APPLICATION ACCEPTED: October 2, 2015
PLANNING COMMISSION: September 21, 2016
BOARD OF SUPERVISORS: Not yet scheduled

County of Fairfax, Virginia

September 6, 2016

STAFF REPORT

APPLICATIONS SEA 94-H-049-02
Concurrent with RZ/FDP 2015-HM-013

HUNTER MILL DISTRICT

APPLICANT:	Wiehle Station Ventures, LLC
EXISTING ZONING:	I-3 (Light Intensity Industrial District)
PARCELS:	17-4 ((12)) 11B, 11D9 pt. 17-4 ((33)) C, 100, 110, 120, 140, 200, 220, 230, 300, 340A, 410, 420, 430, 510, 520, 530, 535
SITE AREA:	3.14 acres
PLAN MAP:	Transit Station Mixed Use
SE CATEGORY:	Category 6 – Increase in FAR (Sect. 9-618)
PROPOSAL:	To amend SE 94-H-049 to delete 3.14 acres of land from the SE approval for an increase in FAR, to permit the land to be rezoned to the PRM District.

STAFF RECOMMENDATIONS:

Staff recommends approval of SEA 94-H-049-02 to delete 3.14 acres from SE 94-H-049.

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

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

Laura B. Arseneau, AICP

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

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

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

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

APPLICATION ACCEPTED: October 2, 2015
PLANNING COMMISSION: September 21, 2016
BOARD OF SUPERVISORS: Not yet scheduled

County of Fairfax, Virginia

September 6, 2016

STAFF REPORT

APPLICATIONS RZ/FDP 2015-HM-013
Concurrent with SEA 94-H-049-02

HUNTER MILL DISTRICT

APPLICANT:	Wiehle Station Ventures, LLC
EXISTING ZONING:	I-3 (Light Intensity Industrial District)
REQUESTED ZONING:	PRM (Planned Residential Mixed Use District)
PARCELS:	17-4 ((12)) 11B, 11D9 pt. 17-4 ((33)) C, 100, 110, 120, 140, 200, 220, 230, 300, 340A, 410, 420, 430, 510, 520, 530, 535
ACREAGE:	3.14 acres
PROPOSED FAR:	2.5 FAR (Floor Area Ratio)
PLAN MAP:	Transit Station Mixed Use
15.2-2303.4 STATUS:	Exempt: Reston
PROPOSAL:	To rezone 3.14 acres from the I-3 District to the PRM District to permit a multifamily residential building for 260 units and existing 72,637 square foot office building to remain.

STAFF RECOMMENDATIONS:

Staff recommends approval of SEA 94-H-049-02 to delete 3.14 acres from SE 94-H-049.

Staff recommends approval of RZ 2015-HM-013 and associated conceptual development plan, subject to the execution of the proffers consistent with those contained in Appendix 1.

Laura B. Arseneau, AICP

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

Staff recommends approval of FDP 2015-HM-013 subject to the proposed final development plan conditions contained in Appendix 2 and the Board of Supervisors approval of RZ 2015-HM-013 and the associated conceptual development plan.

Staff recommends approval of the following waivers and modifications:

- Waiver of Section 2-505 of the Zoning Ordinance for the use limitations on corner lots.
- Modification of Paragraph 4 of Section 11-202 of the Zoning Ordinance to reduce the off-street loading required minimum site distance from 40 feet to 16 feet.
- Modification of Section 11-203 of the Zoning Ordinance to reduce the number of required loading spaces from three to one for residential building and from four spaces to two spaces for the office building.
- Waiver of Section 13-203 of the Zoning Ordinance for peripheral parking lot landscaping.
- Modification of Sections 13-303 and 13-304 of the Zoning Ordinance of the transitional screening and barrier requirements to permit the landscaping as shown on the CDP/FDP.

Staff recommends approval of 2615-PKS-005-1, a parking reduction of up to an 18.8 percent (78 fewer spaces) for the proposed residential use, pursuant to Paragraph 5.A of Section 11-102 of the Zoning Ordinance, subject to the conditions recommended by staff as outlined in Memorandum from Land Development Services dated August 19, 2016, contained in Appendix 17.

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

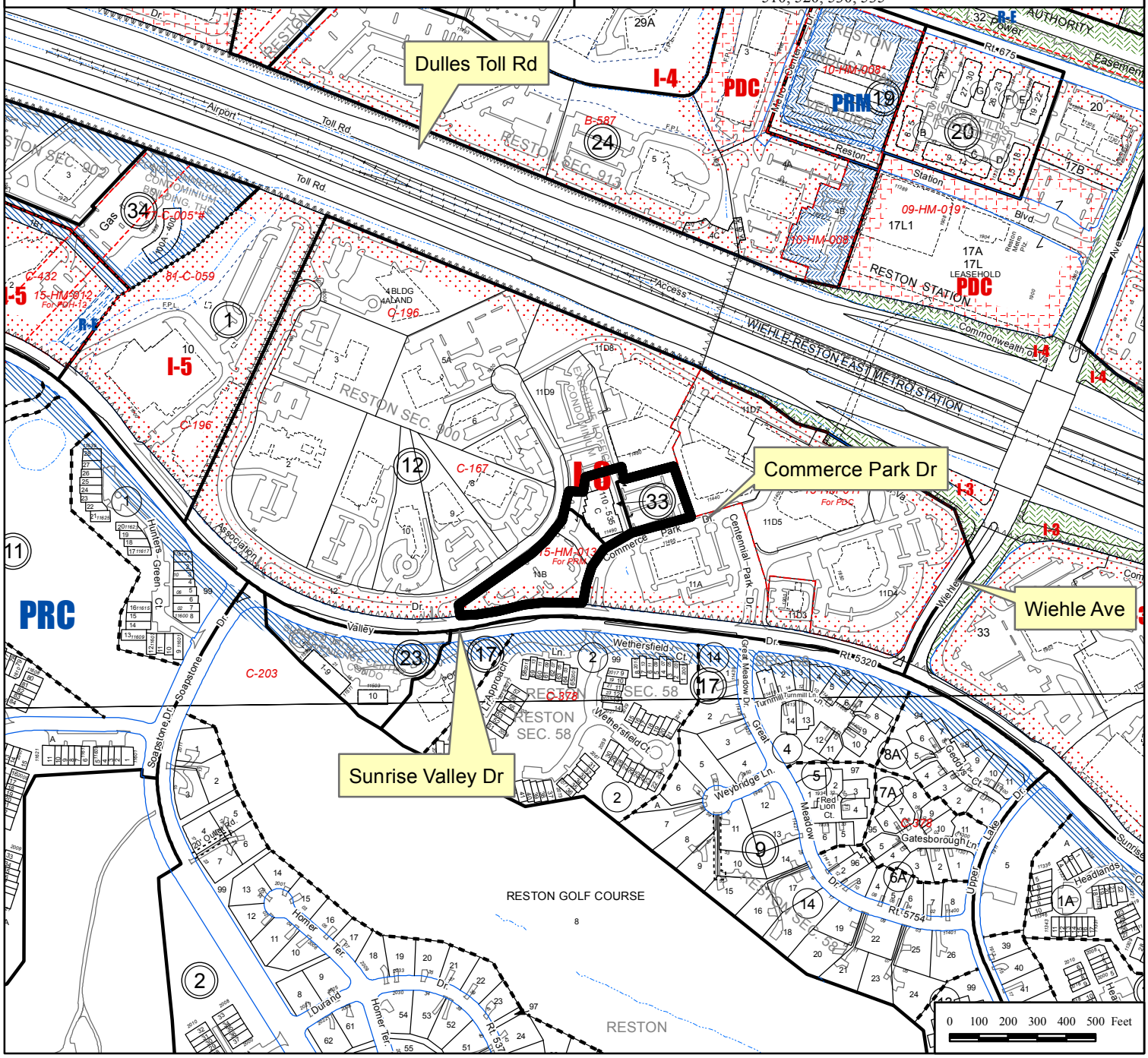
It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

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

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

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

Rezoning/Final Development Plan Application RZ/FDP 2015-HM-013	Special Exception Amendment SEA 94-H -049-02
Applicant: WIEHLE STATION VENTURES, LLC Accepted: 10/02/2015 Proposed: MIXED USE Area: 3.34 AC OF LAND; DISTRICT - HUNTER MILL Zoning Dist Sect: Located: NORTH OF SUNRISE VALLEY DRIVE, EAST OF ASSOCIATION DRIVE AND WEST OF COMMERCE PARK DRIVE Zoning: FROM I- 3 TO PRM Overlay Dist: Map Ref Num: 017-4- /12/ /0011B /12/ /0011D9 /33/ / C 017-4-/33/ /17-4 ((33)) C, 100, 110, 120, 140, 200, 220, 230, 300, 340A, 410, 420, 430, 510, 520, 530, 535	Applicant: WIEHLE STATION VENTURES, LLC Accepted: 10/02/2015 Proposed: AMEND PREVIOUSLY APPROVED SE 94-H-049 TO REMOVE LAND AREA Area: 3.34 AC OF LAND; DISTRICT - HUNTER MILL Zoning Dist Sect: 09-0618 Located: 11490 COMMERCE PARK DRIVE AND 1913 ASSOCIATION DRIVE, RESTON VA 20191 Zoning: I- 3 Plan Area: 3 Overlay Dist: Map Ref Num: 017-4- /12/ /0011B /12/ /0011D9 /33/ / C 017-4-/33/ /17-4 ((33)) C, 100, 110, 120, 140, 200, 220, 230, 300, 340A, 410, 420, 430, 510, 520, 530, 535



LINCOLN AT COMMERCE PARK

CONCEPTUAL DEVELOPMENT PLAN / FINAL DEVELOPMENT PLAN

RZ-2015-HM-013

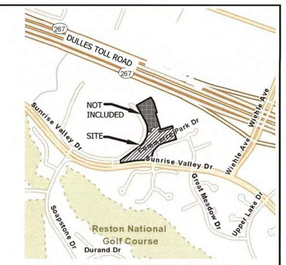
CDP/FDP 2015-HM-013

CONCURRENT WITH SEA-94-H-049-02

HUNTER MILL DISTRICT

FAIRFAX COUNTY, VIRGINIA

AUGUST 10, 2015
SEPTEMBER 30, 2015
DECEMBER 23, 2015
MARCH 11, 2016
MAY 6, 2016
AUGUST 24, 2016



VICINITY MAP
SCALE - 1" = 1000'

SHEET INDEX:

CIVIL

C-1 COVER SHEET
C-2 NOTES AND TABULATIONS
C-3 CONTEXT PLAN
C-4 EXISTING CONDITIONS
C-5 EXISTING VEGETATION MAP
C-6 OVERALL CONCEPTUAL DEVELOPMENT PLAN / FINAL DEVELOPMENT PLAN
C-7 DETAILED CONCEPTUAL DEVELOPMENT PLAN / FINAL DEVELOPMENT PLAN
C-8 VEHICULAR CIRCULATION PLAN
C-9 FIRE ACCESS PLAN
C-10 FUNCTIONAL UTILITY AND CONCEPT GRADING PLAN
C-11 STORM WATER MANAGEMENT AND BEST MANAGEMENT PRACTICES MAP
C-12 SWM / BMP COMPUTATIONS
C-12 A-C EXECUTIVE II OFFICE BUILDING SWM PLAN (FOR INFORMATION ONLY)
C-13 SWM/BMP DETAILS
C-14 ADEQUATE OUTFALL
C-15 VEHICULAR TURNING EXHIBITS
C-16 SPECIAL EXCEPTION AMMENDMENT PLAT
C-17 SPECIAL EXCEPTION (FOR INFORMATION ONLY)
C-18 COMPOSITE PLAN (FOR INFORMATION ONLY)

ARCHITECTURAL

A1.01 G2-GARAGE FLOOR PLAN
A1.02 G1-GARAGE FLOOR PLAN
A1.03 FIRST FLOOR PLAN
A1.04 SECOND FLOOR PLAN
A1.05 TYPICAL FLOOR PLAN
A1.06 SECTIONS
A1.07 ELEVATIONS
A1.08 ELEVATIONS
A1.09 PERSPECTIVES
A1.10 PERSPECTIVES

LANDSCAPE

L-1 LANDSCAPE PLAN
L-2 LANDSCAPE TABULATIONS AND EXHIBITS
L-3 LANDSCAPE DETAILS AND SPECIFICATIONS
L-4 ILLUSTRATIVE MASTER PLAN
L-5 CIRCULATION DIAGRAM
L-6 PLAN ENLARGEMENT - PARK ONE
L-7 PLAN ENLARGEMENT - PARK TWO
L-8 PLAN ENLARGEMENT - PARK THREE

SUPPLEMENTAL (NOT PART OF CDP/FDP/SEA)

S-1 ULTIMATE ROAD ALIGNMENT
S-2 MASTER PLAN - FUTURE DEVELOPMENT

CONCEPTUAL DEVELOPMENT RENDERING

TAX MAP NO.
17-4 ((12)) PARCEL 11B AND PART OF 17-4 ((12)) 11D9
ALL OF 17-4 ((33)) EXECUTIVE II OFFICE CONDO (SEE SHEET C-2)

APPLICANT
WIEHLE STATION VENTURES LLC
C/O LINCOLN PROPERTY COMPANY
200 FAIRBROOK DRIVE, SUITE 101
HERNDON, VA 20170
ATTN: RICHARD N. ROSE, V.P. DEVELOPMENT
(703) 834-1900

ATTORNEY
COOLEY, LLP
11951 FREEDOM DR. SUITE 1500
RESTON, VA 20190
ATTN: MARK LOONEY, ESQUIRE
(703) 456-8000

ARCHITECT
SK + I
4600 EAST WEST HWY. SUITE 700
BETHESDA, MD 20814
ATTN: ABED BENZINA
(301) 654-9300

LANDSCAPE ARCHITECT
LAND DESIGN, INC.
200 SOUTH PEYTON STREET
ALEXANDRIA VIRGINIA, 22314
ATTN: PETER CROWLEY, LA
(703) 549-7784

ENGINEER
VIKA VIRGINIA, LLC
8180 GREENSBORO DRIVE, SUITE 200
TYSONS, VA 22102
ATTN: JOHN AMATETTI, PE.
(703) 442-7800

TRANSPORTATION
WELLS AND ASSOCIATES, LLC
1420 SPRING HILL RD, SUITE 610
TYSONS, VA 22102
ROBIN ANTONUCCI
(703) 917-6620

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

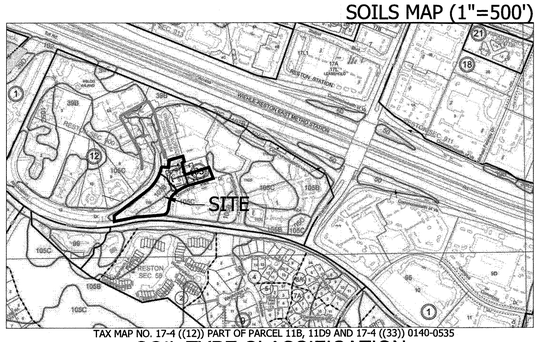
VIKA #VV7097H
SHEET C-1

FILE:P:\projects\7097\7097H\CADD – P:\PLANNING\PLANNING DRAWINGS\7097H100 – Cover.dwg USER:Bosco DATE:Jun, 11 2015 TIME: 08:59 am

GENERAL NOTES

1. THE PROPERTY THAT IS THE SUBJECT OF THIS RZ/CDP/FDP CONSISTS OF THE PARCELS IDENTIFIED ON THE 2016 FAIRFAX COUNTY TAX ASSESSMENT MAP AS 017-4 ((12)) PARCELS 11B AND PART OF PARCEL 017-4 ((12)) 11D9 ALL OF 17-4 -0033 (EXECUTIVE II OFFICE CONDO - PARCELS C, 0100, 0110, 0120, 0140, 0200, 0220, 0230, 0300, 0340A, 0410, 0420, 0430, 0510, 0520, 0530, 0535). THE PROPERTY IS CURRENTLY ZONED I-3 AND IS SUBJECT TO SE-94-H-049. THE PURPOSE OF THIS APPLICATION IS TO DEVELOP THE RZ AREA WITH A MIXED USE DEVELOPMENT AND TO REZONE AREA TO PRM.
2. THE HORIZONTAL DATUM IS VIRGINIA STATE GRID NORTH VCS83.
3. THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED BY WALTER PHILIPS INC DATED 2008 AND WAS FIELD VERIFIED BY VIKA VIRGINIA, LLC. AND THE CONTOUR INTERVAL IS TWO (2) FEET. NGVD 1929
4. THE BOUNDARY INFORMATION WAS PREPARED BY VIKA VIRGINIA, LLC.
5. THE PROPERTY IS LOCATED IN THE SOUTH SUBDISTRICT OF THE WIEHLE STATION DISTRICT OF THE FAIRFAX COUNTY COMPREHENSIVE PLAN.
6. PUBLIC WATER AND SANITARY SEWER ARE AVAILABLE AND WILL BE EXTENDED TO SERVE THE DEVELOPMENT.
7. STORM WATER MANAGEMENT AND BMP FACILITIES FOR THE PROPOSED DEVELOPMENT WILL BE PROVIDED ON SITE IN BELOW GROUND URBAN BMP SYSTEMS TO MEET PFM CHAPTER 6 SECTION 3 CRITERIA. AN ADEQUATE STORM DRAINAGE SYSTEM WILL BE PROVIDED IN ACCORDANCE WITH THE PUBLIC FACILITIES MANUAL STANDARDS AND DESIGN CRITERIA OF FAIRFAX COUNTY. A WAIVER TO PERMIT OF UNDERGROUND DETENTION IN NOT REQUIRED PER CURRENT PFM ARTICLE 6 STANDARDS.
8. TO THE BEST OF OUR KNOWLEDGE, NO GRAVE SITES OR STRUCTURES MARKING A BURIAL SITE ARE PRESENT ON THE SUBJECT PROPERTY.
9. TO THE BEST OF OUR KNOWLEDGE, NO HAZARDOUS OR TOXIC SUBSTANCES ARE KNOWN TO EXIST ON THE SUBJECT PROPERTY.
10. THERE ARE EXISTING STRUCTURES ON THE SUBJECT PROPERTY AND THEY WILL REMAIN AS SHOWN ON THE CDP/FDP.
11. THE ENTIRE SUBJECT PROPERTY IS LOCATED WITHIN A RMA ZONE. THE SITE IS NOT ENCUMBERED BY AN RPA, EQC OR FLOODPLAIN.
12. LIMITS OF CLEARING AND GRADING SHOWN ON THE CDP/FDP ARE PRELIMINARY AND ARE SUBJECT TO MODIFICATION WITH FINAL ENGINEERING, PARTICULARLY IN THE AREA OF PUBLIC RIGHTS OF WAY TRAILS AND EASEMENTS. THE DEVELOPMENT OF THE SITE WILL BE IN GENERAL CONFORMANCE WITH THESE LIMITS. FINAL LIMITS OF CLEARING AND GRADING WILL TAKE INTO CONSIDERATION FINAL SITE ENGINEERING AND SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE COUNTY URBAN FORESTER AT THE TIME OF SITE PLAN REVIEW.
13. DEVELOPMENT WILL COMMENCE UPON COMPLETION OF ALL REQUIRED FAIRFAX COUNTY PLAN PROCESSING AND APPROVALS, SUBJECT TO MARKET CONDITIONS.
14. THE DEVELOPMENT CONFORMS TO THE PROVISIONS OF THE COMPREHENSIVE PLAN, ALL APPLICABLE ZONING ORDINANCE STANDARDS WITH THE EXCEPTION OF WAIVERS AND MODIFICATIONS REQUESTED ON THIS SHEET.
15. OPEN SPACE AND RECREATIONAL OPEN SPACE AREAS SHOWN HEREON ARE CONCEPTUAL AND MAY BE MODIFIED AT THE TIME OF SITE PLAN IN ACCORDANCE WITH SEC. 16-403 THE ZONING ORDINANCE.
16. THE BUILDING FOOTPRINTS, GARAGES, RETAINING WALLS, PLAZAS, URBAN PARKS AND ROADS REPRESENTED HEREON ARE APPROXIMATE AND ARE SUBJECT TO MODIFICATION WITH THE FINAL SITE PLAN. BUILDING FOOTPRINTS MAY BE INCREASED OR DECREASED AND THE NUMBER OF PARKING SPACES OUTSIDE AND IN THE STRUCTURES MAY BE MODIFIED, SO LONG AS THE MINIMUM OPEN SPACE PROVIDED IN THE TABULATION, AND THE AMOUNT OF LANDSCAPING AND THE MINIMUM DIMENSIONS TO THE PERIPHERAL LOT LINES ARE NOT DIMINISHED.
17. THE PROPOSED DEVELOPMENT ON THE SUBJECT PROPERTY WILL NOT POSE ANY ADVERSE EFFECT ON ADJACENT OR NEIGHBORING PROPERTIES.
18. SUBJECT TO ANY PARKING REDUCTION APPROVED BY THE BOARD OF SUPERVISORS, THE PROJECT WILL MEET THE MINIMUM PARKING REQUIREMENTS AS SET FORTH IN ARTICLE 11 OF THE ZONING ORDINANCE IN A COMBINATION OF ABOVE AND BELOW GRADE PARKING STRUCTURES AND SURFACE SPACES ON THE SUBJECT PARCEL. SEE PARKING TABULATION, SHEET C-6. THE ACTUAL NUMBER OF PARKING SPACES PROVIDED MAY BE ADJUSTED AT SITE PLAN BASED UPON THE ACTUAL NUMBER OF RESIDENTIAL UNITS. PARKING STRUCTURES WITHIN THE GARAGE AND BUILDING MAY CHANGE ORIENTATION OR POSITION TO MAXIMIZE COURTYARD AND PARKING SPACES. PARKING REDUCTION #2615-PKS-005-1, DATED APRIL 05, 2016 HAS BEEN SUBMITTED FOR CONCURRENT REVIEW AND APPROVAL.
19. SIGNAGE WILL BE PROVIDED IN ACCORDANCE WITH THE ZONING ORDINANCE ARTICLE 12 OR A FUTURE COMPREHENSIVE SIGN PLAN.
20. TRANSITIONAL SCREENING AGAINST ADJACENT PERIMETER PROPERTIES IS REQUIRED AS SET FORTH IN Z.0. SECTION 13-300 AND THE SUPPLEMENTAL SCREENING AND BARRIER MATRIX. A WAIVER/MODIFICATION OF THIS REQUIREMENT HAS BEEN REQUESTED.
21. PARKING LOT LANDSCAPING AND TREE COVER REQUIREMENTS WILL BE PROVIDED IN ACCORDANCE WITH Z.0. ARTICLE 13 UNLESS WAIVED BY THE DIRECTOR OF DPW & ES.
22. THERE ARE NO EXISTING MAJOR UTILITY EASEMENTS HAVING A WIDTH OF TWENTY FIVE (25) FEET OR MORE. THERE ARE NO MAJOR UNDERGROUND UTILITY EASEMENTS LOCATED ON THIS SITE.
23. APPLICANT RESERVES THE RIGHT TO DETERMINE THE FINAL NUMBER OF DWELLING UNITS IN THE BUILDING, THE AMOUNT OF CELLAR SQUARE FOOTAGE AND THE FINAL GFA OF THE BUILDING WITH THE SITE PLAN. THE APPLICANT RESERVES THE RIGHT TO LOCATE ADDITIONAL PERMITTED SECONDARY AND ACCESSORY USES IN THE BUILDING AND ON THE SITE.
24. THE SUBJECT PROPERTY MAY BE SUBDIVIDED IN THE FUTURE FOR THE PURPOSE OF SALE, JOINT VENTURE, OR PHASING.
25. SECONDARY USES PERMITTED BY SECTION 6-203 AND ACCESSORY USES AS IDENTIFIED UNDER ARTICLES 2, 6 AND 10 OF THE ZONING ORDINANCE MAY BE PROVIDED WITHOUT REQUIRING MODIFICATION OR AMENDMENT TO THE CDP/FDP OR AN INTERPRETATION.
26. MARKED CROSSWALK LOCATIONS INDICATED ON THE CDP/FDP ARE CONCEPTUAL. FINAL LOCATIONS SHALL BE DETERMINED AT SITE PLAN AND UPON VDOT APPROVAL AND MAY BE MODIFIED WITHOUT THE NEED FOR A CDP/FDP AMENDMENT OR INTERPRETATION.
27. THE FINAL LOCATION AND TYPE OF ACCESSIBLE RAMPS AND STREET ACCESSIBLE PARKING SPACE LOCATIONS SHALL BE DETERMINED AT SITE PLAN.
28. ALL LANDSCAPING INSTALLED WILL BE OF NON-INVASIVE SPECIES PER DCR INVASIVE PLANT LIST (INCLUDING TEMPORARY AND PERMANENT SEED).
29. PEDESTRIAN RAMPS AT ALL ROADWAY CROSSINGS TO BE INSTALLED AS REQUIRED. RAMP DESIGN WILL BE AT TIME OF SITE PLAN AND WILL BE IN ACCORDANCE WITH THE FAIRFAX COUNTY PUBLIC FACILITIES MANUAL
30. ADDITIONAL SITE FEATURES AND ACCESSORY USES SUCH AS PLAZAS, GAZEBOS, FENCING, CORNICES,TRELLISES, ENTRANCE SIGNS, LIGHTS AND OR WALLS NOT REPRESENTED HEREON MAY BE PROVIDED WITHOUT NEED FOR A PCA/CDPA/FDPA.
31. THERE ARE NO SCENIC ASSETS OR NATURAL FEATURES ON THIS SITE WORTHY OF DELINIATION.
32. MODIFICATIONS MAY BE MADE WITH THE SITE PLANS FOR THE SUBJECT PROPERTY PER SECTION 16-403 OF THE ZONING ORDINACE.
33. ALL IMPROVEMENTS/MODIFICATIONS IN ANY PUBLIC SPACE INCLUDING LANDSCAPING, LANE USE AND BIKE DESIGNATIONS (EX., INTERIM, OR PLANNED) ARE SUBJECT TO REVIEW AND APPROVAL BY VDOT AT THE TIME OF FINAL SITE PLAN AND DO NOT REQUIRE A PCA/CDPA/FDPA.
34. THE SUBJECT PROPERTY IS CURRENTLY OWNED BY CENTENNIAL ONE LIMITED PARTNERSHIP. AND VARIOUS CONDOMINIUM OWNERS SEE OWNERS TABULATION THIS SHEET.

SOILS MAP (1"=500')



TAX MAP NO. 17-4 ((12)) PART OF PARCEL 11B, 11D9 AND 17-4 ((33)) 0140-0535

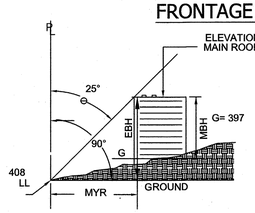
SOIL TYPE CLASSIFICATION

105C - WHEATON - GLENELG COMPLEX
107B - WHEATON - MEADOWVILLE COMPLEX

R-30 BULK PLANE ILLUSTRATION

THERE IS NO ANGLE OF BULK PLANE REQUIREMENT SPECIFIED FOR THE PRM DISTRICT. THESE GRAPHIC NARRATIVE DEPICTIONS OF THE R-30 DISTRICT REQUIREMENT IS FOR REFERENCE ONLY IN CONSIDERATION OF THE DESIGN STANDARD SET FORTH IN PAR. 1 OF SECTION 16-102 OF THE ZONING ORDINANCE. ACTUAL YARDS AND BUILDING HEIGHTS ARE SHOWN ON THE CDP/FDP (SEE SHEET C - 6 & C-7).

