium distichum*	Bald Cypress	3" cal.	B&B	175	
	16	CATEGORY III DECIDUOUS TREES				175	2,800
Category IV Deciduous Trees							
AR		*Acer rubrum*	Red Maple	4" cal.	B&B	300	
LT		*Liriodendron tulipifera*	Tulip Poplar	4" cal.	B&B	300	
QA		*Quercus alba*	White Oak	4" cal.	B&B	300	
QB		*Quercus bicolor*	Swamp White Oak	4" cal.	B&B	300	
QP		*Quercus palustrus*	Pin Oak	4" cal.	B&B	300	
QU		*Quercus phellos*	Willow Oak	4" cal.	B&B	300	
QR		*Quercus rubra*	Red Oak	4" cal.	B&B	300	
TA		*Tilia americana 'Legend'*	American Linden	4" cal.	B&B	300	
UA		*Ulmus americana 'Valley Forge'*	American Elm	4" cal.	B&B	300	
	54	CATEGORY III DECIDUOUS TREES				300	16,200
					Total Tree Cover Provided by Planting (SF) =		22,375

LEGEND

- CATEGORY IV - DECIDUOUS TREE
- CATEGORY III - DECIDUOUS TREE
- CATEGORY II - DECIDUOUS TREE
- EXTENSIVE GREEN ROOF
- INTENSIVE GREEN ROOF
- STORMWATER PLANTER
- BIO-RETENTION TREE PIT
- AREA DEDICATED FOR ROADWAY
- AREA OF EXEMPTION (FLOODPLAIN)
- AREA OF EXISTING ROW TO BE VACATED AND INCORPORATED INTO SITE AREA

NOTES:
1. SPECIES IN THE PLANT SCHEDULE ARE INDICATIVE OF THE TREES WHICH WILL BE SELECTED FOR THE FINAL PLANTING SCHEDULE. SPECIES MAY VARY DEPENDING ON FINAL DESIGN AND AVAILABILITY.
2. TOTAL GROSS SITE AREA INCLUDES AREA OF PROPOSED ROW VACATION.

BUILDING E HOTEL ALTERNATE

NOTE:
- THE PLAN AND IMAGERY SHOWN MAY BE MODIFIED WITH FINAL ENGINEERING, DESIGN AND AGENCY APPROVAL, PROVIDED THAT THE GENERAL DESIGN QUALITY AND CHARACTERISTICS ARE IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.
- TREE PRESERVATION AREAS AND QUANTITIES ARE PRELIMINARY BASED ON CDP LEVEL DESIGN DOCUMENTS AND ARE SUBJECT TO CHANGE WITH FINAL DEVELOPMENT PLAN AND FINAL ENGINEERING.

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

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SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE
INTEGRATED LANDSCAPE STORMWATER PLAN

SCALE 1"=100'

PROJECT NUMBER 26758.005

DRAWING NUMBER **CDP L-11**

FILE: W:\projects\26758.005\CAD\L\sheet\L-11 INTEGRATED LANDSCAPE STORMWATER PLAN.dwg USER: silbro DATE: Apr, 01 2015 TIME: 08:31 am

Table 12.3 : Tree Preservation Target Calculations and Statement		
Step		Totals
A. Tree Preservation Target and Statement		
A	Pre-development area of existing tree canopy (from Existing Vegetation Map) =	2.41 AC.
B	Percentage of gross site area covered by existing tree canopy =	26%
C	Percentage of 10-year canopy required for site (see Table 12.4) =	10% (.62 AC.)
D	Percentage of the 10-year tree canopy requirement that should be met through tree preservation =	26% (.16 AC.)
E	Proposed percentage of canopy requirement that will be met through tree preservation =	0%
F	Has the Tree Preservation Target minimum been met?	NO
G	If No for line F, then a request to deviate from the Tree Preservation Target shall be provided on the plan that states one or more of the justifications listed in 12-0507.3 along with a narrative that provides a site-specific explanation of why the Tree Preservation Target cannot be met. Provide sheet number where deviation request is located	SHEET C-2.0
H	If step G requires a narrative, it shall be prepared in accordance with 12-0508.4	N/A
I	Place this information prior to the 10-year Tree Canopy Calculations as per instructions in Table 12.10	OK

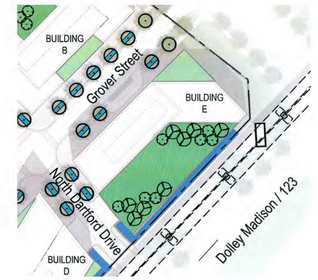
PRELIMINARY 10 YEAR TREE CANOPY CALCULATIONS

Table 12.10 Preliminary 10-Year Tree Canopy Calculation Worksheet			
Step		Totals	Reference
A. Tree Preservation Target and Statement			
A 1	Place the Tree Preservation Target calculations and ststement here preceeding the 10-year tree canopy		see § 12-0508.2 for list of required elements and worksheet
B. Tree Canopy Requirement			
B1	Identify gross site area (SF) =	429,937	§ 12-0511.1A
B2	Subtract area dedicated to parks, road frontage(SF) =	43,333	§ 12-0511.1B
B3	Subtract area of exemptions(SF) =	96,100	§ 12-0511.1C(1) through § 12-0511.1C(6)
B4	Adjusted gross site area (B1-B2,B3)(SF) =	290,504	Square feet
B5	Identify the site's zoning and/or use		
B6	Percentage of 10-year tree canopy required =	10.0%	§ 12-0510.1 and Table 12.4
B7	Area of 10-year Tree Canopy Required (B4 x B6)(SF) =	29,050.40	Square feet
B8	Modification of 10-year Tree Canopy Requirements requested?		Yes or No
B9	If B8 is yes, then list plan sheet where modification request is located		Sheet number
C. Tree Preservation			
C 1	Tree Preservation Target Area(SF) =	7,093.39	Square Feet
C 2	Total canopy area meeting standards of § 12-0400 (SF) =	0	Square Feet
C 3	C 2 x 1.00(SF) =	0	§ 12-0510.3B
C 4	Total canopy area provided by unique or valuable forest or woodland communities(SF) =	0	Square Feet
C 5	C 4 x 1.5(SF) =	0	§ 12-0510.3B(1)
C 6	total of canopy area provided by "Heritage," "Memorial," "Specimen," or "Street" trees (SF) =	0	Square Feet
C 7	C 6 x 1.5 to 3.0 (SF)=	0	§ 12-0510.3B(2)
C 8	Canopy area of trees within resource Protection Areas and 100-year floodplains (SF) =	0	Square Feet
C 9	C 8 x 1.0 (SF) =	0	§ 12-0510.3C(1)
C 10	Total of C 3, C 5, C 7 and C 9 =	0	If area of C 10 is less than B 7 remainder of requireent must be met through tree planting - go to D
D. Tree Planting			
D 1	Area of canopy to be met through tree planting (B 7-C10) =	29,050	Square feet
D 2	Area of canopy planted for air quality benefits =	0	Square feet
D 3	D 2 x 1.5 (SF) =	0	§ 12-0510.4B(1)
D 4	Area of canopy planted for energy conservation =	0	Square feet
D 5	D 4 x 1.5 (SF) =	0	§ 12-0510.4B(2)
D 6	Area of canopy planted for water quality benefits =	0	Square feet
D 7	D 6 x 1.25 (SF) =	0	§ 12-0510.4B(3)
D 8	Area of canopy planted for wildlife benefits =	0	Square feet
D 9	D 8 x 1.5 (SF) =	0	§ 12-0510.4B(4)
D 10	Area of canopy provided by native trees =	24,375	Square feet
D 11	D 10 x 1.5 (SF) =	36,563	§ 12-0510.4B(5)
D 12	Area of canopy provided by improved cultivars and varieties =	0	Square feet
D 13	D 12 x 1.25 (SF) =	0	§ 12-0510.4B(6)
D 14	Area of canopy provided through tree seedlings (SF) =	0	§ 12-0510.4D(1)
	D 14 x 1.0 =	0	Square feet
D 15	Area of canopy provided through native shrubs=		
	D15 x 1.0 =	0	
D 16	Percentage of D 14 represented by D 15 =	0.0%	Must not exceed 33% of D 14
	Area of canopy to be planted with no benefit credits =		Square feet
D 17	Total of canopy area provided through tree planting =	36,563	Square feet
D 18	Is an offsite planting relief requested?		Yes or No
D 19	Tree Bank or Tree Fund?		Yes or No § 12-0512
D 20	Canopy area requested to be provided through offsite banking or tree fund =		Square Feet
D 21	Amount to be deposited into the Tree Preservation and Planting Fund =		
E. Total of 10-year Tree Canopy Provided			
E 1	Total of canopy area provided through tree preservation (C 10) =	0	Square Feet
E 2	Total of canopy area provided through tree planting (D 17) =	36,563	Square Feet
E 3	Total of canopy area provided through offsite mechanism (D 19) =	0	Square Feet
E 4	Total of 10-year Tree Canopy Provided (SF)= (E1+E2+E3)	36,563	Total of E 1 through E 3, area should meet or exceed area in B 7

\\dc-file1\Projects\projects\26758.005\ADMIN\Program\Calculations\Landscape\[2014-0904 10-yr Tree Canopy Reqmt's FUTURE

PRELIMINARY TREE PLANT LIST AND CANOPY COVERAGE

KEY	QTY	BOTANICAL NAME	COMMON NAME	STOCK SIZE	STOCK TYPE	10-YR TREE CANOPY SF	TREE CANOPY SUB-TOTAL SF
Category II - Deciduous Trees							
AL		*Amelanchier laevis*	Allegheny Serviceberry	3" cal.	B&B	125	
CC		*Carpinua caroliniana*	Hornbeam	3" cal.	B&B	125	
CE		*Cercis canadensis*	Eastern Redbud	3" cal.	B&B	125	
CV		*Chionanthus virginicus*	Fringe Tree	3" cal.	B&B	125	
CF		*Coruns florida*	Flowering Dogwood	3" cal.	B&B	125	
MV		*Magnolia virginiana*	Sweet Bay Magnolia	3" cal.	B&B	125	
	31	CATEGORY II DECIDUOUS TREES				125	3,875
Category III Deciduous Trees							
BN		*Betula nigra*	River Birch	3" cal.	B&B	175	
CO		*Celtis occidentalis*	Hackberry	3" cal.	B&B	175	
NS		*Nyssa sylvatica*	Black Gum, Tupelo	3" cal.	B&B	175	
TD		*Taxodium distichum*	Bald Cypress	3" cal.	B&B	175	
	16	CATEGORY III DECIDUOUS TREES				175	2,800
Category IV Deciduous Trees							
AR		*Acer rubrum*	Red Maple	4" cal.	B&B	300	
LT		*Liriodendron tulipifera*	Tulip Poplar	4" cal.	B&B	300	
QA		*Quercus alba*	White Oak	4" cal.	B&B	300	
QB		*Quercus bicolor*	Swamp White Oak	4" cal.	B&B	300	
QP		*Quercus palustrus*	Pin Oak	4" cal.	B&B	300	
QU		*Quercus phellos*	Willow Oak	4" cal.	B&B	300	
QR		*Quercus rubra*	Red Oak	4" cal.	B&B	300	
TA		*Tilia americana 'Legend'*	American Linden	4" cal.	B&B	300	
UA		*Ulmus americana 'Valley Forge'*	American Elm	4" cal.	B&B	300	
	59	CATEGORY III DECIDUOUS TREES				300	17,700
					Total Tree Cover Provided by Planting (SF) =		24,375



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GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

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SEALS AND SIGNATURES

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Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE
INTEGRATED LANDSCAPE STORMWATER PLAN – WITH FUTURE ROADWAY
1"=100'

SCALE 26758.005

PROJECT NUMBER
CDP L-11 A
DRAWING NUMBER

FILE:W:\projects\26758.005\CAD\L\sheet\L-11A INTEGRATED LANDSCAPE STORMWATER PLAN.dwg USER:silbro DATE:Apr. 01 2015 TIME: 08:31 am

POTENTIAL STORMWATER STRATEGIES

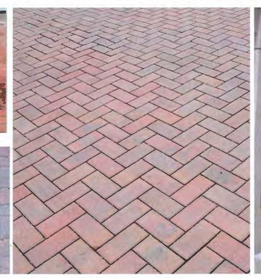
PERMEABLE PAVERS & INFILTRATION BASINS + GREENROOFS = RETENTION OF FIRST INCH OF RAINFALL

EXAMPLES OF GREEN ROOFS

NOTE:

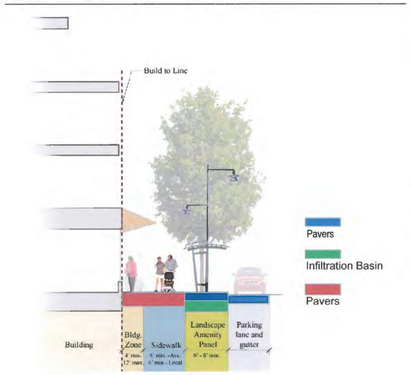
- THE PLAN AND IMAGERY SHOWN MAY BE MODIFIED WITH FINAL ENGINEERING, DESIGN AND AGENCY APPROVAL, PROVIDED THAT THE GENERAL DESIGN QUALITY AND CHARACTERISTICS ARE IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.

EXAMPLES OF PERMEABLE PAVERS

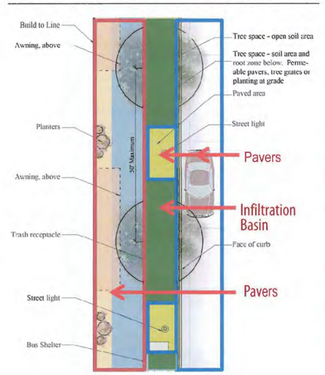


EXAMPLE OF RAISED INFILTRATION BASIN

ENLARGED TYPICAL SIDEWALK SECTION - NTS



ENLARGED TYPICAL SIDEWALK PLAN - NTS



EXAMPLES OF INFILTRATION BASIN / TREE BOX FILTER

EXAMPLES OF BIOSWALE / RAIN GARDEN

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PROJECT NORTH

SCOTTS RUN NORTH

DRAWING TITLE

POTENTIAL LID STORMWATER STRATEGIES

SCALE 26758.005

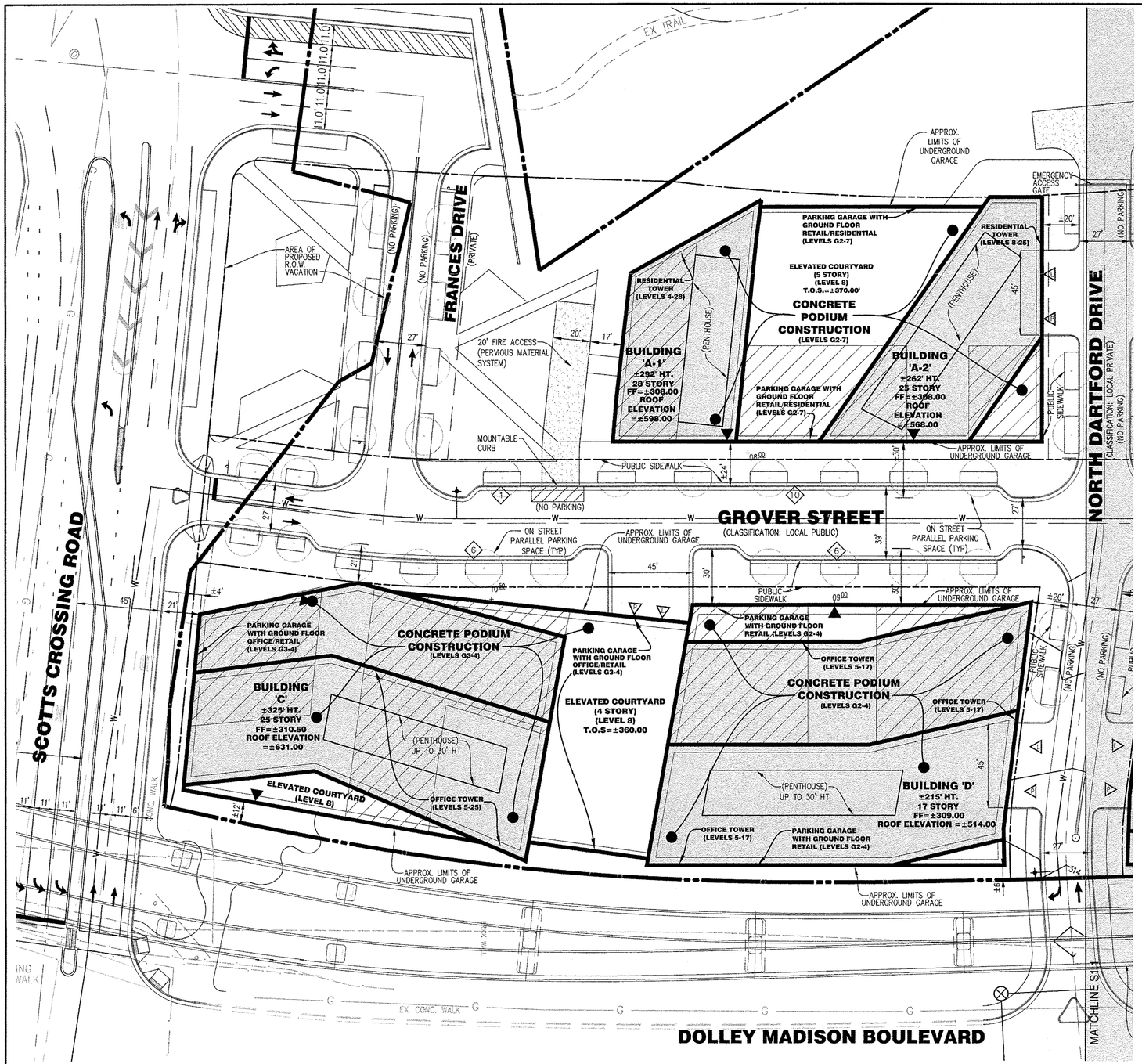
PROJECT NUMBER

CDP

DRAWING NUMBER

L-12

FILE: W:\projects\26758.005\CAD\L\sheet\L-12 LID POTENTIAL STORMWATER STRATEGIES.dwg USER: silbra DATE: Apr. 01 2015 TIME: 08:31 am



LEGEND:

- PROPOSED ON STREET PARKING QUANTITY. (FOR INFORMATION ONLY) SPACES SHALL NOT BE STRIPED OR METERED.
- PROPOSED BUILDING ENTRY
- PROPOSED LOADING ENTRY
- PROPOSED PARKING ENTRY
- G2/G3 LOWEST LEVEL UNDERGROUND GARAGE
- GROUND FLOOR RETAIL
- FIRE ACCESS LANE (PERVIOUS MATERIAL SYSTEM)
- STREET CANOPY TREE

NOTES:

1. BUILDING A
   CONSTRUCTION TYPE: 1B
   USE GROUPS: R-2
2. BUILDING B
   CONSTRUCTION TYPE: 3A OVER 1B
   USE GROUPS: R-2
3. BUILDING C
   CONSTRUCTION TYPE: 1B
   USE GROUPS: B
4. BUILDING D
   CONSTRUCTION TYPE: 1B
   USE GROUPS: B
5. BUILDING E (OFFICE ALTERNATIVE)
   CONSTRUCTION TYPE: 1B
   USE GROUPS: B
6. BUILDING E (HOTEL ALTERNATIVE)
   CONSTRUCTION TYPE: 1B
   USE GROUPS: R-2

NOTE:

1. CONFIGURATION OF BUILDINGS SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE WITH FINAL ARCHITECTURAL AND ENGINEERING DESIGN.
2. ANY STRUCTURE WHICH IS NOT CONSTRUCTED OF BUILDING CONSTRUCTION TYPES 1 OR 2, AS SPECIFIED IN THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE (VUSBC) SHALL USE NON-COMBUSTIBLE EXTERIOR MATERIAL.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4-3-15
LANDSCAPE ARCHITECT

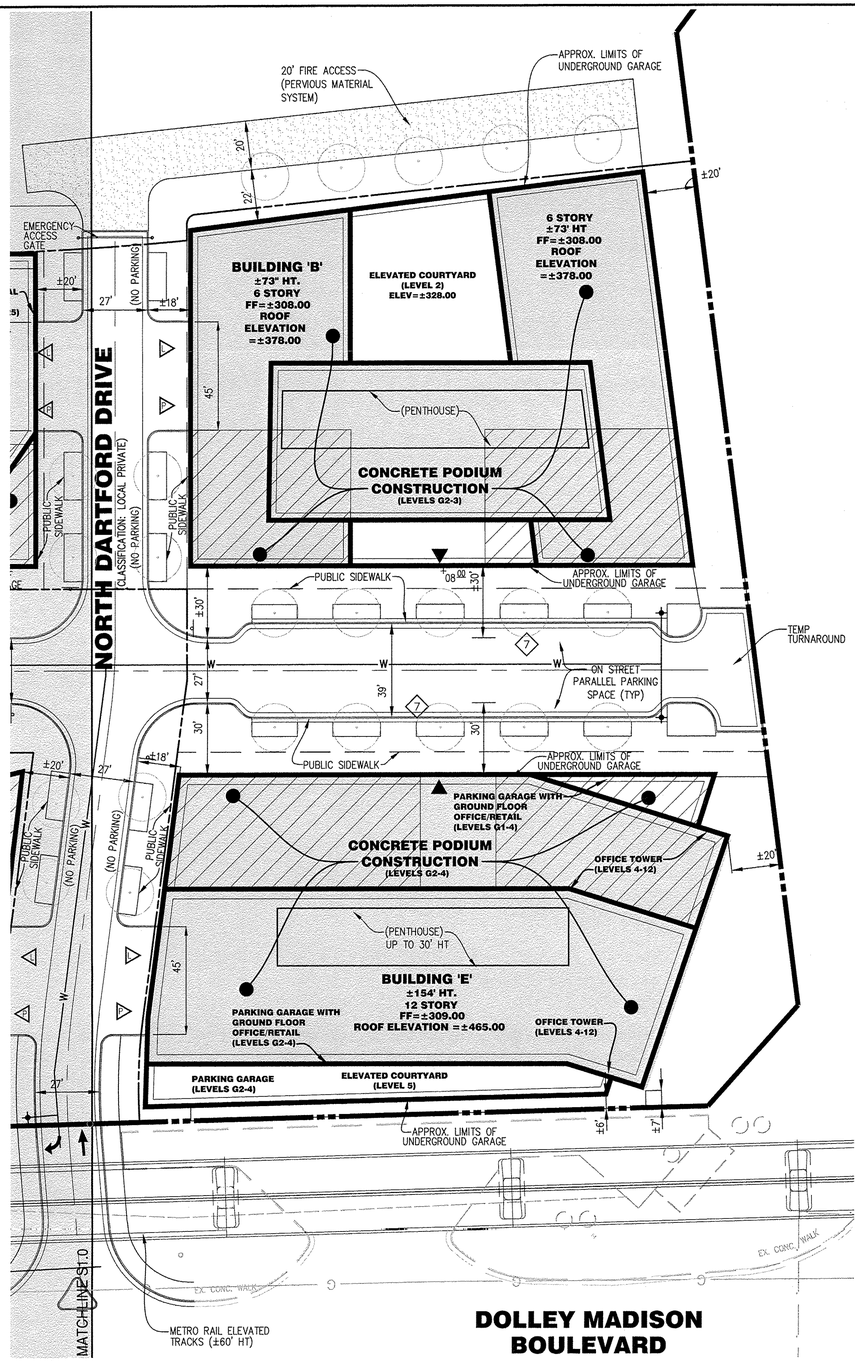
SCOTTS RUN NORTH

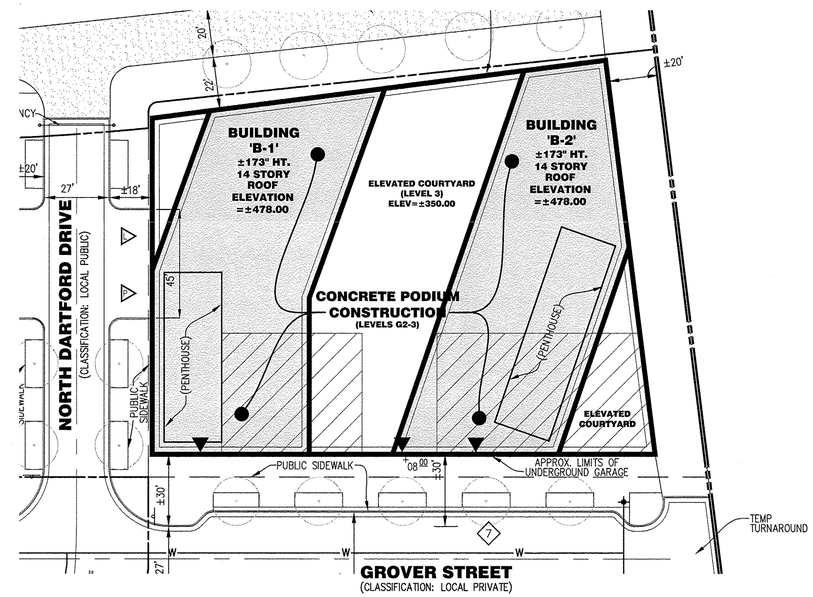
DRAWING TITLE
FIRE LANE ACCESS EXHIBIT

1"=30'
SCALE

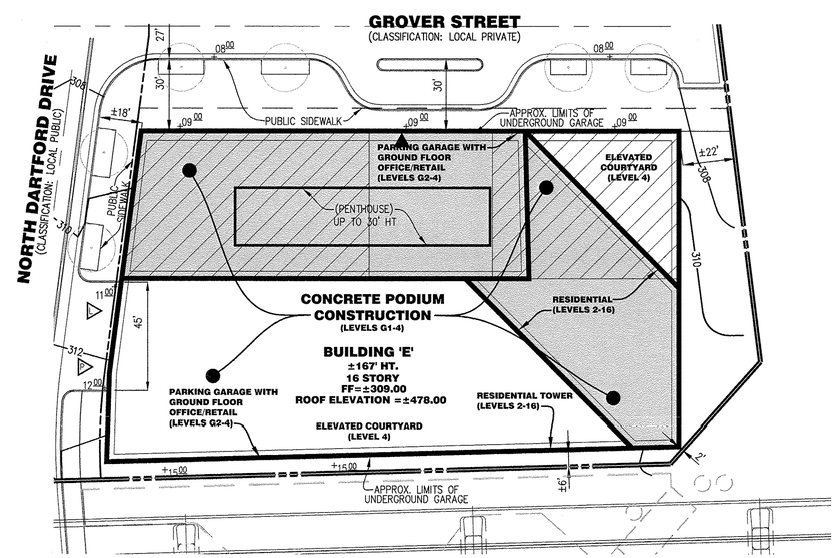
7403-07-007
PROJECT NUMBER

S1.0
DRAWING NUMBER





BUILDING "B" - ALTERNATIVE (MASSING)



BUILDING "E" - ALTERNATIVE (HOTEL)

LEGEND:

- PROPOSED ON STREET PARKING QUANTITY. (FOR INFORMATION ONLY) SPACES SHALL NOT BE STRIPED OR METERED.
- PROPOSED BUILDING ENTRY
- PROPOSED LOADING ENTRY
- PROPOSED PARKING ENTRY
- G2/G3 LOWEST LEVEL UNDERGROUND GARAGE
- GROUND FLOOR RETAIL
- FIRE ACCESS LANE (PERVIOUS MATERIAL SYSTEM)
- STREET CANOPY TREE

NOTES:

1. BUILDING A
   CONSTRUCTION TYPE: 1B
   USE GROUPS: R-2
2. BUILDING B
   CONSTRUCTION TYPE: 3A OVER 1B
   USE GROUPS: R-2
3. BUILDING B 'ALTERNATIVE MASSING'
   CONSTRUCTION TYPE: 1B
   USE GROUPS: R-2
4. BUILDING C
   CONSTRUCTION TYPE: 1B
   USE GROUPS: B
5. BUILDING D
   CONSTRUCTION TYPE: 1B
   USE GROUPS: B
6. BUILDING E (OFFICE ALTERNATIVE)
   CONSTRUCTION TYPE: 1B
   USE GROUPS: B
7. BUILDING E (HOTEL ALTERNATIVE)
   CONSTRUCTION TYPE: 1B
   USE GROUPS: R-2

NOTE:

1. CONFIGURATION OF BUILDINGS SHOWN ARE CONCEPTUAL AND SUBJECT TO FINAL ARCHITECTURAL AND ENGINEERING DESIGN.
2. ANY STRUCTURE WHICH IS NOT CONSTRUCTED OF BUILDING CONSTRUCTION TYPES 1 OR 2, AS SPECIFIED IN THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE (VUSBC) SHALL USE NON-COMBUSTIBLE EXTERIOR MATERIAL.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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WALSH COLUCCI LUBELEY & WALSH PC
LAND/ZONING ATTORNEY
Courthouse Plaza
2200 Clarendon Boulevard, 13th Floor
Arlington, VA 22201-3359
T 703.528.4700

ISSUED FOR	REV	DATE
SUBMITTED		04.03.2015
SUBMITTED		03.06.2015
SUBMITTED		12.7.2014
SUBMITTED		03.17.2014
CDP		05.10.2011

SEALS AND SIGNATURES

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
4.3.15
LANDSCAPE ARCHITECT

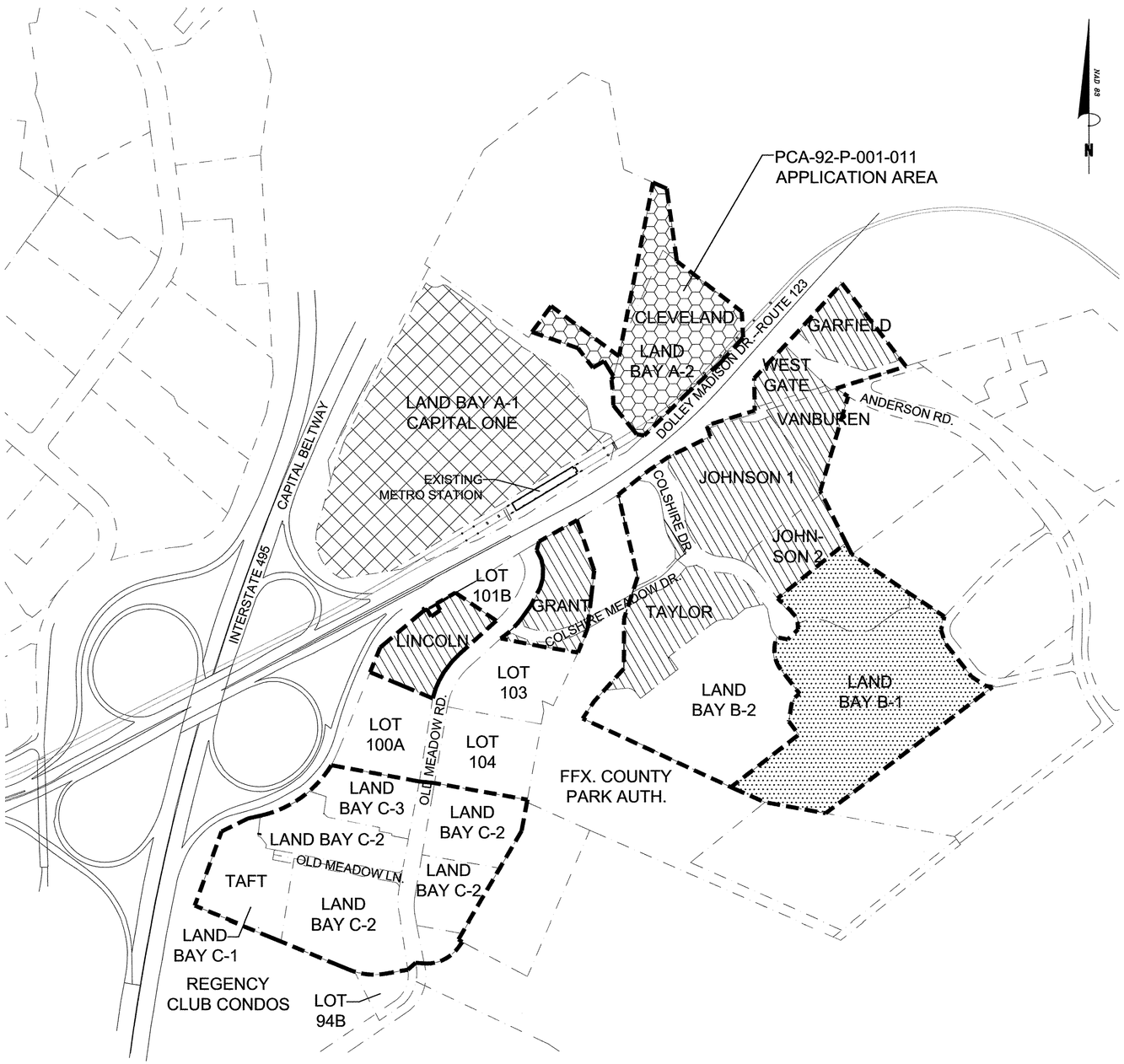
SCOTTS RUN NORTH

DRAWING TITLE
FIRE LANE ACCESS EXHIBIT

1"=30'
SCALE

7403-07-007
PROJECT NUMBER

S1.1
DRAWING NUMBER



WestGate Partial PCA Test Per Article 18-204

SITE	Site Area (Ac)	Total Area (SF)	Existing Pre-Rail Building (GFA)	FAR	
Remaining WestGate Site Area Reported on PCA-92-P-001-09	48.0089	2,091,267	986,297	0.472	
Area Removed with this PCA (92-P-001-011)					
Land Bay A-2 (Cleveland)	11.64504	507,258	0		
Scotts Run North Property	9.40647	409,833			
Street Dedication (DB 9789 PG 768)	1.82672	79,572			
Street Dedication (DB 9789 PG 768)	0.39376	17,152			
Street Dedication (DB 11772 PG 1910)	0.01609	701			
REMAINING SITE AND BUILDING AREA					
LAND BAY 'B' - COLSHIRE DRIVE AREA					
LAND BAY B-2					
McKinley-Pierce	11.87090	517,096	579,653	1.12	
Dartford Drive	0.50861	22,155	0	0	
Coleshire Meadow Drive Previous Street Dedication	1.02353	44,585			
Part 1 (PORTION OF DB 11772 PG 983)		(1,322)			
Part 2 (DB 15815 PG 1019)		(16,253)			
Part 3 (DB 15815 PG 1276)		(22,496)			
Part 4 (DB 11772 PG 1927)		(1,749)			
Part 5 (DB 11772 PG 2007)		(2,765)			
SUBTOTAL LAND BAY 'B'	**13.40304**	**583,836**	**579,653**	**0.993**	*
*ALLOWABLE INTENSITY FOR COLSHIRE DRIVE LAND BAY PER PROFFERS IS 1.0 FAR					
LAND BAY 'C' - OLD MEADOW ROAD AREA					
LAND BAY C-1: Taft (Honeywell)	4.21722	183,702	19,154	0.10	
LAND BAY C-2: Polk, Buchanan, Tyler and Roosevelt	16.05830	699,499	283,215	0.40	
LAND BAY C-3: Harrison	2.68500	116,959	104,275	0.89	
SUBTOTAL LAND BAY 'C'	**22.96052**	**1,000,160**	**406,644**	**0.41**	**
**ALLOWABLE INTENSITY FOR OLD MEADOW ROAD LAND BAY PER PROFFERS IS 0.7 FAR					
GRAND TOTAL COMBINED	**36.36386**	**1,584,009**	**986,297**	**0.623**	***
***OVERALL ALLOWABLE INTENSITY FOR GROSS TRACT AREA PER PROFFERS IS 0.65 FAR					

LEGEND

= AREA TO BE DELETED WITH THIS PCA 92-P-001-11

= AREA DELETED BY PCA 92-P-001-09

= AREA DELETED BY PCA 92-P-001-08

= AREA DELETED BY PCA 92-P-001-05

NOTE:
1. SEE PREVIOUS PCA 92-P-001-#5, #8 & #9 FOR DETAILED DESCRIPTIONS OF AREAS PREVIOUSLY DELETED WITH THESE APPLICATIONS.

WAIVERS / MODIFICATIONS REQUIRED

THE APPLICANT HEREBY REQUESTS A WAIVER OF THE GENERALIZED DEVELOPMENT PLAN REQUIREMENT OF THIS PCA DUE TO THE FACT THAT THE PARCEL IS ONLY BEING REMOVED AND NO CHANGES ARE PROPOSED TO THE REMAINING PARCELS.

PCA-92-P-001-11

GRAPHIC SCALE

300 0 150 300 600 1200

(IN FEET)
1 inch = 300 ft.

Bowman CONSULTING

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OVERALL PCA EXHIBIT
WESTGATE SUBDIVISION
(PROPERTY OF CLEVELAND 1820 DOLLEY MADISON, LLC)

FAIRFAX COUNTY, VIRGINIA

PROVIDENCE DISTRICT

COUNTY PROJECT NUMBER

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
LANDSCAPE ARCHITECT
5.19.14

PLAN STATUS	
4/17/14	REV PER COMMENT
5/16/14	REV PER COMMENT

DATE	DESCRIPTION

MT	KF	MT
DESIGN	DRAWN	CHKD

SCALE H: AS SHOWN V:

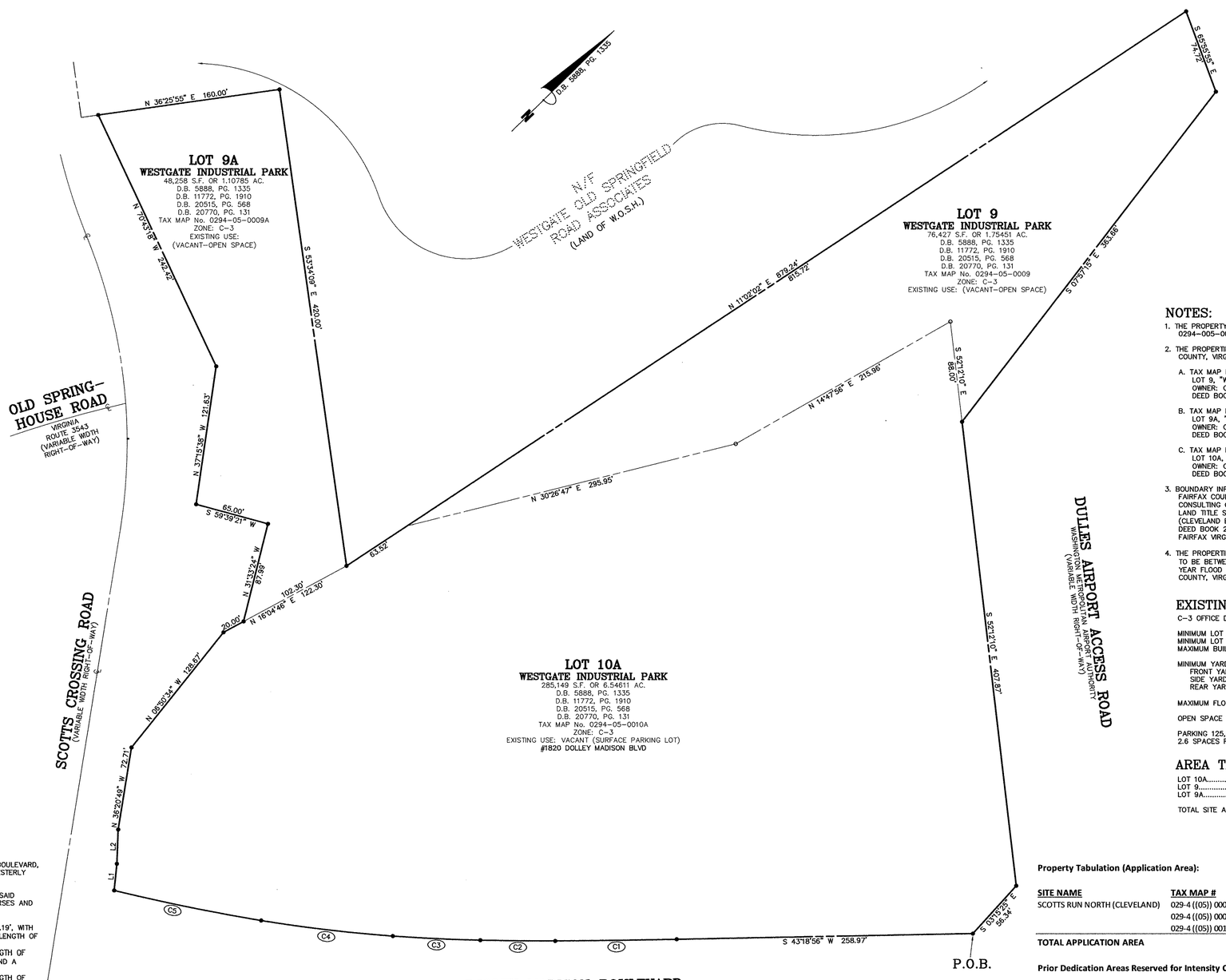
JOB No. 7403-07-007

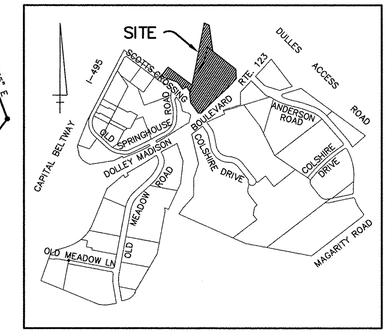
DATE : MARCH, 2014

FILE No.

SHEET 1 OF 2

P:\7403 - West Group Properties\7403-07-007 (PLN) - Scotts Run N. Rezoning\Planning\Proffer Condition Amendment\7403-07-007-PCA Exhibit_Westgate.dwg





VICINITY MAP

SCALE: 1" = 1000'

NOTES:

1. THE PROPERTY SHOWN HEREON IS LOCATED ON FAIRFAX COUNTY TAX MAP NO. 0294-005-0009, 0009A, AND 0010A AND ARE ZONED C-3.
2. THE PROPERTIES SHOWN HEREON, AS RECORDED AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA, ARE NOW IN THE NAMES OF:
   A. TAX MAP No. 0294-005-0009
      LOT 9, "WESTGATE INDUSTRIAL PARK"
      OWNER: CLEVELAND 1820 DOLLEY MADISON LLC,
      DEED BOOK 21145, AT PAGE 100
   B. TAX MAP No. 0294-005-0009A
      LOT 9A, "WESTGATE INDUSTRIAL PARK"
      OWNER: CLEVELAND 1820 DOLLEY MADISON LLC,
      DEED BOOK 21145, AT PAGE 100
   C. TAX MAP No. 0294-005-0010A
      LOT 10A, "WESTGATE INDUSTRIAL PARK"
      OWNER: CLEVELAND 1820 DOLLEY MADISON LLC,
      DEED BOOK 21145, AT PAGE 100
3. BOUNDARY INFORMATION AS SHOWN HEREON IS BASED ON EXISTING LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA AND A FIELD RUN SURVEY PERFORMED BY BOWMAN CONSULTING GROUP, LTD. ON APRIL 16, 2010, ENTITLED "PLAT SHOWING, ALTA/ACSM LAND TITLE SURVEY, ON, LOT 9, LOT 9A AND LOT 10A, WESTGATE INDUSTRIAL PARK, (CLEVELAND BUILDING), DEED BOOK 5888, PAGE 1335, DEED BOOK 11772, PAGE 1910, DEED BOOK 20515, PAGE 568, DEED BOOK 20770, PAGE 131, PROVIDENCE DISTRICT, FAIRFAX VIRGINIA".
4. THE PROPERTIES SHOWN HEREON LIE IN ZONE "AE", BASE FLOOD ELEVATION DETERMINED TO BE BETWEEN 300 AND 320 AND ZONE "X" AREA DETERMINED TO BE OUTSIDE 500 YEAR FLOOD PLAIN, AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP FOR FAIRFAX COUNTY, VIRGINIA, FEMA MAP NO. 515525 0100D, DATED MARCH 5, 1990.

EXISTING ZONING:

C-3 OFFICE DISTRICT

MINIMUM LOT AREA 20,000 SQ. FT.
MINIMUM LOT WIDTH 100 FEET
MAXIMUM BUILDING HEIGHT 90 FEET

MINIMUM YARD REQUIREMENTS
FRONT YARD: 25' ANGLE OF BULK PLANE BUT NOT LESS THAN 40 FEET
SIDE YARD: NO REQUIREMENT
REAR YARD: 20' ANGLE OF BULK PLANE BUT NOT LESS THAN 25 FEET

MAXIMUM FLOOR AREA RATIO 0.65 (PER PROFFER)

OPEN SPACE 15% GROSS AREA

PARKING 125,000 S.F. GROSS FLOOR AREA OR MORE:
2.6 SPACES REQUIRED PER 1000 FEET OF GROSS FLOOR AREA.

AREA TABULATION:

LOT 10A.....285,149 S.F. OR 6.54611 AC.
LOT 9.....76,426 S.F. OR 1.75451 AC.
LOT 9A.....48,258 S.F. OR 1.10785 AC.

TOTAL SITE AREA....409,833 S.F. OR 9.40847 AC.

P.C.A. TABULATION

Property Tabulation (Application Area):

SITE NAME	TAX MAP #	AREA (SF)	AREA (AC)	EXISTING ZONE	DEED BOOK	PAGE	NOTES
SCOTTS RUN NORTH (CLEVELAND)	029-4 ((05)) 0009	76,426	1.75451	C-3	SEE PLAN		
	029-4 ((05)) 0009A	48,258	1.10785	C-3	SEE PLAN		
	029-4 ((05)) 0010A	285,149	6.54611	C-3	SEE PLAN		
TOTAL APPLICATION AREA		**409,833**	**9.40847**				

Prior Dedication Areas Reserved for Intensity Credit :

TYPE	DESCRIPTION	AREA (SF)	AREA (AC)	EXISTING ZONE	DEED BOOK	PAGE	NOTES
STREET DEDICATION	INTENSITY/DENSITY	79,572	1.82672	---	9789	768	
STREET DEDICATION	INTENSITY/DENSITY	17,152	0.39376	---	9789	768	
STREET DEDICATION	INTENSITY/DENSITY	701	0.01609	---	11772	1910	
TOTAL RESERVED INTENSITY CREDIT AREA:		**97,425**	**2.23657**				

TOTAL AREA FOR INTENSITY CALCULATION:
(INCLUDING APPLICATION AREA & PRIOR DEDICATION INTENSITY CREDITS **507,258** **11.64504**

LEGAL DESCRIPTION

DESCRIPTION OF
LOT 9, LOT 9A AND LOT 10A
WESTGATE INDUSTRIAL PARK
- CLEVELAND BUILDING -
ZONED: C-3
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY OF DOLLEY MADISON BOULEVARD, ROUTE #123, WIDTH VARIES, SAID POINT BEING AT THE INTERSECTION WITH THE WESTERLY RIGHT-OF-WAY OF THE DULLES AIRPORT ACCESS ROAD, WIDTH VARIES.

THENCE DEPARTING SAID DULLES AIRPORT ACCESS ROAD AND RUNNING WITH THE SAID NORTHERLY RIGHT-OF-WAY OF DOLLEY MADISON BOULEVARD THE FOLLOWING COURSES AND DISTANCES:
S 43°18'56" W 258.97 FEET TO A POINT;
THENCE WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 106.19', WITH A RADIUS OF 8043.85' WITH A CHORD BEARING OF S 43°39'03" W AND A CHORD LENGTH OF 106.19';
THENCE WITH A COMPOUND CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 65.49', WITH A RADIUS OF 3209.09' WITH A CHORD BEARING OF S 45°01'08" W, AND A CHORD LENGTH OF 65.49';
THENCE WITH A COMPOUND CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 76.52', WITH A RADIUS OF 1606.87' WITH A CHORD BEARING OF S 47°09'02" W, AND A CHORD LENGTH OF 76.51';
THENCE WITH A COMPOUND CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 115.99', WITH A RADIUS OF 1323.14' WITH A CHORD BEARING OF S 51°09'08" W, AND A CHORD LENGTH OF 115.95';
THENCE WITH A COMPOUND CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 131.17', WITH A RADIUS OF 1868.41' WITH A CHORD BEARING OF S 55°59'31" W, AND A CHORD LENGTH OF 131.14' TO A POINT IN THE EASTERLY RIGHT-OF-WAY OF SCOTTS CROSSING, WIDTH VARIES.

THENCE DEPARTING THE NORTHERLY RIGHT-OF-WAY OF DOLLEY MADISON BOULEVARD AND WITH THE EASTERLY RIGHT-OF-WAY OF SCOTTS CROSSING
N 39°45'55" W 23.39 FEET TO A POINT; N 43°13'24" W 29.81 FEET TO A POINT;
THENCE, N 36°20'49" W 72.71 FEET TO A POINT; N 06°50'34" W 128.67 FEET TO A POINT;
THENCE, N 16°04'46" E 20.00 FEET TO A POINT; N 31°33'24" W 87.99 FEET TO A POINT;
THENCE, S 59°39'21" W 65.00 FEET TO A POINT; N 37°15'38" W 121.63 FEET TO A POINT;
THENCE, N 70°43'18" W 242.42 FEET TO A POINT ON THE WESTERLY LINE OF THE LAND OF W.O.S.H., INCORPORATED.

THENCE WITH THE WESTERLY AND SOUTHERLY LINES OF THE SAID LAND OF W.O.S.H., INC.
N 36°25'55" E 160.00 FEET TO A POINT;
THENCE, S 53°34'09" E 420.00 FEET TO A POINT;
THENCE, N 11°02'02" E 879.24 FEET TO A POINT, SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY OF THE AFOREMENTIONED DULLES AIRPORT ACCESS ROAD.

THENCE WITH THE SAID SOUTHERLY RIGHT-OF-WAY OF DULLES AIRPORT ACCESS ROAD
S 65°55'55" E 74.72 FEET TO A POINT;
THENCE, S 07°57'15" E 363.66 FEET TO A POINT;
THENCE, S 52°12'10" E 407.87 FEET TO A POINT;
THENCE, S 03°15'25" E 56.34 FEET TO THE POINT OF BEGINNING AND CONTAINING 9.40847 ACRES OF LAND.

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	8043.85'	106.19'	S 43°39'03" W	106.19'	0°45'23"	53.10'
C2	3209.09'	65.49'	S 45°01'08" W	65.49'	1°10'09"	32.75'
C3	1606.87'	76.52'	S 47°09'02" W	76.51'	2°43'42"	38.27'
C4	1323.14'	115.99'	S 51°09'08" W	115.95'	5°01'21"	58.03'
C5	1868.41'	131.17'	S 55°59'31" W	131.14'	4°01'21"	65.61'

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 39°45'55" W	23.39'
L2	N 43°13'24" W	29.81'

LOT 9, LOT 9A AND LOT 10A
WESTGATE INDUSTRIAL PARK
(CLEVELAND BUILDING)
DEED BOOK 5888, PAGE 1335
DEED BOOK 11772, PAGE 1910
DEED BOOK 20515, PAGE 568
DEED BOOK 20770, PAGE 131

50 0 50 100
GRAPHIC SCALE

Bowman CONSULTING

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© Bowman Consulting Group, Ltd.

PROFFERED CONDITION AMENDMENT PLAT
(PROPERTY OF CLEVELAND 1820 DOLLEY MADISON, LLC)

FAIRFAX COUNTY, VIRGINIA

PROVIDENCE DISTRICT

COUNTY PROJECT NUMBER

COMMONWEALTH OF VIRGINIA
MATTHEW J. TAUSCHER
Lic. No. 000832
5.19.14
LANDSCAPE ARCHITECT

PLAN STATUS	
4/17/14	REV PER COMMENT
5/16/14	REV PER COMMENT

DATE	DESCRIPTION	
MT	KF	MT
DESIGN	DRAWN	CHKD

SCALE H: 1"=50' V:

JOB No. 7403-07-007

DATE : MARCH, 2014

FILE No.

SHEET 2 OF 2

P:\7403 - West Group Properties\7403-07-007 (PLN) - Scotts Run N. Rezoning\Planning\Proffer Condition Amendment\7403-C-ZP-002.dwg

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

DESCRIPTION OF THE APPLICATIONS

RZ 2011-PR-009, known as Scotts Run North, is a companion case to the rezoning applications which comprised Scotts Run Station South (RZ 2011-PR-10 and 011) approved by the Board of Supervisors on April 9, 2013. RZ 2011-PR-009 was submitted concurrently with those applications, but the applicant chose to defer action on this application and instead concentrate on the rezoning applications on the south side of Route 123. Therefore, this application proposes to complete a concept to redevelop a large part of the West*Gate office park. Scotts Run Station South proposed a series of neighborhoods on the south side of Route 123 which consisted of a mixed-use, transit-oriented neighborhood adjacent to the easternmost Metrorail stop in Tysons (known as the McLean Station). Scotts Run North proposes the same type of development, although on a smaller scale in terms of square footage and number of buildings. The applicant proposes 6 or 7 buildings in four blocks created by the new street grid of Grover Street and North Dartford Drive with a maximum square footage of 1,500,000 square feet and a maximum FAR of 2.96.

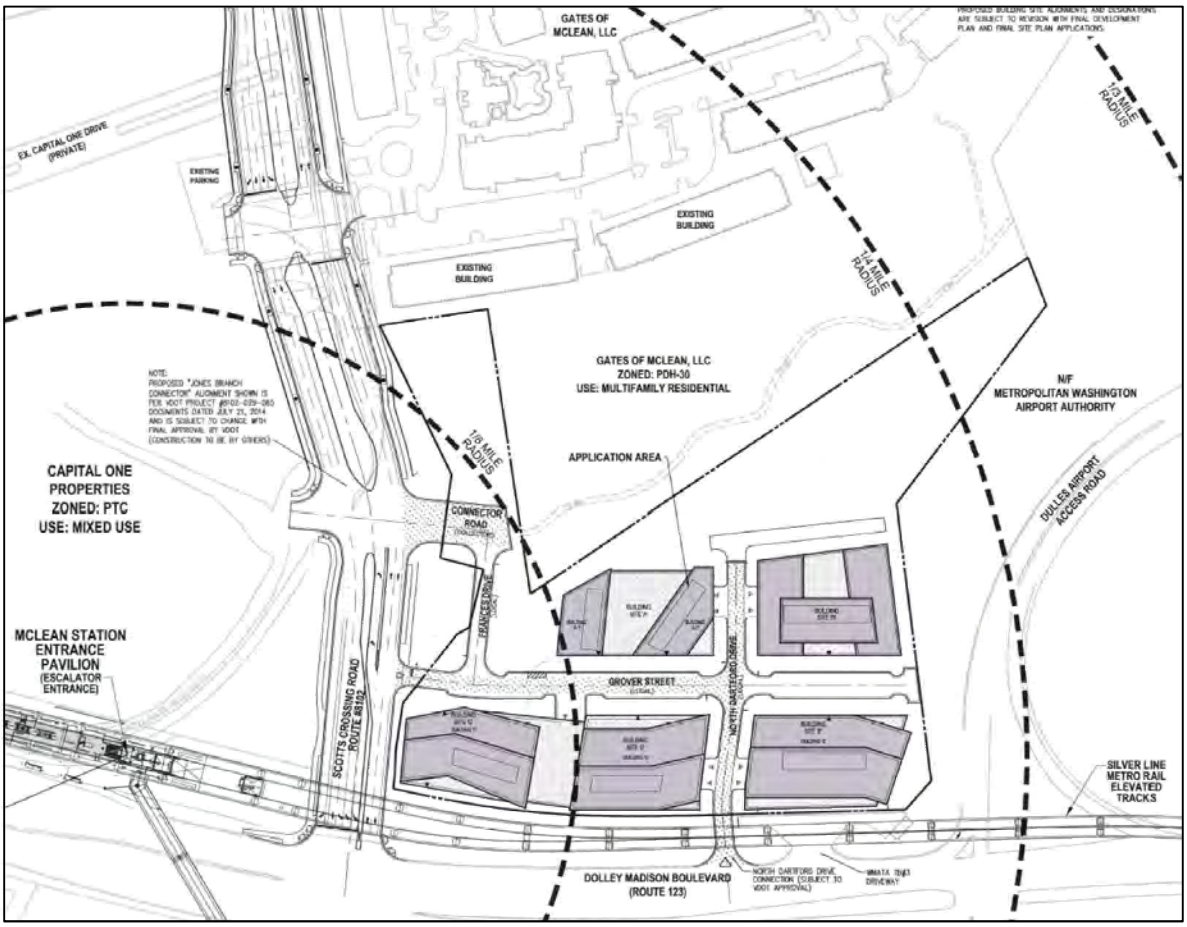


Figure 1 Scotts Run North

Two specific rezoning actions are required to achieve this redevelopment. PCA application (PCA 92-P-001-11) removes the area of the rezoning application from the previously approved proffered zoning application, RZ 92-P-001. RZ 2011-PR-009 proposes to rezone that property to the Planned Tysons Corner Urban Zoning (PTC) District. The design and character of project is shown in the Conceptual Development Plan associated with RZ 2011-PR-009. There are no Final Development Plans (FDPs) submitted on the subject site at this time.

The project adds links to the grid of streets for this area which will serve the development and will connect throughout the Tysons East Subdistrict. It also provides parks and plaza spaces that will connect to the network of parks in the sector. The range of uses and intensities as proposed under the three alternatives layouts included in the rezoning application is shown in the following chart.

Gross Floor Area in Square Feet *as tabulated in on the CDP*					
	Office	Retail/ Service*	Hotel	Residential	Maximum GFA (FAR)
Base Plan	954,000	49,000	0	497,000	1,500,000 (2.96)
Hotel Alternative	725,000	49,000	229,000	497,000	1,500,000 (2.96)
Building A/B	954,000	49,000	0	497,000	1,500,000 (2.96)
Total Max	954,000	49,000	229,000	497,000	1,500,000 (2.96)

*The applicant seeks to reserve the right to increase retail / service uses up to 7% by concurrently reducing the office square footage.

The submitted Conceptual Development Plans (CDP) identifies a primary use for each building (office, residential or hotel). Most buildings allow for “retail and service” as additional uses (generally located on the ground floor). The proffers for the cases define “retail and service uses” as any use that is permitted in the PTC District (subject to the use restrictions of Sect. 6-505 of the Zoning Ordinance, design limits and parking considerations) and state that specific uses will be designated at the time of FDP approval. In addition, the blocks include park and plaza areas. The overall development also addresses other elements of the adopted Comprehensive Plan text for the Tysons Corner Urban Center such as streetscapes, stormwater management, parks, green building, athletic fields and public facilities (in this instance, a new fire station and athletic field in Scotts Run Station South). The existing surface parking lot on the site will be replaced as new development proceeds.

The overall grid for this area has been extensively negotiated with staff through the zoning process as well as through the Consolidated Traffic Impact Analysis (CTIA) undertaken by the Fairfax County Department of Transportation (FCDOT).

The property is currently developed with a surface commuter parking lot. Until recently, this site had been developed with an office building and its associated surface parking. The area of the parking lot is fairly flat. However, the grade does dramatically fall along the northern boundary adjacent to the Scotts Run Stream valley. There is a Resource Protection Area (RPA), Environmental Quality Corridor (EQC) and floodplain associated with this reach of the stream. There is a swath of vegetation along the stream, with invasive and native plants. In addition, as shown on the graphic above, the property lines are rather irregular on this site, with two arms extending to the north and a notch at Scotts Crossing Road.

PCA 92-P-001-11

PCA 92-P-001-11 is a partial proffered condition amendment (PCA) which covers the 9.4 acres of the rezoning application. This request seeks to remove this land from RZ 92-P-001. The PCA Plat demonstrates that with the removal of 9.4 acres, the remaining properties are still in conformance with the FAR proffer requirements of the original governing application.

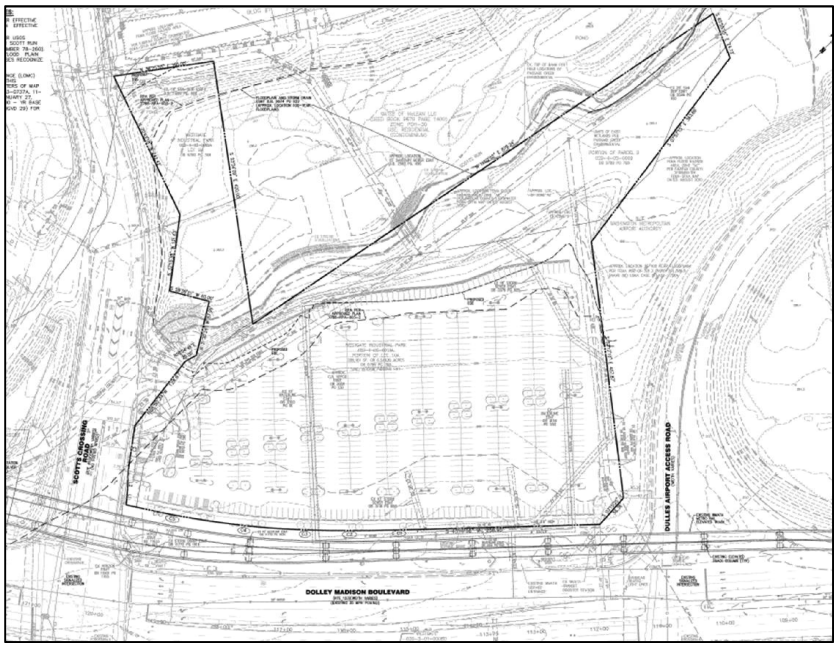


Figure 2 Existing Conditions

Figure 3 Proposed Conditions for RZ 2011-PR-009 (Prior to Ramp Connection)

RZ 2011-PR-009

The development program here consists of six or seven buildings which are situated along Route 123 (Dolley Madison Boulevard) and the new internal streets proposed with this development. All buildings are designed to include some amount of retail or other uses (including lobby or residential) to achieve activation on the ground floor. On the land area used for the calculation of density (including 2.24 acres of land previously dedicated to the County) the proposed maximum floor area ratio (FAR) within this application is 2.96, or 1.5 million square feet of development. The applicant proposes a public park at the corner of Grover Street and Scotts Crossing Road (known as Frances Park), pedestrian paths into the stream valley, and private amenity space for the use of the building occupants on top of the parking podiums.

As will be discussed at length later in this report, the application property has also accommodated a future street adjacent to the Scotts Run stream valley which would connect to a future ramp to the Dulles Airport Access Road (DAAR). This connector road will provide an important link within this subdistrict's grid and the applicant has generally designed the layout to accommodate this connection (labelled as Future Connector Road on the CDP).

A reduced copy of the proposed CDP for RZ 2011-PR-009 and the PCA exhibit is included in the front of this report. The applicant's draft proffers for this application are included as

Appendix 1. The applicant's affidavit is included in Appendix 2 and the applicant's statements regarding this application are included in Appendix 3.

LOCATION AND CHARACTER

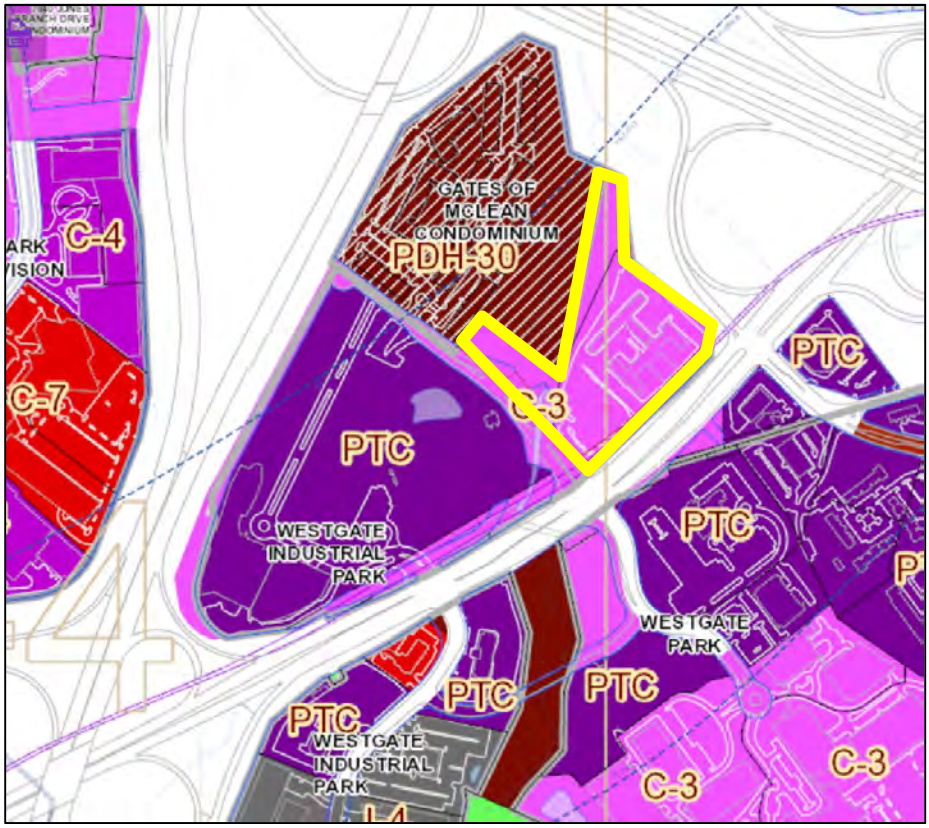


Figure 4 Vicinity Map Showing adjacent zoning

RZ 2011-PR -009

As depicted above, the property associated with this rezoning application is north of Route 123, in the northwest quadrant of the intersection of Scotts Crossing Road and Route 123.

SURROUNDING AREA DESCRIPTION			
Direction	**Use**	**Zoning**	**Plan Map**
North	Multifamily Residential (Gates of Mclean)	PDH-30	Residential Mixed Use
East	Right of way (Ramp to Dulles Airport Road)	ROW	Right of Way
South	Mixed Use (Scotts Run Station South)	PTC	Transit Station Mixed Use

SURROUNDING AREA DESCRIPTION			
West	Mixed Use (Capital One Development)	PTC	Transit Station Mixed Use

BACKGROUND

As mentioned above, the land area associated with this application is currently governed by a rezoning, RZ 92-P-001. Specifically, on June 22, 1992, the Board of Supervisors (BOS) approved RZ 92-P-001 to rezone 128.63 acres, which comprised the West*Gate office, from I-3, I-4, C-2, C-7, R-1 and Highway Corridor (HC) Districts to the C-3 and HC Districts, subject to proffers dated June 19, 1992. This rezoned area (known as West*Gate) consisted of most of the parcels within Sub-unit R-2 of the Tysons Corner Urban Center in the Comprehensive Plan.

There have been ten Proffered Condition Amendment applications since the original rezoning. These applications increased and decreased the approved densities, added environmental commitments, provided various dedications to the county for things such as the Mclean Metro Station kiss and ride (located to the south of Route 123 at Colshire Drive), Scotts Run Park, and, eventually, began removing parcels from the original rezoning.

Of note, on April 9, 2013, the Board of Supervisors approved both PCA 92-P-001-9 and 10. PCA 92-P-001-09 removed the 29.42 acres associated with Scotts Run Station South from the previous rezoning application. PCA 92-P-001-10 permitted a public use on one of the parcels in the Old Meadow Land Bay (Tax Map 29-4 ((6)) 0096A) so that a fire station and athletic field could be provided.

The current PCA governing the site specifically notes that the overall density for the site cannot exceed 0.65 Floor Area Ratio (FAR), although individual land bays may have up to a 1.0 FAR.

The records for the above noted zoning cases are on file with the Department of Planning and Zoning (DPZ).

COMPREHENSIVE PLAN PROVISIONS (Appendix 4)

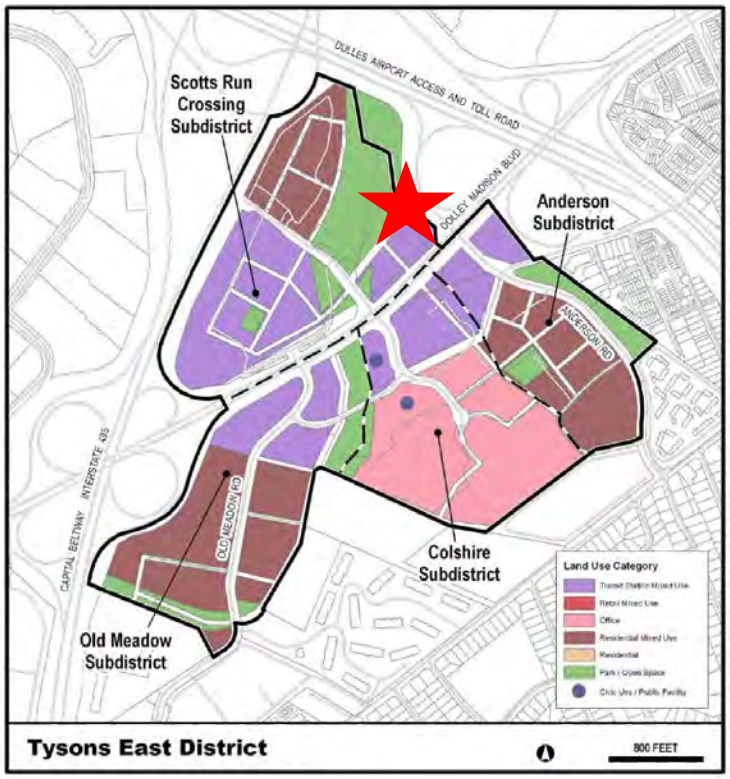
Plan Area: Area II

Planning District:
Tysons Corner Urban Center

Tysons Corner Urban Center District:
Tysons East (Scotts Run Crossing Subdistrict)

The Tysons East District Comprehensive Plan Map shows the application properties to be planned for Transit Station Mixed Use and Park/Open Space.

In the Fairfax County Comprehensive Plan, 2013 Edition, Area II, Tysons Corner Urban Center, District Recommendations, as amended through April 29, 2014, on Pages 152 – 154, the Plan, as applied to the application area, states the following:



SCOTTS RUN CROSSING AND COLSHIRE SUBDISTRICTS

The Scotts Run Crossing Subdistrict is comprised of about 58 acres and is bounded by the DAAR on the north, Dolley Madison Boulevard on the east and south, and I-495 on the west. The Colshire Subdistrict is comprised of about 50 acres and is bounded by Dolley Madison Boulevard on the north, Scotts Run on the west, the Anderson Subdistrict on the east and the East Side District on the south.

<u>Base Plan</u>

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

<u>Redevelopment Option</u>

Both subdistricts are planned to substantially redevelop with a mix of uses, with office as the predominant use. Each subdistrict is envisioned to become a mixed use area with an increased intensity and diversity of land use including more office and the addition of hotel, residential, support retail, and public and institutional uses. Because a key feature in both subdistricts is Scotts Run, redevelopment proposals should be designed in a manner that

ensure this open space will become a more accessible resource-based urban park and areawide amenity. Redevelopment in these subdistricts should also contribute to stream and riparian buffer restoration efforts along Scotts Run.

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

- *As indicated above, the vision for these subdistricts is to redevelop with significantly more intense office development, with the highest intensities near the Metro station. These subdistricts are also envisioned to become more diverse in land uses, to include hotel, residential and support retail uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.*

- *Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.*

    - *In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.*

    - *When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.*

- *Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets.*
    - *In the Scotts Run Crossing Subdistrict, two circulation improvements are planned -- a new ramp from the DAAR and the extension of Scotts Run Road over I-495. The location and configuration of Scotts Run Road may be adjusted at the time of development approval so as to preserve and make use of the existing right-of-way. Redevelopment along these alignments should provide right-of-way or otherwise accommodate these improvements, and should make appropriate contributions toward their construction costs.*

- *In the Colshire Subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road, the location and configuration of which may be adjusted at the time of development approval. Redevelopment along this alignment should provide the necessary right-of-way.*

- *For both subdistricts, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.*

- *Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.*

- *When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations.*

- *Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.*

- *In addition, a specific public facility need is the provision of a fire station; this facility should be accommodated in this area's redevelopment.*

- *Building heights in these subdistricts range from 105 feet to 400 feet, depending upon location, as described below and conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations.*

  - *The lowest building heights in the Colshire Subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Directly abutting the East Side District, the maximum height is 105 feet; however, buildings may be designed with step backs allowing height to increase with distance from the East Side District and through this design approach height may increase up to 130 feet. The areas closest to the Metro station building heights may be allowed up to 400 feet.*

The Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR and Dolley Madison Boulevard. It is positioned along I-495, and has an average grade 25 to 35 feet below I-495, the planned extension of Scotts Run Road over the Beltway, and the elevated Metro station. As a result, this subdistrict's building heights are between 175 and 400 feet. Building heights should be highest closest to the Metro station or along I-495.

- *A potential circulator alignment extends through these subdistricts, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.*

DESCRIPTION OF THE DEVELOPMENT PLAN

Conceptual Development Plan for RZ 2011-PR-009 (Reduction at front of staff report)

Title:	Scotts Run North
Prepared By:	Bowman Consulting, Inc.; SmithGroupJJR, Inc
Original and Revision Dates:	May 10, 2011 revised through April 3, 2015

Overview

The CDP is divided into three sections: Civil (C/S) Sheets (27 sheets); Architectural (A) Sheets (30 sheets); and Landscape (L) Sheets (17 sheets). There are also several supplemental sheets (S) at the end of the CDP which provide contextual and supplemental information that is not proffered in this rezoning.

The Civil Sheets include the notes and tabulations, the existing conditions and vegetation plans, density credit and conveyances, stormwater management plans, RPA narratives and computations, street layouts and sections (for interim and ultimate conditions), and building/site layouts. The Architectural Sheets include ground floor, roof, and underground parking plans, sections through the proposed buildings, elevations of the proposed buildings, rendered views, phasing diagrams, shadow and building massing studies and illustrative views of the development. The Landscape Sheets include the overall landscape plans, streetscape sections and illustrations, park plans and illustrations, planting details, and pedestrian and bicycle circulation and hierarchy plans. The plan also contains supplemental sheets which show fire access.

As seen in the following graphic, taken from Sheet C-5 of the CDP, the development plan shows 6 or 7 buildings (this number depends on the configuration of Building B), a road

grid system, Frances Park at the corner of Scotts Crossing Road and Grover Street, the stream valley and private above-grade amenity spaces for occupants of the buildings.

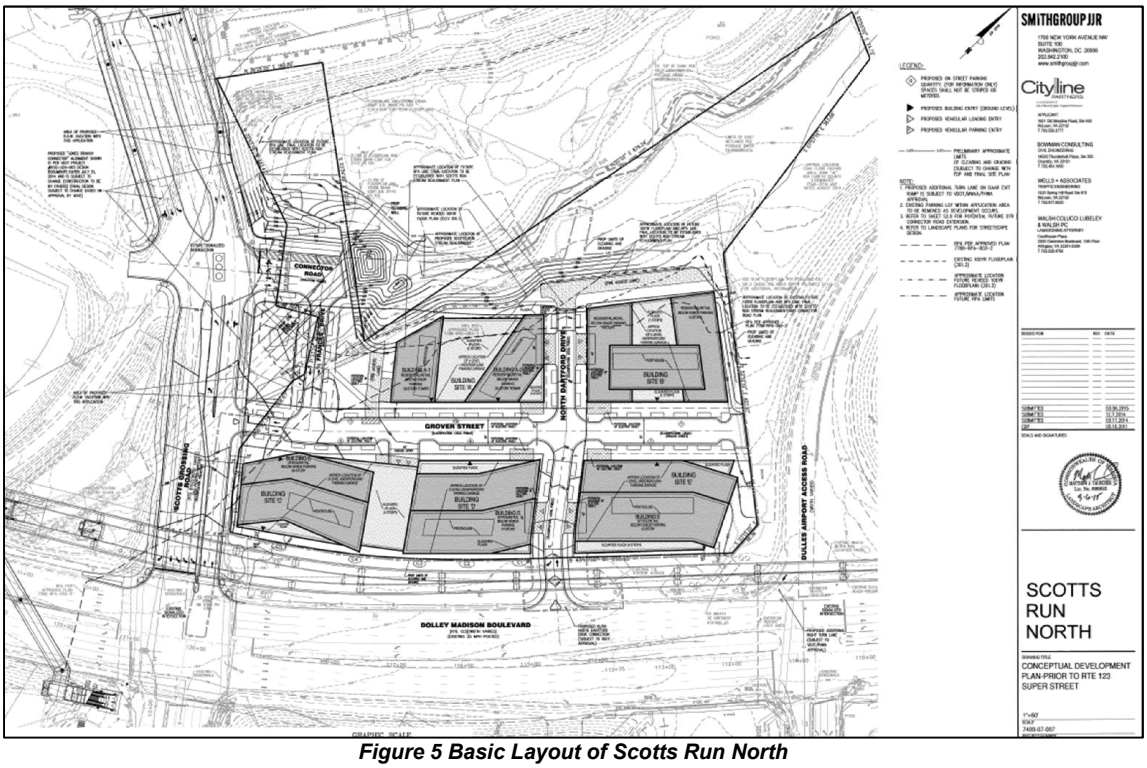


Figure 5 Basic Layout of Scotts Run North

Site Layout

The applicant proposes four blocks with 6 or 7 buildings (depending on whether Building B is developed as one or two buildings). There are three proposed alternatives, base, hotel and A/B Alternative. In the hotel alternative, Building E is converted to a hotel (instead of office) and features a narrower tower footprint. In the A/B alternative, Building B is converted to two separate towers (not connected) and the A Building's towers are smaller.

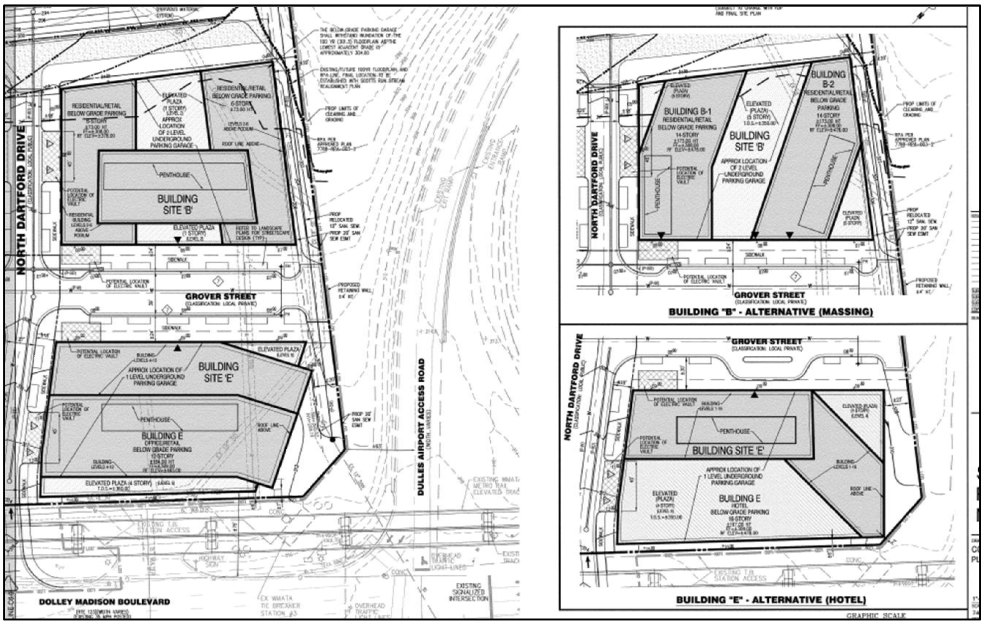


Figure 6 Building A/B and Building E alternates

Building	Use	Proposed GSF by Use	Minimum-Maximum GSF
A1/A2 (Base Plan & Hotel Alternate)	Residential	359,000	244,000-440,000
	Retail/Services	8,000	
A1/A2 (A/B Alternative)	Residential	258,000	244,000-440,000
	Retail/Services	8,000	
B (Base Plan & Hotel Alternative)	Residential	138,000	138,000-239,000
	Retail/Services	8,000	
B1/B2 (A/B Alternative)	Residential	239,000	146,000-239,000
	Retail/Services	8,000	
C (Base Plan, Hotel Alternative, A/B Alternative)	Office	432,000	254,000-510,000
	Retail/Services	17,000	
D (Base Plan, Hotel Alternative, A/B Alternative)	Office	293,000	150,000-401,000
	Retail/Services	9,000	
E (Base Plan, A/B Alternative)	Office	229,000	150,000-355,000
	Retail/Service	7,000	
E (Hotel Alternative)	Hotel	229,000	180,000-305,000
	Retail/Service	7,000	

Proposed Road Network and Access to the Future Buildings

While the site is relatively small, it accommodates several streets, which form the basic layout of the neighborhood.

The base street grid consists of Grover Street, North Dartford Drive, Frances Drive and the Connector Road entrance. Grover Street is parallel to Route 123 and is the local east-west street, which connects to Scotts Crossing Road as a right-in/right-out. North Dartford Drive is the north-south connection between this development and Route 123. The Connector Road entrance is north of Grover Street and serves as the full movement (all rights and lefts available) into the site. Frances Drive is an interim connection between Grover Street and the Connector Road entrance.

The streets described above, however, are actually somewhat of an interim condition which would be modified in the event that a proposed connector road is extended from Scotts Crossing Road to meet a future ramp onto the DAAR. In the interim, the applicant has shown the Connector Road as the full intersection onto Scotts Crossing Road which

will terminate at the applicant's property line and connect to Grover Street via Frances Drive. Frances Drive is the north-south street which would be removed in the future if the connector road is extended along the rear of the site to connect to a ramp to the DAAR. If Frances Drive is removed, Frances Park would be enlarged.

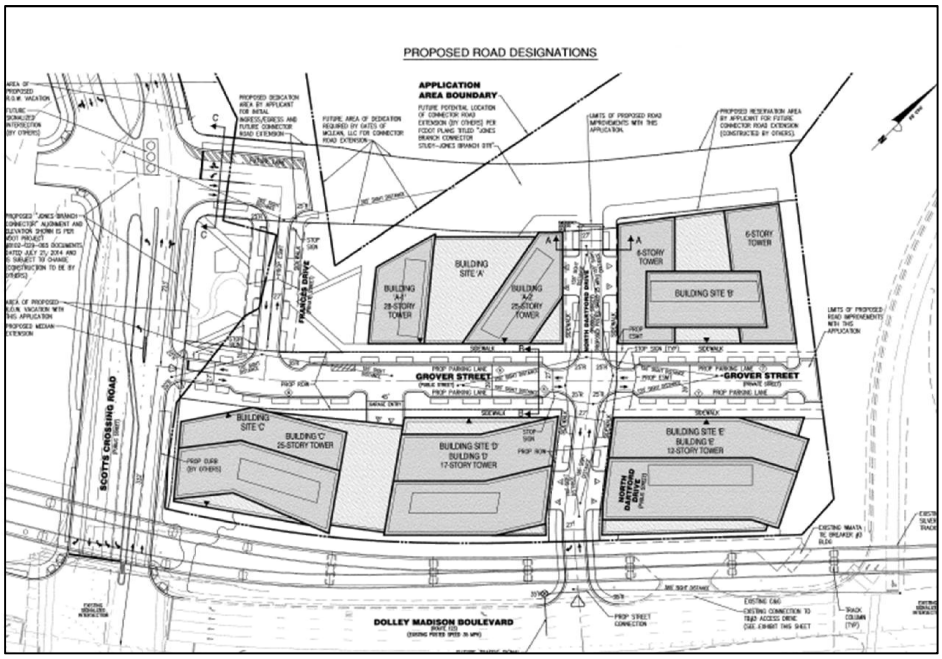


Figure 7 Future Connector Road

Intensity

The maximum proposed Floor Area Ratio (FAR) for the site is 2.96. As described above, several alternatives have been proposed and their intensities are summarized below:

Base Plan/ A-B Alternative

Land Use	**Gross Floor Area (square footage)**	**Percentage of Total Land Use**	**Land Use FAR (based on total site area including density credits)**
Office	954,000	63.6%	1.88
Residential	497,000	33.1%	0.98
Retail/Services	49,000	3.3%	0.097
Totals	**1,500,000**	**100%**	**2.96**

Hotel Alternate

Land Use	**Gross Floor Area (square footage)**	**Percentage of Total Land Use**	**Land Use FAR (based on total site area including density credits)**
Office	725,000	48.3%	1.43
Residential	497,000	33.1%	0.98
Hotel	229,000	15.3%	0.45
Retail/Services	49,000	3.3%	0.097
Totals	**1,500,000**	**100%**	**2.96**

Parking Structure Activation and Design

The buildings here, in many cases, are proposed to be constructed with parking garage podiums of up to eight stories. For those buildings which are of a podium design, each structure will incorporate ground level lobby, building faces, or retail/service into much of the ground plane. The proffers and plans also include commitments to provide treatment for exposed parking structures, as depicted below. Illustrations show the character of some of proposed treatment or the ground level plan. The proffers commit to further refine podium treatment at the time of Final Development Plan review; however, any podium treatment will be in character with the quality depicted in the illustrations.

Figure 8 Ground Floor Plan and Garage treatment precedents

Phasing

The applicant intends to develop this project in response to market demand and therefore has not committed to any particular order for the development of the buildings. Instead, the applicant has committed to address the timing of needed infrastructure. Therefore, the CDP includes phasing exhibits which demonstrate how each building could be developed if the surrounding properties have not yet redeveloped (i.e., what improvements are needed to serve that building) (see Sheets A-6.01 – A-6.08). The draft proffers further detail which road, park space and public facilities will be provided with each building.

The draft proffers allow the existing surface parking lot to continue as shown on the CDP phasing sheets. Generally, the applicant proposes to continue use of as much of the parking lot as possible for as long as possible. If commercial off-street parking in excess of the existing spaces is proposed, the applicant shall submit a supplemental analysis to FCDOT and VDOT to assess the impacts of said parking on the surrounding transportation network.

Streetscapes

While final streetscape design will be provided with FDPs, the CDP does provide for typical streetscape sections in keeping with the Comprehensive Plan recommendations. In general,

the application meets the recommendations of the Comprehensive Plan and Tysons Urban Design Guidelines (TUDG) regarding streetscape dimensions and typology. However, there are several locations where onstreet parking is not provided. Specifically, the application does not provide on street parking on Scotts Crossing Road, Frances Drive, the Connector Road or North Dartford Drive. In addition, a bike lane is not proposed along the Connector Road.

Staff notes that the applicant does not own the land under the Metrorail tracks along Route 123, those areas are controlled by the Washington Metropolitan Area Transit Authority (WMATA) and thus a modification of the streetscape requirements along Route 123 is not required with this application.

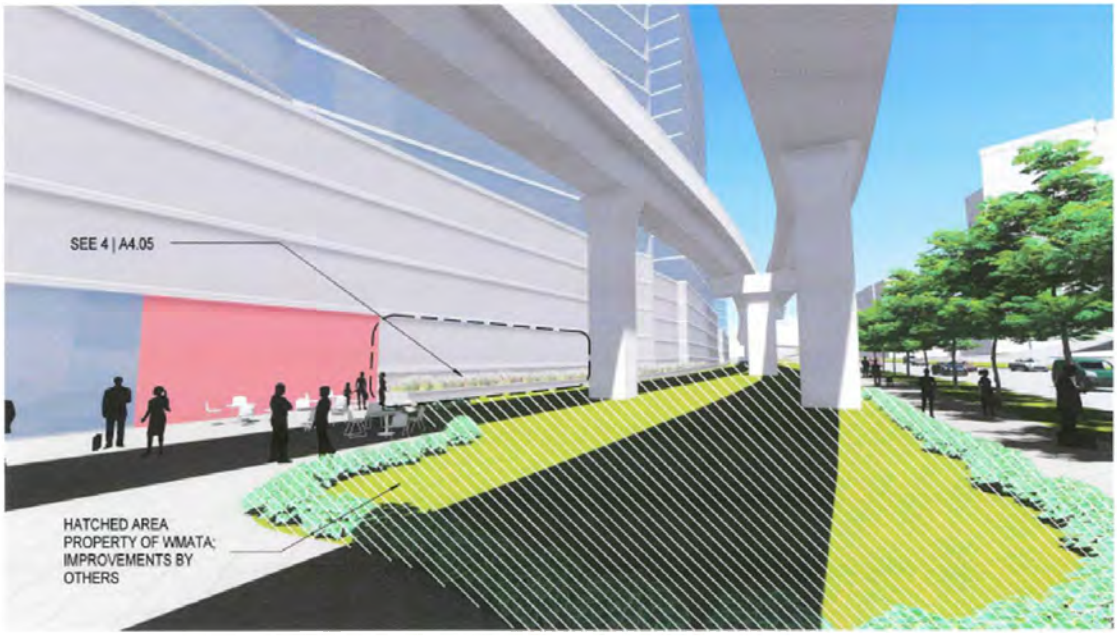


Figure 9 Route 123 Frontage

Parks and Open Space

The CDP shows two new at-grade public parks (Frances Park and Scotts Run Park). All of the residential buildings would have additional private open spaces provided on the tops of the parking podiums and/or on the tops of the residential towers. Frances Park, in its ultimate condition, is proposed as a 33,000 SF acre pocket park which incorporates right of way to be vacated with this application. It may include things like playground equipment, picnic areas, interactive water features, benches, public art and/or paths and trails. Scotts Run Park is actually two separate natural resource park areas of 0.73 and 1.65 acres that will include trails and/or overlooks.

Proffered Condition Amendment for PCA 92-P-001-11
(Reduction at front of staff report)

Title:	Overall PCA Exhibit Westgate Subdivison
Prepared By:	Bowman Consulting, Inc.
Original and Revision Dates:	April 17, 2014 revised through May 16, 2014

The PCA exhibit contains 2 sheets. The first sheet shows the area context, highlights the subject property and provides an overall GFA tabulation. The second sheet is the metes and bounds and proffered plat.

The remaining site and building area for RZ 92-P-001 will be 36.36 acres with total building GFA of 986,297 SF and an overall FAR of 0.62. As stated earlier in this report, the purpose of this PCA is to remove the subject site from RZ 92-P-001. The site tabulations indicate that the remainder of the property located within RZ 92-P-001 will continue to meet the proffer conditions related to the maximum FAR over the entire site and remaining land bays.

ANALYSIS

This section of the report draws on: the site specific recommendations pertaining to this site in the Tysons West District of the Tysons Corner Urban Center, which is excerpted above; the Land Use, Transportation, Environmental Stewardship, Public Facilities and Urban Design sections of the Areawide Recommendations of the Tysons Corner Urban Center text in the Comprehensive Plan; and staff analysis as reflected in the agency memos found in the appendices of this report. Because the Tysons Corner Urban Center Comprehensive Plan text covers those issues and recommendations that are contained in the Residential Development Criteria and the Transit Oriented Development Guidelines, this staff report will not separately address the Residential Development Criteria and the Transit Oriented Development Guidelines to avoid redundancy.

Land Use

The subject applications are generally designated as Transit Station Mixed Use and Parks/Open Space on the Comprehensive Plan's Conceptual Land Use Map. The area of Scotts Run Stream Valley is shown as park and open space.

The Plan defines these land use categories as follows:

> ***Transit Station Mixed Use****: These areas are generally located near the Metro stations. They are planned for a balanced mix of retail, office, arts/civic, hotel, and residential uses. The overall percentage of office uses throughout all of the Transit Station Mixed Use areas should be approximately 65%. This target of office uses will help Tysons maintain a*

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

***Parks/Open Space**: These areas are planned for passive and active park land and urban open spaces such as plazas and pocket parks. In instances when intensity credit is given for dedicating land for a park or open space, the land use mix applied to the intensity credit should be consistent with the land use category of an adjacent area. Additional guidance on parks and open space can be found in the Environmental Stewardship section.*

The proposed mix of office, residential, hotel and retail/services is consistent with the land uses envisioned in a Transit Station Mixed Use (TSMU) area. The residential component under both development scenarios conforms to guidance on TSMU area that residential use is 20% or more of the total development. Under the base plan, the proposed office component of almost 64% of the total development supports guidance that the overall percentage of office uses throughout all of the TSMUs should be approximately 65%. The guidance also recognizes that the land use mix may vary by TOD District or subdistrict. In staff's opinion, the proposed hotel alternative is an appropriate complementary land use even though under this particular scenario the office component will be reduced to approximately 48% of the total development.

Base Plan/ A-B Alternative

Land Use	**Gross Floor Area (square footage)**	**Percentage of Total Land Use**	**Land Use FAR (based on total site area including density credits)**
Office	954,000	63.6%	1.88
Residential	497,000	33.1%	0.98
Retail/Services	49,000	3.3%	0.097
Totals	**1,500,000**	**100%**	**2.96**

Hotel Alternate

Land Use	**Gross Floor Area (square footage)**	**Percentage of Total Land Use**	**Land Use FAR (based on total site area including density credits)**
Office	725,000	48.3%	1.43
Residential	497,000	33.1%	0.98
Hotel	229,000	15.3%	0.45
Retail/Services	49,000	3.3%	0.097
Totals	**1,500,000**	**100%**	**2.96**

The development proposal includes Frances Park and Scotts Run Park on the subject property. Frances Park, an approximately 33,410 square foot park, is generally adjacent and east of Scotts Crossing Road. Scotts Run Park, an approximately 2.3 acre naturalized park, contains Scotts Run, floodplain, Environmental Quality Corridor (EQC) and Resource Protection Area (RPA). The general location of Frances Park and Scotts Run Park is consistent with the depiction of parks and open space on the Comprehensive Plan's Conceptual Land Use Map for Tysons.

Overall, the land use mix proposed for the subject applications is in general conformance with the Comprehensive Plan. That said, staff will be closely monitoring the progression of FDP proposals in this area to ensure that a balanced land use is achieved.

Phasing

The applicant proposes to phase development as depicted on the CDP in Sheets A6.01-A6.03. In essence, the applicant proposes to construct the buildings while maintaining the existing commuter parking lot for as long as possible. Therefore, the new connector road entrance will be provided only with construction of Buildings A or C (with the existing entrance serving the other buildings onsite with slight geometric adjustments). Frances Park is also provided with Buildings A or C. The trail connection along Scotts Run will be provided with construction of Building A. Interim green space is proposed with all phases except for with Building B (a residential building). Given that Building B is residential, staff believes that this building should have some open space amenity so that the residents are not surrounded by surface parking lots. Alternatively, the applicant could provide the trail connection to the stream valley park which would grant the future residents with access to open space. Overall, the phasing appears appropriate, but will be reviewed again at FDP, especially for Building B.

Intensity

The majority of the subject property is located within 1/4 mile of the McLean Metro station and is not subject to a maximum intensity. The proposed FAR is 2.96. Approximately 19,484 SF square feet is located outside the ¼ mile radius. This area, labelled as Area C shown on the graphic below, is not proposed for development with this application as it is adjacent to Scotts Run.

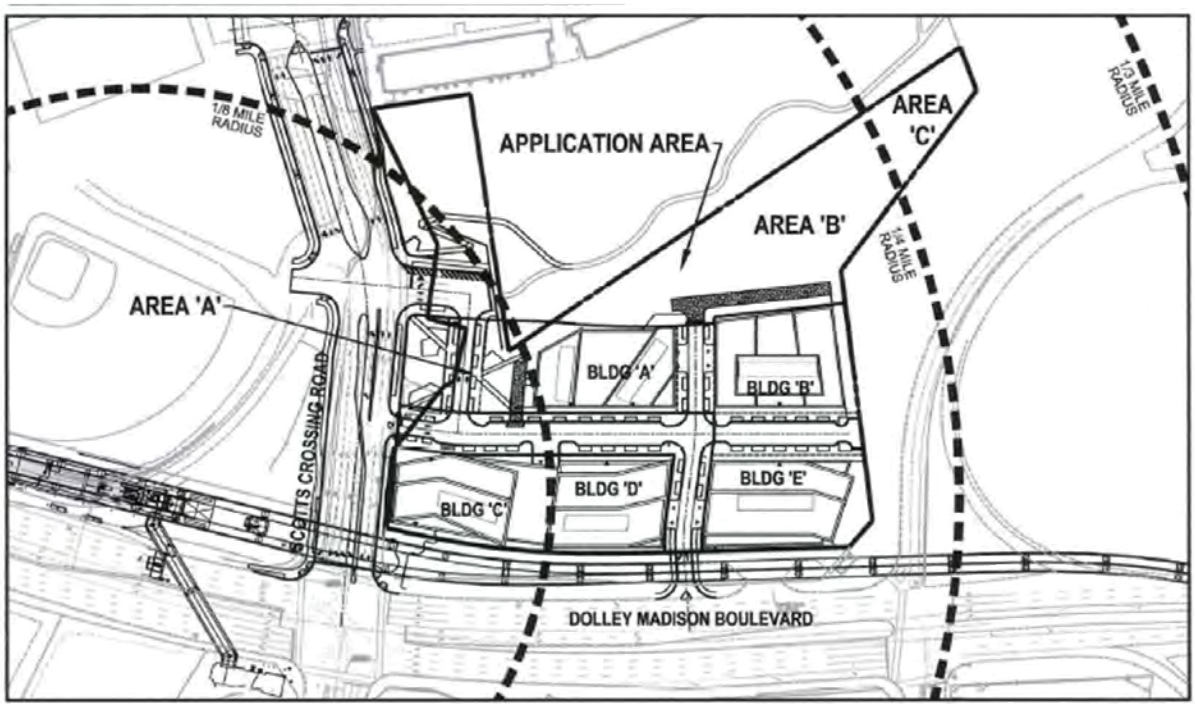


Figure 10 Vicinity to Metro Map

Staff finds that the intensity proposed for the subject applications is in conformance with the Comprehensive Plan.

Interim Development Level

The Comprehensive Plan sets an initial development level (IDL) for office uses in Tysons and recommends that a Tysons-wide summary of existing and approved development be provided with all rezoning applications in Tysons (Pages 24-26).

The following table summarizes the built and approved office floor area in Tysons and the office space proposed with the subject application.

Category	**Office (sq. ft.)**
Existing Development[1]	27,985,000
Under Construction[1]	1,103,576
Approved, Unbuilt Development[1]	12,239,780
RZ 2011-PR-009 [2]	954,000
Total Office GFA	**42,282,356**

[1] *Report to Board of Supervisors on Tysons*, October 2014
[2] *Office uses currently do not exist on site*

On October 16, 2012, the Board of Supervisors directed staff to "incorporate with the next Tysons-wide plan amendment consideration of a change to the current Interim Development Level (IDL) of 45 million square feet of office use and the criteria for evaluating any such change to the IDL."

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

Phasing Development to Major Transportation Facilities

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

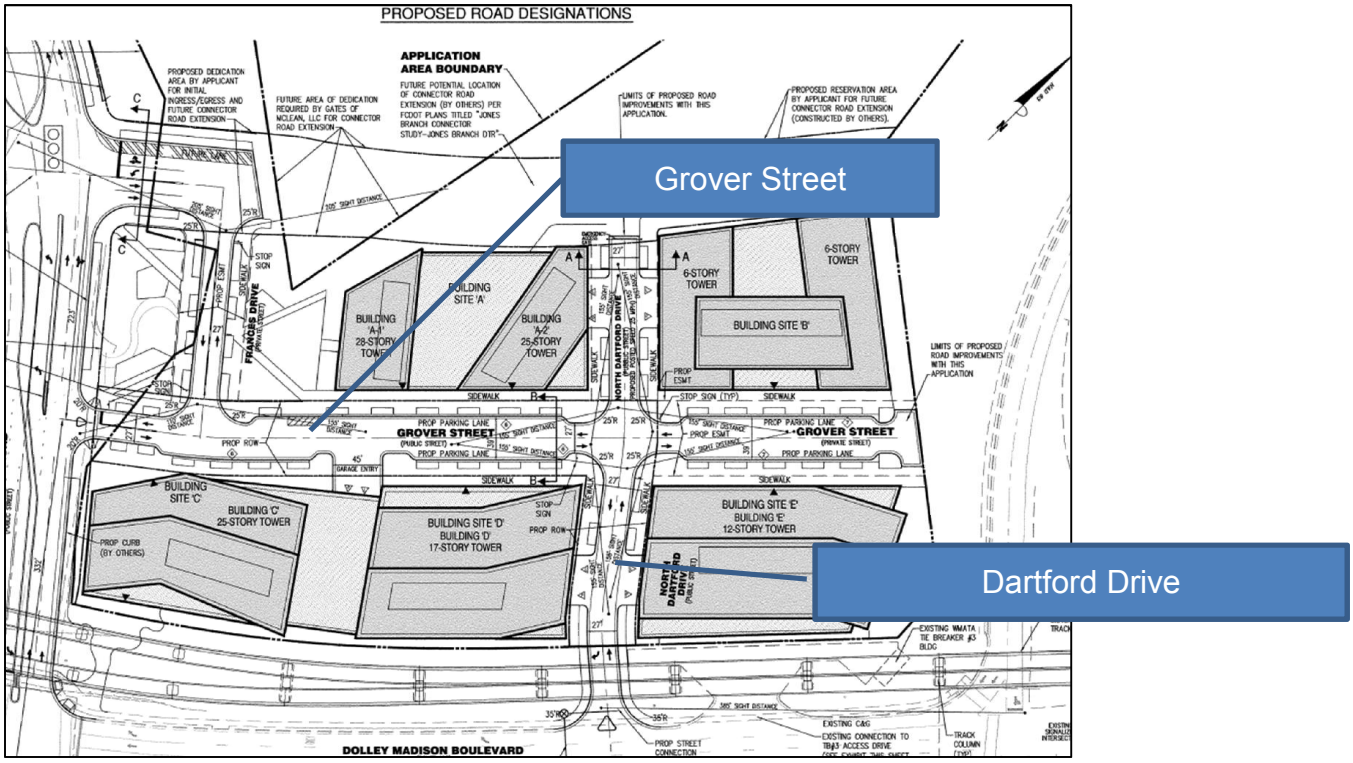
> *Individual rezoning cases in Tysons should only be approved if the development is being phased to one of the following transportation funding mechanisms:*
>
> - *A Tysons-wide CDA or a similar mechanism that provides the private sector's share of the Tysons-wide transportation improvements needed by 2030;*
> - *A smaller CDA or a similar mechanism that provides a significant component of the private sector's share of the Tysons-wide improvements needed by 2030; or*
> - *Other binding commitments to phase development to the funding or construction of one or more of the Tysons-wide improvements needed by 2030.*

The Plan also recognizes the critical role that the Tysons Transportation Fund plays in funding transportation improvements and the need to increase the contribution rate as part of a comprehensive funding strategy:

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

On January 8, 2013, the BOS created a Tysons Transportation Service District, established the Tysons-wide and Tysons Grid of Streets transportation funds, and adopted guidelines for administering the two new funds.

In order to achieve the Comprehensive Plan recommendations for phasing development to transportation improvements, the applicant has proffered to make contributions to the transportation funds as set forth in the adopted BOS guidelines. These commitments are generally in conformance with the Comprehensive Plan and will be subject to Fairfax County Department of Transportation's review of the proposed improvements to be credited against the monetary contributions.



Phasing to Specific Road Improvements

While the application only proposes three new streets here (including the future connection to the DAAR), the phasing of each street and its ability to connect to the existing streets in the immediate vicinity is key to the development levels proposed here. The proffers state that the development program can only exceed 1,200,000 SF if one or both of two key connections—*North Dartford to Route 123* or the new Connector Road, is provided. Therefore, the phasing of the entrances and the streets is extensively detailed in the proffers and plans associated with this application. Overall, staff notes that the existing entrance into the surface parking lot will be maintained (with modifications to some of the geometry to be reviewed at FDP) until Buildings A or C are constructed.

Overall Operational Analysis

Staff notes that the applicant has recently responded to a request from the Virginia Department of Transportation (VDOT) to address various operational issues associated with the transportation network provided on this site. VDOT has agreed to review the responses and generally has indicated that the operational issues are resolvable. However, final determination on this operational analysis will be provided prior to the Planning Commission public hearing.

North Dartford Drive

On the plans, North Dartford Drive is shown to connect to Route 123. However, the connection to Route 123 can only be achieved if: (1) the applicant completes an Interchange Modification Request (IMR) related to the DAAR Eastbound Off Ramp; (2) said IMR is approved by VDOT and the Federal Highway Administration (FHWA); and (3) the property owner, WMATA who owns the land under the Metrorail tracks, approves the connection (WMATA owns the land under the Metrorail tracks). If the applicant does not obtain this approval and these permissions, the project would be limited to 763,200 GFA of office uses, 397,600 SF of residential uses and 39,200 SF of retail uses (or any combination of uses that would yield fewer trips than those listed above). The applicant has conducted negotiations with WMATA, but while significant progress has been made, final permissions await. In addition, the applicant is in the process of submitting the IMR to modify the DAAR ramp to solve merge and weave conditions. In the proffers, the applicant has reserved the right to submit a supplemental traffic analysis to justify a higher square footage even without the North Dartford connection to Route 123. Nevertheless, staff believes it would be difficult for a higher density to be justified given the known traffic generated by this site. If approvals from VDOT and FHWA are obtained, the North Dartford Drive/Route 123 intersection would be right-in and right-out unless the superstreet concept is implemented along Route 123, when the intersection could also accommodate left in. (In order to accommodate the levels of traffic expected in this area, current County plans are to convert Route 123 to a superstreet concept, a road design which would remove certain turning movements while allowing for U-turns to reduce congestion).

Connector Road

Another key transportation need in the area, as identified by the CTIA, is the future street connection to the DAAR. As above, the completion of this street is necessary for the full build1out of this application. Referred to as the future connector road in the proffers, the applicant is dedicating all the necessary right of way on their site to accommodate this street as well as building the intersection with Scotts Crossing Road. However, construction of this street ends at the applicant's western property boundary (the western arm of the parcel) because the street cannot be built in its entirety without right of way from the Gates of Mclean [Tax Map Parcels 29-4 ((12)) 1-10] nor can it be connected to the DAAR without permission from the owners of the interchanges [Metropolitan Washington Airports Authority (MWAA)] and receipt of all regulatory approvals. As such, while the connector road is necessary for the ultimate build-out of this proposal, it is not funded at this time, nor have approvals and permissions needed for its construction been obtained.

Staff and the applicant have spoken with the Gates of McLean Condominium Owners Association Board, and it appears unlikely that this land can be provided to the County to facilitate the road construction as the by-laws require 66 2/3% approval from the homeowners for any kind of land swap or sale.

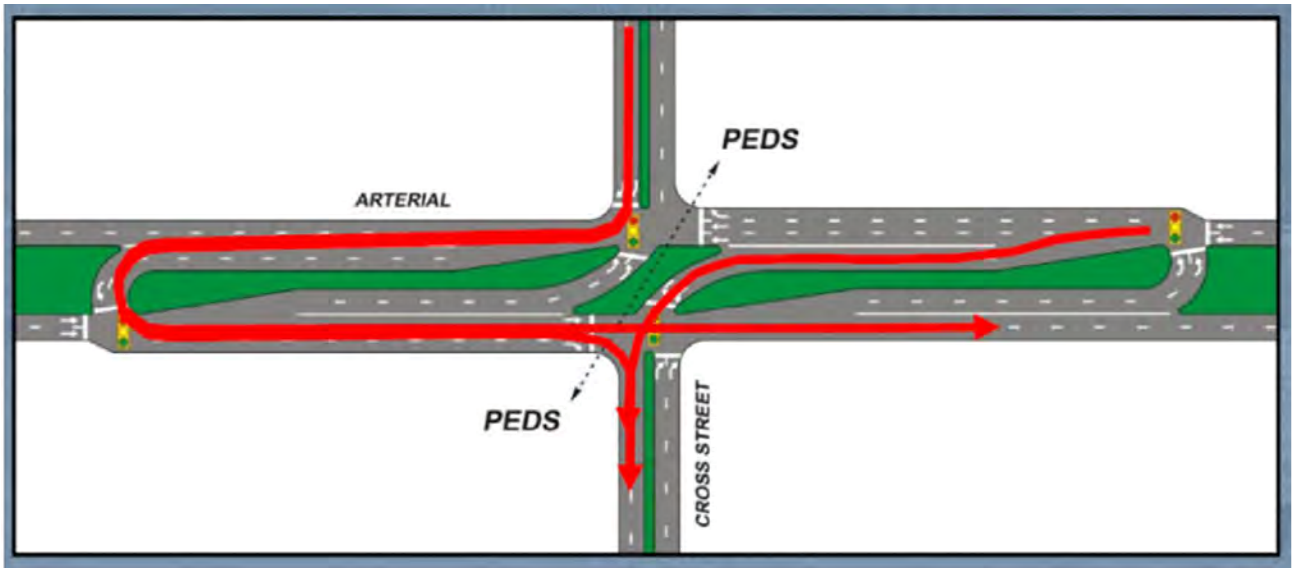
Given the foregoing, the applicant has the same square footage development limitations as listed above for North Dartford Drive.

Grover Street

Grover Street is an east-west connection parallel to Route 123. It is similar in nature to Station Street, an internal street in Scotts Run South, in that Grover Street helps set the urban form for this project. It also helps provide a relief valve for those wishing to access the site without using the main entrance to the site at the Connector Road. The access point which is proposed to be right-in/right-out along Scotts Crossing Road is located quite close in relation to the existing access point to the commuter parking lot.

In the event that VDOT does not approve a right in/right out movement for Grover Street, the street would be only right out until Route 123 is reconfigured into its superstreet alignment.

Super Boulevard and Level of Service (LOS) Waiver



As discussed earlier in this report, to offset traffic congestion created from this development with its impact to the Level of Service (LOS), the Virginia Department of Transportation (VDOT) and the Fairfax County Department of Transportation (FCDOT), recommended that the applicant address design and construction of the superstreet concepts along Route 123 as part of their application. To that end, the applicant has agreed to make contributions to fund reconstruction of Route 123 at the first and second site plans equivalent to approximately $0.03 per square foot of new GFA which satisfies the previously approved LOS Waiver approved by VDOT in April 2013 for this part of Route 123.

Affordable and Workforce Housing

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

http://www.fairfaxcounty.gov/tysons/housing/download/tysons_wdu_policy.pdf

The applicant is proffering to provide workforce dwelling units (WDUs) such that the total number of ADUs, if any, plus the total number of WDUs result in not less than 20% of the total number of dwelling units to be constructed on the application property plus any WDUs that may be provided off-site. If affordable dwelling units (ADUs) are provided in the development, both the ADUs and the ADU bonus units will be deducted from the total number of dwelling units on which the WDU calculation is based.

The Plan also recommends that applicants contribute $3.00 (or $0.25 annually) per non-residential square foot toward affordable housing opportunities in Tysons (Page 35):

> *Non-residential development throughout Tysons should contribute a minimum of $3.00 per nonresidential square foot (adjusted annually based on the Consumer Price Index) or at least 25 cents per nonresidential square foot over a period of time to be determined at the time of rezoning to a housing trust fund that will be used to create affordable and workforce housing opportunities in Tysons. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in Tysons through a partnership. If non-residential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.*
>
> *The provision of workforce housing should be viewed as a collective responsibility that will directly benefit employers in Tysons. New office, retail, and hotel developments will benefit from having a range of affordable housing opportunities within a short commuting distance of the jobs in Tysons.*

The applicant is proffering to two options for non-residential (excluding ground floor commercial retail/service and public uses) contributions toward the provision of affordable and/or workforce housing in Tysons. The first option is to contribute $3.00 per non-residential square foot. The second option is to contribute $0.25 per office or hotel square foot annually for 16 years. The applicant will decide which option will be pursued for each building.

The applicant's proposal to include affordable housing is in general conformance with the Comprehensive Plan provided that it is applied to both for sale and rental housing units.

Coordinated Development and Parcel Consolidation

The Comprehensive Plan's consolidation guidance for the subject application is as follows (Tysons East Scotts Run Crossing Recommendations, Page 152):

> *Logical and substantial parcel consolidation should be provided that results in well designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an*

alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.

When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.

The subject application includes areas within 1/8 mile and 1/4 mile from the McLean Metro station as recommended under the consolidation guidance. As the subject property (approximately 9.4 acres) is less than 20 acres, then the Comprehensive Plan five specific objectives for consolidations should be met:

In all cases, consolidations or coordinated development plans should meet the following objectives:

- *Commitment to a functioning grid of streets both on-site and off-site;*
- *Conceptual engineering of streets that demonstrate connectivity to surrounding areas and satisfy the guidance in the Transportation section should be completed. Such engineering should be done in coordination with land owners in the surrounding area, and the proposed street alignments should be included in an official map, as described in the Transportation section.*
- *If an official map has already been adopted for the area, the development proposal should be in conformance with the street alignments in the map.*
- *Provision of parks and open space as set forth in the Environmental Stewardship section of the Areawide Recommendations, either on-site or within the subdistrict through a partnership;*
- *Provision of land and/or building space for public facilities as set forth in the Public Facilities section of the Areawide Recommendations;*
- *Conformance with the guidance in the Urban Design section and any urban design guidelines for the district or subdistrict; and*

- *Demonstration of how adjacent parcels could be redeveloped in a manner that is compatible with the proposal and in conformance with the Plan.*

The subject application meets the first objective by providing a functioning street grid. A new east-west connector, referred to as Grover Street, provides access to all proposed buildings on the subject property. A connector road to the DAAR and parallel to Grover Street is contemplated by VDOT and FCDOT to the north adjacent to the subject property. The applicant proposes to reserve right-of-way for the proposed connector road and provide a pro-rata share to its construction by others. Until this future connector is constructed, Frances Drive will serve as a temporary and private street. To complete the street grid, North Dartford Drive will be a new north-south connector to Route 123 as described above.

The applicant meets the second objective by providing publicly-accessible park and open space areas. Frances Park, a park with activities for all ages, will contain approximately 33,410 square feet. Scotts Run Park, a natural park along the stream with trails, will contain approximately 2.3 acres. An athletic field is also provided off-site in conjunction with the Scotts Run South project under approved RZ 2010-PR-010 and RZ 2010-PR-011. The quality of these parks and other park-related Plan objectives has been reviewed by Fairfax County Park Authority staff and will be reviewed again with the FDPs submitted for this site.

The subject application meets the third objective by providing an off-site fire station and athletic field in conjunction with the approval of RZ 2011-PR-010 and RZ 2011-PR-011, (Scotts Run South) in anticipation of the construction of 1,500,000 square feet of GFA on the subject property.

The subject application meets the fourth objective by generally conforming to the Plan's urban design guidance, as described in the Urban Design section of this report.

The subject application is in general conformance with the Comprehensive Plan guidance for consolidation and coordinated development in terms of allowing for a future coordinated development plan. The grid streets proposed under this development have been aligned to connect to other developments, including Scotts Run Station South to the south and Capital One to the west.

Interim Conditions

The Plan contemplates that the actual redevelopment of zoning approvals in Tysons will occur over time in reaction to market conditions. In this case, the applicant builds on a blank slate of sorts, as the site is developed with an existing and quite new commuter parking lot. Therefore, the interim conditions analysis has reviewed how well the site will function while the parking lot continues to operate.

Many buildings here are designed around a conjoined parking podium. As such, completion of only one of the buildings may leave an entrance, a parking garage, or an upper level park amenity incomplete or exposed until the second building is finished. In addition to building design, the vehicular and pedestrian networks, which are shown as a complete unit in the CDP, may be only partially completed with a particular phase, leaving missing links until build-out.

To address these concerns, the applicant has proffered that, with FDP approval, interim design conditions will be acknowledged and addressed. Staff agrees that the appropriate time to identify and address these interim conditions is with the FDP, at which time the applicant will be better able to address and accommodate changes in the area that might occur between the time the CDP is approved, and the later date when FDP approval is sought. In addition to the building design features for interim phases (such as screening a temporarily open garage), the FDPs will also include a demonstration of how pedestrian access will be provided in a safe, convenient and pleasant manner to the Metro station and surrounding facilities.

Public Facilities (Comprehensive Plan Recommendations)

As a part of RZ 2011-PR-010 and 011 (Scotts Run Station South), the applicant proffered to provide a fire station no later than December 31, 2020. At the time of those applications were approved, it was understood that the fire station was a significant enough commitment that it would also satisfy the public facilities requirements of RZ 2011-PR-009 so long as the GFA proposed with RZ 2011-PR-009 did not exceed 1.5 million square feet. As RZ 2011-PR-009 does not propose to exceed 1.5 million square feet, staff finds that the public facilities requirements have been satisfied with this application.

Pedestrian and Bicycle Facilities

The Comprehensive Plan also envisions a robust non-motorized transportation network for Tysons Corner. The applications accommodate the pedestrian primarily in the streetscape network, which will be further discussed below.

As noted in the street configuration discussion above, local roads are expected to accommodate bike traffic without the need for separate lanes because of their lower speeds. The proffers further commit to provide for resident and visitor bike parking at the time of FDP approval. Staff believes these commitments meet the Comprehensive Plan recommendations for the provision of pedestrian and bicycle facilities.

Transportation Demand Management (TDM)

In discussing the needed transportation improvements in Tysons Corner, the Comprehensive Plan begins with transit. The Plan focuses not only on the new Metrorail line, but also on bus and circulator service, accommodation of bike users and the creation of safe and attractive pedestrian linkages. In order to encourage use of all the transportation modes, the Plan recommends the implementation of TDM programs Tysons-wide. Specifically, the Plan defines TDM as “a variety of strategies aimed at

reducing the demand on the transportation system, particularly to reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, shoppers and visitors." The Plan notes that TDM is critical to its implementation and that "traffic needs to be minimized to decrease congestion within Tysons, to create livable and walkable spaces, and to minimize the effects of traffic on neighboring communities."

The applicant has agreed to a TDM approach, which is consistent with that approved in other recent PTC rezonings, and is proffering the following commitments:

- The applicant is committing to meet the Plan goals during all phases of development of the site in conformance with a new approach to TDM. The specific vehicle reduction goals are as follows:

Development Levels	Percentage Vehicle Trip Reduction
Up to 65 million SF of GFA	35%
65 million SF of GFA	40%
84 million SF of GFA	45%
90 million SF of GFA	48%
96 million SF of GFA	50%
105 million SF of GFA	53%
113 million SF of GFA	55%

- The applicant is committing to monitor its TDM program with annual traffic counts and surveys every three years. This commitment is a significant improvement from monitoring programs in the past. Annual traffic counts will enable the county to review transportation in Tysons on an areawide basis and identify future concerns or areas for improvement.

- The applicant is proffering a detailed implementation plan for the TDM program that will also provide the flexibility to modify the program to address changes necessary during the life of the project.

- The applicant has committed to provide seed fund to help establish a Tysonswide Transportation Management Association (TMA), which would coordinate TDM approaches throughout Tysons.

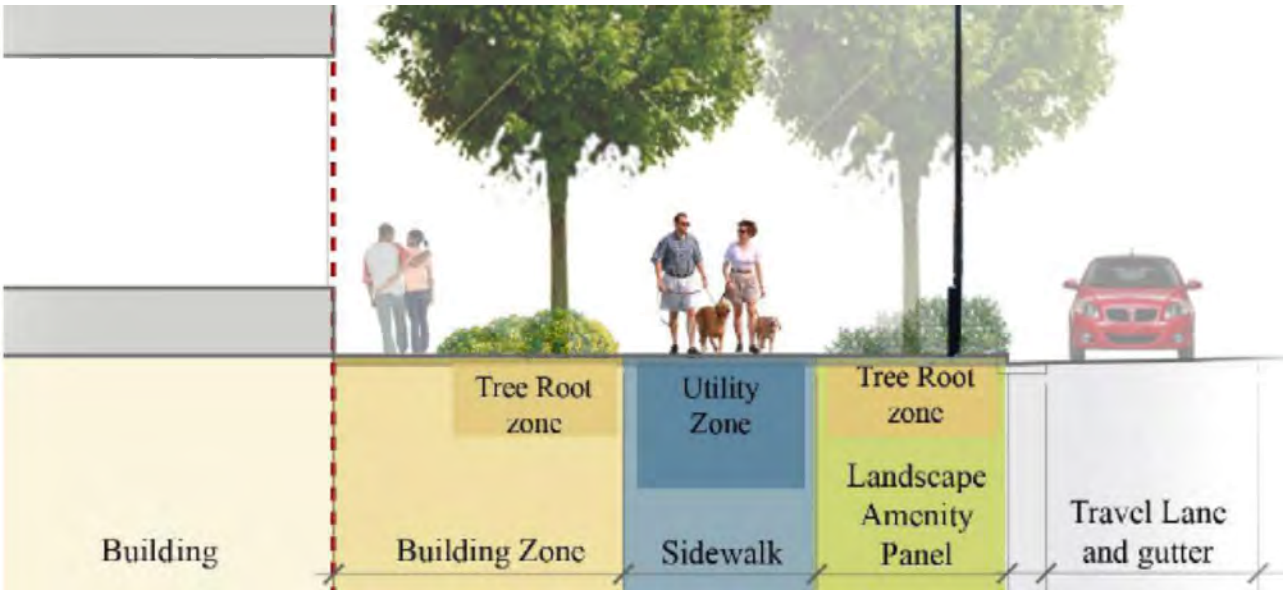
Staff believes that the applicant has provided a robust TDM package that will allow the program goals to track closely with local and Tysons-overall development. This TDM program will also provide the flexibility to make adjustments if other portions of the development are not proceeding as expected today. Staff believes the program will strongly encourage significant traffic reduction measures, addressing the recommendations of the Comprehensive Plan.

Parking

Rather than requiring a minimum amount of parking, the PTC district regulations establish parking maximums as an effective approach for reducing automobile use. These maximums are seen as a critical component of an effective TDM program as a shortage of readily available parking has a bearing on mode choice. The applicant has proffered to provide parking in accordance with the parking requirements for the PTC District. Additionally, the applicant has committed to exclude reserved parking spaces from residential unit sales/leases ("unbundle" the parking and the unit). This "unbundling" will allow available parking spaces to be used more efficiently, and will create an incentive for residents to reduce car ownership.

Streetscape Design

The Urban Design section of the Comprehensive Plan provides detailed guidance on streetscapes within Tysons. The Plan defines three streetscape zones: the landscape amenity panel, the sidewalk, and the building zone. These zones are shown in the following illustration. Each zone serves a distinct purpose and has varying dimensions based on the adjacent street type and land use.



Staff believes that the best way to ensure that Tysons develops as a true urban center (as opposed to a collection of private developments) is to ensure that the entire transportation system is in the public realm. To further that goal and to promote unification of the public transportation network, staff recommends that the sidewalk be included within the public right-of-way. As has been noted many times, safe pedestrian movement is vital to a thriving downtown. The applicant has proffered that the public right-of-way be extended to

the sidewalk and landscape amenity panel and to dedicate the appropriate land area accordingly.

It should be noted that the applicant does not have frontage along Route 123. The site is separated from Route 123 by land owned by WMATA (the area under the Metrorail tracks). While streetscaping therefore is not required of this applicant, the applicant has agreed that at the time of site plan submission for Buildings C, D, or E to request landscaping and landscaping easements from WMATA for the property between their site and Route 123. It is staff's hope that further coordination and cooperation can be possible to make this area as attractive and pedestrian-friendly as possible.

Based on the level of information provided at this time in this CDP, it appears that all of the proposed streetscapes meet the dimensional standards set forth in the Plan and the Urban Design Guidelines. However, there are several locations where onstreet parking is not provided as noted earlier in this report. In addition, a bike lane is not proposed along the Connector Road. Staff is generally supportive of these streetscape exceptions, but notes that parking may be requested at FDP on North Dartford Drive if it can be accommodated. Furthermore, the exact alignment of the Connector Road is not set along Buildings A or B and as such, onstreet parking will be encouraged if possible (either at FDP or with the overall road project).

In addition to the dimensions and conceptual design of the streetscape areas, the applicant has proffered to provide a streetscape furnishings and materials plan with each FDP.

In the context of the overall goals of the Comprehensive Plan, the streetscape designs proposed in the subject application are in general conformance with the Plan.

Building and Site Design

The Comprehensive Plan guidance for building and site design includes elements such as: build-to lines; bulk and massing; and step-backs. The subject applications adhere to these design recommendations. The proposed buildings have been sited along build-to lines to create a consistent street wall with appropriate block lengths. The applicant proposes a pedestrian hierarchy to define those areas of the development where pedestrian activity will be focused. The proffers commit to appropriate design articulation and fenestration commitments for each zone within the hierarchy (however, as noted earlier, staff hopes that more work can be coordinated with WMATA to improve the area under the rail tracks along Route 123).

Staff notes that it has been a particular challenge to design the buildings and streetscaping along the future connector road. While the Connector Road is a significant transportation need, its eventual connection to the DAAR ramp could make that street feel more like a an extension of the DAAR rather than a local street. In order to establish a local street character, the street will be improved with sidewalk and landscape amenity panels along both sides. In addition, at least a portion of that street will include residential uses at the

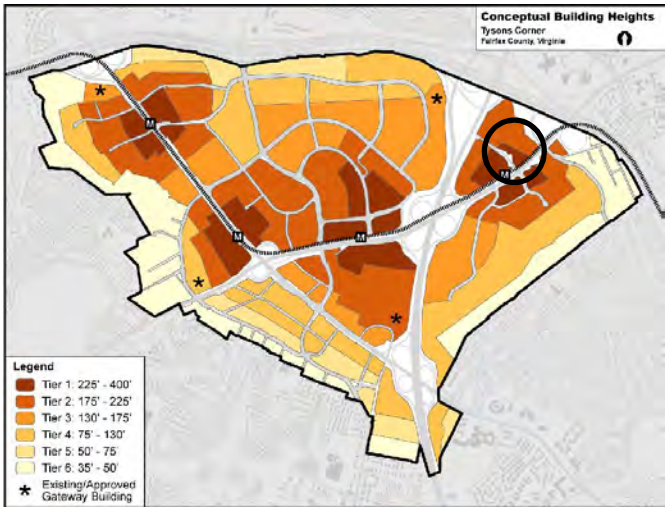
ground floor. When the buildings along the future connector road are submitted for FDP approval, these areas will be reviewed again to assure that the pedestrian experience is safe and pleasant. Preliminary road designs have also shown a traffic light at the transition between the ramp and the street which staff believes will slow traffic and indicate to drivers that they are entering a slow street and no longer on a highway.

Staff believes that the building and site design features proposed in the subject applications are in general conformance with the Comprehensive Plan.

The CDP include illustrative drawings to show the general character of the buildings and the sites, which is appropriate for this stage of the development process as additional design details will be provided with each FDP.

Staff finds generally that the site design is in conformance with the standards expected in Tysons Corner. However, there are several locations which will require further refinement at FDP.