BULK PLANE ILLUSTRATION FOR RESIDENTIAL BUILDING FRONTAGE ADJACENT TO SUNRISE VALLEY DRIVE



Θ : ANGLE OF BULK PLANE FOR THE R-30 DISTRICT = 25° (FRONT YARD) (MIN YARD 20')

LL : LOT LINE (ELEV = 408)
MYR : MINIMUM YARD REQUIREMENT (35 FOR COMPARISON)
EBH : EFFECTIVE BUILDING HEIGHT (74 FT)
MBH : MAXIMUM BUILDING HEIGHT (85 FT)

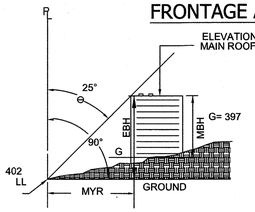
G : GRADE FOR HEIGHT CALCULATIONS = 397 AVERAGE AT BUILDING

MYR = EBH tan Θ MYR REQUIRED: 35' MYR PROVIDED ON CDP/FDP: 20' (PRIOR TO DEDICATION)

MYR PROVIDED ON CDP/FDP: 14' (AFTER TO DEDICATION)

$$EBH = \frac{MYR}{\tan \Theta}$$

BULK PLANE ILLUSTRATION FOR RESIDENTIAL BUILDING FRONTAGE ADJACENT TO COMMERCE PARK DRIVE



Θ : ANGLE OF BULK PLANE FOR THE R-30 DISTRICT = 25° (FRONT YARD) (MIN YARD 20')

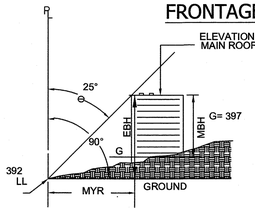
LL : LOT LINE (ELEV = 402)
MYR : MINIMUM YARD REQUIREMENT (38 FOR COMPARISON)
EBH : EFFECTIVE BUILDING HEIGHT (80 FT)
MBH : MAXIMUM BUILDING HEIGHT (85 FT)

G : GRADE FOR HEIGHT CALCULATIONS = 397 AVERAGE AT BUILDING

MYR = EBH tan Θ REQUIRED: 38' MYR PROVIDED ON CDP/FDP:18'

$$EBH = \frac{MYR}{\tan \Theta}$$

BULK PLANE ILLUSTRATION FOR RESIDENTIAL BUILDING FRONTAGE ADJACENT TO ASSOCIATION DRIVE



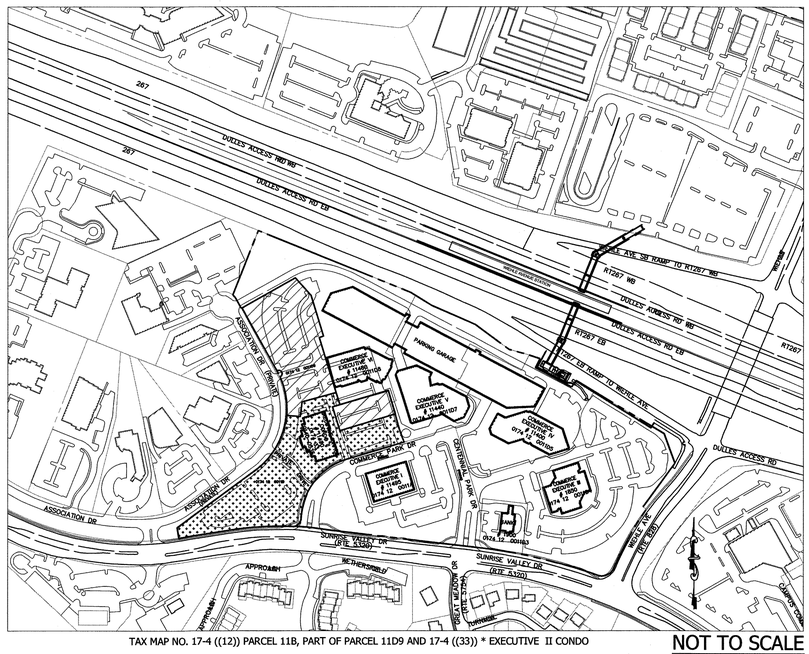
Θ : ANGLE OF BULK PLANE FOR THE R-30 DISTRICT = 25° (FRONT YARD) (MIN YARD 20')

LL : LOT LINE (ELEV = 392)
MYR : MINIMUM YARD REQUIREMENT (42 FOR COMPARISON)
EBH : EFFECTIVE BUILDING HEIGHT (90 FT)
MBH : MAXIMUM BUILDING HEIGHT (85 FT)

G : GRADE FOR HEIGHT CALCULATIONS = 397 AVERAGE AT BUILDING

MYR = EBH tan Θ REQUIRED: 42' MYR PROVIDED ON CDP/FDP:10'

$$EBH = \frac{MYR}{\tan \Theta}$$



TAX MAP NO. 17-4 ((12)) PARCEL 11B, PART OF PARCEL 11D9 AND 17-4 ((33)) * EXECUTIVE II CONDO

NOT TO SCALE

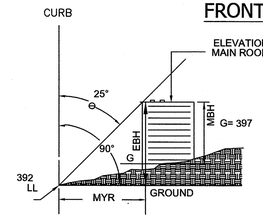
ZONING KEY MAP

AREA OF REZONING APPLICATION FROM I-3 TO PRM (136,695 S.F. OR 3.14 AC.)

NOT INCLUDED TO REMAIN ZONED I-3 (95,392 S.F. OR 2.19 AC.)

* 17-4-((33)) EXECUTIVE II CONDO CONSIST OF THE FOLLOWING TAX MAP PARCEL #'S: C, 0100, 0110, 0120, 0140, 0200, 0220, 0230, 0300, 0340A, 0410, 0420, 0430, 0510, 0520, 0530, AND 0535.

BULK PLANE ILLUSTRATION FOR RESIDENTIAL BUILDING FRONTAGE ADJACENT TO SERVICE DRIVE



Θ : ANGLE OF BULK PLANE FOR THE R-30 DISTRICT = 25° (FRONT YARD) (MIN YARD 20')

LL : LOT LINE (ELEV = 392)
MYR : MINIMUM YARD REQUIREMENT (42 FOR COMPARISON)
EBH : EFFECTIVE BUILDING HEIGHT (90)
MBH : MAXIMUM BUILDING HEIGHT (85)

G : GRADE FOR HEIGHT CALCULATIONS = 397 AVERAGE AT BUILDING

MYR = EBH tan Θ REQUIRED: 42 PROVIDED: MYR PROVIDED ON CDP/FDP: 15' TO CURB LINE

$$EBH = \frac{MYR}{\tan \Theta}$$

WAIVERS AND MODIFICATIONS

ZONING ORDINANCE WAIVERS/MODIFICATIONS REQUESTED

ZONING ORDINANCE ARTICLE 2 - GENERAL REGULATIONS

1. PERSUANT TO SECTION 2-205(2), APPLICANT REQUESTS A WAIVER OF SECTION 2-505(1) 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.

ZONING ORDINANCE ARTICLE 11 - PARKING AND LOADING

2. WAIVER AND/OR MODIFICATION OF ZONING ORDINANCE SECTION 11-201 & 11-203 OF THE MINIMUM LOADING SPACE REQUIREMENTS TO ALLOW ONE (1) INDOOR LOADING SPACES IN PLACE OF THE THREE (3) SPACES RECOMMENDED FOR THE RESIDENTIAL BUILDING. AND 2 LOADING SPACES FOR THE REQUIRED 4 SPACES IN THE OFFICE USE.
3. PURSUANT TO SECTION 11-202(4), A MODIFICATION OF THE REQUIRED MINIMUM DISTANCE OF FORTY FEET (40') OF A LOADING SPACE IN PROXIMITY TO DRIVE AISLES FOR MULTI-FAMILY DWELLING UNITS IN FAVOR OF WHAT IS SHOWN WITH THE CDP/FDP APPLICATION.

ZONING ORDINANCE ARTICLE 13 - LANDSCAPE AND SCREENING

4. APPLICANT REQUESTS A WAIVER OF ZONING ORDINANCE SECTION 13-203 REQUIRING PERIPHERAL LANDSCAPING ADJACENT TO THE ABOVE GRADE PARKING GARAGE
6. APPLICANT REQUESTS A MODIFICATION AND DEVIATION FROM THE TREE CONSERVATION REQUIREMENTS OF SECTION 13-400 OF THE ZONING ORDINANCE TO THAT WHICH IS SHOWN ON THE SUBJECT CDP/FDP . THIS MODIFICATION IS REQUESTED IN ORDER TO ALLOW OFF-SITE STREET TREES PLANTED IN THE LANDSCAPE AMENITIY PANEL WITHIN THE VDOT RIGHT-OF-WAY ALONG SUNRISE VALLEY DRIVE TO BE COUNTED TOWARDS THE REQUIRED 10 YEAR CANOPY TO BE PROVIDED. (SEE SHEETS L-1 TO L-3 AND PROFFERS #13 AND #14).
7. APPLICANT REQUESTS A MODIFICATION TO THE TRANSITIONAL SCREENING AND WAIVER OF BARRIER REQUIREMENTS ON THE SOUTHERN PROPERTY BOUNDARY (ADJACENT TO SUNRISE VALLEY ROAD) IN ACCORDANCE WITH PART 3 OF SECTION 13-305.
8. APPLICANT REQUEST A MODIFICATION TO TRANSITIONAL SCREENING AND A WAVIER OF THE BARRIER REQUESTS BETWEEN THE OFFICE AND RESIDENTIAL USES WITHIN THE PRM ZONE.

ZONING ORDINANCE ARTICLE 17 - SITE PLAN

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

PFM WAIVERS/MODIFICATIONS REQUESTED

PFM SECTION 6

PFM SECTION 7

1. DEVIATIONS / MODIFICATION OF REQUIRED SWM AND BMP CRITERIA BY THE DIRECTOR, DPW & ES AS FOLLOWS:
   A. ALL REQUIRED DEVIATIONS OF PFM SECTION 6-1306.3F TO ALLOW FOR ANY DETENTION FACILITY LOCATED WITHIN A BUILDING OR GARAGE STRUCTURE TO BE GOVERNED BY BUILDING CODE REQUIREMENTS FOR ACCESS AND MAINTENANCE.
2. A MODIFICATION OF THE PFM SECTION 7-0802 TO PERMIT 20 FOOT ALLEYS AND RAMPS FOR VEHICULAR ACCESS AND CIRCULATION IN AREAS INDICATED ON THE CDP/FDP WITH NO PARKING.
3. A MODIFICATION OF SECTION 7-0802 PAR. 2 OF THE PFM AND SECTION 11.102 PAR.12 OF THE ZONING ORDINANCE TO ALLOW FOR THE PROJECTION, OF NO MORE THAN FOUR PERCENT (4%) OF THE STALL AREA OF STRUCTURAL COLUMNS INTO PARKING STALLS IN THE PARKING STRUCTURE AND TO ALLOW THOSE PARKING SPACES TO COUNT TOWARDS THE NUMBER OF PARKING SPACES REQUIRED.

PFM SECTION 8

4. MODIFICATION OF SECTION 8-0201(3) FOR PORTION OF TRAILS AND BIKE TRAILS ALONG SUNRISE VALLEY DRIVE REQUESTED IN FAVOR OF THE NINE FOOT (9') CYCLE TRACK AND EIGHT FOOT (8') PEDESTRIAN WALK AS SHOWN WITH THE CDP/FDP APPLICATION.

LIST OF OWNERS :

017-4-12-0011B	CENTENNIAL ONE LIMITED PARTNERSHIP
017-4-12-0011D9	EXECUTIVE TWO LIMITED PARTNERSHIP
017-4-33-C	EXECUTIVE TWO LIMITED PARTNERSHIP
017-4-33-0100	COMMERCE PARK LLC
017-4-33-0110	MIAMEE REAL ESTATES LLC
017-4-33-0120	TIGGEE PROPERTIES I LLC
017-4-33-0140	TIGGEE PROPERTIES I LLC
017-4-33-0200	KN PARTNERS LLC
017-4-33-0220	COMPASS ROSE BENEFITS GROUP
017-4-33-0230	THE TORO GROUP INC
017-4-33-0300	MEHROTRA LLC
017-4-33-0340A	ACE ONE REALTY LLC
017-4-33-0410	WASHINGTON HOSPITALITY GROUP, LLC
017-4-33-0420	LAPHAM HEALTHCARE ASSOCIATES, LLC.
017-4-33-0430	CALKINS PROPERTY LLC
017-4-33-0510	SANJAY PURI LLC
017-4-33-0520	SANJAY PURI LLC
017-4-33-0530	SANJAY PURI LLC
017-4-33-0535	SANJAY PURI LLC

SEE SHEET C-6 FOR SITE TABULATIONS

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

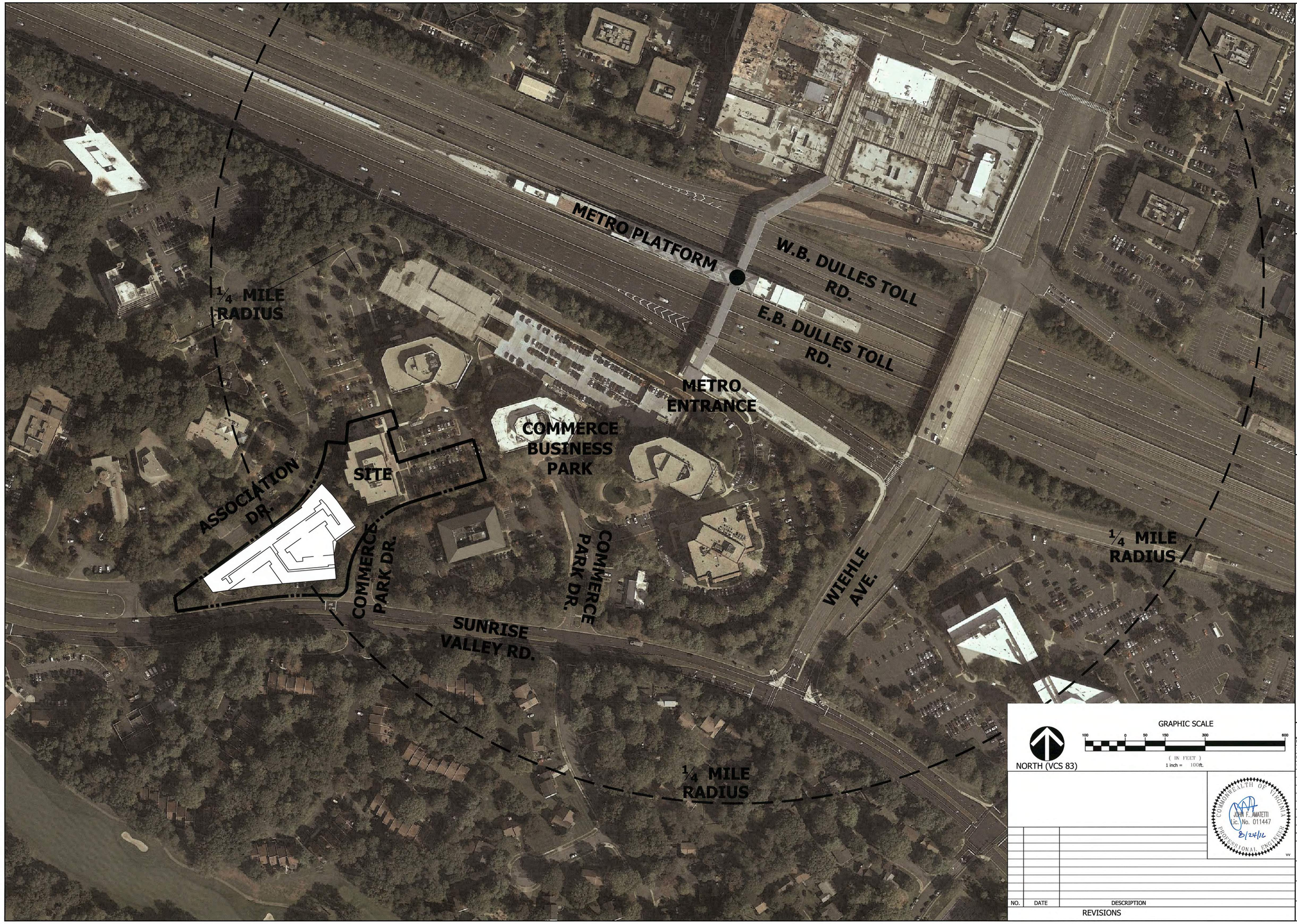
NOTES AND TABULATIONS

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE: 08/10/2015	
DES. JFA	DWN. JAW
SCALE: AS SHOWN	
PROJECT/FILE NO. VV7097H	
SHEET NO. C-2	

FILE: P:\projects\7097\7097H\CADD - PV\PLANNING\PLANNING DRAWINGS\7097H100 C-2 Notes.dwg USER: walsh DATE: August 24, 2016 TIME: 12:14:38 PM



NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING

VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

CONTEXT PLAN

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE:	08/10/2015
DES. JFA	DWN. JAW
SCALE:	1"=100'
PROJECT/FILE NO.	VV7097H
SHEET NO.	C-3

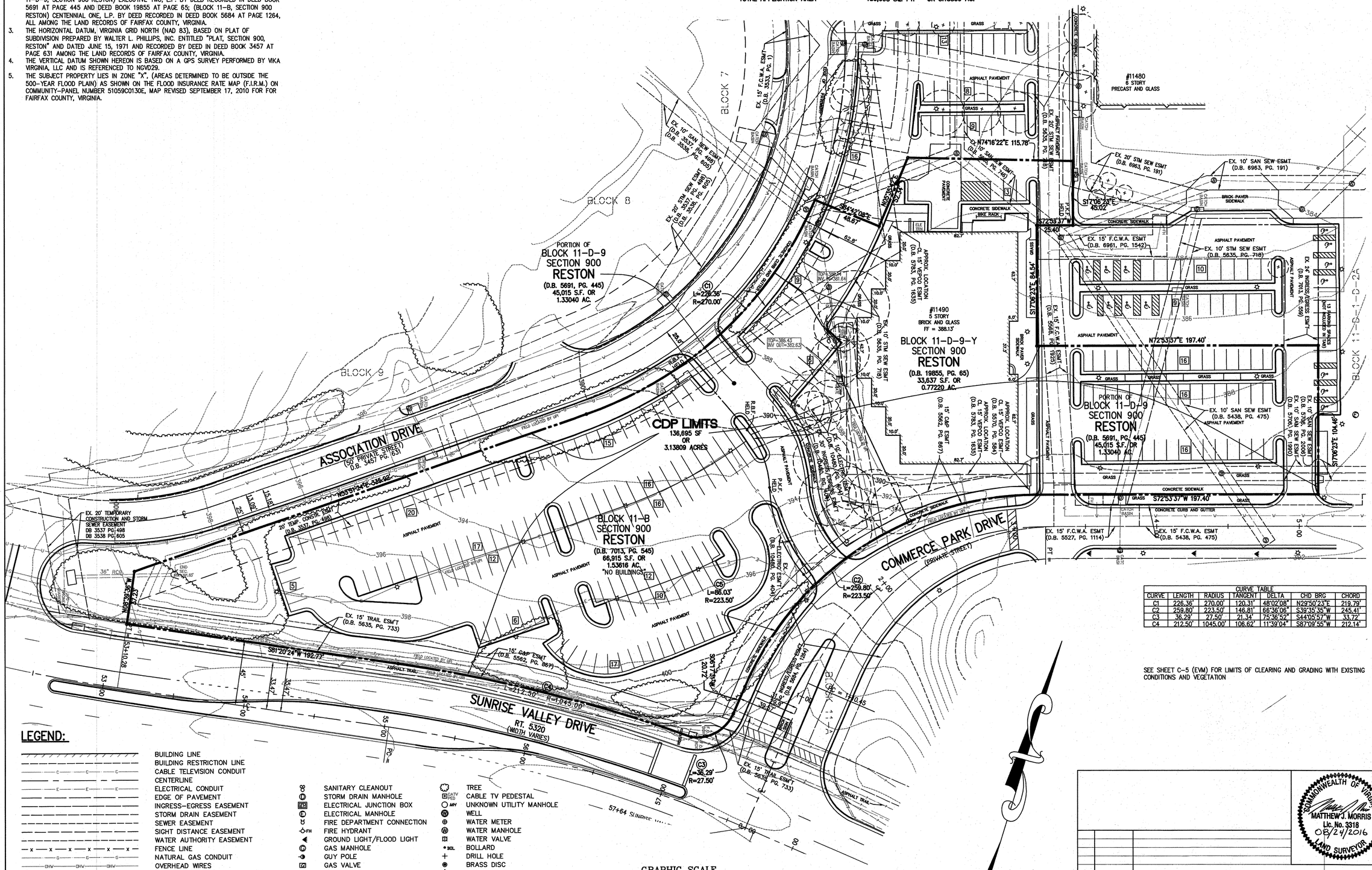
FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-3 CONTEXT PLAN.dwg USER: walsh DATE: August 24, 2016 TIME: 10:48:11 AM

NOTES:

1. THE PROPERTIES SHOWN HEREON ARE IDENTIFIED ON FAIRFAX COUNTY TAX MAP NO. 17-4 ((12)) AS PARCELS 11-B AND 11-D-9 AND 17-4 ((33)) EXECUTIVE II CONDO AND ARE ZONED I-3.
2. THE PROPERTY SHOWN HEREON IS PART OF THE PROPERTY ACQUIRED BY: (BLOCK 11-D-9, SECTION 900 RESTON) EXECUTIVE TWO, L.P. BY DEED RECORDED IN DEED BOOK 5691 AT PAGE 445 AND DEED BOOK 19855 AT PAGE 65; (BLOCK 11-B, SECTION 900 RESTON) CENTENNIAL ONE, L.P. BY DEED RECORDED IN DEED BOOK 5684 AT PAGE 1264, ALL AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.
3. THE HORIZONTAL DATUM, VIRGINIA GRID NORTH (NAD 83), BASED ON PLAT OF SUBDIVISION PREPARED BY WALTER L. PHILLIPS, INC. ENTITLED "PLAT, SECTION 900, RESTON" AND DATED JUNE 15, 1971 AND RECORDED BY DEED IN DEED BOOK 3457 AT PAGE 631 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.
4. THE VERTICAL DATUM SHOWN HEREON IS BASED ON A GPS SURVEY PERFORMED BY VIKA VIRGINIA, LLC AND IS REFERENCED TO NGVD29.
5. THE SUBJECT PROPERTY LIES IN ZONE "X", (AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN) AS SHOWN ON THE FLOOD INSURANCE RATE MAP (F.I.R.M.) ON COMMUNITY-PANEL NUMBER 51059C0130E, MAP REVISED SEPTEMBER 17, 2010 FOR FOR FAIRFAX COUNTY, VIRGINIA.

AREA TABULATION:

				EXISTING ZONE	PROPOSED ZONE
• BLOCK 11-B	AREA:	66,915 SQ. FT.	OR 1.53616 AC.	I-3	PRM
• PORTION OF BLOCK 11-D9	AREA:	36,144 SQ. FT.	OR 0.82975 AC.	I-3	PRM
• PORTION OF BLOCK 11-D9-Y	AREA:	33,636 SQ. FT.	OR 0.77218 AC.	I-3	PRM
TOTAL APPLICATION AREA		136,695 SQ. FT.	OR 3.13809 AC.		



CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	DELTA	CHD BRG	CHORD
C1	226.36'	270.00'	120.31'	48°02'08"	N29°50'23"E	219.79'
C2	259.80'	223.50'	146.81'	66°36'06"	S39°35'35"W	245.41'
C3	36.29'	27.50'	21.34'	75°36'52"	S44°05'57"W	33.72'
C4	212.50'	1045.00'	106.62'	11°39'04"	S87°09'55"W	212.14'

SEE SHEET C-5 (EVM) FOR LIMITS OF CLEARING AND GRADING WITH EXISTING CONDITIONS AND VEGETATION

LEGEND:

- BUILDING LINE
- BUILDING RESTRICTION LINE
- CABLE TELEVISION CONDUIT
- CENTERLINE
- ELECTRICAL CONDUIT
- EDGE OF PAVEMENT
- INGRESS-EGRESS EASEMENT
- STORM DRAIN EASEMENT
- SEWER EASEMENT
- SIGHT DISTANCE EASEMENT
- WATER AUTHORITY EASEMENT
- FENCE LINE
- NATURAL GAS CONDUIT
- OVERHEAD WIRES
- TELEPHONE/COMMUNICATIONS CONDUIT
- PROPERTY LINES
- PUBLIC UTILITIES EASEMENTS
- SANITARY SEWER CONDUIT
- STORM DRAIN CONDUIT
- MAJOR VEGETATION LINE (TREES)
- WATER CONDUIT
- SANITARY CLEANOUT
- STORM DRAIN MANHOLE
- ELECTRICAL JUNCTION BOX
- ELECTRICAL MANHOLE
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GROUND LIGHT/FLOOD LIGHT
- GAS MANHOLE
- GUY POLE
- GAS VALVE
- LIGHT POLE
- PHONE PEDESTAL
- PHONE MANHOLE
- UTILITY POLE
- SANITARY MANHOLE
- TRAFFIC CONTROL BOX
- TRAFFIC SIGNAL POLE
- TREE
- CABLE TV PEDESTAL
- UNKNOWN UTILITY MANHOLE
- WELL
- WATER METER
- WATER MANHOLE
- WATER VALVE
- BOLLARD
- DRILL HOLE
- BRASS DISC
- TRAVERSE STATION
- IRON PIPE FOUND
- IRON RE-BAR FOUND
- PK NAIL FOUND
- PARKING METER
- CATCH BASIN RIM
- SIGN POST

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
MATTHEW J. MORRIS
Lic. No. 3318
08/24/2016
LAND SURVEYOR

VIKA

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING

VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

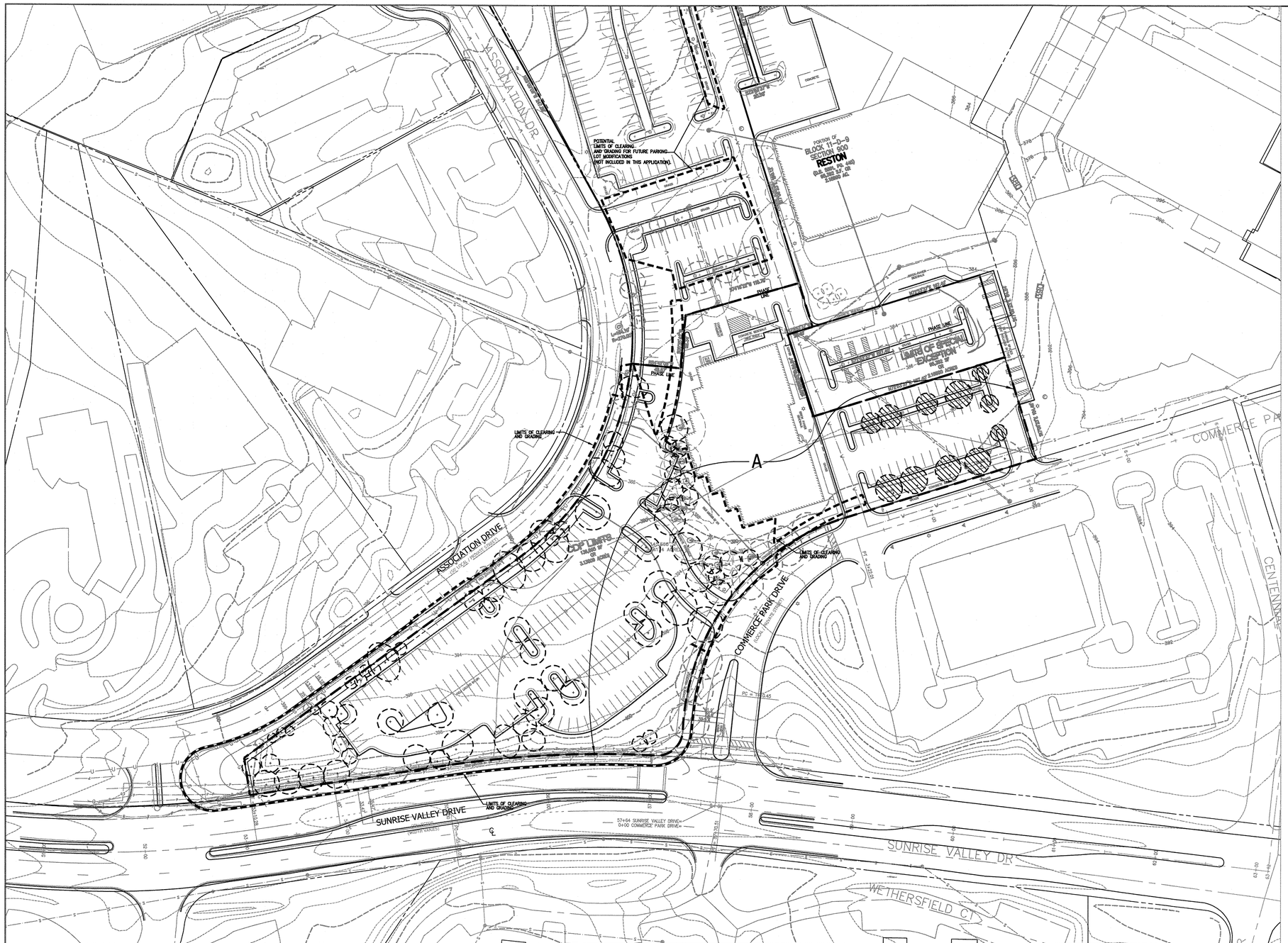
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

EXISTING CONDITIONS

VIKA REVISIONS
09/30/2015
12/23/2015
03/11/2016-ADDRESS COMMENTS
05/06/2016-ADDRESS COMMENTS
08/24/2016

DATE: 08/10/2015	
DES. VIKA	DWN. MJM
SCALE: 1"=30'	
PROJECT/FILE NO. VV7097H	
SHEET NO. C-4	

P:\Surveys\LDD3-PROJECTS\7097-SV\dwg\7097-SV_BASE.dwg 8/24/2016 01:07:19 PM EDT



LEGEND

- EXISTING ON-SITE TREES
- EXISTING OUTSIDE OF APPLICATION AREA
- EXISTING TREES TO BE PRESERVED
- EXISTING VEGETATION / APPLICATION
- LIMITS OF CLEARING AND GRADING

EVM NARRATIVE

THE ENTIRE EXISTING SITE HAS BEEN PREVIOUSLY DEVELOPED WITH AN OFFICE BUILDING, AT-GRADE SURFACE PARKING, STORMWATER MANAGEMENT FACILITY AND PHERIPRAL BOUNDARY LANDSCAPING. THE EXISTING VEGETATION / CANOPY COVER IS LOCATED WITHIN ALL OF THE AREAS IDENTIFIED. IT APPEARS THAT ALL THE EXISTING VEGETATION HAD BEEN INSTALLED WHEN THE SITE WAS DEVELOPED. THERE IS NO REMANANT VEGETATION WHICH WAS PRESERVED FROM WHEN THE SITE WAS DEVELOPED. AREAS ADJACENT TO THE VEGETATION CANOPY ARE OPEN GRASS / TURF AREAS WHICH ARE FREQUENTLY MAINTAINED. WITH THIS APPLICATION THE EXISTING OFFICE BUILDING IS TO REMAIN AS WILL THE EXISTING PARKING COMPOUND AND VEGETATION CANOPY TO THE EAST OF THE EXISTING SUBJECT BUILDING. THIS PRESERVED CANOPY WILL MEET THE MINIMUM TREE PRESERVATION TARGET REQUIREMENT.