Building Height



The subject property is split between two designations on the Comprehensive Plan's Conceptual Building Heights Map (Page 116). That portion of the site, which includes Buildings A, C and D, and is located closest to the McLean Metro station is in Tier 1 with recommended maximum heights ranging from 225 to 400 feet. Buildings B and E are located in Tier 2 with recommended maximum heights ranging from 175 to 225 feet.

The following table compares the maximum heights recommended in the Conceptual Building Heights Map to the proposed range of heights for each building.

Building	Proposed Use	Comprehensive Plan Maximum Building Height Range	Proposed Building Height Range*
Building A1 (Base & Hotel Plans)	Residential/Retail/Services	Tier 1: 225' - 400'	222' - 400'
Building A1 (Building A/B Alternative)	Residential/Retail/Services	Tier 1: 225' - 400'	262' - 382'
Building A2 (Base & Hotel Plans)	Residential/Retail/Services	Tier 1: 225' - 400'	232' - 322'
Building A2 (Building A/B Alternative)	Residential/Retail/Services	Tier 1: 225' - 400'	202' - 322'

Building B (Base & Hotel Plans)	Residentail/Retail/Services	Tier 2: 175' - 225'	103' - 183'
Building B1 (Building A/B Alternative)	Residential/Retail/Services	Tier 2: 175' - 225'	133' - 183'
Building B2 (Building A/B Alternative)	Residential/Retail/Services	Tier 2: 175' - 225'	133' - 183'
Building C (all)	Office/Retail/Services	Tier 1: 225' - 400'	202' - 386' (+ 30 for penthouse)
Building D (all)	Office/Retail/Services	Tier 1: 225' - 400'	137' - 280'
Building E (Base & A/B Alternative)	Office/Retail/Services	Tier 2: 175' - 225'	115' - 219' (+30 for penthouse)
Building E (Hotel Plan)	Hotel/Retail/Services	Tier 2: 175' - 225'	137' - 217' (+30 for penthouse)

**Penthouses are not included in the proposed maximum building height range for office and hotel uses.*

The height guidance in the Areawide Recommendations includes (Page 115):

> *Height limits do not include mechanical penthouses, architectural features, or elements affixed to buildings which are part of innovative energy technology such as wind turbines or solar panels. However, these features should not excessively increase the building height.*

The applicant proposes wide ranges of building heights for the particular buildings and under the different alternatives, which could result in a development with a 103-foot building near a 400-foot building. Given numerous permutations of building height scenarios, staff has expressed concerns about whether the context of the surrounding proposed buildings would be acceptable under all possible scenarios. The applicant has proffered to provide a demonstration of the varied skyline for the development during FDP review so that this issue can be further studied. Therefore, given the relative isolation of this property, its unique geography, the proffered commitment and the fact that there is no FDP submitted at this time, staff will review the massing with each FDP to evaluate the overall compatibility among the buildings.

Tree Canopy and Plantings

The Comprehensive Plan recommends increased tree planting in Tysons, and recognizes that much of this new planting will be accomplished through the provision of street trees. While the application meets the tree preservation targets, because the Public Facilities Manual (PFM) does not allow off-site trees (such as streetscape trees on public streets) or trees in easements on-site to count towards the tree canopy requirements, a PFM modification of the 10-year tree canopy requirements is requested for this application.

This case generally provides the majority of its trees as street trees, with additional trees provided in above-grade terraces and parks. In this application, the applicant has demonstrated that the Plan's recommended 10% tree coverage goal for a redevelopment would be achieved in these applications, so long as the street trees (in the public rights-of-way) and the trees in easements were counted. Staff believes a modification in favor of that shown on the CDPs is appropriate because of the commitment to provide uncompacted soil volumes, to provide alternative locations for trees if needed due to sight distance or fire marshal review, and to maintain, irrigate, and replace trees damaged by utility repair.

In addition, the applicant needs a modification to the tree preservation targets because they are not providing any of the required 10% tree canopy through preservation. While there will be some preservation of existing tree canopy in the floodplain, it is not creditable for this calculation. Given that constraint, staff supports this modification.

To ensure that the tree coverage goals proposed in the current application will be met with each FDP, the applicant has proffered to provide further landscaping details for each building site with the actual types on quantity, quality and species of plantings and landscape materials shown on the CDP. The applicant has also committed that, while landscaping may be modified during site plan review to allow for final engineering and design consideration, such modifications shall be in substantial conformance with the FDP. Staff agrees with this approach and finds the landscaping and tree canopy in conformance with the Comprehensive Plan.

Floodplain

The floodplain associated with Scotts Run will be relocated with the culvert and stream realignment as shown on Sheet C11.1, the Environmental Overlay Exhibit. The future roadway will impact this floodplain; however, the buildings proposed with this application will not be located within the relocated floodplain.

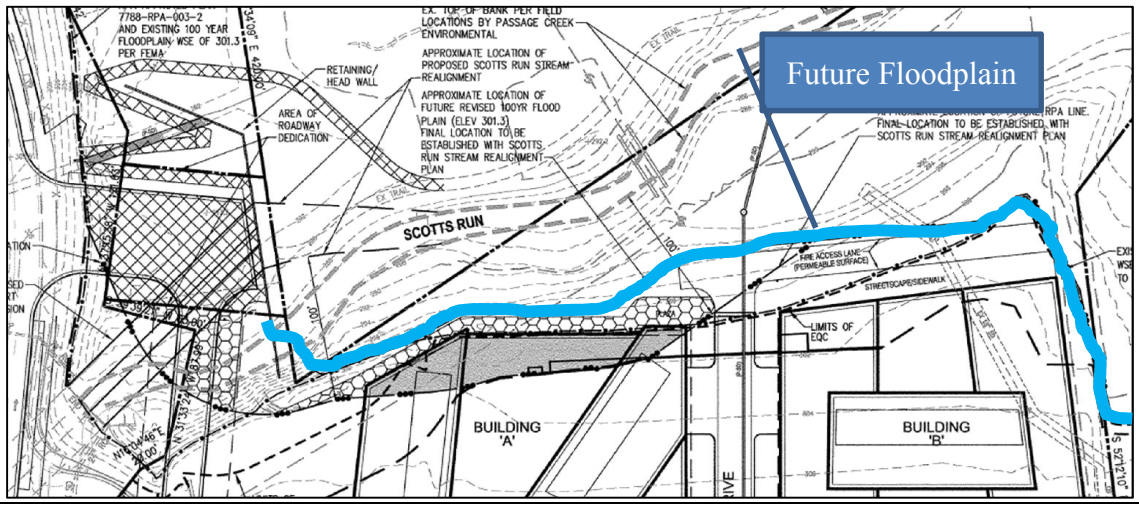


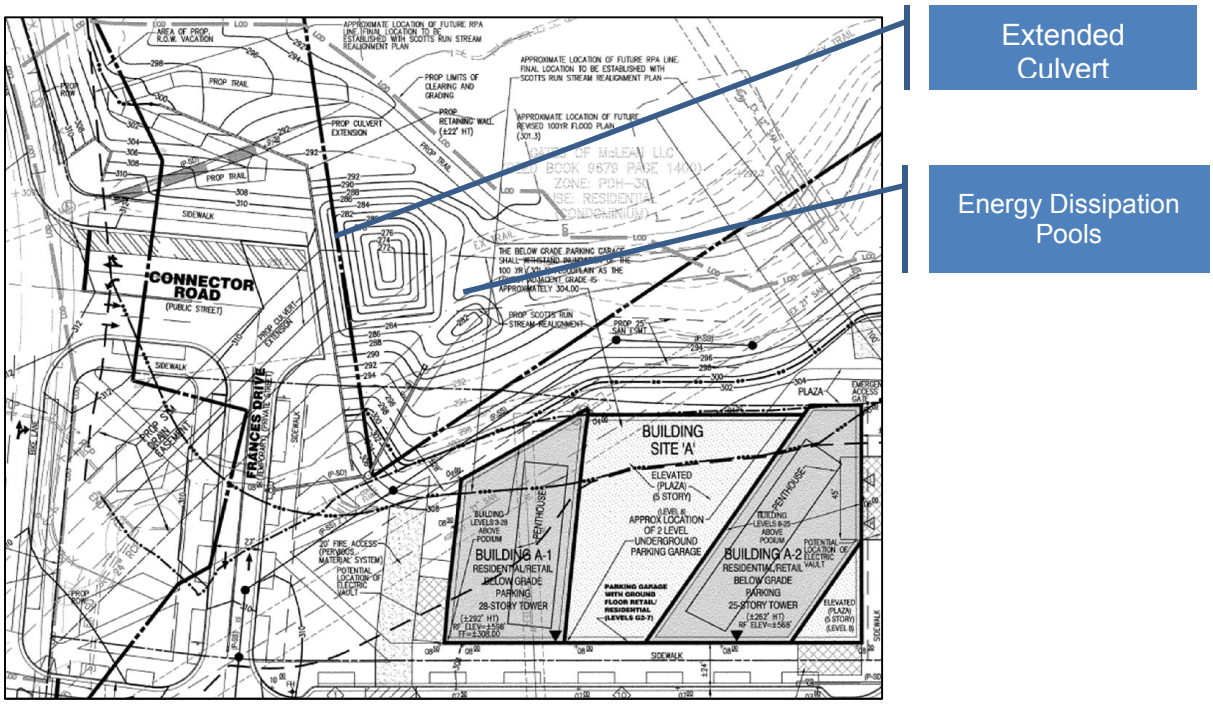
Figure 11 Future Floodplain

Stream Restoration/Resource Protection Areas (RPA)/Environmental Quality Corridors (EQC)

As was the case in Scotts Run Station South, Scotts Run Stream presents both challenges and opportunities for this development proposal. The stream valley park is a valuable resource which the applicant proposes to use to help satisfy its park needs. In this case, unlike Scotts Run Station South, use of the stream park must also work with a new street that is needed to connect to a future ramp to the DAAR. In light of the competing interests, staff undertook a detailed look at options for stream health, restoration and protection as a part of the environmental stewardship in Tysons.

When it became clear in late 2011 that the traffic needs in the area would likely require a new street and ramp connection in this area, staff and the applicant reviewed the best way to accommodate the new street and still prioritize the health of the stream. Specifically, staff began investigating how the stream would interact with the future connector road. First, because this new street must align with Capital One Drive South across Scotts Crossing Road, the culvert that conveys the stream under Scotts Crossing Road must be extended. This culvert extension will reroute portions of the stream, which raises concerns how the stream could adequately accept the outfall from the culvert.

As such, and given the extensive restoration work on the south side of Route 123, the applicant has agreed to design and construct the extension for the Scotts Run Crossing as an arched conspan type culvert to accommodate Grover Street (in coordination with Fairfax County Department of Public Works and Environmental Services) and design the outfall with energy dissipation, grade control and other structures to allow the stream to transition into a braided channel condition and direct the stream flow back into the existing channel below the new outfall. The applicant has also agreed to grant access for future stream restoration which may be done by the County. Staff believes that these measures will reduce the impacts of this outfall and protect the stream until final restoration could be designed.



The property also includes an RPA, as defined by the Chesapeake Bay Preservation Ordinance, and an EQC, as defined by the Comprehensive Plan, associated with Scotts Run. The RPA is currently mapped over areas that contained surface parking, travel aisles and portions of the former building onsite and are now part of the existing commuter parking lot. The new buildings and other features of the proposed development will also be located within the mapped RPA. The applicant has shown on the CDP that the existing impervious area in the RPA is 44,138 SF. Overall, this this application proposes no more than 11,405 SF of impervious area in the RPA. It should be noted that this amount does not include the impervious area associated with the new public street discussed above, as that public street is exempt from the Chesapeake Bay Preservation Ordinance. Therefore, the applicant has shown that there will be no further encroachment or increase in impervious area along that RPA frontage and no Chesapeake Bay Protection Ordinance exception is required.

The applicant will also be required to provide a water quality impact assessment (WQIA)at the time of site plan. Furthermore, given the uncertainty associated with construction of the new Connector Road, the RPA and EQC will be remapped once the new street is constructed and, given the measures discussed above, staff finds that the applicant has adequately addressed any impacts to these important environmental corridors. Any further impacts will be reviewed with the road design and/or with the FDPs submitted in this development.

Water Quality

The applicant has pursued a variety of measures to address stormwater management in a manner which satisfies both the requirements of the Public Facilities Manual (PFM) and the Comprehensive Plan's water quality goals for the Tysons Corner Urban Center. The applicant has demonstrated how the application would satisfy the PFM standards, as well as the Comprehensive Plan, for water quantity and quality control. These measures may include, but are not limited to, retention and reuse of runoff from the proposed development, low impact development (LID) measures in the form of green roof areas, street tree planting areas designed as filter boxes, and detention (through the use of underground stormwater vaults where runoff will be released gradually to protect stream channels that receive the runoff).

Under the CDP and proffers, the applicant has committed to retain/reuse the first inch of rainfall to the extent practicable and has shown a possible scenario as to how that goal could be attained. At the time of FDP, the applicant will refine the work done at CDP and will include a specific goal. The applicant will then meet this goal at site plan although alternate measures may be still be used (for example a bio-retention tree pit may be enlarged to compensate for a smaller green roof). The applicant has also committed to achieve the stormwater management design credit for LEED. Staff believes that this approach will allow for continued refinement of the stormwater management commitment while removing the subjective measurement of a goal from the site plan process.

"Green" Buildings

The Comprehensive Plan recommends that zoning proposals in Tysons at a minimum attain LEED certification or the equivalent for residential development and LEED Silver certification or the equivalent for non-residential development. The proffers for residential development indicate a commitment on the part of the applicant to achieve LEED-certification with an option to pursue LEED-Silver or higher certification. The applicant has provided a proposal to pursue LEED-NC silver certification with an option to pursue LEED-NC Gold for office and hotel buildings.

Energy/Resource Conservation

The Comprehensive Plan anticipates that zoning applications in Tysons Corner will include commitments to design elements and practices which will reduce the use of energy and water resources. The proposed proffers for this application include the following commitments:

- To construct each parking garage with at least one electric vehicle recharging station that will serve at least two parking spaces and the infrastructure (such as conduit) to facilitate additional future stations;
- To provide an assessment of the potential for shared energy systems for site plans with more than one building;

- To provide master electric, gas, and water usage data, to the extent that such exists, to the County for each building and the entire property.

With these commitments, staff finds that the recommendations related to energy conservation have been met with this application.

Noise Impacts

In order to minimize exposure to noise impacts, the Policy Plan of the Comprehensive Plan recommends that noise levels be mitigated to 65 dBA for outdoor activity areas, 50 dBA for office environments, and 45 dBA for residences, schools, theaters, hotels, and other noise sensitive uses. A portion of the proposed development includes multi-family residential in close proximity to Route 123 and the Metrorail tracks. As such, staff requested that the applicant provide a noise study which measured the current and future noise levels impacting the site.

The applicant has provided a noise study, which indicates that the site will be impacted by noise levels up to 72.2 dBA Ldn. This study indicates that noise attenuation should be provided for the interior portions of the proposed residential dwelling units and that noise levels for the proposed office space should be mitigated to no more than 50 dBA Ldn. The noise study also noted that, "future unmitigated noise levels indicate that elevated plazas will be impacted by noise levels exceeding 65 dBA Ldn" and that "[o]utdoor noise mitigation at these areas will be required to meet the Fairfax County Policy Plan."

The draft proffers acknowledge the need for mitigation of the noise levels in the proposed residential units to 45 dBA, and 50 dBa for office spaces. The proffers also note that noise impacts will be disclosed for residential units with balconies. While this information is consistent with past practices for such developments, what is unclear at this time is the potential phasing of the proposed development. The residential portions of the development include ground level and elevated open space areas. Staff had been concerned that if the proposed office buildings were not constructed first, then the ground level open space areas would not be adequately shielded from noise impacts. Therefore, the applicant has proffered that interim noise mitigation for outdoor recreation areas will be shown on the FDP should the residential development precede the office development. Staff will review any submitted FDP to assure the usable open space has noise levels do not exceed 65 dBA Ldn where necessary.

Urban Parkland Needs

The Plan for Tysons Corner calls for a comprehensive system of public open spaces to serve residents, visitors and workers. This system of public spaces should include parks of different types (pocket parks, civic plazas, common greens, recreation-focused parks, linear parks/trails, and natural resource areas) to enhance the quality of life, health and the environment for those who live, work and visit Tysons Corner. The Plan recognizes that while on-site parkland is an integral part of urban design, additional open spaces and

parkland might be provided off-site to address some of the needs of the future residents and employees, especially as related to active recreation facilities. To that end, in the Tysons Corner Urban Center Areawide Recommendations, Environmental Stewardship Chapter, Parks and Recreation Section, the Plan states the following:

> *The provision of land should be proportionate to the impact of the proposed development on park and recreation service levels. An urban park land standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees will be applied.*

Applying this urban parkland standard to the overall proposed development in Scotts Run North, the proposal generates a need for approximately 1.26 acres of new urban parkland. The applicant is providing approximately 2.89 acres of new urban parkland onsite. The 2.89 acres will be provided in Frances Park, a pocket park located at the corner of Scotts Crossing Road and Grover Street, and two natural resource park areas in the Scotts Run Stream Valley. Frances Park may include parkour stations, playgrounds, picnic areas, interactive water features, benches, public art and/or paths and trails. Scotts Run Park will be a naturalized park with trails and/or overlooks that connects to an existing offsite trail.

Frances Park will reach its full build-out when the future connector road is constructed. This road permits Frances Drive to be removed, allowing the park to be enlarged. In the interim, Frances Drive and Frances Park are designed as an integrated area, maintaining as much of a park aesthetic as possible through the use of things like pavers and coordinated designs as shown below.

Figure 12 Interim and Final Frances Park with character images

Staff finds the onsite urban parks provided in this application will adequately meet the development's need for onsite parks.

Athletic Field Needs

In addition to the need for new urban parks, the Comprehensive Plan also recognizes the need for a variety of small and large recreational facilities in Tysons Corner to meet the need of new residents, workers, and visitors. In the Tysons Corner Urban Center Areawide Recommendations, Environmental Stewardship Chapter, Parks and Recreation Section, Page 82, the Plan states the following:

> *…recreational facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development in Tysons, with adjustments made for urban demographics and use patterns. Using 2050 development projections, anticipated urban field use patterns, optimal athletic field design (lights and synthetic turf) and longer scheduling periods, the adjusted need for athletic fields to serve Tysons is a total of 20 fields... In general, the need for an athletic field is generated by the development of approximately 4.5 million square feet of mixed use development in Tysons.*

The Plan suggests that "creative approaches can be used to ensure provision of recreational facilities, especially athletic fields that meet service level standards…[which] may include indoor and rooftop facilities." The Plan also indicates a preference for recreational facilities to be provided onsite or in an area that serves the new development. The Plan text specifically lays out a hierarchy of approaches:

> *Provision of park land and facilities on-site is preferred. If on-site dedication and facility provision are not possible, an equivalent off-site dedication and facility construction within the same district should be sought as a substitution. Where it is not possible to locate facilities within the district, locations that serve Tysons may be substituted. As a last alternative, as for smaller sites, an equivalent monetary contribution to fund local public parks within Tysons may be substituted.*

Based on Comprehensive Plan guidance for provision of one full-service athletic field per 4.5 million square feet of new GFA, the proposed development generates a need for 0.33 athletic fields. A commitment to satisfy this need (as well as the needs of Scotts Run Station South) was approved with RZ 2011-PR-010 and 011 with the commitment to construct an athletic field on Tax Map Parcel 29-4 ((6)) 96A (known as the Taft site).

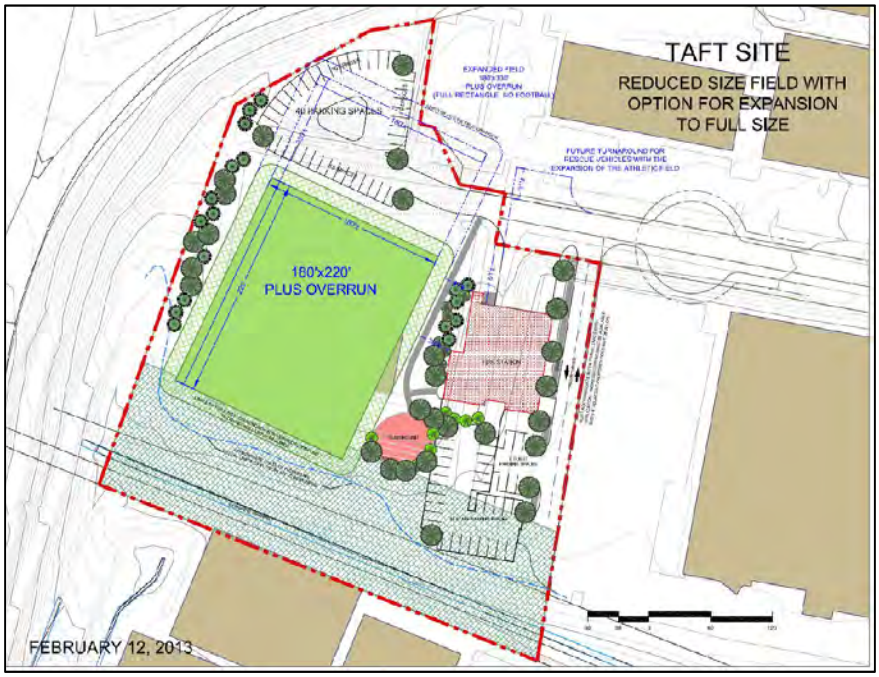


Figure 13 Possible Site Layout for Taft Site to incorporate expandable field associated with RZ 2011-PR-010, 011

Other Recreational Facility Needs

Beyond athletic fields, in the Tysons Corner Urban Center Areawide Recommendations, Public Facilities Chapter, Parks Section, the Plan states the following:

> *The Countywide recreation facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development in Tysons, with adjustments made for urban demographics and use patterns. Provision of facilities to meet these service level needs will ensure that as Tysons redevelops, publicly accessible athletic fields, tennis courts, basketball courts, fitness and program space, swimming pools, and other active recreational facilities will be provided at levels meeting the needs of future Tysons residents, employees and visitors.*

Using adopted recreational facility service level standards found in the Parks and Recreation element of the Policy Plan, the small-footprint publicly accessible recreational facilities needed to address the planned growth for this project area include ½ sport court and 1/3 playground. The CDP indicates that active recreational uses may be included in Frances Park, including a playground and/or parkour stations. The exact facilities will be provided at the time of FDP. As such, staff believes the applicant has adequately satisfied the Plan expectations for active recreation facilities.

Private Recreation and Amenity Areas

The CDP shows four private rooftop terraces on parking podia with the residential buildings and office building. These areas may include pool facilities, informal seating areas, sport courts, landscaping, rooftop gardening areas, hardscape areas and/or passive recreation area. These amenities will allow the applicant to meet the Zoning Ordinance requirement to spend $1,800 per non-ADU residential unit for onsite recreational facilities and amenities.

Fairfax County Public Schools

The proposed development would be served by the Westgate Elementary, Kilmer Middle and Marshall High Schools. Longfellow Middle and McLean High Schools are projected to be over capacity in 2017. The total number of students generated by applications together is projected to be as follows:

	Total
Elementary	28-41
Middle	8-12
High	14-21
Total	50-74

For both applications, the applicant has proffered a contribution of $10,825 per student, based on the number of students expected to be generated by utilizing the County's current formula, using the current ratios of 0.087 students per high rise dwelling unit. If development at the maximum level occurs, this would equate to a contribution of $801,850.

Sanitary Sewer

As development in the Tysons Corner Urban Center is expected to increase dramatically based on the new Comprehensive Plan recommendations, the applicant should be aware that off-site trunk sewer upgrades might be necessary in the future, which would be handled by a pro-rata share contribution.

Fire and Rescue

The subject property is serviced by the Fairfax County Fire and Rescue Department Station #401, Mclean. The requested rezoning currently meets fire protection guidelines, as determined by the Fire and Rescue Department. As noted previously, the companion applications for Scotts Run Station South (RZ 2011-PR-010 and 011) proffer to provide a new fire station in the vicinity, increasing protection for this site.

The CDP have been reviewed by the Fire Marshal. The applicant has proffered that at site plan, should changes be requested in response to subsequent issues raised by the Fire Marshal (including adjustments to tree locations, the streetscape and perimeter building areas as necessary to allow for required emergency vehicle access), then these changes can occur provided such modifications are made in consultation with the Fairfax County Department of Planning and Zoning (DPZ), Fairfax County Department of Transportation (FCDOT), Urban Forestry Management Division (UFMD) of DPWES and the Office of Community Revitalization (OCR) and in substantial conformance with the intent of the CDP, FDP and these proffers.

Fairfax Water

The site is served by Fairfax Water and there is adequate domestic water service from the existing 20' water main located at Route 123. Fairfax Water, for informational purposes, has noted that there is likely a need to install a large diameter water main along Scotts Crossing Road to satisfy projected growth in Tysons and that the design and installation of this main may be required in conjunction with this site development.

Telecommunications

While no specific telecommunications facilities are proposed with these applications, the applicant has proffered to retain the right to place telecommunications equipment on the roofs, so long as such installations meet the applicable Zoning Ordinance regulations and are screened or set back so as not to be visible from the surrounding streets. To address

concerns about future “dead spaces” at ground level where wireless reception is impeded by a proliferation of tall buildings, the applicant has proffered that in addition to rooftop installations, equipment may be architecturally integrated onto the facades of the buildings to ensure on-street and/or open space wireless coverage.

ZONING ORDINANCE PROVISIONS (Appendix 15)

The purpose and intent of the Planned Tysons Corner District is to implement the mix of uses, densities, and intensities under the redevelopment option set forth in the adopted Comprehensive Plan for the Tysons Corner Urban Center. These provisions require the applicant to demonstrate that the development furthers the vision of the Tysons Corner Urban Center as outlined in eight objectives that reflect the standards of the Areawide Recommendations contained in the Plan text (which were discussed in detail above).

As noted, this application proposes a mix of residential, office, hotel and other non-residential uses (such as ground floor retail) identified as “retail/service”. The proffers retain the right to provide any non-residential use permitted in the PTC District in that square footage allocated to “retail/service” subject to: (1) the layout being in substantial conformance with the CDP; (2) the use meeting all of the use restrictions found in the Zoning Ordinance; and (3) the use being shown on an approved FDP.

The Zoning Ordinance provides requirements relating to parking, building height and bulk regulations, open space and intensity. All of these requirements reflect the recommendations of the Comprehensive Plan and have been discussed previously in the Plan analysis. It is staff’s opinion, as expressed in this analysis, that the applications meet these standards.

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

Sect. 16-101 contains six general standards that must be met by a planned development. Sect. 16-102 contains three design standards to which all Conceptual and Final Development Plans are subject. These general and design standards include the same elements that are included in the Areawide Recommendations which are addressed above.

Overlay District Requirements

Highway Corridor (HC) (Sect. 7-600)

The Highway Corridor Overlay District puts additional restrictions on certain automobile oriented uses, including drive-in financial institutions, fast food restaurants, quick-service food stores, service stations and service station/mini-marts. All of these uses are permitted by the PTC District when shown on an approved FDP which are subject to the PTC District Use Limitations (as discussed above). Furthermore, staff believes that the appropriate time to evaluate these uses against the restrictions of the HC Overlay District is when an FDP (or FDPA) is submitted requesting such a use.

Waivers and Modifications (for Rezoning Application)

- Waiver of Sect. 2-505 of the Zoning Ordinance to permit structures and vegetation on a corner lot as shown on the CDP and FDP.

Sect. 2-505 of the Zoning Ordinance prohibits structures and vegetation on a corner lot within a triangle determined by the street and sight lines. However, in this rezoning, all buildings and vegetation have been reviewed against VDOT sight distance requirements and have been found to be designed in a manner consistent with those requirements. The proffers further note that if vegetation conflicts with sight distance requirements, the applicant will work with staff to make minor adjustments to the tree location or remove lower branches. If necessary, the trees can be relocated by the application in coordination with staff. Due to the level of review of this application and proffered considerations related to maintaining sight distances, staff recommends approval of this waiver.

- Waiver of Par. 2 of Sect. 2-506 of the Zoning Ordinance to allow a parapet wall, cornice or similar projection to extend more than three feet above the roof.

The applicant has requested this waiver to provide an opportunity to architecturally screen mechanical penthouse equipment and to provide for potential architectural elements above the main roof line. Additionally, active recreational uses on roofs may require fencing, screening, and barriers exceeding three feet in height. The applicant has proffered to provide details at FDP on these screening elements and thus staff can support this waiver.

- Waiver of Par. 7 of Section 6-505 requiring designation of specific outdoor dining areas on the CDP

The applicant has proffered that outdoor dining may be provided but that it would be shown at FDP and/or site plan and that any outdoor dining would be provided in the building zone and would not encroach into the sidewalk. With this proffer, staff can support this waiver.

- Waiver of Par. 1 of Sect. 6-506 to permit a minimum district size of less than ten (10) acres.

Par. 1 of Sect. 6-506 of the Zoning Ordinance requires a minimum of ten (10) acres in order to rezone to the PTC zoning district. However, the Ordinance allows this minimum district area to be waived should a development proposal be in conformance with the adopted Comprehensive Plan. To that end, and throughout the analysis of this application, staff has reviewed the application to determine that it is in conformance with the recommendations of the Comprehensive Plan to assure that all the elements the Plan were met as they pertain to coordinated development and parcel consolidation. The development provides the intensity and mix of uses recommended by the Plan. The development also provides useful transportation links by providing the grid of streets and pedestrian connections in the subdistrict. Finally, the application meets the

Comprehensive Plan as it relates to parks, landscaping, streetscaping, public facilities, stormwater and environmental recommendations. As such, staff supports this waiver of the minimum district size.

- Modification of Sect. 7-0800 of the PFM to allow the use of tandem parking spaces with valet service to be counted as required parking (as permitted by the PTC District regulations)

The Comprehensive Plan recommendations and PTC District regulations envision the use of tandem parking spaces and valet parking as an efficiency measure and as an encouragement for shared parking. The applicant requests the right to provide such spaces in conjunction with any non-residential uses when valet parking is provided. The applicant has proffered that "tandem parking spaces may be used for residential units with two cars and in office and hotel buildings where spaces are assigned by building management." With this proffer, staff supports this modification.

- Modification of requirement of a minimum distance of forty feet of a loading space in proximity to drive aisles, to that as demonstrated on a CDP or FDP

The applicant has requested this waiver for proposed loading entrances within the application area. Within residential buildings, the proposed loading entrances are combined with the garage entrances (so that the buildings have only one vehicular entrance) and have placed that entrance on North Dartford Drive in areas not expected to be the most heavily trafficked by vehicles or pedestrians. This concept is in keeping with the Tysons Street Standards and Comprehensive Plan Urban Guidelines. These features will be also shown at FDP, thus staff can support this modification.

- Modification of interior and peripheral parking lot landscape requirements for interim surface lots on private streets to that shown on the CDP and FDP.

The existing parking lot landscaping has been approved through a minor site plan and, as such, is acceptable to remain as it currently exists. Since the entire site is currently used as commuter parking, it is unlikely that more space would be provided for landscaping. At the time of FDP, however, staff will review any proposed surface parking to remain and evaluate its relationship with any proposed building. Staff supports this modification.

- Modification of peripheral parking lot landscaping requirements for above grade parking structures to that shown on the CDP.

The CDP shows above grade parking structures and the applicant is showing peripheral landscaping in the form of urban streetscape trees along Grover Street, North Dartford Drive and the Connector Road (both interim and ultimate conditions).

Figure 14 Street Tree Plantings

No parking is exposed, most of the podium roof spaces are used as terraces. The design has been reviewed by Urban Forestry Management staff and specific tabulations shall be provided at FDP for each building. Staff supports this modification.

- Waiver of Section 16-403 of the Zoning Ordinance requiring a final development plan as a prerequisite to a site plan for public improvement plans associated with parks and public streets.

In Tysons, it is expected that developments will occur in phases. In order to facilitate the early installation of as many public improvements as possible, staff believes it is appropriate to provide a waiver of the FDP requirement for certain public facilities when sufficient details are shown on the CDP to allow a site plan or public improvement plan to be evaluated. In this case, the applicant is requesting such a waiver for public improvement plans associated with all public streets and parks. As staff would find the advancement of public streets and /or parks to be a benefit to the street grid and development of Tysons as a whole, staff supports the requested waiver for the described situations.

- Modification of Par. 2 of Section 17-201 of the Zoning Ordinance of all trails and bike trails in favor of the streetscape and on-road bike lane system shown on the CDP

Appropriate bicycle facilities are proposed with this application and sidewalks are provided along all streets as part of the streetscape in keeping with the urban recommendations of the Comprehensive Plan. Therefore, staff supports the requested modification.

- Waiver of Par. 3 of Section 17-201 of the Zoning Ordinance requirement of a service drive along Route 123.

The new design for Route 123, as shown in the Comprehensive Plan, does not include a service drive. Grover Street also provides connectivity parallel to Route 123. Therefore, staff supports this waiver request.

- Waiver of Par. 3(B) of Sect. 17-201 of the Zoning Ordinance to provide any additional interparcel connections to adjacent parcels beyond that shown on the Plans and as proffered

The rezoning application provides for an interconnected grid of streets, and demonstrate how the grid may be extended in the future. The proffers commit to many of these streets being public, and to provide public access easements along the private streets. With these commitments, adequate access is provided to connect these developments to the surrounding properties as they redevelop. Therefore, staff believes that a waiver of additional interparcel connections is appropriate in this instance.

- Waiver to allow establishment of parking control, signs and parking meters along private streets within the development

In Tysons Corner, street parking will be an important part of providing parking for uses, and meeting street design standards. In such cases, the owners of the private streets may wish to regulate the use of these parking spaces to serve their needs. Staff can support this waiver.

- Waiver to allow the use of underground stormwater management and best management practices in a residential development

Staff is supportive of underground stormwater management in the higher density developments expected in Tysons Corner. Waiver request #6835-WPFM-007-1 (found in Appendix 9) has been reviewed by DPWES staff and recommended for approval, with the imposition of conditions found in the waiver report and including specifications for the design of the facilities, requirements for maintenance agreements and financial commitments to ensure funds are available for appropriate maintenance and any necessary reconstruction.

- Waiver of Section 12-0508 of the PFM for waiver of the tree preservation target

On this site, many of the existing trees and trees to be preserved are located in a floodplain and are therefore not included in the tree tabulation for the gross site area and cannot be counted as to be preserved. As such, while there is tree preservation on this

site, the portions of the site outside of the floodplain cannot be developed as intensely as envisioned by the Comprehensive Plan without a waiver of the tree preservation target. Given the unique circumstances of this site, staff supports this modification.

- Modification of Par. 4 of Section 12-0511 of the PFM for the 10 year tree canopy requirements in favor of that shown on the CDP and as proffered;

As noted earlier in this report, off-site trees (such as street trees in public rights-of-way) and trees in easements do not count toward the tree canopy requirements. However, the applicant has proffered to maintain the off-site trees, and replace them should they be damaged or removed (as might happen during utility repairs). Were these street trees and trees in easements counted per the PFM, the 10 year canopy would be met. Because of the applicant's commitment to maintain and replace these trees, staff supports the requested modification.

- Modification of Par. 6b of Section 12-0515 of the PFM to allow trees located above any proposed percolation trench or bio-retention areas to count towards county tree cover requirements as depicted on CDP.

The rezoning application provides details and specifications, with proffers, on how these trees above any percolation trench or bioretention area will be planted and maintained and will be further refined with specifications to be reviewed at the time of FDP submittal. The proffers include a commitment that in the event any of these trees need to be removed, the trees will be replaced to sustain the 10-year tree canopy. As such, staff can support this modification.

Other Requested Waivers and Modifications

The remaining requested waivers and modifications should be addressed at the time of site plan review as staff does not have enough information to evaluate those requests.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The overall Scotts Run North development proposal has been extensively reviewed since adoption of the Tysons Comprehensive Plan Amendment and the PTC District Zoning Ordinance regulations. The subject application is a good example of redeveloping a challenging site which is heavily impacted by environmental, transportation, and site design constraints.

In general, this application includes well thought-out buildings that frame a safe pleasant, and convenient pedestrian realm. As evidenced by the proffers and discussion in this report, staff expects each building to undergo more design review and rigorous testing

against this CDP and the Comprehensive Plan as the buildings are submitted for FDP approval.

Recommendations

Staff recommends approval of PCA 92-P-001-11.

Staff recommends approval of RZ 2011-PR-009, subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends approval of the following modifications and waivers for both RZ 2011-PR-009:

- Waiver of Sect. 2-505 of the Zoning Ordinance to permit structures and vegetation on a corner lot as shown on the CDP and FDP;
- Waiver of Par. 2 of Sect. 2-506 of the Zoning Ordinance to allow a parapet wall, cornice or similar projection to extend more than three feet above the roof as proffered;
- Waiver of Par. 7 of Section 6-505 of the Zoning Ordinance requiring designation of specific outdoor dining areas on the CDP as limited by the proffers;
- Waiver of Par. 1 of Sect. 6-506 to permit a minimum district size of less than ten (10) acres for a PTC zoned parcel;
- Modification of Sect. 7-0800 of the PFM to allow the use of tandem parking spaces with valet service to be counted as required parking as limited by the proffers;
- Modification of requirement of a minimum distance of forty feet of a loading space in proximity to drive aisles, to that as demonstrated on a CDP or FDP;
- Modification of interior and peripheral parking lot landscape requirements for interim surface lots on private streets to that shown on the CDP and FDP;
- Modification of peripheral parking lot landscaping requirements for above grade parking structures to that shown on the CDP;
- Waiver of Section 16-403 of the Zoning Ordinance requiring a final development plan as a prerequisite to a site plan for public improvement plans associated with parks and public streets;

- Waiver of Par. 3 of Section 17-201 of the Zoning Ordinance requirement of a service drive on Route 123;
- Waiver of Par. 3(B) of Sect. 17-201 of the Zoning Ordinance to provide any additional interparcel connections to adjacent parcels beyond that shown on the Plans and as proffered;
- Modification of Par. 2 of Section 17-201 of the Zoning Ordinance of all trails and bike trails in favor of the streetscape and on-road bike lane system shown on the CDP;
- Modification of Section 17-201 of the Zoning Ordinance to allow establishment of parking control, signs and parking meters along private streets within the development;
- Approval of Waiver #6835-WPFM-00701 to permit underground stormwater vaults in a residential development subject to the conditions contained in Appendix 9;
- Waiver of Section 12-0508 of the PFM for waiver of the tree preservation target;
- Modification of Par. 4 of Section 12-0511 of the PFM for the 10 year tree canopy requirements in favor of that shown on the Plans and as proffered; and
- Modification of Par. 6b of Section 12-0515 of the PFM to allow trees located above any proposed percolation trench or bio-retention areas to count towards county tree cover requirements as depicted on CDP and FDP.

APPENDICES

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DRAFT

PROFFERS
CITYLINE PARTNERS LLC
RZ 2011-PR-009

April 10, 2015

Pursuant to Section 15.2-2303(A) of the Code of Virginia, 1950, as amended, and Section 18-204 of the Zoning Ordinance of Fairfax County 1978, as amended (hereinafter referred to as the "Zoning Ordinance"), Cityline Partners LLC, for and on behalf of the owners, themselves, and their successors and/or assigns (hereinafter collectively referred to as the "Applicant"), in RZ 2011-PR-009 filed on property identified as Fairfax County tax map 29-4 ((5)) 9, 9A and 10A and portions of right-of-way required to be vacated and/or abandoned (hereinafter referred to as the "Application Property") hereby proffers the following, provided that the Board of Supervisors (the "Board") approves a rezoning of the Application Property from the C-3 and HC Districts to the PTC District and HC Districts. Whenever herein a proffer establishes an obligation that applies to development and/or redevelopment of a particular building site, then the term Applicant shall mean the owner undertaking such development and/or redevelopment. Upon approval of the rezoning, these proffers shall replace and supersede all previous proffers and development conditions approved on the Application Property. In the event the rezoning is denied by the Board, these proffers and conditions shall immediately be null and void and the previous approved proffers and development conditions shall remain in full force and effect.

GENERAL

1. Conceptual Development Plan. Subject to the provisions of Section 18-204 of the Zoning Ordinance, the Application Property shall be developed in substantial conformance with the Scotts Run North Conceptual Development Plan (CDP), prepared by Bowman Consulting and SmithGroupJJR, Inc. dated May 10, 2011 and revised through April 3, 2015, exclusive of those sheets identified as "S" sheets, and as further modified by these proffers.

2. Proffered CDP Elements. It shall be understood that the proffered elements of the CDP are limited to the uses, grid of streets, general location of the points of access, general location of the buildings, minimum and maximum building heights, minimum and maximum GFA per building, primary use designated for each building, general quality and character of the streetscape along the public and private streets within and abutting the Application Property and as otherwise specified in these proffers, the build-to lines, the overall maximum gross floor area (GFA) for the Application Property, the minimum amount and general location of the urban parkland, and other elements as may be specifically identified herein. The Applicant has the option to request a Final Development Plan (FDP) for elements other than the CDP elements for all or a portion of the CDP in accordance with the provisions set forth in Section 16-402 of the Zoning Ordinance.

3. Development of Building Sites. The Application Property consists of one or more Building Sites, which may contain one or more Buildings, as shown on the CDP. Development of each Building Site may proceed in any order, individually or combined, provided that such Building Site is developed in accordance with the phasing as described in these proffers and as depicted on the CDP.

4. Minor Modifications. Minor modifications to the CDP may be permitted as determined by the Zoning Administrator, including the flexibility to modify the layout shown on the CDP for each Building Site pursuant to Section 16-403(4) of the Zoning Ordinance provided such changes are in substantial conformance with the CDP as determined by the Zoning Administrator and do not affect the proffered elements of the CDP as specified herein. Building envelopes and the number of units, rooms, floors and square footage within and among buildings may be adjusted as set forth on the CDP and in these proffers, as long as (i) the maximum building setbacks from the property lines and build-to lines as shown on the CDP are maintained; (ii) the minimum and maximum building heights comply with those shown on the CDP; (iii) the minimum and maximum gross floor area per Building Site as shown on the CDP is maintained and (iv) the redevelopment otherwise is in substantial conformance with the CDP and the proffers. However, reductions in building height below the minimum height as shown on the CDP shall be permitted as a result of a reduction in the amount of parking provided and subsequent reduction in the height of a parking podium, so long as said reduction is consistent with the building's urban design and character. The height of parking podiums shall be as generally shown on the CDP, but shall not exceed eighty (80) feet.

5. Severability and Future PCA/CDPA/FDP/FDPA/SE/SP Applications. Pursuant to Par. 6 of Sect. 18-204 of the Zoning Ordinance, one or more of the Building Sites, or any portion of any Building Site, may be the subject of a separate Proffered Condition Amendment ("PCA"), Conceptual Development Plan Amendment ("CDPA"), Final Development Plan ("FDP"), Final Development Plan Amendment ("FDPA"), Special Exception ("SE"), Special Exception Amendment ("SEA"), Special Permit ("SP"), Special Permit Amendment ("SPA"), variance and/or other similar land use applications, without joinder and/or consent of the owners of the other portions of the Application Property, provided such application will not change or cause or require a change to the general layout, physical improvements and/or access for such other portions of the Application Property. Previously approved proffered conditions or development conditions applicable to the portion(s) of the Application Property, which are not the subject of such an application, shall otherwise remain in full force and effect as to any portion(s) of the Application Property.

PROPOSED DEVELOPMENT

6. Uses. The maximum GFA permitted on the Application Property is 1,500,000 square feet. The primary uses on the Application Property shall be office, hotel and/or residential on each Building Site. Retail as identified in the development tabulations on the CDP may include any non-residential use permitted in the PTC District, exclusive of office, or other high trip generating uses, as limited by Section 6-505 "use limitations," or uses accessory to the primary use. Such retail uses may be provided at the Applicant's

sole discretion within the proposed building(s) as shown on the FDP submitted for each Building Site and shall include uses that create activated first floor store fronts. Temporarily vacant first floor store fronts shall be animated with displays, exhibits or similar visually interesting uses to minimize the appearance of vacancy. Said displays and/or exhibits shall not interfere with leasing efforts. Such retail uses may include, but not be limited to, ATMs, business service and supply service establishments, quick service food stores, fast food restaurants, community uses, health clubs and similar commercial recreation uses, personal service establishments, retail sales establishments, financial institutions, and eating establishments and similar retail uses. Said uses shall not include stand alone or drive-through uses. The size, general location and type of retail uses shall be reviewed and approved on the FDP. The Applicant reserves the right to construct additional retail on the Application Property above that shown on the CDP without the requirement of a CDPA, or PCA, so long as (i) the square footage for office use is proportionately reduced at the time of FDP submission, (ii) the maximum GFA on the Application Property is not exceeded, and (iii) the amount of retail on the Application Property does not exceed seven percent (7%) of 1,500,000 square feet, regardless of a reduction to the maximum GFA as described in Proffer 49, and (iv) no retail sales establishment-large as defined by the Zoning Ordinance (over 80,000 GFA) is permitted within any one building with a ¼ mile of the McLean Metro Station without the submission to VDOT and FCDOT of a supplemental analysis similar to that described in Proffer 49.A.(iii) and with a commensurate reduction in office use constructed on the Application Property for the amount of retail sales establishment-large over 58,000 GFA (the threshold for high-trip generating retail uses within the ¼ mile).

7. Intensity/Density Credit. All intensity/density attributable to land area dedicated from the Application Property as designated on the CDP and/or conveyed at no cost to the Board or any other public entity pursuant to these proffers, or as may be required at FDP or site plan, shall be subject to the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance and is hereby reserved to the Application Property.

8. Final Development Plans. All Building Sites may be developed independently. Final Development Plans (FDPs) approved for individual Building Sites on the Application Property shall establish the minimum and maximum GFA for each building and the primary use of each building, within the limits established by these proffers and the CDP. The specific GFA for each Building Site shall be established at FDP and may be further refined at site plan. If the GFA approved with the FDP is less than the maximum shown on the CDP, or if the GFA approved with the site plan is less than the maximum shown on the FDP, the excess GFA may be utilized in another Building Site(s) on the Application Property provided (i) the excess GFA can be accommodated within the maximum allowable height for the building utilizing the excess GFA as shown on the CDP, and subject to approval of the applicable FDP(s) for the building(s) utilizing the excess GFA; (ii) the maximum GFA on the Application Property is not exceeded and (iii) the GFA is developed in accordance with Proffer 49. In addition, the following information shall be provided with each FDP or FDPA not filed concurrently with the rezoning applications.

A. Tabulations. A tabulation indicating the development status of all property shall be provided with each FDP and site plan submitted for the Application Property. The tabulation shall include a listing of all existing and proposed buildings, along with the GFA and uses approved on the CDP, FDP and site plans as may be applicable. The tabulation shall be updated with each subsequent FDP and site plan approved for the Application Property. Correction of inadvertent or mathematical errors in the tabulations represented on the CDP, FDPs and site plans shall be permitted within the discretion of the Zoning Administrator without the necessity of a PCA or CDPA.

B. Tree Canopy Calculations. A tabulation indicating the tree canopy calculations shall be provided with each FDP and site plan submitted for the Application Property and shall be updated with each subsequent FDPA and site plan approved for the Application Property.

C. Supplemental Transportation Information. The following information to supplement the requirements of the Zoning Ordinance: (i) a copy of the previous TDM Annual Report, if available, to determine progress toward attaining TDM goals and any planned modifications to the TDM program; (ii) vehicular sight distance lines at all intersections adjacent to the area subject to such FDP, FDPA or site plan based on existing posted and design speeds as well as future design speeds, as recommended in the approved "Transportation Design Standards for Tysons Corner Urban Center," dated September 13, 2011 (the "Transportation Design Standards"), as amended by the Board; (iii) a comparison of the trip generation based on ITE's most recent Trip Generation, associated with the FDP, FDPA or site plan uses for the building site compared to the trip generation of those uses reflected for that building site in the Transportation Impact Analysis prepared by Wells + Associates ("TIA") dated May 23, 2011 as revised through November 30, 2012; (iv) an analysis of access and queuing associated with retained commercial off-street parking; and (v) any supplemental analyses required in accordance with Proffer 49.

D. Utilities. Proposed location of existing and proposed utilities to serve the area of the FDP, or FDPA, overlaid with the landscape plan, including the location of any utility vaults and maintenance points to stormwater management facilities.

E. Adjustment of GFA. A summary of adjustments to GFA that may only occur between Buildings and/or Building Sites in accordance with minimum and maximum square footages and uses shown on the CDP and within the maximum 1,500,000 square feet of GFA permitted on the Application Property.

F. Proposed Uses. A list of proposed uses as set forth in Proffer 6 and identified on the CDP and demonstration of how such uses meet Section 6-505 "Use Limitations" of the PTC District.

G. Architectural Elements. Architectural elements and build-to lines as provided in Proffer 14 and Proffer 16, respectively, that convey the quality and character of

the proposed development. In addition, architectural design elevations shall be presented for the building proposed to be constructed with each FDP for the purpose of illustrating the general character of building massing, scale, façade, articulation, general building envelope and fenestration treatment, materiality and material quality of the proposed FDP development, including possible screening elements designed in conjunction with anticipated telecommunication equipment, mechanical units and appurtenant facilities as well as possible interim noise mitigation for active recreation areas. Other details of building design (such as, but not limited to, specific material or color selections, fenestration details) are subject to change within the site plan and building plans for each Building Site.

H. Build-to Lines. Proposed Build-to Lines, including any proposed modification to the Build-to Lines and/or the expanded streetscape areas.

I. Streetscape. Graphic depiction of, and any adjustments to, the activated streetscape elements, and refinement of, and adjustments to, streetscape elements.

J. Building Heights. A tabulation of building heights, and demonstration that a varied skyline is achieved for the Application Property.

K. Garage/Loading/Service Area Treatments. Proposed parking garage/loading/ service area façade treatments as provided in Proffer 18.

L. Landscaping. Detailed landscape plans, with alternative planting width details, as may be necessary, as provided in Proffers 27 and 29.

M. Streetscape Furnishings. Submission of a "Streetscape Furnishing and Materials Plan" as provided in Proffer 38.F.

N. Phasing/Interim Conditions. Identification of specific, detailed, proposed phased improvements/interim conditions in accordance with those generally set forth on the phasing-related exhibits provided on Sheets A6.01 through A6.03 of the CDP (collectively, the "Phasing Sheets").

O. Parks and Recreation. On-site parks and active recreation facilities, and depiction of special amenity features as provided in Proffer 40.

P. Provisions for Bicycles. Bicycle parking, storage and bicycle lane dimensions as provided in Proffer 67.

Q. Parking Spaces. Refinement of the number of parking spaces as provided in Proffer 68.

R. Stormwater Management. Identification of specific stormwater management facilities as provided in Proffer 84, required and provided volume reduction computation for each Building Site.

S. Bus Shelters. Details of the proposed bus shelter locations and designs.

T. Workforce Dwelling Units. For residential development, the expected phasing for the construction of the required workforce dwelling units.

U. Functional Drawings. Details with respect to sight distance, utilities and/or vegetation conflicts with building entrances and/or intersections. Said functional drawings shall also include proposed right-of-way lines associated with public streets.

9. Fire Marshal Evaluation. Changes from the CDP and FDPs shall be permitted in response to the review of site plans by the Fire Marshal, including adjustments to tree locations, the streetscape and perimeter building areas as necessary to allow for required emergency vehicle access, without requiring approval of a PCA, CDPA and/or FDPA, provided such modifications are made in consultation with the Fairfax County Department of Planning and Zoning (DPZ), Fairfax County Department of Transportation (FCDOT), Urban Forestry Management Division (UFMD) of DPWES and the Office of Community Revitalization (OCR) and in substantial conformance with the intent of the CDP, FDP and these proffers.

10. VDOT Evaluation. Changes from the CDP and FDPs shall be permitted in response to the review of site plans by VDOT, including adjustments to tree locations, lane use/pavement markings, signage, road alignments, the streetscape and perimeter building areas as necessary to allow for required emergency vehicle access, without requiring approval of a PCA, CDPA and/or FDPA, provided such modifications are made in consultation with DPZ, FCDOT, UFMD of DPWES and OCR and in substantial conformance with the intent of the CDP, FDP and these proffers.

11. Final Clearing Limits. Modifications to clearing limits shown on the CDP shall be permitted at FDP and final site plan in response to final design without requiring approval of a PCA, CDPA and/or FDPA, provided such modifications are made in consultation with DPZ, FCDOT, UFMD of DPWES and OCR and in substantial conformance with the intent of the CDP, FDP, and these proffers.

INTERIM USE

12. Interim Commercial Parking. Privately owned and operated commercial off-street commuter parking shall be permitted to operate on an interim basis in surface parking lots in accordance with an agreement executed between the Board and Cleveland 1820 Dolley Madison LLC on December 31, 2013 as may be amended, or within parking structures on the Application Property utilizing existing access locations without requiring approval of a PCA, CDPA, FDP and/or FDPA. Said parking shall be operated at rates determined by the Applicant. This parking shall be in addition to the permitted parking for the proposed uses on the Application Property. The existing interim surface parking lot shall be permitted to continue in accordance with the phasing shown on the CDP as Building Sites are developed. Should commercial off-street parking be proposed in excess of the existing number of interim surface parking spaces, the Applicant shall submit a supplemental analysis to FCDOT and VDOT to assess the impacts of said parking on the surrounding transportation network.

13. Festivals, Fairs or Similar Activities. The Applicant, or its designee, shall be permitted to operate festivals, fairs or similar activities, including, without limitation, farmers' markets and food vendors, on the Application Property, either in the interim surface parking lot or within publicly-accessible privately owned open space as shown on the CDP, including portions of the private streets/pedestrian ways. The Applicant shall coordinate with the Zoning Administrator regarding the issuance or approval of a temporary special permit as may be required under the Zoning Ordinance, which may include the establishment of an annual permit for continuing or seasonal events. In addition, the Applicant reserves the right to periodically close portions of the private transportation network for said activities. Said activities shall be limited to the following conditions:

    A. A maximum of 64 events per year;

    B. Admission or other fees may be charged;

    C. Sponsorship by the Applicant, a civic organization, local Chamber of Commerce, charitable organization, service club, non-profit or similar entity; and

    D. Compliance with all Health Department regulations.

ARCHITECTURAL DESIGN

14. Architectural Design. Buildings shall create a sense of identity and place at a human scale through the use of unifying elements such as materials, textures, color, window treatments, detailing, lighting and landscaping. Buildings shall be designed of high-quality architecture and building materials that are typically used on the exterior of Class A office, residential and hotel buildings of a similar quality as conceptually depicted on the CDP, with architectural details provided with the FDP for such buildings. No exterior insulation and finish systems (EIFS) shall be used, unless specifically approved by Fairfax County (the "County") with an FDP for an individual Building Site. Each FDP shall specify the building materials, architecture, and specific features designed to activate streetscapes, as further described below. Architectural plans, elevations, illustrations, materials and heights may be revised subsequent to CDP and FDP approval as a result of final architectural and engineering design, provided the quality of design remains in substantial conformance with that shown on the CDP and subsequent FDPs and as set forth in these Proffers, as determined by DPWES in consultation with DPZ or OCR without the need for administrative approval.

15. Bird-Friendly Design Strategies. At time of site plan for each Building Site, Applicant shall implement bird-friendly design strategies, if any, consistent with the study prepared by Wetland Studies and Solutions, Inc. dated May 21, 2013 and submitted in conjunction with RZ 2011-PR-010 and RZ 2011-PR-011.

16. Build-to-Lines. Build-to-Lines ("BTL") have been depicted on the CDP to create an urban, pedestrian-oriented environment where buildings are located close to the adjacent street and pedestrian/streetscape areas are located between the buildings and the streets.

In general, building facades are intended to be configured where possible to provide a continuous street wall along this line, but modifications to either side of the BTL shall be permitted provided they are in general conformance with the CDP and are shown on an approved FDP. Awnings and other architectural canopies attached to the building frontage shall not extend beyond the building zone, except as may be shown on an approved FDP. At the time of FDP and/or site plan approval, the Applicant shall identify for the portion of the Application Property covered by such FDP or site plan, possible locations along the street level for expanded areas for outdoor dining adjacent to cafes and restaurants, if applicable, and shall provide appropriate building zones for such uses, so that outdoor dining areas do not encroach into the sidewalk.

17. Streetscape Activation. The Building Sites identified on the CDP, but not the parking structures associated with said buildings, shall generally be constructed with ground floors having a minimum floor to floor height of 16 feet to accommodate potential retail uses designed to activate the streetscape. The Applicant shall provide a hierarchy of activated streetscapes as delineated and described conceptually on the "Pedestrian Circulation Plan" presented on Sheets L-2 and L-2A of the CDP. The specific activation elements to be utilized for each Building Site shall be graphically depicted on the FDP for each Building Site.

A. Primary Pedestrian Corridors. "Primary Pedestrian Corridors" are intended to have the highest levels of pedestrian activity and interaction and typically have the widest streetscape and most animated building façades. Primary Pedestrian Corridors shall generally incorporate the following elements, which can be adjusted at the time of FDP submission for each respective Building Site:

(i) Where the ground floors of buildings (not including the associated parking garages which are addressed below) incorporate non-residential uses, functioning entry doors into such uses shall be provided with a maximum separation of 75 feet, unless a greater separation is needed to accommodate larger tenant spaces, topographical features or as may be approved by the Zoning Administrator. A minimum of fifty percent (50%) of the area of the street front ground floor façades of such buildings shall be constructed with glazed windows and doors or other transparent, translucent materials.

(ii) Parking structures along the ground floor façades of buildings shall be minimized to the extent possible. Where parking structures occur along the ground floor façade of buildings, the general façade detailing of the building above such areas may be continued down to the ground plane or other such architectural features provided.

(iii) Loading/trash/service areas along Primary Pedestrian Corridors shall be minimized to the extent possible. Where these areas occur, they shall be screened from public view through the use of doors, recessed entryways, architectural features or such similar treatments. Loading/trash/service

area doors shall remain closed except when service vehicles are accessing the area.

B. Secondary Pedestrian Corridors. "Secondary Pedestrian Corridors" typically have significant pedestrian volumes and generally are used for pedestrian movement as opposed to pedestrian interaction. Some retail activity may occur in these corridors, but generally it will be neighborhood-serving. Residential and civic uses should generally have their entrances facing Secondary Pedestrian Corridors which generally have wide streetscapes and significant building façade animation in proximity to such entrances. Secondary Pedestrian Corridors generally shall incorporate the following elements, which can be adjusted at the time of FDP submission for each respective Building Site:

(i) Where the ground floors of buildings (not including the associated parking garages which are addressed below) incorporate non-residential uses, functioning entry doors into such uses shall be provided with a maximum separation of 75 feet, unless a greater separation is needed to accommodate larger tenant spaces, topographical features or as may be approved by the Zoning Administrator. A minimum of thirty-five percent (35%) of the area of the street front ground floor façades of such buildings shall be constructed with glazed windows and doors or other transparent, translucent materials.

(ii) In portions of residential buildings (not including the associated parking garages which are addressed below) that do not incorporate non-residential uses on part or all of the ground floors, the building design of the primary façades shall incorporate, to the degree feasible, leasing offices, lobbies, recreational and amenity spaces on the ground floor with a minimum of thirty-five percent (35%) of the ground floor façade constructed with glazed windows and/or doors or other transparent, translucent materials, and/or incorporate entries into individual dwelling units from the street level. Residential units that have direct access to the streetscape from an individual unit shall use design features to provide interior privacy such as having a ground floor elevation that is above the sidewalk grade or through the use of landscape buffers, where possible.

(iii) Parking structures along the ground floor façades shall have screening composed of architectural and/or landscaping treatments designed to restrict views into the parking structures from street level or the general façade detailing of the building above may be continued to the ground plane.

(iv) Loading/trash/service areas shall be screened from public view through the use of doors, architectural treatments or other similar treatment. Loading/trash/service area doors shall remain closed except when service vehicles are accessing the area.

C. Tertiary Pedestrian Corridors. "Tertiary Pedestrian Corridors" are intended to accommodate modest pedestrian activity-making connections to less intense areas or through alleys. Tertiary Pedestrian Corridors shall incorporate the following elements, which can be adjusted at the time of FDP submission for each Building Site:

(i) Where the ground floors of buildings (not including the associated parking garages which are addressed below) incorporate non-residential uses, a minimum of twenty percent (20%) of the area of the ground floor façades of such buildings shall be constructed with glazed windows and doors or other transparent, translucent materials.

(ii) In residential buildings (not including the associated parking garages which are addressed below) that do not incorporate non-residential uses on part or all of the ground floors, efforts shall be made to incorporate recreational and amenity spaces on the ground floor with appropriate transparency and/or incorporate entries into individual dwelling units from the street level. Residential units that have direct access to the streetscape from an individual unit shall utilize design features to provide interior privacy (such as having a ground floor elevation that is above the sidewalk grade or through the use of landscape buffers, where possible).

(iii) Parking structures along the ground floor façades shall have screening composed of architectural and/or landscaping treatments designed to restrict views into the parking structures from street level, or the general façade detailing of the building above may be continued to the ground plane.

(iv) Access to parking garages and loading/trash/service areas may be provided along Tertiary Pedestrian Corridors. Loading/trash/service areas shall be screened from public view to the extent possible through the use of doors, recessed entryways and/or similar treatment.

18. Parking Structure Facades. To further the goals of the Comprehensive Plan, above grade parking structures shall incorporate uses or screening at the ground level in keeping with Proffer 17 so as to provide a pleasant and attractive design/experience along the streetscape. In addition, one or more of the following techniques shall be employed to screen garage areas above the street level:

A. Inclusion of an active layer of occupied space;

B. Continuation of the general façade detailing of the tower above;

C. Extension of retail signage and architectural expressions above the retail level to provide a variety of storefront experiences, as may be permitted by the Zoning Ordinance or by an approved Comprehensive Sign Plan; or

D. For up to the first six (6) levels of above grade parking, application of architectural screening materials that may include, but are not limited to metal framing systems with inserted panels of wire mesh, metal, glass, natural vegetation, vegetative screening systems or other materials, precast concrete or masonry spandrels, and glass stair towers and elevators or other systems designed to minimize views into the garage spaces from street level. Any additional levels of above grade parking (greater than the first six levels) shall be integrated into the architecture of the tower above.

Parking structure design features and materials shall be depicted for the review and approval to the Planning Commission on the FDP.

19. Minimum and Maximum Building Heights. The minimum and maximum building height for each Building on the Application Property shall be measured in accordance with the provisions of the Zoning Ordinance and as identified on the CDP. The final height of buildings shall be determined at the time of site plan approval for each Building Site and shall be equal to or less than the maximum height but equal to or greater than the minimum height shown on the CDP provided that the buildings retain a similar urban form to that shown on the CDP. All building penthouses and rooftop structures up to 30 feet in height shall be integrated into the architecture of the buildings. The height and extent of any rooftop penthouse shall be provided on the FDP for each Building Site. For residential buildings, maximum building heights shall include penthouses and all rooftop structures. For non-residential buildings, structures that are excluded from the maximum height regulations as set forth in Section 2-506 of the Zoning Ordinance may be constructed above the roof level of the top floor of the building. Additional height may be permitted to accommodate features of architectural significance and features associated with sustainable design and green building practices.