THE EXISTING VEGETATION CONSIST OF SUB-CLIMAX HARDWOOD (RED MAPLE, LOCUST,) AND SUB-CLIMAX SOFTWOOD (WHITE PINE, BLACK PINE). THE GENERAL HEALTH AND CONDITION OF THE SUBJECT VEGETATION IS OF GOOD VIGOR AND VITALITY. HOWEVER, THERE ARE SELECT TREES THROUGH THE SITE THAT SHOW STRESS AND DECLINE.

P:\projects\7097\7097H\DATA -X\Landscape & Trees\EVM NARR (2015.06.30).docx

TOTAL SITE / APPLICATION AREA: 136,695 SF

TOTAL EXISTING TREE CANOPY: 31,274 SF

TOTAL CANOPY TO BE PRESERVED: 4,399 SF

WITH A 1.25 CREDIT: 5,499 SF

(4,399 x 1.25 = 5,498.75)

VEGETATION COVER TYPES
AREA-A
Acer rubrum - Red Maple
Cornus florida - Flowering Dogwood
Gleditsia tricanthos "Shademaster" - Shademaster Locust
Ilex opaca - American Holly
Magnolia x soulangiana - Saucer Magnolia
Prunus serotina - Black Cherry
Pinus nigra - Black Pine
Pinus strobus - Eastern White Pine
Prunus serrulata - Kwanzan Cherry
Robinia pseudoacacia - Black Locust
Ulmus americana - American Elm
Asimina triloba - Paw-paw
P:\projects\7097\7097H\DATA -X\Landscape & Trees\[Ex Vegetation Cover Types (2015.06.30) .xlsx]Sheet1

NORTH (VCS 83)

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

EVM COVER TYPE SUMMERY TABLE

EVM INDEX	COVER TYPE	SUCCESSIONAL STAGE	AREA	COVER CONDITION	PRIMARY SPECIES	COMMENTS
A	DEVELOPED WITH MAINTAINED LANDSCAPE & GRASS AREA	EARLY SUCCESSIONAL	136,695 SF	GENERALLY GOOD	SEE VEGETATION COVER TABLE	DEVELOPED SITE (BUILDING & SURFACE PARKING) LANDSCAPED WITH OPEN TURF / GRASS AREA
		TOTAL AREA	**136,695 SF**			

P:\projects\7097\7097H\DATA -X\Landscape & Trees\[EVM COV TYP TBL (2015.06.30).xlsx]Sheet1

PLAN PREPARED BY: NELSON P. KIRCHNER, RLA
ISA CERTIFIED ARBORIST NO. MA-4720AM
SIGNATURE _____ DATE 8/23/2016

Table 12.3 Tree Preservation Target Calculations and Statement — **December 22, 2015**

A	Pre-development area of existing tree canopy (from Exisiting Vegetation Map)(SF) =	31,274	see § 12-0508.2
B	Percentage of gross site area covered by existing tree canopy =	22.9%	
C	Percentage of 10-year tree canopy required for site =	10%	see Table 12.4
D	Percentage of the 10-year tree canopy requirement that should be met through tree preservation =	22.9%	
E	Proposed percentage of canopy requirement that will be met through tree preservation =	40.2%	
F	Has the Tree Preservation Target minimum been met?	Yes	Provide Yes or No
G	If No for line A 6, then a request to deviate from the Tree Preservation Target shall be provided on the plan that states one or more of the justifications listed in § 12-0508.3 along with a narrative that provides a site-specific explanation of why the T	–	Provide sheet number, see § 12-0508.3
H	If step A 7 requires a narrative, it shall be prepared in accordance with § 12-0508.4	–	see § 12-0508.4
I	Place this information prior to the 10-year Tree Canopy Calculations as per instructions in Table 12.10.	–	

P:\projects\7097\7097H\DATA -X\Landscape & Trees\[10-yr Tree Canpy Reqmnt's (2015.06.29).xls]Sheet1 (2)

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING

VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

EXISTING VEGETATION MAP

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE: 08/10/2015

DES. NPK | DWN. PNN

SCALE: 1" = 50'

PROJECT/FILE NO. VV7097H

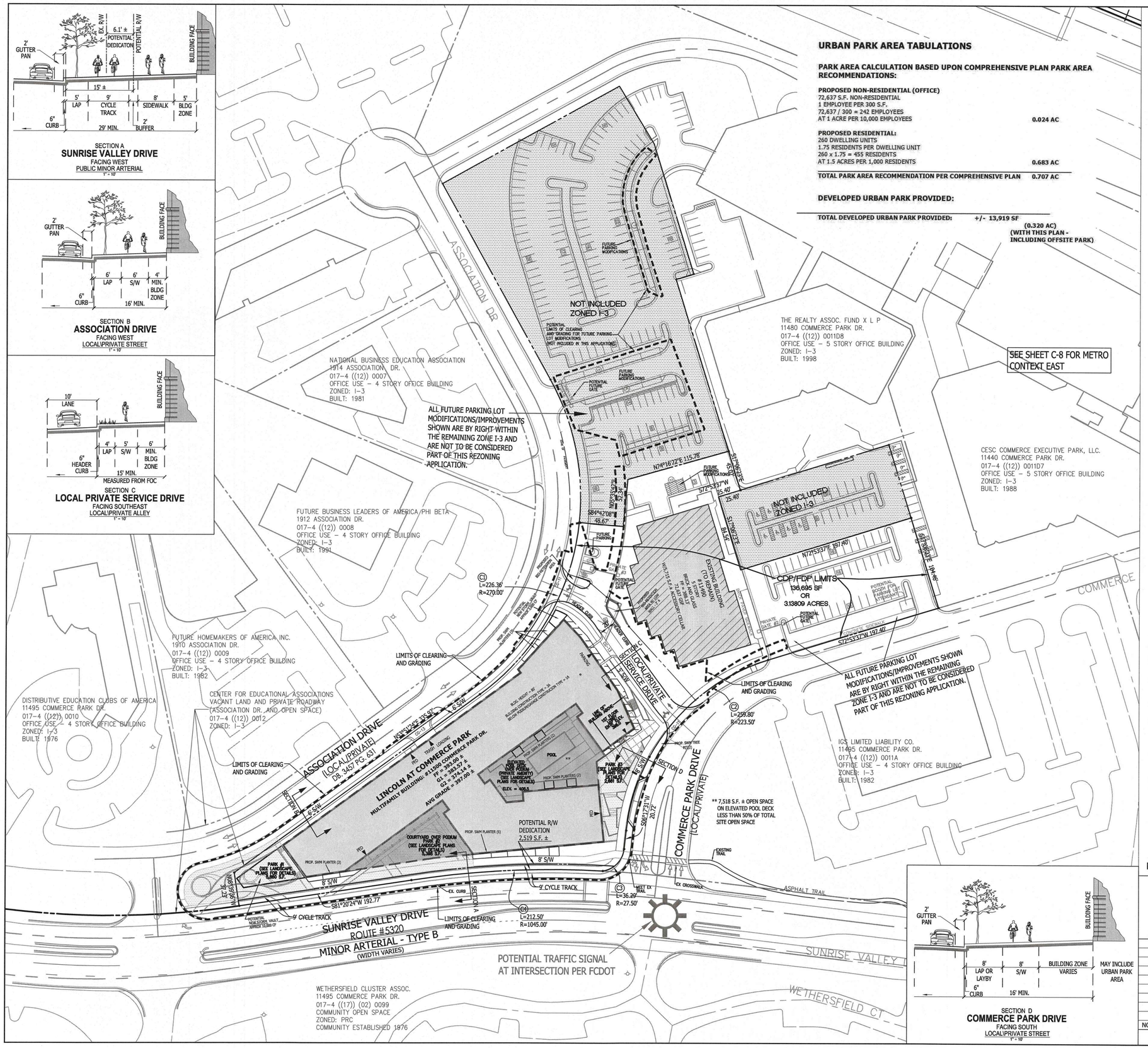
SHEET NO. C-5

FILE: P:\projects\7097\7097H\CADD -P\PLANNING\PLANNING DRAWINGS\7097H100 C-5 EVM.dwg USER: walsh DATE: May 6, 2016 TIME: 11:31:10 AM

SECTION A
SUNRISE VALLEY DRIVE
FACING WEST
PUBLIC MINOR ARTERIAL
1" = 10'

SECTION B
ASSOCIATION DRIVE
FACING WEST
LOCAL\PRIVATE STREET
1" = 10'

SECTION C
LOCAL PRIVATE SERVICE DRIVE
FACING SOUTHEAST
LOCAL\PRIVATE ALLEY
1" = 10'



SECTION D
COMMERCE PARK DRIVE
FACING SOUTH
LOCAL\PRIVATE STREET
1" = 10'

URBAN PARK AREA TABULATIONS

PARK AREA CALCULATION BASED UPON COMPREHENSIVE PLAN PARK AREA RECOMMENDATIONS:

PROPOSED NON-RESIDENTIAL (OFFICE)
72,637 S.F. NON-RESIDENTIAL
1 EMPLOYEE PER 300 S.F.
72,637 / 300 = 242 EMPLOYEES
AT 1 ACRE PER 10,000 EMPLOYEES **0.024 AC**

PROPOSED RESIDENTIAL:
260 DWELLING UNITS
1.75 RESIDENTS PER DWELLING UNIT
260 x 1.75 = 455 RESIDENTS
AT 1.5 ACRES PER 1,000 RESIDENTS **0.683 AC**

TOTAL PARK AREA RECOMMENDATION PER COMPREHENSIVE PLAN 0.707 AC

DEVELOPED URBAN PARK PROVIDED:

TOTAL DEVELOPED URBAN PARK PROVIDED: +/- 13,919 SF (0.320 AC) (WITH THIS PLAN - INCLUDING OFFSITE PARK)

LEGEND

- PROPOSED BUILDING
- PROPOSED BUILDING PODIUM
- EXISTING BUILDING TO REMAIN
- LIMITS OF CLEARING AND GRADING
- PED / PARKING / LOADING / TRASH — BUILDING INGRESS/EGRESS ACCESS POINTS (AS NOTED)

ZONING TABULATIONS - ARTICLE 6-400 PRM DISTRICT

1. PRINCIPAL USES PERMITTED: DWELLINGS MULTIPLE FAMILY
2. PRINCIPAL USE PROPOSED: DWELLINGS MULTIPLE FAMILY 260 UNITS
3. SECONDARY USES PERMITTED: OFFICES
4. SECONDARY USES PROPOSED: OFFICE EXISTING
5. DENSITY - 83.76 UNITS PER ACRE
6. NO ADU'S REQUIRED PER 2-800 CLASSIC CONSTRUCTION FOR BUILDING IS 3A
7. 15 % WDU'S WILL BE PROVIDED - 39 UNITS

REQUIREMENTS	PROVIDED
MINIMUM DISTRICT SIZE - TWO (2) ACRES	3.14 ACRES (136,695 SF)
MINIMUM LOT SIZE - NO REQUIREMENT	
MINIMUM LOT WIDTH - NO REQUIREMENT	
YARDS SHALL BE CONTROLLED BY THE STANDARDS SET FORTH IN PART 1 OF ARTICLE 16	SEE SHEET C-2
MAXIMUM BUILDING HEIGHT N/A	NEW BUILDING HEIGHT PROVIDED - 85 FT
MAXIMUM FAR	
2.5 PER COMP PLAN 3.0 PER PFM	FAR PROPOSED - 2.5 OR 341,737 GSF * FOR ALL EXISTING AND PROPOSED USES 1. EXISTING OFFICE BUILDING 72,637 GSF (NOT INCL. 5,715 S.F.± ACCESSORY CELLAR) 2. NEW RESIDENTIAL BUILDING 269,100 GSF
EFFECTIVE FAR (15% REDUCTION FOR WDU CREDIT)	39 WDU @ 1,035 S.F./UNIT = 40,365 GSF NET RESIDENTIAL BUILDING = 301,372 GSF EFFECTIVE FAR 301,372 GSF/136,695 SF = 2.2 FAR
LANDSCAPE (6-409) OPEN SPACE 20% OR 27,339 SF	LANDSCAPE OPEN SPACE (6-409) 22% OR 37,073 SF 7,518 S.F. ± OPEN SPACE ON ELEVATED POOL DECK LESS THAN 50% OF TOTAL).
PARKING REQUIRED RESIDENTIAL	RESIDENTIAL PARKING PROPOSED
1.6 SPACE PER UNIT 260 X 1.6 = 416 SPACES REQUIRED	260 X 1.3 = 338 SPACES (REDUCTION REQUEST #2615-PKS-005-1 PROCESSED CONCURRENTLY)
OFFICE PARKING - 262 SPACES REQUIRED 3.6/1,000 GSF (CELLAR IS ACCESSORY AND STORAGE SPACE)	264 SPACES PROVIDED*

*IN ACCORDANCE WITH ARTICLE 11-102-1, PARKING FOR THE EXISTING OFFICE CONDOMINIUM IS AUTHORIZED TO BE PROVIDED WITHIN BOTH THE PRM DISTRICT AND ON ADJOINING I-3 LAND, SUBJECT TO AGREEMENTS OR ARRANGEMENTS SATIFACTORY TO THE BOARD THAT WILL ENSURE THE PERMANENT AVIALABLITY OF SUCH SPACES. PROVIDED, HOWEVER, THAT SUCH SPACES MAY BE RELOCATED IN ASSOCIATION WITH FUTURE REZONING APPLICATIONS, SITE PLANS OR OTHER ACTIONS PERTAINING TO FUTURE REDEVELOPMENT OF ADJACENT PARCELS. SEE PROFFER 4(A)

LOADING - RESIDENTIAL 3 REQUIRED	1 PROVIDED** SEE SHEET C-2 MODIFICATION REQUESTED
LOADING OFFICE - 4 REQUIRED	2 EXISTING SPACES PROVIDED (SEE SHEET C-2)

COMMERCE PARK INTENSITY TABULATION FOR THE SUBJECT LAND AREA (SE-94-H-049 AND THE UNIFIED SUBDIVISION)

1. THE AREA TO BE REZONED TO PRM INCLUDING THE EXECUTIVE II OFFICE BUILDING IS 136,695 SF OR 3.14 ACRES (ALL OF PARCEL 017-4 ((12)) 11B AND PART OF PARCEL 17-4 ((12)) 11D9). 17-4 -0033 EXECUTIVE II OFFICE CONDO.
2. RESIDUAL PART OF PARCEL 017-4 ((12))11D9 TO REMAIN ZONED I-3 - 95,392 SF OR 2.19 ACRES. SEE SHEET C-2
3. IN ORDER TO ALLOW THE REMAINING PARCELS WITHIN THE COMMERCE EXECUTIVE PARK TO REMAIN IN COMPLIANCE WITH THE I-3 DISTRICT REGULATIONS AND THE APPROVED UNIFIED SITE PLAN AND SPECIAL EXCEPTION PLAT WITH AN APPROVED FAR OF 0.50 A LAND AREA OF 1,048,548 SF IS NEEDED TO SUPPORT THE 524,274 GFA THAT WILL REMAIN.
4. THE CURRENT GROSS LAND AREA FOR INTENSITY IN THE COMMERCE EXECUTIVE PARK IS APPROXIMATELY 1,194,114 SF AND 1,048,548 SF OF LAND AREA IS REQUIRED TO MAINTAIN A 0.50 FAR IN THE PARK.
5. BY REMOVING THE 136,695 SF OF LAND AREA FOR THIS REZONING APPLICATION, THIS PROPERTY OWNER MUST KEEP 95,392 SF OF LAND AREA ZONED I-3 IN THE OVERALL PARK TO MAINTAIN THE OVERALL 0.50 FAR SITE INTENSITY. SEE EXHIBIT SHEET C-2

NORTH (VCS 83)

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

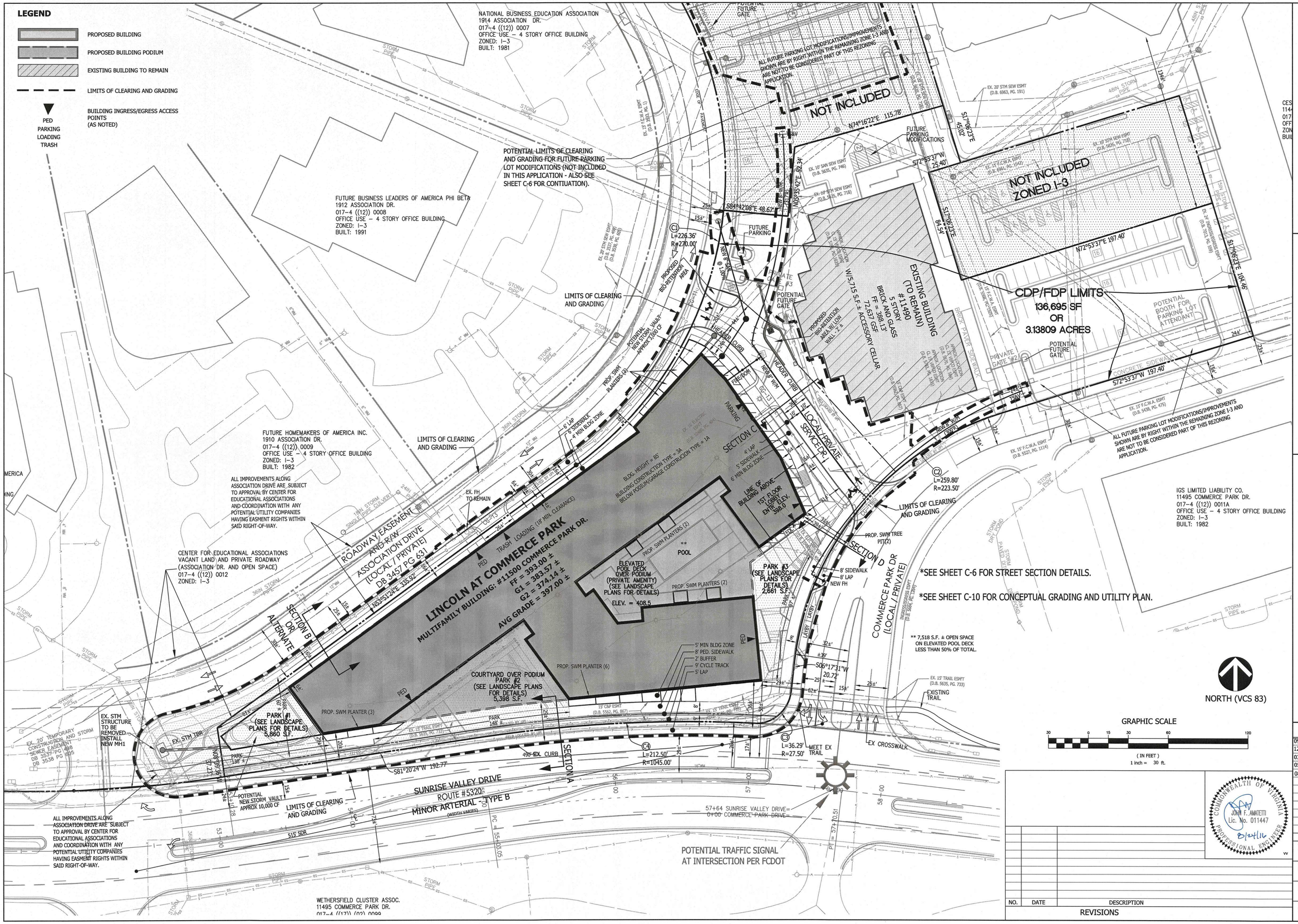
OVERALL CONCEPTUAL DEVELOPMENT PLAN / FINAL DEVELOPMENT PLAN

VIKA REVISIONS
09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE:	08/10/2015
DES. JFA	DWN. JAW
SCALE:	1"=50'
PROJECT/FILE NO.	VV7097H
SHEET NO.	C-6

INSERT 09/01/16

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-6 OVERALL CDP FDP.dwg USER: walsh DATE: August 30, 2016 TIME: 6:02:50 PM



VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 787-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

DETAILED CONCEPTUAL DEVELOPMENT PLAN / FINAL DEVELOPMENT PLAN

VIKA REVISIONS
09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

NO.	DATE	DESCRIPTION

REVISIONS

DATE:	08/10/2015
DES. JFA	DWN. JAW
SCALE:	1"=30'
PROJECT/FILE NO.	VV7097H
SHEET NO.	C-7

INSERT 09/01/16

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-7 DET-CDP.dwg USER: walsh DATE: August 30, 2016 TIME: 6:02:28 PM

LEGEND

VEHICULAR CIRCULATION

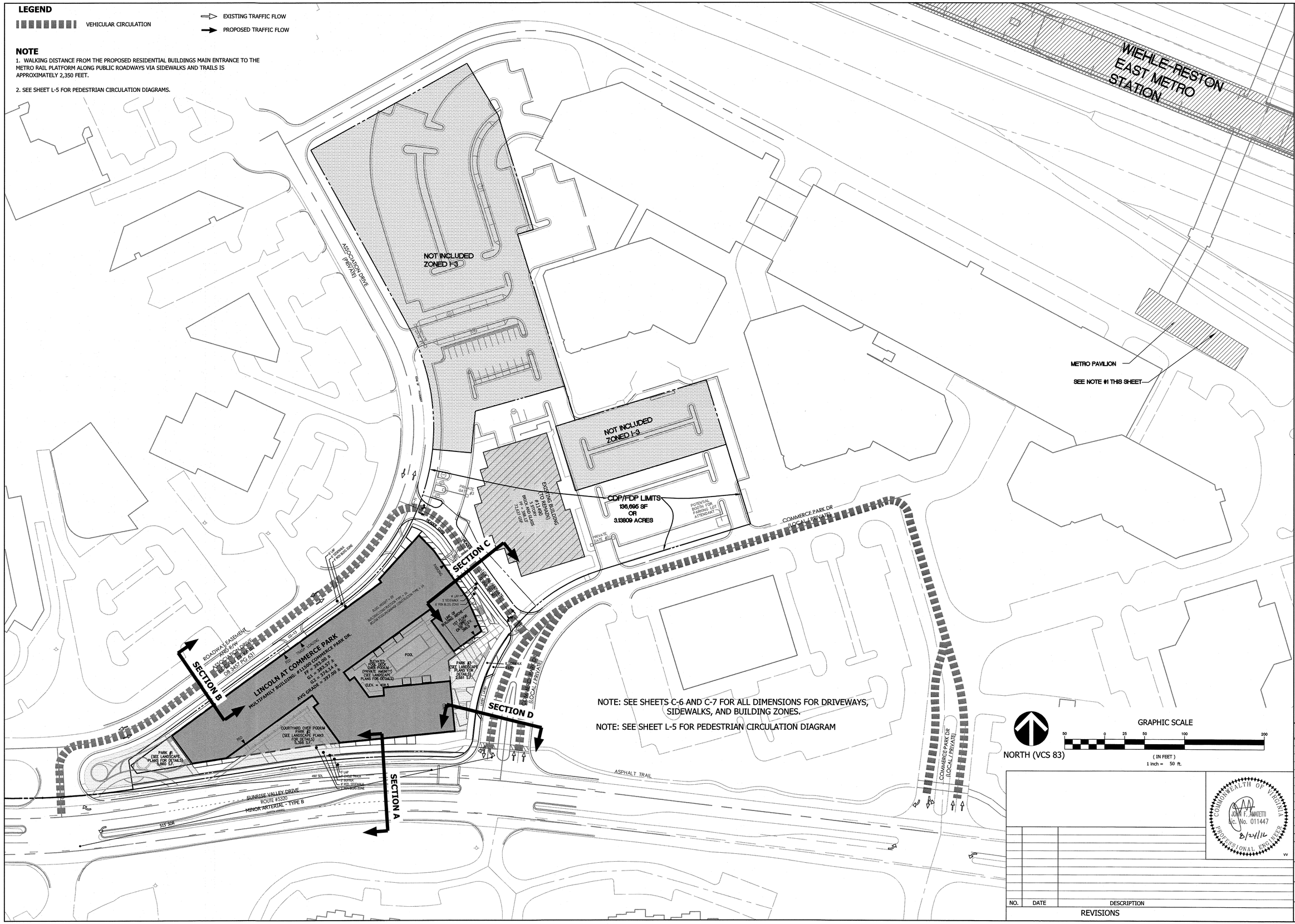
EXISTING TRAFFIC FLOW

PROPOSED TRAFFIC FLOW

NOTE

1. WALKING DISTANCE FROM THE PROPOSED RESIDENTIAL BUILDINGS MAIN ENTRANCE TO THE METRO RAIL PLATFORM ALONG PUBLIC ROADWAYS VIA SIDEWALKS AND TRAILS IS APPROXIMATELY 2,350 FEET.

2. SEE SHEET L-5 FOR PEDESTRIAN CIRCULATION DIAGRAMS.



NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. JAMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING

VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

VEHICULAR CIRCULATION PLAN

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE:	08/10/2015
DES. JFA	DWN. JAW
SCALE:	1"=50'
PROJECT/FILE NO.	VV7097H
SHEET NO.	C-8

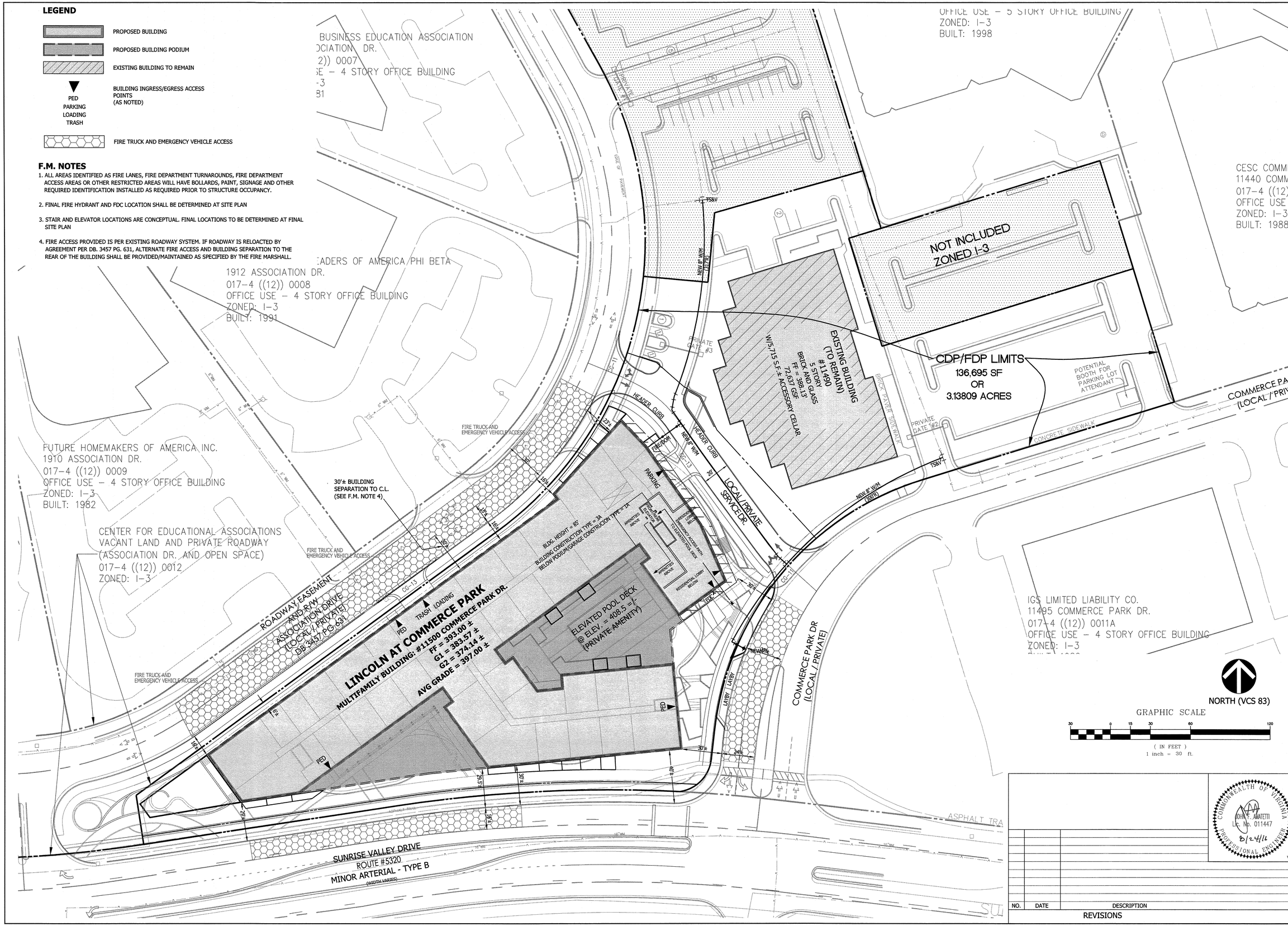
FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-8 VEH-PED CIRCULATION.dwg USER: walsh DATE: August 24, 2016 TIME: 3:08:53 PM

LEGEND

- PROPOSED BUILDING
- PROPOSED BUILDING PODIUM
- EXISTING BUILDING TO REMAIN
- PED / PARKING / LOADING / TRASH — BUILDING INGRESS/EGRESS ACCESS POINTS (AS NOTED)
- FIRE TRUCK AND EMERGENCY VEHICLE ACCESS

F.M. NOTES

1. ALL AREAS IDENTIFIED AS FIRE LANES, FIRE DEPARTMENT TURNAROUNDS, FIRE DEPARTMENT ACCESS AREAS OR OTHER RESTRICTED AREAS WILL HAVE BOLLARDS, PAINT, SIGNAGE AND OTHER REQUIRED IDENTIFICATION INSTALLED AS REQUIRED PRIOR TO STRUCTURE OCCUPANCY.
2. FINAL FIRE HYDRANT AND FDC LOCATION SHALL BE DETERMINED AT SITE PLAN
3. STAIR AND ELEVATOR LOCATIONS ARE CONCEPTUAL. FINAL LOCATIONS TO BE DETERMINED AT FINAL SITE PLAN
4. FIRE ACCESS PROVIDED IS PER EXISTING ROADWAY SYSTEM. IF ROADWAY IS RELOACTED BY AGREEMENT PER DB. 3457 PG. 631, ALTERNATE FIRE ACCESS AND BUILDING SEPARATION TO THE REAR OF THE BUILDING SHALL BE PROVIDED/MAINTAINED AS SPECIFIED BY THE FIRE MARSHALL.



VIKA

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING

VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2797
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

FIRE ACCESS PLAN

VIKA REVISIONS
09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

DATE:	08/10/2015
DES. JFA	DWN. JAW
SCALE:	1"=30'
PROJECT/FILE NO.	VV7097H
SHEET NO.	C-9

FILE: P:\projects\7097\7097H\CADD - PV\PLANNING\PLANNING DRAWINGS\7097H100 C-9 FIRE ACCESS EXHIBIT.dwg USER: walsh DATE: August 30, 2016 TIME: 10:00:52 AM

LEGEND

- PROPOSED BUILDING
- PROPOSED BUILDING PODIUM
- EXISTING BUILDING TO REMAIN
- BUILDING INGRESS/EGRESS ACCESS POINTS (AS NOTED)
- PED
- PARKING
- LOADING
- TRASH

NOTE: ALL GRADING AND UTILITY LAYOUT SHOWN HEREON IS CONCEPTUAL IN NATURE IS SUBJECT TO REVIEW, MODIFICATION AND REVISION AT SITE PLAN.

(NOT INCLUDED IN THIS APPLICATION)

THE REALTY ASSOC. FUND X L P
11480 COMMERCE PARK DR.
017-4 ((12)) 0011D8
OFFICE USE - 5 STORY OFFICE BUILDING
ZONED: I-3
BUILT: 1998

NATIONAL BUSINESS EDUCATION ASSOCIATION
1914 ASSOCIATION DR.
017-4 ((12)) 0007
OFFICE USE - 4 STORY OFFICE BUILDING
ZONED: I-3
BUILT: 1981

ALL FUTURE PARKING LOT MODIFICATIONS/IMPROVEMENTS SHOWN ARE BY RIGHT WITHIN THE REMAINING ZONE I-3 AND ARE NOT TO BE CONSIDERED PART OF THIS REZONING APPLICATION.

CESC COMMERCE EXECUTIVE PARK, LLC.
11440 COMMERCE PARK DR.
017-4 ((12)) 0011D7
OFFICE USE - 5 STORY OFFICE BUILDING
ZONED: I-3
BUILT: 1988

NOT INCLUDED
ZONED I-3

FUTURE BUSINESS LEADERS OF AMERICA PHI BETA
1912 ASSOCIATION DR.
017-4 ((12)) 0008
OFFICE USE - 4 STORY OFFICE BUILDING
ZONED: I-3
BUILT: 1991

FUTURE HOMEMAKERS OF AMERICA INC.
1910 ASSOCIATION DR.
017-4 ((12)) 0009
OFFICE USE - 4 STORY OFFICE BUILDING
ZONED: I-3
BUILT: 1982

EXISTING BUILDING (TO REMAIN)
#11490
5 STORY
BRICK AND GLASS
FF = 388.13
72,627 GSF
W/5,715 S.F.± ACCESSORY CELLAR

CDP/FDP LIMITS
136,695 SF
OR
3.13809 ACRES

POTENTIAL BOOTH FOR PARKING LOT ATTENDANT

COMMERCE PARK DR
(LOCAL / PRIVATE)

LOCAL / PRIVATE SERVICE DR.

LIMITS OF CLEARING AND GRADING

PROPOSED BIO-RETENTION AREA

POTENTIAL NEW STORM VAULT APPROX 5,000 CF

PROP. SWM PLANTERS (9)

PROPOSED BIO-RETENTION BRICK WALL WALL = 2 ±

ALL FUTURE PARKING LOT MODIFICATIONS/IMPROVEMENTS SHOWN ARE BY RIGHT WITHIN THE REMAINING ZONE I-3 AND ARE NOT TO BE CONSIDERED PART OF THIS REZONING APPLICATION.

IGS LIMITED LIABILITY CO.
11495 COMMERCE PARK DR.
017-4 ((12)) 0011A
OFFICE USE - 4 STORY OFFICE BUILDING
ZONED: I-3
BUILT: 1982

ROADWAY EASEMENT AND R/W
ASSOCIATION DRIVE
(LOCAL / PRIVATE)
DB 3457 PG 631

LINCOLN AT COMMERCE PARK
MULTIFAMILY BUILDING: #11500 COMMERCE PARK DR.
FF = 393.00 ±
G1 = 383.57 ±
G2 = 374.14 ±
AVG GRADE = 397.00 ±

BLDG. HEIGHT = 85'
BUILDING CONSTRUCTION TYPE = 3A
BELOW PODIUM/GARAGE CONTRUCION TYPE = 1A

LINE OF BUILDING ABOVE
1ST FLOOR ENTRY ELEV. 398.0

ELEVATED POOL DECK OVER PODIUM (PRIVATE AMENITY) (SEE LANDSCAPE PLANS FOR DETAILS)
ELEV. = 408.5

POOL

PROP. SWM PLANTERS (2)

PROP. SWM TREE PIT(2)

PARK #3 (SEE LANDSCAPE PLANS FOR DETAILS) 2,661 S.F.

COURTYARD OVER PODIUM PARK #2 (SEE LANDSCAPE PLANS FOR DETAILS) 5,398 S.F.

PROP. SWM PLANTER (6)

PROP. SWM PLANTER (3)

PARK #1 (SEE LANDSCAPE PLANS FOR DETAILS) 5,860 S.F.

EX. STM STRUCTURE TO BE REMOVED INSTALL NEW MH1

EX. STM TRK

POTENTIAL NEW STORM VAULT APPROX 10,000 CF

SUNRISE VALLEY DRIVE
ROUTE #5320
MINOR ARTERIAL - TYPE B
(WIDTH VARIES)

LIMITS OF CLEARING AND GRADING

NEW FH

ASPHALT TRA

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = ft.

NORTH (VCS 83)

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING

VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

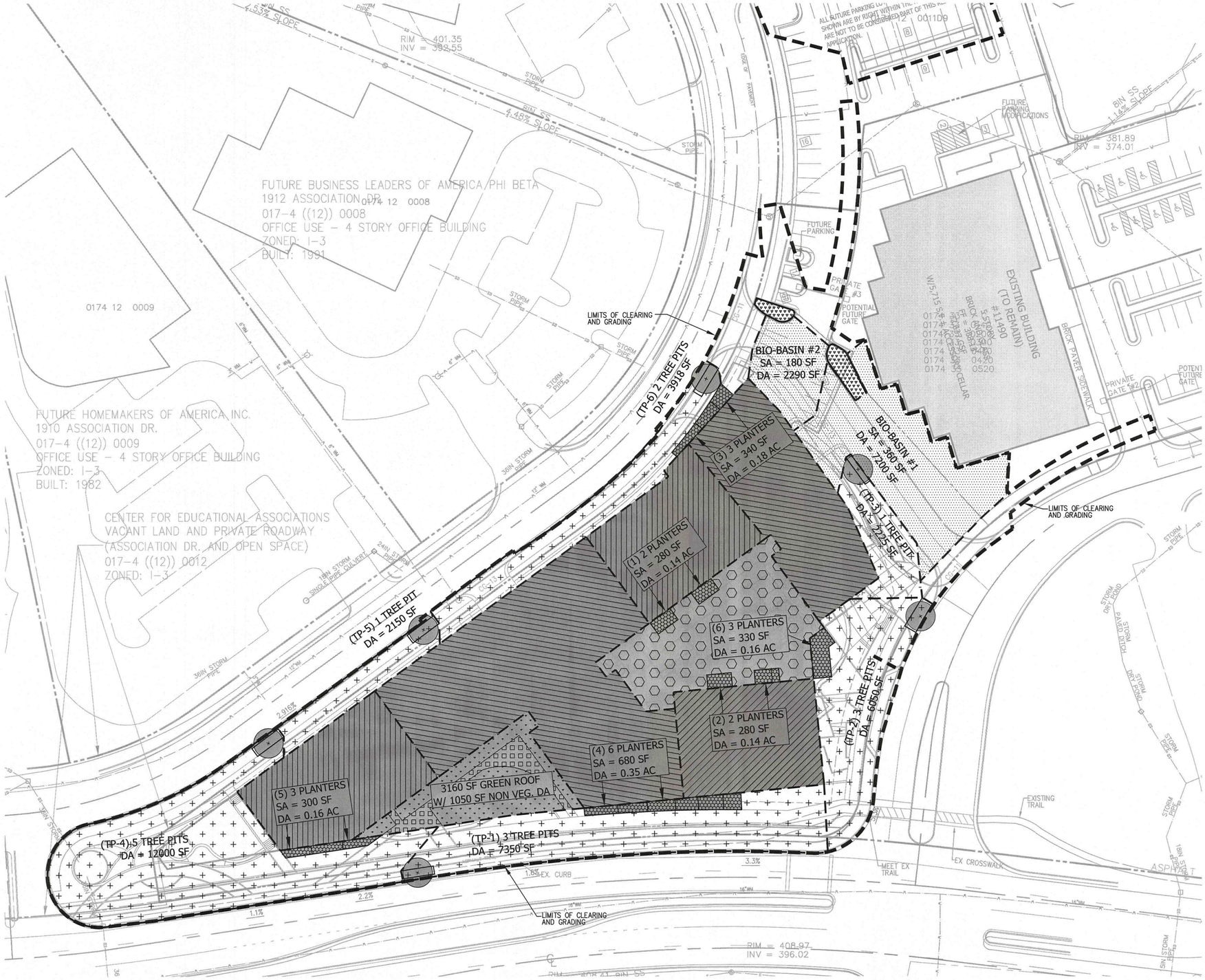
FUNCTIONAL UTILITY AND CONCEPT GRADING PLAN

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE:	08/10/2015
DES. JFA	DWN. JAW
SCALE:	1"=30'
PROJECT/FILE NO.	VV7097H
SHEET NO.	C-10

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-10 UTIL-GRD.dwg USER: ocomor DATE: August 30, 2016 TIME: 10:23:21 AM



LEGEND

- SWM PLANTERS
- HIGH ROOF AREA TREATED BY SWM PLANTERS
- LOW ROOF AREA (PRIVATE TERRACE) TREATED BY SWM PLANTERS
- GREEN ROOF AREA
- NON-VEGETATED ROOF AREA TREATED BY GREEN ROOF
- BIO-RETENTION BASIN AREA
- AREA TREATED BY BIO-RETENTION
- BIO-RETENTION TREE PITS
- AREA TREATED BY BIO-RETENTION TREE PITS

SITE SWM/BMP NARRATIVE

WHILE THE SUBJECT CDP APPLICATION SEEKS TO REZONE 3.14 AC AS SHOWN ON SHEET C-6, THE DISTURBED AREA IMPACTED WITH THIS PHASE IS ONLY 2.38 AC. THEREFORE THE BOUNDARY FOR ALL SWM CALCULATIONS IS BASED ON THE 2.38 ACRE VALUE, AND REFERENCES TO 'SITE' IN ANY STORMWATER SENSE WILL REFER TO THIS 2.38 ACRES. THE SITE IS CURRENTLY DEVELOPED AS A SURFACE PARKING LOT WITH 1.39 ACRES OF IMPERVIOUS SURFACE (58%) AND AS SUCH THE PROPOSED DEVELOPMENT WILL BE CLASSIFIED AS REDEVELOPMENT. THE EXISTING CONDITIONS WITHIN THE SUBJECT AREA CONSISTS OF AN EXISTING PARKING LOT AND A PRIVATE DRIVEWAY TO SERVE THE EXISTING OFFICE BUILDING . THIS RESULTS IN A CURVE NUMBER OF 91 (SEE SHEET C-12 FOR COMPUTATIONS). THE SITE ALSO INCLUDES AN EXISTING DRY POND CONSTRUCTED WITH THE EXECUTIVE 2 OFFICE BUILDING (3488-SP-02). THE POND IS ONE OF TWO PONDS THAT WERE PROPOSED TO MEET THE THEN CURRENT SWM REQUIREMENT FOR THIS PHASE OF THE EXECUTIVE OFFICE PARK.

THE PROPOSED REDEVELOPMENT OF THE SITE WILL INCREASE THE AMOUNT OF IMPERVIOUS TO APPROXIMATELY 83.6% (1.99 ACRES) WITH AN ASSOCIATED CURVE NUMBER OF 95. HOWEVER PROPOSED RUN OFF REDUCING PRACTICES WILL RETAIN ENOUGH VOLUME TO REDUCE THE POST DEVELOPED CURVE NUMBER. SEE SHEET C-12 FOR ADJUSTED CURVE NUMBER COMPUTATIONS. THE DEVELOPMENT WILL PROVIDE STORMWATER MANAGEMENT IN ACCORDANCE WITH THE 2014 STATE WIDE REGULATIONS.

STATE VRRM NARRATIVE

AS SHOWN ON SHEET C-12 THE MINIMUM REQUIRED PHOSPHORUS REMOVAL RATE HAS BEEN EXCEEDED BY THE STORMWATER MANAGEMENT PRACTICES INTEGRATED INTO THIS DEVELOPMENT.

URBAN BIO-RETENTION AND ROOFTOP DISCONNECTION ARE PROVIDED IN TWO (2) DIFFERENT TYPES. ROOF TOP DISCONNECTION TO STORMWATER PLANTERS (TOTAL AREA TO PLANTERS 1.13 ACRES) AND TREE PITS/BIO-RETENTION BASINS (TOTAL TREATMENT AREA OF 1.01 ACRES). AN INTENSIVE GREEN ROOF OVER THE UNDERGROUND GARAGE TREATING VEGETATED AND NON-VEGETATED AREA IS ALSO PROVIDED FOR A TOTAL OF 0.10 ACRES.

PFM COMPLIANCE NARRATIVE

THIS SITE PROPOSES UNDERGROUND DETENTION THAT WILL COMPENSATE FOR THE REMOVAL OF THE SWM POND IN THE SOUTH-WEST CORNER OF THE SITE. THE DETENTION IN THE UNDERGROUND STORAGE, ALONG WITH THE RUNOFF REDUCING SWM PRACTICES, WILL BE USED TO ENSURE THE 2-YEAR AND 10-YEAR PEAK RELEASE RATES IN THE POST-DEVELOPED CONDITION ARE AT OR BELOW THE EXISTING FOR THE SAME STORMS, FOR A 2-HOUR DURATION.

COMPREHENSIVE PLAN COMPLIANCE NARRATIVE

CASE 1. PER THE COMPREHENSIVE PLAN, STORMWATER MANAGEMENT SHALL BE PROVIDED AS FOLLOWS FOR SITES THAT HAVE GREATER THAN 50 PERCENT IMPERVIOUS COVER IN THE EXISTING CONDITION, THE TOTAL VOLUME OF RUNOFF RELEASED FROM THE SITE IN THE POST-DEVELOPED CONDITION FOR THE 2-YEAR, 24-HOUR STORM SHOULD BE AT LEAST 25 PERCENT LESS THAN THE TOTAL VOLUME OF RUNOFF RELEASED IN THE EXISTING CONDITION FOR THE SAME STORM. FURTHERMORE, THE PEAK RUNOFF RATE FOR THE 2-YEAR, 24-HOUR STORM IN THE POST-DEVELOPED CONDITION SHOULD BE AT LEAST 25 PERCENT LESS THAN THE EXISTING CONDITION PEAK RUNOFF RATE FOR THE SAME STORM.

CASE 2. FOR SITES THAT HAVE 50 PERCENT OR LESS IMPERVIOUS COVER IN THE EXISTING CONDITION, THE TOTAL VOLUME OF RUNOFF RELEASED AS WELL AS THE PEAK RELEASE RATE FOR THE 1- AND 2-YEAR, 24-HOUR STORM IN THE POST-DEVELOPED CONDITION SHOULD BE EQUAL TO OR LESS THAN THE TOTAL RUNOFF VOLUME AND PEAK RELEASE RATE IN THE EXISTING CONDITION FOR THE SAME STORM.

CASE 3. IN ADDITION TO ITEM 1 OR 2 ABOVE, STORMWATER RUNOFF ASSOCIATED WITH THE DEVELOPMENT SHOULD BE CONTROLLED SUCH THAT EITHER: (A) THE TOTAL PHOSPHORUS LOAD FOR THE PROPERTY IS NO GREATER THAN WHAT WOULD BE REQUIRED FOR NEW DEVELOPMENT PURSUANT TO VIRGINIA'S STORMWATER REGULATIONS/ THE COUNTY'S STORMWATER MANAGEMENT ORDINANCE; OR (B) AN EQUIVALENT LEVEL OF WATER QUALITY CONTROL IS PROVIDED.

COMPLIANCE

THE SITE AS EXISTING IS OVER FIFTY PERCENT (50%) IMPERVIOUS, THE COMPREHENSIVE PLAN IS BEING MET THROUGH URBAN BIO-RETENTION, ROOFTOP DISCONNECTION TO PLANTERS AND INTENSIVE GREEN ROOF TO PROVIDE RETENTION AS SHOWN ON SHEET C-12 (CASE 1 OF THE COMPREHENSIVE PLAN COMPLIANCE). THE DESIGN WILL ENSURE THAT THE PEAK DISCHARGE RATE FOR THE 2-YR 24-HOUR DESIGN STORM SHALL BE REDUCED BY 25% OF THE EXISTING RATE. SEE SHEET C-12 FOR PEAK RELEASE DISCHARGE FOR THE 1-YEAR AND 2-YEAR STORM EVENT.

AS DEMONSTRATED, THE REQUIRED SWM/BMP WATER QUALITY AND QUANTITY HAS BEEN MET THROUGH BIO-RETENTION TREE PITS AND UNDERGROUND DETENTION FACILITIES. SEE COMPUTATIONS ON SHEET C-12.

FLOODPLAIN NOTE

THERE IS NO FLOODPLAIN WITHIN THE SITE AND NO DOWNSTREAM DRAINAGE COMPLAINTS ON FILE.

OVERLAND RELIEF NARRATIVE

SHOULD THE STORM SEWER SYSTEM BECOME INOPERABLE, NO BUILDING WILL BE FLOODED DURING THE 100-YR STORM EVENT. THE PATH OF OVERLAND RELIEF IS INDICATED ON THIS SHEET.

ALTERNATE DESIGN NOTE

THE LAYOUT SHOWN ON THE SUBJECT PLAN IN THE BASE OPTION ASSUMES THAT THE STREETSCAPE SHOWN ON THE BASE PLAN WILL BE PROVIDED FOR THE PROPOSED DEVELOPMENT. THIS STREETSCAPE SECTION IS DEPENDENT ON COORDINATION WITH, AND POTENTIALLY PERMISSION FROM, OWNERS OF THE ASSOCIATION DRIVE ROAD. IN THE EVENT THAT THE THIS COORDINATION CANNOT SUCCESSFULLY OCCUR, OR PERMISSION IS DENIED, IT IS UNDERSTOOD THAT THE PLAN WILL BE REVISED FOR AN ALTERNATE STREETSCAPE. THIS ALTERNATE STREETSCAPE DOES NOT ALLOW FOR URBAN BIORETENTION TREE PITS ALONG ASSOCIATION DRIVE, WHICH IMPACTS THE SWM COMPUTATIONS SHOWN IN THIS PLAN SET. IT SHALL BE UNDERSTOOD THAT WITH APPROVAL OF THIS CDP/FDP, AN ALTERNATE VERSION OF THE SWM CALCULATIONS WILL BE ALLOWED AT THE TIME OF FINAL SITE PLAN IN THE EVENT THAT THE STREETSCAPE ALONG ASSOCIATION DRIVE WILL NOT ALLOW FOR URBAN BIORETENTION STREET TREES. THIS ALTERNATE VERSION OF SWM CALCULATIONS MAY, ALONG WITH ANY OTHER NECESSARY MODIFICATIONS TO ENSURE COMPLIANCE, REVISE THE SITE AREA FOR WHICH SWM IS CALCULATED TO INCLUDE ONLY THE PROPERTY PROPOSED TO BE REDEVELOPED - AFTER ANY AND ALL NECESSARY ROW DEDICATION AND EXCLUSIVE OF ANY OFF-SITE DISTURBED AREA. SUCH MODIFICATION TO THE CALCULATIONS FROM THOSE SHOWN IN THE CDP/FDP SHALL BE UNDERSTOOD TO BE ALLOWED AT THE TIME OF FINAL SITE PLAN WITHOUT THE NEED TO ANY DEVELOPMENT PLAN AMENDMENT OR INTERPRETATION OF THE PLANS OR PROFFER CONDITIONS.