20. Telecommunications Equipment and Mechanical Units. Telecommunications equipment, mechanical units and all appurtenant facilities may be placed on the rooftop of any proposed building. 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 generally not visible from the surrounding streets at street level when viewed from the property line of the Application Property. Other screening measures may be used such as screening with architectural features and/or landscaping compatible with the building façade architecture, including the facilities as part of the architecture of the buildings, utilizing compatible colors, or employing telecommunication screening material and flush mounted antennas. Telecommunications equipment may also be architecturally integrated onto the facades of the building where necessary to ensure on-street and/or open space coverage. Rooftop amenities such as amenity terraces, landscaping or recreation courts may also be used to screen rooftop telecommunications equipment and mechanical units. Details of such treatments shall be determined at time of FDP submission and may be further refined at site plan.

LIGHTING

21. Lighting. All streetscape lighting shall be energy efficient. All on-site, outdoor and parking garage lighting shall not exceed that permitted under the Outdoor Lighting Standards of Section 14-900 of the Zoning Ordinance, as may be amended. The same or similar street lights shall be used consistently through the Application Property and be selected from those listed in the Tysons Urban Design Guidelines, or other lights as may be approved by DPWES, DPZ and OCR. All parking lot and building mounted security lighting shall utilize full cut-off fixtures. Recessed lighting shall be directionally shielded to mitigate the impact on the adjacent residences.

22. Construction Lighting. During construction the Applicant shall attempt to reduce glare from OSHA, VOSHA, VUSBA and local ordinance required superstructure lighting to the extent possible without violating aforementioned laws, regulations or policies.

23. Parking Structure Lighting. The Applicant shall utilize full cut-off, low intensity or recessed lighting directionally shielded to mitigate the impact on adjacent residences for any lighting along the perimeter of an above-ground garage not constructed of solid walls. Such lighting shall comply with the requirements of Article 14 of the Zoning Ordinance.

GREEN BUILDING PRACTICES

24. Green Building Certifications. For each office or hotel building, the Applicant shall provide documentation to the Environmental and Development Review Branch (the "EDRB") of DPZ demonstrating the status of attainment of, at a minimum, "LEED Silver" certification (or equivalent) by the U.S. Green Building Council's Leadership in Energy and Environmental Design – ("LEED"), or equivalent, prior to final bond release for each Building Site. For each residential building the Applicant shall provide documentation to EDRB demonstrating the status of attainment of, at a minimum, "LEED Certified," or equivalent, prior to final bond release for each Building Site. In addition:

    A. The Applicant shall include a U.S. Green Building Council (USGBC) LEED accredited professional as a member of the design team. The LEED accredited professional shall work with the team to incorporate the current version, or any available version, at the time of Applicant's registration, of LEED design elements under the USGBC's LEED Core and Shell ("LEED-CS"), LEED New Construction ("LEED-NC") or other applicable LEED category rating system into the office or hotel building to attain LEED Silver certification. At time of site plan submission, the Applicant shall provide documentation to EDRB of DPZ demonstrating compliance with the commitment to engage such a professional.

    B. Office and Hotel Buildings. The Applicant will include, as part of the site plan submission and shell building permit application for each office or hotel Building Site to be constructed, a list of specific credits within the most current version, or any available version, at the time of Applicant's registration, of the USGBC's

LEED rating system that the Applicant anticipates attaining. The LEED-accredited professional, who is also a professional engineer or licensed architect, will provide certification statements at both the time of site plan review and the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain the LEED Silver certification for the office or hotel building. In addition, prior to site plan approval, the Applicant will designate the Chief of the EDRB as a team member in the USGBC's LEED online system with respect to the building. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.

Prior to shell building permit issuance for each office building or hotel, documentation shall be submitted to the EDRB for each building demonstrating that the subject office or hotel Building Site has attained LEED Gold pre-certification under LEED-CS or the building is anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, will be sufficient to attain LEED Gold certification under LEED-NC, or other applicable LEED rating system. Prior to release of the final bond for the subject office or hotel Building Site, documentation shall be provided to the EDRB for the respective building demonstrating the status of attainment of LEED Gold or a higher level of certification from the USGBC for the office or hotel building. If either the pre-certification or design phase review documentation cannot be provided prior to shell building permit issuance, but it is anticipated that the documentation will be received prior to the attainment of LEED certification, then prior to the issuance of the building permit, an escrow as described in Proffer 24.C. below may be posted. This escrow will be released upon the submission of documentation to the EDRB from the USGBC demonstrating that the office or hotel building has attained a sufficient number of credits to attain LEED Gold pre-certification or the building is anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, will be sufficient to attain LEED Gold certification under LEED-NC, or other applicable LEED rating system.

C. Green Building Escrow. As an alternative to the actions outlined in Proffer 24.B. above, if the USGBC's pre-certification or design phase review indicates that the office or hotel building to be constructed is not anticipated to attain LEED Gold certification, then, a "Green Building Escrow," in the form of cash or a letter of credit as defined in the Public Facilities Manual ("PFM") from a financial institution acceptable to DPWES, shall be posted in the amount of $2.00 per square foot of GFA for the office building and $1.00 per square foot of GFA for the hotel. This Green Building Escrow will be in addition to, and separate from, other bond or escrow requirements and shall be released upon demonstration of attainment of certification by the USGBC under the project's registered version of the LEED rating system or other LEED rating system determined, by the USGBC,

to be applicable to each building. The provision to the EDRB of documentation from the USGBC that each building has attained the proffered LEED certification shall be sufficient to satisfy this commitment. If the Applicant provides the EDRB, within three (3) years of the issuance of the first tenant Non-RUP for each building, documentation demonstrating that LEED Silver certification for such building has been attained, the entirety of the escrowed funds shall be released and returned to the Applicant who posted such Green Building Escrow.

If the EDRB receives, within three (3) years of issuance of the first tenant Non-RUP for the subject building, documentation demonstrating that LEED Silver certification for such building has not been attained, but that such building has been determined by the USGBC to fall within three (3) points of attainment of LEED Silver certification, 50% of the Green Building Escrow shall be released and returned to the Applicant who posted such Green Building Escrow, as applicable, and the other 50% shall be released to the County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives.

If, within three (3) years of issuance of the first tenant Non-RUP for such building, documentation fails to be provided to the EDRB demonstrating the attainment of LEED Silver certification or documentation is provided demonstrating that the building has fallen short of LEED Silver certification by more than three (3) points, the entirety of the Green Building Escrow for that building shall be released to the County and will be posted to a fund within the County budget supporting the implementation of County environmental initiatives.

If documentation is provided from the USGBC demonstrating, to the satisfaction of the EDRB, that USGBC completion of the review of the LEED Silver certification application has been delayed through no fault of the Applicant, the proffered time frame may be extended as determined appropriate by the Zoning Administrator, and no release of escrowed funds shall be made during the extension.

D. Residential Buildings. A LEED-accredited professional shall be included as a member of the design team for each residential building. The LEED-accredited professional shall work with the design team to incorporate design elements under the current version, or any applicable version, of the LEED rating system available at the time of the Applicant's registration of the residential buildings to be constructed. At the time of site plan submission, documentation shall be provided to the EDRB demonstrating compliance with the commitment to engage such a professional. In addition, prior to site plan approval for the residential building, the Chief of the EDRB shall be designated as a team member in the USGBC's LEED online system with respect to such building. This team member will have privileges to review the project status and monitor the progress of all LEED-related documents submitted to the Green Building Certification Institute by the project team, but will not be assigned responsibility for any LEED credits

and will not be provided with the authority to modify any documentation or paperwork.

As part of site plan submission for each residential building to be constructed, a list of specific credits within the current version of the LEED rating system available at the time of registration (or such other rating system as may be applicable pursuant to Proffer 24.E.), which is anticipated to be attained for such residential building shall be provided. Except as otherwise provided below as an alternative, the LEED-accredited professional, who is a professional engineer or licensed architect, will provide certification statements at the time of site plan review and building plan review, confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED certification for the subject residential building. Each building on the Application Property will be registered separately and certification may be pursued pursuant to this Proffer or the alternative provided below on a building-by-building basis.

Prior to shell building permit issuance, a "Green Building Escrow," in the form of cash or a letter of credit from a financial institution acceptable to DPWES as defined in the PFM or a surety bond from a financial institution licensed to do business in Virginia shall be posted in the amount of $2.00 per square foot of GFA for the building. This Green Building Escrow will be in addition to, and separate from, other bond or escrow requirements and shall be released upon demonstration of attainment of LEED certification, by the USGBC under the project's registered version of the LEED rating system or other LEED rating system determined by the USGBC to be applicable to each building. The provision to the EDRB of documentation from the USGBC that each residential building has attained LEED certification shall be sufficient to satisfy this commitment. At the time LEED certification is demonstrated to the EDRB, the escrowed funds shall be released and returned to the Applicant who posted such Green Building Escrow, as applicable.

If the EDRB receives, within three (3) years of issuance of the last RUP for initial occupancy for the subject residential building, documentation demonstrating that LEED certification for such building has not been attained but that such building has been determined by the USGBC to fall within three (3) points of attainment of LEED certification, 50% of the Green Building Escrow shall be released and returned to the Applicant who posted such Green Building Escrow, as applicable, and the other 50% shall be released to the County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives.

If, within three (3) years of issuance of the last RUP for initial occupancy for such building, documentation fails to be provided to the EDRB demonstrating the attainment of LEED certification or documentation is provided demonstrating that the building has fallen short of LEED certification by more than three (3) points, the entirety of the Green Building Escrow for that building shall be released to the

County and will be posted to a fund within the County budget supporting the implementation of County environmental initiatives.

If documentation is provided from the USGBC demonstrating, to the satisfaction of EDRB, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the Applicant, the proffered time frame may be extended as determined appropriate by the Zoning Administrator, and no release of escrowed funds shall be made during the extension.

E. Residential Green Building Alternative. As an alternative to the actions outlined in Proffer 24.D. above, a certification level higher than LEED certification may be pursued, in which case a LEED-accredited professional will provide certification statements at the time of site plan and building plan review confirming that the items on the list of specific credits will meet at least the minimum number of credits necessary to attain LEED Silver certification.

Prior to shell building permit issuance, for the building to be constructed, documentation shall be submitted to the EDRB regarding the USGBC's preliminary review of design-oriented credits in the LEED program. This documentation will demonstrate that the building is anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, will be sufficient to attain LEED Silver certification. Under this alternative, a "Green Building Escrow" shall not be required unless the above referenced documentation that the building is anticipated to attain LEED Silver certification fails to be provided.

The Applicant may select, subject to EDRB approval, an alternate residential rating system such as Earth Craft or National Association of Home Builders with Energy Star for energy performance path that may be implemented without an escrow. If one of the alternate residential rating systems listed herein is selected, the Applicant shall demonstrate attainment of the selected certification from a rater recognized through the selected program prior to the issuance of the last RUP for initial occupancy for the Building Site. In the event certification is dependent on the post occupancy operation of the building, the Applicant shall demonstrate attainment of the selected certification prior to final bond release.

F. All references to the USGBC shall apply to LEED equivalent certifying agencies selected by the Applicant, provided that the alternative certifying agency is acceptable to Fairfax County. All references in these proffers to a LEED rating system shall also and equally apply to such other LEED or similar rating system determined to be applicable by the USGBC or such alternative certifying entity. In the event a LEED or LEED equivalent requirement (i.e. prerequisite) precludes compliance with other applicable building code or other legal requirement, as determined by DPWES, construction of the building may, at the Applicant's option, comply with such other applicable building code or other legal requirement and in such case, shall not be required to comply with the conflicting LEED or LEED equivalent requirement.

G. The minimum energy performance criteria may be satisfied by the residential and office buildings through meeting their respective LEED requirements, but LEED requirements may be satisfied on a building site with any mix of credits.

SUSTAINABLE ENERGY PRACTICES

25. Sustainable Energy Practices. To promote efficient, renewable and sustainable energy practices, the Applicant shall provide the following information with each FDP submission:

A. Electric Vehicle Charging Infrastructure. The Applicant shall provide a minimum of one (1) recharging station that serves two (2) parking spaces for electric cars within each garage on the Application Property. The Applicant shall also provide space and infrastructure to accommodate additional electric vehicle-ready parking spaces in the office and residential parking garages. "Electric vehicle-ready" means the provision of space, conduit banks, conduits and access points allowing for the easy installation of vehicle charging stations in the future, and does not include the installation of transformers, switches, wiring or charging stations.

B. Shared Energy. For any site plan that includes more than one building, the Applicant shall provide an assessment of the potential, within the area subject to the site plan, of shared energy systems, including, but not limited to combined heat and power (CHP) (co-generation), micro-CHP, distributed energy resources and district heating and/or cooling, and if a shared energy strategy will not be pursued, provide a narrative discussion regarding the reasons for this outcome.

C. Energy and Water Data. To the extent there are master electric, gas and water meters for entire buildings, upon request by the County, the Applicant shall provide to the County aggregated non-proprietary energy and water consumption data, as practicable, for each building.

LANDSCAPING

26. Conceptual Landscape Plan. The CDP includes a conceptual landscape plan for the Application Property consisting of an overall plan and details regarding streetscapes, courtyards and private amenity areas generally found on Sheets L-1, L-1A, L-3 through L-9. As part of each and all subsequent FDPs, further landscaping details for each Building Site shall be provided in general conformance with the actual types and the quantity, quality and species of plantings and landscape materials shown on the CDP. Such landscape plan shall include the location of all known utilities and sight distance requirements overlaid on the planting plan. Landscaping may be modified during site plan review for each Building Site to allow for final engineering and design considerations, including, but not limited to, final utility locations, LID facilities, sight distance requirements, Fire Marshal access, and other applicable requirements, provided that such modifications are in substantial conformance with the FDP.

27. Detailed Landscape Plan. As part of the site plan submission for each Building Site on the Application Property, the Applicant shall submit to UFMD of DPWES for review and approval, a detailed landscape plan that is in substantial conformance with the quantity and quality of plantings and landscaping materials shown on the approved FDP, and shall include, among other things, irrigation information, design details for tree wells and other similar planting areas on structures and along streets. These details shall include the composition of planting materials, methods for providing suspended pavement over tree root zones to prevent soil compaction, and methods for ensuring the viability of plantings on structures. All plant material installed on the Application Property shall be non-invasive to reduce the spread of invasive species.

28. Landscaping Adjacent to Route 123. At time of site plan submission for the first building of Buildings C, D or E as shown on the CDP, the Applicant shall request landscaping and landscape maintenance easements from WMATA for its property located between the Application Property and Route 123. If said easements are granted by WMATA at no cost to the Applicant prior to the site plan approval, the Applicant shall prepare a landscape plan for that area between the Application Property and Route 123. Landscaping shall consist of a combination of trees, shrubs and/or ground cover and shall not include hardscape elements such as plazas, sidewalks and trails. The landscape materials shall not exceed the cost of thirty thousand dollars ($30,000.00). Said landscape plan shall be coordinated with WMATA and UFMD. The landscaping shown on the landscape plan shall be installed by the Applicant prior to the issuance of the first Non-RUP for the last of Buildings C, D or E as shown on the CDP. The Applicant shall maintain the landscaping that it installs, but shall be under no obligation to acquire or lease the property on which the landscaping is located. Should the Applicant be unable to acquire the necessary easements from WMATA at no cost to the Applicant prior to the approval of the site plan for the first of Buildings C, D or E as shown on the CDP, despite diligent efforts as demonstrated to DPWES, the obligations of this proffer shall be null and void and of no further force and effect.

29. Street Trees and Alternative Planting Width Details. Street tree species and planting sites are depicted on the CDP but remain subject to such revisions as may be approved by the UFMD at the time of FDP and site plan approval. Street trees may be used to accommodate bioretention features. Where minimum planting widths of eight (8) feet cannot be provided, alternative measures either as identified in the "Tysons Urban Design Guidelines" (endorsed by the Board on January 25, 2012) or as approved by the UFMD, shall be used to satisfy the following specifications for all planting sites:

    A. A minimum of 4 feet open surface width and 16 square feet open surface area for Category III and Category IV trees (as defined in Table 12.17 of the PFM), with the tree located in the center of such open area shall be provided.

    B. A minimum rooting area of 8 feet wide (may be achieved with techniques to provide un-compacted soil below hardscape areas) within the pedestrian realm, with no barrier to root growth within four feet of the base of the tree shall be provided.

C. Soil volume for Category III and Category IV trees (as defined in Table 12.17 of the PFM) shall be 700 cubic feet per tree for single trees, but may be reduced to a minimum of 400 cubic feet in Secondary Pedestrian Corridors where hardscape above tree rooting zones is necessary to accommodate pedestrian traffic or where utility locations preclude greater soil volumes. Minimum soil volumes of 700 cubic feet will be achieved in areas of lower pedestrian volume and where hardscape is not required over tree rooting zones. For two trees planted in a contiguous planting area, a total soil volume of at least 600 cubic feet per tree shall be provided. For three or more trees planted in a contiguous planting area, a total soil volume of at least 500 cubic feet per tree shall be provided. A contiguous area shall be any area that provides root access and soil conditions favorable for root growth throughout the entire area.

D. Soil specifications in planting sites shall be provided in the planting notes to be included in all site plans filed subsequent to the approval of the rezoning applications.

E. Trees zones shall be installed with a fully automatic drip irrigation system.

F. Tree grates shall only be required if necessary to maintain a certain sidewalk dimension.

TREE PRESERVATION

30. Tree Preservation. The Applicant shall submit a tree preservation plan and narrative as part of the first and all subsequent site plan submissions. The tree preservation plan and narrative shall be prepared by a certified arborist, landscape architect or a registered consulting arborist, and shall be subject to the review and approval of UFMD.

The tree preservation plan shall include a tree inventory that identifies the location, species, critical root zone, size, crown spread and condition analysis percentage rating for all individual trees to be preserved, as well as all on and off-site trees, living or dead with trunks 12 inches in diameter and greater (measured at 4½ feet from the base of the trunk or as otherwise allowed in the latest edition of the Guide for Plant Appraisal published by the International Society of Arboriculture) located within 25 feet outside the limits of clearing and grading and 10 feet inside the limits of clearing and grading. The tree preservation plan shall provide for the preservation of those areas shown for tree preservation, those areas outside of the limits of clearing and grading shown on the FDP and those additional areas in which trees can be preserved as a result of final engineering. The tree preservation plan and narrative shall include all items specified in PFM 12-0507 and 12-0509. Specific tree preservation activities that will maximize the survivability of any tree identified to be preserved, such as: crown pruning, root pruning, mulching, fertilization, and others as necessary, shall be included in the tree preservation plan.

31. Tree Appraisal. The Applicant shall retain a professional arborist with experience in plant appraisal, to determine the replacement value of all trees 12 inches in diameter or greater located within the areas described in Proffer 30 on the Application Property that

are shown to be saved on the tree preservation plan for a Building Site. These trees and their value shall be identified on the tree preservation plan at the time of the first submission of the site plan for a Building Site. 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 Plant Appraisal published by the International Society of Arboriculture, subject to review and approval by UFMD.

At the time of the respective site plan approvals, the Applicant shall post a cash bond or a letter of credit payable to the County of Fairfax to ensure preservation and/or replacement of the trees for which a tree value has been determined in accordance with the paragraph above (the "Bonded Trees") that die or are dying due to unauthorized construction activities conducted pursuant to such site plan. The letter of credit or cash deposit shall be equal to 50% of the replacement value of the Bonded Trees. At any time prior to final bond release for the improvements on the Application Property constructed adjacent to the respective tree save areas, should any Bonded Trees die, be removed, or be determined to be dying by UFMD due to unauthorized construction activities, the Applicant shall replace such trees at its expense. The replacement trees shall be a minimum 3 inch caliper in size and of equivalent species and/or canopy cover as approved by UFMD. In addition to this replacement obligation, the Applicant shall also make a payment equal to the value of any Bonded Tree that is dead or dying or improperly removed due to unauthorized construction activity. This payment shall be determined based on the Trunk Formula Method and paid to a fund established by the County for furtherance of tree preservation objectives. Upon release of the bond for the improvements of the Application Property constructed adjacent to the respective tree save areas, any amount remaining in the bonds for tree preservation or replacement required by this proffer shall be released and returned to the Applicant.

32. Tree Preservation Walk-Through. The Applicant shall retain the services of a certified arborist, landscape architect or registered consulting arborist, and shall have the limits of clearing and grading marked with a continuous line of flagging prior to the walk-through meeting. During the tree-preservation walk-through meeting, the Applicant's certified arborist, or landscape architect shall walk the limits of clearing and grading with a UFMD 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, without adversely impacting the proposed buildings and related improvements, and such adjustment shall be implemented. Trees that are identified as dead or dying may be removed as part of the clearing operation. Any tree that is so designated shall be removed in a manner that avoids damage to surrounding trees and associated understory vegetation. If a stump must be removed, this shall be done in a manner causing as little disturbance as possible to adjacent trees and associated understory vegetation and soil conditions.

33. Limits of Clearing and Grading. Construction of improvements shall conform to the limits of clearing and grading as shown on the FDP and subsequent site plan(s) approved for the Building Site, subject to allowances specified in these conditions and for the

installation of utilities, public improvements (i.e. roads, streetscapes, sidewalks, degraded soil and slope conditions), and/or trails as determined necessary by the Director of DPWES, as described herein. If it is determined necessary to install utilities, public improvements, and/or trails in areas protected by the limits of clearing and grading as shown on the approved FDP, they shall be located in the least disruptive manner necessary. A replanting plan shall be developed and implemented, subject to approval by the UFMD for any areas protected by the limits of clearing and grading that must be disturbed for such improvements.

34. Tree Preservation Fencing. All trees shown to be preserved on the tree preservation plan shall be protected by tree protection fencing. Tree protection fencing in the form of four (4) foot high, fourteen (14) gauge welded wire attached to six (6) foot steel posts driven eighteen (18) inches into the ground and placed no further than ten (10) feet apart or, super silt fence to the extent that required trenching for super silt fence does not sever or wound compression roots which can lead to structural failure and/or uprooting of trees shall be erected at the limits of clearing and grading as shown on the demolition, and phase I & II erosion and sediment control sheets, as may be modified by the "Root Pruning" proffer below.

All tree protection fencing shall be installed after the tree preservation walk-through meeting but prior to any clearing and grading activities, including the demolition of any existing structures. The installation of all tree protection fencing shall be performed under the supervision of a certified arborist, and accomplished in a manner that does not harm existing vegetation that is to be preserved. Three (3) days prior to the commencement of any clearing, grading or demolition activities, but subsequent to the installation of the tree protection fencing, the UFMD shall be notified and given the opportunity to inspect the site to ensure that all tree protection fencing has been correctly installed. If it is determined that the fencing has not been installed correctly, no grading or construction activities shall occur until the fencing is installed correctly, as determined by the UFMD.

35. Root Pruning. The Applicant shall root prune, as needed, to comply with the tree preservation requirements of these proffers. All treatments shall be clearly identified, labeled, and detailed on the erosion and sediment control sheets of the applicable site plan. The details for these treatments shall be reviewed and approved by the UFMD, accomplished in a manner that protects affected and adjacent vegetation to be preserved, and may include, but not be limited to the following:

- Root pruning shall be done with a trencher or vibratory plow to a depth of 18 inches.

- Root pruning shall take place prior to any clearing and grading, or demolition of structures.

- Root pruning shall be conducted with the supervision of a certified arborist.

- An UFMD representative shall be informed when all root pruning and tree protection fence installation is complete.

36. Demolition of Existing Structures. The demolition of all existing features and structures outside the limits of clearing and grading areas shown on an approved FDP or final site plan shall be conducted in a manner that does not impact individual trees and/or groups of trees that are to be preserved as reviewed and approved by the UFMD. To the extent feasible, materials resulting from demolition shall be recycled.

37. Site Monitoring. During any clearing or tree/vegetation/structure removal on the Application Property, a representative of the Applicant shall be present to monitor the process and ensure that the activities are conducted as proffered and as approved by the UFMD. The Applicant shall retain the services of a certified arborist, or registered consulting arborist, to monitor all construction and demolition work and tree preservation efforts in order to ensure conformance with all tree preservation proffers, and UFMD approvals. The monitoring schedule shall be described and detailed in the applicable tree preservation plan, and be reviewed and approved by the UFMD.

STREETSCAPE

38. Streetscape. Streetscape elements shall be installed throughout the Application Property as generally illustrated on the CDP. Streetscape elements shall include: a landscape amenity panel located immediately behind the face of curb; a clear pedestrian sidewalk adjacent to the landscape amenity panel; and a building zone between the pedestrian sidewalk and the face of the building that is designed to allow access to the building and/or additional landscaping adjacent to residential uses and also storefront browsing, outdoor display, outdoor dining, and similar uses adjacent to Retail/Service uses. Outdoor display and outdoor dining areas shall be permitted within the building zone, but not within pedestrian sidewalk areas. Streetscape elements may be adjusted at the time of FDP and site plan review, and individual Buildings may have slight variations, provided the quality of the streetscape is consistent with that shown on the CDP. Tree planting sites are set forth conceptually on the CDP, and are subject to revision as may be approved on the FDP or at site plan by the UFMD. The Applicant shall retain the services of a qualified professional, such as, but not limited to, certified arborist, landscape architect, certified horticulturist or registered consulting arborist, to monitor the design and inspect the planting of the street trees and shall notify UFMD in writing or by electronic mail no later than three business days prior to tree pit construction to allow for County inspection.

A. Invasive Species. Invasive species, as defined by the PFM, shall not be used within the streetscape and landscaped open space areas.

B. Utilities. Utilities, including, but not limited to water, sanitary sewer and storm sewer utility lines, shall be installed within the street network in accordance with the "Transportation Design Standards for Tysons Corner Urban Center" to the maximum extent feasible as determined by DPWES or shall be placed in locations that do not conflict with the landscaped open space areas and streetscape elements

shown on the CDP and/or subsequent FDPs as determined by the Applicant and DPWES. If there is no other option as determined by the Applicant in consultation with DPWES and DPZ, utilities may be placed within open space or streetscape areas provided that the long-term health of trees and other plantings is ensured by the provision of sufficient soil volume as shown on the CDP, and subsequent FDPs, as determined by the UFMD. A conceptual utility plan shall be overlaid on the landscape plan submitted with each FDP or FDPA filed subsequently to approval of the rezoning applications and shall include the location of any utility vaults and maintenance points to stormwater management facilities. Adjustments to the type and location of plantings shall be permitted to avoid conflicts with utilities and other site engineering considerations. If at the time of site plan approval, street trees shown on the FDP are in conflict with existing or proposed utilities and alternative locations for the street trees satisfactory to UFMD cannot be accommodated, the Applicant may delete such trees without the need for the issuance of a minor modification approved by DPZ or the approval of a PCA, CDPA or FDPA.

C. Access to Stormwater Management Facilities. Maintenance access points to SWM Facilities (as defined in Proffer 84.D.), beneath the streetscape should be located outside clear pedestrian walkway zone of the streetscape to the extent feasible. If the access points must be located in the walkway zone, they shall be designed as a lift out panel, or similar acceptable method, with the same paving materials as the walkway (subject to Americans with Disabilities Act (ADA) requirements), be flush with the walkway, and meet ADA accessibility requirements. The location of maintenance access points shall be shown on each FDP.

D. Sight Distance. If determined at the time of site plan approval that street tree locations conflict with sight distance requirements, the Applicant shall make efforts to gain approval of said trees by making minor adjustments to their locations or by removing their lower branches. However, in the event VDOT, Fairfax County or any applicable utility company does not approve such tree locations, the Applicant shall be permitted to relocate tree location(s) in consultation with UFMD and without the need for the issuance of a minor modification approved by DPZ or approval of a PCA, CDPA or FDPA, provided that the ten-year tree canopy requirements as shown on the approved CDP are met.

E. Fire Marshal. If determined at site plan approval that street tree locations conflict with Fire Marshal access comments, the Applicant shall make efforts to gain approval of said trees by making minor adjustments to their locations or by removing their lower branches. However, in the event the Fire Marshal does not approve such tree locations, the Applicant shall be permitted to relocate those tree location(s) in consultation with UFMD and without the need for the issuance of a minor modification approved by DPZ or approval of a PCA, CDPA or FDPA, provided that the ten-year tree canopy requirements as shown on the approved CDP are met.

F. Streetscape Materials. Unified and high quality streetscape materials shall be provided as generally shown on the CDP, and may include, but not be limited to, unit pavers, seat walls, tree space edging, lighting, traffic signal poles, benches, trash receptacles and other hardscape elements. A Streetscape Furnishing and Materials Plan shall be provided with all FDP and FDPA submissions. These plans shall include general product information and approximate locations of furnishings and materials to be located in the streetscape between the building face and the curb, and in other public realm open spaces. Materials, furnishings, and lighting shall be compatible with the "Tysons Corner Urban Design Guidelines" endorsed by the Board on January 24, 2012 and coordinated with the Tysons Partnership, but shall not be subject to approval by the Tysons Partnership.

G. Signage. Signage for the Application Property shall be provided in accordance with the requirements of Article 12 of the Zoning Ordinance. Alternatively, the Applicant may seek approval of a Comprehensive Sign Plan ("CSP") for all or a portion of the Application Property. The placement of traffic control signage on public streets shall be coordinated with, and is subject to, VDOT review and approval. Wayfinding signage and elements shall be coordinated with the Tysons Partnership so as to facilitate a consistent wayfinding and signage system throughout the Tysons East District, but shall not be subject to approval by the Tysons Partnership. Wayfinding shall provide direction to locations of prominent attractions, parks, cultural arts destinations, and other public amenities.

H. Maintenance. The areas between the back of curb and the back of the clear pedestrian sidewalk whether located within the public right-of-way or on private land with public access easements shall be designated as the Pedestrian Realm. The Applicant, or the Administrative Group (the "AG," as defined in Proffer 76), once established, on behalf of the Applicant, shall be responsible for obtaining all required VDOT permits related to the Pedestrian Realm, for maintaining and replacing in-kind all Pedestrian Realm elements, including those located within or abutting public right-of-way. The Applicant or AG shall enter into the appropriate agreement, in a form approved by the Office of the County Attorney, with the County (or other public entity, as needed) to permit the Applicant or the AG to perform such maintenance within publicly-owned portions of the Pedestrian Realm. Neither the Applicant nor the AG shall be required to repair or restore any elements of the Pedestrian Realm within publicly-owned areas that are damaged by public contractors, or permittees that are not acting under the direct authority of the Applicant or the AG. An alternative maintenance agreement, such as a Business Improvement District, may be entered into upon written agreement of both the County and the Applicant and/or AG without the requirement for a PCA. Maintenance commitments include, but are not limited to:

(i) All plantings including trees, shrubs, perennials, and annuals;

(ii) All associated irrigation elements, exclusive of the public water supply;

(iii) All hard surfaces;

(iv) All streetscape furnishings including benches, bike racks and non-standard structures;

(v) All lighting poles, brackets and fixtures, exclusive of Dominion Virginia Power electric service;

(vi) All non-VDOT standard sign posts, traffic signal poles, pedestrian signal poles, mast arms, signal heads and control boxes, exclusive of Dominion Virginia Power electric equipment;

(vii) Snow removal;

(viii) Leaf removal;

(ix) Trash, recycling and litter removal;

(x) Decorative retaining walls;

(xi) Special drainage features, such as Low Impact Design facilities; and

(xii) All urban park amenities including horticultural care, maintenance of all water features, irrigation, lighting, furnishings, paving, and art.

As determined at the time of FDP approval, where the final streetscape design cannot be fully implemented during certain phases of development the Applicant shall provide interim streetscape improvements as described herein.

I. Ownership of the Streetscape/Pedestrian Realm. Portions of the streetscape/Pedestrian Realm shall be dedicated in fee simple to the County of Fairfax (or equivalent government body or agency), as conceptually shown on the CDP, subject to the following conditions:

(i) The County shall permit all stormwater and other facilities to be constructed and maintained as generally shown on the CDP, as may be amended by future FDPs not submitted concurrent with the CDP, subject to the Applicant accepting maintenance responsibilities for such facilities;

(ii) The County shall permit the Applicant to use security-related features, including, but not limited to, bollards, that are constructed within streetscape areas and shown on an approved FDP. The FDP shall include a narrative describing the importance/necessity of the features for a specific tenant;

(iii) The Applicant shall continue to maintain the Pedestrian Realm facilities as described in these proffers;

(iv) Dedication of any portions of the Pedestrian Realm intended to be publicly-owned shall occur at site plan for a Building Site; and

(v) Dedications shall be subject to a reservation held by the Applicant to allow future utility installation, construction access, temporary construction and grading, and other easements reasonably necessary for the convenient development, operation, maintenance, repair and/or redevelopment of the Applicant's adjacent property.

J. Private Ownership of Streetscape/Pedestrian Realm. The Applicant shall work diligently with VDOT and the County during the FDP and site plan approval processes to ensure that the streets and the area of the landscape amenity panel/sidewalk can be accepted by VDOT and/or the County as public streets. The Applicant shall dedicate and convey in fee simple right-of-way, including the area of the landscape amenity panel/sidewalk, to the Board at time of site plan approval, with the following exceptions:

(i) If at the time of site plan approval it is determined that stormwater management facilities or other similar facilities proposed to be located beneath the landscape amenity panel/sidewalk will prevent VDOT and/or Fairfax County from accepting the landscape amenity panel/sidewalk within the right-of-way, the Applicant shall provide dedication measuring 18 inches from the proposed back of curb line and shall reserve for potential future dedication the landscape amenity panel and sidewalk areas. The possible location of electric vaults beneath the landscape amenity panel/sidewalk shall be evaluated at time of site plan and, if location beneath the landscape amenity panel/sidewalk is necessary, shall be subject to the provisions of this proffer. A temporary public access easement in a form acceptable to the County Attorney shall be recorded over the reserved landscape amenity panel/sidewalk areas until such time as such areas are dedicated. This reservation area shall include easements that allow for the installation of signage necessary for safety and operation of the street as well as parking regulation equipment by VDOT and/or the County. In addition, the Applicant shall provide easements within the amenity panel/sidewalk area for bus shelters as determined at the time of FDP or site plan. Conveyance of the amenity panel/sidewalk areas to the Board shall occur following construction of the street and streetscape improvements and final street acceptance inspection by Fairfax County and/or VDOT subject to the stipulations in these Proffers.

Should it be determined following final street acceptance inspection that the landscape amenity panel and sidewalk areas continue to be unacceptable to VDOT and/or Fairfax County for inclusion in the right-of-way, the reservation of potential future dedication of the landscape amenity panel and sidewalk areas shall be released and the Applicant shall grant a public sidewalk and utility easement, in a form acceptable to the Office of the County Attorney. This easement shall allow for the

installation of signage necessary for safety and operation of the street as well as parking regulation equipment by VDOT and/or the County. In addition, the Applicant shall provide easements within the amenity panel area for bus shelters as determined at the time of FDP or site plan.

(ii) If at the time of site plan approval it is unclear whether stormwater management facilities, electric vaults if necessary, or other similar facilities proposed to be located beneath the landscape amenity panel/sidewalk will be acceptable to VDOT and/or Fairfax County, the Applicant shall provide dedication measuring 18 inches from the proposed back of curb line at the time of site plan approval and shall reserve for potential future dedication the landscape amenity panel and sidewalk areas. A temporary public access easement in a form acceptable to the County Attorney shall be recorded over the reserved landscape amenity panel/sidewalk areas until such time as such areas are dedicated. The reservation area shall include easements that allow for the installation of signage necessary for safety and operation of the street as well as parking regulation equipment by VDOT and/or the County. In addition, the Applicant shall provide easements within the amenity panel/sidewalk area for bus shelters as determined at the time of FDP or site plan. Conveyance of the amenity panel/sidewalk areas to the Board shall occur following construction of the street and streetscape improvements and final street acceptance inspection by Fairfax County and/or VDOT subject to the stipulations in these Proffers.

Should it be determined following final street acceptance inspection that the landscape amenity panel and sidewalk areas are not acceptable to VDOT and/or Fairfax County to be included in the right-of-way, the reservation of potential future dedication of the landscape amenity panel and sidewalk areas shall be released and the Applicant shall grant a public sidewalk and utility easement, in a form acceptable to the Office of the County Attorney. This easement shall allow for the installation of signage necessary for safety and operation of the street as well as parking regulation equipment by VDOT and/or the County. In addition, the Applicant shall provide easements within the amenity panel area for bus shelters as determined at the time of FDP or site plan.

K. Interim Conditions. Due to the size of the Application Property and the time anticipated for its full build-out, phased redevelopment may result in various interim conditions associated with the Application Property as reflected on Sheets A6.01 through A6.03 of the CDP. At the time of FDP submission for a Building Site, the Applicant shall identify the specific proposed interim conditions within such FDP area and the area immediately abutting it and shall ensure such conditions provide safe and reasonable pedestrian connections and vehicular access and circulation. Phased conditions as shown on the FDP shall comply with the following general standards:

(i) Application of a temporary screening system (which may be removable) to the façades of above ground parking garages that will be interior when later phases are complete, but that are exposed at phase lines for more than a one-year period. This screening system shall be applied to all levels above grade and shall be composed of an architecturally designed system that may reflect basic architectural lines of the permanent façades and/or vegetation or other techniques, and shall partially obscure the garage view from outside the garage until the next phase is constructed. As may be appropriate, the specific temporary screening system to be utilized for each garage shall be determined at the time of FDP submission and depicted on the FDP. Other alternate temporary garage screening and the use of banners consistent with Article 12 or any approved Comprehensive Sign Plan and/or temporary art works as a part of the screening system may be approved at the time of FDP approval;

(ii) Grading and seeding of areas on the Application Property, where existing improvements are removed to accommodate a portion of the development shown for each Building Site, but which are not used for construction staging and/or are not scheduled to have construction commenced on them within 12 months; and

(iii) Provision of attractive temporary construction fencing, which may include public art, signage or way-finding elements. Signage shall comply with Article 12 of the Zoning Ordinance or alternatively with an approved Comprehensive Sign Plan.

L. Incorporation of Design Standards. The Applicant reserves the right, in its sole discretion, to utilize and follow in part, or in whole, the "Tysons Corner Urban Design Guidelines" endorsed by the Board on January 24, 2012 in lieu of the design specifications of these proffers to the extent such specifications are covered by such guidelines.

PRIVATE RECREATION FACILITIES

39. Private Amenities and Recreational Facilities for Residential Uses. Pursuant to Paragraph 2 of Section 6-508 and Paragraph 2 of Section 16-404 of the Zoning Ordinance, the Applicant shall provide a minimum of $1,800.00 per market-rate and workforce residential dwelling unit toward construction of developed on-site recreation facilities for each residential building. Prior to final bond release for each building, the balance of any funds not expended, as determined by DPWES, shall be contributed to the Fairfax County Park Authority ("FCPA") for the provision of recreation facilities serving Tysons Corner.

The specific facilities and amenities to be provided for each individual residential building, or shared between two or more residential buildings, which shall be for the use and enjoyment of the residents of those buildings, shall be determined at the time of subsequent FDP approval. Amenities to be provided may include, but are not limited to:

A. Private exterior recreational areas or courtyards, which may be located on the top of residential buildings, upper levels of parking podiums or in at grade open areas, which may include pool facilities, informal seating areas, sport courts, landscaping, rooftop gardening areas, hardscape areas, passive recreation areas, or other private amenities and recreational facilities as determined by the Applicant.

B. Interior fitness centers furnished with exercise equipment that may include, but are not limited to, stationary bikes, treadmills, weight machines and free weights, but not necessarily staffed.

C. Club rooms and/or entertainment centers for resident gatherings.

The Applicant reserves the right to construct a health club or gym within one or more of the office buildings or the hotel on the Application Property. The Applicant shall have the option of allowing residents of the Application Property to use the facility at no cost. Said facilities shall be determined at time of FDP submission for the Building Site, and may serve as private recreation amenities for residents of the Application Property if residents are not charged for use. Should this option be implemented, and residents are allowed to use the facility at no cost, the construction costs of the facilities may be counted toward the minimum recreation expenditure described herein.

PARKS AND OPEN SPACE

40. Publicly-Accessible Park and Open Space Areas. Provision of publicly-accessible at grade park and open space areas shall be in general conformance with the concepts, locations and minimum acreages depicted on the CDP and as further described in these proffers as may be adjusted at time of FDP and site plan approval to allow for final engineering and design considerations. While public access easements shall be granted for these areas, the Applicant shall retain private ownership and reserves the right to reasonably restrict access for limited times for special events, security, maintenance and repairs and/or safety purposes. The CDP depicts the following park and open space areas:

A. Frances Park containing approximately 33,410 square feet that may be constructed in two phases, as conceptually shown on Sheet L-5 of the CDP. The final park area shall be determined at time of FDP. Frances Park shall be constructed as a multi-generational park that shall include passive and active elements that will be selected and installed subject to the limitations associated with an existing storm drainage easement. Potential activities and amenities may include parkour stations, playgrounds, picnic areas, interactive water features, benches, seating, public art and paths/trails.

B. A naturalized park referred to as Scotts Run Park containing approximately 2.3 acres as conceptually shown on Sheets L-3 and L-3A of the CDP. The final park area shall be determined at time of FDP. The naturalized park shall include a trail as shown on the CDP that connects to an existing off-site trail. Said trail shall be provided as shown on Sheets A6.01, A6.02 and A6.03 of the CDP.

C. The Applicant reserves the right to change, from time to time, the name of Frances Park and any other named parks, trails or other elements depicted on the CDP or referred to herein without the necessity of a PCA, CDPA or other approval.

41. Tabulation of Open Space. The publicly-accessible open space tabulations as set forth on the CDP shall be achieved when redevelopment of the entire Application Property is complete, in accordance with Paragraph 2 of Section 16-403 of the Zoning Ordinance.

PUBLIC SCHOOLS CONTRIBUTION

42. Public Schools Contribution. Prior to the issuance of the first RUP for each residential building, the amount of $10,825.00 per student for students projected to be generated by such building shall be contributed to the Board, or DPWES, for transfer to Fairfax County Public Schools ("FCPS") to be utilized for capital improvements and capacity enhancements at the schools that students generated by these residential buildings will attend. This contribution shall be based on student yield ratios of .050, .017 and .030 per unit for elementary, middle and high school, respectively. Such contribution shall be made at the time of issuance of the first RUP for each residential building.

If prior to site plan approval for a residential building, the County should increase the accepted ratio of students per subject multifamily unit or the amount of the contribution per student, the amount of the contribution shall be increased for that building to reflect the current ratio and/or contribution. This contribution is not subject to the provisions of Proffer 90. If the County should decrease the ratio or contribution amount, the amount of the contribution shall be decreased to reflect the current ratio and/or contribution.

TRANSPORTATION IMPROVEMENTS

43. Definition of "Construct". The term "construct" as used with respect to the transportation improvements referenced in these proffers shall mean such transportation improvement is open for use by the traveling public whether or not such improvement has been accepted by VDOT for maintenance.

44. Orientation of Roadways. For purposes of these transportation proffers only, Route 123 is considered to be oriented in a north-south direction; Scotts Crossing Road is considered oriented east-west. All other roadways parallel to Route 123 and Scotts Crossing Road shall be considered oriented consistent with two mainlines referenced in this proffer.

45. Transportation Design Standards for Tysons Corner Urban Center. All public and private streets within the Application Property and proposed herein shall be subject to and designed in general conformance with the Transportation Design Standards for Tysons Corner Urban Center dated September 13, 2011, as may be amended, subject to the approval of any permitted waivers/modifications which may be granted.

46. Internal Grid of Streets The Applicant shall construct a grid of streets on the Application Property in conjunction with the redevelopment of each Building Site in accordance with the Phasing Sheets and in substantial conformance with the CDP. Frontage improvements along Scotts Crossing Road and/or any other public street may be constructed pursuant to VDOT public roadway improvement plans (the "Road Plans") as described more fully in these proffers. In such an event, all other improvements (other than the roadway frontage) shown on the CDP will be constructed in accordance with the phasing exhibits for each individual building.

The functional classification of the roadways comprising the grid of streets on and abutting the Application Property is summarized below:

Street	Classification
Dolley Madison Boulevard	Low Speed Boulevard (Public)
Scotts Crossing Road	Avenue (Public)
Future Connector Road	Collector (Public)
North Dartford Drive	Local (Public)
Grover Street	Local Street (Public)
Frances Drive	Local Street (Temporary/Private)

The Applicant reserves the right to rename any of the proposed public collector and local streets to be constructed within the limits of the Application Property at the time of site plan approval.

47. On-Site Road Improvements. All on-site public road improvements, on-site Private Streets, and on-site Private Access Drives together with appropriate/required pavement transitions shall be constructed with the redevelopment of individual Building Sites as discussed above and as reflected on the Phasing Sheets, subject to VDOT approval and in consultation with FCDOT. Such improvements shall be constructed prior to issuance of the first initial RUP or Non-RUP for the individual new building to be constructed. Such on-site road improvements shall consist of the following:

A. Grover Street. The Applicant shall construct Grover Street (a portion of which shall be public and the remainder private as shown on the CDP) as a two-lane local street with on-street parking provided along both sides of the roadway as generally depicted in the CDP and more specifically as shown on Sheets A6.01 through A6.03 of the CDP. The connection of Grover Street to Scotts Crossing Road shall be designed to provide for right-in/right-out movements. The extent, final design, and timing of these improvements shall be provided in conjunction with the development of individual Building Sites and shall be determined at the time of site plan approval for those individual Building Sites.

(i) As reflected on Phasing Sheets A6.01 through A6.03 of the CDP, the existing interim full movement access to/from Scotts Crossing Road to the interim commuter parking lot shall be retained to facilitate access to new

buildings B, D or E. In the event the Scotts Crossing Road improvements (reflected on the CDP) have been constructed by others prior to the submission of the first site plan for the first of new buildings B, D or E, then in such event, the Applicant shall, notwithstanding what is outlined in subparagraph (ii) below, construct that portion of the Future Connector Road and Frances Drive, as well as the right-in/right-out connection of Grover Street to Scotts Crossing Road all as reflected in the CDP and located within the limits of the Application Property prior to the issuance of the first RUP or Non-RUP for the applicable trigger building (B, D or E).

(ii) With the first of new building A or C to be constructed on the Application Property, the Applicant shall construct the portion of the Future Connector Road and Frances Drive reflected in the CDP and located within the limits of the Application Property. In addition and in conjunction with the construction of the Future Connector Road and Frances Drive, the Applicant shall, remove and scarify the existing interim commuter lot entrance to the Application Property from Scotts Crossing Road and construct the Grover Street connection to Scotts Crossing Road to permit right-in/right-out only movements as shown on the CDP.

(iii) At such time as Route 123 is reconfigured as a superstreet between the Dulles Airport and Access Road (DAAR) and I-495 then the Grover Street connection to Scotts Crossing Road shall be modified to provide for permanent right-in and right-out movements as ultimately reflected on the CDP.

B. North Dartford Drive. The Applicant shall construct North Dartford Drive as a two-lane, public, local roadway as depicted on Sheet L-8 of the CDP and as shown on Sheets A6.01 through A6.03 of the CDP. The intersection of Route 123 and North Dartford Drive shall be designed and constructed to ultimately permit left-in/right-in/right-out movements to/from North Dartford Drive in conjunction with the reconstruction of Route 123 as a superstreet by others. The extent, final design and timing of the improvements to North Dartford Drive shall be provided in conjunction with the development of individual Building Sites and shall be determined at the time of site plan approval for those individual Building Sites and in accordance with the following. Each Applicant, as to its respective Building Site, reserves the right, in its sole discretion, to complete such improvements as a single public road improvement or in separate segments, as long as at least the frontage improvements for the respective Building Site have been constructed prior to the issuance of the first initial RUP or Non-RUP for that Building Site.

(i) At such time as the Applicant completes and VDOT and FHWA approve an Interchange Modification Request (IMR) associated with the DAAR Eastbound Off-ramp at Route 123, then the connection of North Dartford Drive to Route 123, as shown on Sheet C5.0 of the CDP, shall be

constructed to permit right-in/right-out movements to/from Route 123. Those improvements identified in the IMR as needed to mitigate any impacts associated with the connection of North Dartford to Route 123 and deemed necessary by VDOT and/or FHWA shall be constructed by the Applicant as qualified below.

a. If the level of improvements necessary to facilitate the connection of North Dartford Drive to Route 123 are determined to be, in sole discretion of the Applicant, too costly to construct, then the Applicant shall be limited to the level of development outlined in Proffer 49.A.(i) until such time as the Future Connector Road is constructed and open for public use between Scotts Crossing Road and the DAAR Eastbound Off-ramp.

(ii) Left-in movements from Route 123 to North Dartford Drive as shown on Sheet C5.1 of the CDP shall only be permitted with the reconfiguration of Route 123 as a superstreet between the DAAR and I-495.

(iii) The section of North Dartford Drive from Grover Street west to the Future Connector Road will be designed and constructed in accordance with public street standards applicable to a "local" street but will be privately maintained until such time as the Future Connector Road is constructed by others and VDOT accepts this section of North Dartford Drive into the state system for maintenance. The right-of-way for this section of North Dartford Drive shall be reserved for future dedication for public street purposes until such time as VDOT is prepared to accept the segment described above.

C. Future Connector Road. The Applicant shall dedicate right-of-way for and construct a portion of the Future Connector Road to provide for three (3) outbound lanes and two (2) inbound lanes at its intersection with Scotts Crossing Road as shown on the CDP north to Frances Drive. The Applicant shall further dedicate two (2) additional rights-of-way on the Application Property as reflected on the CDP for the extension of the Future Connector Road north to the DAAR eastbound off-ramp in order to provide a continuous public roadway between Scotts Crossing Road and the DAAR ramp. The two dedication areas are identified on the CDP as Section A and Section B.

(i) Section A extends from the northernmost boundary of 2015 Tax Map: 29-4 ((12)) common area to the proposed centerline of North Dartford Drive (generally along the rear of Building Site "A"); and Section B extends from the centerline of North Dartford Drive north to the northernmost limit of the Application Property (generally along the rear of the Building Site "B").

(ii) The Section A and B areas shall be dedicated, in fee simple to the Fairfax County Board of Supervisors at the time of site plan approval for Building

A and/or Building B, respectively or no later than 60 days after such time as Fairfax County and/or VDOT has requested in writing that the Applicant provide the dedication of one or both such Sections, whichever first occurs. This Proffer in no way obligates the Applicant or its Successors or Assigns to construct any portion of this Future Connector Road within the limits of the two (2) dedication areas (Sections A or B).

(iii) At such time as Fairfax County acquires all land area required for Future Connector Road, the Applicant shall offer to convey approximately 13,509 square feet of land to the owners of 2015 Tax Map: 29-4 ((12)) common area in exchange for approximately 1,919 square feet of land as shown on Sheet S1.0 of the CDP.

D. Frances Drive. Frances Drive shall be designed and constructed as a temporary private street between Grover Street and the Future Connector Road and available for use by the public. Although not a public street, Frances Drive shall be constructed of materials and depth of pavement consistent with public street standards and in accordance with the PFM. A public access easement in a standard form acceptable to the County Attorney shall be granted over Frances Drive prior to the issuance of the first RUP or Non-RUP for the first of Buildings A1 or C. Coincident with the construction of the Future Connector Road such that a continuous public street connection between Scotts Crossing Road and North Dartford Drive is available and open to traffic, then the Applicant shall remove and scarify Frances Drive and the area shall be incorporated into Frances Park

48. Future Connector Road Contribution. Prior to the issuance of the first RUP or Non-RUP for each new building on the Application Property, the Applicant shall contribute (one time) to the County, $0.62 per gross square foot associated with the specific building receiving the RUP or Non-RUP towards the construction of the Future Connector Road from the southernmost property line with 29-4 ((12)) common area north to the DAAR Eastbound off-ramp. In the event the FHWA and/or MWAA does not approve the connection of the Future Connector Road to the DAAR Eastbound off-ramp, then the County may use those funds for other transportation improvements in the Tysons East District.

49. Development Phasing. Future transportation improvements in the Tysons East District to increase network capacity include a new Future Connector Road between Scotts Crossing Road and the Dulles Airport Access Off-ramp and a North-South Connector (North Dartford Drive) that extends north from Route 123 to the Connector Road. Prior to the construction of 1) the Future Connector Road or 2) the connection of North Dartford Drive to Route 123, development of the Application Property shall occur in accordance with the following:

A. Prior to the construction of one of the two connections listed above, overall new development on the Application Property shall be limited to the following:

(i) 763,200 GFA of office uses, 397,600 GSF of residential uses and 39,200 GFA of retail/service uses; or

(ii) Any combination of office, residential, hotel and retail/service uses, which generate an equivalent or lesser number of gross peak hour trips to those uses listed in subparagraph (i) above based on rates/equations published in ITE's *Trip Generation* manual.

(iii) Development on the Application Property may exceed the development levels set forth in Paragraph A (i) or (ii) above if the Applicant can demonstrate to FCDOT and VDOT that additional development can be accommodated by the current roadway network in place or with either the acceleration of proffered improvements and/or the provision of alternative/additional improvements. At the time of FDP or FDPA submission for any new development on the Application Property that exceeds the limitations set forth in Paragraph A (i) or (ii) above, the Applicant may submit a supplemental operational analysis to FCDOT and VDOT to assess the impacts of such additional development on the surrounding transportation network. The scope of said supplemental analysis shall be developed in conjunction with both agencies and reflect updated information/traffic conditions. As part of the analysis, the Applicant may propose an acceleration of proffered improvements and/or the provision of alternative/additional improvements needed to support the level of new development proposed with the FDP or FDPA. Such improvements shall be subject to FCDOT and VDOT approval and the Applicant may provide such alternative/additional improvements without the necessity for a PCA, CDPA and/or FDPA.

a. If the results of the supplemental operational analysis indicate that additional development levels beyond those listed in Paragraph A (i) or (ii) can be accommodated with the current roadway network in place or with either the acceleration of proffered improvements and/or the provision of alternative/additional improvements, then the Applicant may proceed with the development (as reflected in the supplemental operational analysis) provided those improvements identified by the supplemental operational analysis are constructed prior to the issuance of the first RUP or Non-RUP for the first new building, which exceeds the prior levels of development outlined in 49.A.(i) or (ii).

b. If the Applicant proposes to accelerate any proffered improvements, it may utilize any such funds contributed by others towards those specific improvements if available and/or may request credit for accelerated improvements against proffered contributions for the Tysons Grid of Streets Transportation Fund or the Tysons-wide Transportation Fund.

B. Following the construction of the street grid including 1) the Future Connector Road connecting Scotts Crossing Road with the Dulles Airport Access Off-ramp or 2) North Dartford Street's connection to Route 123 as a right in/right out, together with any improvements to the DAAR eastbound off-ramp identified by the IMR and constructed by the Applicant, development on the Application Property shall be permitted up to the maximum GFA of 1,500,000 square feet as reflected in the CDP without the need for any supplemental operational analysis as described in Paragraph A (iii) above.

50. Route 123 Super Street Concept. The Applicant shall contribute a total of $45,000.00 (equivalent to approximately $0.03 per square foot of new GFA) to Fairfax County in support of the Level of Service waiver approved by VDOT on April 12, 2013 towards the reconstruction of Route 123 between the DAAR and I-495 as a super street. Notwithstanding Proffer 90, these contributions shall only be adjusted at the time of payment and from the date of VDOT's approval of the advance preliminary design (APD) plans being completed by the Applicant in conjunction with proffers adopted in conjunction with RZ 2011-PR-010 and RZ 2011-PR-011, and as permitted by Section 15.2-2303.2 of the Code of Virginia as amended. Fifty (50%) percent of the total contribution (approximately $22,500.00) shall be paid coincident with the approval of the first site plan filed on the Application Property. The remaining fifty percent (50%) of the total contribution shall be paid at the time of site plan approval for the second new Building on the Property.

51. Supplemental Traffic Analyses. At the time of FDP or site plan submission for each new Building Site subsequent to the rezoning applications, supplemental traffic analyses of points of access to the Building Site shall be provided if requested by VDOT and/or FCDOT, and only if the trip generation associated with an individual Building Site within the limits of the FDP or site plan is more than 100 additional directional peak hour trips (inbound or outbound) over that anticipated as reflected on the CDP and in the Traffic Impact Study prepared by Wells & Associates dated May 23, 2011 as revised through November 30, 2012. Such supplemental operational analyses shall be limited to an assessment of those driveways and/or turn lanes serving the particular Building Site.

52. Notification Letter. At the time of filing the first site plan for each new Building Site on the Application Property, a notification letter shall be sent to the Director of FCDOT. The purpose of this letter is to facilitate coordination with DPWES to ensure site plans are consistent with the Transportation Design Standards for Tysons Corner.

53. Scotts Crossing Road/Future Connector Road Traffic Signal. A warrant study for installation of a new traffic signal at the Scotts Crossing Road/Future Connector Road intersection shall be submitted no earlier than six (6) months and no later than twelve (12) months after issuance of the first initial RUP or Non-RUP for the first of new Buildings A or C to be constructed on the Application Property. In the event the signal is warranted, then the Applicant shall design, equip and install said signal, including those pedestrian features as may be required by VDOT. Notwithstanding the aforementioned, in the event Scotts Crossing Road has been improved by others prior to the issuance of the first RUP or Non-RUP for the first of any new Buildings on the Application Property,

then, in such event, the first warrant study shall be completed and submitted no earlier than six (6) months and no later than twelve (12) months after the same.

In the event the signal is not warranted at the time of the initial warrant study, then the Applicant shall conduct a second warrant analysis no earlier than six (6) months or later than twelve (12) months after the issuance of the first RUP or Non-RUP for the third (3rd) Building to be constructed on the Application Property. In the event the signal is warranted, then the Applicant shall design, equip and install said signal, including those pedestrian features as may be required by VDOT.

If not warranted with the second analysis, then the Applicant shall complete a third warrant study within twenty-four (24) months after the issuance of the first RUP or Non-RUP for the last new building to be constructed on the Application Property. In the event the signal is then warranted, the Applicant shall design, equip and install said signal, including those pedestrian features as may be required by VDOT. If not warranted with the last new building on the Application Property, then the Applicant's obligation to construct or fund such signal is deemed null and void and this proffer is of no further force or effect.

At any time, the Applicant may use any funds which have been escrowed with Fairfax County by others toward the signalization of this intersection if available.

In the event the signal has been constructed by others prior to any of the warrant triggers listed above, then the Applicant shall contribute $50,000.00 toward the installation of this signal by others within sixty (60) days of the County's written request. In such event, the Applicant's obligation to complete any remaining warrant studies or construct the signal is deemed null and void and this proffer is of no further force or effect.

54. North Dartford Drive/Grover Street Traffic Signal. A warrant study for installation of a new traffic signal at the North Dartford Drive/Grover Street intersection shall be submitted no earlier than six (6) months and no later than twelve (12) months after issuance of the first initial RUP or Non-RUP for the fourth of new Buildings A through E to be constructed on the Application Property. In the event the signal is warranted, then the Applicant shall design, equip and install said signal, including those pedestrian features as may be required by VDOT. If not warranted, then the Applicant's obligation to construct or fund such signal is deemed null and void and this proffer is of no further force and effect.

55. Traffic Signal Modifications. If previously constructed by others prior to submission of the first site plan for the first new building on the Application Property, a signal modification plan for the Scotts Crossing Road/Future Connector Road intersection shall be submitted to VDOT and such signal modifications, including pedestrian enhancements as may be required by VDOT and in accordance with the phasing exhibits shall be constructed.

56. Dolley Madison Boulevard Signal Timing Plans. Concurrent with the approval of the first site plan for the third new building to be constructed on the Application Property, the

Applicant shall contribute a total of $15,000.00 to be used to modify the signal timings in the Dolley Madison Boulevard corridor between the Capital Beltway and the Dulles Access Road. If at time of site plan submission for the last new building on the Application Property, signal timing modifications have not been requested by VDOT for the Route 123 corridor, the County may utilize those funds for other transportation improvements/enhancements in the Tysons East District as coordinated with the Providence District Supervisor.

57. Dolley Madison Boulevard/Scotts Crossing Road Intersection. No earlier than six (6) months or no later than twelve (12) months after the issuance of the first RUP or Non-RUP for the fourth building on the Application Property, the Applicant shall complete a queuing analysis associated with northbound left-turns on Route 123 at Scotts Crossing Road. If said AM peak hour queue exceeds the available storage, then the Applicant shall contribute $0.02 per square foot for each new building to be constructed on the Application Property. Said monies shall be used to further the implementation of the Route 123 superstreet improvement project or towards the retiming of the signals along Route 123 between Old Meadow Road and Anderson Road if approved by VDOT. If the AM peak hour queues are not exceeding the available storage, then no contribution is required and this proffer is of no further force and effect.

58. Timing of Completion. Upon demonstration by the Applicant that, despite diligent efforts or due to factors beyond the Applicant's control, any of the required transportation improvements have been delayed (due to, but not limited to, an inability to secure necessary permission for utility relocations and/or VDOT approval for traffic signals, necessary easements, site plan approval, etc.) beyond the timeframes specified, the Zoning Administrator may agree to a later date for completion of such improvement.

59. Grid of Streets Transportation Fund (the "Tysons Grid Fund") Contribution. The Applicant shall contribute the sum of $6.71 per square foot of GFA for new non-residential space and $1,042.00 per residential unit constructed on the Application Property in accordance with the Tysons Grid Fund adopted by the Board on January 8, 2013, as amended and subject to credits/in-kind contributions as permitted and identified below. Pursuant to The Tysons Grid Fund Guidelines (the "Guidelines"), the Applicant's contribution to the Tysons Grid Fund shall be made on a building by building basis in accordance with the Guidelines.

- In the event the Applicant must obtain off-site rights-of-way and/or easements to construct any of the improvements listed above, then the cost of such acquisition shall also be creditable against the Grid Fund.

- If the Applicant accelerates any of the improvements listed above and in accordance with Proffer 47 then the Applicant shall be afforded a pro-rata, as determined in consultation with FCDOT, credit towards the advancement of those improvements as described in Proffer 46 and depicted on the phasing sheets of the CDP.

- Notwithstanding the above, the Applicant shall be afforded a credit, as determined in consultation with FCDOT, toward the construction of the portion of the Future Connector Road from Frances Drive north to the DAAR Eastbound Off-ramp as depicted on the CDP. Said credit shall be based on the percentage of future non-Scotts Run North traffic utilizing the connection as reflected in the Tysons East CTIA (approximately 74%). In the event the FHWA and MWAA do not approve the connection of the Future Connector Road to the DAAR Eastbound Off-ramp, then the Applicant's credit may be reduced or eliminated upon consultation with FCDOT.

60. Buy Out – Phase I District. At least sixty (60) days prior to recording any residential condominium documents that would change the use of one or more Building Sites from a multi-family residential real property that is primarily leased or rented to residential tenants or other occupants by an owner who is engaged in such a business which is taxable for purposes of the now existing Phase I Dulles Rail Transportation Improvement District (the "Phase I District") to a use that is not subject to the Phase I District tax, the Applicant shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to record such condominium documents for that Building Site. Prior to recording the condominium documents, the Applicant shall pay to Fairfax County a sum equal to the then-present value of Phase I District taxes based on the use of that Building Site prior to becoming subject to the condominium that will be lost as a result of recording the condominium documents, in accordance with a formula approved by the Board of Supervisors.