NORTH (VCS 83)

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

STORM WATER MANAGEMENT AND BEST MANAGEMENT PRACTICES MAP

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE:	08/10/2015
DES.	DWN.
SCALE:	1"=30'
PROJECT/FILE NO.	VV7097H
SHEET NO.	C-11

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-11 BMP MAP.dwg USER: oconnor DATE: August 29, 2016 TIME: 4:42:11 PM

INSERT 09/01/16

PART I: VRRM COMPLIANCE

DEQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - Version 3.0

BMP Design Specifications List: **2013 Draft Stds & Specs**

Update Summary Sheet

Print Preview | Print

Site Summary

Total Rainfall (in):	43
Total Disturbed Acreage:	2.38

Site Land Cover Summary

Pre-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals	% of Total
Forest/Open (acres)	0.00	0.00	0.00	0.00	0.00	0
Managed Turf (acres)	0.00	0.00	0.00	0.99	0.99	42
Impervious Cover (acres)	0.00	0.00	0.00	1.39	1.39	58
					2.38	100

Post-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals	% of Total
Forest/Open (acres)	0.00	0.00	0.00	0.00	0.00	0
Managed Turf (acres)	0.00	0.00	0.00	0.39	0.39	16
Impervious Cover (acres)	0.00	0.00	0.00	1.99	1.99	84
					2.38	100

Site Tv and Land Cover Nutrient Loads

	Final Post-Development (Post-ReDevelopment & New Impervious)	Post-ReDevelopment	Post-Development (New Impervious)	Adjusted Pre-ReDevelopment
Site Rv	0.84	0.80	0.95	0.80
Treatment Volume (ft³)	7,216	5,147	2,069	5,147
TP Load (lb/yr)	4.53	3.23	1.30	3.23

Pre-ReDevelopment TP Load per acre (lb/acre/yr)	Final Post-Development TP Load per acre (lb/acre/yr)	Post-ReDevelopment TP Load per acre (lb/acre/yr)
1.82	1.91	1.82

Total TP Load Reduction Required (lb/yr)	1.70	0.65	1.05

	Final Post-Development Load (Post-ReDevelopment & New Impervious)	Pre-ReDevelopment
TN Load (lb/yr)	32.44	25.58

Site Compliance Summary

Maximum % Reduction Required Below Pre-ReDevelopment Load	20%

Total Runoff Volume Reduction (ft³)	2,888	
Total TP Load Reduction Achieved (lb/yr)	2.44	
Total TN Load Reduction Achieved (lb/yr)	20.20	
Remaining Post Development TP Load (lb/yr)	2.09	
Remaining TP Load Reduction (lb/yr) Required	0.00	** TARGET TP REDUCTION EXCEEDED BY 0.74 LB/YEAR **

Drainage Area Summary

	D.A. A
Forest/Open (acres)	0.00
Managed Turf (acres)	0.39
Impervious Cover (acres)	1.99
Total Area (acres)	2.38

Drainage Area Compliance Summary

	D.A. A
TP Load Reduced (lb/yr)	2.44
TN Load Reduced (lb/yr)	20.20

BMP Selections

Practice	Managed Turf Credit Area (acres)	Impervious Cover Credit Area (acres)	BMP Treatment Volume (ft³)	TP Load from Upstream Practices (lbs)	Untreated TP Load to Practice (lbs)	TP Removed (lb/yr)	TP Remaining (lb/yr)	Downstream Treatment to be Employed
1.b. Vegetated Roof #2 (Spec #5)		0.096648301	333.29		0.21	0.13	0.08	
2.i. To Stormwater Planter, Urban Bioretention (Spec #9, Appendix A)		1.13	3,896.81	0.00	2.45	1.35	1.10	
6.a. Bioretention #1 or Micro-Bioretention #1 or Urban Bioretention (Spec #9)	0.26	0.75	2,822.33	0.00	1.77	0.97	0.80	

Total Impervious Cover Treated (acres)	1.98
Total Turf Area Treated (acres)	0.26
Total TP Load Reduction Achieved in D.A. (lb/yr)	2.44
Total TN Load Reduction Achieved in D.A. (lb/yr)	20.20

Drainage Area A

Drainage Area A Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals	Land Cover Rv
Forest/Open Space (acres)					0.00	0.00
Managed Turf (acres)				0.39	0.39	0.25
Impervious Cover (acres)				1.99	1.99	0.95
				Total	2.38	

CLEAR BMP AREAS

Total Phosphorus Available for Removal in D.A. A (lb/yr)	4.53
Post Development Treatment Volume in D.A. A (ft³)	7,216

Stormwater Best Management Practices (RR = Runoff Reduction)

--Select from dropdown lists--

Practice	Runoff Reduction Credit (%)	Managed Turf Credit Area (acres)	Impervious Cover Credit Area (acres)	Volume from Upstream Practice (ft³)	Runoff Reduction (ft³)	Remaining Runoff Volume (ft³)	Total BMP Treatment Volume (ft³)	Phosphorus Removal Efficiency (%)	Phosphorus Load from Upstream Practices (lb)	Untreated Phosphorus Load to Practice (lb)	Phosphorus Removed By Practice (lb)	Remaining Phosphorus Load (lb)	Downstream Practice to be Employed
1. Vegetated Roof (RR)													
1.b. Vegetated Roof #2 (Spec #5)	60		0.10		200	133	333	0		0.21	0.13	0.08	
2. Rooftop Disconnection (RR)													
2.i. To Stormwater Planter, Urban Bioretention (Spec #9, Appendix A)	40		1.13	0	1,559	2,338	3,897	25	0.00	2.45	1.35	1.10	
6. Bioretention (RR)													
6.a. Bioretention #1 or Micro-Bioretention #1 or Urban Bioretention (Spec #9)	40	0.26	0.75	0	1,129	1,693	2,822	25	0.00	1.77	0.97	0.80	

PART II : COMPREHENSIVE PLAN REQUIREMENT

EXISTING CONDITIONS 2-YEAR RUNOFF DEPTH

```
RMO                    LINCOLN AT COMMERCE-CDP
                       EXISTING CONDITIONS
                   Fairfax NOAA-C County, Virginia

              Sub-Area Land Use and Curve Number Details

 Sub-Area                                   Hydrologic   Sub-Area   Curve
Identifier          Land Use                  Soil        Area     Number
                                             Group        (ac)
-----------------------------------------------------------------------------
EXISTING  Open space; grass cover > 75%  (good)   D        .99       80
          Paved parking lots, roofs, driveways    D       1.39       98

          Total Area / Weighted Curve Number                2.38       91
                                                            ====       ==

                          STORM 2-Yr

Area or    Drainage  Rain Gage    Runoff   ------------ Peak Flow ------------
 Reach      Area     ID or      Amount   Elevation   Time     Rate      Rate
Identifier (sq mi)  Location     (in)      (ft)      (hr)     (cfs)     (csm)

EXISTING    0.004                [2.200]              11.93    8.02   2154.61
```

2-YEAR 24 HOUR STORM
EX. CONDITION RUNOFF DEPTH

PROPOSED CONDITIONS 2-YEAR RUNOFF DEPTH - ADJUSTED CN

```
RMO                    LINCOLN AT COMMERCE-CDP
                       PROPOSED CONDITIONS
                   Fairfax NOAA-C County, Virginia

              Sub-Area Land Use and Curve Number Details

 Sub-Area                                   Hydrologic   Sub-Area   Curve
Identifier          Land Use                  Soil        Area     Number
                                             Group        (ac)
-----------------------------------------------------------------------------
PROPOSED  Open space; grass cover 50% to 75%  (fair)  D     2.38      84

          Total Area / Weighted Curve Number                2.38     [84]
                                                            ====      ==

                          STORM 2-Yr

Area or    Drainage  Rain Gage    Runoff   ------------ Peak Flow ------------
 Reach      Area     ID or      Amount   Elevation   Time     Rate      Rate
Identifier (sq mi)  Location     (in)      (ft)      (hr)     (cfs)     (csm)

PROPOSED    0.004                [1.640]              11.94    5.98   1606.30
```

ADJUSTED CURVE NUMBER
USING RUNOFF REDUCING
PRACTICES. SEE TABLE BELOW

2-YEAR 24 HOUR STORM
PR. CONDITION RUNOFF DEPTH

PEAK VOLUME AND RELEASE RATE REQUIREMENTS FOR RESTON TRANSIT STATION AREAS
SEE SHEET C-11 "COMPREHENSIVE PLAN NARRATIVE" FOR PEAK VOLUME COMPLIANCE NARRATIVE.

TOTAL RUNOFF VOLUME (EX. CONDITIONS)
2-YEAR STORM: 2.38 ACRES X 2.200 IN. X 1FT/12IN.
X 43560 SF/AC = 19,007 CFT

TOTAL RUNOFF VOLUME (ALLOWABLE RELEASE)
25% REDUCTION
EXISTING 19,007 CFT X 0.75 = 14,256 CFT

TOTAL RUNOFF VOLUME (PR. CONDITIONS)
2-YEAR STORM: 2.38 ACRES X 1.640 IN. X 1FT/12IN.
X 43560 SF/AC = 14,169 CFT

2-YEAR STORM (VOLUME REQUIREMENTS)
14,169 CFT (POST. DEV. VOL.) < 14,256 CFT (0.75 X PRE. DEV. VOL.)

THEREFORE, THIS SITE MEETS THE VOLUME REQUIREMENTS FOR CASE 1 OF COMPREHENSIVE PLAN.

2-YEAR STORM (PEAK DISCHARGE REQUIREMENTS)

EXISTING PEAK RELEASE RATE = 2-YR STORM: 8.02 CFS
ALLOWABLE PEAK RELEASE RATE = 2-YR STORM: 5.98 CFS

8.02 CFS X 0.75 = 6.02 CFS

5.98 CFS (POST. DEV. PEAK) < 6.02 CFS (0.75 X PRE. DEV. PEAK)

PEAK VOLUME AND RELEASE RATE NARRATIVE

THE 2-YEAR VOLUME REQUIREMENTS COMPUTED ABOVE ARE BASED ON THE EXISTING SITE CONDITIONS AS WELL AS THE PROPOSED SITE AFTER APPLYING THE ADJUSTED RUNOFF REDUCTION CURVE NUMBER PROVIDED BY THE CURVE NUMBER REDUCTION SPREADSHEET ON THIS SHEET. AS MENTIONED ABOVE THE ALLOWABLE 2-YEAR RUNOFF VOLUME RELEASED FROM THE SITE SHALL BE EQUAL TO OR LESS THAN 75% OF THE EXISTING CONDITIONS, OR 14,256 CU FT. AS SHOWN IN THE COMPUTATIONS ABOVE THE RUNOFF VOLUME HAS BEEN REDUCED TO 14,169 CU FT IN THE POST DEVELOPED CONDITIONS AND MEETS THE COMPREHENSIVE PLAN REQUIREMENTS.

ADDITIONALLY, THE ALLOWABLE 2-YEAR PEAK RELEASE RATE FROM THE SITE SHALL BE EQUAL TO OR LESS THAN 75% OF THE EXISTING CONDITIONS 2-YEAR PEAK RELEASE RATE OR 6.02 CFS. AS SHOWN IN THE COMPUTATIONS ABOVE THE 2-YEAR PEAK RELEASE RATE HAS BEEN REDUCED TO 5.98 CFS IN THE POST DEVELOPED CONDITION AND MEETS THE COMPREHENSIVE PLAN REQUIREMENTS.

PROPOSED CONDITIONS ADJUSTED CURVE NUMBER:

CURVE NUMBER REDUCTION COMPUTATIONS

DRAINAGE AREA	2.38	Ac.			
		1-year storm	2-year storm	10-year storm	
Storm Depth (in)		2.62	3.17	4.87	
$RV_{Developed}$ (in) with no Runoff Reduction		2.08	2.62	4.29	*From RRM*
$RV_{Developed}$ (in) with Storage Provided		1.19	1.64	3.23	*From RRM*
CN adjusted		84	84	85	*From RRM*

	DA to BMP (SF)	1-year RV (CFT)	2-year RV (CFT)	10-year RV (CFT)	Storage Volume (CFT)	RR Credit	Runoff Reduction (1-year)	Runoff Reduction (2-year)	Runoff Reduction (10-year)	
STORMWATER PLANTERS	49222.8	10747	13003	19976	4,200	40%	4,200	4,200	4,200	*RR Credit Based on*
VEG ROOF LEVEL 2	4210	919	1112	1709	968	60%	552	667	968	*RR Credit Based on*
BIO-RETENTION	33693	7356	8901	13674	4,000	40%	2,943	3,560	4,000	*RR Credit Based on*
					Total RR Volume Provided		7,694	8,428	9,168	

NOTE:
COMPUTATIONS HEREON ARE BASED ON APPROXIMATIONS OF PROPOSED PERVIOUS/IMPERVIOUS AREA. AT THE TIME OF FINAL CONSTRUCTION PLANS, BASED ON FINAL PERVIOUS/IMPERVIOUS AREAS, THE FINAL SWM/BMP VOLUME REQUIREMENTS WILL BE DETERMINED. THE METHODOLOGY USED SHALL BE CONSISTENT WITH THAT SHOWN HEREON.

ALL GRADING SHOWN IS CONCEPTUAL AND SUBJECT TO CHANGE WITH THE FINAL SITE PLAN.

ALL STORMWATER MANAGEMENT FACILITIES MUST BE PRIVATELY MAINTAINED AND A PRIVATE MAINTENANCE AGREEMENT WILL BE REQUIRED BEFORE THE CONSTRUCTION PLAN IS APPROVED.

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
LIC. No. 011447
8/24/16
PROFESSIONAL ENGINEER

NO.	DATE	DESCRIPTION

REVISIONS

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SWM/BMP COMPUTATIONS

VIKA REVISIONS
09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE: 08/10/2015
DES. | DWN.
SCALE: NTS
PROJECT/FILE NO. VV7097H
SHEET NO. C-12

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-12 AND C-13.dwg USER: oconnor DATE: August 29, 2016 TIME: 3:33:25 PM

CONSTRUCTION NOTES

WATER NOTES

ORDINANCE DATA

OWNER: CENTENNIAL ONE LIMITED PARTNERSHIP
3484 WOODLEA ROAD
SPRINGFIELD, VA. 22151

DEVELOPER: LAND ACHIEVER

PROPERTY DESCRIPTION: 3480 L. 1975

EXISTING ZONING: I-5

AREA OF PROPERTY: 17.41 AC. TOTAL
4.33 AC. WITHIN SHELL PLAN

PROPOSED USE: OFFICE BLDG.

NOTE:
THERE ARE NO WAIVERS BOARD OF ZONING APPEALS VARIANCES SPECIAL USE PERMITS SPECIAL EXCEPTIONS AND/OR REZONINGS PROFFERS ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT EXCEPT AS FOLLOWS

NONE

THIS PLAN HAS BEEN APPROVED FOR SHEET 1 OF 10 SHEETS

	TOTAL PROVIDED	PROVIDED IN PHASE I	ADDITIONAL PROVIDED FOR PHASE II
PARKING BREAKDOWN:	311	115	31
COMPACT	88	35	53
SMALL	12	8	4
HANDICAPPED PHASE I	6		
PHASE II	7	4	6
BANK	2		
TOTAL	436	37	123

PARKING REQ. TEST: EMP. IN PHASE I + SUBSQ. PHASE II + BANK
20,000 / 2.45 = 8 + 66,000 / 2.45 = 27 + 1,500 / 2.45 = 1 = 436 SPACES

PARKING LOT LANDSCAPING (5%)

PHASE	AREA PK LOT	REQD	PROV
I	46.087	2405	2950
II	94.168	4706	5800
I-BANK	.43 192	2157	3300
TOTAL		5%	8.4%

OPEN SPACE (15%)

PHASE	AREA SITE	REQD.	PROV.
I	4.01	26 201	73060
II-BANK	4.01	26 201	49,750
TOTAL	8.02	52 402	122,810
		15%	35%

F.A.R.

PHASE	GROSS AREA BLDG.	SITE AREA ON PHASE	FAR BASED ON AREA SITE
I	42,000	5.63	0.24 (4.01 AC)
I+II+BANK	121,000	6.71	0.35 (8.64 AC)

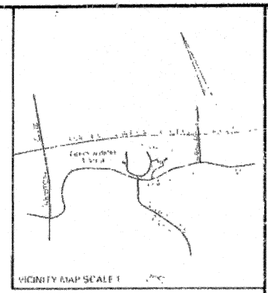
* EXCESS OPEN SPACE, EXCESS PARKING SPACES AND EXCESS STORM WATER DETENTION SHALL BE CREDITED TO FUTURE PHASES OF DEVELOPMENT IN THE TOTAL SITE OF 27.41 ACRES.

NOTES

1. THE DESIGN, CONSTRUCTION, FIELD PRACTICES AND METHODS SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN THE FAIRFAX COUNTY CODE AS AMENDED AND IN THE PUBLIC FACILITIES MANUAL, AS ADOPTED MAY 31, 1975 AND AMENDED. FAILURE TO COMPLY WITH THE FAIRFAX COUNTY CODE, THE PUBLIC FACILITIES MANUAL, THE APPROVED PLANS, THE PROVISIONS OF THE CONSTRUCTION AND ESCROW AGREEMENTS OR THE PERMIT SHALL BE DEEMED A VIOLATION.
2. ALL UNDERGROUND UTILITIES WITHIN THE STREET RIGHTS-OF-WAY SHALL BE INSTALLED TO THE REQUIRED DISTANCE BEYOND THE RIGHT OF-WAY LINE PRIOR TO THE INSTALLATION OF ANY SUBBASE MATERIAL, CURB AND GUTTER OR SIDEWALK.
3. ALL EXISTING UNDERGROUND UTILITIES SHALL BE PHYSICALLY LOCATED BY THE DEVELOPER OR HIS ENGINEER PRIOR TO THE BEGINNING OF ANY CONSTRUCTION IN THE VICINITY OF THESE UTILITIES
4. ALL ELEVATIONS MUST BE BASED ON THE U.S.G.S. OR U.S.C. & G.S. MEAN SEA LEVEL DATUM
5. LAND CONSERVATION NOTES
   MEASURES TO CONTROL EROSION AND SEDIMENTATION SHALL BE PROVIDED PURSUANT TO AND IN COMPLIANCE WITH CURRENT STATE AND LOCAL REGULATIONS. HOWEVER, THE APPROVAL OF THESE PLANS SHALL IN NO WAY RELIEVE THE DEVELOPER OR HIS AGENT OF ANY LEGAL RESPONSIBILITY WHICH MAY BE REQUIRED BY THE CODE OF VIRGINIA OR ANY ORDINANCE ENACTED BY THE COUNTY OF FAIRFAX
6. ~~WATER DISTRIBUTION NOTES:~~
   ~~A. WORKING PRESSURE SHALL BE 100 P.S.I.~~
   ~~B. THE DEVELOPER SHALL REQUEST INSPECTION BY THE PUBLIC WATER SUPPLY AGENCY THREE (3) DAYS PRIOR TO COMMENCING CONSTRUCTION OF ANY WATER MAINS~~
7. ALL BASE SUBBASE AND SUBGRADE MATERIAL SHALL BE COMPACTED TO 95% OF THEORETICAL MAXIMUM DENSITY AS DETERMINED BY A.A.S.H.T.O. T-99 METHOD A, WITHIN PLUS OR MINUS 3% OF OPTIMUM MOISTURE FOR THE FULL WIDTH OF ANY DEDICATED RIGHT OF WAY AND ALL TOWNHOUSES, COMMERCIAL AND INDUSTRIAL PARKING LOTS, PRIVATE STREETS, PARKING BAYS, CURB AND GUTTER AND SIDEWALKS ADJACENT TO STREETS AND PARKING LOTS, (NOT INTENDED TO INCLUDE LEAD WALKS.)
8. STANDARD STREET NAME SIGNS SHALL BE INSTALLED AT EACH INTERSECTION
9. STORM SEWER AND CULVERT PIPE SHALL BE REINFORCED CONCRETE PIPE TO CONFORM TO THE CURRENT A.A.S.H.T.O. DESIGNATION M170, UNLESS OTHERWISE DESIGNATED ON THE PLANS. CLASS III PIPE WILL BE PERMITTED BEYOND THE LIMITS OF STREET RIGHTS-OF-WAY. CLASS III PIPE WILL BE REQUIRED WITHIN THE LIMITS OF THE RIGHTS OF WAY
10. SURFACED STREETS SHALL BE MAINTAINED IN A CLEAN CONDITION AND DUST FREE AT ALL TIMES AND ADEQUATE MEANS SHALL BE PROVIDED TO CLEAN TRUCKS AND OTHER EQUIPMENT USING THE COMPLETED STREETS.
11. THESE PLANS AND SPECIFICATIONS ARE BASED ON THE MINIMUM REQUIREMENTS FOR I-5 ZONING. THIS PLAN CONTAINS ___ ACRES AND ___ DWELLING UNITS.

FEE SCHEDULE

ITEM	QUANTITY	UNIT	FEE PER UNIT FOR SURVEY	FEE PER UNIT FOR SITE PLANS	FEE
ON-SITE STREET		LN FT			
PAVING & SURFACE	10,465	SQ YD		30	313.95
SANITARY SEWER	2,012	LN FT	.35	.35	704.20
MANHOLE	8	EA		35	280.00
SIDEWALK	530	LN FT		35	185.50
HEADER CURB	1,960	LN FT			
CURB & GUTTER	1,960	LN FT		30	588.00
STORM DRAINAGE	2,640	LN FT		35	924.00
MISCELLANY	1,000	PER ACRE		30.00	1,173.00
PROJECT GRADING AND SURFACE DRAINAGE PLAN (PER SQ. YD. OF DISTURBED AREA, DISCOUNTED 1 SHEET)	4.03		15.00	15.00	291.65
ESTIMATED FEE TOTAL					4,860.50
50% FEE PAYABLE (100% OF ESTIMATED FEE)		IMPROVEMENT #		DATE	2,430.25
INDOOR FEE		COMPUTED BY COUNTY	IMPROVEMENT #	DATE	



VICINITY MAP SCALE 1

NOTICE REQUIRED

Contractors shall notify operators who maintain underground utility lines in the area of proposed excavation or blasting at least two working days, but not more than ten working days prior to commencement of excavation or demolition in conformance with Section 18.1 of Chapter 68 of the Fairfax County Code. Names and telephone numbers of the operators of underground utility lines in Fairfax County appear below. These numbers shall also be used to serve in an emergency condition as required by Section 18.1 of chapter 68 of the Code

THE CHESAPEAKE & POTOMAC TELEPHONE CO OF VA	(703) 777-7151 Rev. 4-76
FAIRFAX COUNTY WATER AUTHORITY	(703) 698-5601
FAIRFAX CITY WATER DEPARTMENT	385-7916
WASHINGTON GAS LIGHT CO	
TRANSCO GAS PIPELINE CO	
CHESAPEAKE & POTOMAC TEL CO OF VA (LIFE & PROPERTY)	
FAIRFAX CO. WATER AUTHORITY	
FAIRFAX CO. SAN. SEWER DIV	
PIPELINE WILLIAMS EST. CO. OF	
COLUMBIA GAS OF VA	
A.T.&T. CO	
PLANTATION PIPELINE CO	
CONTINENTAL TELEPHONE OF VA	
COLONIAL PIPELINE CO	
COLUMBIA GAS TRANSMISSION CORP	

MISS UTILITY
800-552-7001

EXTENSION OF THE WATER SUPPLY SYSTEM AS SHOWN ON THIS PLAN IS APPROVED PURSUANT TO SECT. 30-3-2.4 OF THE FAIRFAX COUNTY CODE AND TITLE 15.1-34 OF THE VIRGINIA CODE

NOTES

1. THE DEVELOPER IS REQUIRED TO NOTIFY THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT, DIVISION OF INSPECTIONS IN WRITING THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION AND SPECIFICALLY REQUEST INSPECTION BEFORE BEGINNING
   A. INSTALLATION OF ANY PIPES
   B. PLACING OF ANY CONCRETE
2. THE DEVELOPER IS REQUIRED TO NOTIFY THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT, DIVISION OF DESIGN REVIEW, PUBLIC UTILITIES INSPECTIONS BRANCH IN WRITING THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION AND SPECIFICALLY REQUEST INSPECTION BEFORE BEGINNING
   A. INSTALLATION OF SILTATION AND EROSION CONTROL MEASURES
   B. CLEARING AND GRUBBING
   C. EARTHWORK
   D. INSTALLATION OF ANY UNDERGROUND UTILITY
   E. BEFORE PLACING SUBBASE, BASE OR PAVING SURFACE
3. A PERMIT MUST BE OBTAINED FROM THE OFFICE OF THE RESIDENT ENGINEER, VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION, FAIRFAX AREA BEFORE ANY CONSTRUCTION STARTED WITHIN THE STATE RIGHT OF WAY

MAP REFERENCE

174 12 11

SANITARY TREATMENT PLANT: BULL RUN

APPROVED: Sep. 1 - Date
BY: DEPUTY RULE

THIS PLAN REVIEWED

BY ..... Preliminary Engineering
BY ..... Div. Review

EMERGENCY
POLICE-FIRE-RESCUE
691-2233

REV	1 71	REV	4 78
DCD	1 69	REV	4 79
FEE REV	9 64	REV	8 75
RPV	1 64	REV	7 73
DPW SD	56 8 69	REV	12 79

THIS APPROVAL IS NOT A COMMITMENT TO PROVIDE PUBLIC SANITARY SEWER

RESTON, SECTION 900, BLOCK 11

THE EXECUTIVE II OFFICE BUILDING 3488-SP-02

PROJECT NAME

DESIGN REVIEW COPY

COUNTY NUMBER

G-8-81
4-28-81

SITE PLAN APPROVAL VOID IF FINAL BUILDING PERMITS HAVE NOT BEEN OBTAINED WITHIN ONE YEAR.
SUBDIVISION APPROVAL VOID IF FINAL SUBDIVISION PLAT IS NOT RECORDED WITHIN ONE YEAR

PRO RATA INFORMATION

EXECUTIVE II OFFICE BUILDING 3488-SP-02
(Plan Name) (Plan Number)

is located within the DIFFICULT RUN watershed.

The off-site proportionate rate of assessment is $ NONE

per (cfs) cubic feet per second of increased storm water runoff.

( ) Date 7-6-81

Note:
Pro Rata Share assessment rates are subject to adjustment in accordance with Article 2, Section 2-506, of the Fairfax County Zoning Ordinance, at the time of final plan approval.