61. Tysons-Wide Transportation Fund (the "Tysons-Wide Fund") Contribution. The Applicant shall contribute the sum of $5.87 per square foot of GFA for all new non-residential development and $1,042.00 for each residential unit constructed on the Application Property in accordance with the Tysons-Wide Fund as adopted by the Board on January 8, 2013, as amended and subject to credits as may be permitted by the Board. The contribution shall be made on a building by building basis as set forth in the adopted Tysons-Wide Fund. This contribution shall not apply to any public facilities constructed on the Application Property. These payments may be made earlier than required pursuant to this paragraph at the sole discretion of the Applicant.

In the event the Board expands the list of Tysons-Wide projects as reflected on Table 7 of the Comprehensive Plan to include the Route 123 Super Street Concept proffered to herein by the Applicant, then the Applicant reserves the right to seek pro-rata credit for funds in excess of those specified in Proffer 49.B for the improvement of Route 123 in accordance with the Board's guidelines for the Tysons-Wide Fund. Any pro-rata credit sought by the Applicant will be based on its proportional share of trips as reflected in the Tysons East CTIA and/or the Traffic Impact Study prepared by Wells + Associates, Inc. for Scotts Run Station dated May 23, 2011, as revised through November 30, 2012.

62. Congestion Management Plan. The Applicant shall prepare and implement a construction congestion management plan during construction of each Building Site, as

appropriate, through its development/construction manager and the TPM (as defined in Proffer 77), so as to provide safe and efficient pedestrian and vehicle circulation at all times on the Application Property and on the public roadways adjoining the Application Property (each a "Congestion Management Plan").

A. Each Congestion Management Plan shall identify anticipated construction entrances, construction staging areas, construction vehicle routes and procedures for coordination with FCDOT and/or VDOT concerning construction material deliveries, lane closures, and/or other construction related activities to minimize disturbance on the surrounding road network.

B. Each Congestion Management Plan shall also require the Applicant to coordinate its construction activities throughout construction with VDOT and FCDOT.

C. Such Congestion Management Plans shall be prepared by a qualified professional and submitted in connection with the VDOT permit for construction on the subject Building Site. In addition, the TPM shall coordinate any adjustments to the TDM Plan (as defined in Proffer 77) as necessary to address each Congestion Management Plan.

PEDESTRIAN CIRCULATION

63. Pedestrian Circulation. Pedestrian connectivity shall be provided throughout the Application Property generally consistent with the concepts shown on the "Pedestrian Circulation Plan" on Sheets L-2 and L-2A of the CDP, through the use of elements such as sidewalks, trails, bus shelters, bus pull-offs and lawn areas, including connections to open space, trails and/or sidewalks located off-site. Off-site connections to existing trails, sidewalks, and/or open space, if any, shall be constructed subject to receipt of all necessary off-site easements provided by others to the Applicant at no cost, other than administrative costs associated with recordation of said easement among the land records of Fairfax County. The Applicant shall make diligent efforts to obtain necessary off-site easements and, if requested, shall provide documentation demonstrating same to DPZ. If the necessary off-site easements cannot be obtained, the cost to construct the portion of such sidewalk or trail from the Application Property boundary to the existing or planned location of the off-site sidewalk or trail shall be escrowed with Fairfax County and, upon payment, the obligations of this proffer shall be deemed satisfied. Pedestrian connections, including off-site connections, interim connections and crosswalks, shall be included at FDP for each Building Site.

PUBLIC STREET RIGHT-OF-WAY

64. Public Streets. The Applicant shall work diligently with VDOT and the County during the FDP and site plan approval processes to ensure that the improvements proposed to existing and new public streets be accepted into the VDOT system for maintenance. As may be necessary with respect to all of the existing and new public streets, right-of-way as associated with each Building Site, and as may be further qualified by these proffers,

shall be dedicated and conveyed to the Board in fee simple, as applicable, at the time of site plan approval. The dedicated area shall be shown at time of FDP and shall generally be from building zone to building zone as shown on the CDP and as further qualified by Proffer 38. In the event VDOT does not accept any dedicated public street as identified on the CDP and Proffer 46 for maintenance within seven (7) years of opening any street for public use, then such street may be retained by the Applicant, within its sole discretion and upon notification of the same to FCDOT, as a private street subject to a public access and maintenance agreement in a form acceptable to the County Attorney. In such event, a PCA, CDPA and/or FDPA will not be required and any density credit accrued with dedication pursuant to Section 2-308 of the Zoning Ordinance shall be retained by the Applicant.

65. Public Street Standards. All public street improvements proposed herein shall be subject to VDOT approval, and shall be in general conformance with the "Transportation Design Standards for Tysons Corner Urban Center," dated September 13, 2011, as may be amended, and subject to any permitted modifications and/or waivers that may be granted.

66. Vacations and Abandonments. In the event any public street right-of-way located within the Application Property or that abuts the Application Property, is vacated and/or abandoned subsequent to approval of the rezoning applications, such right-of-way area will become zoned to the PTC District pursuant to Section 2-203 of the Zoning Ordinance and such right-of-way area may be used, without requiring a PCA, CDPA or FDPA, for utilities and to accommodate sidewalks and streetscape elements consistent with the street sections shown on the CDP and/or with the Tysons Corner Urban Design Guidelines endorsed by the Board on January 24, 2012. Any vacated right-of-way shall be dedicated by the Applicant at no cost as necessary to implement the grid of streets described herein.

BICYCLE IMPROVEMENTS

67. Bicycle Facilities. The Applicant shall provide bicycle racks, bike lockers, and/or bike storage areas on the Application Property, the specific locations of which shall be determined at the time of FDP approval, and may be further refined/modified at site plan, but in either event in consultation with FCDOT or its designee. The bicycle racks shall be as shown on the CDP, or such other design approved by FCDOT. The total number of bike parking/storage spaces shall be consistent with the Fairfax County Policy and Guidelines for Bicycle Parking for each building or group of buildings as determined at FDP**.** Signage shall be posted on the exterior side of the buildings near the entrances to bike parking/storage space to indicate bike parking/storage.

PARKING

68. Parking. Parking on the Application Property shall be provided in accordance with the parking requirements for the PTC District set forth in Section 6-509 and Article 11 of the Zoning Ordinance, and as shown on the CDP. Tandem and valet parking, shall be permitted and, subject to Board approval shall count toward parking requirements. Tandem parking spaces may be used for residential units with two cars and in office and

hotel buildings where spaces are assigned by building management. The exact number of spaces to be provided shall be refined with approval of the FDP and determined at the time of site plan approval based on the specific uses. If changes in the mix of uses result in parking greater than that anticipated on the CDP, the additional parking spaces shall be accommodated within the proposed parking structures, without increasing the height or mass of the parking structures and buildings. The Applicant, to the extent feasible, shall provide controlled access to parking garages and, if installed, shall ensure that the control equipment is capable of counting vehicles entering and exiting all garages.

69. Future Revisions. The Applicant reserves the right to provide parking at different rates as may be permitted by a future amendment to the Zoning Ordinance. Optional use of revised rates shall not require a CDPA or PCA, provided there is no increase in the size or height of above-ground parking structures.

70. On-Street Parking on Private Streets. On-street parking may be provided on the private streets to meet the parking requirements of the Zoning Ordinance, so long as such spaces are striped and meet the dimension requirements of the PFM, subject to receiving approval of any necessary waivers and/or modifications. Parking on private streets may be restricted through appropriate signage or such other means as determined appropriate by the Applicant as to its respective Building Site, and on-street parking spaces along any private streets and future public streets prior to dedication, that otherwise are not required to satisfy the parking requirements may be used as temporary or short term parking, car-sharing parking and/or similar uses.

71. On-Street Parking on Public Streets. On-street parking spaces along the public street frontages associated with each respective Building Site may be constructed as generally shown on the CDP and as may be adjusted at the time of FDP and/or site plan approval. If requested by the County and/or VDOT, signs shall be installed that restrict the use of those public on-street parking spaces. Public on-street parking spaces would be in addition to the total number of required parking spaces to be provided for each Building Site.

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

73. Paid Parking for Non-Residential Uses. The Applicant may charge for parking on Building Sites, on a per-space basis, at rates that the Applicant deems to be market-competitive. At its sole option, the Applicant may elect to charge for parking within some or all of the parking levels associated with commercial building sites and on portions of the street network that are privately owned.

74. Temporary Trees on Interim Surface Parking Lot. The existing commercial parking lot may continue to be used for parking as the Application Property develops consistent with Proffer 12 and the phasing as shown on Sheets A6.01 through A6.03 of the CDP. Said parking may necessitate installation of temporary street trees in existing grass areas along the perimeter of such lot at a minimum size of 2.0 inches in caliper approximately every

50 feet, to the extent feasible as determined by UFMD based on existing conditions and utility easements at time of site plan for any Building Site adjacent to the commercial parking lot. This interim street tree planting shall not be required to meet the minimum planting width/area standard for permanent street trees. No interior parking lot landscaping shall be required nor provided for the interim surface lot.

TRANSPORTATION DEMAND MANAGEMENT ("TDM")

75. Tysons Transportation Management Association. The Applicant shall make a contribution to the Tysons Partnership towards the transportation management association (the "TMA"), which was established for the Tysons Corner Urban Center and to which all other Tysons property owners may also contribute.

A. The Applicant shall make a one-time contribution to the Tysons Partnership Transportation Council for the TMA based on a participation rate of $0.10 per gross square foot of new office uses and $0.05 per gross square foot of new residential uses to be constructed on the Application Property.

B. The contribution shall be paid on a Building by Building basis at the time of site plan approval for each new residential and office Building constructed on the Application Property, but in any event no later than ten (10) years from the date of this rezoning approval.

C. If subsequent to the approval of this rezoning FCDOT approves the TMA as the administrator of TDM programs for the Tysons Corner Urban Center, then the Applicant may, in its sole discretion, join or otherwise become associated with such entity and transfer some functions of this TDM program to the TMA. Further, if determined by FCDOT that a proactive private TDM program is no longer necessary, the TDM structure in this Proffer may be rendered null and void in whole or in part, without the need for a PCA.

76. TDM Administrative Group. At such time as the Applicant has completed construction activities associated with the redevelopment of the Application Property and has terminated marketing activities for the sale of any of the Application Property, then at such time, the Applicant's obligation to the administration of this TDM proffer shall be null and void and of no further force or effect. At such time, the TDM Administration Group (the "AG") shall fund, implement and administer the transportation demand management program (the "TDM Program") for the Application Property as described more fully below. The AG shall include one representative for each of the Building Sites depicted on the CDP. Prior to approval of the first site plan for new office development on the Application Property, evidence shall be provided to FCDOT that the terms and conditions associated with the AG have been established.

77. Transportation Demand Management Plan. The proffered elements of the TDM Program as set forth below are more fully described in the Scotts Run Station Transportation Demand Management Plan prepared by Wells + Associates, Inc. dated December 10, 2012 (the "TDM Plan") as may be amended. It is the intent of this Proffer that the TDM

Plan will adapt over time to respond to the changing transportation related circumstances of the Application Property, the surrounding community and the region, as well as to technological and/or other improvements, all with the objective of meeting the trip reduction goals as set forth in these Proffers. Accordingly, modifications, revisions, and supplements to the TDM Plan as coordinated with FCDOT can be made without the need for a PCA provided that the TDM Plan continues to reflect the proffered elements of the TDM Program as set forth below.

A. Definitions. For purposes of this Proffer, "Stabilization" shall be deemed to occur one (1) year following issuance of the last initial RUP or Non-RUP for the 5th new building to be constructed on the Application Property. "Pre-stabilization" shall be deemed to occur any time prior to Stabilization.

B. Trip Reduction Objective. The objective of this TDM Program shall be to reduce the vehicle trips generated by residents and office tenants of the Application Property (i.e., not including trips from hotel and retail uses), during weekday peak hours associated with the adjacent streets as more fully described in the TDM Plan, by meeting the percentage vehicle trip reductions established by the Comprehensive Plan as set forth below. These trip reduction percentages shall be multiplied by the total number of residential and office vehicle trips that would be expected to be generated by the uses developed on the Application Property as determined by the application of the Institute of Traffic Engineers, 8th Edition, Trip Generation rates and/or equations (the "ITE Trip Generation"), and the number of trips determined by the product of such equation shall be referred to herein as the "Maximum Trips After Reduction."

For purposes of this calculation, the maximum number of dwelling units or the total gross square footage of office uses proposed to be constructed in each building on the Application Property as determined at the time of site plan approval for each building shall be applied to the calculation described in the preceding sentence. The target reductions shall be as follows:

Development Levels	Percentage Vehicle Trip Reduction
Up to 65 million sq.ft. of GFA	35%
65 million sq.ft. of GFA	40%
84 million sq.ft. of GFA	45%
90 million sq.ft. of GFA	48%
96 million sq.ft. of GFA	50%
105 million sq.ft. of GFA	53%
113 million sq.ft. of GFA	55%

The trip reduction goals outlined above are predicated on the achievement of specific development levels within the Tysons Corner Urban Center as anticipated in the Comprehensive Plan. Prior to undertaking trip measurements, the TDM Program Manager (TPM) shall, in consultation with the County, provide a summary of the then existing development levels in Tysons Corner (based on

RUPs and Non-RUPS issued) in order to determine the appropriate vehicle trip reduction goal.

If through an amendment to the Comprehensive Plan, the Board should subsequently adopt a goal for trip reductions that is lower than that committed to in this Proffer, then the provisions of this Proffer shall be adjusted accordingly without requiring a PCA.

C. TDM Program Components – Site-Wide. The TDM Program shall include, but not necessarily be limited to, the following site-wide components, each of which are more fully described in the TDM Plan:

(i) TDM Program Management.

(ii) TDM Program Branding.

(iii) Transportation Program Web Site.

(iv) Promotion of Real Time Transit Information.

(v) Transportation Access Guide.

(vi) Live/work/play marketing to new tenants.

(vii) Pedestrian/bicycle accommodations.

(viii) Monitoring/reporting.

(ix) Parking Management.

(x) Commuter Café.

D. TDM Program Components – Residential. The TDM Program shall include, but not necessarily be limited to the following residential components, each of which is more fully described in the TDM Plan.

(i) Residential Transportation Coordinators.

(ii) Try Transit Campaign for new residents.

E. TDM Program Components – Office. The TDM Program shall include, but not necessarily be limited to the following office components, each of which is more fully described in the TDM Plan.

(i) Office Transportation Coordinators.

(ii) Coordinated Outreach and Marketing Activities with TDM Providers.

(iii) Try Transit Campaign for new employees.

(iv) Provision of information with regard to Pretax Metrorail, Vanpool, and Bicycle Benefit Programs.

(v) Provision of information with regard to Guaranteed Ride Home Program.

(vi) Provision of information with regard to Carpool Matching Program.

(vii) Provision of information with regard to Telework and Variable Work Hours.

(viii) Provision of information with regard to Coordinate Outreach and Marketing Activities with TDM Providers.

F. Process of Implementation. The TDM Program shall be implemented as follows, provided that modifications, revisions, and supplements to the implementation process as set forth herein as coordinated with FCDOT can be made without requiring a PCA.

(i) TDM Program Manager. If not previously appointed, the Applicant or AG shall appoint and continuously employ, or cause to be employed, a TPM for Scotts Run Station. The TPM shall be appointed by the Applicant no later than sixty (60) days after the issuance of the first building permit for the first new building to be constructed on the Application Property. The TPM duties may be part of other duties associated with the appointee. The Applicant shall notify FCDOT and the District Supervisor in writing within 10 days of the initial appointment of the TPM. Thereafter the Applicant or AG shall do the same within ten (10) days of any change in such appointment.

(ii) TDM Work Plan, Annual Report and TDM Budget. The TPM shall prepare and submit to FCDOT an initial TDM Work Plan ("TDMWP") and Annual Budget no later than 180 days after issuance of the first building permit for the first new building on the Application Property. Every calendar year thereafter but no later than September 15th, the TPM shall submit an Annual Report, which may revise the Annual Budget in order to incorporate any new construction on the Application Property. The Annual Report shall include, at a minimum:

a. Details as to the components of the TDM program that will be put into action that year;

b. Any revisions to the budget needed to implement the program for the coming calendar year;

c. A summary of existing development levels in the Tysons Corner Urban Center, as well as specific to Scotts Run Station;

d. A determination of the applicable Maximum Trips After Reduction for the Application Property;

e. Provision of the specific details associated with the monitoring and reporting requirements of the TDM program in accordance with the TDM plan; and

f. Submission of the results of any Person Surveys and Vehicular Traffic Counts conducted on the Application Property in conjunction with each year's Annual Report.

The Annual Report and Budget shall be reviewed by FCDOT. If FCDOT has not responded with any comments within sixty (60) days after submission, then the Annual Report and Budget shall be deemed approved and the program elements shall be implemented. If FCDOT responds with comments on the Annual Report and Budget, then the TPM will coordinate with FCDOT staff within fifteen (15) days of receipt of the County's comments. Thereafter, but in any event, no later than thirty (30) days after the meeting, the TPM shall submit such revisions to the program and/or budget as discussed and agreed to with FCDOT and begin implementation of the approved program and fund the approved TDM Budget. Thereafter, the TPM, in conjunction with each annual report summarizing the results of the TDM Program to be submitted no later than September 15th (the "Annual Report"), shall update the Annual Report and TDM Budget for each succeeding calendar year, modify or enhance program elements and establish a budget to cover the costs of implementation of the program for such year. The expected annual amounts of the TDM Budget are further described in the TDM Plan.

G. TDM Account. The Applicant, through the TPM, shall establish a separate interest bearing account with a bank or other financial institution qualified to do business in Virginia (the "TDM Account") within 30 days after approval of the initial TDMWP and TDM Budget. All interest earned on the principal shall remain in the TDM Account and shall be used by the TPM for TDM purposes. The TDM Account shall be funded by the Applicant through the TPM. The documents that establish the AG shall provide that the TDM Account shall not be eliminated as a line item in the governing budget and that funds in the TDM Account shall not be utilized for purposes other than to fund TDM strategies/programs and/or specific infrastructure needs as may be approved in consultation with FCDOT.

Funding of the TDM Account shall be in accordance with the budget for the TDM Program elements to be implemented in the following year. In no event shall the TDM Budget exceed a baseline of $161,500.00 (this amount shall be adjusted annually from the date of rezoning approvals for the Application Property (the "Base Year")) and shall be adjusted on each anniversary thereafter of the Base Year as permitted by Virginia Code Section 15.2-2303.3 in accordance with

Proffer 90. The TPM shall provide written documentation to FCDOT demonstrating the establishment of the TDM Account within ten (10) days of its establishment. The TDM Account shall be replenished annually thereafter following the establishment of each year's TDM Budget. The TDM Account shall be managed by the TPM.

H. TDM Remedy Fund. At the same time the TPM creates and the Applicant funds the TDM Account, the TPM shall establish a separate interest bearing account (referred to as the "TDM Remedy Fund) with a bank or other financial institution qualified to do business in Virginia. Funding of the TDM Remedy Fund shall be made one time on a building by building basis at the rate of $0.40 per gross square foot of new office uses and $0.30 per gross square foot of new residential uses on the Application Property. Funding shall be provided by the building owners prior to the issuance of the first initial RUP or Non-RUP for each applicable new building. This amount shall be adjusted annually from the date of rezoning approvals of the Application Property (the "Base Year") and shall be adjusted on each anniversary thereafter of the Base Year as permitted by VA. Code Ann. Section 15.2-2303.3. Funds from the TDM Remedy Fund shall be drawn upon only for purposes of immediate need for TDM funding and may be drawn on prior to any TDM Budget adjustments as may be required.

I. TDM Incentive Fund. The "TDM Incentive Fund" is an account into which the building owners, through the TPM, shall deposit contributions to fund a multimodal incentive program for initial purchasers/lessees within the Application Property. Such contributions shall be made one time on a building by building basis at the rate of $0.02 per gross square foot of new office or residential uses to be constructed on the Application Property and provided prior to the issuance of the first RUP or Non-RUP for each individual building.

J. TDM Penalty Fund. The "TDM Penalty Fund" is an account into which the Building Owners shall, through the TPM, deposit penalty payments as may be required to be paid pursuant to this Proffer for non-attainment of trip reduction goals. The County may withdraw funds from the TDM Penalty Fund for the implementation of additional TDM Program elements/incentives and/or congestion management associated with Scotts Run North, or for other TDM-related improvements or programs within Tysons Corner. To secure the Owners' obligations to make payments into the TDM Penalty Fund, the Owners shall provide the County with a letter of credit or a cash escrow as further described below. Prior to the issuance of the first RUP or Non-RUP for each new building on the Application Property, the TPM shall:

(i) Establish the TDM Penalty Fund, if not previously established by the TPM, and/or

(ii) Deliver to the County a clean, irrevocable letter of credit issued by a banking institution approved by the County or escrow cash in an interest-bearing account with an escrow agent acceptable to DPWES to secure the

Owners' obligations to make payments into the TDM Penalty Fund (the "Letter(s) of Credit or Cash Escrow(s)"). The Letter(s) of Credit or Cash Escrow(s) shall be issued in an amount equal to $0.10 for each square foot of new office GFA or $0.05 for each square foot of new residential GFA shown on the approved site plan for each new building on the Application Property. Until the Letter(s) of Credit or Cash Escrow(s) has been posted, the figures in the preceding sentence shall be adjusted annually from the first day of the calendar month following the date on which the first RUP or Non-RUP, as the case may be, for the first new building on the Application Property has been issued using the date of rezoning approvals as the base year. Once the Letter(s) of Credit or Cash Escrow(s) has been posted, there shall be no further adjustments or increases in the amount thereof. The Letter(s) of Credit or Cash Escrow(s) shall name the County as the beneficiary and shall permit partial draws or a full draw. The foregoing stated amount(s) of the Letter(s) of Credit or Cash Escrow(s) shall be reduced by the sum of any and all previous draws under the Letter(s) of Credit or Cash Escrow(s) and payments by the Owners (or the TPM) into the TDM Penalty Fund as provided below.

K. Monitoring. The TPM shall verify that the proffered trip reduction goals are being met through the completion of Person Surveys, Vehicular Traffic Counts of residential and/or office uses and/or other such methods as may be reviewed and approved by FCDOT. The results of such Person Surveys and Vehicular Traffic Counts shall be provided to FCDOT as part of the Annual Reporting process. Person Surveys and Vehicular Traffic Counts shall be conducted for the Application Property beginning one year following issuance of the final initial RUP or Non-RUP for the first new building to be constructed on the Application Property. Person Surveys shall be conducted every three (3) years and Vehicular Traffic Counts shall be collected annually thereafter until the results of three consecutive annual traffic counts conducted upon Stabilization show that the applicable trip reduction goals for the Application Property have been met. At such time and notwithstanding the provisions below, Person Surveys and Vehicular Traffic Counts shall thereafter be provided every five (5) years. Notwithstanding the aforementioned, at any time prior to or after Stabilization, FCDOT may suspend such Vehicle Traffic Counts or Person Surveys if conditions warrant.

(i) Remedies and Penalties.

a. Pre-Stabilization. If the Maximum Trips After Reduction for the Application Property is exceeded as evidenced by the Vehicular Traffic Counts outlined above, then the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the TDM Plan and Annual Report.

Such remedial measures shall be funded by the Remedy Fund, as may be necessary, and based on the expenditure program that follows:

Maximum Trips Exceeded	Remedy Expenditure
Up to 1%	No Remedy needed
1.1% to 3%	1% of Remedy fund
3.1% to 6%	2% of Remedy Fund
6.1% to 10%	4% of Remedy Fund
Over 10%	8% of Remedy Fund

1) If the results of the Vehicular Traffic Counts conducted during Pre-Stabilization show that the trip reduction goals have been met site-wide for three (3) consecutive years in accordance with the goals outlined on the table below, then a portion of the Remedy Fund as outlined in the same table shall be released back to the building owner(s) through the AG. The amount released will be relative to the amount contributed by those buildings constructed and occupied at the time Vehicular Traffic Counts are conducted. Any funds remaining in the Remedy Fund after such release will be carried over to the next consecutive three (3) year period.

Up to 65,000,000 Square Feet of GFA in Tysons		**65-84,000,000 Square Feet of GFA in Tysons**		**84-90,000,000 Square Feet of GFA in Tysons**	
Meet or Exceed Trip Goal for 3 years by:	Cumulative % Remedy Fund Returned	Meet or Exceed Trip Goal for 3 years by:	Cumulative % Remedy Fund Returned	Meet or Exceed Trip Goal for 3 years by:	Cumulative % Remedy Fund Returned
0% - 4.9%	30%	0.0% - 4.9%	50%	0.0% - 4.9%	65%
5% - 10%	50%	5% - 10%	65%	5% - 8%	80%
10.1% - 15%	65%	10.1% - 13%	80%	8.1% - 10%	90%
15.1% - 18%	80%	13.1% - 15%	90%	>10%	100%
18.1 - 20%	90%	>15%	100%		
>20%	100%				
90-96,000,000 Square Feet of GFA in Tysons		**96-113,000,000 Square Feet of GFA in Tysons**		**113,000,000+ Square Feet of GFA in Tysons**	

Meet or Exceed Trip Goal for 3 years by:	Cumulative % Remedy Fund Returned	Meet or Exceed Trip Goal for 3 years by:	Cumulative % Remedy Fund Returned	Meet or Exceed Trip Goal for 3 years by:	Cumulative % Remedy Fund Returned
0.0% - 4.9%	80%	0.0% - 4.9%	90%	> 0.0%	100%
5% - 8%	90%	5%	100%		
>8%	100%				

2) There is no requirement to replenish the TDM Remedy Fund at any time. Any cash left in the Remedy Fund will be released to the AG for final distribution to the owners once three consecutive annual Vehicular Traffic Counts conducted after Stabilization show that the trip reduction goals have been met.

b. Stabilization. If the TDM Program monitoring, as evidenced by the Vehicular Traffic Counts outlined above, reveals that the Maximum Trips After Reduction for the Application Property is exceeded, then the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the TDM Plan and Annual Report and funded by the Remedy Fund (if available) as may be necessary, commensurate with the extent of deviation from the Maximum Trips After Reduction goal as set forth in accordance with the expenditure schedule outlined above.

1) If the results of the traffic counts conducted upon and subsequent to Stabilization show that the trip reduction goals have been met site-wide for three (3) consecutive years in accordance with the goals outlined on the table above, then any remaining Remedy Funds shall be released back to the building owner(s) through the AG.

2) If despite the implementation of remedial efforts, the applicable Maximum Trips After Reduction (based on the existing development levels in the Tysons Corner Urban Center as described in Proffer 77.B.) are still exceeded after three (3) consecutive years, then, in addition to addressing further remedial measures as set forth in this Proffer, the TPM shall be assessed a penalty according to the following:

Exceeded Trip Goals	Penalty
Less than 1%	No Penalty Due
3.1% to 6%	10% of Penalty Fund
6.1% to 10%	15% of Penalty Fund
Over 10%	20% of Penalty Fund

3) The AG through the TPM shall make the payments required by this Proffer into the TDM Penalty Fund upon written demand by the County, and the County shall be authorized to withdraw the amounts on deposit in the TDM Penalty Fund. If the AG fails to make the required penalty payment to the TDM Penalty Fund within thirty (30) days after written demand, the County shall have the ability to withdraw the penalty amount directly from the Letter(s) of Credit or Cash Escrow(s).

4) The maximum amount of penalties associated with the Application Property, and the maximum amount the AG shall ever be required to pay pursuant to the penalty provisions of this Proffer, including prior to and after Stabilization, shall not in the aggregate exceed the amount of the Letter(s) of Credit or Cash Escrow(s) determined and computed pursuant to the provisions of the above Proffer. There is no requirement to replenish the TDM Penalty Fund at any time. The Letter(s) of Credit and/or any cash left in the Cash Escrow(s) shall be released to the AG once three (3) consecutive counts conducted upon Stabilization show that the Maximum Trips After Reduction have not been exceeded.

L. Additional Trip Counts. If an Annual Report indicates that a change has occurred that is significant enough to reasonably call into question whether the applicable vehicle trip reduction goals are continuing to be met, then FCDOT may require the TPM to conduct additional Vehicular Traffic Counts (pursuant to the methodology set forth in the TDM Plan) within 90 days to determine whether in fact such objectives are being met. If any such Vehicular Traffic Counts demonstrate that the applicable vehicle trip reduction goals are not being met, then the TPM shall meet with FCDOT to review the TDM strategies in place and to develop modifications to the TDM Plan to address the surplus of trips.

M. Review of Trip Reduction Goals. At any time and concurrent with remedial actions and/or the payment of penalties as outlined in Proffer 77.J., the AG may request that FCDOT review the vehicle trip reduction goals established for the Application Property and set a revised lower goal for the Application Property consistent with the results of such surveys and vehicular traffic counts provided for by this Proffer. In the event a revised lower goal is established for the

Application Property, the Maximum Trips After Reduction shall be revised accordingly for the subsequent review period without the need for a PCA.

N. Continuing Implementation. The AG through the TPM shall bear sole responsibility for continuing implementation of the TDM Program and compliance with this Proffer in accordance with the timeline established in Proffer 77.F. above. The AG through the TPM shall continue to administer the TDM Program in the ordinary course in accordance with this Proffer including submission of Annual Reports.

O. Notice to Owners. All owners of the Application Property shall be advised of the TDM Program set forth in this Proffer. The then current owner shall advise all successor owners and/or developers of their funding obligations pursuant to the requirements of this Proffer prior to purchase and the requirements of the TDM Program, including the annual contribution to the TDM Program (as provided herein), shall be included in all initial and subsequent purchase documents.

P. Enforcement. If the TPM fails to timely submit a report to FCDOT as required by this Proffer, the TPM will have sixty (60) days within which to cure such violation. If after such sixty (60) day period the TPM has not submitted the delinquent report, then the AG shall be Application to a penalty of $100.00 per day not to exceed $36,500.00 for any one incident. Such penalty shall be payable to Fairfax County to be used for multimodal, transit, transportation, or congestion management improvements within the vicinity of the Application Property, or in consultation with the TPM, for other TDM-related improvements or programs within Tysons Corner.

78. Transportation Demand Management for Retail/Hotel Uses. As provided in the above Proffer, certain components of the TDM Plan are applicable to and will benefit any proposed retail/hotel uses on the Application Property. Therefore, the Applicant will provide an additional TDM program tailored to specifically serve the Retail/Hotel Uses (the "Retail/Hotel TDM Program"). In no event will remedies, incentives, and penalties be assessed against any Retail/Hotel Uses, which may be established on the Application Property, nor will such uses contribute to the annual budget associated with the TDM Program for the Application Property.

A. Goals of the Retail/Hotel TDM Program. Because tenants of the Retail stores and Hotels and their employees work hours that are atypical of the standard work day, these tenants and their employees do not necessarily travel to and from the Application Property during Peak Hours. Given this, the Retail/Hotel TDM Program shall encourage Retail tenants, Hotel Guests and the Retail/Hotel employees to utilize transit, carpools, walking, biking and other non-Single Occupancy Vehicle ("non-SOV") modes of transportation to travel to and from the Application Property rather than focusing on the specific trip reductions during the weekday AM or PM Peak Hours.

B. Components of the Retail/Hotel TDM Program. The Retail/Hotel TDM Program shall include, at a minimum, the components applicable to the Application Property that are described in this Proffer and the additional components provided below. These additional components may be subsequently amended by mutual agreement between the Applicant and FCDOT. All amendments to the components of the Retail/Hotel TDM Program contained in this Proffer shall be approved by FCDOT and will not require a PCA. The Retail/Hotel TDM Program components are further described in the TDM Plan.

C. Employee/Tenant Meetings. The TPM shall hold an annual TDM meeting with the Retail store tenants and Hotel Managers to review the available transit options, changes in transit service and other relevant transit-related topics. Based on these meetings, the TPM shall work with Fairfax County to consider changes to the relevant services, such as changes to bus schedules, if such changes would provide better service to the Application Property tenants and their employees.

D. Regional TDM Programs. The TPM shall make information available to Retail store tenants, Hotel Guests and the Retail/Hotel employees about regional TDM programs that promote alternative commuting options. This shall include information on vanpools, carpools, guaranteed ride home and other programs offered by organizations in the Washington, D.C. Metropolitan Area.

E. Retail/Hotel TDM Program Participation Outreach. The TPM shall endeavor in good faith to encourage participation by Retail store tenants and Hotel Management in the Retail/Hotel TDM Program, including the encouragement of financial participation by such tenants through their direct offering of transit benefit programs and transit incentives to their employees. Actions taken by the TPM and property management in furtherance of this objective may include dissemination of information to, and solicitation of participation from, the tenant's in-store management at appropriate intervals. The TPM shall include a report to the County with respect to the activities described in the TDM Proffer as part of the Annual Report to be filed with the County. This report shall include detailed accounts of the outreach efforts and the feedback and response from the tenants.

79. Intelligent Transportation Systems. To optimize safe and efficient travel in Tysons, the Applicant shall incorporate and maintain a system that provides pertinent traffic and transit information that allows users to make informed travel decisions. This information shall be provided at initial occupancy of each building. The delivery of this information shall be made convenient for building occupants and visitors, such as via computer, cell phone, monitors, or similar technology. Such devices shall provide, but not be limited to, information on the following:

A. Traffic conditions, road hazards, construction work zones, and road detours.

B. Arrival times and delays on Metrorail, Tysons Circulator, and area bus routes.

The Applicant shall work with FCDOT and/or the Tysons Partnership to identify sources and facilitate electronic transmittal of data. Furthermore, the Applicant shall participate in efforts to implement any future dynamic traffic management program for the Tysons area.

AFFORDABLE/WORKFORCE HOUSING

80. Affordable Dwelling Units. If required by the provisions of Part 8 of Article 2 of the Zoning Ordinance, Affordable Dwelling Units ("ADUs") shall be provided pursuant to said regulations unless modified by the ADU Advisory Board.

81. Workforce Dwelling Units. In addition to any ADUs that may be required, the Applicant shall provide rental housing units on the Application Property, or off-site as determined at time of FDP submission, in accordance with the Board's Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010 (the "WDU Guidelines"). Workforce Dwelling Units ("WDUs") shall be provided such that the total number of ADUs, if any, plus the total number of WDUs results in not less than twenty percent (20%) of the total rental residential units constructed on the Application Property. The 20% applies to the total number of dwelling units to be constructed on the Application Property plus any WDUs that may be provided off-site. If ADUs are provided in the development, both the ADUs and the ADU bonus units shall be deducted from the total number of dwelling units on which the WDU calculation is based. The WDUs generated by each rental residential building shall be provided within such Building Site, or off-site. Any WDUs provided off-site shall be located within the Tysons Corner Urban Center or as approved by DPZ. In addition, the Applicant reserves the right to consolidate the WDUs into one or more Building Sites with the build-out of the Application Property, and thereby increase the number of WDUs in one or more Building Sites beyond twenty percent (20%) with a corresponding decrease in the number of WDUs in the other Building Sites. The WDUs in each building shall have a bedroom mix similar to the bedroom mix of the market rate units in the same building. If the WDUs are constructed in a stand-alone building on or off-site, the bedroom mix of the WDUs shall be similar to the bedroom mix of the market rate units of the same unit type on the Application Property and such WDUs will include all of the income tiers as set forth in the WDU Guidelines. Additionally, in the event that parking spaces are guaranteed to be made available for lease to individual market rate dwelling units, at least one (1) parking space shall be made available for lease by each ADU and/or WDU.

82. Agreements. Notwithstanding the foregoing, the Applicant reserves the right to enter into a separate binding written agreement with the appropriate Fairfax County agency as to the terms and conditions of the administration of the WDUs. Such an agreement shall be on terms mutually acceptable to both the Applicant and Fairfax County and may occur after the approval of the rezoning applications. Neither the Board nor Fairfax County shall be obligated to execute such an agreement. If such an agreement is executed by all applicable parties, then the WDUs shall be administered solely in accordance with such an agreement and the provisions of these proffers as they apply to WDUs shall become null and void and of no further force and effect. Such an agreement and any modifications thereto shall be recorded in the land records of Fairfax County.

83. Non-Residential Affordable Housing Contribution. For all non-residential development, excluding ground floor commercial retail/services and public uses, the Applicant shall select, within its sole discretion, one of the following two options for contributing toward the provision of affordable and/or workforce housing within Tysons Corner. These contributions shall be made to the Board, be deposited in a specific fund to be used solely for this purpose within Tysons Corner and shall be payable at the time of issuance of the initial Non-RUPs for new office buildings or the hotel on the Application Property, excluding any retail/service uses and public uses. The options shall consist of either (i) a one-time contribution of $3.00 for each square foot of GFA of new office or hotel use, or (ii) an annual contribution of $0.25 for each square foot of GFA of new office or hotel use continuing for a total of sixteen (16) years. Should the Board adopt new policies for the reallocation or reduction of non-residential affordable housing contributions in Tysons Corner, the Applicant may, within its discretion, elect to comply with these policies in lieu of the contributions described herein without the necessity of a CDPA or PCA.

STORMWATER MANAGEMENT

84. Stormwater Management. The Applicant shall provide the following with regard to stormwater management:

A. Stormwater Management Measures. Stormwater Management (SWM) measures for the Application Property shall be designed to protect receiving waters downstream of the Application Property by reducing runoff from impervious surfaces using a progressive approach. This progressive approach shall, to the maximum extent practicable, strive to retain on-site and/or reuse the first one inch of rainfall. Proposed SWM and Best Management Practice ("BMP") facilities shall follow a tiered approach as identified by DPWES, which may include infiltration facilities (where applicable), rainwater harvesting/detention vaults, runoff reducing facilities and other innovative BMPs.

B. LID Techniques. Site plans shall make use of LID techniques that will aid in pollution reduction, runoff volume reduction, promote rainwater reuse, or any combination thereof throughout the Building Site. Such techniques may include those items identified in the Virginia Department of Environmental Quality Stormwater BMP Clearinghouse or other such methods approved by DPWES. Proposed LID techniques may include, but not be limited to, extensive green roof, bio-retention, tree box filters, pervious hardscapes/streetscapes, and stormwater reuse (i.e. landscape irrigation, air conditioning unit makeup water, etc.).

Additionally, the SWM facilities shall be designed to accommodate not just the pre-developed (existing) peak release rates, but should also strive to preserve and/or improve the pre-developed (existing) runoff volumes as contemplated in the stormwater management-related credits of the project's registered version, available version, or the most current version, of the U.S. Green Building Council's applicable Leadership in Environmental Education and Design (LEED®) rating system (e.g., for LEED-NC 2009, the Stormwater Design-Quality

Control and Stormwater Design-Quality Control credits [Sustainable Sites 6.1 and 6.2]). The above noted SWM Facilities shall be designed, to the maximum extent practicable, to meet the requirements of the stormwater management-related credits of the project's registered version, available version, or the most current version of the U.S. Green Building Council's applicable LEED rating system for each building/phase of the development based upon the LEED Boundary identified with each building/phase.

C. Calculations at FDP. At the time of each FDP for the Application Property, the Applicant shall provide calculations for the area included in such FDP showing the proposed volume reductions and shall work cooperatively with DPWES and DPZ to ensure that the first one inch of rainfall is retained or reused to the maximum extent practicable. This requirement may be met on an individual building basis, between Building Sites or based upon the total area of the Application Property, provided that no Building Site owner may satisfy any SWM requirement by use of another Building Site without the consent of the owner of the other Building Site. Extended detention facilities and extended release techniques may be used to augment the proposed volume reductions. It is further understood that the Applicant may provide interim or temporary SWM and BMP measures during any interim phase of the development of the Application Property.

D. Each FDP for the Application Property shall include the location and preliminary design of the SWM facilities including the access points to underground vaults. Access points, detailed at the time of FDP, shall be located outside of the landscape amenity panel and sidewalk zone of the streetscape to the maximum extent practicable, and as further described in Proffer 38. Supporting information shall be included that is of sufficient detail, subject to determination by DPWES in coordination with the Environment and Development Review Branch of DPZ, to demonstrate the viability of the proposed stormwater management strategy for the area subject to the FDP. This information shall include the following:

(i) For any BMP involving filtration of water into the ground, soil testing information documenting that the soil will be able to support the proposed infiltration measure(s); and

(ii) For any measure involving storage and reuse of stormwater runoff, documentation supporting assumed levels of water usage.

E. Calculations at Site Plan. The specific SWM/BMP calculations and facilities shall be determined at the time of each site plan as shown on the applicable FDP, and as may be approved by DPWES. While it is anticipated that compliance with the goal of retaining and/or reusing the first one inch of rainfall will be confirmed at site plan by utilizing the proposed retention credits identified by Fairfax County as part of their stormwater spreadsheet, the Applicant reserves the right to utilize any combination of LIDs (existing and future) measures to meet this goal, subject to the review and approval of DPWES. Similarly, if all other County suggested

stormwater alternatives have been attempted, the Applicant reserves the right to over detain the runoff from a one-inch rainfall to a release rate that mimics that of a "good" forested condition.

It is understood that seasonal variations in reuse water demand will create fluctuations in the draw down period, and as such, the stormwater system will be designed to the extent practicable to not exceed 10 days of storage. If storage time exceeds 10 days, the Applicant shall have the right to discharge excess volumes off site at release rates approved by the Director of DPWES that will mimic release rates from a good forested condition for a significant majority of rainfall events and/or excess volume should be directed to other facilities using a "treatment train" approach, if possible, as approved by the Director of DPWES.

85. Tree Replacement. As shown on the CDP, the Applicant is requesting a modification of PFM Section 12-0505.6B to allow for trees located above any proposed percolation trench or bio-retention area to count toward the 10-year tree canopy requirement. In the event that any of the said trees may need to be removed for maintenance or repair of those facilities, the Applicant agrees to replace removed trees as determined by the UFMD to sustain the 10-year canopy.

NOISE ATTENUATION

86. Interior Noise Attenuation. The Applicant shall reduce the interior DNL to no more than 45 dBA for residential and hotel buildings and 50 dBA for office buildings on the Application Property. At the time of building plan application for the full shell building permit for each residential or hotel building, the Applicant shall submit to the Chief of the EDRB of DPZ (the "E&D Chief"), for approval, and to DPWES, for information only, an acoustical study prepared by a qualified acoustical consultant (the "Indoor Noise Study") addressing indoor noise levels, including proposed noise attenuation measures and proposed materials to ensure compliance with the interior DNL limit of 45 dBA or 50 dBA, as appropriate. The Applicant shall not obtain full-shell building permits until the E&D Chief has approved the applicable Indoor Noise Study, provided that a failure by the E&D Chief to review and respond to the Applicant within 60 days of receipt of the Indoor Noise Study shall be deemed approval of such study. Prior to the issuance of the first RUP for any residential building, the Applicant shall demonstrate through testing of noise levels that interior noise does not exceed 45 dBA.

87. Exterior Noise Attenuation. At time of FDP for a residential building, the Applicant shall demonstrate that the noise levels for outdoor residential recreation areas shall not exceed 65 dBA, as generated by grid streets designated in the Fairfax County Comprehensive Plan, through the submission of an acoustical study prepared by a qualified acoustical consultant. Should noise mitigation measures be required to achieve an exterior noise level of approximately 65 dBA, including interim mitigation measures, the details of those measures, including height, shall be shown on the FDP. Interim measures shall be architecturally solid and may include, but not be limited to, walls, berms, murals and/or public art.

88. Notification of Exterior Noise Levels. The Applicant shall notify potential tenants or purchasers of individual residential units with balconies, either in the lease or sales contract, that exterior noise levels may exceed 65 dBA, which is the policy established by Fairfax County for outdoor recreation in residential areas impacted by high noise levels.

PUBLIC FACILITIES

89. Public Facilities/Athletic Fields. To address the Comprehensive Plan's recommendations regarding the provision of public facilities and athletic fields in Tysons, the Applicant provided an athletic field and fire station as further detailed in Proffer 99 accepted in conjunction with RZ 2011-PR-010 and RZ 2011-PR-011 in anticipation of the construction of 1,500,000 square feet of GFA on the Application Property. Should the developable GFA be reduced as described in Proffer 49, the Applicant shall have the ability to convey by agreement public facilities and/or athletic field credit to other applicants in Tyson without the necessity of an amendment to these proffers or the CDP. The Applicant shall make a cash payment prior to the issuance of the first RUP or Non-RUP for each Building Site into the Public Facilities Escrow in an amount of $0.90 per square foot of GFA and into the Fire Station Escrow Account in an amount of $1.35 per square foot of GFA as described in the proffers accepted in conjunction with RZ 2011-PR-011.

MISCELLANEOUS

90. Escalation. All monetary contributions, except as may be further specified in these proffers, shall escalate on a yearly basis from the base month of January 2016 and change effective each January 1 thereafter, as permitted by VA. Code Ann. Section 15.2-2303.3.

91. Tysons Partnership. The Applicant and successors shall become a member of the Tysons Partnership, or its residential equivalent.

92. Security. Upon request from Fairfax County Law Enforcement Authorities, Applicant shall give prompt, good faith consideration to a request for access to its security surveillance recordings by Fairfax County Law Enforcement Authorities. In determining if access may be made available, Applicant may consider trade secrets, privacy laws, confidentiality obligations, legal privileges and other concerns.

93. Access Easements. The Applicant shall provide access easements as necessary to allow for future stream and floodplain restoration, either on the Application Property or adjacent property, by others.

94. Due Diligence. Notwithstanding the foregoing, upon demonstration that, despite diligent efforts or due to factors beyond an Applicant's control, proffered improvements such as, but not limited to, the required transportation, publicly-accessible park areas, athletic fields, trail connections, and offsite easements, have been delayed (due to, but not limited to, an inability to secure necessary permission for utility relocations and/or VDOT approval for traffic signals, necessary easements and site plan approval) beyond the

timeframes specified, the Zoning Administrator may agree to a later date for completion of such improvements.

95. Condemnation. To the extent off-site right-of-way and/or easements are required to construct any of the public infrastructure or public improvements described in these proffers, and the Applicant has not been able to acquire such right-of-way or easements after documented, reasonable efforts to do so as described below, the obligation of the Applicant to construct such public infrastructure or public improvements for which right-of-way and/or easements are not available shall be contingent upon the Board acquiring such right-of-way and/or easements at the Applicant's expense (meaning that the Applicant shall timely pay, without limitation, the condemnation award, all appraisal and other expert fees, court costs and attorneys' fees associated with such acquisition) through its powers of eminent domain after being requested to do so by such Applicant, in writing. The Applicant's written request will include: (i) plans and profiles showing the necessary right-of way and/or easements to be acquired, including a description of the proposed public infrastructure and/or public improvements to be constructed and the public purpose to be served by such infrastructure and improvements; (ii) an independent third party appraisal of the value of the right-of-way and/or easements to be acquired and of all damages and benefits to the residue of the affected property; and (iii) copies of all correspondence between the Applicant and property owner of the right-of-way and/or easements to be acquired, including a good faith offer in writing by the Applicant to acquire from such property owner the right-of-way and/or easements for the appraised value. Said good faith offer shall consist of two (2) written offers sent to the property owner by certified mail a minimum of thirty (30) days apart and receipt of refusal in writing, or no response thirty (30) days after the mailing of the second request. In the event the County elects not to use its power of condemnation to acquire those off-site rights-of-way and/or easements necessary for construction of any of the public infrastructure or public improvements described in these proffers, then that Applicant shall escrow the costs of such infrastructure or public improvements with the County for future implementation of such infrastructure or public improvements by FCDOT, VDOT and/or others. The Applicant shall not be prevented from obtaining any land use approval (including, without limitation, PCA, CDPA, FDP, FDPA, site plan, subdivision, grading permit, building permit, and Non-RUP and RUP permits) for the Application Property, nor from commencing construction on the Application Property, during the pendency of any eminent domain proceedings initiated pursuant to this proffer, nor any deferral of the County's exercise of eminent domain pursuant to this proffer, provided that all other prerequisites for obtaining such approvals and commencing such construction provided in these proffers have been met.

96. Modification of Monetary Contributions. With regard to monetary contributions as described herein, the Applicant reserves the right to modify any contribution that has been reallocated or reduced by the policies, ordinances or regulations of Fairfax County without the necessity of a PCA, CDPA, FDP or FDPA. Further, the Applicant reserves the right to request a PCA, without the necessity of a CDPA, FDP or FDPA, to modify any contribution described herein that is demonstrated to be warranted.

97. Successors and Assigns. These proffers will bind and inure to the benefit of the Applicant and its successors and assigns. Each reference to "Applicant" in this proffer statement shall include within its meaning and shall be binding upon the Applicant's successor(s) in interest and/or the owners from time to time of any portion of the Application Property during the period of their ownership. Once portions of the Application Property are sold or otherwise transferred, the associated proffers become the obligation of the purchaser or other transferee and shall no longer be binding on the seller or other transferor.

98. Counterparts. These Proffers may be executed in one or more counterparts, each of which when so executed and delivered shall be deemed an original, and all of which taken together shall constitute but one and the same instrument.

[SIGNATURES ON NEXT PAGE]

APPLICANT/AGENT

CITYLINE PARTNERS LLC

_____

By: Michael R. Pedulla
Its: Co-President

[SIGNATURES CONTINUE ON NEXT PAGE]

TITLE OWNER OF TAX MAP
29-4 ((5)) 9, 9A and 10

CLEVELAND 1820 DOLLEY MADISON LLC

_____

By: Michael R. Pedulla
Its: Executive Vice President

[SIGNATURES CONTINUE ON NEXT PAGE]

TITLE OWNER OF PORTIONS OF RIGHT-OF-WAY TO BE VACATED AND/OR ABANDONED

FAIRFAX COUNTY BOARD OF SUPERVISORS

_____

By: Edward L. Long, Jr.
Its: County Executive

[SIGNATURES END]

County of Fairfax, Virginia

MEMORANDUM

Office of the County Attorney
Suite 549, 12000 Government Center Parkway
Fairfax, Virginia 22035-0064
Phone: (703) 324-2421; Fax: (703) 324-2665
www.fairfaxcounty.gov

DATE: April 14, 2015

TO: Suzanne Wright, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Jo Ellen Groves, Paralegal
Office of the County Attorney

SUBJECT: Affidavit
Application No.: RZ 2011-PR-009
Applicant: Cityline Partners LLC
PC Hearing Date: 5/6/15
BOS Hearing Date: 6/2/15

REF.: 126031

Attached is an affidavit which has been approved by the Office of the County Attorney for the referenced case. Please include this affidavit dated 4/13/15, which bears my initials and is numbered 126031a, when you prepare the staff report.

Thank you for your cooperation.

Attachment
cc: (w/attach) Domenic Scavuzzo, Planning Technician I (Sent via e-mail)
Zoning Evaluation Division
Department of Planning and Zoning

\\s17PROLAWPGC01\Documents\126031\JEG\Affidavits\687034.doc

REZONING AFFIDAVIT

DATE: April 13, 2015
(enter date affidavit is notarized)

126031a

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

in Application No.(s): RZ 2011-PR-009
(enter County-assigned application number(s), e.g. RZ 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS,** and **LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS,** and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(**NOTE**: All relationships to the application listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
Cityline Partners LLC	1651 Old Meadow Road, Suite 650 McLean, VA 22102	Applicant/Agent for Title Owner
Agents: Tasso N. Flocos Thomas D. Fleury Michael R. Pedulla William C. Helm Donna P. Shafer Eric R. Maggio		

(check if applicable) [✓] There are more relationships to be listed and Par. 1(a) is continued on a "Rezoning Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

126031a

Rezoning Attachment to Par. 1(a)

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): RZ 2011-PR-009
(enter County-assigned application number (s))

(**NOTE**: All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
Cleveland 1820 Dolly Madison LLC Agents: Tasso N. Flocos Thomas D. Fleury Michael R. Pedulla William C. Helm Donna P. Shafer Eric R. Maggio	1651 Old Meadow Road, Suite 650 McLean, VA 22102	Title Owner of Tax Map 29-4 ((5)) 9, 9A, 10A
Fairfax County Board of Supervisors Agent: Edward L. Long Jr., County Executive	12000 Government Center Parkway Suite 533 Fairfax, Virginia 22035	Title Owner of Portions of right-of-way to be Vacated and/or Abandoned
Bowman Consulting Group, Ltd. Agents: Matthew J. Tauscher Anthony R. Verdi, Jr. (former) Brad D. Gladfelter Jessica L. Fleming	14020 Thunderbolt Place Suite 300 Chantilly, VA 20151	Engineers/Planners/Agent
SmithGroupJJR, Inc. f/k/a SmithGroup, Inc. d/b/a SmithGroupJJR Agents: Merrill D. St. Leger-Demian Sven B. Shockey Debra L. Mitchell	1700 New York Avenue, NW, #100 Washington, DC 20006	Architects/Landscape Architect/Agent
F. William Gue, III	PO Box 237 Wicomico Church, VA 22579	Attorney/Agent for Applicant

(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.

126031a

Rezoning Attachment to Par. 1(a)

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): RZ 2011-PR-009
(enter County-assigned application number (s))

(**NOTE**: All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
M.J. Wells & Associates, Inc.	1420 Spring Hill Road, Suite 610 Tysons, VA 22102	Transportation Consultant/ Agent
Agents: Terence J. Miller Robin L. Antonucci William F. Johnson Kevin R. Fellin Jami L. Milanovich John F. Cavan, IV Christopher L. Kabatt Courtney J. Menjivar Brian J. Horan Justin B. Schor		
Walsh, Colucci, Lubeley & Walsh, P.C.	2200 Clarendon Boulevard, Suite 1300 Arlington, VA 22201	Attorneys/Planners/Agent for the Applicant
Agents: Martin D. Walsh Lynne J. Strobel Timothy S. Sampson (former) M. Catharine Puskar Sara V. Mariska G. Evan Pritchard Andrew A. Painter H. Mark Goetzman Matthew J. Allman Jeffrey R. Sunderland Elizabeth D. Baker Inda E. Stagg Elizabeth A. Nicholson (former) Amy E. Friedlander		Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney*/Agent Planner/Agent Planner/Agent Planner/Agent Planner/Agent *Admitted in New York and California. Admission to Virginia Bar pending.

(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.

126031a

Rezoning Attachment to Par. 1(a)

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): RZ 2011-PR-009
(enter County-assigned application number (s))

(**NOTE**: All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
Wetland Studies and Solutions, Inc. Agents: Michael S. Rolband Scott R. Petrey	5300 Wellington Branch Drive, Suite 100 Gainesville, VA 20155	Environmental Consultant
Polysonics Corp. Agent: Christopher J. Karner	405 Belle Air Lane Warrenton, VA 20186	Noise Consultant/Agent

(check if applicable) [ ] There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

REZONING AFFIDAVIT

DATE: April 13, 2015
(enter date affidavit is notarized)

126031a

for Application No. (s): RZ 2011-PR-009
(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)
Cityline Partners LLC
1651 Old Meadow Road, Suite 650
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

[✓] There are 10 or less shareholders, and all of the shareholders are listed below.

[ ] There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

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

NAMES OF SHAREHOLDERS: (enter first name, middle initial, and last name)
RECP IV Tysons Cityline Holdco, LLC, Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name & title, e.g. **President, Vice President, Secretary, Treasurer,** etc.)
Michael R. Pedulla, Co-President, William C. Helm, Co-President; Donna P. Shafer, EVP; Thomas D. Fleury, EVP; Eric R. Maggio, SVP & CFO; Tasso N. Flocos, SVP

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

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

126031a

Rezoning Attachment to Par. 1(b)

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): RZ 2011-PR-009
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Cleveland 1820 Dolley Madison LLC
1651 Old Meadow Road, Suite 650
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Members:
4) RECP IV WG Land Investors LLC
5) RECP IV WG Land Co-Investor A LLC
6) Cityline Executive Investors LLC

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President; Thomas J. Scott, Secretary

---

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
4) RECP IV WG Land Investors LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
7) RECP IV Tysons Land Investor Holdco LLC

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President

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

Rezoning Attachment to Par. 1(b)

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DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): RZ 2011-PR-009
(enter County-assigned application number (s))

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

7) RECP IV Tysons Land Investor Holdco LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Sole Member:
2) DLJ Real Estate Capital Partners IV, L.P.

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

Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President

---

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

M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 610
Tysons, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

M.J. Wells & Associates, Inc. Employee Stock Ownership Trust. All employees are eligible plan participants; however, no one employee owns 10% or more of any class of stock.

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

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

Rezoning Attachment to Par. 1(b)

DATE: April 13, 2015
(enter date affidavit is notarized)

126031a

for Application No. (s): RZ 2011-PR-009
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Walsh, Colucci, Lubeley & Walsh, P.C.
2200 Clarendon Boulevard, Suite 1300
Arlington, VA 22201

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Wendy A. Alexander, David J. Bomgardner, E. Andrew Burcher, Thomas J. Colucci, Peter M. Dolan, Jr., Jay du Von, William A. Fogarty, John H. Foote, H. Mark Goetzman, Bryan H. Guidash, Michael J. Kalish, J. Randall Minchew, Andrew A. Painter, G. Evan Pritchard, M. Catharine Puskar, John E. Rinaldi, Lynne J. Strobel, Garth M. Wainman, Nan E. Walsh
Former Shareholders: Michael D. Lubeley, Martin D. Walsh

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

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
SmithGroupJJR, Inc. f/k/a SmithGroup, Inc. d/b/a SmithGroupJJR
1700 New York Avenue, NW, #100
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

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

Rezoning Attachment to Par. 1(b)

DATE: April 13, 2015
(enter date affidavit is notarized)

126031a

for Application No. (s): RZ 2011-PR-009
(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, VA 20155

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
The Davey Tree Expert Company, Sole Shareholder

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 Davey Tree Expert Company
1500 N Mantua Street
Kent, OH 44240

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)
An employee-owned company with the only shareholder that owns 10% or more is The Reliance Trust Company, as trustee for the Davey 401(k) SOP and ESOP. There are in excess of thousands of members in this pension fund, none of whom own 10% or more of The Davey Tree Expert Company.

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: April 13, 2015
(enter date affidavit is notarized)

1260031a

for Application No. (s): RZ 2011-PR-009
(enter County-assigned application number (s))

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

1) RECP IV Tysons Cityline Holdco LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Members:
RECP IV Co-Investors A, L.P. (owns less than 10% of Cityline Partners LLC)
2) DLJ Real Estate Capital Partners IV, L.P.

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

Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President

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

3) Cityline Executive Investors LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Members: Thomas D. Fleury, Tasso N. Flocos, Eric R. Maggio, Donna P. Shafer
4) Manager: RECP IV WG Land Investors LLC

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: April 13, 2015
(enter date affidavit is notarized)

1260310

for Application No. (s): RZ 2011-PR-009
(enter County-assigned application number (s))

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

5) RECP IV WG Land Co-Investor A LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
RECP IV Co-Investors A, L.P. (owns less than 10% of Cleveland 1820 Dolly Madison LLC)

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President

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NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Bowman Consulting Group, Ltd.
14020 Thunderbolt Place, Suite 300
Chantilly, VA 20151

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Gary P. Bowman

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

(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: April 13, 2015
(enter date affidavit is notarized)

126031a

for Application No. (s): RZ 2011-PR-009
(enter County-assigned application number (s))

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

3) Credit Suisse Group AG
Paradeplatz 8
Zurich, 8070 Switzerland

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)
Publicly traded in Switzerland (SIX) and as American Depositary Shares (CS) in New York (NYSE)

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)
Polysonics Corp.
405 Belle Air Lane
Warrenton, VA 20186

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, Denise A. Jacobs

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: April 13, 2015
(enter date affidavit is notarized)

126031a

for Application No. (s): RZ 2011-PR-009
(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)

2) DLJ Real Estate Capital Partners IV, L.P.
590 Madison Avenue, 8th Floor
New York, NY 10022

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

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

General Partners:
DLJ Real Estate Capital IV, LLC (owns less than 10% of Cityline Partners LLC and Cleveland 1820 Dolly Madison LLC)

DLJ RECP Management, L.P. (owns less than 10% of Cityline Partners LLC and Cleveland 1820 Dolly Madison LLC)

Limited Partners:
Commonwealth of Pennsylvania Public School Employees' Retirement System
(there are hundreds of thousands of members in this pension fund, none of whom own 10% or more of Cityline Partners LLC and Cleveland 1820 Dolly Madison LLC)

3) Credit Suisse Group AG

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

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

REZONING AFFIDAVIT

DATE: April 13, 2015
(enter date affidavit is notarized)

126031a

for Application No. (s): RZ 2011-PR-009
(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: April 13, 2015
(enter date affidavit is notarized)

126031a

for Application No. (s): RZ 2011-PR-009
(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.)

Thomas D. Fleury, an agent for the Applicant/Cityline Partners LLC, contributed in excess of $100 to Foust for Congress.

(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:

Lynne J. Strobel

(check one) [ ] Applicant [✓] 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 13 day of April 2015, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2015

FORM RZA-1 Updated (7/1/06)

KIMBERLY K. FOLLIN
Registration # 283945
Notary Public
COMMONWEALTH OF VIRGINIA

County of Fairfax, Virginia

MEMORANDUM

Office of the County Attorney
Suite 549, 12000 Government Center Parkway
Fairfax, Virginia 22035-0064
Phone: (703) 324-2421; Fax: (703) 324-2665
www.fairfaxcounty.gov

DATE: April 14, 2015

TO: Suzanne Wright, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Jo Ellen Groves, Paralegal
Office of the County Attorney

SUBJECT: Affidavit
Application No.: PCA 92-P-001-11
Applicant: Cityline Partners LLC
PC Hearing Date: 5/6/15
BOS Hearing Date: 6/2/15

REF.: 126620

Attached is an affidavit which has been approved by the Office of the County Attorney for the referenced case. Please include this affidavit dated 4/13/15, which bears my initials and is numbered 126620a when you prepare the staff report.

Thank you for your cooperation.

Attachment
cc: (w/attach) Domenic Scavuzzo, Planning Technician I (Sent via e-mail)
Zoning Evaluation Division
Department of Planning and Zoning

\\s17PROLAWPGC01\Documents\126620\JEG\Affidavits\687035.doc

REZONING AFFIDAVIT

DATE: April 13, 2015
(enter date affidavit is notarized)

126620a

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

in Application No.(s): PCA 92-P-001-11
(enter County-assigned application number(s), e.g. RZ 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS,** and **LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS,** and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(**NOTE**: All relationships to the application listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
Cityline Partners LLC	1651 Old Meadow Road, Suite 650 McLean, VA 22102	Applicant/Agent for Title Owner
Agents: Tasso N. Flocos Thomas D. Fleury Michael R. Pedulla William C. Helm Donna P. Shafer Eric R. Maggio		

(check if applicable) [✓] There are more relationships to be listed and Par. 1(a) is continued on a "Rezoning Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

126620a

Rezoning Attachment to Par. 1(a)

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): PCA 92-P-001-11
(enter County-assigned application number (s))

(**NOTE**: All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
Cleveland 1820 Dolly Madison LLC Agents: Tasso N. Flocos Thomas D. Fleury Michael R. Pedulla William C. Helm Donna P. Shafer Eric R. Maggio	1651 Old Meadow Road, Suite 650 McLean, VA 22102	Title Owner of Tax Map 29-4 ((5)) 9, 9A, 10A
Bowman Consulting Group, Ltd. Agents: Matthew J. Tauscher Anthony R. Verdi, Jr. (former) Brad D. Gladfelter Jessica L. Fleming	14020 Thunderbolt Place Suite 300 Chantilly, VA 20151	Engineers/Planners/Agent
SmithGroupJJR, Inc. Agents: Merrill D. St. Leger-Demian Sven B. Shockey	1700 New York Avenue, NW, #100 Washington, DC 20006	Architects/Landscape Architect/Agent
F. William Gue, III	PO Box 237 Wicomico Church, VA 22579	Attorney/Agent for Applicant

(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.

12660a

Rezoning Attachment to Par. 1(a)

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): PCA 92-P-001-11
(enter County-assigned application number (s))

(**NOTE**: All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
M.J. Wells & Associates, Inc.	1420 Spring Hill Road, Suite 610 Tysons, VA 22102	Transportation Consultant/ Agent
Agents:		
Terence J. Miller		
Robin L. Antonucci		
William F. Johnson		
Kevin R. Fellin		
Jami L. Milanovich		
John F. Cavan, IV		
Christopher L. Kabatt		
Courtney J. Menjivar		
Brian J. Horan		
Justin B. Schor		
Walsh, Colucci, Lubeley & Walsh, P.C.	2200 Clarendon Boulevard, Suite 1300 Arlington, VA 22201	Attorneys/Planners/Agent for the Applicant
Agents:		
Martin D. Walsh		Attorney/Agent
Lynne J. Strobel		Attorney/Agent
Timothy S. Sampson (former)		Attorney/Agent
M. Catharine Puskar		Attorney/Agent
Sara V. Mariska		Attorney/Agent
G. Evan Pritchard		Attorney/Agent
Andrew A. Painter		Attorney/Agent
H. Mark Goetzman		Attorney/Agent
Matthew J. Allman		Attorney/Agent
Jeffrey R. Sunderland		Attorney*/Agent
Elizabeth D. Baker		Planner/Agent
Inda E. Stagg		Planner/Agent
Elizabeth A. Nicholson (former)		Planner/Agent
Amy E. Friedlander		Planner/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: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): PCA 92-P-001-11
(enter County-assigned application number (s))

12606ZDa

(**NOTE**: All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
Wetland Studies and Solutions, Inc. Agents: Michael S. Rolband Scott R. Petrey	5300 Wellington Branch Drive, Suite 100 Gainesville, VA 20155	Environmental Consultant
Polysonics Corp. Agent: Christopher J. Karner	405 Belle Air Lane Warrenton, VA 20186	Noise Consultant/Agent

(check if applicable) [ ] There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

REZONING AFFIDAVIT

DATE: April 13, 2015
(enter date affidavit is notarized)

126620a

for Application No. (s): PCA 92-P-001-11
(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)
Cityline Partners LLC
1651 Old Meadow Road, Suite 650
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF SHAREHOLDERS: (enter first name, middle initial, and last name)
RECP IV Tysons Cityline Holdco, LLC, Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name & title, e.g. **President, Vice President, Secretary, Treasurer,** etc.)
Michael R. Pedulla, Co-President, William C. Helm, Co-President; Donna P. Shafer, EVP; Thomas D. Fleury, EVP; Eric R. Maggio, SVP & CFO; Tasso N. Flocos, SVP

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

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

Rezoning Attachment to Par. 1(b)

1266Z0a

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): PCA 92-P-001-11
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Cleveland 1820 Dolly Madison LLC
1651 Old Meadow Road, Suite 650
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Members:
4) RECP IV WG Land Investors LLC
5) RECP IV WG Land Co-Investor A LLC
6) Cityline Executive Investors LLC

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President; Thomas J. Scott, Secretary

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NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
4) RECP IV WG Land Investors LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
7) RECP IV Tysons Land Investor Holdco LLC

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President

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

Rezoning Attachment to Par. 1(b)

DATE: April 13, 2015
(enter date affidavit is notarized)

126620a

for Application No. (s): PCA 92-P-001-11
(enter County-assigned application number (s))

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

7) RECP IV Tysons Land Investor Holdco LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Sole Member:
2) DLJ Real Estate Capital Partners IV, L.P.

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

Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President

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

6) Cityline Executive Investors LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Members: Thomas D. Fleury, Tasso N. Flocos, Eric R. Maggio, Donna P. Shafer
4) Manager: RECP IV WG Land Investors LLC

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)

126620a

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): PCA 92-P-001-11
(enter County-assigned application number (s))

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

3) Credit Suisse Group AG
Paradeplatz 8
Zurich, 8070 Switzerland

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)

Publicly traded in Switzerland (SIX) and as American Depositary Shares (CS) in New York (NYSE)

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)

1) RECP IV Tysons Cityline Holdco LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Members:
RECP IV Co-Investors A, L.P. (owns less than 10% of Cityline Partners LLC)
2) DLJ Real Estate Capital Partners IV, L.P.

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

Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President

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

Rezoning Attachment to Par. 1(b)

DATE: April 13, 2015
(enter date affidavit is notarized)

126620a

for Application No. (s): PCA 92-P-001-11
(enter County-assigned application number (s))

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

5) RECP IV WG Land Co-Investor A LLC
590 Madison Avenue, 8th Floor
New York, NY 10022

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
RECP IV Co-Investors A, L.P. (owns less than 10% of Cleveland 1820 Dolly Madison LLC)

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Michael R. Pedulla, Executive Vice President; William C. Helm, Executive Vice President

---

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Bowman Consulting Group, Ltd.
14020 Thunderbolt Place, Suite 300
Chantilly, VA 20151

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Gary P. Bowman

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

(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)

126620a

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): PCA 92-P-001-11
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Walsh, Colucci, Lubeley & Walsh, P.C.
2200 Clarendon Boulevard, Suite 1300
Arlington, VA 22201

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Wendy A. Alexander, David J. Bomgardner, E. Andrew Burcher, Thomas J. Colucci, Michael J. Coughlin, Peter M. Dolan, Jr., Jay du Von, William A. Fogarty, John H. Foote, H. Mark Goetzman, Bryan H. Guidash, Michael J. Kalish, J. Randall Minchew, Andrew A. Painter, G. Evan Pritchard, M. Catharine Puskar, John E. Rinaldi, Kathleen H. Smith, Lynne J. Strobel, Garth M. Wainman, Nan E. Walsh
Former Shareholders: Michael D. Lubeley, Martin D. Walsh

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

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
SmithGroupJJR, Inc.
1700 New York Avenue, NW, #100
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

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

Rezoning Attachment to Par. 1(b)

126620a

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): PCA 92-P-001-11
(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, VA 20155

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
The Davey Tree Expert Company, Sole Shareholder

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 Davey Tree Expert Company
1500 N Mantua Street
Kent, OH 44240

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)
An employee-owned company with the only shareholder that owns 10% or more is The Reliance Trust Company, as trustee for the Davey 401(k) SOP and ESOP. There are in excess of thousands of members in this pension fund, none of whom own 10% or more of The Davey Tree Expert Company.

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)

1266620a

DATE: April 13, 2015
(enter date affidavit is notarized)

for Application No. (s): PCA 92-P-001-11
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 610
Tysons, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

[✓] There are 10 or less shareholders, and all of the shareholders are listed below.

[ ] There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
M.J. Wells & Associates, Inc. Employee Stock Ownership Trust. All employees are eligible plan participants; however, no one employee owns 10% or more of any class of stock.

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

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Polysonics Corp.
405 Belle Air Lane
Warrenton, VA 20186

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, Denise A. Jacobs

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: April 13, 2015
(enter date affidavit is notarized)

12606Z0a

for Application No. (s): PCA 92-P-001-11
(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)

2) DLJ Real Estate Capital Partners IV, L.P.
590 Madison Avenue, 8th Floor
New York, NY 10022

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

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

General Partners:
DLJ Real Estate Capital IV, LLC (owns less than 10% of Cityline Partners LLC and Cleveland 1820 Dolly Madison LLC)

DLJ RECP Management, L.P. (owns less than 10% of Cityline Partners LLC and Cleveland 1820 Dolly Madison LLC)

Limited Partners:
Commonwealth of Pennsylvania Public School Employees' Retirement System
(there are hundreds of thousands of members in this pension fund, none of whom own 10% or more of Cityline Partners LLC and Cleveland 1820 Dolly Madison LLC)

3) Credit Suisse Group AG

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

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

REZONING AFFIDAVIT

DATE: April 13, 2015
(enter date affidavit is notarized)

126620a

for Application No. (s): PCA 92-P-001-11
(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: April 13, 2015
(enter date affidavit is notarized)

126620a

for Application No. (s): PCA 92-P-001-11
(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.)
Thomas D. Fleury, an agent for the Applicant/Cityline Partners LLC, contributed in excess of $100 to Foust for Congress.

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

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

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

WITNESS the following signature:

(check one) [ ] Applicant [✓] Applicant's Authorized Agent

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 13 day of April 2015, in the State/Comm. of Virginia, County/City of Arlington.

Notary Public

My commission expires: 11/30/2015

FORM RZA-1 Updated (7/1/06)

KIMBERLY K. FOLLIN
Registration # 283945
Notary Public
COMMONWEALTH OF VIRGINIA

Cityline PARTNERS

STATEMENT OF JUSTIFICATION

SCOTTS RUN NORTH
February 14, 2011

Revised May 10, 2011
Revised March 17, 2014
Revised March 6, 2015

This statement of justification is submitted for a proposed rezoning of approximately 9.41 acres from the C-3 and H-C Districts to the Planned Development Tysons Corner Urban (PTC) and H-C Districts.

Cityline Partners LLC, the Applicant, is the managing agent of property identified among the Fairfax County tax assessment records as 29-4 ((5)) 9, 9A and 10A (the "Subject Property") that encompasses approximately 9.41 acres located on the north side of Route 123, between Scotts Crossing Road and the Dulles Airport Access Road. With the inclusion of land previously dedicated for public purposes with reserved density credits, the area of the Subject Property increases to approximately 11.64 acres. A detailed description of these prior dedications has been submitted separately. In addition, the Applicant proposes the vacation of approximately 18,346 square feet of Scotts Crossing Road that will be included in this application. The Subject Property is currently developed with a surface parking lot that will serve as an interim use until the Subject Property is developed. The Applicant proposes to develop the Subject Property with an integrated mix of office, residential and retail uses in a transit-oriented urban design that will serve as the gateway to Tysons from the east. One of the proposed office buildings may alternatively be developed with hotel use. A rezoning of the Subject Property from the C-3 and H-C Districts to the PTC and H-C Districts will fulfill the vision of the adopted Comprehensive Plan for the Tysons Corner Urban Center.

I. Subject Property Description

The Subject Property, referred to as Scotts Run North, is located on the east side of the Tysons Corner Urban Center and will be the first view of Tysons from WMATA's new silver line when traveling west from Falls Church. Located on the north side of Route 123, the Subject Property has extensive road frontage so that it is highly visible from the ground plane as well as from the elevated rail. The Subject Property is unique in that it has an urban edge on Route 123, but is adjacent to the Scotts Run Stream Valley on the northwest. Scotts Run North is the continuation of the larger Scotts Run Station South property and completes the vision of a fully integrated urban community at the McLean Metro Station (the "Metro Station") and Scotts Run Stream Valley. No other site in Tysons has the benefit of being located within a quarter mile of a metro station with scenic views of a natural stream valley that transitions to lower density development. This setting creates opportunities for transit-oriented office development and residential buildings that maintain a high quality living environment. The Applicant's design

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meets the objective of creating a place where Fairfax County residents can live, work, shop, play and stay.

The opportunity to create a pedestrian friendly urban environment is amplified by the proximity of the Metro Station that is now in operation. Approximately 1.92 acres of the Subject Property are located within 1/8 of a mile of the Metro Station; approximately 7.04 acres of the Subject Property are located between 1/8 and 1/4 mile of the Metro Station, and the remaining approximately .44 acre is located between 1/4 and 1/3 mile of the Metro Station. The proximity of the Metro Station creates opportunities to encourage the use of mass transit as an alternative to private vehicles. The Applicant's proposal links the transit-oriented development to the Metro Station through sidewalks and streetscapes that encourage the use of transit, walking, and biking, and thereby furthers the goal of creating a multi-modal transportation network that is not dependent on automobiles.

The Applicant has carefully evaluated its development plan to ensure that the proposed use is coordinated with the surrounding area at appropriate heights to transition to adjacent development and respects the recommendations of the Comprehensive Plan. The Subject Property represents the completion of the Applicant's proposed development plan in Tysons East. On April 9, 2013, the Board of Supervisors approved a rezoning to the PTC District with a conceptual development plan (CDP) for Scotts Run Station South comprised of approximately 30 acres located on the south side of Route 123. Approved for over six million square feet of gross floor area, Scotts Run Station South represents the largest approved rezoning in accordance with the vision of the Comprehensive Plan for the Tysons Corner Urban Center. Scotts Run North, combined with Scotts Run Station South, will transform the area. The two (2) developments will result in a cohesive street grid, an integrated series of parks and open spaces, public facilities consisting of an athletic field and a fire station, and a balanced mix of office, residential and retail uses in proximity to the Metro Station. The Applicant is proposing uses up to 1,500,000 gross square feet on Scotts Run North. The base development program consists of 954,000 gross square feet of office development (63.6%); 497,000 gross square feet of residential development (33.1%); and 49,000 gross square feet of retail development (3.3%). The Applicant also proposes an alternate development program consisting of 725,000 gross square feet of office (48.3%), 497,000 gross square feet of residential (33.1%), 229,000 gross square feet of hotel (15.3%), and 49,000 gross square feet of retail development (3.3%). Both the base development and the alternative development programs result in a 2.96 FAR. The Applicant's proposal completes the urban pattern and design of the mixed-use development established with the approval of Scotts Run Station South.

II. Zoning History

The Subject Property is part of an office park known as West*Gate that originally contained over eighty (80) acres of industrially zoned property located at the edge of the suburbs of Washington, D.C. on both the north and south sides of Route 123. Initially zoned to the I-4 District, West*Gate was developed in phases in accordance with the Fairfax County Zoning Ordinance that permitted office and industrial uses. Office buildings were constructed to primarily serve government contractors and other buildings were used for research, development and manufacturing facilities. As Tysons Corner evolved into the Urban Center of Fairfax

County, West*Gate evolved into a more traditional office park. Its strategic location on Route 123 between the Capital Beltway and the Dulles Airport Access Road provided visibility and accessibility. These conditions still exist today, and are enhanced by the presence of the Metro Station. A rezoning in the early 1990's resulted in the Subject Property's current C-3 District zoning designation and the adoption of proffers. The Subject Property is that portion of West*Gate that is closest to Route 123 and the Metro Station and is proposed for a rezoning that will complete the development pattern established with the previously approved rezoning application to the PTC District located on the south side of Route 123. In the interim, the Subject Property will be utilized as surface parking to benefit the riders of the new silver line.

III. Overall Vision

The Applicant proposes to transform a portion of an existing suburban office park by extending the vision and design concepts established in Scotts Run Station South across Route 123 to Scotts Run North in a manner consistent with its designation in the Comprehensive Plan. Scotts Run North has been designed to be a continuation of Scotts Run Station South with a connected and extended street grid, consistent urban design, and landscape concepts and amenities that build on and complement each other. The result is that Scotts Run North is an extension of a thoughtfully designed place, not a separate development. The Subject Property that comprises Scotts Run North is recommended for redevelopment as Transit Station Mixed Use. The vision is to redevelop the Subject Property into a transit-oriented, walkable, sustainable mixed-use development overlooking the Scotts Run Stream Valley which is a natural amenity. The Subject Property will be anchored by a gateway office building up to 325 feet in height that is within an eighth of a mile of the Metro Station. This building will serve as a focal point of the development and a visual statement acknowledging the new urban design of Tysons Corner. The Applicant has designed a street parallel to Route 123 that will connect the development physically and visually to the Metro Station. The street, referred to as Grover Street, is the east-west connector that provides access to all proposed buildings on the Subject Property. A connector road to the Dulles Airport Access Road and parallel to Grover Street is contemplated by VDOT and FCDOT to the north adjacent to the Subject Property. The Applicant intends to reserve right-of-way necessary for the proposed connector road and provide a pro-rata contribution to its construction by others. The future connector will be aligned with the Subject Property's access to Scotts Crossing Road. The Applicant has designed an interim road network, including a temporary private connection referred to as Frances Drive that will implement the street grid until the future connector is constructed. A local street, referred to as North Dartford Drive, extends on a north-south axis to Route 123 and completes the cohesive grid of streets established by Scotts Run Station South and envisioned in the Comprehensive Plan. These proposed streets will connect the existing arterial road network to facilitate pedestrian, vehicular and bicycle connectivity.

Grover Street will be enhanced with street trees, landscaping, and street level retail to enhance the pedestrian experience. Grover Street will terminate at Scotts Crossing Road. The entire length of Grover Street is within 1/4 mile of the Metro Station thereby encouraging pedestrian and cyclist usage. A multi-generational park is proposed at the intersection of Grover Street and Scotts Crossing Road. Just as Scotts Run North is a continuation of Scotts Run Station South, Frances Park is envisioned to complement and add to the series of connected

parks and public spaces that are part of Scotts Run Station South, including Andrew Way, Taylor Park, Van Buren Gateway Park, and Scotts Run Stream Valley Park. Named after Frances Folsom Cleveland, the youngest First Lady in history and the wife of President Grover Cleveland, Frances Park is conceived as a multigenerational park with passive and active elements. Building on and extending the park and open space concept developed for Scotts Run Station South, Frances Park integrates elements such as rock, water, wood, trees, and vegetation to create a feeling of connectedness to Scotts Run. Within an environment of high-quality vegetation including native plants and trees, the park consists of several elements including a children's playground, a set of Parkour stations, a water feature/splash pad, quiet seating areas, walking paths, and trails that connect users to Scotts Run Stream Valley. The park is designed for a range of ages and creates a variety of recreational opportunities including quiet connection to nature, active fitness, and lively play, while concurrently contributing to area stormwater management efforts.

Building heights step down as buildings are located further from the Metro Station and Route 123. Buildings under all development options have been appropriately sited to ensure compliance with Section 2-414 of the Zoning Ordinance. Section 2-414 establishes a minimum distance of 200 feet for residential buildings and 75 feet for commercial buildings between principal buildings and right(s)-of-way of interstate highways and the Dulles Airport Access Road. By interpretation issued by the Zoning Administration Division dated December 21, 2000, the setback measurement is taken from the projection or extended line of the travel lanes at interchanges. A copy of this determination is attached for convenient reference. As demonstrated on the CDP, these setbacks have been met with this proposal.

Scotts Run Stream Valley Park is the focal point of the Scotts Run Crossing Subdistrict. Consequently, the park is an important component of both the Scotts Run North and the previously approved Scotts Run Station South developments. It is intended that Scotts Run Stream Valley Park will become a major linear urban park on both sides of Route 123 with a trail system that will benefit not only the future residents and office employees, but also serve the existing stable residential communities and proximate employment centers, and thereby providing connectivity to other parts of Tysons. This natural amenity should be enhanced so that it may provide passive and active recreational opportunities that will benefit all Tysons residents and workers. The Applicant has taken a leadership role in revitalizing and enhancing the Scotts Run Stream Valley Park in a manner that implements the Comprehensive Plan vision as detailed on the CDP approved in conjunction with Scotts Run Station South. The portion of the stream valley located on the north side of Route 123 adjacent to the Subject Property is envisioned to be a natural environment. The Applicant will provide a connection to an existing off-site trail. The completion of the trail network, which has been deficient for the last twenty-five (25) years, will facilitate access to the stream valley. The stream valley provides opportunities for access to open space by office workers, potential residents, and existing area residents under both development alternatives.

The primary goals of the Scotts Run North CDP are as follows:

- Extend, complement and continue the urban design and architectural concepts, landscape design, mix of uses, public spaces and connected street grid established by Scotts Run Station South located across Route 123.

- Utilize density and intensity appropriately through a diverse mix of uses that encourages the use of alternate transportation modes, including mass transit, and creates an environment where people can live, work, shop and play at a gateway to Tysons.

- Extend the grid of streets, sidewalks and retail uses consistent with the Comprehensive Plan and approved development that will facilitate pedestrian, vehicular and bicycle connectivity, and create a sense of place.

- Incorporate a variety of building heights and orientations to ensure greater intensity in proximity to Route 123 and the Metro Station, while stepping down appropriately to surrounding areas.

- Incorporate various design elements such as visually appealing streetscapes and ground floor retail to elevate the pedestrian experience.

- Preserve Scotts Run Stream Valley north of Route 123 as a natural open space amenity in Tysons.

- Integrate sustainable design elements such as innovative stormwater management techniques, environmentally sensitive siting of buildings, energy efficient building design and orientation, and the promotion of transit use through design and use mix.

- Develop a phasing plan that allows for the timely construction of buildings in phases or individually in response to market conditions to implement the objectives of the Comprehensive Plan with appropriate supporting facilities.

A. <u>Gateway</u>

The Tysons East District as defined by the Comprehensive Plan is the signature gateway for those coming to Tysons from the east. Scotts Run North is the first and most visually prominent site within the Tysons East District. As the entirety of the Subject Property is within a third of a mile of the Metro Station, and predominately within a quarter mile, the proposed development will be strongly transit-oriented. Office buildings are planned in proximity to Route 123. A signature gateway office building will be located in the northeast quadrant of Scotts Crossing Road and Route 123. The proposed office buildings will create an urban employment center that will utilize mass transit. One of the office buildings, located furthest east on Route 123, may be developed as a hotel. A hotel is compatible with office and residential buildings and promotes the Tysons mixed use concept within the Tysons East District.

Residential buildings are located further from Route 123 and adjacent to Scotts Run Stream Valley to create a pleasant living environment, views and connectivity to the park. The incorporation of residential use in the development plan provides the benefit of a twenty-four hour presence in Scotts Run North. All buildings are located within easy walking distance to the Metro Station. Building heights range from 325 feet down to 103 feet at the perimeter of the Subject Property in accordance with the height recommendations of the Comprehensive Plan. Retail stores and dining establishments to serve the proposed development and the area will be located at the street level. Parking is located beneath the office and residential buildings. Given soil conditions in this area, the depth of underground parking garages may be limited. Retail uses will potentially be incorporated into the parking structures to limit their visibility and ensure that the parking structures do not detract from the overall appearance of the development.

B. Connectivity

Grover Street, which is parallel to Route 123, will be the primary local connector road in Scotts Run North. This new street, together with a new street shown on the CDP as North Dartford Drive, creates an enhanced grid of streets as envisioned by the Comprehensive Plan at a human scale to ensure use and connectivity with the existing arterial street system. The proposed grid of streets will complete and complement the grid of streets established by Scotts Run Station South. All streets will include sidewalks, street trees and landscaping in conformance with the Comprehensive Plan. Hardscape incorporated into the street design will provide opportunities for outdoor seating and gathering areas. The CDP illustrates a future connector road north of the Subject Property from the Dulles Airport Access Road to Scotts Crossing Road as recommended by the Tysons East District CTIA. The connector road will be designed and constructed by others and the Applicant's proposal will not impede its construction. The Applicant will contribute a pro-rata share of the road cost to facilitate its construction by others. The Applicant has designed an interim road network to implement the grid of streets until the connector road is constructed. The construction of the connector road will require the dedication of the right-of-way by The Gates of McLean, an adjacent multi-family residential community. he Applicant and representatives of Fairfax County have met with the Board of The Gates of McLean. Given the condominium ownership of the residential community, and the by-laws establishing required owner participation, it appears unlikely that a dedication will occur and that the right-of-way will be acquired through condemnation. The Applicant has agreed to cooperate and facilitate the acquisition of right-of-way by Fairfax County, either by dedication or condemnation.

C. Urban Parks and Open Space

The focal point of the Tysons East District is intended to be the Scotts Run Stream Valley Park. Scotts Run Stream Valley Park will be significantly improved with the construction of improvements approved in conjunction with Scotts Run Station South. The stream valley on Scotts Run North will be improved to ensure that the stream remains a viable resource. The Applicant will provide improvements to the existing culvert to preclude further erosion and ensure that development will not negatively impact downstream properties. Improvements will include introduction of enhanced outfall measures beyond the minimum PFM requirements. The Subject Property does include a floodplain and Resource Protection Area

(RPA). As shown on the CDP, all of the proposed buildings are located outside of the floodplain. Some of the proposed improvements are located within the RPA, but the area of encroachment is no greater than the existing area of impervious encroachment. Given the topography of the area, and mature existing vegetation, creative solutions will be needed to make a majority of the stream valley accessible. Scotts Run Stream Valley Park is an oasis within a rapidly developing area that should be preserved, enhanced and protected. This has been accomplished by the Applicant with Scotts Run Station South. A significant portion of the Scott Run Stream Valley located north of Route 123 is owned by The Gates of McLean. The Applicant will coordinate where possible with The Gates of McLean to retain Scotts Run Stream Valley in a natural condition. A series of open space areas will provide recreation opportunities to residents and office workers of Scotts Run North, as well as guests. The total amount of public open space provided with the proposed development is 3.14 acres.

D. Sustainability/Urban Stewardship

A number of sustainable design elements have been incorporated into the development plan to ensure energy efficiency and minimal impacts on natural resources. Proposed office buildings on the Subject Property have been oriented to maximize energy efficiency. In addition, building footprints have been shaped to minimize the shadows that are cast during the shorter days of winter. Lastly, the office buildings will be designed to a minimum of Silver LEED certification or equivalent standards. Stormwater management techniques will be installed to retain the first inch of rainfall, to the maximum extent practical, as recommended by the Comprehensive Plan. Techniques will include the use of permeable pavers on portions of roadways and hardscapes throughout the development. In addition, infiltration basins are planned to be installed beneath trees boxes used in the streetscape, and green roofs and rooftop gardens may be incorporated into building designs. Other possible measures to improve water quality and reduce stormwater run-off may include incorporation of bioswales, rain gardens, and vegetated buffer strips.

E. Public Facilities

The Comprehensive Plan identifies Tysons East as a good location for institutional and public uses, such as educational and recreational facilities. The Applicant will continue to explore these possibilities on Scotts Run North. As the location is easily accessible to the Metro Station and the use will have synergy with the planned office buildings at Scotts Run North, such uses remain a strong possibility. The Applicant has addressed its contribution to public facilities with the proffered construction of a fire station and athletic field, as well as stream valley improvements, in conjunction with the development of Scotts Run Station South. These public facilities were designed in anticipation of the development of Scotts Run North with approximately 1.5 million square feet of office and residential uses.

IV. Program of Development

Scotts Run North, given its gateway location in proximity to the Metro Station, has a tremendous redevelopment potential. Until it is redeveloped, the Subject Property will remain improved with an interim surface parking lot that will serve users of the Metro Station. The

parking lot will be phased out and removed as the Applicant proceeds to develop the Subject Property.

The CDP proposes up to 1,500,000 gross square feet of development on the Subject Property. The proposed development is comprised of 954,000 gross square feet of office, 497,000 gross square feet of residential and 49,000 gross square feet of retail. The overall land use mix is 63.6% office, 33.1% residential, and 3.3% retail, which meets the recommendations for Transit Station Mixed Use as defined by the Comprehensive Plan that generally recommends 65% office. As an alternative, the Applicant proposes that one of the proposed office buildings may be developed with a hotel. This alternate option results in 725,000 gross square feet of office, 497,000 gross square feet of residential, 229,000 gross square feet of hotel, and 49,000 gross square feet of retail. The overall land use mix is 48.3% office, 33.1% residential, 15.3% hotel, and 3.3% retail. The resultant FAR under both development options is 2.96. The maximum gross floor areas for the various uses are as follows:

Land Use Mix and FAR

Use	GSF (Base Plan)	GSF Under Alternate Use	Percentage of Total (Base Plan)	Percentage of Total Under Alternate Use	FAR (Base Plan)	FAR Under Alternate Use
Master Plan						
- Office	954,000	725,000	63.6%	48.3%	1.88	1.43
- Residential	497,000	497,000	33.1%	33.1%	0.98	0.98
- Retail	49,000	49,000	3.3%	3.3%	0.097	0.097
- Hotel	0	229,000	0%	15.3%	0.00	0.45
Total	1,500,000	1,500,000	100%	100%	2.96	2.96

Calculation of FAR and FAR under the alternative is based on land area and density credit totaling 507,271 square feet.

Scotts Run North is located on the north side of Route 123 between Scotts Crossing Road and the Dulles Airport Access Road. Currently developed with an interim parking lot, the Applicant proposes three (3) office buildings and two (2) residential buildings; each building may be constructed as one or two towers, with two (2) alternatives for the allocation of gross floor area between Building Site A and Building Site B. The CDP details an alternative whereby one of the office buildings on Route 123 may be developed with a hotel. All of these uses, under the base and alternative with the maximum proposed development, will yield approximately 1.5 million square feet of development. Vehicular and pedestrian circulation will be achieved with

the construction of a new central street, referred to as Grover Street that is parallel to Route 123. In addition, North Dartford Drive will be constructed to connect Grover Street with Route 123. Parking will be provided in structures located beneath each building. Retail development will be located on the ground floor to activate the street and also screen portions of the parking garage that may be located above grade. Building heights range from 103 feet to 325 feet with the greater heights located in proximity to Route 123 and the Metro Station. Specific details of each proposed development are provided on the CDP. In addition, site sections for each proposed building, including use and design alternatives, are included in the CDP.

V. Phasing of Development

Scotts Run North is located on the north side of Route 123 and is commonly referred to as the Cleveland Block. The development of five (5) building sites with a mix of uses may take some years to complete. Phasing of development to planned infrastructure (vehicular, pedestrian, bicycle and transit facilities) and transportation demand management programs is critical to ensure a well-balanced, interlinked, multi-modal transportation network in Tysons. In addition, the Applicant must retain the flexibility to respond to changing market conditions and, therefore, has designed the Subject Property with buildings, including associated parking, that may be constructed individually or in groups. These stand-alone parcels are easily defined by the Applicant's proposed grid of streets.

The Cleveland Block will be redeveloped with three (3) office building sites, identified on the CDP as Building Sites C, D and E, and two (2) residential building sites, identified on the CDP as Building Sites A and B. Individual buildings may be constructed as one or two towers. Building Site C will consist of 449,000 gross square feet, Building Site D will consist of 302,000 square feet and Building Site E will consist of 236,000 square feet. The residential buildings will be comprised of Building Site A consisting of 367,000 gross square feet and Building Site B consisting of 146,000 gross square feet. Building E may also be developed with a hotel consisting of 236,000 gross square feet. All buildings will be served by structured parking located beneath the building site that will be constructed concurrently with each building. Under both development options, access to the buildings will be from Grover Street and North Dartford Drive. Internal road improvements shall be constructed concurrently with development of the Subject Property.

The Subject Property has sufficient existing and proposed street frontage for adequate access so that a specific development sequence is not necessary. Extensive landscaping, streetscape and open spaces, including a multi-generational park, are detailed on the CDP and will be installed concurrently with each development site. As shown on the CDP, improvements will be phased as follows:

- Building Site A. Building Site A is located in the northwest quadrant of proposed Grover Street and North Dartford Drive. Building Site A is currently developed as a portion of an interim parking lot constructed to serve patrons of the Metro Station. When redeveloped, a residential building or buildings consisting of up to 367,000 gross square feet will be constructed on Building Site A. It is anticipated

that up to 8,000 gross square feet of the building may be retail. Building Site A will be served by structured parking located beneath the building(s) that will be constructed concurrently. Improvements will include construction of a portion of Grover Street from Scotts Crossing Road to North Dartford Drive and the construction of North Dartford Drive with access to Route 123, subject to VDOT approval of a connection to Route 123. Streetscape improvements will be provided along adjacent street frontages and Frances Park, a multi-generational park, will be constructed with Frances Drive as an interim road connection. A trail connection will be provided to an off-site trail located in the stream valley. The remainder of the Subject Property may continue to be used as an interim parking lot until such time as additional parcels are developed.

- Building Site B. Building Site B is located in the northeast quadrant of Grover Street and North Dartford Drive. Building Site B is currently developed as a portion of an interim parking lot constructed to serve patrons of the Metro Station. When redeveloped, a residential building or buildings consisting of up to 247,000 gross square feet will be constructed on Building Site B. It is anticipated that up to 8,000 gross square feet of the building may be retail. Building Site B will be served by structured parking located beneath the building(s) that will be constructed concurrently. Improvements will include construction of a portion of Grover Street from Scotts Crossing Road to North Dartford Drive and the construction of North Dartford Drive with access to Route 123, subject to VDOT approval of a connection to Route 123. Streetscape improvements will be provided along adjacent street frontages. The existing entrance to Scotts Crossing Road will remain. The remainder of the Subject Property may continue to be used as an interim parking lot until such as time as additional parcels are developed.

- Building Site C. Building Site C is located in the northeast quadrant of Route 123 and Scotts Crossing Road. Building Site C is currently developed as a portion of an interim parking lot constructed to serve patrons of the Metro Station. When redeveloped, an office building or buildings consisting of up to 449,000 gross square feet will be constructed on Building Site C. It is anticipated that up to 17,000 gross square feet of the building may be retail. Building Site C will be served by structured parking located beneath the building that will be constructed concurrently. Improvements will include the construction of a portion of Grover Street from Scotts Crossing Road to North Dartford Drive and a portion of North Dartford Drive from Route 123 to Grover Street, subject to VDOT approval of a connection to Route 123. Streetscape improvements will be provided along adjacent street frontages and Frances Park, which is a multi-generational park located adjacent to Building Site C, will be constructed with Frances Drive as an interim road connection. A trail connection will be provided to an off-site trail located in the stream valley and interim green space will be provided adjacent to Building Site C. That portion of interim surface parking located in the southwest quadrant of Grover Street and North Dartford Drive may be used to support the

office building on an interim basis. The remainder of the Subject Property may continue to be used as an interim parking lot until such time as additional parcels are developed.

- Building Site D. Building Site D is located in the southwest quadrant of Grover Street and North Dartford Drive. Building Site D is currently developed as a portion of an interim parking lot constructed to serve patrons of the Metro Station. When redeveloped, an office building or buildings consisting of up to 302,000 gross square feet will be constructed on Building Site D. It is anticipated that up to 9,000 gross square feet of the building may be retail. Building Site D will be served by structured parking located beneath the building that will be constructed concurrently. Improvements will include the construction of an interim connection from Scotts Crossing Road to Grover Street, a portion of Grover Street from Scotts Crossing Road to North Dartford Drive and the construction of a portion of North Dartford Drive from Route 123 to Grover Street, a portion of which is subject to VDOT approval of a connection to Route 123. Streetscape improvements will be provided adjacent to street frontages and an interim green space will be provided adjacent to Building D. A portion of the Subject Property located between Building Site D and Scotts Crossing Road will be used as interim surface parking for the improvements on Building Site D. Interim green space will be provided adjacent to Building Site D. The remainder of the Subject Property may continue to be used as an interim parking lot until such time as additional parcels are developed.

- Building Site E. Building Site E is located in the southeast quadrant of Grover Street and North Dartford Drive. Building Site E is currently developed as a portion of an interim parking lot to serve patrons of the Metro Station. When redeveloped, office building(s) or a hotel will be constructed on Building Site E. Building Site E will consist of 236,000 gross square feet of either office or hotel with up to 7,000 gross square feet of retail use in the building. Building Site E will be served by structured parking located beneath the building that will be constructed concurrently. Improvements associated with Building Site E include construction of a portion of Grover Street from Scotts Crossing Road to North Dartford Drive and construction of a portion of North Dartford Drive with access to Route 123, subject to VDOT approval of a connection to Route 123. Streetscape improvements will be provided along adjacent street frontages. The remainder of the Subject Property may continue to be used as an interim parking lot until such time as additional parcels are developed.

The phasing as described above is illustrated on the CDP. In addition, the Applicant has provided a detailed pedestrian and bicycle circulation plan consisting of sidewalks, trails and plazas that will be installed concurrently with the development of each Building Site. In addition, utilities will be installed sequentially with each segment of development. As described herein and as shown on the CDP, interim surface parking may continue on all or any of the

undeveloped building sites. The detailed phasing plans are shown on Sheets A6.01 through A6.03 of the CDP.

VI. Comprehensive Plan Guidelines

The Subject Property is located in the Tysons East District of the Tysons Corner Urban Center and recommendations for its use and development are guided by the newly approved Comprehensive Plan Amendment for *Transforming Tysons* (the "Plan"). Guidance is provided in both the Areawide Recommendations and the District Recommendations, specifically the Scott Run Crossing Subdistrict. The Plan recommends that the Subject Property be redeveloped with a mix of uses with office as the predominate use. The Scotts Run Crossing Subdistrict is envisioned to be a mixed-use area with increased intensity and diversity of land use including office, hotel, residential, support retail and/or public and institutional uses. This vision is implemented with the combined developments approved for Scotts Run Station South and proposed for Scotts Run North. A key feature in the subdistrict is Scotts Run Stream Valley Park. Scotts Run Stream Valley Park is identified as an accessible urban park and areawide amenity. Redevelopment is encouraged to contribute to stream and riparian buffer restoration efforts for Scotts Run Stream Valley Park, which the Applicant has already fulfilled with the Scotts Run Station South approval. Planned intensity recommendations are based on a tiered approach. The highest intensities in Tysons Corner should be built in those areas closest to the Metro Station entrance. Approximately 35% of the Subject Property is located in Tier 1 within ⅛ mile of the Metro Station entrance. Approximately 62% of the Subject Property is located in Tier 2 within ¼ mile of the Metro Station. Sites within Tiers 1 and 2 are not subject to a maximum FAR. Approximately 3% of the Subject Property is located in Tier 3, specifically between ¼ and ⅓ mile of the Metro Station entrance. The Plan recommends that projects within ¼ and ⅓ mile may develop up to a 2.0 FAR, excluding bonuses, however, sites that do not include any office space or other high trip generating uses should be allowed intensities of 2.5 FAR, plus any bonuses achieved. The Plan also allows flexibility to include areas immediately adjacent to the ¼ mile ring as areas not subject to a maximum FAR. Below is a table outlining the land areas and development proposed within Tiers 1, 2 and 3.

Intensity Tiers and FAR

Intensity Tiers	Land Area and Density Credits	GFA	GFA Under Alternative	FAR	FAR Under Alternative
1 0 to ⅛ mile	181,143 SF	449,000	449,000	2.48	2.48
2 ⅛ - ¼ mile	306,644 SF	1,051,000	1,051,000	3.43	3.43
3 ¼ - ⅓ mile	19,484 SF	0	0	0	0
Total	**507,271 SF**	**1,500,000**	**1,500,000**	**2.96**	**2.96**

The Applicant's proposal as shown on the CDP is in keeping with the intensity recommendations of the Plan. The Subject Property's maximum overall FAR is 2.96 for both proposed developments. While the Subject Property does include floodplain, the uses are evaluated in terms of intensity and not subject to density penalties as described in the Zoning Ordinance. Additionally, no high-trip generating uses are proposed within the Subject Property's limits, and therefore, a concurrent special exception is not required.

The Plan also provides guidance on consolidation, street grid, urban design, urban park standards and other topics. Below is a description of how the proposed rezoning and CDP for the Subject Property meets the major elements of the Plan and the specific subdistrict recommendations. Where the description of compliance with the major elements also satisfies the subdistrict recommendations, it is so noted and not repeated.

Plan Guidance	Applicant's Proposal
Major Elements of the Plan	
•Mix and arrangement of uses	The proposed mix of uses is in keeping with the overall guidance in the Land Use section and the Scotts Run Crossing Subdistrict description. The Plan calls for development of the Subject Property with a mix of uses, with office as the predominate use. Further, the Plan text allows individual developments to have the flexibility to build a higher percentage of office as the anticipated land use mix will vary by TOD District or Subdistrict. The use percentages meet the recommendations for Transit Station Mixed Use. In keeping with the Plan and Subdistrict recommendations, the greatest intensity will be concentrated closest to the Metro Station. The Applicant proposes the construction of a gateway office building within 1/8 of a mile of the Metro Station. Building height is oriented to Route 123 and steps down to the periphery of the Tysons Urban Center. As detailed on the CDP, development will be phased to the construction of transportation and public facilities.

•Affordable and workforce housing	The proposed residential buildings under are a construction type that does not generate a requirement for Affordable Dwelling Units in accordance with Article 2 of the Zoning Ordinance. Twenty percent (20%) of the proposed residential units, or approximately 95 units, will be provided as workforce housing in accordance with the guidance in the Plan.
•Green building expectations	The office structures will be designed and constructed to meet minimum Silver LEED certification or equivalent standards. The design of residential structures will be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.
•Stormwater Management	The goal of stormwater management measures for the Subject Property is to protect the downstream receiving waters in the Tysons Corner area from further degradation while providing sufficient controls to proportionally improve the condition of said receiving waters. Through the use of aggressive and innovative stormwater management planning and techniques, the proposed development will provide both water quantity and water quality controls to achieve the above stated goal. While historical water quantity controls have been focused on reducing the peak flow rates from post-developed sites to levels equal to or less than the peak flow rates for pre-developed sites, this tactic accounts for only part of the impact development has on storm water runoff. That is to say, development will affect not only peak runoff rates, but also total runoff volume. Although this historical peak shaving methodology ensures the downstream receiving channels are capable of conveying the post-developed peak flows, it does not account for the increased volume of runoff that will be generated as a result of development. Because both the peak flow rate and the overall runoff volume introduced into the downstream receiving waters impact the condition of the streams, it is the intent of this rezoning application to commit to a stormwater management plan which not only attempts to mimic the pre-developed peak release rates, but also the pre-developed runoff volumes. In order to both control the post-developed peak flow

	rates and reduce the post-developed runoff volumes, it is the intent of the proposed stormwater management plan to make use of certain low impact development (LID) techniques that will aid in water runoff reduction and re-use. In general, techniques such as green roofs, tree box filters, pervious hardscapes/streetscapes, and stormwater reuse will be integrated into the development as shown on the CDP. These techniques will both reduce the total runoff release from the development area and control the peak runoff rate. More specifically: • **Green roofs** will allow for a portion of the runoff volume to be decreased through the uptake by plantings on the green roof. • **Tree box filters** will also allow for a degree of plant uptake, and can also be designed to infiltrate portions of the runoff volume, depending on the characteristics of the insitu soils. • **Pervious hardscapes/streetscapes** will allow for infiltration of portions of runoff volume through the pervious surface into storage below where it will be held for infiltration into the ground, depending on the characteristics of the insitu soils. • **Cisterns/Stormwater reuse** will allow for runoff volume to be recycled into the water supply of the new buildings for allowable purposes such as grey water, landscape irrigation, and air conditioning unit cooling. Instead of merely holding runoff to reduce its peak flow rate, retention vaults will hold runoff until it is reused in the buildings. This reuse has the added benefit of reducing the demand on the domestic water supply, while infiltration techniques will have the added benefit of recharging the surrounding water table. • **Structural BMPs** • **Integrated Management Practices (IMPs)** Beyond reducing the volume of runoff from a post-developed site, the above LID techniques will help to reduce the peak flow rates released from a post-developed site. By reducing the overall imperviousness of the site, as well as

	"disconnecting" impervious areas, these techniques will reduce the peak runoff rate. This is due to the fact that times of concentration for sub areas of the site will increase for certain LID techniques, thus avoiding coincident peaks for all of the site sub areas, some using LID techniques and some not. Regarding water quality, the use of green roofs and tree box filters will have a significant impact on water quality, as nutrient uptake will greatly reduce the pollutants in the site runoff. Furthermore, infiltration (pending the characteristics of the insitu soils) in both tree box filters and pervious hardscape/streetscape will greatly improve the quality of the runoff from the post-developed site. Thus, these techniques will be used to meet the established phosphorus removal requirements for the Subject Property, as determined during the rezoning process.
•Consolidation performance objectives	The Scotts Run Crossing Subdistrict guidance suggests a consolidation goal of 20 acres. The Subject Property encompasses less than 20 acres but includes all available land that is bounded by Scotts Crossing Road, the Dulles Airport Access Road and Scotts Run Stream Valley Park. The land area includes property in Tiers 1, 2 and 3. As recommended by the Subdistrict, the consolidated area includes land in both the first and second intensity tier to ensure connectivity to the Metro Station. The size, shape and location of the Subject Property will foster achievement of the performance objectives resulting in a coordinated development plan that includes a grid of streets, provides a comprehensive public open space system that incorporates Scotts Run Stream Valley Park, demonstrates how adjacent land may be developed in keeping with the Plan, and provides for the phasing of redevelopment.
•Transportation	
°Grid of streets on and off-site	The Applicant has worked with the other Tysons East District property owners to identify a network of streets to provide accessibility and connectivity for all modes: vehicular, pedestrian and bicycle. The goal was to create a street grid that is effective, practical and implementable. This is exhibited in the

	street grid approved in conjunction with Scotts Run Station South. The grid is further implemented with the construction of two (2) new streets: Grover Street and North Dartford Drive (both local streets). Improvements in accordance with Plan recommendations will be made to existing Scotts Crossing Road that will be incorporated into the street grid. The proposed street grid was presented to and discussed with FCDOT representatives on February 3 and May 3, 2011. The Applicant's commitment to the grid of streets will provide major improvements in connectivity and set the framework for a new urban design.

°Vehicle trip reduction objectives	The Traffic Impact Statement ("TIA"), originally submitted by Wells + Associates, Inc., on or about May 23, 2011, did include a Transportation Demand Management ("TDM") vehicle trip reduction goal generally consistent with the Plan (i.e., within 5% of those recommended). These reduction goals were agreed upon with FCDOT and VDOT during the scoping of the TIA. Future proffers will further detail the objectives and include a comprehensive TDM program and strategic implementation plan consistent with the Comprehensive Plan goals and FCDOT policy.
°Parking management	Parking management is critical to the success of a TDM program. The amount of parking proposed for the Subject Property is consistent with the parking recommendations in the Plan and the PTC District regulations. The CDP provides details as to the location, access and number of spaces.
°Phasing to transportation improvements and programs	The CDP provides separate sheets to set forth the potential phasing of development to planned transportation improvements, particularly the grid of streets. The Applicant's proffers will elaborate on the phasing commitments.
°Traffic impact analysis evaluating three time periods; first phase, interim phase and plan build-out	The TIA referenced above provided an evaluation of existing and future conditions with and without the proposed redevelopment plan as required by VDOT's Chapter 527 (now known as Chapter 870) regulations and as coordinated and agreed to by FCDOT. The TIA for Scotts Run Station (including proposed development on both the north and south sides of Route 123) was deemed acceptable by

	VDOT on December 18, 2012.
•Urban Design	
°Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons.	SmithGroup, the project architect, has studied the Subject Property, its physical characteristics and identified both design opportunities and challenges. It has also reviewed in depth the urban aesthetic vision for Tysons as set forth in the Plan. The CDP creates a new sustainable urban design from the existing suburban office park configuration. Working with JJR, landscape architects, SmithGroup has provided details of building forms, massing, streetscapes and the pedestrian realm, open park areas, and private amenity spaces with particular attention to the guidance in the Urban Design section of the Plan.
°A variety of buildings heights with the tallest buildings in the ranges specified by the Building Height Map.	Three (3) new office building sites and two (2) residential building sites or, alternatively, two (2) new office building sites, two (2) new residential building sites, and a hotel are proposed to be developed on the Subject Property. Each building site may be constructed as one or two towers. The buildings range in height from 103 feet to 325 feet. The tallest building, at 29 stories, is located closest to the Metro Station and will serve as a gateway to Tysons. The height recommendations of the Comprehensive Plan are provided in an attached graphic prepared by Bowman Consulting. The proposed heights are all in keeping with the Building Height Map in the Plan.
°Shadow and wind studies demonstrating that the design creates an inviting environment and does not cause a canyon effect.	Office and residential buildings have been sited and massed to avoid canyon effects, especially adjacent to Route 123. Shadow studies have been provided as shown on the CDP.
•Urban park standards	Development of a usable and varied park and open space system is a principal objective of the Plan. A preliminary analysis of the urban park standards and the needs of the future office tenants, residents and visitors to the Subject Property has been prepared. The urban park standard recommended for Tysons Urban Center is 1.5 acres for each 1,000 residents and 1.0 acre for each 10,000 employees. The proposed office development comprised of either 954,000 or 725,000 gross square feet is estimated to generate either 3,180 or 2,417 employees. The proposed 473 dwelling units are estimated to

	generate 828 residents. Based on these estimates, the recommended park area for the development on the Subject Property is 1.57 acres, or 1.51 acres if the hotel alternative is selected. A comprehensive park and open space plan has been developed for the provision of appropriately scaled urban parks, both public and private on the Subject Property and in coordination with Scotts Run Station South. Overall, 3.14 acres of public park area and up to .77 acre of private park space are provided as shown on the CDP. The private park space will consist of rooftop terraces, including exterior social space for residents with landscaping and outdoor seating areas. The Applicant also proposes to improve Scotts Run Stream Valley as a part of this development by providing extension of the existing stream valley trail from The Gates of McLean property (which has been incomplete for the last 25 years) to Scotts Crossing Road, and ultimately to the McLean Station. As well, in addition to ensuring the improvements will not negatively impact downstream properties, the Applicant is also providing enhancements to the stream valley by introduction of enhanced outfall measures (plunge pools, etc.) beyond those minimums required by the PFM. Scotts Run Stream Valley will benefit the office tenants and residents as well as serve as an amenity to Tysons.
•Active recreation facilities	The Applicant will include active recreational facilities, private open space areas and the public parks as described above.
•Public Facilities	As described above, the Applicant will improve Scotts Run Stream Valley Park in a manner that will benefit Tysons as a whole. The Applicant's proffers will elaborate on these commitments. In addition, the public facilities provided by the Applicant with Scotts Run Station South, consisting of an athletic field, a fire station, and stream valley improvements, satisfy the public facilities requirement for up to 1.5 million square feet of development on Scotts Run North.

•Demonstrating how other properties in the subdistrict and in the general vicinity of the proposal can develop in conformance with the Plan.	The Applicant has worked with Tysons East District land owners to develop a proposed grid of streets for the Scotts Run Crossing District resulting in appropriately-sized, walkable blocks as evidenced on the CDP approved for Scotts Run Station South. The grid of streets is continued on the Subject Property and complements the approved developments to the south and west. As the Subject Property is located at the eastern edge of Tysons, properties to the east are not planned for increases in intensity and remain in conformance with the Plan.
Scotts Run Crossing Subdistrict - Redevelopment Option Guidance Development proposals should provide for the following:	
•The vision for the Scotts Run Crossing and Subdistrict is to redevelop with a mix of uses with office as the predominate use. Highest intensity should be oriented to the Metro Station. This subdistrict should become more diverse in land uses, to include hotel, residential and support retail uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.	As previously described in Major Elements of the Plan, the Applicant proposes an integrated mix of office, residential, and retail development. The highest intensity buildings are concentrated on that portion of the Subject Property closest to the Metro Station. The proposed FAR for that portion of the Subject Property within ⅛ mile of the Metro Station is 2.48. Between ⅛ and ¼ mile, the proposed FAR is 3.43, and between ¼ to ⅓ mile the proposed FAR is 0.
•Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.	The Subject Property is large enough and with sufficient road frontage on Route 123 to provide for a grid of streets that is an extension of the grid of streets approved with Scotts Run Station South. The street grid includes two (2) new street connections to complement the existing road network that includes Scotts Crossing Road. This existing street will be redesigned in accordance with the Plan and serve as part of the street grid. A comprehensive park and open space system has been approved as a part of Scotts Run Station South and those elements will be extended to Scotts Run North to not only meet the needs of office tenants and visitors to the area, but also to draw pedestrians and cyclists to the Metro Station. A detailed pedestrian circulation plan is included with the CDP. Green building practices and workforce housing are being provided in conformance with Plan guidance. The proposed development will be phased so that the streets, open spaces, parking, streetscapes and amenities can be

	developed systematically over time with building development.
o In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.	The proposed development is less than 20 acres but the proposed development meets the performance objectives for consolidation.
o When a consolidation includes land located in the first intensity tier (within ⅛ mile of a Metro station), it should also include land in the second intensity tier (between ⅛ and ¼ mile of a station), in order to ensure connectivity to the Metro Station.	The Applicant's proposed development plan includes land area in both the first and second intensity tiers. Connectivity to the Metro Station is ensured with a series of sidewalks and trails as detailed on the CDP.
•Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict and how it will connect to the abutting districts/subdistricts through the provision of the grid of streets.	The Applicant proposes to construct key sections of a grid of streets on the Subject Property that extends the grid of streets approved with Scotts Run Station South, including two (2) new streets referred to as Grover Street and North Dartford Drive. Improvements will also be made to existing Scotts Crossing Road that will be incorporated into the street grid. A comprehensive network of sidewalks, trails and/or bike lanes along the streets and through the community will invite pedestrians and cyclists to walk and bike to Metro, as well as to the uses on the properties adjacent to the Subject Property. The Applicant has worked with its neighbors to coordinate a complementary street grid.
o In the Scotts Run Crossing Subdistrict, two circulation improvements are planned -- a new ramp from the DAAR and the extension of Scotts Run Road over the Beltway. The location and configuration of Scotts Run Road may be adjusted at the time of development approval so as to preserve and make use of the existing right-of-way. Redevelopment along these alignments should provide right-of-way or otherwise accommodate these improvements, and should make appropriate contributions toward their construction costs.	The CDP illustrates a new connector road from the Dulles Airport Access Road to Scotts Crossing Road. The Applicant has coordinated with FCDOT staff and consultants regarding the preliminary design of the Connector Road and its construction by others. The Applicant will provide a pro-rata contribution to the road cost to facilitate its construction by others. The proposed street grid that includes Scotts Crossing Road will accommodate this circulation improvement and necessary right-of-way will be reserved.

•Other connecting local streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Urban Design and Transportation recommendations.	The Applicant proposes to construct key sections of a grid of streets on the Subject Property that extends the grid of streets approved with Scotts Run Station South, including two (2) new streets identified on the CDP as Grover Street and North Dartford Drive. Improvements by others will also be made to existing Scotts Crossing Road that will be incorporated into the street grid and have been coordinated specifically in the context of this application. A comprehensive network of sidewalks, trails and/or on-road bike lanes along the streets and through the community will invite pedestrians and cyclists to walk and bike to the Metro Station, as well as to the uses on the properties adjacent to the Subject Property. The Applicant has worked with Tysons East District land owners to coordinate a complementary street grid.
•Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.	See response to "Urban Park Standards" above.
•When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, and provide for affordable/workforce housing as indicated under the Land Use guidelines.	In addition to the public recreational opportunities that are provided, private recreational amenities will be provided for each residential building. These amenities may include a private roof deck, plazas and landscaped open spaces. These amenities will be detailed in future Final Development Plans. Twenty percent (20%), or approximately 95 units, will be provided on-site as affordable/workforce housing in compliance with the Plan recommendations.
•Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility,	The Traffic Impact Statement ("TIA") prepared and submitted by Wells + Associates, Inc. detailed the impacts of the proposed development on the transportation infrastructure and identifies appropriate mitigation measures. The Applicant worked with FCDOT and VDOT staff on an acceptable scope of work for the TIA. A scope of work meeting was held with both agencies in accordance with 24 VAC 30-155 on September 28, 2010. The TIA was deemed acceptable by VDOT on December 18, 2012.

transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.	
•Building heights in these subdistricts range from 105 feet to 400 feet, depending upon location as described below, and conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations.	The Building Height Map in the Comprehensive Plan shows the Subject Property falling into two different height tiers. The height recommendations of the Comprehensive Plan are provided in an attached graphic prepared by Bowman Consulting. The southern portion of the Subject Property closest to the Metro Station is located in Tier 1 with a maximum building height of 225 – 400 feet. The remainder of the Subject Property is within Tier 2 with a maximum building height of 175 to 225 feet. The proposed buildings range in height from 325 feet closest to the Metro Station to 103 feet furthest from the Metro Station. All proposed building heights are in accordance with Plan recommendation.
o The Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR and Route 123. It is positioned along the Capital Beltway, and has an average grade 25 to 35 feet below the Beltway, the planned extension of Scotts Run Road over the Beltway, and the elevated Metro station. As a result, this subdistrict's building heights are between 175 and 400 feet. Building heights should be highest closest to the Metro station or along the Capital Beltway.	In consideration of average grades and the elevated Metro Station, the tallest buildings are located closest to the Metro Station and the Capital Beltway.
•A potential circulator alignment extends through these subdistricts, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.	The conceptual route for the potential circulator is located on Scotts Crossing Road and has no impact on the Subject Property. Future proffers will address a possible contribution to construction cost.

VII. Requested Waivers and Modifications

To the best of the Applicant' knowledge, there are no known hazardous or toxic materials on the Subject Property in violation of applicable laws nor are there any planned with the proposed use. Furthermore, to the best of the Applicant's knowledge and belief, the proposed use will be in conformance with all applicable ordinances, regulations, and adopted standards with the following exceptions detailed in the attached lists entitled: "Public Facilities Manual, Request Waivers and Modifications" and "Zoning Ordinance, Requested Waivers and Modifications."

The modifications and waivers listed in the attached are proposed to further the urban design recommendations of the Plan, specifically landscaping and streetscape. Waiver of transportation standards such as the length of service roads, and interparcel connections will assist with implementation of the grid of streets. In addition, the modifications and waivers encourage efficient design that is necessary in an urban setting. Such efficiencies will result from minimizing loading spaces, use of tandem parking spaces and modification of parking stall dimensions. Lastly, the modifications and waivers are consistent with sustainable design elements including larger rooftop structures to meet LEED certification and underground SWM and BMP facilities for proposed residential development.

The proposed rezoning of a portion of the former West*Gate office park and its transformation into Scotts Run North combined with the approved development of Scotts Run Station South will implement the vision of the new Comprehensive Plan for the Tysons East District. The proposed development on Scotts Run North consolidates approximately ten (10) acres adjacent to the new Metro Station and results in a transit-oriented urban design that may be implemented in two (2) ways. As a visual and physical gateway to Tysons, Scotts Run North will include a signature office building within a 1/8 of a mile of the Metro Station. Connectivity is achieved with a street grid that facilitates pedestrian and vehicular access and is an extension of the street grid established by prior approvals. The street grid will be enhanced with street trees, landscaping, sidewalks, and ground level retail and dining establishments. Scotts Run Stream Valley Park will be extensively improved on the south side of Route 123 as a focal point for Tysons. The Applicant will provide improvements to the stream valley on the Subject Property to retain its natural condition. The stream valley, combined with landscaping and open space, elevates the overall living and working environment in Tysons. The development will be characterized by innovative stormwater management techniques, sustainable design and workforce housing opportunities.

I appreciate your consideration of this application.

Thomas D. Fleury

Thomas D. Fleury, Executive Vice President
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RZ-2011-PR-009
SCOTTS RUN NORTH

ZONING ORDINANCE

REQUESTED WAIVERS & MODIFICATIONS

	Requirement	Requested Waiver or Modification	Applicant's Justification
	Zoning Ordinance Article 2 - General		
1.	Section 2-506.1(A) and (C)	Applicant requests a waiver and/or modification of Zoning Ordinance Section 2-506.1(A) and (C) to allow structures located on the building roof to occupy an area greater than 25% of the total roof and to exclude air conditioning and cooling towers, located outside the penthouse or screen area, from being included in the maximum building height.	The applicant requests a waiver and/or modification as the roof structure, air conditioning, and cooling towers are required in order to meet LEED certification.
2.	Section 2-506-2	Applicant requests a waiver and modification of Section 2-506-2 to allow for a parapet wall, cornice or similar projection to exceed the height limit established by more than three (3) feet, as may be indicated on the FDP.	The applicant hereby requests this waiver in order to provide an opportunity to architecturally screen the mechanical penthouse equipment and to provide potential additional architectural elements above the main roof line. These elements are to be shown on the FDP. Uses on roofs may require fencing, screening, and barriers exceeding 3-feet for safety.
3.	Section 2-903.(4), (7) & (9)	In accordance with Zoning Ordinance section 2-903 (4), (7) and (9), the Applicant requests that the Board approve public recreational uses and stream stabilization associated with the Connector road improvements in a major floodplain as depicted on this CDP.	These uses in combination with the stream stabilization improvements are appropriate public uses in the major flood plain adjacent to the McLean Station.

SCOTTS RUN NORTH

	Zoning Ordinance Article 6 - PTC		
4.	Section 6-501-7	Applicant requests a modification of Article 6-501-7 of the Zoning Ordinance for the Tysons's Corner Urban Center Streetscape Design in favor of that shown on the CDP.	Specific modification of the Tyson's Corner Urban Center streetscape design in favor of that shown on the CDP is justified as follows: • Streetscape on north side of Connector Road is adjacent to Stream Valley and subject to final design and construction of the Connector Road, by others. However, the applicant is providing temporary enhancements to the north sides of Buildings A and B that mimick the intended streetscape to the benefit of the tenants and users of the application area. • Streetscape on the Route 123 frontage is subject to WMATA review and approval. WMATA has indicated their need and desire to have the area within their control that fronts along Route 123 to be free and clear of any obstructions, vegetation, furnishings etc that would impeded their area available for storage and system service operations. Streetscape improvements located within the road right of way are to be constructed by others with implementation of the Super Street.
5.	Section 6-505.7	Applicant requests a waiver of Zoning Ordinance Section 6-505.7 requiring the designation of specific outdoor dining areas on the CDP, rather, outdoor	Said waiver is in keeping with the Comprehensive Plan Urban Guidelines and urban streetscape character of the CDP.

		dining may be provided in any area where the use includes dining activity and will be indicated at the time of FDP and final site plan.	
6.	Section 6-506	Applicant requests a waiver of Zoning Ordinance Section 6-506 requiring ten (10) acre minimum lot size.	Site is 9.40 acres.
	Zoning Ordinance Article 11- Parking		
7.	Sections 11-102(12) and 6-509(1)	Applicant requests a modification of Zoning Ordinance Section 11-102(12) and Section 6-509(1) to allow for tandem spaces and valet spaces controlled by building management, for residential and office uses. Such stacked spaces in accordance with Section 11-101(1) and 6-509(1) may count toward required parking specified in the Zoning Ordinance, and shall be provided in accordance with the parking plan submitted with this application or subsequent FDPs and final site plans.	The use of the tandem and managed spaces requires the modification of these sections for specific geometric requirements in accordance with Section 6-509-1. Final parking plan with final dimensions will be submitted with the FDP and final site plans.
8.	Section 11-202(4)	Applicants requests a modification of Section 11-202(4) requiring minimum distance of forty feet (40') of a loading space in proximity to travel ways of streets, to that as demonstrated on the CDP.	The applicant is requesting this waiver for proposed loading entrances within the application area. The proposed loading entrances are in keeping with the Tysons Street Standards and Comprehensive Plan Urban Guidelines and urban streetscape character of the CDP.
9.	Section 11-201 and 203	Modification of the required number of loading spaces for office, multifamily and retail to that shown on the CDP.	A modification is justified based on actual need. A reduction in keeping with the urban streetscape character of the CDP.