AGREEMENTS, PERMITS ETC

DATE # 8503	JUL 21 1981	Construction Permit Issued
DATE		Surety: Sewer Agreement
DATE	JUL 21 1981	Construction Escrow Agreement Received
DATE	AUG 31 1981	Agreement and Bond Approved
DATE	JAN 6 1984	Agreement Expires
DATE	OCT 11 1985	Bond to be Rel'd

RECOMMENDED FOR APPROVAL

DATE 6/18/81

DIVISION OF DESIGN REVIEW

DATE 7-22-81

DATE 7-29-81 for PLANNING BRANCH CHIEF

APPROVED

DIRECTOR OF ENVIRONMENTAL MANAGEMENT
FAIRFAX COUNTY VIRGINIA

DATE 8/10/81

WALTER L. PHILLIPS
INCORPORATED
CIVIL ENGINEERS LAND SURVEYORS PLANNERS
207 PARK AVENUE FALLS CHURCH, VIRGINIA 22046
Phone (703) 532 6163

CENTENNIAL ONE LIMITED PARTNERSHIP

DEVELOPER (CONTRACT PURCHASER - LESSEE): CENTENNIAL DEVELOPMENT CORP (A CORPORATION / A PARTNERSHIP / AN INDIVIDUAL)
NAME
5419-D BACKLICK ROAD, SPRINGFIELD, VA. 22151 PHONE 642-9350
ADDRESS AND ZIP CODE

OWNER (TRUSTEE): SAME AS ABOVE (A CORPORATION / A PARTNERSHIP / AN INDIVIDUAL)
NAME
PHONE
ADDRESS AND ZIP CODE

DESIGN REVIEW COPY

SHEET 1 OF 10 SHEETS

RESTON, SECTION 900 BLOCK 11
THE EXECUTIVE II OFFICE BUILDING
PROJECT NAME

3488-SP-02
COUNTY NUMBER

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

EXECUTIVE PARK II
OFFICE BUILDING SITE PLAN
FOR INFORMATION ONLY

VIKA REVISIONS
09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 11447
8/24/16
PROFESSIONAL ENGINEER

NO.	DATE	DESCRIPTION

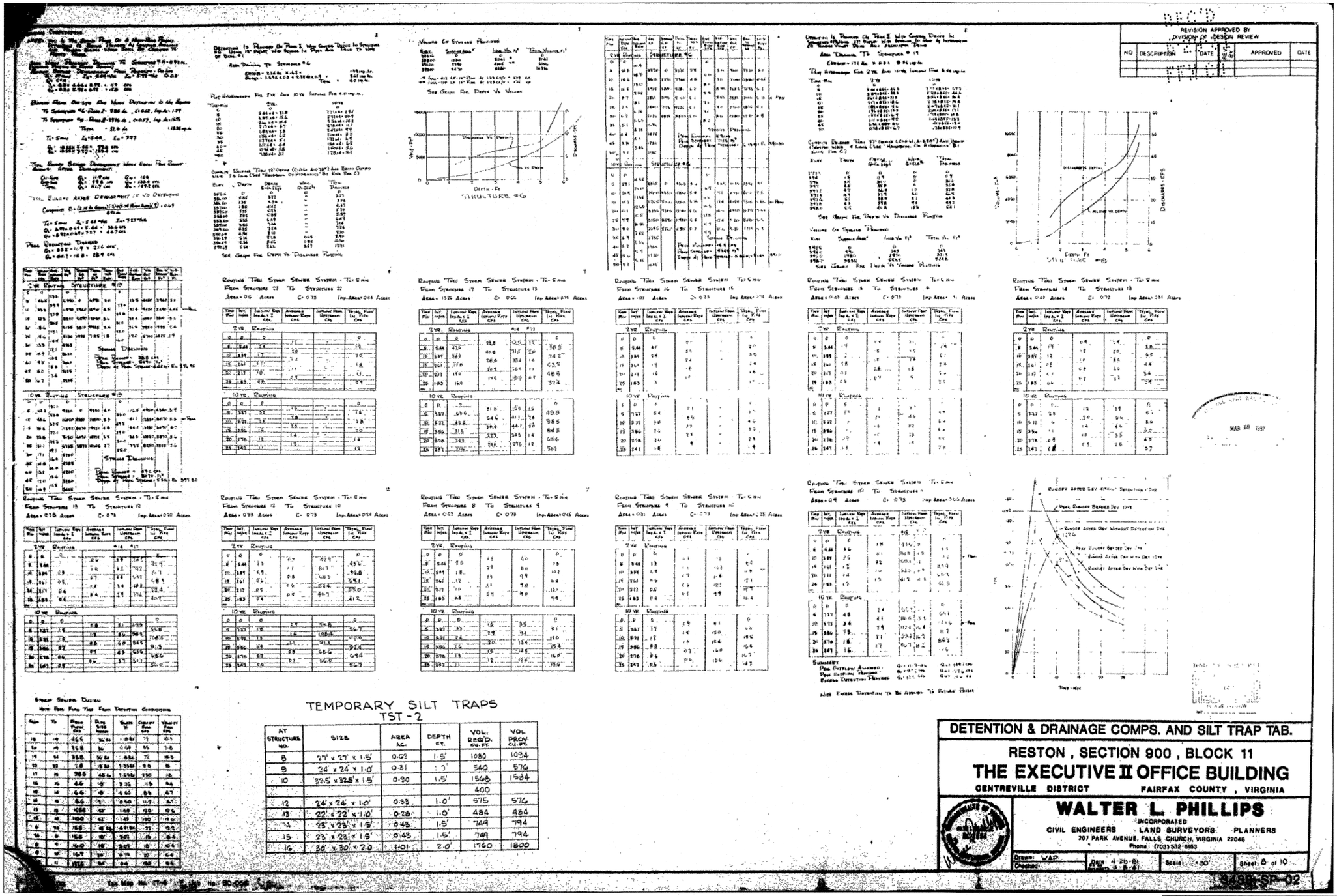
REVISIONS

DATE: 08/10/2015
DES. JFA DWN. JAW
SCALE: N/A
PROJECT/FILE NO. VV7097H
SHEET NO. C-12A

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-12A_12C EXECUTIVE II SWM.DWG USER: kovith DATE: May 9, 2016 TIME: 11:35:42 AM

NO.	DESCRIPTION	DATE	BY	APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW



VIKA

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING

VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

EXECUTIVE PARK II
DRAINAGE COMPS
FOR INFORMATION ONLY

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

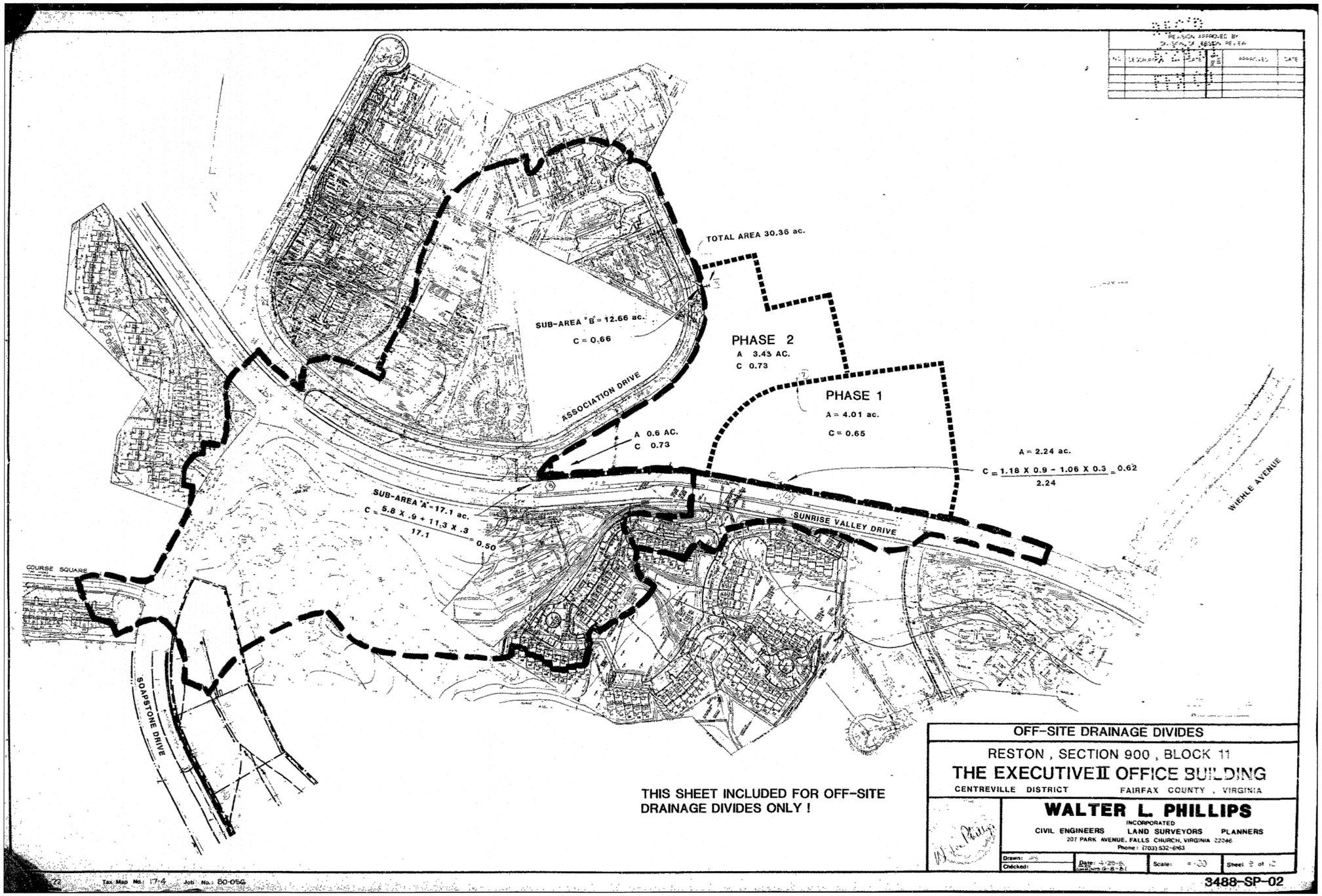
NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 11447
8/4/16
PROFESSIONAL ENGINEER

DATE: 08/10/2015
DES. JFA
DWN. JAW
SCALE: N/A
PROJECT/FILE NO. VV7097H
SHEET NO. C-12B

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-12A_12C EXECUTIVE II SWM.DWG USER: kovith DATE: May 9, 2016 TIME: 11:35:42 AM



NO.	DESCRIPTION	DATE	BY	APPROVED	DATE

REVISION APPROVED BY DIVISION OF RESERVE REVIEW

VIKA

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING

VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

EXECUTIVE PARK II
DRAINAGE DIVIDES
FOR INFORMATION ONLY

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

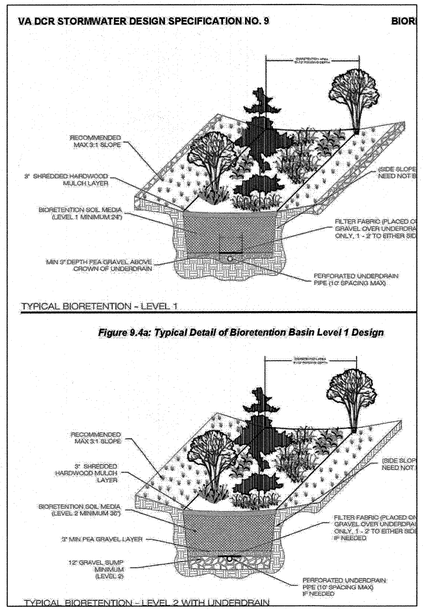
COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 11447
8/24/16
PROFESSIONAL ENGINEER

NO.	DATE	DESCRIPTION

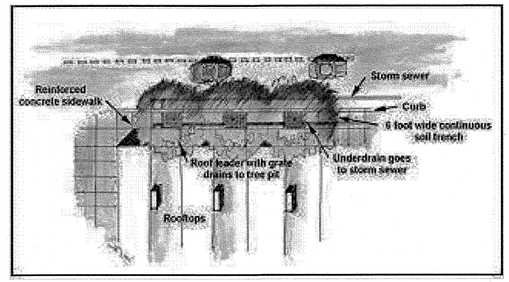
REVISIONS

DATE:	08/10/2015
DES. JFA	DWN. JAW
SCALE:	N/A
PROJECT/FILE NO.	VV7097H
SHEET NO.	C-12C

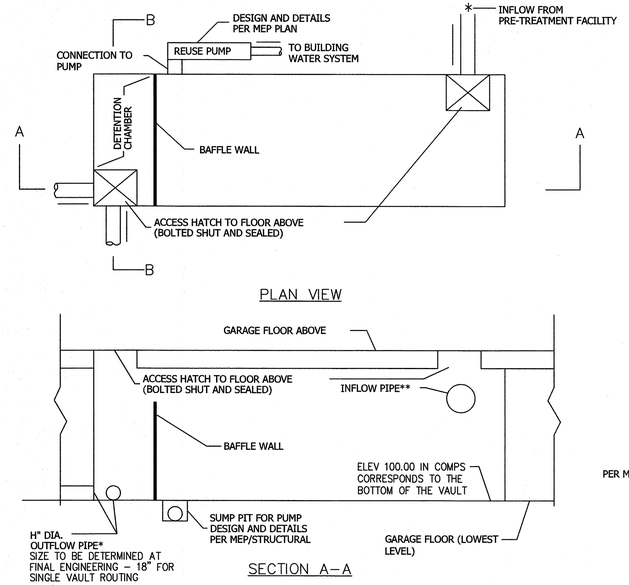
FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-12A_12C EXECUTIVE II SWM.DWG USER: oconnor DATE: May 9, 2016 TIME: 11:35:42 AM



BIO-RETENTION BASIN DETAIL

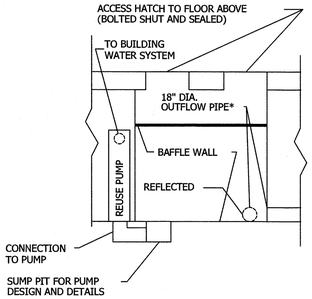


BIORETENTION TREE PIT DETAIL
(SEE LANDASCAPE PLANS FOR SPECIFIC DETAILS)

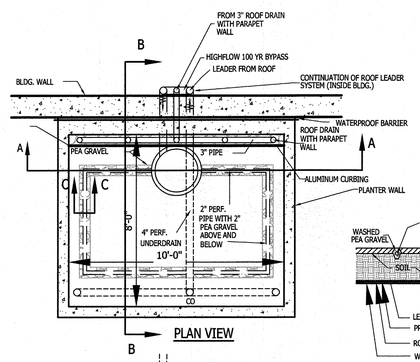


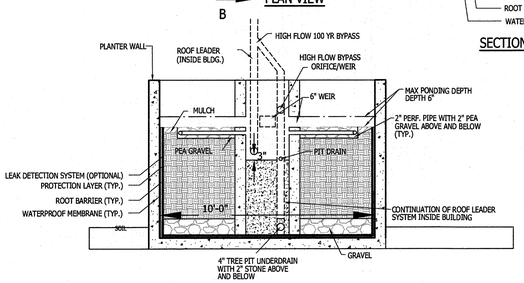
* ONE OUTFLOW PIPE PER VAULT. LOCATION TO BE DETERMINED WITH FINAL ENGINEERING. OUTFALL MAY BE PUMPED
** FINAL NUMBER AND LOCATION OF INFLOW PIPES PER MEP

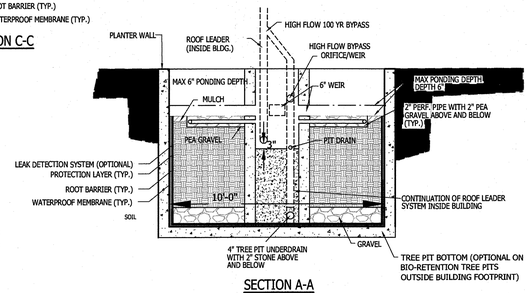
NOTES:
1) FINAL NUMBER, SHAPE, SIZE, LOCATION, AND DESIGN OF STORMWATER MANAGEMENT VAULTS ARE SUBJECT TO CHANGE AT THE TIME OF FINAL ENGINEERING.
2) SUPPORT AND REINFORCING FOR VAULTS PER STRUCTURAL ENGINEERING PLANS.

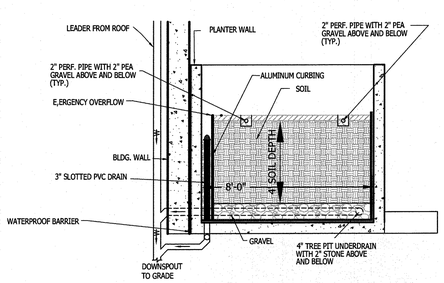


TYPICAL RETENTION/DETENTION VAULT DETAIL
NOT TO SCALE

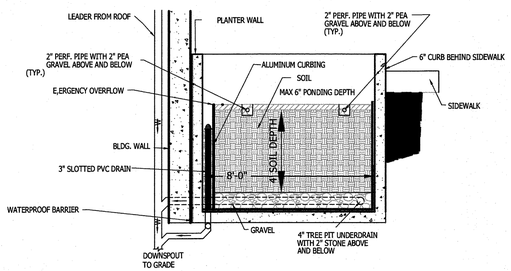




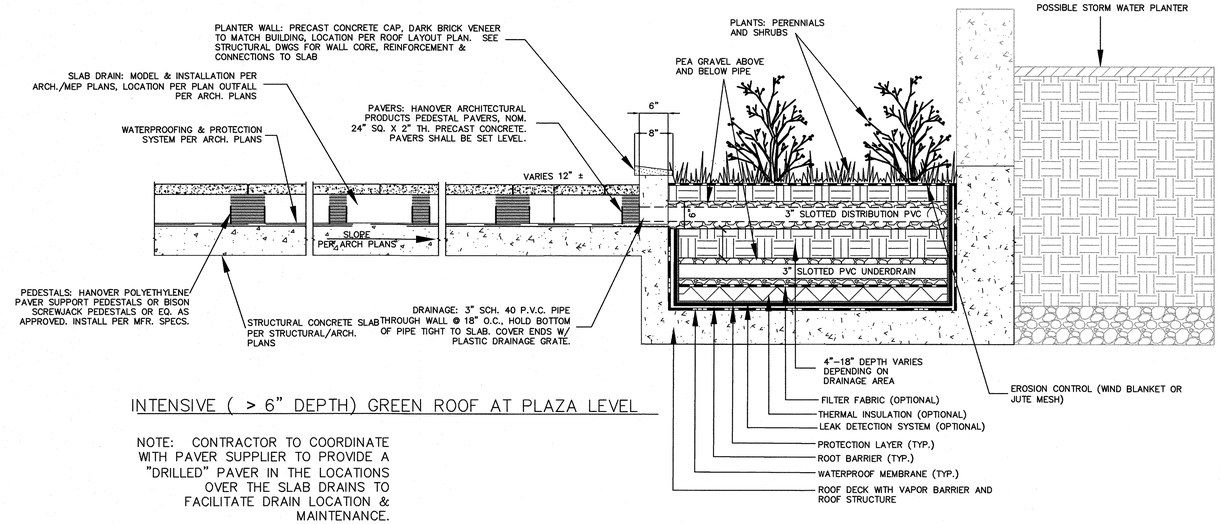




STORMWATER PLANTER DETAIL ON BUILDING (RAISED PLANTER)
NOT TO SCALE



STORMWATER PLANTER DETAIL ADJACENT TO BUILDING (AT GRADE)
NOT TO SCALE



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

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

INTENSIVE GREEN ROOF DETAIL IN COURTYARD

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
LC. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

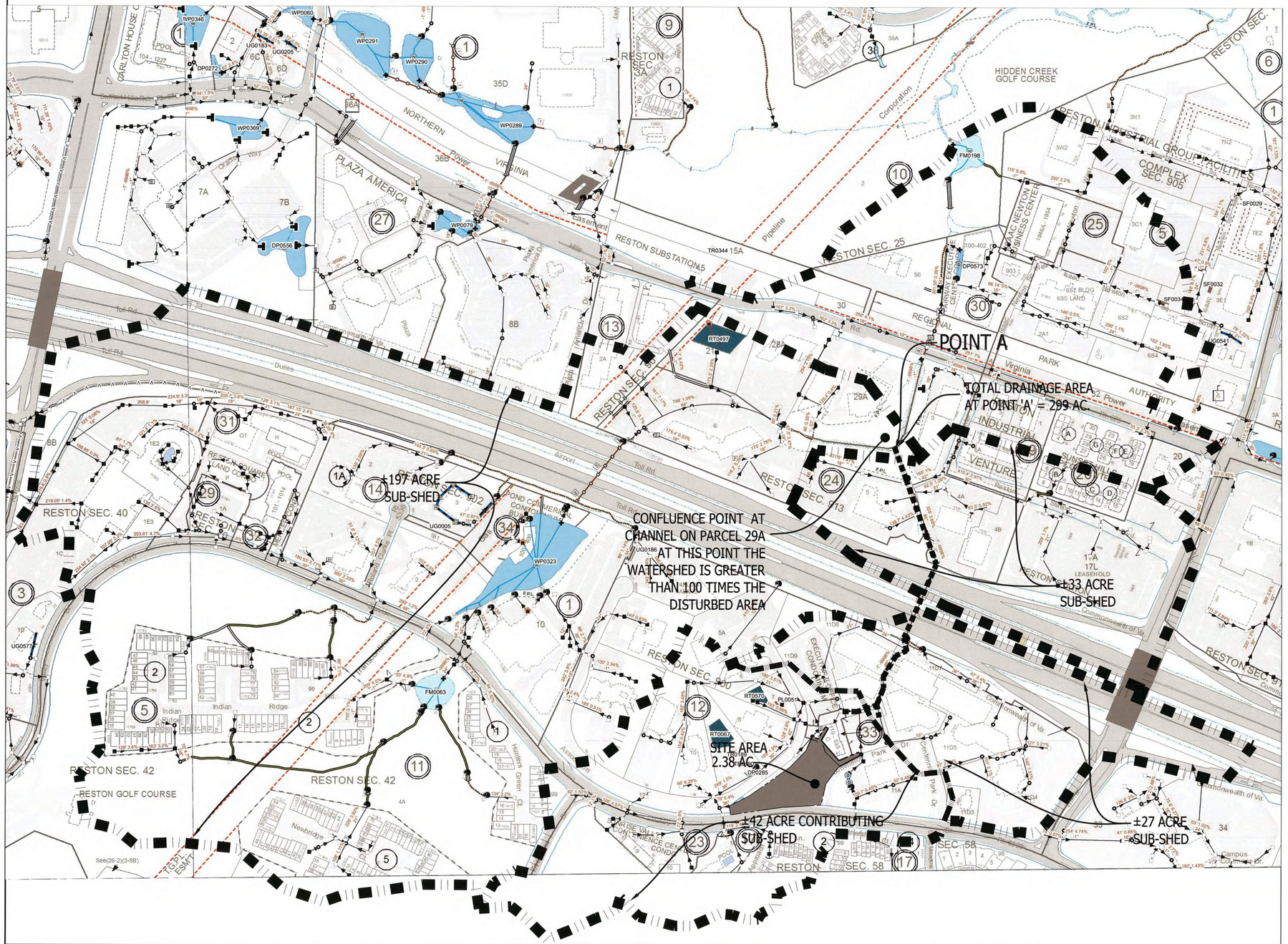
SWM/BMP DETAILS

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE: 08/10/2015	
DES.	DWN.
SCALE: NTS	
PROJECT/FILE NO. VV7097H	
SHEET NO. C-13	

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-11A IMP.dwg USER: oconnor DATE: August 25, 2016 TIME: 10:37:36 AM



OUTFALL DESCRIPTION

THE DISTURBED AREA IS 2.38 ACRES AS DESCRIBED ON SHEET C-11. THE SITE IS IDENTIFIED ON THE FAIRFAX COUNTY TAX ASSESSMENT MAP AS 17-4-((12))-11B, 11D9, 17-4((33)) 110-535 AND IS LOCATED IN THE HUNTER MILL DISTRICT. THE SUBJECT PROPERTY IS BORDERED BY PARCEL 11D8 TO THE NORTH , SUNRISE VALLEY DRIVE TO THE SOUTH, COMMERCE PARK DRIVE TO THE EAST AND ASSOCIATION DRIVE TO THE WEST. THERE IS ONE OUTFALLS ASSOCIATED WITH THIS SITE WHICH DRAINS FROM SOUTH TO NORTH.

THE ONSITE WATER FLOWS TO THE NORTH WHERE IT LEAVES THE PROPERTY VIA A CLOSED CONDUIT SYSTEM AND DISCHARGES INTO AN EXISTING SWALE LOCATED WITHIN THE TOLL ROAD RIGHT OF WAY. FROM HERE THE FLOW ENTERS A 60" CULVERT UNDER THE TOLL ROAD AND IS CONVEYED INTO ANOTHER OPEN CHANNEL. THIS OPEN CHANNEL IS CONVEYED TO A SERIES OF BOX CULVERTS UNDER SUNSET HILLS ROAD WHERE IS DISCHARGED INTO A WET POND (FM0198). FROM THIS WET POND THE FLOW IS ULTIMATELY THEN DISCHARGED INTO A TRIBUTARY OF COLVIN RUN. AT THIS POINT THE FLOW MEETS THE COLVIN RUN FLOOD PLAIN WHICH HAS A DRAINAGE AREA OF OVER 1 SQUARE MILE SATISFYING THE FAIRFAX COUNTY ZONING ORDINANCE REQUIREMENT FOR THE REQUIREMENT OF THE DESCRIPTION OF THE OUTFALL TO A POINT HAVING AT LEAST 100 TIMES THE SITE AREA OR TO A FLOOD PLAIN THAT DRAINS AN AREA OF AT LEAST 1 SQUARE MILE.

AT POINT "A" THE DRAINAGE AREA IS 299 ACRES, WHICH IS OVER 100 TIMES THE CONTRIBUTING AREA. USING VOLUME REDUCTION TECHNIQUES THE PROPOSED THE SITE'S CURVE NUMBER HAS BEEN REDUCED FROM 92 IN THE EXISTING CONDITIONS TO 84 FOR THE 2 YEAR STORM, 86 FOR THE 10-YEAR STORM AND 87 FOR THE 100-YEAR STORM. THE SITE ALSO COMPLIES WITH THE COMPREHENSIVE PLAN REQUIREMENT TO REDUCE THE PEAK VOLUME AND PEAK DISCHARGE FOR THE 24 HR 2-YEAR TYPE II STORM. PLEASE NOTE THAT AT SITE PLAN IT IS ANTICIPATED THE THE EXTENT OF THE ADEQUATE OUTFALL REVIEW SHALL BE BASED ON LAND AREA, THE SITE'S CONTRIBUTING DRAINAGE AREA IS LESS THAN OR EQUAL TO 1.0% OF THE TOTAL WATERSHED AREA

IT IS ASSUMED THAT ANY STORM DRAIN PIPES OR CONVEYANCE SYSTEMS INTO WHICH SITE RUNOFF WILL BE CONVEYED HAVE SUFFICIENT CAPACITY AND ARE THEREFORE ADEQUATE. AT SITE PLAN CHANNEL PROTECTION AND FLOOD PROTECTION REQUIREMENTS SHALL BE ADDRESSED PER APPLICABLE COUNTY CODE SECTION 124-4-4.

SUMMARY /CONCLUSION:

IT IS THE OPINION OF VIKA VIRGINIA, LLC. THAT THIS PROJECT WILL HAVE NO ADVERSE EFFECT NOR CAUSE FLOODING OF ANY DOWN STREAM PROPERTY OR STRUCTURE TO THE LIMITS OF THE STUDY. IN ADDITION, THE DOWNSTREAM OUTFALL FLOWS HAVE BEEN IMPROVED AS A RESULT OF THE PROPORTIONAL IMPROVEMENTS TO THE EXTENT PRACTICAL FOR THE DISTURBED AREA ON THE SUBJECT SITE.

LEGEND

- SITE AREA
- SUB AREA DRAINAGE LINE
- STORM DRAIN FROM SUBJECT SITE TO POINT 'A'

GRAPHIC SCALE

250 0 125 250 500 1000

(IN FEET)
1 inch = 250 ft.