	Zoning Ordinance Article 13 – Landscaping		
10.	Section 13-202-8	Applicant requests a modification / waiver of interior parking lot landscape requirements (Section 13-202-8) for interim surface lots, as allowed per section 13-202, Para 6, to that shown on the CDP and to be shown on the FDP.	For interim surface parking lots: interior landscaping will be demonstrated on subsequent FDP applications and will utilize existing vegetation within parking lots, to the extent possible.
11.	Article 13-202-5	Applicant requests a modification of peripheral landscape requirements (Section 13-203-5) for above grade parking structures and interim surface lots as allowed by Section 13-203, Para 3, to that shown on the CDP.	A) For interim surface parking lots: peripheral landscaping will be demonstrated on subsequent FDP applications and will utilize existing vegetation within parking lots, to the extent possible. B) For proposed above grade parking structures: peripheral landscaping will be provided using trees within urban streetscape (per Tysons Urban Design Guidelines) where garages are adjacent to street frontage features or other urban design elements where garages are adjacent to non street frontage.
	Zoning Ordinance Article 16 – Development Plans		
12.	Section 16-403	Applicant requests a waiver of Zoning Ordinance Section 16-403 requiring the submission of a Final Development Plan application associated with the	The applicant is requesting this waiver to allow the CDP to function as the prerequisite development plan needed in association with a Public Roadway or

		submission of all public roadway, and infrastructure phasing exhibit improvement plans and interim parking as shown within the CDP.	Infrastructure Plan given the amount of CDP detail required in the PTC District. Roadway and Infrastructure Plans may exceed FDP boundaries in many cases to
	Zoning Ordinance Article 17 - Site Plans		
13.	Section17-201(2)	Applicant requests a waiver and/or modification of Section 17-201(2) for the major paved trail along Dolley Madison Boulevard to that shown on the CDP; waiver of the on street parking and on street bike lane within North Dartford Drive; and waiver of the stream valley and natural surface trail within Scotts Run Creek.	The required major paved trail along Route 123 is proposed by others as part of the Super Street construction; North Dartford Drive is proposed as a local street therefore not requiring the on road bike lane or parking; The applicant is proposing extension of the existing stream valley trail located on The Gates of McLean property, thru the application property and onto Scotts Crossing Road. This extension and provision of trail network satisfies this comprehensive plan requirement.
14.	Section 17-201(3)	In accordance with Section 17-201, Applicant requests a waiver of service drive along Route 123 (Dolley Madison Boulevard).	The applicant is requesting a waiver of the service drive requirement along Route 123 to conform to the Comprehensive Transportation Plan.
15.	Section 17-201(3)(B)	Applicant requests a waiver of Section 17-201-(3)(B) requiring additional inter-parcel access to adjoining parcels (other than those shown on the CDP).	The applicant is requesting this waiver to not be required to provide additional inter-parcel access on a Site Plan beyond that noted in the Proffers and shown on the CDP.
16.	Section 17-201(4)	The applicant requests a determination of Zoning Ordinance Section 17-201 Paragraph (4) requiring any further dedication and construction of widening for existing roads beyond that which is indicated on the CDP. Dedication and improvements shown on the CDP shall be deemed to meet all comprehensive	The applicant is requesting a waiver of the requirement for additional dedication and construction of widening of existing roads beyond that shown on the CDP. The dedication and improvements shown on the CDP shall be deemed to meet all comprehensive plan policy plan requirements. All elements of the grid have

		plan policy plan requirements.	been established with the CTIA and therefore by FCDOT and VDOT at CDP level.
17.	Section 17-201(7)	Applicant requests a waiver of Section 17-201-(7) requiring 'No Parking' signs along travel ways at 15m interval, so as not to create visual sign clutters, means and method of parking control signage to be determined at final site plan with approval of the director of DPWES. Applicant requests the right to establish parking control, signs, and parking meters along public and private streets within and adjacent to the development.	The applicant is requesting this waiver so as not to create visual sign clutters, means and method of parking control. Sign location shall be determined by the Director at Site Plan.
18.	Section 17-201 Paragraphs 12, 13 and 14	In accordance with Zoning Ordinance Section 17-201 (12) (13) and (14), the applicant requests the improvements to be provided as demonstrated on the CDP.	The applicant requests the improvements to be provided in a phased sequence as outlined in the CDP and proffers and to be determined with the FDP in accordance with the Tysons Urban Street Standards. Improvements must be phased to maintain existing uses and orderly phased development of land bays.

RZ-2011-PR-009
SCOTTS RUN NORTH

PUBLIC FACILITIES MANUAL

REQUESTED WAIVERS & MODIFICATIONS

	Requirement	Requested Waiver or Modification	Applicant's Justification
	Public Facilities Manual		
1.	Section 6-0303.8	Waiver of PFM Section 6-0303.8, to allow stormwater management facilities (SWM and BMP) to be provided within underground systems within the residential Building Sites of the proposed development.	The urban nature of the proposed project does not lend itself to a more conventional (suburban) above ground technique. Underground detention is required to meet the Tyson's stormwater standards extended detention options, outfall improvements, and water reuse. A separate waiver, referenced as 6835-WPFM-007-1, has been submitted to the Director for processing through the Board of Supervisors.
2.	Section 7-0800	Modification of PFM Section 7-0800 to allow tandem/valet parking spaces, controlled by building management, and that such spaces may count toward required parking.	Zoning Ordinance Section 6-509 allows tandem parking spaces in the PTC district to be counted towards required parking. The PFM has not yet been updated to reflect the zoning ordinance changes allowed and geometric changes.
3.	Section 7-0802.2	Modification of Section 7-0802.2 parking geometric standards to allow for up to a 4% of the stall area, into the required parking stall area. The parking stalls affected by such structural columns shall count toward the number of required spaces.	Modification request to allow for up to a 4% projection of structural columns within parking structures into the required parking stall area. The parking stalls affected by such structural columns shall count toward the number of required parking spaces based on as-built conditions. As-built conditions in garages often have minor encroachments into parking spaces.
4.	Section 12-0508	Waiver of Section 12-0508 tree preservation target, as allowed by deviations described in Section 12-0508.3A(1) through Section 12.0508.3A(3).	As outlined in the allowable deviations, the tree preservation areas are located within the floodplain and are subtracted from the gross site area. These areas cannot then be counted towards tree canopy or preservation. The area of application remaining is concentrated with dense new development and contains little if any preservation worthy vegetation.
5.	Section 12-0510-4E(5)	Modification of Section 12-0510-4E-(5) to permit reduction of the minimum	Due to the urban nature of Tysons there may be instances where it is required to reduce the

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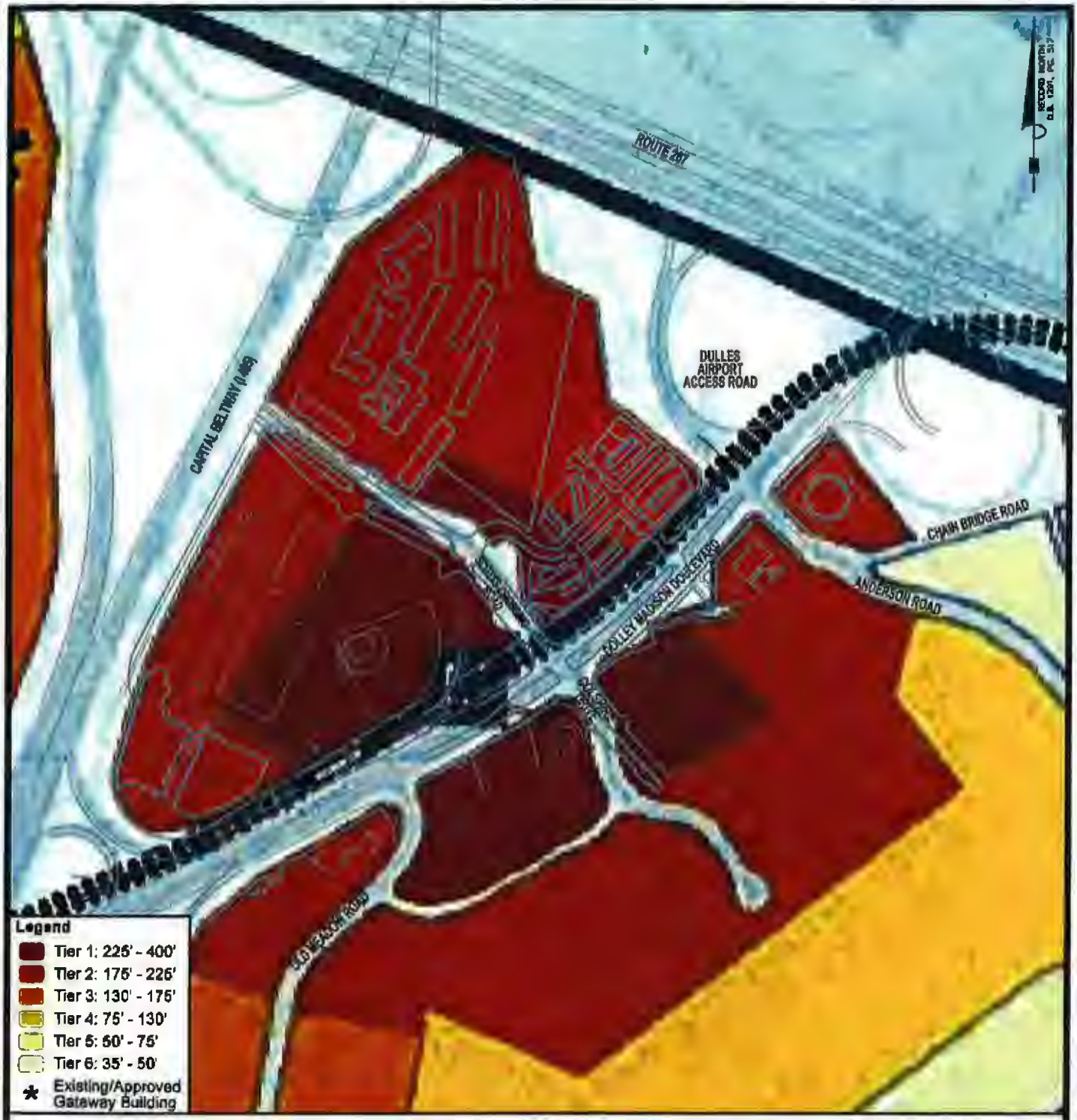
	Requirement	Requested Waiver or Modification	Applicant's Justification
		planting area from eight (8) feet, to a minimum of four (4) feet in order for trees to satisfy the tree cover requirement.	width of the planting area to four (4) feet. Soil volumes will still be met per the proffers and special designs at FDP.
6.	Section 12-0511-4	A modification of Section 12-0511-4 for required ten percent tree canopy coverage on individual lots/land bays, to allow for canopy to be calculated on the overall development area, as demonstrated on the CDP.	Various parts of the CDP vary in character and the tree canopy percentage varies accordingly but the 10-year tree canopy goal can be achieved on the overall project through street trees and trees within the development.
7.	Section 12-0515.6b	Modification of Section 12-0515.6B to allow for trees located above any proposed percolation trench or bio-retention areas to count towards county tree cover requirements.	Trees are an integral part of the stormwater concept which has been designed into the landscape, parks and streetscape. Trees required to be removed shall be re-planted as outlined in proffers.
8.		Deviations / modification of required SWM and BMP criteria by the Director, DPWES are outlined in the "Stormwater Management Design PFM Deviations Narrative" outlined on Sheet C2.0 of the CDP. These deviations shall be formally requested at the time of site plan and shall include such items as follows:	
	Section 6-1304.2(c)	A) all required deviations of PFM Section 6-1304.2(c) to allow for installation of permeable pavement systems that utilize infiltration to be constructed on in-situ fill material, provided field tests show adequate infiltration rates exist for in-situ material.	A) The redevelopment of Tysons is occurring on areas that have been previously developed and as such, much of Tysons is listed as urban fill. Similarly, the idea that infiltration on only our "in situ" soils would further reduce its applicability.
	Section 6-1304.2 (f)	B) all required deviations of PFM Section 6-1304.2(f) to set the minimum horizontal setbacks for both infiltrating and non-infiltrating systems from building	B) The urban design guidelines and density/intensity of the project will call for the construction of a number of smaller scale water quality facilities (commonly referred to as Integrated

SCOTTS RUN NORTH

	Requirement	Requested Waiver or Modification	Applicant's Justification
		foundations be reduced to zero (0) feet in order to facilitate installation of permeable pavers in an urban environment set forth in the Tyson's Corner design guidelines.	Management Practices – IMP's) into the site that won't allow for the setbacks called for in the PFM.
	Section 6-1304.4(i)	C) all required deviations of PFM Section 6-1304.4(i) to allow utilization of infiltration rates less than 0.52 in/hr for design of infiltration systems utilized to meet the comprehensive plan requirement for retention of the first 1" of runoff on-site.	C) Infiltration is the number one goal of the Tysons Comp Plan for stormwater. Opportunities for infiltration are limited by the urban nature of these projects, it should not be further limited by a minimal infiltration rates.
	Section 6-1306.3(f)	D) all required deviations of PFM Section 6-1306.3(f) to allow for any detention facility located within a building or garage structure to be governed by building code requirements for access and maintenance.	D) Exterior access to the SWM facilities, while a goal, cannot always be achieved. As such, we request this waiver for flexibility in the type and location of facilities to be provided.
	Section 6-1307.2(c)	E) all required deviations of PFM Section 6-1307.2(c) to allow for installation of bio-retention facilities that utilize infiltration to be constructed on in-situ fill material, provided field tests show adequate infiltration rates exist for in-situ material.	E) See "A" above.
	Section 6-1307.2(e)	F) all required deviations of PFM Section 6-1307.2(e) to set the minimum horizontal setbacks from building foundations be reduced to zero (0) feet in order to facilitate installation of bio-	F) See "B" above.

SCOTTS RUN NORTH

	Requirement	Requested Waiver or Modification	Applicant's Justification
		retention systems in an urban environment set forth in the Tyson's Corner Design Guidelines.	
	Section 6-1307.2(f)	G) all required deviations of PFM section 6-1307.2(f) to allow installation of bio-retention facilities in the vicinity of loading docks, vehicle maintenance areas or outdoor storage areas to accommodate the urban environment set forth in the Tyson's Corner Design Guidelines.	G) Opportunities for bio-retention are limited by the urban nature of these projects, it should not be further limited by a minimal infiltration rates. The idea of rooftop disconnection to an adjacent area is a technique that would be limited by this PFM requirement.
	Section 1307.2(g)	H) all required deviations of PFM Section 6-1307.2(g) to allow for the maximum drainage areas to bio-retention filters utilized for retention of the first 1" of runoff be eliminated in order to accommodate rooftop runoff piped to proposed structures.	H) The urban design guidelines and density/intensity of the project will call for the construction of a number of smaller scale SWM facilities (commonly referred to as Integrated Management Practices – IMP's) into the site that would be significantly limited if held to the maximum drainage areas called for in the PFM.
	Section 6-1309.2(c)	I) all required deviations of PFM Section 6-1309.2(c) to allow installation of tree box filters in the vicinity of loading docks, vehicle maintenance areas or outdoor storage areas to accommodate the urban environment set forth in the Tyson's Corner Design Guidelines.	I) See "G" above.



SCALE: 1"=500'

DATE: 3-21-14

SCOTTS RUN

SCOTTS RUN NORTH

BUILDING HEIGHT
CONCEPTUAL DEVELOPMENT PLAN
Providence District Fairfax County, Virginia

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FAIRFAX COUNTY

VIRGINIA

DEPARTMENT OF PLANNING AND ZONING
Zoning Administration Division
Ordinance Administration Branch
12055 Government Center Parkway, Suite 807
Fairfax, Virginia 22035-5505

(703) 324-1314 Fax (703) 803-6372

December 21, 2000

Philip O. Yates
Dewberry & Davis, LLC
8401 Arlington Boulevard
Fairfax, Virginia 22031-4666

RE: Sect. 2-414 of the Fairfax County Zoning Ordinance

Dear Mr. Yates:

This is in response to your letters to Jane W. Gwinn, dated November 17 and 20, 2000, requesting an interpretation as to how the minimum distances to principal buildings specified in Par. 1 of Sect. 2-414 of the Zoning Ordinance are established in the vicinity of interchanges of interstate highways and the Dulles Airport Access Road and whether such distances are measured from the existing or proposed right-of-way (R-O-W) line.

With regard to your first question, for the purpose of determining the point at which such measurement is taken at an interchange of an interstate highway, the R-O-W line of the limited access travel lanes of the interstate on either side of the interchange is projected or extended through the interchange and it is that projected or extended line from which the measurement is taken. With regard to your second question, the issue of whether such distances are measured from the existing or proposed R-O-W line is still under consideration and I will inform you of the determination once it has been made.

I hope this adequately responds to your request. Should you have any additional questions or require clarification, please do not hesitate to contact me at 703-324-1314.

Sincerely,

Donna Pesto
Senior Assistant to the Zoning Administrator

cc: Jane W. Gwinn, Zoning Administrator
Eileen M. McLane, Deputy Zoning Administrator
for Ordinance Administration Branch

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County of Fairfax, Virginia

MEMORANDUM

DATE: April 14, 2015

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

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

SUBJECT: Land Use Analysis:
RZ/CDP 2011-PR-009, Scotts Run North

This memorandum includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Rezoning (RZ) and Conceptual Development Plan (CDP) application dated May 10, 2011, as revised through April 3, 2015, and the latest proffers dated April 10, 2015. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted.

DESCRIPTION OF THE APPLICATION

The subject rezoning application proposes a mixed-use, transit-oriented development along Dolley Madison Boulevard (Route 123) near the McLean Metro station in the Tysons Corner Urban Center. The applicant seeks to rezone approximately 9.40 acres located at 1820 Dolley Madison Boulevard on Tax Map Parcels 29-4 ((5)) 9, 9A, 10A from the C-3 Office District with Highway Corridor Overlay (HC) to the Planned Tysons Corner Urban (PTC) District with HC. With prior street dedication of 97,425 square feet, a total of 507,271 square feet or approximately 11.64 acres is counted for intensity calculation. The application property is located within the Scotts Run Crossing Sub-District of the Tysons East Planning District.

The proposed development for the site includes six or seven buildings (A1, A2, B or B1 and B2, C, D, E) totaling up to 1,500,000 square feet at an overall 2.96 floor area ratio (FAR). Up to 725,000 – 954,000 square feet of office development is proposed. A maximum of 467-497 residential units (497,000 square feet) is proposed. A maximum of 49,000 square feet of ground level retail/services is proposed. As an alternative to an office building, a hotel with up to 218 rooms or 229,000 square feet may be developed. Maximum building heights among the six or seven buildings range from 14 stories and 183 feet to 36 stories and 400 feet.

LOCATION AND CHARACTER OF THE AREA

The subject property is located north of Dolley Madison Boulevard between Scotts Crossing Road and a Dulles Airport Access Road ramp. The entire site is within ¼ mile of the McLean Metro station. There are no existing buildings on the subject property. The site currently consists of a surface parking lot. The area south of the subject property and across Dolley Madison Boulevard is developed with low intensity office buildings; under approved rezonings, RZ 2010-PR-010 and RZ 2010-PR-011, these office properties will be redeveloped to high intensity, transit-oriented, mixed use development known as Scotts Run South. To the west of the subject property and across Scotts Crossing Road are interim athletic fields and the Capital One office campus; under approved rezoning, RZ 2010-PR-021, office, hotel, retail and residential uses will be added. The Gates of McLean a low intensity, multi-family residential use is located north of the subject property.

COMPREHENSIVE PLAN CITATIONS:

Land Use

The Comprehensive Plan Areawide Recommendations for Tysons may be accessed at:

http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf

The Comprehensive Plan District Recommendations for Tysons may be accessed at:

http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons2.pdf

In the Fairfax County Comprehensive Plan, 2013 Edition, Area II, Tysons Corner Urban Center, District Recommendations, as amended through April 29, 2014, on Pages 152 – 154, the Plan, as applied to the application area, states the following:

"**SCOTTS RUN CROSSING AND COLSHIRE SUBDISTRICTS**

The Scotts Run Crossing Subdistrict is comprised of about 58 acres and is bounded by the DAAR on the north, Dolley Madison Boulevard on the east and south, and I-495 on the west. The Colshire Subdistrict is comprised of about 50 acres and is bounded by Dolley Madison Boulevard on the north, Scotts Run on the west, the Anderson Subdistrict on the east and the East Side District on the south.

Base Plan

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

Redevelopment Option

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

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

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

- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

    - In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.

    - When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets.

- In the Scotts Run Crossing Subdistrict, two circulation improvements are planned -- a new ramp from the DAAR and the extension of Scotts Run Road over I-495. The location and configuration of Scotts Run Road may be adjusted at the time of development approval so as to preserve and make use of the existing right-of-way. Redevelopment along these alignments should provide right-of-way or otherwise accommodate these improvements, and should make appropriate contributions toward their construction costs.

- In the Colshire Subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road, the location and configuration of which may be adjusted at the time of development approval. Redevelopment along this alignment should provide the necessary right-of-way.

- For both subdistricts, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- In addition, a specific public facility need is the provision of a fire station; this facility should be accommodated in this area's redevelopment.

- Building heights in these subdistricts range from 105 feet to 400 feet, depending upon location, as described below and conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations.

- The lowest building heights in the Colshire Subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Directly abutting the East Side District, the maximum height is 105 feet; however, buildings may be designed with step backs allowing height to increase with distance from the East Side District and through this design approach height may increase up to 130 feet. The areas closest to the Metro station building heights may be allowed up to 400 feet.

  The Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR and Dolley Madison Boulevard. It is positioned along I-495, and has an average grade 25 to 35 feet below I-495, the planned extension of Scotts Run Road over the Beltway, and the elevated Metro station. As a result, this subdistrict's building heights are between 175 and 400 feet. Building heights should be highest closest to the Metro station or along I-495.

- A potential circulator alignment extends through these subdistricts, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations."

TYSONS COMPREHENSIVE PLAN LAND USE CATEGORIES (Page 22):
Transit Station Mixed Use and Park/Open Space

TYSONS COMPREHENSIVE PLAN BUILDING HEIGHT TIERS (Page 116):
Tier 1 (225'-400') and Tier 2 (175'-225')

LAND USE ANALYSIS

The land use analysis evaluates whether the application is in general conformance with Comprehensive Plan objectives such as land use, intensity, and consolidation.

Land Use

The subject property is designated primarily as Transit Station Mixed Use land use category on the Comprehensive Plan's Conceptual Land Use Map for Tysons (see Page 22). A smaller portion of the subject property is designated as Parks/Open Space land use category. The Plan defines these categories as follows (see Pages 21 and 23):

"**Transit Station Mixed Use**: These areas are generally located near the Metro stations. They are planned for a balanced mix of retail, office, arts/civic, hotel, and residential uses. The overall percentage of office uses throughout all of the Transit Station Mixed Use areas should be approximately 65%. This target of office uses will help Tysons maintain a balance of land use and

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

"Parks/Open Space: These areas are planned for passive and active park land and urban open spaces such as plazas and pocket parks. In instances when intensity credit is given for dedicating land for a park or open space, the land use mix applied to the intensity credit should be consistent with the land use category of an adjacent area. Additional guidance on parks and open space can be found in the Environmental Stewardship section."

The applicant proposes a base plan with a hotel alternative for the subject application. Buildings A/B massing alternative is also proposed with the same maximum mix of land uses as the Base Plan.

Base Plan

Land Use	**Gross Floor Area (square footage)**	**Percentage of Total Land Use**	**Land Use FAR (based on total site area including density credits)**
Office	954,000	63.6%	1.88
Residential	497,000	33.1%	0.98
Retail/Services	49,000	3.3%	0.097
Totals	**1,500,000**	**100%**	**2.96**

Hotel Alternate

Land Use	**Gross Floor Area (square footage)**	**Percentage of Total Land Use**	**Land Use FAR (based on total site area including density credits)**
Office	725,000	48.3%	1.43
Residential	497,000	33.1%	0.98
Hotel	229,000	15.3%	0.45
Retail/Services	49,000	3.3%	0.097
Totals	**1,500,000**	**100%**	**2.96**

The proposed land use mixes are based on the maximum build out of the base plan and hotel alternative. The proposed mix of office, residential, hotel and retail/services is consistent with the land uses envisioned in a Transit Station Mixed Use (TSMU) area. The residential component under both development scenarios conforms to guidance on TSMU area that residential use is on the order of 20% or more of the total development. Under the base plan, the proposed office component of almost 64% of the total development supports guidance that the overall percentage of office uses throughout all of the TSMUs should be approximately 65%. The guidance also recognizes that the land use mix may vary by TOD District or subdistrict. In staff's opinion, the proposed hotel alternative is an appropriate complementary land use even though under this scenario the office component will be reduced to approximately 48% of the total development.

The development proposal includes Frances Park and Scotts Run Park on the subject property. Frances Park, an approximately 33,410 square foot multi-generational park, is generally adjacent and east of Scotts Crossing Road. Scotts Run Park, an approximately 2.3 acre naturalized park, contains Scotts Run, floodplain, environmental quality corridor and Resource Protection Area. The general location of Frances Park and Scotts Run Park is consistent with the depiction of parks and open space on the Comprehensive Plan's Conceptual Land Use Map for Tysons.

Site tabulations on the development plan (Table 1-Site Tabulations, page C2.1, April 3, 2015) define the proposed gross square area (GSF) by use as well as provide minimum and maximum ranges in GSF of land uses by building for the base plan, hotel alternative and building A/B alternative as follows:

Building	**Use**	**Proposed GSF by Use**	**Minimum-Maximum GSF**
A1/A2 (Base Plan & Hotel Alternate)	Residential	359,000	244,000-440,000
	Retail/Services	8,000	
A1/A2 (A/B Alternative)	Residential	258,000	244,000-440,000
	Retail/Services	8,000	
B (Base Plan & Hotel Alternative)	Residential	138,000	138,000-239,000
	Retail/Services	8,000	
B1/B2 (A/B Alternative)	Residential	239,000	146,000-239,000
	Retail/Services	8,000	
C (Base Plan, Hotel Alternative, A/B Alternative)	Office	432,000	254,000-510,000
	Retail/Services	17,000	

Building	Use	Proposed GSF by Use	Minimum-Maximum GSF
D (Base Plan, Hotel Alternative, A/B Alternative)	Office	293,000	150,000-401,000
	Retail/Services	9,000	
E (Base Plan, A/B Alternative)	Office	229,000	150,000-355,000
	Retail/Service	7,000	
E (Hotel Alternative)	Hotel	229,000	180,000-305,000
	Retail/Service	7,000	

The applicant is committing to limit the type and amount of retail use (Proffer 6, Proposed Development, Uses, April 10, 2015). Retail use will not include office or other high trip generating use. The size, general location and type of retail uses will be reviewed and approved on the final development plan (FDP). The applicant reserves the right to construct additional retail if there is a proportionate reduction in office use, and the total amount of retail use does not exceed 7% of the total 1.5 million gross square feet of development. Staff feels that these commitments ensure that "support retail" will be located in this area, as recommended by the Comprehensive Plan.

The land use proposed for the subject application is in general conformance with the Comprehensive Plan.

Intensity

In Transit Oriented Development (TOD) Districts, the Comprehensive Plan links intensity to a property's distance from a Metro station. For sites within 1/4 mile of a station, the Plan does not specify a maximum floor area ratio (FAR) (Pages 23-24, 26-27).

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

Approximately 8.96 acres of the subject property is located within 1/4 mile of the McLean Metro station. The Comprehensive Plan does not specify a maximum FAR for the subject property within 1/4 mile of the McLean Metro station. Approximately .44 acre of the subject property, which is proposed to be undeveloped, is located beyond 1/4 mile of the McLean Metro station

The intensity proposed for the subject property is in general conformance with the Comprehensive Plan.

Initial Development Level (IDL)

The Comprehensive Plan sets an initial development level (IDL) for office uses in Tysons and recommends that a Tysons-wide summary of existing and approved development be provided with all rezoning applications in Tysons (Pages 24-26).

The following table summarizes the built and approved office floor area in Tysons and the office space proposed with the subject application.

Category	**Office (sq. ft.)**
Existing Development[1]	27,985,000
Under Construction[1]	1,103,576
Approved, Unbuilt Development[1]	12,239,780
RZ 2011-PR-009 [2]	954,000
Total Office GFA	**42,282,356**

[1] *Report to Board of Supervisors on Tysons*, October 2014
[2] Office uses currently do not exist on site

On October 16, 2012, the Board of Supervisors directed staff to "incorporate with the next Tysons-wide plan amendment consideration of a change to the current Interim Development Level (IDL) of 45 million square feet of office use and the criteria for evaluating any such change to the IDL."

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

Phasing Development to Transportation and Public Facilities

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

> "Individual rezoning cases in Tysons should only be approved if the development is being phased to one of the following transportation funding mechanisms:
>
> - A Tysons-wide CDA or a similar mechanism that provides the private sector's share of the Tysons-wide transportation improvements needed by 2030;

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

The Plan also recognizes the critical role that the Tysons Transportation Fund plays in funding transportation improvements and the need to increase the contribution rate as part of a comprehensive funding strategy (Page 71):

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

On January 8, 2013, the BOS created a Tysons Transportation Service District, established the Tysons-wide and Tysons Grid of Streets transportation funds, and adopted guidelines for administering the two new funds.

The applicant currently commits proffers (Proffers 59 and 61, Grid of Streets Transportation Fund [the "Tysons Grid Fund] and Tysons-wide Transportation Fund, April 10, 2015) that address the Comprehensive Plan recommendations for phasing development to transportation improvements, which includes a pro-rata credit in consultation with Fairfax County Department of Transportation (FCDOT) towards the construction of any portion of the Future Connector Road from Scotts Crossing Road north of the DAAR Eastbound off-ramp as shown on the CDP including intersection improvements at Scotts Crossing Road necessary to accommodate the Future Connector Road. These commitments are in conformance with the Comprehensive Plan, subject to Fairfax County Department of Transportation's review of the proposed improvements to be credited against the monetary contributions.

Affordable and Workforce Housing

In addition to any affordable dwelling units that may be required, the applicant is proposing to meet the Comprehensive Plan guidance for the provision of affordable and workforce housing (Pages 55-56) by proffering to provide *rental* housing units on the application property or off-site as determined at time of FDP submission in accordance with the Board of Supervisors' Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines dated June 22, 2010. These guidelines may be accessed at:

http://www.fairfaxcounty.gov/dpz/tysonscorner/tysons_wdu_policy_guidelines_final_signed.pdf

The applicant is proffering to provide workforce dwelling units (WDUs) such that the total number of ADUs, if any, plus the total number of WDUs result in not less than 20% of the total number of *rental* dwelling units to be constructed on the application property plus any WDUs that may be provided off-site (Proffer 81, Workforce Dwelling Units, April 10, 2015.) If affordable dwelling units (ADUs) are provided in the development both the ADUs and the ADU bonus units will be deducted from the total number of dwelling units on which the WDU calculation is based.

The Plan also recommends that applicants contribute $3.00 (or $0.25 annually) per non-residential square foot toward affordable housing opportunities in Tysons (Page 35):

> "Non-residential development throughout Tysons should contribute a minimum of $3.00 per nonresidential square foot (adjusted annually based on the Consumer Price Index) or at least 25 cents per nonresidential square foot over a period of time to be determined at the time of rezoning to a housing trust fund that will be used to create affordable and workforce housing opportunities in Tysons. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in Tysons through a partnership. If non-residential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

The provision of workforce housing should be viewed as a collective responsibility that will directly benefit employers in Tysons. New office, retail, and hotel developments will benefit from having a range of affordable housing opportunities within a short commuting distance of the jobs in Tysons."

The applicant is proffering to two options for non-residential (excluding ground floor commercial retail/service and public uses) contributions toward the provision of affordable and/or workforce housing in Tysons (Proffer 83, Non-Residential Affordable Housing Contribution, April 10, 2015). The first option is to contribute $3.00 per non-residential square foot. The second option is to contribute $0.25 per office or hotel square foot annually for 16 years. The applicant will decide which option will be pursued for each building.

The applicant's proposal to include affordable housing is in general conformance with the Comprehensive Plan provided that it is applied to both for sale and rental housing units. The proffer should be revised to reflect this.

Coordinated Development and Parcel Consolidation

The Comprehensive Plan's consolidation guidance for the subject application is as follows (Tysons East Scotts Run Crossing Recommendations, Page 152):

> "Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
>
> - In these subdistricts, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.
>
> - When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station."

The subject application includes areas within 1/8 mile and 1/4 mile from the McLean Metro station as recommended under the consolidation guidance. As the subject property (approximately 9.4 acres) is less than 20 acres, then the Comprehensive Plan five specific objectives for consolidations should be met (Page 36):

> "In all cases, consolidations or coordinated development plans should meet the following objectives:
>
> - Commitment to a functioning grid of streets both on-site and off-site;
>
> - Conceptual engineering of streets that demonstrate connectivity to surrounding areas and satisfy the guidance in the Transportation section should be completed. Such engineering should be done in coordination with land owners in the surrounding area, and the proposed street alignments should be included in an official map, as described in the Transportation section.
>
> - If an official map has already been adopted for the area, the development proposal should be in conformance with the street alignments in the map.
>
> - Provision of parks and open space as set forth in the Environmental Stewardship section of the Areawide Recommendations, either on-site or within the subdistrict through a partnership;

- Provision of land and/or building space for public facilities as set forth in the Public Facilities section of the Areawide Recommendations;

- Conformance with the guidance in the Urban Design section and any urban design guidelines for the district or subdistrict; and

- Demonstration of how adjacent parcels could be redeveloped in a manner that is compatible with the proposal and in conformance with the Plan."

The subject application meets the first objective by providing a functioning street grid. A new east-west connector, referred as Grover Street, provides access to all proposed buildings on the subject property. A connector road to the Dulles Airport Access Road and parallel to Grover Street is contemplated by VDOT and FCDOT to the north adjacent to the subject property. The applicant proposes to reserve right-of-way for the proposed connector road and provide a pro-rata share to its construction by others. Until this future connector is constructed, Frances Drive will serves as a temporary and private connector. To complete the street grid, North Dartford Drive will be a new north-south connector to Dolley Madison Boulevard.

The applicant meets the second objective by providing publicly-accessible park and open space areas. Frances Park, a multi-generational park, will contain approximately 33,410 square feet. Scotts Run Park, a naturalized park, will contain approximately 2.3 acres. An athletic field is also provided off-site in conjunction with the Scotts Run South project under approved RZ 2010-PR-010 and RZ 2010-PR-011. The quality of these parks and other park-related Plan objectives will be evaluated by Park Authority and Environmental Review staff.

The subject application meets the third objective by providing an off-site fire station and athletic field in conjunction with the approval of RZ 2011-PR-010 and RZ 2011-PR-011, Scotts Run South project and in anticipation of the construction of 1,500,000 square feet of GFA on the subject property.

The subject application meets the fourth objective by generally conforming to the Plan's urban design guidance, as described in the Urban Design section of this memo.
The adjoining properties to the subject application are developed or approved to be redeveloped in conformance with the Comprehensive Plan. The subject application would not preclude the future redevelopment of these adjacent properties.

The subject application is in general conformance with the Comprehensive Plan guidance for consolidation and coordinated development.

Public Facilities

The Comprehensive Plan's strategy for implementing public facilities to serve Tysons is to focus on dedications of land or building space with the initial rezoning applications in a district (Page 91).

> "Practices employed by the County in the past to provide space for public facilities in largely undeveloped suburban areas cannot be relied upon in an intensely developed area where most of the land is privately owned. In Tysons it will be critical that the land area or spaces for public uses are incorporated within private developments at no cost to the public sector.
>
> While facilities may actually be constructed throughout the planning horizon based upon need, it is critical that space for most, if not all, of these facilities be secured as soon as possible. Therefore, rezoning proposals, through proffers, should commit to provide the necessary land and/or space to ensure that places will be available to construct facilities in concert with the pace of growth."

The Plan specifically recommends a fire station for the Scotts Run Crossing and Colshire Subdistricts of the Tysons East District (Page 153).

> " In addition, a specific public facility need is the provision of a fire station; this facility should be accommodated in this area's redevelopment."

In conjunction with rezoning approval of RZ 2010-PR-010 and RZ 2010-PR-011 known as Scotts Run South, the applicant is addressing the athletic field and public facility Plan objectives jointly (Proffer 89, Public Facilities/Athletic Fields, April 10, 2015) by building a fire and rescue station next to an athletic field on an off-site parcel (Tax Map 29-4 ((6)) 96A), which is not contiguous to the application property. The parcel will be dedicated to the county after the completion of construction of the field and fire station by December 31, 2020 or three years from receipt of notice to commence design, whichever is later.

The athletic field, which will be a synthetic turf field, will measure approximately 180 by 295 feet, including 15 foot overruns. The fire station will be a two level freestanding building measuring approximately 15,000 square feet and 26 parking spaces will be provided next to the building.

The public facility commitments proposed for the subject application is in general conformance with the Comprehensive Plan.

Parking

The Comprehensive Plan provides recommendations on maximizing the efficiency of parking to encourage transit use, walking, and bicycling; to limit the urban design impacts of parking; and to ensure that parking is priced such that spaces are available for those who choose to drive. The Plan recommends specific strategies for managing parking on Pages 64-65:

> "As the Tysons Corner area is developed, and the land use and transportation infrastructure matures, parking requirements should be examined to determine if they are adequate for the changing conditions. Rather than supplying parking for each individual use, parking should be treated as a common resource for multiple uses. Implementing this practice will reap

many advantages in creating a more walkable environment. Providing transit service, an effective mix of uses, and an appropriate network of sidewalks will reduce automobile use and, consequently, the need to provide parking.

Additional methods listed below should be pursued to ensure the appropriate amount of parking is provided.

- Encouraging shared parking arrangements across parcel lines.
- Creating a parking management entity to coordinate shared parking efforts, enforce parking regulations, apply parking pricing strategies where beneficial, and monitor parking demand and supply regularly.
- Securing parking management agreements such as parking pricing.
- Unbundling parking from commercial and residential leases and sales.
- Allowing on-street parking, and where appropriate, counting those spaces towards parking requirements.
- Implementing "Smart Parking" technology to maximize parking utilization.
- Providing preferential parking for carpools, vanpools, and car-sharing vehicles.
- Reductions for shared parking on mixed use sites."

As part of a parking efficiency strategy for the application site, the applicant proposes to count tandem and valet parking towards parking requirements (Proffer 68, Parking, April 10, 2015) in addition to other strategies, unbundling parking from the sale of residential units (Proffer 72, Unbundled Parking for Residential Uses, April 10, 2015) is proposed in accordance with the suggested methods in the Comprehensive Plan.

URBAN DESIGN ANALYSIS

Street Grid and Design

The Comprehensive Plan provides recommendations for both street grids (Pages 46-47, and 96) and street cross sections (Pages 48-56).

In general, the proposed grid of existing and new streets is in conformance with the Comprehensive Plan. The proposed development includes two new local streets, Grover Street and North Dartforth Drive. Grover Street runs east to west through the site. North Dartforth Drive runs north to south through the site and intersects with Grover Street. The resulting new block proposed along Grover Street between existing Scotts Crossing Road and North Dartforth Drive measures approximately 500 feet which conforms to the Plan recommendation on block lengths of 400 to 600 feet long. Grover Street is proposed with two travel lanes and two on-street parking lanes, as recommended in the Comprehensive Plan. The travel lanes along Grover Street will measure 11 feet wide, which is consistent with the Plan. North Dartford Drive is designed with two 11-foot wide travel lanes

without on-street parking lanes. This design is not consistent with the Comprehensive Plan which recommends parking lanes on both sides of local streets.
The overall proposed street grid is in general conformance with the Comprehensive Plan. Variations between some of the local street designs and the recommended sections in the Comprehensive Plan can be addressed by adding on-street parking lanes consistently to all proposed local, avenue and collector streets.

Streetscape Design

The Urban Design section of the Comprehensive Plan provides detailed guidance on streetscapes (Pages 96-108). The Plan defines three streetscape zones including the landscape amenity panel, sidewalk, and building zone. Each zone serves a distinct purpose and has varying dimensions based on the adjacent street type and land use.

The CDP includes preliminary streetscape sections (Streetscape Sections, L-6, L-7, L-8, April 3, 2015). Specific streetscape standards will need to be met at FDP unless the applicant is seeking a streetscape modification from the Fairfax County Department of Transportation.

Building Height

The subject property is split between two designations on the Comprehensive Plan's Conceptual Building Heights Map (Page 116). The portion of the site, including Buildings A, C and D, closest to the McLean Metro station is in Tier 1 with recommended maximum heights ranging from 225 to 400 feet. Buildings B and E are located in Tier 2 with recommended maximum heights ranging from 175 to 225 feet.

The following table compares the maximum heights recommended in the Conceptual Building Heights Map to the proposed range of heights for each building. Shaded rows indicate buildings that would exceed the Plan recommendations, including office and hotel buildings with penthouses which could add up to 30 feet to the proposed height but is not included in the building height range.

Building	Proposed Use	Comprehensive Plan Maximum Building Height Range	Proposed Building Height Range*
Building A1 (Base & Hotel Plans)	Residential/Retail/Services	Tier 1: 225' - 400'	222' - 400'
Building A1 (Building A/B Alternative)	Residential/Retail/Services	Tier 1: 225' - 400'	262' - 382'
Building A2 (Base)	Residential/Retail/Services	Tier 1: 225' - 400'	232' - 322'
Building A2 (Hotel Plan)	Residential/Retail Services	Tier 1: 225' - 400'	182' - 322'
Building A2 (Building A/B Alternative)	Residential/Retail/Services	Tier 1: 225' - 400'	202' - 322'
Building B (Base & Hotel Plans)	Residentail/Retail/Services	Tier 2: 175' - 225'	103' - 183'
Building B1 (Building A/B Alternative)	Residential/Retail/Services	Tier 2: 175' - 225'	133' - 183'
Building B2 (Building A/B Alternative)	Residential/Retail/Services	Tier 2: 175' - 225'	133' - 183'
Building C (all)	Office/Retail/Services	Tier 1: 225' - 400'	202' - 386' (+ 30 for penthouse)
Building D (all)	Office/Retail/Services	Tier 1: 225' - 400'	137' - 280'
Building E (Base & A/B Alternative)	Office/Retail/Services	Tier 2: 175' - 225'	115' - 219' (+30 for penthouse)
Building E (Hotel Plan)	Hotel/Retail/Services	Tier 2: 175' - 225'	137' - 217' (+30 for penthouse)

*Penthouses are not included in the proposed maximum building height range for office and hotel uses. However, 30 feet is shown in parenthesis when its addition with proposed building height range exceeds the Plan's recommended maximum building height range.

The height guidance in the Areawide Recommendations includes (Page 115):

> "Height limits do not include mechanical penthouses, architectural features, or elements affixed to buildings which are part of innovative energy technology such as wind turbines or solar panels. However, these features should not excessively increase the building height."

In addition to the height guidance in the Areawide Recommendations, the District Recommendations for the subject property address building height (Page 154),

> "The Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR and Dolley Madison Boulevard. It is positioned along I-495, and has an average grade 25 to 35 feet below I-495, the planned extension of Scotts Run Road over the Beltway, and the elevated Metro station. As a result, this subdistrict's

> building heights are between 175 and 400 feet. Building heights should be highest closest to the Metro station or along I-495."

The proposed maximum heights for Buildings C and E may be acceptable if they are including mechanical penthouses. However, the wide range of building heights proposed by the applicant could be problematic. The development could result with a 103-foot building near a 400-foot building. Given numerous permutations of building height scenarios, staff questions whether the context of the surrounding proposed buildings would be acceptable under all scenarios. Staff recommends that the range of building heights be narrowed or that the applicant demonstrates that building heights are appropriate during the FDP review process.

County of Fairfax, Virginia

MEMORANDUM

DATE: April 3, 2015

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Michael Davis, Acting Chief JCH for MAD
Site Analysis Section, DOT

SUBJECT: RZ/CDP 2011-PR-009 – Scotts Run North
Land Identification Maps: 29-4 ((5)) 9, 9A, 10A

This department has reviewed the subject rezoning submittal including proffers and Conceptual Development Plans dated March 6, 2015, and a TDM Plan dated December 10, 2012. The applicant is proposing to construct two residential buildings/blocks, and either three office buildings or two office buildings and a hotel with several retail or service spaces spread across the application area.

The applicant has addressed a majority of the critical transportation issues identified in the Comprehensive Plan, in this application. These are outlined below.

- Traffic Study – The applicant has completed a Chapter 870 traffic study prior to the County's completion of the Consolidated Traffic Impact Analysis (CTIA) for the Tysons East area. Subsequent to these two studies, additional operational analyses were requested and are discussed later in this memorandum.

- Grid of Streets – Right-of-way (ROW) is to be dedicated to accommodate the applicant's construction of the following public streets: Grover Street, North Dartford Drive, Connector Road. Construction will follow the standards as described in the Transportation Design Standards for Tysons Corner Urban Center.

- North Dartford Drive at Route 123 – The proposed alignment of North Dartford Drive crosses underneath the Metrorail guide-way along Route 123. Two major concerns raised by staff were 1. Negotiating the acquisition of ROW from WMATA to provide to the County as part of the grid of streets and 2. Securing approval from VDOT for an access onto Route 123 (Dolley Madison Boulevard) that is in close proximity to an interchange ramp.
    - To respond to the first concern, the applicant has made significant efforts to acquire ROW from WMATA; however this is still an ongoing process. Should the applicant be unsuccessful in completing this acquisition, and subsequently dedicating and constructing a connection to Route 123, the applicant has proffered to limit their total development to 80% of the requested 1.5 million

square feet of GFA. This lower level of development will allow traffic operations to still function acceptably, and utilize the other access points proposed.

- To respond to the VDOT's concerns about the proximity of this new access to the existing Dulles Airport Access Road (DAAR) ramp intersection with Route 123, the applicant submitted an operational analysis for VDOT and FCDOT review. Additionally, the applicant is currently in the process of submitting an Interchange Modification Report (IMR) to modify the DAAR ramp to solve merge and weave conflicts. The proposed solution is to remove the existing right-turn slip lanes for a smaller radius corner and a signalized, right-turn lane. The IMR will also examine potential queuing issues that would result from the proposed modification. Any recommended improvements from the IMR will be constructed by the applicant, within reason. The reasonableness of these improvements is at the applicant's discretion but as mentioned previously, they have proffered to a lower level of development, should the connection of North Dartford Drive and Route 123 never occur.

- Future Connector Road – The Grid of Streets map in the Comprehensive Plan and Tysons East CTIA show a grid connection between Scotts Crossing Road and the DAAR ramp parallel to Dolley Madison Blvd. This important connection serves a regional transportation need in the Tysons East area to distribute eastbound traffic coming from the DAAR. ROW is needed from both the applicant's property as well as the neighboring Gates of McLean Condominium Association property. The applicant approached the Gates of McLean to discuss the potential for a land swap but was unsuccessful in this attempt. Additionally, for the segment of this road that extends from the property boundary near the DAAR ramp, to the eastern property boundary with the Gates of McLean, the applicant has proffered to dedicate the necessary ROW as well as provide $0.62 per square foot of development to the County for future construction. This monetary contribution equates to the pro rata share of their site traffic that would utilize this grid connection. The applicant also has proffered to dedicate the ROW and build the segment of road from Scotts Crossing Road to the western Gates of McLean property boundary at the time that buildings A or C are constructed.

- TDM – The applicant has agreed to design a TDM program to meet the goals outlined in Table 5 of the Plan. Table 5 has achievement goals based on square footage of total development in Tysons. The effectiveness of a TDM program is based in part on high density mixed-use development in addition to multimodal opportunities.

  Fairfax County Staff restructured the way TDM proffers will be handled in any Tysons Corner zoning applications in 2012, so as to better achieve the goals of the Comprehensive Plan. Previously, developers made a contribution in the form of a Penalty Fund to be accessed upon stabilization, if trip reduction goals were still not being met. The County felt that these funds could be better utilized if they were contributed to a Remedy Fund, which could be accessed at any point by the applicant to enhance the TDM program when trip goals were not achieved. In addition to

reducing the Penalty Fund, a contribution is to be made by a developer to establish a Tysons-wide Transportation Management Association (TMA). The TMA will capitalize on the synergies of multiple developments throughout Tysons while reducing the operating costs of individual TDM programs by applicants. This new methodology makes better use of the proffered contributions and will ultimately have a more positive impact on reducing trips throughout Tysons Corner. The following bullets describe some of the commitments made by the applicant.

a. The applicant has committed to meet the Plan goals during all phases of development of the site, in conformance with a new approach to TDM.
b. The applicant has agreed to substantially increase the contribution to the Remedy Fund in lieu of a large contribution to a Penalty Fund so that money would be immediately available and accessible to enhance the TDM program in the event that goals are not being met.
c. The applicant agreed to make a non-refundable contribution to a Tysons wide Transportation Management Association (TMA) for seed money. The TMA will provide synergies between developments in Tysons and help reduce trips through an area wide TDM program that the applicants can join if they so choose.
d. The applicant agreed to monitor their TDM program with annual traffic counts and surveys every three years. This is a significant improvement from monitoring programs in the past. Annual traffic counts will enable the county to review transportation in Tysons on an area wide basis and identify future concerns or areas for improvement.
e. The applicant agreed to pay a $100 per day non-compliance fee for failure to submit their annual report by the date outlined in the proffers. Assuring that TDM programs are operating as proffered is very important to the County, and the annual reports provide information on the TDM programs, trip levels in Tysons and commuter behavior.
f. The applicant is proffering a detailed implementation plan for the TDM program that will also provide the flexibility to modify the program both to address changes necessary during the life of the project.

- Tysons-wide Transportation Contributions for Table 7 Improvements – The commitment made by the Applicant remains consistent with the approved rates for 2015.

- Tysons Grid of Streets Transportation Fund – The Applicant commits to a contribution of $6.71 per square foot of non-residential GFA or $1,042 per each residential unit and reserves the right to claim credit against this contribution for off-site intersection improvements that are not site traffic derived.

- General Transportation Commitments – In addition to the above the applicant has made the following commitments
  a. Dedication of the street-side pedestrian areas to public use. This has been identified as a critical element to provide a multimodal street environment. Also, off-street pedestrian connections have been added across the redevelopment area to give pedestrians a multitude of access choices.

b. Construction of traffic signals where/when warranted. The list of intersections includes: Connector Road/Scotts Crossing Road and Grover Street/North Dartford Drive.

While the Applicant has made an excellent effort to work with staff on the previous items, a few outstanding issues remain. These are outlined below.

- The operational analysis submitted to VDOT and the County to address various operational concerns with the development has still not been approved by VDOT. While County staff approves the operational analysis, we feel that VDOT approval is requisite for a favorable recommendation on this rezoning, particularly since access to the site determines the ultimate build-out of the site. As requested by VDOT, a comment response letter was submitted for review to address the major concerns identified previously by VDOT. VDOT is expediting their review of this response and an opinion on the operational analysis is imminent. A final decision will occur no later than the Planning Commission public hearing.

- Level of Service Waiver for Route 123/Scotts Crossing Road and Route 123/DAAR/Anderson Road Intersections – The applicant has proffered to a contribution toward the design/construction of the Route 123 superstreet at a rate of $0.03 for each square foot of building constructed on the property. The applicant has submitted a waiver request letter to VDOT for each intersection. VDOT will need to review and approve/disapprove these waiver letters prior to a favorable recommendation on this rezoning by FCDOT. The Route 123 superstreet has been studied in detail by FCDOT and has shown great potential to help alleviate the traffic burden on both intersections. It should also be noted that this contribution is in addition to the contributions made to the Tysons Grid and Tysons-wide Transportation Funds.

MAD/JCH
Cc: Suzanne Wright, DPZ

COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

March 10, 2015

Mr. Michael Davis
Fairfax County Department of Transportation
12055 Government Center Parkway, Suite 1034
Fairfax, Virginia 22035-5500

Re: RZ 2011-PR-011 Scotts Run Station North Operational Analysis
Fairfax County

Dear Mr. Davis:

VDOT has reviewed the above plan submitted on January 22, 2015, and received January 23, 2013. The following comments are offered:

1. Review of this report submission was predominately focused on verifying the previous submission comments have been addressed. Subsequent to the submittal of this report for our review, two meetings were held. The first meeting was held on February 3, 2015, (with VDOT, FCDOT, Wells + Associates and Cityline Partners) and second meeting was held on February 6, 2015, (with VDOT, FCDOT, Wells + Associates, Cityline Partners and Supervisor Smyth) to discuss the project, VDOT comments related to the proffers, North Dartford Drive and Grover Street traffic operations, and the future connector road. Based on what was discussed, resolved and agreed to do in the meetings, this report needs to be revised accordingly and re-submitted.

2. To avoid any further confusion with regard to the connection of North Dartford to Route 123, please discuss in the report the timing and the need for an IMR and any improvements this IMR identifies which will need to be completed in support of the connection.

3. Demonstrate the adequacy of the right-in/right-out at Grover Street, including the results of the SimTraffic runs in support of the Grover Street connection. As discussed in the meetings, our concerns are the weaving maneuvers as the dual northbound Route 123 left turn lane vehicles attempt to turn right onto Grover Street. We have received your memo on March 10, 2015, containing the SimTraffic analysis for this movement.

4. The future conditions SimTraffic runs indicate the Dolley Madison Boulevard/ Colshire Drive/Scotts Crossing Road intersection northbound left turns from Route 123 spill back and impede the mainline. This is due to the high left turn volume and amount of green time allocated to the dual lefts from Route 123. Additional time may be required on the dual left turns, which may lead to increased congestion on Rt. 123.

5. The Total Future 2020 Intersection Level of Service Summary indicates the Dolley Madison Boulevard/Anderson Road/Route 267 off ramp and the Dolley Madison Boulevard/Colshire Drive/Scotts Crossing Road intersections at 100% and 80% development can not achieve an overall level of service "E" standard.

6. The 2020 Queue Analysis forecasted queues can not be accommodated at the Dolley Madison Boulevard/Colshire Drive/Scotts Crossing Road intersection for the northbound left during the AM Peak, the westbound left during the PM Peak and the eastbound left during the PM peak. Also, the forecasted queues can not be accommodated at the Dolley Madison Boulevard/Anderson Road/Route 267 off Ramp intersection for the westbound left during the AM and PM Peak Periods.

7. The 2050 Queue Analysis (similar to 2020 Queue Analysis) forecasted queues can not be accommodated within the turn bay storage lengths proposed.

8. On page 21 in the second paragraph, change "The resulting 2020 future forecasts are depicted on figure 12" to "The resulting 2020 future forecasts are depicted on Figure 13."

Please contact me if you have any further questions regarding these comments.

Sincerely,

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
Traffic2011-PR-009oa2ScottsRunNorthOpAnalysis3-10-15MD

COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

April 9, 2015

To: Ms. Barbara Berlin
Director, Zoning Evaluation Division

From: Kevin Nelson
Virginia Department of Transportation – Land Development Section

Subject: RZ/CDP 2011-PR-009 Scotts Run North
Tax Map # 29-4((05))0009, 9A and 10A

All submittals subsequent to the first submittal shall provide a response letter to the previous VDOT comments. Submittals without comment response letters are considered incomplete and will be returned without review.

I have reviewed the above plan submitted on March 10, 2015, and received March 10, 2015. I have no additional comments on this rezoning. I will point out the receiving lanes for the dual left turn lanes from eastbound Rt. 123 to northbound Scotts Crossing Road will need to accommodate the required 30' receiving lane width for dual left turns. This will also affect the proposed bike lane on Scotts Crossing Road. This can be adjusted on the site plans when they are submitted.

If you have any questions, please call me.

cc: Ms. Angela Rodeheaver
fairfaxrezoning2011-PR-009rz4ScottsRunNorth4-9-15BB

County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

DATE: March 2, 2015

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

FROM: Barbara Byron, Director
Office of Community Revitalization (OCR)

SUBJECT: Scotts Run North
RZ/CDP 2011-PR-009

The Office of Community Revitalization (OCR) has reviewed the above referenced rezoning, including the CDP dated December 7, 2014, and draft proffers dated December 7, 2014. The following analysis and recommendations are offered for consideration regarding this application.

General Comments:

The overall design for Scotts Run North meets the urban design intent of the Comprehensive Plan for a pedestrian-oriented, mixed use development. The site is located at the northeast intersection of Scotts Crossing Road and Dolley Madison Boulevard (Route 123), just east of the McLean Metro Station, and currently contains a commuter parking lot developed by CityLine. The Scotts Run Station South project is across Dolley Madison Boulevard. The site presents unique design challenges due to its close proximity to the metro rail lines, and an existing stream valley and potential Dulles Airport Access Road ramp to the north of the site. The applicant has proposed a set of new blocks with a mix of residential, retail, and office uses, separated by private and public streets that are consistent with the expected scale of urban form in Tysons. The mix of uses, building forms, and public spaces will create a distinct sense of place within Tysons.

RZ/CDP 2011-PR-009 Detailed Comments:

1. Street Grid and Block Length: The application area is comprised of a set of parcels bounded by Scotts Crossing Road to the west, Dolley Madison Boulevard to the south, the Dulles Airport Access Road to the east, and a stream valley and the Gates of McLean condominium property to the north. The ultimate site design divides the property into a grid consisting of four blocks, which are uniform and consistent in the interim and ultimate conditions. A new street, Grover Street runs east to west and connects Scotts Crossing Road with a future extension of Anderson Road, and North Dartford Drive runs north to south, connecting Dolley Madison to a new proposed road connection on the north of the site. The longest Block, between Scotts Crossing Road and North Dartford Drive, is approximately 500 feet in length,

which is consistent in size with the Comprehensive Plan recommendations and the Tysons Urban Design Guidelines (TUDG) that establish a maximum block size of 600 feet.

2. Pedestrian Hierarchy: The applicant has provided a Pedestrian Hierarchy Plan and has generally utilized the recommended language provided in the TUDG to describe the corridor types. Grover Street is designed as the Primary Pedestrian Corridor. Retail uses on the first floor of the buildings, on-street parking, and a wider building zone will make this an active, pleasant street. A portion of Scotts Crossing Road is also identified as a Primary Pedestrian Corridor; this street provides a direct connection into the site from the McLean Metro station and will have retail and office uses on the first floor. A placemaking node at the intersection of Dolley Madison Boulevard and Scotts Crossing Road will activate this corner and welcome pedestrians into the development. Due to the close proximity to the metro rail lines, Dolley Madison Boulevard has been identified and designed as a Secondary Pedestrian Corridor.

    a. The applicant has committed in Proffer 17 to the general characteristics that define pedestrian hierarchy. This will help protect the quality of the streetscape experience. The proffer indicates glazing and door separation distances which are modified from those recommended in the TUDG; however, based on a review of the proposed plans, these deviations are acceptable.
    b. The retail shown is appropriately located within the development; however, the amount of retail shown may not be realistic for a development of this size. The applicant has stated that the retail shown is the maximum amount possible for the development. OCR staff suggests that the applicant commit to a tiered approach for the retail on this site by committing to retail uses in certain locations and indicating additional areas where retail would be desirable, if the market allows. This would ensure that the retail is prioritized along the key pedestrian corridors and that those streetscapes remain the priority for activation.

3. Streetscape Design: In general, the application is consistent with the recommendations of the Comprehensive Plan and the TUDG regarding streetscape dimensions. The applicant has also committed to providing a Materials and Furnishings Plan as part of each FDP.

    a. As a large portion of the site is located along Dolley Madison Boulevard, OCR requests that the applicant provide more detailed drawings to explain the interface between the building edge, proposed planters, metro rail lines, and the sidewalk. Details such as the approximate height and width of the proposed planters along the building would be helpful to understand the spatial relationships. OCR suggests that the applicant provide a few design options for review, and include a proffer that describes the options for how the streetscape and frontage will be addressed with future FDPs.
    b. As the proposed Dolley Madison Boulevard frontage does not meet the Boulevard streetscape standards, the applicant should request a streetscape waiver through the Fairfax County Department of Transportation (FCDOT), which will be reviewed in conjunction with OCR and DPZ.
    c. The applicant has identified two separate palettes of site furnishings. The first set is a special set of site furnishings that is not included in the TUDG streetscape furnishings for the Tysons East subdistrict. This palette is proposed to be used within Frances Park, along the northern block of Scotts Crossing Road, and along Grover Street. A standard set of site furnishings, matching what is shown in the TUDG, is proposed for all other streetscape areas on the site. OCR encourages the applicant to use the furnishings identified in the TUDG for all streetscape areas.

4. Utilities:

    a. The plans indicate potential locations for electrical and stormwater vaults throughout the development. All of the electrical vaults located along Grover Street are shown partially within the right-of-way. As vaults can not be in the right of way due to permitting and easement issues with Dominion Virginia Power, the applicant should first look to relocate these vaults within the building. If this is not possible, staff recommends that that the vaults be placed within the building zone, which will remain privately owned. This will facilitate easier permitting and easement agreements at the time of FDP, site plan, and beyond, and will not require an additional public access easement to be recorded.
    b. OCR encourages the use of the AAL Flex Light as listed as an option in the TUDG. The applicant should work on the overall streetlight design and should draft a maintenance agreement for streetlights to facilitate future FDPs and site plans.

5. Building Design: Generally, the building framework and massing are consistent with the recommendations of the TUDG. Build-to lines are generally in agreement with the Comprehensive Plan.

    a. The applicant has included proffer language that provides flexibility in the building design, so that the buildings have architectural variety. A proffer has also been included that details the architectural design elements that will be provided on each FDP; these drawings will further articulate the quality and character of the proposed development.
    b. The applicant has provided a proffer committing to a minimum of 16 feet for the first floor building heights, exclusive of the parking structures. This minimum height allows for flexibility in the first floor uses, and encourages retail, which contributes to an active pedestrian environment.

6. Parking Structure Design: Parking is provided in parking structures that are integrated with the building design or located partially below grade. However, there are two major locations where parking structures are potentially visible from adjacent streets, developments, or metro rail lines.

    a. The majority of the site's frontage on Dolley Madison Boulevard will consist of parking podium at the street level. Above the street level, there will be four levels of parking, and then occupied office (or hotel) floors above that.
    b. Parking podium will also be located along the northern portion of Building A, adjacent to the future connector road.

    In order to address the visibility of parking structures, the applicant has included proffer language depicting how parking structure facades will be treated at the street level and above. There is also a proffered commitment to provide parking structure design features and materials on the FDPs.

7. Building Heights: Overall, the proposed mix of heights, as illustrated, will result in a varied skyline near the McLean Metro Station. The CDP sets minimum and maximum building heights for the proposed buildings. However, the proffers provide a great deal of flexibility to move gross floor area (GFA) among uses, and state that any office building could be a hotel. The applicant should limit how much GFA can be transferred among uses and limit the hotel option. The change in use could impact the building height, which could impact the varied skyline demonstrated on the CDP.

8. Urban Parks: The applicant is proposing a series of parks and open spaces throughout the development. The scale and types of parks compliment the proposed development and adjacent uses and provide open space to meet the needs of this development and the existing surrounding community.

    a. Scotts Run Park is a large, passive recreational park that provides naturalized landscaped areas and trails. This space expands on the existing stream valley and connects to an existing off-site trail.
    b. Frances Park is the primary active recreational park in the site. Frances Drive, an interim north-south street connection, bifurcates the park space. Frances Drive will be closed once the Dulles Airport Access connection is constructed, and this area will be scarified and incorporated into the surrounding park. As Frances Drive may be used for an extended period of time, it should be designed to read as part of the park by using elements such as similar paving materials, bollards, and raised tables that would allow the park to be visually connected on both sides. It should read as a park with an access road through it, not a road with a park designed around it.
    c. A contribution for the provision of athletic fields is provided in the proffers.