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC.
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

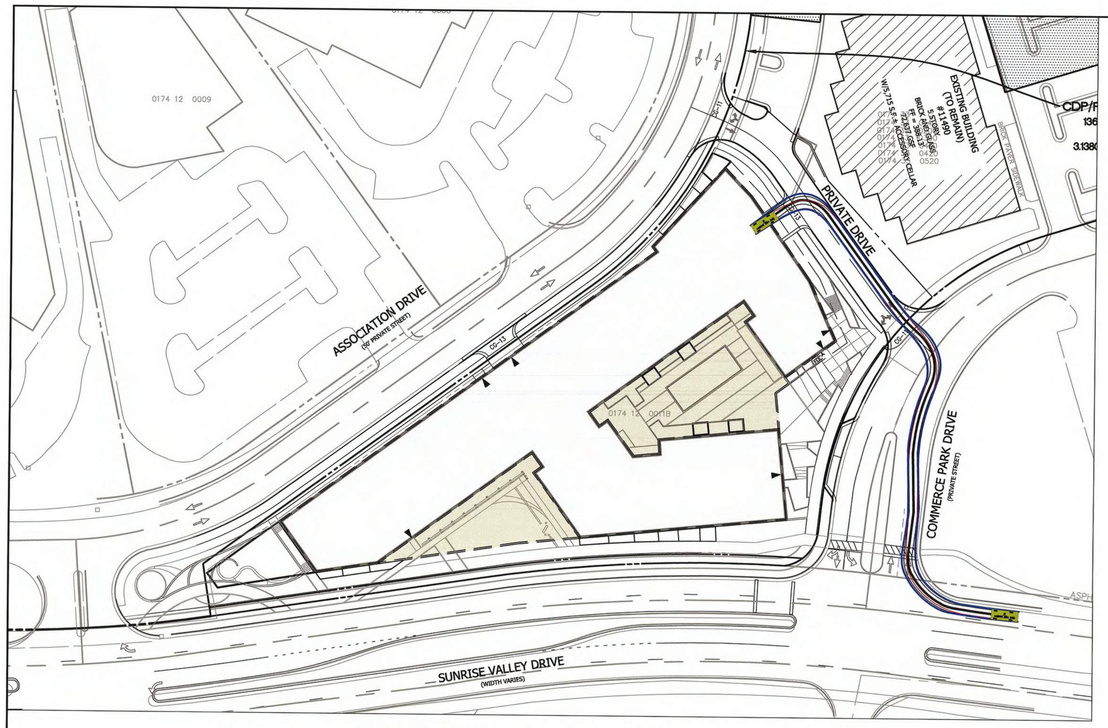
ADEQUATE OUTFALL

VIKA REVISIONS

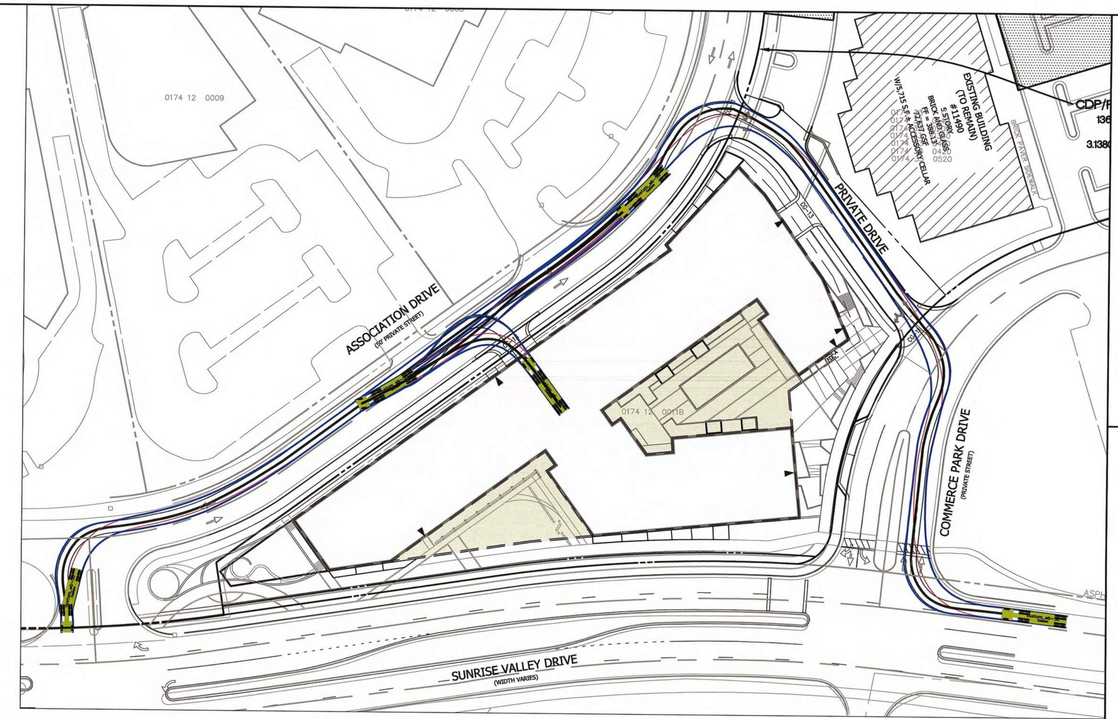
09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE:	08/10/2015
DES. DP	DWN. DP
SCALE:	1" =250
PROJECT/FILE NO.	VV7097H
SHEET NO.	C-14

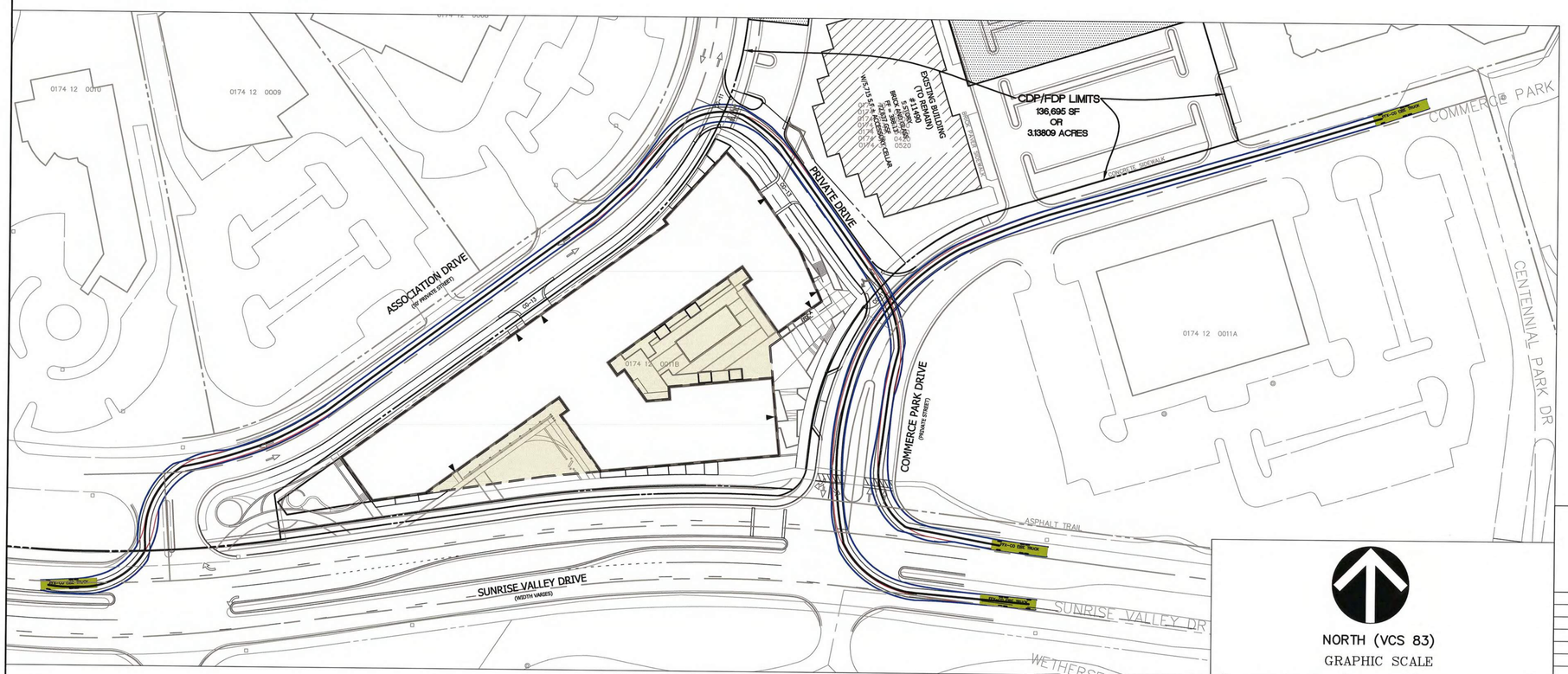
FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-14 Adequate Outfall.DWG USER: oconnor DATE: August 30, 2016 TIME: 10:30:39 AM



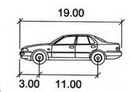
AUTOTURN - PASSENGER CAR



AUTOTURN - WB-50

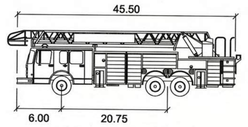


AUTOTURN - LADDER FIRE TRUCK



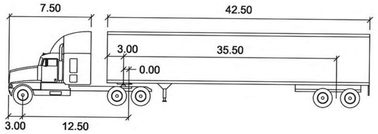
P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



FFX-CO FIRE TRUCK
(110' LADDER)

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 25.0



WB-50

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

NORTH (VCS 83)

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VV

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

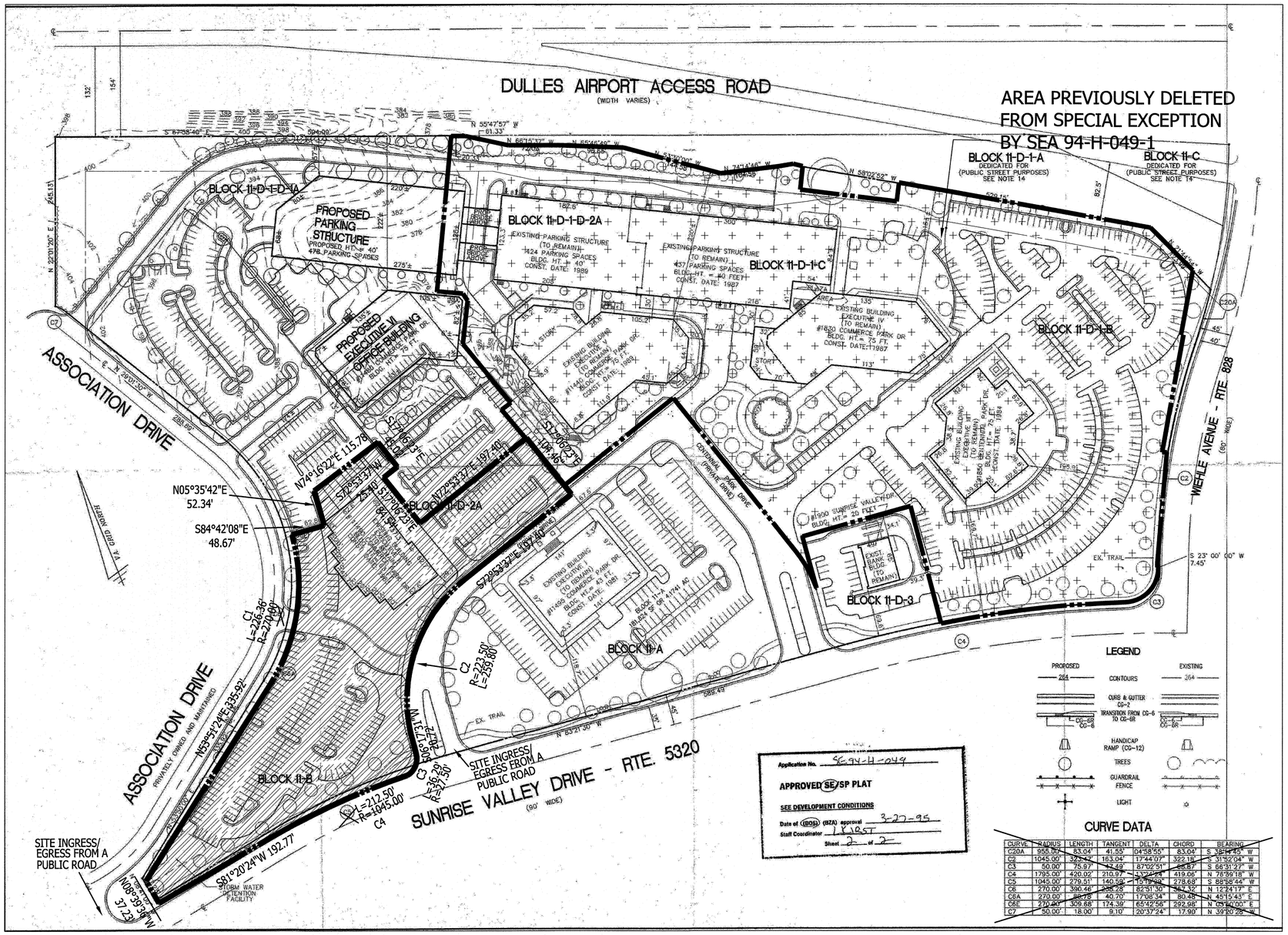
VEHICULAR TURNING EXHIBITS

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE: 08/10/2015	
DES.	DWN.
SCALE: 1"=30'	
PROJECT/FILE NO. VV7097H	
SHEET NO. C-15	

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-15 AUTOTURN.dwg USER: Nguyen DATE: August 24, 2016 TIME: 4:43:57 PM



CURVE DATA

CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD	BEARING
C20A	955.00'	83.04'	41.55'	04°58'55"	83.04'	S 38°14'45" W
C2	1045.00'	325.42'	163.04'	17°44'07"	322.18'	S 31°52'04" W
C3	50.00'	75.97'	47.49'	87°02'51"	68.87'	S 66°31'27" W
C4	1795.00'	420.02'	210.97'	13°24'24"	419.06'	N 78°59'18" W
C5	1045.00'	279.51'	140.58'	15°19'34"	278.68'	S 88°58'44" W
C6	270.00'	390.46'	238.28'	82°51'30"	357.32'	N 12°24'17" E
C6A	270.00'	88.78'	40.70'	17°08'34"	80.48'	N 45°15'43" E
C6E	270.00'	309.88'	174.39'	65°42'56"	292.98'	N 03°14'00" E
C7	50.00'	18.00'	9.10'	20°37'24"	17.90'	N 39°00'28" W

SPECIAL EXCEPTION VERIFICATION (AREA #2)
COMMERCE PARK INTENSITY TABULATION FOR THE SUBJECT LAND AREA
(SE-94-H-049 AND THE UNIFIED SUBDIVISION)

1. THE AREA TO BE REZONED TO PRM INCLUDING THE EXECUTIVE II OFFICE BUILDING IS 136,695 SF OR 3.14 ACRES (ALL OF PARCEL 017-4 ((12)) 11B AND PART OF PARCEL 17-4 ((12)) 11D9, AND ALL OF 17-4 -((33)) EXECUTIVE II OFFICE CONDO. THE EXISTING OFFICE BUILDING IS 72,637 S.F. FOR FAR

2. RESIDUAL PART OF PARCEL 017-4 ((12))11D9 TO REMAIN ZONED I-3 - 95,392 SF OR 2.19 ACRES. SEE SHEET C-2

3. IN ORDER TO ALLOW THE REMAINING PARCELS WITHIN THE COMMERCE EXECUTIVE PARK TO REMAIN IN COMPLIANCE WITH THE I-3 DISTRICT REGULATIONS AND THE APPROVED UNIFIED SITE PLAN AND SPECIAL EXCEPTION PLAT WITH AN APPROVED FAR OF 0.50 A LAND AREA OF 1,048,548 SF IS NEEDED TO SUPPORT THE 524,274 GFA THAT WILL REMAIN.

4. THE CURRENT GROSS LAND AREA FOR INTENSITY IN THE COMMERCE EXECUTIVE PARK IS APPROXIMATELY 1,194,114 SF AND 1,048,548 SF OF LAND AREA IS REQUIRED TO MAINTAIN A 0.50 FAR IN THE PARK AFTER REMOVAL OF 72,637 GFA IN THE APPLICATION AREA.

5. BY REMOVING THE 136,695 SF OF LAND AREA FOR THIS REZONING APPLICATION, THIS PROPERTY OWNER MUST KEEP 95,392 SF OF LAND AREA ZONED I-3 IN THE OVERALL PARK TO MAINTAIN THE OVERALL 0.50 FAR SITE INTENSITY. THIS APPLICATION MAINTAINS 95,392 SF OF LAND AREA AND THE EFFECTIVE INTENSITY IS 0.495 FAR (BELOW 0.5 MAX. - SEE OVERALL INTENSITY CALCULATION THIS SHEET). SEE EXHIBIT SHEET C-2

CURVE	LENGTH	RADIUS	TANGENT	DELTA	CHD BRG	CHORD
C1	226.36'	270.00'	120.31'	48°02'08"	N29°50'23"E	219.79'
C2	259.80'	223.50'	146.81'	66°36'06"	S39°35'35"W	245.41'
C3	36.29'	27.50'	21.34'	75°36'52"	S44°05'57"W	33.72'
C4	212.50'	1045.00'	106.62'	11°39'04"	S87°09'55"W	212.14'

NORTH (VCS 83)

SPECIAL EXCEPTION VERIFICATION (AREA #1)

THE PROPERTIES ARE SUBJECT TO THE CONDITIONS OF SPECIAL EXCEPTION SE 94-H-049 APPROVED ON MARCH 27, 1995. THE PURPOSE OF THIS SPECIAL EXCEPTION WAS TO PROVIDE FOR AN INCREASE OF FAR TO 0.5 FOR TAX MAP PARCELS: 17-4 ((12)) 11A, 11B, 11D3, 11D4, 11D5, 11D7, 11D8 AND 11D9. IT IS PROPOSED THAT THE SUBJECT PROPERTIES, TAX MAP PARCELS 17-5 ((12)) 11D4, 11D5, AND 11D7 BE REZONED TO THE PDC DISTRICT THEREBY TERMINATING THE APPLICABILITY OF THE CONDITIONS ASSOCIATED WITH SE 94-H-049 ON THESE PROPERTIES.

ACCORDING TO COUNTY RECORDS, AS-BUILT SITE PLAN 3488 APPROVED ON JANUARY 29, 2007, PROVIDED FOR A FINAL INTENSITY TABULATION FOR THE ORIGINAL PARENT TRACT OF 27.41 ACRES THIS PLAN PREPARED BY WALTER L. PHILIPS, INC., PROVIDES THE FOLLOWING OVERALL FINAL TABULATION FOR THE PARENT TRACT:

ORIGINAL PARENT TRACT:

- GROSS LAND AREA — 1,194,113 (27.41 ACRES)
- EXISTING OVERALL GROSS FLOOR AREA — 596,911
- OVERALL FAR — 0.5 (0.499)

AREA OF APPLICATION: (SE-94-H-049-1)

- GROSS LAND AREA — 504,385 (11.5790 ACRES)
- DENSITY CREDIT FOR PRIOR DEDICATION — 77,089 (1.76972 ACRES)
- GROSS LAND AREA FOR DENSITY PURPOSES — 581,474 (13.3488 ACRES)
- PROPOSED OVERALL GROSS FLOOR AREA — 1,428,496
- PROPOSED FAR FOR AREA OF APPLICATION — 2.46 FAR

RESULTANT AREA:

- GROSS LAND AREA — 1,194,113 (27.41 ACRES)
- LAND AREA OF APPLICATION — 581,474 (13.34 ACRES)
- LAND AREA TO REMAIN WITH PARENT TRACT — 612,639 (14.07 ACRES)
- EXISTING OVERALL GROSS FLOOR AREA — 596,911
- GROSS FLOOR AREA IN APPLICATION AREA — 356,496
- GROSS FLOOR AREA TO REMAIN WITH PARENT TRACT — 240,415
- FAR OF PARENT TRACT — 0.39 FAR

CONCLUSION:

TERMINATION OF THE SPECIAL EXCEPTION ON THE APPLICATION PROPERTY WILL HAVE NO DELETERIOUS IMPACT ON THE REMAINING PARENT TRACT AND IT WILL REMAIN IN COMPLETE CONFORMANCE WITH THE CONDITIONS ASSOCIATED WITH SE 94-H-049.

COMMERCE PARK OVERALL VERIFICATION TABULATION (AREAS 1 AND 2 COMBINED)

TOTAL LAND AREA ORGINAL APPLICATION: (Includes density credit)	1,194,113	27.4131 ACRES
TOTAL GROSS FLOOR AREA ORGINAL APPLICATION	596,911 GFA	
FAR ORIGINAL APPLICATION (Source 3488-SP-06 Final As-Built 1/29/07)	0.50	
COMMERCE METRO CENTER (Vornado)	Executive III, IV, and V.	
LAND AREA (Includes density credit)	581,474	13.34 ACRES
TOTAL GROSS SQUARE FOOTAGE (Existing to Remain)	356,496 GFA	
LINCOLN AT COMMERCE PARK (Lincoln)	Executive II	
LAND AREA	136,695	3.14 ACRES
TOTAL GROSS SQUARE FOOTAGE (Existing to Remain)	72,637 GFA	

LAND AREAS/GROSS FLOOR AREAS (With both VNO and Lincoln Rezoned)

ORIGINAL	1,194,113	596,911 GFA
COMMERCE (VNO)	-581,474	-356,496 GFA
SUBTOTAL	612,639	240,415 GFA
LINCOLN	- 136,695	-72,637 GFA
TOTAL REMAINING	475,944	167,778 GFA
FAR REMAINDER (ZONE I-3)		0.35

LEGEND/OVERALL INTENSITY CALCULATION

LAND AREAS/GROSS FLOOR AREAS — OPTION 1 (With VNO Rezoned)

ORIGINAL	1,194,113	596,911 GFA
COMMERCE (VNO)	-581,474	-356,496 GFA
SUBTOTAL REMAINDER	612,639	240,415 GFA
FAR REMAINDER		0.39

LAND AREAS/GROSS FLOOR AREAS — OPTION 2 (With Lincoln Rezoned)

ORIGINAL	1,194,113	596,911 GFA
LINCOLN	-136,695	-72,637 GFA
SUBTOTAL REMAINDER	1,057,418	524,274 GFA
FAR REMAINDER		0.495

AREA 1
(SEA-94-H-049-1)

AREA 2
(SEA-94-H-049-2)

NOTE: THESE COMPUTATIONS ARE FOR EACH AREA #1 AND #2 SEPARATELY SO EACH SEA STANDS ON ITS OWN

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

NO.	DATE	DESCRIPTION

REVISIONS

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 787-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

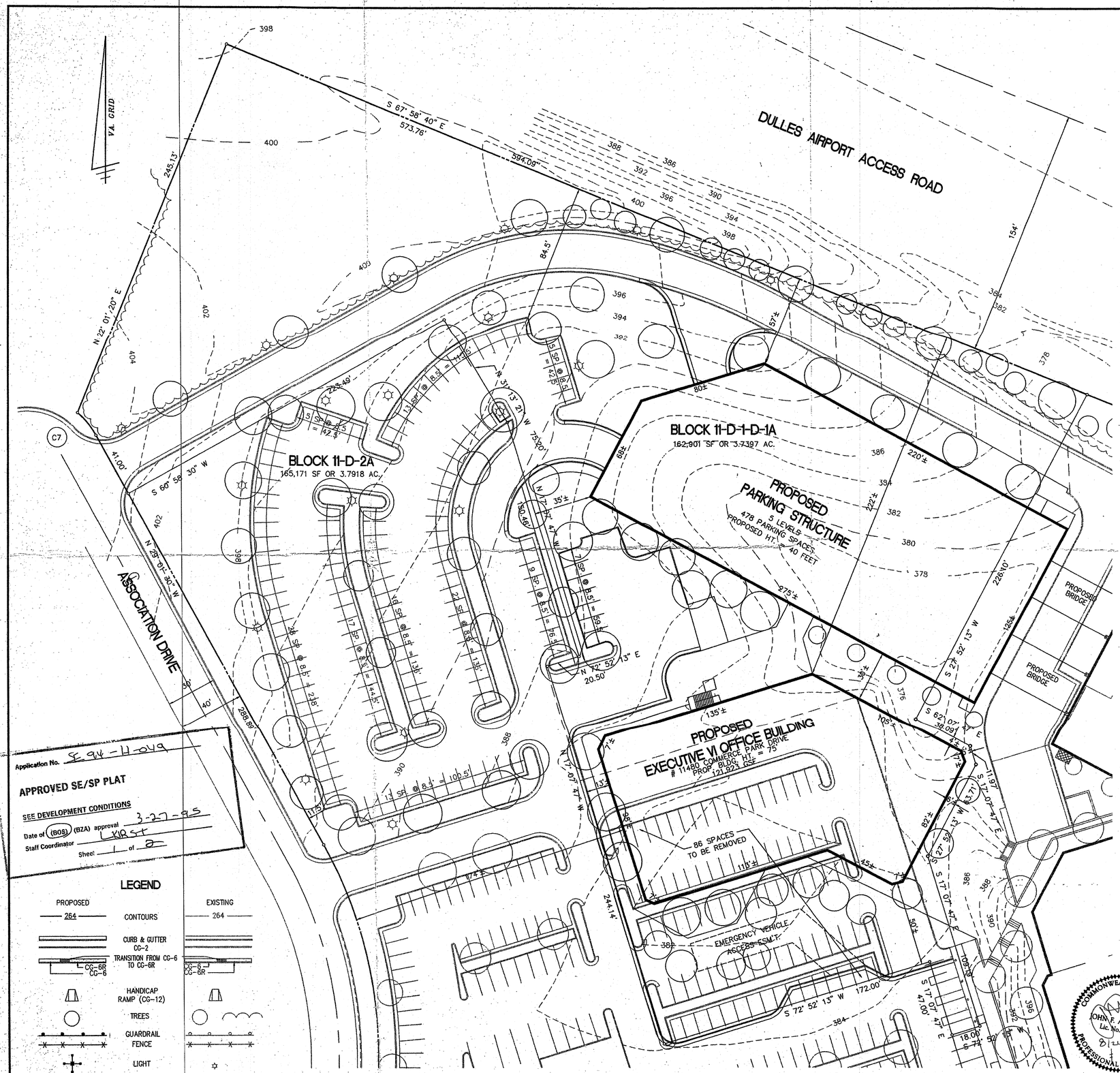
SPECIAL EXCEPTION AMMENDMENT PLAT

VIKA REVISIONS

09/30/2015
12/23/2015 ADRESS COMMENTS
03/11/16 ADDRESS COMMENTS
05/06/16 ADDRESS COMMENTS
08/24/16 ADDRESS COMMENTS

DATE: 8/10/15	
DES. JFA	DWN. JAW
SCALE: 1" = 80'	
PROJECT/FILE NO. VV7097H	
SHEET NO. C-16	

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 C-16 SEA PLAT.dwg USER: walsh DATE: August 24, 2016 TIME: 4:44:58 PM



NOTES

1. NO TITLE REPORT FURNISHED.

2. PROPERTY IS DELINEATED ON ASSESSMENT MAP #17-4-0012-11A, 11B, 11D3, 11D4, 11D5, 11D7, 11D8, 11D9 AND IS ZONED I-3.

3. THIS PROPERTY IS SUBJECT TO THE FOLLOWING DEVELOPMENT CONDITIONS:

   "NOT WITHSTANDING THE SUBDIVISION OF THE 27.4131 ACRES BEING BLOCK 11, SECTION 900, RESTON, AS RECORDED IN DEED BOOK 3457 AT PAGE 637, THE ENTIRE AREA OF THE SUBDIVISION WILL BE CONSIDERED AS A SINGLE UNIT FOR THE PURPOSE OF APPLICATION OF THE FAIRFAX COUNTY ZONING ORDINANCE."

   EXCESS OPEN SPACE, EXCESS PARKING SPACES AND EXCESS PARKING LOT LANDSCAPING SHALL BE CREDITED TO FUTURE PHASE OF DEVELOPMENT ON THE TOTAL 27.4131 ACRE SITE.

4. PARKING REQUIRED:

OFFICE: 586,667 GSF @ 2.6 SP/1000 GSF	=	1,526 SPACES
BANK: 3,200 GSF @ 1 SP/250 GSF	=	13 SPACES
RESTAURANT: 7,800 GSF @ 252 SEATS / 4 + 42 STOOLS / 2 + 30 EMPS / 2 (RESTAURANT IS A SPECIAL EXCEPTION USE WHICH IS CURRENTLY VACANT)	=	99 SPACES
TOTAL REQUIRED	=	1,638 SPACES
PARKING PROVIDED:		
PROVIDED STANDARD SPACES	=	2,159 SPACES
COMPACT SPACE	=	91 SPACES
BICYCLE SPACES	=	48 SPACES
HANDICAP ACCESSIBLE	=	57 SPACES
TOTAL PROVIDED	=	2,355 SPACES *

   * THE OWNER(S) RESERVE THE RIGHT TO REDUCE THE NUMBER OF PARKING SPACES PROVIDED AT TIME OF SITE PLAN AS LONG AS ALL PARKING REQUIREMENTS ARE BEING MET.

   NO NEW BICYCLE OR COMPACT SPACES ARE PROPOSED WITH DEVELOPMENT OF THE EXECUTIVE VI BUILDING.

5. PROPERTY IS SERVED BY PUBLIC WATER AND SANITARY SEWER.

6. STORMWATER MANAGEMENT FACILITIES WERE DESIGNED TO ACCOMMODATE DEVELOPMENT OF THE ENTIRE 27.4131 ACRES, THEREFORE, NO ADDITIONAL FACILITIES ARE PROPOSED.

7. DEVELOPMENT LIMITS AS CONTAINED IN THE DECLARATION OF COVENANTS AND EASEMENTS; AND PER DENSITY CREDIT (SEE NOTE 14).

   F.A.R.:

BLOCK #	LOT AREA S.F.	BUILDING	GSF	F.A.R.
11-A	191,824	EXEC. I	42,800	0.235
11-B	66,914	PARKING	0	0
11-C	17,246	DEDICATED	0	0
11-D-2A	165,171	EXEC. II	72,637	0.43
11-D-3	27,299	BANK	3,200	0.12
11-D-1-A	59,843	DEDICATED	0	0
11-D-1-B	231,270	EXEC. III	106,244	0.46
11-D-1-C	146,695	EXEC. IV	121,272	0.83
11-D-1-D-1A	162,901	EXEC. VI	121,923	0.75
11-D-1-D-2A	134,950	EXEC. V	128,980	0.96
TOTAL	1,194,113		597,056	0.500

8. TOPOGRAPHIC CONTOURS PROVIDED ARE 2' INTERVALS AND IS SHOWN PER APPROVED SITE PLANS.

9. OPEN SPACE REQUIRED:
   EXECUTIVE VI: 162,901 X .15 = 24,435 S.F.
   *TOTAL DEVELOPMENT: 1,117,024 X .15 = 167,554 S.F.