9. Interim Conditions: The application provides a series of diagrams indicating how the development could be potentially built out and what improvements will be provided with each phase. As the site is currently developed with an interim commercial parking lot, the phasing has been designed to allow areas of the parking lot to remain operational as the project is phased out.
    a. OCR staff understands the need to retain as much interim commercial parking as possible, and encourages the applicant to look more closely at the function of this parking during phasing. The parking areas need to continue to be attractive and provide adequate interim streetscape and planting areas.
    b. Interim pedestrian connections to metro are demonstrated on the phasing plans.
    d. The applicant should show any potential interim retaining walls and heights on the phasing plans.

CC: Suzanne Wright, Staff Coordinator, DPZ/ZED
Suzie Zottl, Revitalization Program Manager, OCR
OCR File

County of Fairfax, Virginia

MEMORANDUM

DATE: March 24, 2015

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

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

SUBJECT: **ENVIRONMENTAL ASSESSMENT** for: **RZ/CDP 2011-PR-009**
Scotts Run North – Cityline Partners LLC

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the above referenced rezoning development plans as revised through March 6, 2015. Possible solutions to remedy identified environmental impacts are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

COMPREHENSIVE PLAN CITATIONS:

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

Fairfax County Comprehensive Plan, Policy Plan, 2013 Edition, Environment section as amended through July 1, 2014, page 7 through 9:

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

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

- Minimize the amount of impervious surface created. . . .

- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.

- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements. . . .

- Maximize the use of infiltration landscaping within streetscapes consistent with County and State requirements. . . .

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations. . . ."

Fairfax County Comprehensive Plan, 2013 Edition, Tysons Corner Urban Center, Areawide Recommendations: Environmental Stewardship, as amended through April 29, 2014, page 74:

"Tysons Corner is located in the headwaters area of several of the county's watersheds. Watershed management plans have been prepared for each of these watersheds; these plans identify a comprehensive set of projects needed to improve stream habitat conditions. These efforts are intended to be pursued independent of development proposals and are not dependent upon such proposals for implementation. However, the provision of effective stormwater management controls for new development and redevelopment projects in these watersheds is imperative to the success of watershed planning efforts. Redevelopment offers considerable opportunities to improve upon past stormwater management practices.

Receiving waters downstream of Tysons should be protected by reducing runoff from impervious surfaces within Tysons. By using a progressive approach to stormwater management, downstream stormwater problems can be mitigated and downstream restoration efforts can be facilitated. Achieving a goal of retaining on-site and/or reusing the first inch of rainfall will ensure that runoff characteristics associated with the site will mimic those of a good forest condition for a significant majority of rainfall events.

Measures to reach this goal may include application of Low Impact Development (LID) Techniques (including but not limited to rain gardens, vegetated swales, porous pavement, vegetated roofs, tree box filters, and water reuse). The incorporation of LID practices in the rights-of-way of streets will also support this goal; such efforts should be pursued where

allowed. There is also a potential for the establishment of coordinated stormwater management approaches to address multiple development sites."

Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Environment, as amended through July 1, 2014, pages 19 and 20:

"Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.

Policy a. In consideration of other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices may include, but are not limited to:

- Environmentally-sensitive siting and construction of development;
- Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the *Policy Plan*);
- Optimization of energy performance of structures/energy-efficient design;
- Use of renewable energy resources;
- Use of energy efficient appliances, heating/cooling systems, lighting and/or other products;
- Application of best practices for water conservation, such as water efficient landscaping and innovative wastewater technologies, that can serve to reduce the use of potable water and/or reduce stormwater runoff volumes;
- Reuse of existing building materials for redevelopment projects;
- Recycling/salvage of non-hazardous construction, demolition, and land clearing debris;
- Use of recycled and rapidly renewable building materials;
- Use of building materials and products that originate from nearby sources;
- Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials;
- Reuse, preservation and conservation of existing buildings, including historic structures;

- Retrofitting of other green building practices within existing structures to be preserved, conserved and reused;

- Energy and water usage data collection and performance monitoring;

- Solid waste and recycling management practices; and

- Natural lighting for occupants. . . .'

Fairfax County Comprehensive Plan, 2013 Edition, Tysons Corner Urban Center, Areawide Recommendations, as amended through April 29, 2014, page 76:

"Currently Fairfax County encourages new buildings in mixed use centers to have Leadership in Energy and Environmental Design (LEED) certification, or the equivalent. The concept of green buildings recognizes that certain design and construction practices can increase the efficiency of resource use, protect occupants' health and productivity, and reduce waste and pollution. LEED, developed by the U.S. Green Building Council, is just one rating system used to measure a building's effectiveness on these measures. Non-residential development in Tysons should achieve LEED Silver certification or the equivalent, at a minimum. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices. . . .

In addition to green buildings, green roofs (also referred to as vegetated roofs) can enhance the natural environment within Tysons. Green roofs use the traditionally unused part of the building to grow vegetation. Public benefits of green roofs include increased stormwater retention, reduced greenhouse gas emissions, and improved air quality through filtration of airborne particles. Where green roofs are not provided, other roofing systems containing highly reflective materials may be considered, as they can reduce heat absorption and thereby conserve energy and reduce related greenhouse gas emissions."

Fairfax County Comprehensive Plan, 2013 Edition, Tysons Corner Urban Center, Amended through April 29, 2014, Areawide Recommendations: Environmental Stewardship, pages 73-74 and 84-85:

"Tysons' redevelopment should be pursued in a manner that will reduce greenhouse gas emissions to help achieve 80% greenhouse gas reductions within the region by 2050 in accordance with the Cool Counties Climate Stabilization Initiative adopted by the Fairfax County Board of Supervisors. These reductions can only be attained through reductions in energy use and associated greenhouse gas emissions from transportation and buildings. Innovative energy efficiency and conservation strategies should be incorporated into all redevelopment projects.

Toward this end, the following are but a few examples of efforts that could be considered: on-site generation of electricity, such as from solar, wind or geothermal sources (thereby reducing the need for power from the electrical grid); the use of community energy distribution systems;

transit-oriented development design; the use of energy efficient heating and cooling systems; and the application of enhanced building commissioning to provide early and ongoing verification of system performance. Numerous other strategies as outlined in green building rating systems such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program are available to support energy-efficient development and conservation.

More compact development, like that proposed in the concept for Tysons, uses less energy than low density, suburban style development. For residential housing, the energy consumption rates decrease on a per capita basis as the density increases. In addition, green building design, as encouraged through green building rating systems with third party verification such as the LEED program, reduces energy consumption and encourages innovations in water and wastewater technology. A combination of these and other strategies can have a significant impact on resource consumption for individual buildings, and can contribute to a more sustainable Tysons Corner.

Green Building Design and Energy/Resource Conservation

Existing Fairfax County policy calls for certain zoning proposals for nonresidential development and multifamily residential development of four or more stories in urban centers to incorporate green building practices sufficient to attain LEED certification or its equivalent. Nonresidential development in Tysons should go one step further and seek LEED Silver certification or equivalent as a minimum. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.
All redevelopment projects in Tysons should incorporate design elements and practices that will reduce the use of energy and water resources. There are numerous strategies available that are outlined in green building rating systems such as the LEED program, and strategies such as these should be pursued in support of or in addition to efforts to attain LEED Silver certification or its equivalent. The following are examples of efforts that could be pursued:

- Transit-oriented development design
- Transportation demand management programs
- On-site renewable energy generation, such as solar, wind and/or geothermal systems
- If/when on-site renewable energy generation is not cost effective at the time of building design, the provision of building designs that will facilitate future retrofits for on-site energy generation if/when such efforts will become cost effective
- Orientation of buildings for solar access
- Energy-conscious landscape design (e.g., natural landscaping; shading)
- Water-efficient landscaping
- The use of energy efficient heating, ventilation and air conditioning systems
- Enhanced building commissioning to provide early and ongoing verification of system performance

- The use of energy efficient lighting systems
- The use of energy conserving building materials
- The provision of vegetated and/or highly reflective roofs
- The use of community energy distribution systems through which energy/heat generated on one site will be shared among buildings on other nearby sites
- The use of water-conserving plumbing fixtures
- The use of harvested stormwater runoff for irrigation
- Where consistent with building codes, the use of grey water
- The use of information and communications technology to improve the efficiency and economy of building operations.
- If/when the provision of information and communications technology efforts is not cost effective at the time of building design, the design of buildings to include conduits supporting the future installation of such measures

Setting Future Environmental Goals for Tysons

Tysons should endeavor to remain the leader in environmental stewardship. As such, the Plan should include flexibility to accommodate new strategies and technologies as they emerge, such as district energy systems, alternative energy sources, cogeneration, microgrids, district-scale environmental performance measures, innovative stormwater management and stream restoration practices, innovative green building practices and innovative approaches in the provision and design of park facilities and other open spaces. In order to encourage the use of new technologies as they become available, the Environmental Stewardship Guidelines will need to be regularly reviewed and updated."

Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Environment, as amended through July 1, 2014, page 11:

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

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

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

Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Environment, as amended through July 1, 2014, pages 14-17:

> **"Objective 9:** **Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.**
>
> Policy a: Identify, protect and restore an Environmental Quality Corridor system (EQC)...."

ENVIRONMENTAL ANALYSIS:

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions.

Water Quality

To address stormwater management runoff and to support stream protection, the Comprehensive Plan for Tysons recommends that three levels be satisfied in order to achieve full conformance with the Plan:

1) Meet the Public Facilities Manual (PFM) standards
2) Meet the LEED standards for water quantity control and water quality control
3) Retain and/or reuse the 1st inch of rainfall onsite

As noted above, the Comprehensive Plan provides specific guidance for managing runoff with the Tysons Urban Center. The stormwater information provided indicates an overall retention of 1.00 inch for the Conceptual Development Plan (CDP) area. This overall retention rate is consistent with the goals identified in the Comprehensive Plan. The Plan guidance also notes that any application should comply with the standards of the Public Facilities Manual (PFM), which the applicant has indicated will be met based on the calculations contained in the development plans. The Plan also recommends that new development meet the requirements for LEED for water quality control. A number of measures are proposed to meet all of these recommendations for water quality and quantity control. As noted on the development plans, these measures include underground vaults, cisterns (for water reuse), stormwater planters, extensive and intensive green roofs and tree pits.

Based on the information provided by the applicant it appears that water quantity and quality control measures are being provided in a manner consistent with the recommendations of the Comprehensive Plan. However, this information has not undergone a completed review by staff within Department of Public Works and Environmental Services (DPWES). The adequacy of stormwater management/best management practices (SWM/BMP) facilities and outfall will be subject to review and approval by DPWES.

Scotts Run Stream Valley

The subject property includes a portion of Scotts Run stream valley and associated Resource Protection Area (RPA) as defined by the Chesapeake Bay Preservation Ordinance and an Environmental Quality Corridor (EQC) as defined by the Comprehensive Plan. The RPA is currently mapped over areas with surface parking, travel aisles and portions of the existing building onsite. The plans for the future development of this site include new buildings and other features of the proposed development which will also be located within the area mapped as RPA. While the Comprehensive Plan recommends restoration efforts for Scotts Run, the applicant is not proposing any commitments to restore this portion of the stream valley. A future roadway connection to the Dulles Airport Access Road is planned which will parallel this segment of Scotts Run. That roadway alignment will impact this segment of Scotts Run. Any restoration efforts for this segment of Scotts Run should be an element of the proposed future roadway.

Green Buildings

The proffers provide commitments for green building certification which are generally consistent with the recommendations of the Comprehensive Plan for the Tysons Corner Urban Center. The proposed development includes residential, office, hotel and retail elements. The Comprehensive Plan recommends that zoning proposals in Tysons at a minimum attain LEED certification or the equivalent for residential development and LEED Silver certification or the equivalent for non-residential development. The proffers for residential development indicate a commitment on the part of the applicant to achieve LEED-certification with an option to pursue LEED-Silver or higher certification. This proffer also includes a discussion of applying an alternate residential rating system, such as EarthCraft, ENERGY STAR Qualified Homes for Multifamily Residential or National Green Building Standard with ENERGY STAR. While an alternative approach may be acceptable, use of the ENERGY STAR Qualified Homes for Multifamily Residential is not considered acceptable as it has deemed too narrow in scope focused almost entirely on energy efficiency and not on other concepts of the green building policy such as environmentally sensitive site design, water quality, use of low volatile organic compounds for flooring and wall coverings, the use of recycled and/or renewable resource, etc. The applicant has provided a proposal to pursue LEED-NC silver certification with an option to pursue LEED-NC Gold for office and hotel buildings.

Energy/Resource Conservation

The proposed proffers include a commitment on the part of the applicant to install one electric vehicle charging station for up to two vehicles within each garage. The applicant will also provide space for future electric vehicle charging infrastructure. The proposed measures are consistent with those provided as part of other development within the Tysons Urban Center.

The applicant has also agreed to provide an assessment of the potential for the use of shared energy systems. These measures may include a combined heat and power (CHP) energy

system, micro-CHP system, distributed energy resources and direct heating and cooling. If one of these alternatives is not to be pursued, then the applicant will provide a narrative regarding the reasons for this outcome.

The applicant has agreed to collect data regarding energy and water usage to the extent that there is a master electric, gas and water usage meter system for the entire building. This proffer does not appear to be a commitment to such systems.

Noise

The subject property is impacted by noise from multiple sources, including Route 123, a portion of the Silver Line of the Metro rail and a segment of the Dulles Airport Access Road. The applicant has provided a noise study, which indicates that the site will be impacted by noise levels up to 72.2 dBA Ldn. This indicates that noise attenuation should be provided for the interior portions of the proposed residential dwelling units and that noise levels for the proposed office space should be mitigated to no more than 50 dBA Ldn. The noise study also noted that, "future unmitigated noise levels indicate that elevated plazas will be impacted by noise levels exceeding 65 dBA Ldn. Outdoor noise mitigation at these areas will be required to meet the Fairfax County Policy Plan." Noise proffers provided for this application acknowledge the need for mitigation of the noise levels in the proposed residential units to 45 dBA, but there is no mention of mitigating noise for the office space. The proffers also note that noise impacts will be disclosed for residential units with balconies. While this information is consistent with past practices for such developments, what is unclear at this time is the potential phasing of the proposed development. The residential portions of the development include ground level and elevated open space areas. Neither the plans nor the proffers note any noise mitigation for the plaza areas. The plans and proffers also make no mention of ground level mitigation for open space areas in the event that the residential is constructed first. If the proposed office buildings are constructed first, then the ground level open space areas should be adequately shielded from noise impacts. If the residential development is constructed first, then these areas should be shielded from noise in a manner which ensures the usable open space has noise levels which do not exceed 65 dBA Ldn. Neither the current development plans nor proffers address this concern in any fashion. Temporary berms, walls, public art, murals or other measures could be considered to address these areas as long as they are designed in a manner which is architecturally solid and of a height sufficient to provide adequate shielding to achieve an exterior noise level of 65 dBA Ldn. Staff feels that this issue has not been fully addressed.

PGN:JRB

County of Fairfax, Virginia

MEMORANDUM

DATE: January 21, 2015

TO: Suzanne Wright, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: William Marsh, Tysons Urban Center Coordinator
Department of Public Works and Environmental Services (DPWES)

SUBJECT: Rezoning Application #RZ 2011-PR-009;
LDS Project #7788-ZONA-003;
Scotts Run North CDP dated December 9, 2014;
Tax Map #029-4-((5))-0009, 0009A & 0010A;
Scotts Run Watershed; Providence District

We have reviewed the subject application submitted on December 9, 2014, which responded to DPWES comments from earlier in 2014, and offer the following comments.

Chesapeake Bay Preservation Ordinance (CBPO)
No further comments.

Floodplain
6-0704.3 Non-residential structures, or parts thereof, where permitted, may be constructed below the regulatory flood elevation provided that these structures are designed to preclude and/or withstand inundation to an elevation of at least the regulatory (100-year) flood elevation. The submitting engineer or architect shall specify the elevation and certify that the structure has been floodproofed, and that the elevation and flood-proofing comply with applicable Federal and State requirements. Be advised that the design assessment will need to be in the geotechnical report to be submitted prior to approving the site plan for buildings located on Soil Unit 29A. (PFM 04-0204.2)

Downstream Drainage Complaints
There are no applicable downstream drainage complaints on file.

Stormwater Quality Control
No further comments.

Stormwater Quantity Control
See adequate outfall comments.

Department of Public Works and Environmental Services
Land Development Services,
12055 Government Center Parkway, Suite 444
Fairfax, Virginia 22035-5503
Phone 703-324-1780 • TTY 711 • FAX 703-324-3908

Adequate Outfall

An outfall narrative and Scotts Run cross sections have been provided on Sheets C.10.7 and C.10.8. Cross section B-B shown on Sheet 10.C.8 shows an inadequate channel condition for the 2-year flow in Scotts Run. Be advised that an improvement and no adverse impact to the downstream drainage system shall be shown in accordance with the requirements of Chapter 124 of the County Code and the PFM Section 6-0203.4.

Tysons Corner Urban Center, Areawide Recommendations

The applicant has provided a preliminary computation on Sheet C-10.11 stating that 53% of the site area is captured by a BMP, and 0.94-inch of rainfall will be retained on-site through the use of runoff reduction methods including rainwater harvesting, vegetated roof, permeable pavement and urban bio-retention.

Staff recommends adding treatment design that will achieve the 1.0-inch depth, possibly by including stormwater measures along Frances Drive and adjacent to Frances Park where no treatment design is shown.

Finally, prior to future FDP approval, clarify whether green roof runoff is stored in water reuse vaults for offices. Provisions in the 2012 building code allow rainwater to be treated in reuse vaults, where the rainwater is collected from impervious rooftop surfaces. Proposed parcels C, D, and E include "cistern/reuse coverage areas" and "extensive green roof areas", per sheet C.10. If runoff from green roof areas is also stored in the reuse cisterns, a code modification may be required. Refer to Virginia amendments to Chapter 29 of the 2012 International Building Code.

Other Comments:

With respect to the preliminary design information that is shown on the CDP, DPWES offers the following additional comments:

1) Sheet C-10.7: Please adjust the column labels under "Existing Outfall 1" to read "Post Development 2 year", "Post Development 10 year", and "Post Development 100 year".

2) Electric vaults are proposed under public streetscape areas for Buildings D, A-2, and possibly C. Staff recommends moving the vaults or transformer locations into private space.

3) Staff requests provision of easements that grant access and allow work necessary for Fairfax County or others to implement future stream and floodplain restoration of Scotts Run as was discussed with the applicant.

Please contact me at 703-324-1972 if you require additional information.

Department of Public Works and Environmental Services
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12055 Government Center Parkway, Suite 444
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cc: Durga Kharel, Chief, Central Branch, SDID, DPWES
Zoning Application File

Department of Public Works and Environmental Services
Land Development Services,
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County of Fairfax, Virginia

MEMORANDUM

DATE: April 14, 2015

TO: Suzanne Wright, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Bin Zhang, Tysons Corner Site Reviewer
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: Scotts Run Station North, RZ 2011-PR-009;
Tax Map Numbers; #029-4-((5))-0009, 0009A & 0010A;
Providence District

REFERENCE: 6835-WPFM-007-1, Waiver Request to Allow Underground Stormwater Vaults in a Residential Development

In the referenced waiver request dated July 31, 2014, the applicant seeks a waiver by the Board of Supervisors (Board) in conjunction with the approval of the subject rezoning, to allow underground stormwater management facilities in a residential development, in accordance with Section 6-0303.6 of the Public Facilities Manual (PFM). The 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.

With the waiver request, the applicant included exhibits showing the location of the “BMP Facilities”, and cost estimates for the construction and annual maintenance of the vaults. The request is limited to Block A and Block B, as the only two blocks of the proposed mixed-use development plan that include a residential component.

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

Impacts on Public Safety – The design, location and access points of the stormwater vaults are critical attributes that affect the potential impact on public safety. Locking manhole covers and doors must be provided at each access point. The locking mechanisms shall be inspected and tested periodically to make sure they are intact and operative.

A note on the CDP states "the applicant reserves the right to vary the number, size, shape, and location of the LID practices with final engineering." If it is the intent of the Board to approve the waiver request, staff recommends a condition that requires any changes in the design, including, but not limited to, the location, number, size, shape, access points and function of the vaults, be subject to approval by DPWES, in accordance with all applicable requirements, policies and procedures in effect at the time of final Site Plan.

If it is the intent of the Board to approve the waiver request, staff recommends the applicant be required to provide liability insurance in an amount acceptable to Fairfax County as a condition of the waiver. 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 an existing piped storm drainage system. Therefore, staff does not believe there will be any adverse impact on the environment from the proposed underground facilities.

Burden Placed on Prospective Homeowners for Maintenance and Future Replacement – The financial burden of the prospective homeowners is dependent upon the anticipated annual maintenance costs, the projected cost of future replacement of the vaults, the form of ownership (e.g. rental apartments vs. condominium owner's association), and the number of dwelling units. The annual maintenance costs are dependent upon factors such as size, location, access, and number of vaults, function, and frequency and methods of required maintenance activities. The future replacement costs are dictated by the final design, such as the number, size, and location of vaults, as well as the expected life span of the construction materials.

The proposed mixed-use development includes two blocks with a residential component. The CDP revised March 6, 2015 states Block A will contain between 258 and 337 residential dwelling units. Block B will contain between 130 and 239 dwelling units.

The applicant estimates the annual maintenance cost, in current dollars, is $5,000 for each facility. The anticipated annual maintenance cost is $19.38 per Block A dwelling unit assuming that the minimum 258 units are constructed, and $38.46 per Block B dwelling unit assuming the minimum 130 units are constructed. The estimate is based on the entire maintenance burden split among only the residential units.

The applicant has estimated the total construction costs for the underground detention facilities at approximately $150,000 for each block. The amount of the annual contribution toward the replacement reserve fund, assuming an estimated 50-year lifespan (for concrete products) and interest compensates for inflation, would be $3,000 for each block. The annual contribution to the replacement reserve fund for the resident in Block A would be approximately $11.62 per dwelling unit per year, and approximately $23.08 per unit per year for the residents in Block B. The replacement reserve fund (i.e., account) must be separate from the annual maintenance fund (i.e., account) to ensure the monies are available at the time replacement is required and have not been previously spent on maintenance activities.

Staff recommends that, if it is the intent of the Board to grant the waiver, the applicant be required to establish a financial plan for the operation, inspection, maintenance and future replacement of the underground facilities. The applicant should be required to establish, as part of the owners documents, a fund for the annual maintenance and a separate reserve fund to cover future replacement of the facilities, based on the initial construction costs, an estimated 50-year lifespan (for concrete products). Staff recommends that the applicant prior to Site Plan approval, deposit in an escrow account an amount equal to the estimated costs for the residential units' responsibility of the first 20 years of maintenance of the facilities (based on the current estimate provided, a minimum of $100,000 for each vault). The funds must not be made available to the owners association until after final bond release.

A maintenance agreement must be executed prior to site plan approval. Regular and frequent inspections of the stormwater management facilities are critical to ensure proper operation and maintenance. The access points must be located, designed and constructed in a manner in that does not hinder the frequent inspections and routine maintenance of the facilities. The total weight of the access covers and/or opening mechanisms (e.g. spring-loaded hinges) must be designed so that the covers can be opened by one person without the need of additional mechanical lifting equipment (e.g., a crane).

The applicant should also be required, as a waiver condition, to address future replacement of the underground facilities as part of a private maintenance agreement with the County. In order to maximize the useful life of underground facilities and minimize maintenance issues, staff recommends that, if it is the intent of the Board to grant the waiver, then the applicant shall construct the underground facilities with reinforced concrete products, or approved equal as determined by DPWES.

The applicant must also provide that disclosure will be made in the chain of title of the owners' responsibility for maintenance and the associated waiver conditions.

RECOMMENDATION:
DPWES recommends that the Board approve the waiver to allow the underground stormwater detention facilities to be located in the residential portions of the Scotts Run Station North Development, subject to conditions consistent with the Proposed Waiver Conditions, #6835-WPFM-007-1, dated April 9, 2015, as contained in Attachment A.

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

ATTACHED DOCUMENTS:
Attachment A – Proposed Waiver Conditions, #6835-WPFM-007-1, April 14, 2015
Attachment B – PFM Section 6-0303.6

cc: Durga Kharel, Branch Chief, Site Development and Inspections Division, DPWES
William Marsh, Tysons Urban Center Coordinator, LDS, DPWES
DPWES Zoning Application File (7788-ZONA-003-1)
DPWES Waiver File (6835-WPFM-007-1)

Proposed Waiver Conditions

6835-WPFM-007-1

April 14, 2015

(Concurrent with RZ 2011-PR-009 Scotts Run Station North)

If it is the intent of the Board of Supervisors to approve Waiver #6835-WPFM-007-1 in conjunction with RZ 2011-PR-009 for Scotts Run Station North, to allow underground stormwater management facilities in a residential development in accordance with Section 6-0303.6 of the Public Facilities Manual (PFM), staff recommends the Board condition the approval by requiring conformance with the following conditions:

1. This approval is limited to Block A and Block B of the Scotts Run Station North Development, as proposed with RZ 2011-PR-009. Notwithstanding any notes, and/or narratives included on the CDP, any substantial changes to the development plan, such as adding a residential component with underground stormwater vaults in another part of the development, will require Board approval of a revised waiver and conditions.

2. Notwithstanding any notes, analysis, narrative, and/or preliminary design presented on the CDP, the final design, construction, operation and maintenance of the underground stormwater detention vaults, including, but not limited to, the function, number, size, shape, location, access and discharge, shall be subject to review and approval by the Director of the Department of Public Works and Environmental Services (DPWES), in accordance with these conditions, and all applicable Codes, requirements, standards, specifications, policies and procedures in effect at the time of Site Plan approval.

3. To provide greater accessibility for inspection and maintenance purposes, the underground facilities shall have a minimum interior height of 72” and the access points must be located, designed and constructed in a manner in that does not hinder the frequent inspections and routine maintenance of the facilities. The total weight of the access covers and/or opening mechanisms must be designed so that the covers can be opened by one person without the need of additional mechanical lifting equipment, and be located, to the extent possible, within the private streets or travel lanes and not within the open space areas of the proposed development, as determined by DPWES.

4. The underground facilities shall be constructed of reinforced concrete products and incorporate safety features, including locking manhole covers and doors, as determined by DPWES at the time of construction plan submission. Other underground storage

systems may be considered on a case-by-case basis subject to review and approval by DPWES.

5. The underground facilities shall be privately maintained and shall not be located in a County storm drain easement.

6. A private maintenance agreement, as reviewed and approved by the Fairfax County Attorney's Office, shall be executed and recorded in the Land Records of the County. The private maintenance agreement shall be executed prior to Site Plan approval.

   The private maintenance agreement shall address:
   - County inspection and all other issues as may be necessary to insure that the facilities are maintained by the property owners in good working condition acceptable to the County so as to control stormwater generated from the development of the site.
   - A condition that the applicant, property owners, their successors or assigns shall not petition the County to assume future maintenance responsibility or replace the underground stormwater facilities.
   - Establishment of a reserve fund for future replacement of the underground stormwater 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 underground stormwater facilities.

7. Operation, inspection and maintenance procedures associated with the underground facilities shall be incorporated in the site construction plan and private maintenance agreement, which insure safe operation, inspection and maintenance of the facilities.

8. A financial plan for the owner to finance regular maintenance and full life cycle replacement costs shall be established prior to final construction plan approval. The plan shall include a line item in the annual budget for routine operation, inspection and maintenance; a separate line item for the annual deposits toward future replacement (based on the initial construction costs and an estimated 50-year lifespan for concrete products); and a separate reserve fund (i.e., account) for the future replacement of the underground facilities.

9. Prior to final construction plan approval, the applicant shall escrow sufficient funds for the benefit of the owner which will cover 20-years of maintenance of the underground facilities. These monies shall not be made available to the owners' association, or equivalent, until after final bond release.

10. All future purchasers of any of the residential units shall be advised prior to entering into a contract of sale, that the owner is responsible for the operation, inspection, maintenance and replacement of the underground facilities.

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 owner's responsibility for operation, inspection, maintenance and replacement of such facilities, by including the following language within the deed for each lot and the record plat:

    "The owner and its successors and assigns are responsible for the operation, inspection, maintenance and replacement of the underground stormwater facilities as set forth in the maintenance agreement entered into with the County."

Public Facilities Manual (PFM) Section 6-0303.6

Underground detention facilities may not be used in residential developments, including rental townhouses, condominiums and apartments, unless specifically waived by the Board of Supervisors (Board) in conjunction with the approval of a rezoning, proffered condition amendment, special exception, or special exception amendment. In addition, after receiving input from the Director regarding a request by the property owner(s) to use underground detention in a residential development, the Board may grant a waiver if an application for rezoning, proffered condition amendment, special exception, and special exception amendment was approved prior to, June 8, 2004, and if an underground detention facility was a feature shown on an approved proffered development plan or on an approved special exception plat. Any decision by the Board to grant a waiver shall take into consideration possible impacts on public safety, the environment, and the burden placed on prospective owners for maintenance of the facilities. Any property owner(s) seeking a waiver shall provide for adequate funding for maintenance of the facilities where deemed appropriate by the Board. Underground detention facilities approved for use in residential developments by the Board shall be privately maintained, shall be disclosed as part of the chain of title to all future homeowners (e.g., individual members of a homeowners' or condominium association) responsible for maintenance of the facilities, shall not be located in a County storm drainage easement, and a private maintenance agreement in a form acceptable to the Director must be executed before the construction plan is approved. Underground detention facilities may be used in commercial and industrial developments where private maintenance agreements are executed and the facilities are not located in a County storm drainage easement.

FAIRFAX COUNTY PARK AUTHORITY

M E M O R A N D U M

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

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

DATE: January 15, 2015

SUBJECT: RZ 2011-PR-009, Scotts Run North - Revised
Tax Map Numbers: 29-4 ((5)) 9, 9A, & 10A

The Park Authority staff has reviewed the proposed Conceptual Development Plan (CDP) and draft proffers dated December 7, 2014. This review replaces an earlier memo dated May 8, 2014 and provides comments regarding impacts to park and recreation resources and levels of service of the proposed development.

BACKGROUND

The Development Plan shows 1,500,000 square feet of new mixed-use development with up to 473 dwelling units on 9.4 acres in the immediate vicinity of the McLean Metro Station in the Tysons East District, Scotts Run Crossing Subdistrict. Based on the average projected multi-family household size of 1.75 in the Tysons Corner Urban Center, the development could add up to 828 new residents to the Providence Supervisory District.

COMPREHENSIVE PLAN GUIDANCE

The Park Authority analysis is based on the policies in the Parks and Recreation section of the Countywide Policy Plan, including Objective 2, Policies g, j, and k; Objective 5, Policies a and b; Objective 6, Policy c. and Appendix 2, Part B: Park Facility Service Level Standards. The evaluation is also based on guidance provided in the Tysons Corner Areawide Environmental Stewardship section of the Comprehensive Plan. Specific Plan citations from the Areawide text are provided in the Analysis and Recommendations sections. Park recommendations for land in the Tysons East District include the following:

> "Scotts Run Stream Valley Park will be expanded through the stream valley and in adjacent areas to provide better access and connectivity throughout the Tysons East District. The park will become a major linear urban park and trail system with a variety of landscapes including wooded hills, meadows and ponds. It will provide a range of experiences, such as enjoying the outdoors and scenery, arts, performances and programs

or participating in recreation. Intimate gardens with shady places of retreat could provide relief and gathering places for families, visitors and workers in Tysons." (Tysons Corner Urban Center, District Recommendations, Tysons East District, p. 150)

"Because a key feature in both subdistricts is Scotts Run, redevelopment proposals should be designed in a manner that ensure this open space will become a more accessible resource-based urban park and areawide amenity. Redevelopment in these subdistricts should also contribute to stream and riparian buffer restoration efforts along Scotts Run." (Tysons Corner Urban Center, District Recommendations, Tysons East District, Scotts Run Crossing Subdistrict, p. 152)

Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations. (Tysons Corner Urban Center, District Recommendations, Tysons East District, Scotts Run Crossing Subdistrict, p. 153)

"When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents…" (Tysons Corner Urban Center, District Recommendations, Tysons East District, Scotts Run Crossing Subdistrict, p. 153)

ANALYSIS AND RECOMMENDATIONS

Urban Parkland Needs

The Plan for Tysons Corner calls for a comprehensive system of public open spaces to serve residents, visitors and workers. This system of public spaces should include parks of different types (pocket parks, civic plazas, common greens, recreation-focused parks, linear parks/trails, and natural resource areas) to enhance the quality of life, health and the environment for those who live, work and visit Tysons Corner. In the Tysons Corner Urban Center Areawide Recommendations, Environmental Stewardship Chapter, Parks and Recreation Section, Page 81, the Plan states the following:

> "The provision of land should be proportionate to the impact of the proposed development on park and recreation service levels. An urban park land standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees will be applied."

Applying the urban park land standard in the Tysons Areawide Plan, proposed uses generate a need for 1.26 acres of onsite public urban parks. The development plan shows about 2.89 acres of new public urban park space onsite. Specifically, the application proposes to provide the following:

Onsite Public Parks

- Frances Park – This 33,410 square foot (0.77 acre) pocket park is located along Scotts Crossing Road at the corner of Grover Street as it enters the development. A portion of the park area (10,940 sq. ft.) is in leftover road right-of-way that is being

incorporated into the site for redevelopment. The park location is consistent with the Conceptual Park Network Map on p. 79 of the Tysons Urban Center Plan and will serve as an attractive gateway to the Scotts Run North development. Sheet L-5 of the CDP indicates this park space may include parkour stations, playgrounds, picnic areas, interactive water features, benches and seating, public art, and/or paths and trails. Draft proffers indicate the "final park area shall be determined at time of FDP" and will be "...constructed as a multi-generational park that shall include passive and active elements that will be selected and installed subject to the limitations associated with an existing storm drainage easement."

- Scotts Run Park – Two separate natural resource park areas of 31,610 and 71,790 square feet (0.73 and 1.65 acres) are located at the back of the subject property and contain portions of the Scotts Run Stream Valley and Chesapeake Bay Resource Protection Area (RPA). One option of the plan (with a future connector road between Scotts Crossing Road and the Dulles Toll Road ramp) shows trails in the smaller of these two park areas. Draft proffers state that "The naturalized park shall include a trail and overlooks as shown on the CDP that connects to an existing off-site trail"

Evaluation – Applying the urban park land standard in the Tysons Areawide Plan, proposed uses generate a need for 1.26 acres of onsite public urban parks. The development plan shows about 2.89 acres of new public urban park space onsite, including a pocket park with active and passive elements and a naturalized area near Scotts Run stream with trails and overlooks. The application will adequately meet the need for onsite parks.

Athletic Field Needs

In addition to the need for new urban parks, the Comprehensive Plan also recognizes the need for a variety of small and large recreational facilities to meet the need of new residents, workers, and visitors to Tysons Corner. In the Tysons Corner Urban Center Areawide Recommendations, Environmental Stewardship Chapter, Parks and Recreation Section, Page 82, the Plan states the following:

> "...recreational facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development in Tysons, with adjustments made for urban demographics and use patterns. Using 2050 development projections, anticipated urban field use patterns, optimal athletic field design (lights and synthetic turf) and longer scheduling periods, the adjusted need for athletic fields to serve Tysons is a total of 20 fields...In general, the need for an athletic field is generated by the development of approximately 4.5 million square feet of mixed use development in Tysons."

Based on Comprehensive Plan guidance for provision of one full-service athletic field per 4.5 million square feet of new GFA, the proposed development generates a need for 0.33 athletic field. As part of RZ 2011-PR-10 & 11, the applicant proffered to develop a small synthetic turf rectangular athletic field offsite (the "Taft site") that can be expanded to full size with

development of the adjacent property. The Taft field was proffered to cover the athletic field need generated by RZ 2011-PR-10 & 11 as well as the current application at Scotts Run North.

Evaluation – Based on Comprehensive Plan guidance for provision of one full-service athletic field per 4.5 million square feet of new GFA, the proposed development generates a need for 0.33 athletic fields. A commitment to meet this need has already been provided with the approval of RZ 2011-PR-10 & 11.

Other Recreational Facility Needs

In the Tysons Corner Urban Center Areawide Recommendations, Public Facilities Chapter, Parks Section, Page 88, the Plan states the following:

> "The Countywide recreation facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development in Tysons, with adjustments made for urban demographics and use patterns. Provision of facilities to meet these service level needs will ensure that as Tysons redevelops, publicly accessible athletic fields, tennis courts, basketball courts, fitness and program space, swimming pools, and other active recreational facilities will be provided at levels meeting the needs of future Tysons residents, employees and visitors."

Using adopted recreational facility service level standards found in the Parks and Recreation element (Appendix 2, Part B) of the Policy Plan, the small-footprint publicly accessible recreational facilities needed to address the planned growth for this project area include 1/2 sport court and 1/3 playground. The development plan indicates that active recreation uses may be included in Frances Park, including a playground and/or parkour stations. The exact facilities to be provided will be determined at the time of FDP.

Evaluation – The small-footprint publicly accessible recreational facilities needed to address the planned growth for this project area include 1/2 sport court and 1/3 playground. These facilities or acceptable substitutes will be provided in Frances Park.

Private Recreation and Amenity Areas

The development plan shows four private rooftop terraces on parking podia rooftops associated with three residential buildings and one office building. Draft proffers indicate these private spaces may include pool facilities, informal seating areas, sport courts, landscaping, rooftop gardening areas, hardscape areas, and/or passive recreation areas. These private spaces and facilities, as well as indoor fitness rooms will allow the applicant to meet the Zoning Ordinance requirement to spend $1,800 per non-ADU residential unit on onsite facilities and amenities for private use.

Evaluation – The private rooftop amenity areas and facilities provided with each residential building will allow the applicant to meet the Zoning Ordinance requirement to spend $1,800 per non-ADU residential unit on onsite recreational facilities and amenities.

Natural Resources

The Park Authority owns and operates Scotts Run Stream Valley Park upstream of the applicant's property. All plant materials to be installed on the applicant's property should be non-invasive to reduce the spread of invasive species and protect the environmental health of parkland, due to the proximity (that is less, than 1000 feet) of the Park Authority property.

SUMMARY OF RECOMMENDATIONS

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

- Applying the urban park land standard in the Tysons Areawide Plan, proposed uses generate a need for 1.26 acres of onsite public urban parks. The development plan shows about 2.89 acres of new public urban park space onsite, including a pocket park with active and passive elements and a naturalized area near Scotts Run stream with trails and overlooks. The application will adequately meet the need for onsite parks.
- Based on Comprehensive Plan guidance for provision of one full-service athletic field per 4.5 million square feet of new GFA, the proposed development generates a need for 0.33 athletic fields. A commitment to meet this need has already been provided with the approval of RZ 2011-PR-10 & 11.
- The small-footprint publicly accessible recreational facilities needed to address the planned growth for this project area include 1/2 sport court and 1/3 playground. These facilities or acceptable substitutes will be provided in Frances Park.
- The private rooftop amenity areas and facilities provided with each residential building will allow the applicant to meet the Zoning Ordinance requirement to spend $1,800 per non-ADU residential unit on onsite recreational facilities and amenities.
- All plant materials to be installed on the applicant's property should be non-invasive to reduce the spread of invasive species and protect the environmental health of nearby parkland.

Please note the Park Authority would like to review and comment on proffers and/or development conditions related to park and recreation issues. We request that draft and final proffers and/or development conditions be submitted to the assigned reviewer noted below for review and comment prior to completion of the staff report and prior to final Board of Supervisors approval.

FCPA Reviewer: Andrea L. Dorlester
DPZ Coordinator: Suzanne Wright

Copy: Kirk W. Kincannon, Director
Cindy Messinger, Deputy Director/CFO
Sara K. Baldwin, Deputy Director/COO
Cindy Walsh, Director, Resource Management Division
David Bowden, Director, Planning & Development Division

Andrea L. Dorlester, Planner IV, Park Planning Branch, PDD
Suzanne Wright, Planner III, Zoning Evaluation Division, DPZ
Chron Binder
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County of Fairfax, Virginia

MEMORANDUM

DATE: January 27, 2015

TO: Ms. Suzanne Wright, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Hugh C. Whitehead, Urban Forester III
Forest Conservation Branch, DPWES

SUBJECT: Scott's Run Station North, RZ 2011-PR-009

This review is based on a Conceptual Development Plan stamped as received by the Zoning Evaluation Division (ZED) on December 9, 2015. A site visit was conducted on January 26, 2015.

1. **Comment:** The existing bottomland forest canopy proposed for preservation contains invasive and undesirable understory species consisting primarily of bush honeysuckle and multifloral rose. This invasive and undesirable vegetation threatens the health of the bottomland forest canopy proposed for preservation.

   Recommendation: Obtain proffer language requiring the Applicant to provide an undesirable vegetation management plan similar to the following: "An undesirable vegetation management plan should be submitted, as part of all site plan submissions, detailing how the undesirable understory vegetation will be removed and managed from the tree save area. The detailed undesirable vegetation management plan shall include the following information:
   - Identify targeted undesirable and invasive plant species to be suppressed and managed.
   - Identify targeted area of undesirable and invasive plant management plan, which shall be clearly identified on the landscape or tree preservation plan.
   - Recommended method(s) of management, i.e. hand removal, mechanical equipment, chemical control, other. Identify potential impacts of recommended method(s) on surrounding trees and vegetation not targeted for suppression/management and identify how these trees and vegetation will be protected (for example, if mechanical equipment is proposed in save area, what will be the impacts to trees identified for preservation and how will these impacts be minimized and mitigated).
   - Identify how targeted species will be disposed.
   - If chemical control is recommended, treatments shall be performed by or under direct supervision of a Virginia Certified Pesticide Applicator or Registered Technician and under the general supervision of Project Arborist).

Department of Public Works and Environmental Services
Urban Forest Management Division
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www.fairfaxcounty.gov/dpwes

- Provide information regarding timing of treatments, (hand removal, mechanical equipment or chemical treatments) when will treatments begin and end during a season and proposed frequency of treatments per season.
- Identify potential areas of reforestation and provide recommendation
- Monthly monitoring reports provided to UFMD and SDID staff.
- Duration of management program; until Bond release or release of Conservation Deposit or prior to release if targeted plant(s) appear to be eliminated based on documentation provided by Project Arborist and an inspection by UFMD staff."

2. **Comment:** It appears the Applicant is requesting a modification of the interior and peripheral parking lot landscaping requirements for proposed above grade parking structures, as indicated on sheet C2.0. This modification request is unclear as there does not appear to be any above grade parking structures with exposed decks proposed with this application.

   Recommendation: An explanation on the request to modify the interior and peripheral parking lot landscaping requirements for proposed above grade parking structures should be provided as part of the CDP. If there are no above grade parking structures with exposed decks proposed with this application, these modification requests should be removed from the application. If there are above grade parking structures with exposed decks proposed with this application, their locations should be clearly shown and identified on the CDP.

3. **Comment:** The 'Landscape Plan' and 'Landscape Plan – with Future Roadway' sheets (sheets L-4 and L-4A) are difficult to interpret in gray shade copies as provided for this review. Information contained in the two legends, including the locations of the proposed tree pits, as well as the landscaping proposed throughout the site, is unclear. In addition, the 'tree/street tree' and 'ornamental tree' classifications are unclear.

   Recommendation: Graphics should be legible in gray scale, as well as color, so copies are legible. Landscape plan sheets should clearly identify all proposed trees and the locations of all proposed tree pits. All trees proposed to be planted should be identified as Category I, II, III, or IV deciduous trees and/or Category I, II, III, or IV evergreen trees on all landscape sheets.

4. **Comment:** Buffer area calculations and associated landscaping have not been included for the re-vegetation of the areas of encroachment into the RPA.

   Recommendation: Buffer area calculations and associated landscaping, to address all tree, shrub and seedling density requirements, should be provided in accordance with Section 118-3-3(f) of the County Code (CBAY Ordinance) and in accordance with PFM 12-0516.4, as part

of the CDP. A compliance chart should be provided for Sections 118-3-3(f) of the County Code and a separate compliance chart should also be provided for PFM 12-0516.4. The compliance charts should provide the density requirements based on the area of disturbance and should include the quantity of proposed plantings used toward meeting the density requirements.

5. **Comment:** The '10-year Tree Canopy Calculations' and 'Preliminary Tree Plant List and Canopy Coverage' table on the 'Integrated Landscape Stormwater Plan' and the 'Integrated Landscape Stormwater Plan – Future Roadway' landscape sheets (sheets L-11 and L-11A) do not include the landscaping associated with Scotts Run Park and Frances Park.

   Recommendation: The 'Integrated Landscape Stormwater Plan' and the 'Integrated Landscape Stormwater Plan – Future Roadway' landscape sheets, as well as the 10-year tree canopy calculations and preliminary plant lists, should be revised to include the landscaping associated with Scotts Run Park and Frances Park.

6. **Comment:** The 'Urban Bio-Retention Tree Pit with Refuge Strip' detail includes CU Soil as a planting medium option. CU Soil is 80-85 percent stone and does not satisfy the draft proffer for soil volume. In addition, this detail shows a vertical side at excavation adjacent to the street. VDOT typically requires excavation for planting adjacent to street to maintain a compacted slope outside the curb for structural integrity of the paved surfaces.

   Recommendation: Delete all references to CU Soil from planting details and any draft proffer language where it may appear. Ensure that all details meet VDOT approval. Where revisions are necessary to satisfy VDOT standards, do not include compacted soil for roadway stability as part of soil volume for planting purposes and meeting this proffer requirement.

7. **Comment:** It is unclear if the Applicant will be required to meet the 10-year tree canopy requirements if the proposed street tree locations conflict with sight distance and/or Fire Marshall access requirements resulting in the deletion of tree locations.

   Recommendation: Draft proffers 37D and 37E should be revised to include language similar to the following: "Utility or other conflicts do not relieve the Applicant from meeting the 10-year tree canopy requirements as shown on the approved CDP."

HCW/
UFMDID #: 162800

cc: DPZ File

Department of Public Works and Environmental Services
Land Development Services, Environmental and Site Review Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720, TTY: 703-324-1877, Fax: 703-324-8359
www.fairfaxcounty.gov/dpwes

County of Fairfax, Virginia

MEMORANDUM

DATE: April 1, 2015

TO: Ms. Suzanne Wright, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Hugh C. Whitehead, Urban Forester III HCW
Forest Conservation Branch, DPWES

SUBJECT: Scotts Run Station North, RZ 2011-PR-009

I have reviewed the rezoning application for the above referenced case consisting of the Conceptual Development Plan, stamped as received by the Zoning Evaluation Division on March 6, 2015; and draft proffers dated the same day.

Forest Conservation Branch (FCB) staff comments made during review of previous submissions of this application have been adequately addressed. FCB staff has no further comments at this time.

If there are any questions or concerns, please contact me at (703)324-1770.

HCW/
UFMDID #: 162800

cc: DPZ File

Department of Public Works and Environmental Services
Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503
Phone 703-324-1770, TTY: 711, Fax: 703-653-9550
www.fairfaxcounty.gov/dpwes

FAIRFAX COUNTY
PUBLIC SCHOOLS

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

May 14, 2014

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

FROM: Ajay Rawat, Coordinator
Office of Facilities Planning Services

SUBJECT: RZ/FDP 2011-PR-009, Scotts Run North

ACREAGE: 9.40 acres

TAX MAP: 29-4 ((5)) 9, 9A & 10A

PROPOSAL:
The rezoning application requests to rezone the site from the C-3 district to the PTC district. The project proposes a mixed use development, to include, two to three residential buildings. These buildings would contain between 467 and 691 multi-family units. A prior version of this application was reviewed on July 11, 2011.

ANALYSIS:
School Capacities
The schools serving this area are Westgate Elementary, Kilmer Middle, and Marshall High schools. The chart below shows the existing school capacity, enrollment, and projected enrollment.

School	Capacity 2013 / 2018	Enrollment (9/30/13)	Projected Enrollment 2014-2015	Capacity Balance 2014-2015	Projected Enrollment 2018-19	Capacity Balance 2018-19
Westgate ES	400 / 750	603	687	-287	848	-98
Kilmer MS	1,152 / 1,152	1,293	1,289	-137	1,528	-376
Marshall HS	1,511 / 2,000	1,822	1,771	229	2,151	-151

Capacities based on 2015-2019 Capital Improvement Program (December 2013)
Project Enrollments based on 2013-14 to 2018-19 6-Year Projections (April 2013)

The school capacity chart above shows a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are done on a six year timeframe, currently through school year 2018-19 and are updated annually. At this time, if development occurs within the next five years, all three schools are projected to have capacity deficits. Beyond the six year projection horizon, enrollment projections are not available.

Capital Improvement Program Projects
The 2015-19 Capital Improvement Program (CIP) includes continued funding for the renovations at both Westgate Elementary and Marshall High schools. The renovations, both of which will increase capacity, are scheduled to be completed in FY 2015.

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

Proposed

School level	Mid/High-rise Multi-family ratio	Proposed # of units	Proposed Student yield
Elementary	.059	467 to 691	28 to 41
Middle	.017	467 to 691	8 to 12
High	.030	467 to 691	14 to 21
			50 to 74 total

2012 Countywide student yield ratios (August 2013)

RECOMMENDATIONS:

Proffer Contribution

A net of 50 to 74 new students is anticipated (28 to 41 Elementary School, 8 to 12 Middle School and 14 to 21 High School). Based on the approved proffer formula guidelines, a proffer contribution between $541,250 (50 students x $10,825) to $801,050 (74 students x $10,825) is recommended to offset the impact that new student growth will have on surrounding schools. It is recommended that the proffer contribution funds be directed to schools serving the Tysons Corner area.

It is also recommended proffer payment occur at the time of site plan or first building permit approval. A proffer contribution at the time of occupancy is not recommended since this does not allow the school system adequate time to use the proffer contribution to offset the impact of new students.

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

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

Proffer Notification

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

Draft Proffer Statement

A draft proffer statement (undated) was included with the materials received by our office on May 2, 2014. The following revisions to Proffer #41 are recommended:

1. The proffer contribution should be made prior to site plan approval, but no later than first building permit approval.
2. The student yield ratios should be updated to 0.050, 0.017 and 0.030.
3. The payment trigger is listed in the first paragraph twice, would recommend listing once.
4. In the middle of the second paragraph, the sentence, "This contribution is not subject to the provisions of Proffer __" needs to be completed. Further, it should be moved to the end of the paragraph. Finally, FCPS would like to review the language of the proffer for which the school proffer is being exempted.

5. FCPS recommended escalation language is included above.

ADDITIONAL INFORMATION:

As mentioned in the July 11, 2011 review memo, a need has been identified for future elementary schools in the Tysons Corner area. Tysons Corner is currently served by several elementary schools which will not likely have sufficient capacity to accommodate planned future growth and redevelopment. It is envisions students in Tysons Corner would be served by new elementary schools, as well as expansions at both the middle school and high school levels.

Future Development Impacts

In addition, Kilmer and Marshall also are receiving schools for several other significant developments that are approved or pending approval in the Tysons Corner area. Student yields from these developments are likely to impact receiving schools. These developments include:

Application #	Application Name	Status	Proposed Units	Estimated Students
PCA/RZ 2004-PR-044	Tysons Corner Center	Approved	1345 MFHR	138
RZ 2006-PR-028	Towers Crescent	Approved	750-919 MFHR	58
RZ 2010-PR-022	Campus Point Realty	Pending	1,615 MFHR	178
RZ 2011-PR-005	NVC & Clyde's	Approved	428 to 1,546 MFHR	47 to 169
RZ 2011-PR-010 & 011*	Cityline Partners	Approved	2,308 MFHR	254
RZ 2011-HM-012 & 013	Dominion Square	Pending	2,000 MFHR	174
RZ 2011-PR-023	Arbor Row	Approved	1,174 MFHR	102
RZ 2011-HM-026	Q-R Spring Hill	Deferred	341 MFHR	29
RZ 2011-HM-027	1587 Springhill Holdings	Pending	501 MFHR	45
RZ 2011-HM-032	Tysons West	Approved	689 MFHR	73
RZ 2012-PR-002	Greensboro Park	Pending	520 MFHR	58
RZ 2013-PR-009	Tysons Westpark	Pending	1,280 MFHR	136
PCA 2010-PR-021*	Capital One	Pending	1,230 MFHR	135

**Also in Westgate ES Attendance Area*

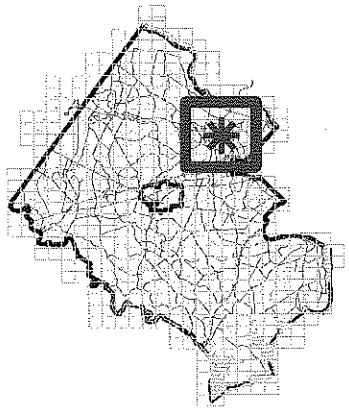
AR/gjb

Attachment: Locator Map

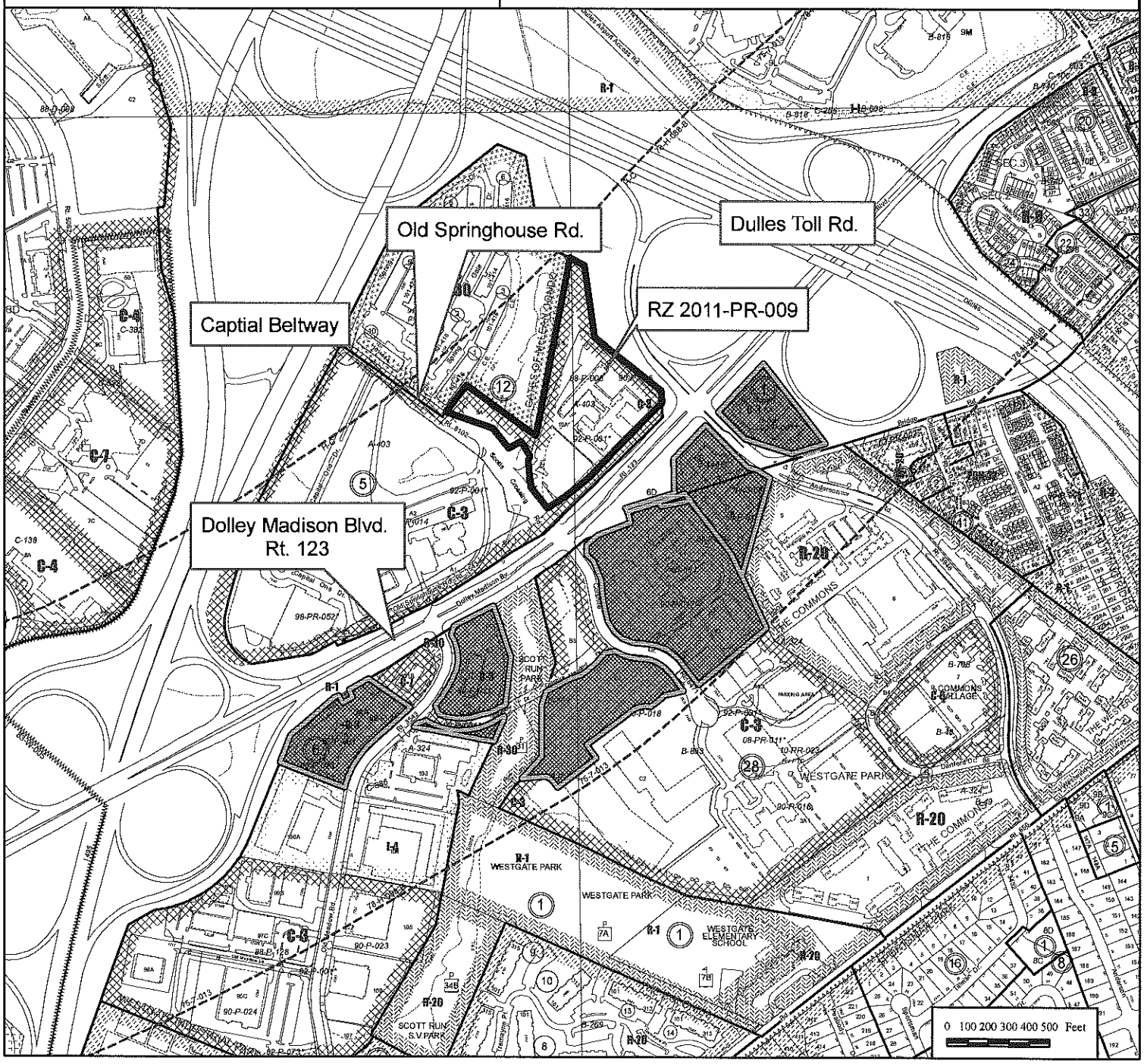
cc: Patty Reed, School Board Member, Providence District
Jane Strauss, School Board Member, Dranesville District
Pat Hynes, School Board Member, Hunter Mill District
Ilryong Moon, Chairman, School Board Member, At-Large
Ryan McElveen, School Board Member, At-Large
Ted Velkoff, School Board Member, At-Large
Jeffrey Platenberg, Assistant Superintendent, Facilities and Transportation Services
Jim Kacur, Cluster II, Assistant Superintendent
Kevin Sneed, Director, Design and Construction Services
Jay W. Pearson, Principal, Marshall High School
Ronald James , Principal, Kilmer Middle School
Julie K. Easa, Principal, Westgate Elementary School

Rezoning Application

RZ 2011-PR-009



Applicant:	CITYLINE PARTNERS LLC
Accepted:	05/20/2011
Proposed:	MIXED USE
Area:	9.41 AC OF LAND; DISTRICT - PROVIDENCE
Located:	NORTHEAST QUADRANT OF THE INTERSECTION OF DOLLEY MADISON BOULEVARD AND SCOTTS CROSSING ROAD
Zoning:	FROM C- 3 TO PTC
Overlay Dist:	HC
Map Ref Num:	029-4- /05/ /0009 /05/ /0009A /05/ /0010A



Fairfax Water

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

PLANNING & ENGINEERING DIVISION
Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

August 11, 2014

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

Re: PCA 92-P-001-11
Scotts Run North
Tax Map: 29-4 & 30-3

Dear Ms. Berlin:

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

1. The property can be served by Fairfax Water.

2. Adequate domestic water service is available at the site from an existing 20" water main located at Dolley Madison Boulevard. See the enclosed water system map.

3. Fairfax Water has identified the need to install a large diameter water main (16") along Scotts Crossing Road to satisfy projected growth in the Tysons Corner Urban Center. The design and installation of this main may be required in conjunction with this site development.

4. Depending upon the configuration of any proposed on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

If you have any questions regarding this information, please contact me at (703) 289-6385.

Sincerely,

Ross K. Stilling, P.E.
Chief, Site Plan Review

Enclosure

6-501 Purpose and Intent

The PTC District is established for the Tysons Corner Urban Center as defined in the adopted comprehensive plan to implement the mix of uses, densities and intensities under the redevelopment option set forth in the adopted comprehensive plan. The PTC District regulations are designed to provide the necessary flexibility to transform the designated Tysons Corner Urban Center area from a suburban office park and activity center into an urban, mixed-use, transit, bicycle and pedestrian oriented community to promote high standards in urban design, layout and construction and to otherwise implement the stated purpose and intent of this Ordinance. To create mixed-use downtowns near mass transit, higher development intensities are to occur within approximately one half (½) mile of the four Metrorail Station entrances, identified as Transit Oriented Development (TOD) Districts in the adopted comprehensive plan. The remaining areas, the Non-Transit Oriented Development (Non-TOD) Districts, are to be developed into lively urban neighborhoods that include an appropriate mix of uses, densities and intensities that are compatible to adjacent communities. In both TOD and Non-TOD Districts, development should be designed in an integrated manner that will enhance the urban character. Smaller, freestanding structures are generally discouraged and shall only be considered when such use is designed in an urban form that creates or enhances an appropriate street edge and implements the stated purpose and intent of the district.

To be granted this zoning district, the applicant shall demonstrate the development furthers the vision of the Tysons Corner Urban Center, as identified in the adopted comprehensive plan, by meeting, at a minimum, the following objectives.

1. Contribute to a tiered intensity of development having the highest intensities located closest to the transit stations and provide the mix of residential, office and commercial uses necessary to achieve a vibrant, urban environment.

2. Contribute to the network of open space and urban parks, to include stream valley parks, pocket parks, common greens, civic plazas and athletic fields for the workers and residents of Tysons.

3. Promote environmental stewardship by implementing green building design; efficient, renewable and sustainable energy practices; incorporating low impact development strategies, such as innovative stormwater management and green roofs; and achieving the tree canopy goals for Tysons.

4. Further the implementation of the urban grid of streets and the described street hierarchy for Tysons.

5. Reduce the amount of single occupant vehicle trips by limiting the amount of provided parking, encouraging shared parking arrangements among uses, permitting the inclusion of managed tandem parking spaces, and implementing various Transportation Demand Management strategies, such as transit subsidies, carpool and vanpool services, employee shuttles, car-sharing programs and bicycle accommodations.

6. Contribute to the necessary public facilities to support the projected job and population growth, including schools, fire and police services, a library, public utilities, and an arts center.

7. Contribute to the specified streetscape and apply the urban design guidelines specified for build-to lines, building articulation, fenestration, ground floor transparency and parking design to create an integrated urban, pedestrian-friendly environment.

8. Contribute to implementing the workforce and affordable housing policies for Tysons to provide housing to various income levels.

To these ends, a development proposal within the Tysons Corner Urban Center that utilizes the redevelopment option as set forth in the adopted comprehensive plan shall only be considered by the Board in conjunction with a rezoning application to this district. Such rezoning to and development under this district will be permitted only in accordance with development plans prepared and approved in accordance with this Part and the provisions of Article 16.

16-101 General Standards

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

1. The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character, intensity of use and public facilities. Planned developments shall not exceed the density or intensity permitted by the adopted comprehensive plan, except as expressly permitted under the applicable density or intensity bonus provisions.

2. The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.

3. The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.

4. The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.

5. The planned development shall be located in an area in which transportation, police and fire protection, other public facilities and public utilities, including sewerage, are or will be available and adequate for the uses proposed; provided, however, that the applicant may make provision for such facilities or utilities which are not presently available.

6. The planned development shall provide coordinated linkages among internal facilities and services as well as connections to major external facilities and services at a scale appropriate to the development.

16-102 Design Standards

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

1. In order to complement development on adjacent properties, at all peripheral boundaries of the PDH, PRM, PDC, PRC Districts the bulk regulations and landscaping and screening provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration. In the PTC District, such provisions shall only have general applicability and only at the periphery of the Tysons Corner Urban Center, as designated in the adopted comprehensive plan.

2. Other than those regulations specifically set forth in Article 6 for a particular P district, the open space, off-street parking, loading, sign and all other similar regulations set forth in this Ordinance shall have general application in all planned developments.

3. Streets and driveways shall be designed to generally conform to the provisions set forth in this Ordinance and all other County ordinances and regulations controlling same, and where applicable, street systems shall be designed to afford convenient access to mass transportation facilities. In addition, a network of trails and sidewalks shall be coordinated to provide access to recreational amenities, open space, public facilities, vehicular access routes, and mass transportation facilities.

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Abbreviations Commonly Used in Staff Reports

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