   OPEN SPACE PROVIDED: = 430,190 S.F.
   *OPEN SPACE REQUIRED IS BASED ON SITE AREA AFTER STREET DEDICATION.

   PARKING LOT LANDSCAPING REQUIRED:
   PARKING LOT AREA = 561,513 X 0.05 = 28,076 REQUIRED
   PARKING LOT LANDSCAPING PROVIDED = 58,202 (10.4%)

10. NO FLOODPLAIN AREAS, RESOURCE PROTECTION AREAS OR ENVIRONMENTAL QUALITY CORRIDORS HAVE BEEN DELINEATED ON THIS PROPERTY.

11. NO UTILITIES HAVING A WIDTH OF 25 FEET OR MORE ARE KNOWN TO EXIST ON-SITE.

12. THE FAIRFAX COUNTY COMPREHENSIVE PLAN SHOWS A TRAIL REQUIREMENT ALONG WIEHLE AVENUE AND SUNRISE VALLEY DRIVE. THESE REQUIREMENTS HAVE BEEN MET AS APPROVED WITH SITE PLAN (S) 3488-SP-1 THROUGH 5, AND AS SHOWN ON SHEET 2 OF 2.

13. NO EVIDENCE OF ANY BURIAL SITE IS KNOWN TO EXIST ON-SITE.

14. BLOCKS 11-C AND 11-D-1-A WERE DEDICATED FOR PUBLIC STREET PURPOSES IN EXCHANGE FOR DENSITY CREDIT IN ACCORDANCE WITH 2-308.5 OF THE ZONING ORDINANCE BY DEED OF RESUBDIVISION AND CONVEYANCE DATED DECEMBER 9, 1987 AND RESUBDIVISION PLAT DATED JUNE 15,1987 RECORDED AT DEED BOOK 6950 AT PAGE 156.

15. MINIMUM YARD REQUIREMENTS
    A. FRONT YARD: CONTROLLED BY A 45° ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET.
    B. SIDE YARD: CONTROLLED BY A 45° ANGLE OF BULK PLANE, EXCEPT NONE REQUIRED WHEN A SIDE YARD ABUTS A RAILROAD RIGHT-OF-WAY
    C. REAR YARD: CONTROLLED BY A 45° ANGLE OF BULK PLANE, EXCEPT NONE REQUIRED WHEN THE YARD ABUTS A RAILROAD RIGHT-OF-WAY

WALTER L. PHILLIPS
INCORPORATED
CIVIL ENGINEERS LAND SURVEYORS PLANNERS LANDSCAPE ARCHITECTS
207 PARK AVENUE, FALLS CHURCH, VIRGINIA 22046
(703) 532-6163 FAX (703) 533-1301

SCALE: 1"= 30' | DATE: REV. SEPTEMBER 9, 1994 AUGUST 8, 1994 | DRAWN: JBW

NO.	DESCRIPTION	DATE	REV. BY	APPROVED	DATE

REVISION APPROVED BY

SPECIAL EXCEPTION

EXECUTIVE VI
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

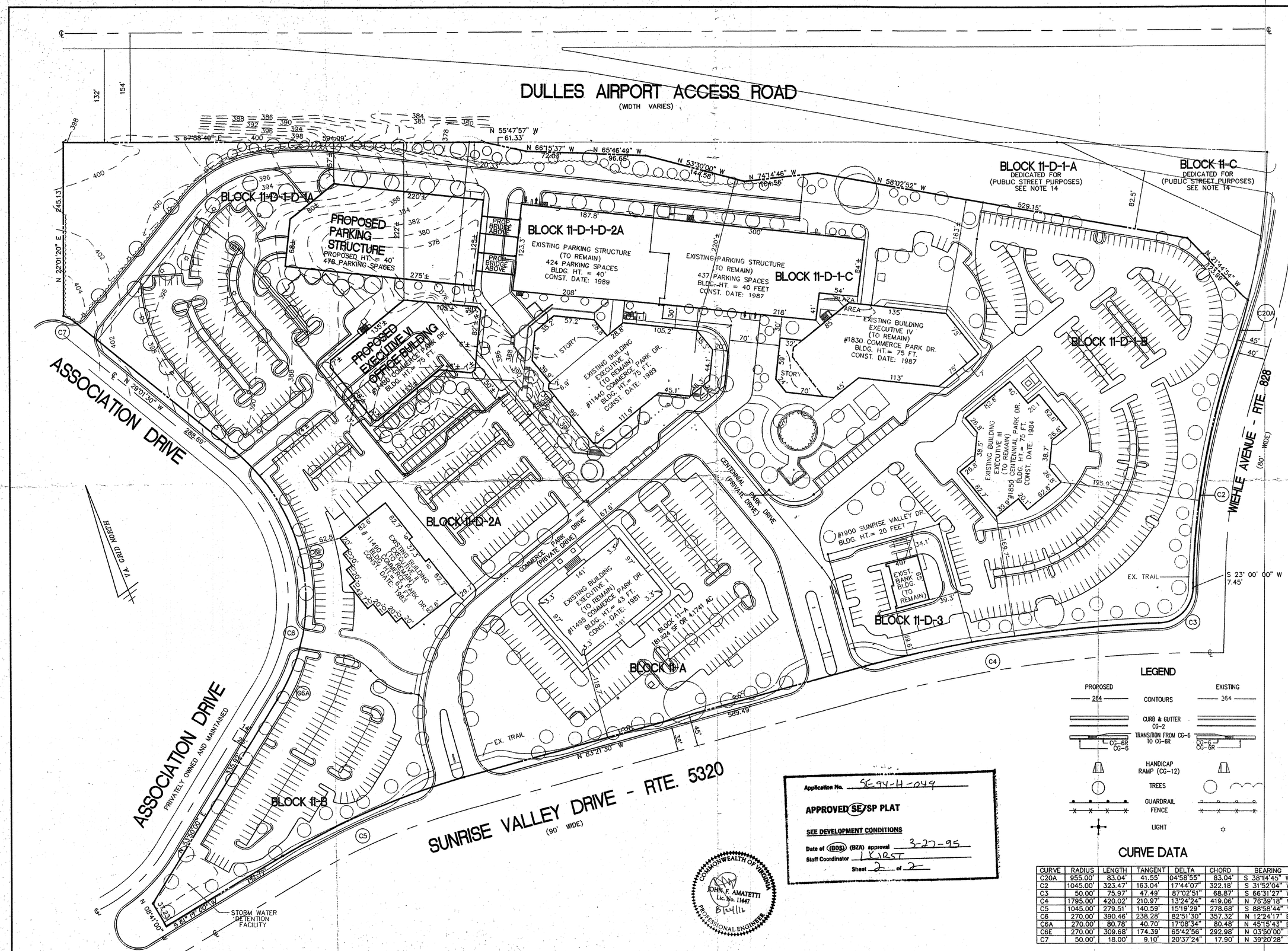
RECEIVED
SEP 12 1994
ZONING EVALUATION DIVISION

SHEET: 1 OF 2

File No. FQ-22 | Tax Map No. 17-4 | Job No. 94060 | Cadd Dwg. File: 94060SE

FOR INFORMATION PURPOSES ONLY

SHEET C-17



CURVE DATA

CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD	BEARING
C20A	955.00'	83.04'	41.55'	04°58'55"	83.04'	S 38°14'45" W
C2	1045.00'	323.47'	163.04'	17°44'07"	322.18'	S 31°52'04" W
C3	50.00'	75.97'	47.49'	87°02'51"	68.87'	S 66°31'27" W
C4	1795.00'	420.02'	210.97'	13°24'24"	419.06'	N 76°39'18" W
C5	1045.00'	279.51'	140.59'	15°19'29"	278.68'	S 88°58'44" W
C6	270.00'	390.46'	238.28'	82°51'30"	357.32'	N 12°24'17" E
C6A	270.00'	80.78'	40.70'	17°08'34"	80.48'	N 45°15'43" E
C6E	270.00'	309.68'	174.39'	65°42'56"	292.98'	N 03°50'00" E
C7	50.00'	18.00'	9.10'	20°37'24"	17.90'	N 39°20'28" W

WALTER L. PHILLIPS
INCORPORATED
CIVIL ENGINEERS LAND SURVEYORS PLANNERS LANDSCAPE ARCHITECTS
207 PARK AVENUE FALLS CHURCH, VIRGINIA 22046
(703) 532-6163 FAX (703) 533-1301

SCALE: 1" = 60' | AUGUST 8, 1994 | DATE: REV. SEPTEMBER 9, 1994 | DRAWN: JSW

REVISION APPROVED BY

NO.	DESCRIPTION	DATE	REV. BY	APPROVED	DATE

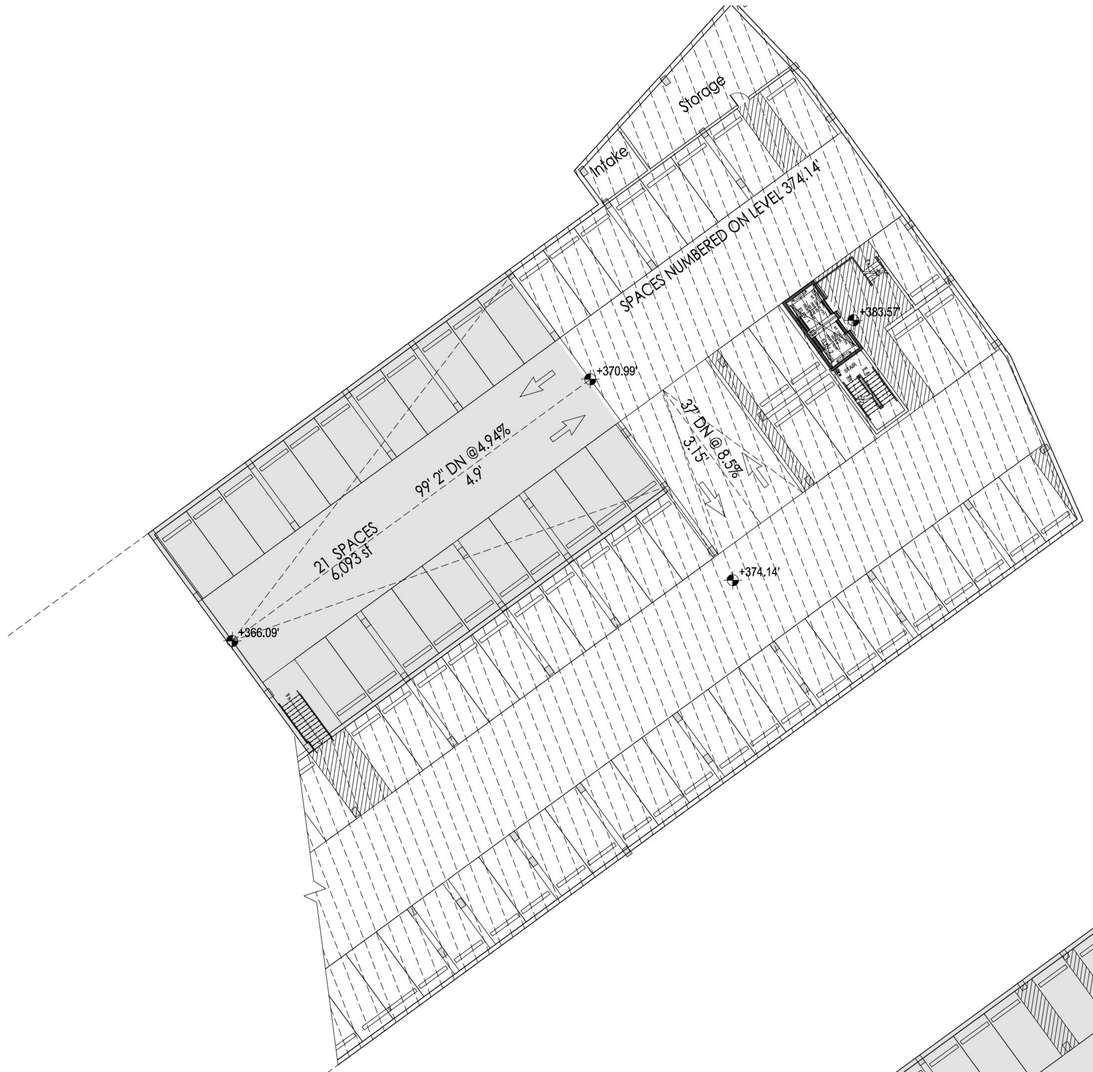
COMPOSITE PLAN

EXECUTIVE VI

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

File No. FQ-22 Tax Map No. 17-4 Job No. 94-060 Cadd Dwg. File: 94060EX1

FOR INFORMATION PURPOSES ONLY



PARTIAL G2 LOWER LEVEL

SK+I ARCHITECTURE

LIN23
Job Name:
Lincoln at Commerce
SCALE:
1/16"=1'-0"
08.24.2016

G2 - GARAGE FLOOR PLAN

LINCOLN PROPERTY COMPANY

SEAL

LINCOLN AT COMMERCE PARK
RESTON, VA

0' 8' 16' 32'

A1.01

SK+I ARCHITECTURE

LIN23

Job Name: Lincoln at Commerce

SCALE: 1/16"=1'-0"

08.24.2016

G1 - GARAGE FLOOR PLAN

LINCOLN PROPERTY COMPANY

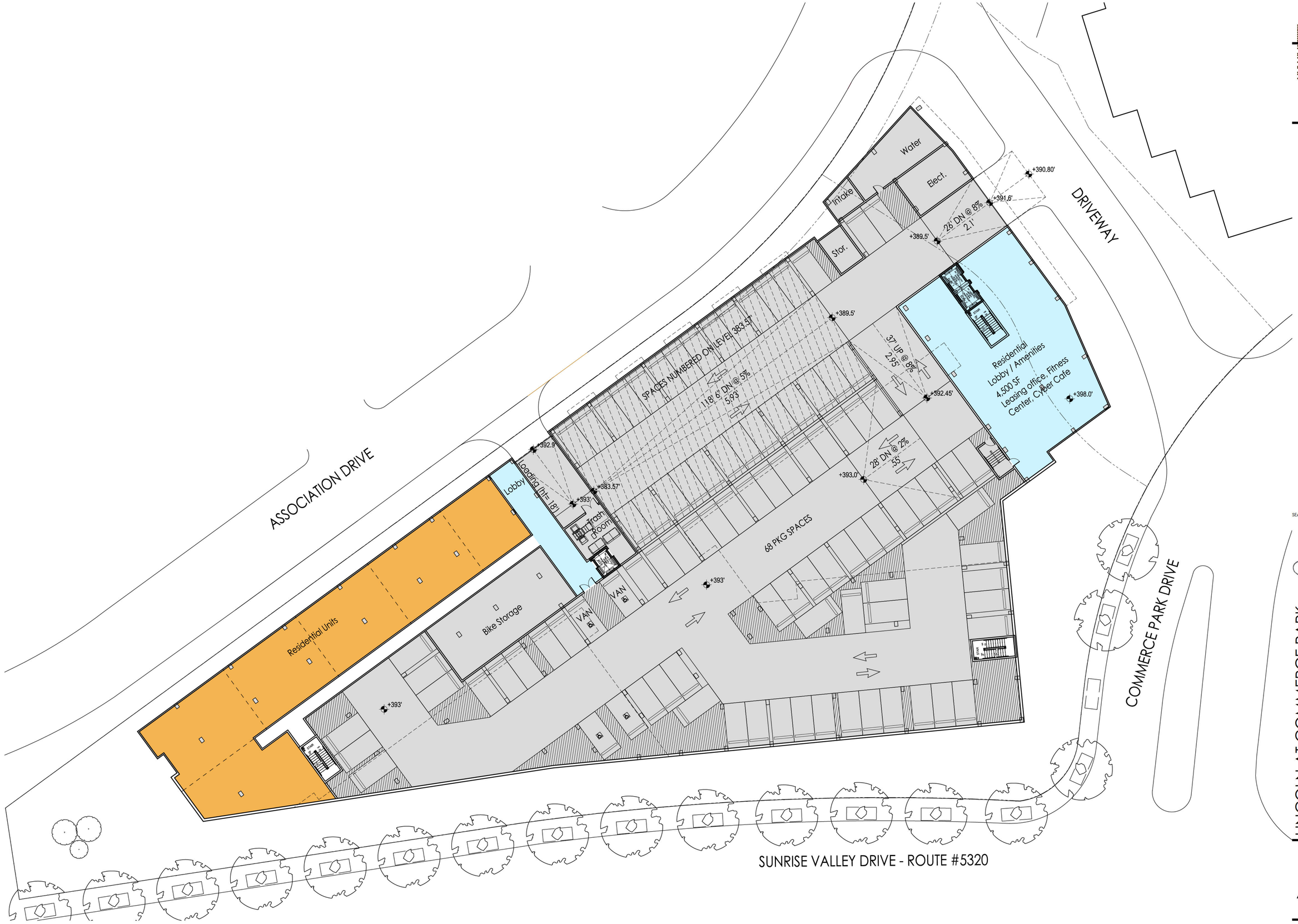
SEAL

COMMONWEALTH OF VIRGINIA
SAMI M KOKDIL
No. 011557
ARCHITECT

LINCOLN AT COMMERCE PARK
RESTON, VA

0' 8' 16' 32'

A1.02



SK+I ARCHITECTURE

LIN23
Job Name:
Lincoln at Commerce
SCALE:
1/16"=1-0"
08.24.2016

1ST FLOOR PLAN - CURRENT SCHEME

LINCOLN PROPERTY COMPANY

SEAL

COMMONWEALTH OF VIRGINIA
SAMI M KOKOIL
No. 011592
ARCHITECT

LINCOLN AT COMMERCE PARK
RESTON, VA

0' 8' 16' 32'

A1.03

SK+I ARCHITECTURE

LIN23

Job Name: Lincoln at Commerce

SCALE: 1/16"=1-0"

08.24.2016

SECOND FLOOR PLAN

LINCOLN PROPERTY COMPANY

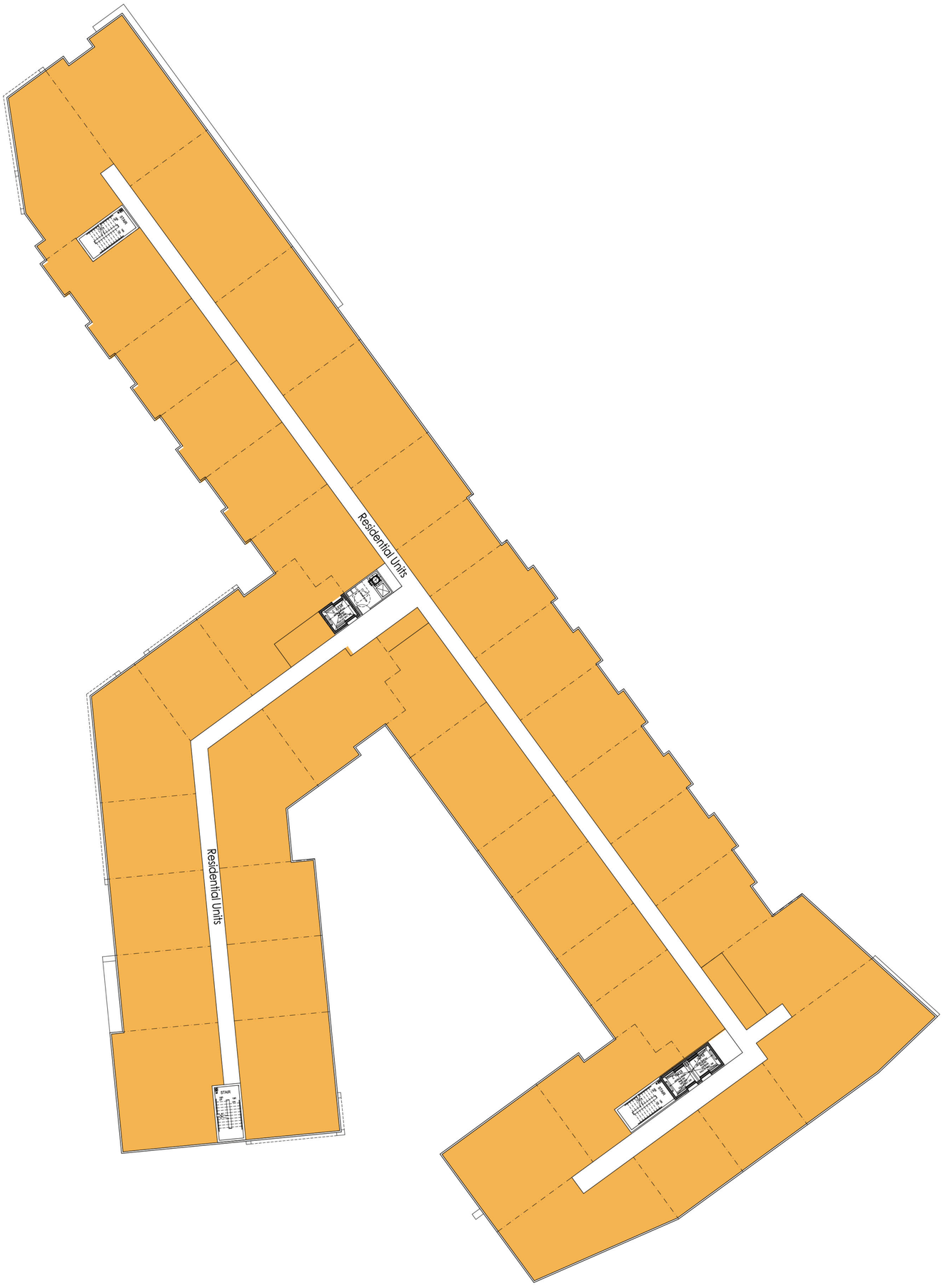
SEAL

COMMONWEALTH OF VIRGINIA
SAMI M KOKDIL
No. 011557
ARCHITECT

LINCOLN AT COMMERCE PARK
RESTON, VA

0' 8' 16' 32'

A1.04



A1.05

LINCOLN AT COMMERCE PARK
RESTON, VA

0' 8' 16' 32'

SEAL

TYP FLOOR PLAN

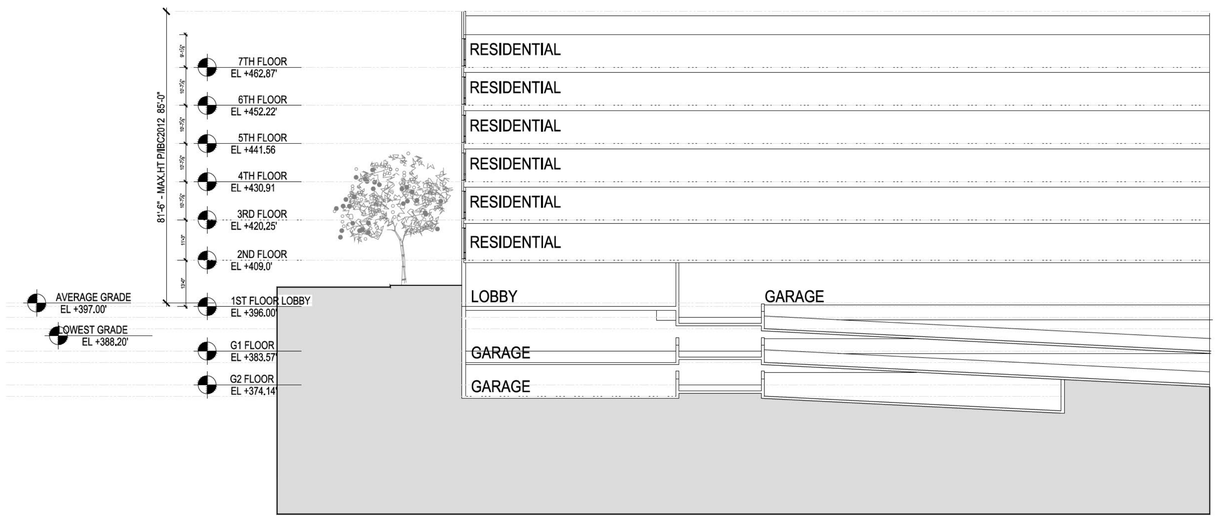
LINCOLN PROPERTY COMPANY

LIN23
Job Name:
Lincoln at Commerce

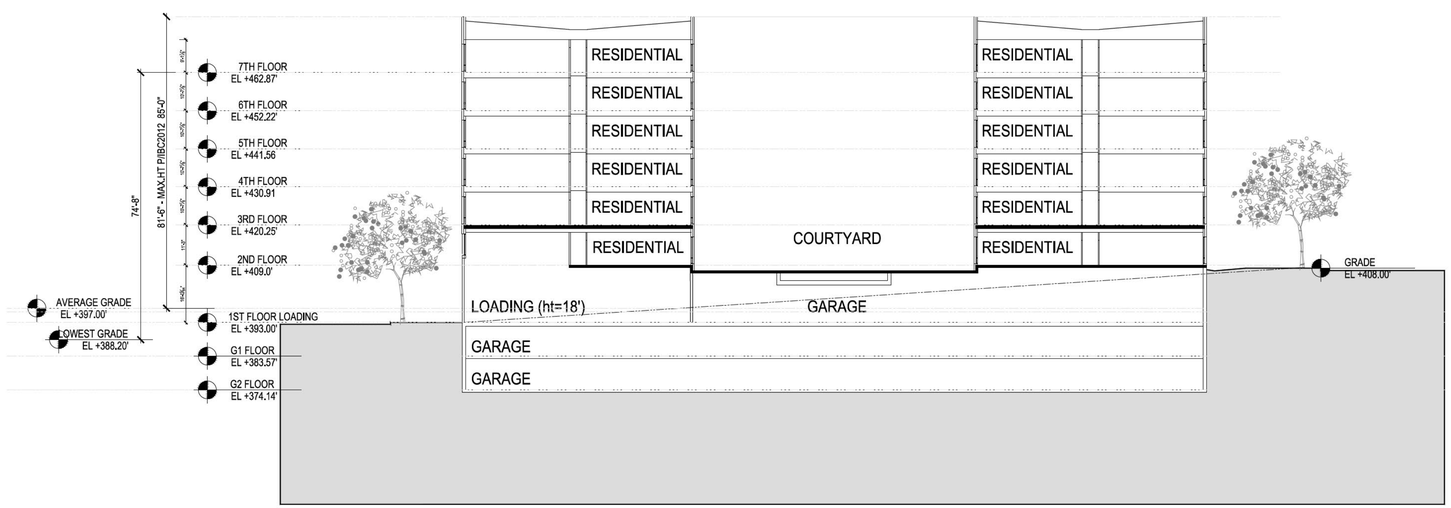
SCALE:
1/16"=1'-0"

08.24.2016

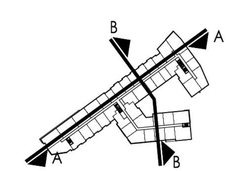
SK+I ARCHITECTURE



Section A-A



Section B-B



SK+I
ARCHITECTURE

Project №:
LIN23
Job Name:
Lincoln at Commerce
SCALE:
1" = 20'
08.24.2016

SECTIONS

LINCOLN PROPERTY COMPANY

SEAL

LINCOLN AT COMMERCE PARK
RESTON, VA

0' 10' 20' 40'

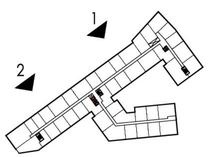
A1.06

1- ELEVATION- ASSOCIATION DR.

2- ELEVATION- ASSOCIATION DR.

LEGEND

1 BRICK - RED
2 BRICK - YELLOW
3 BRICK - BLACK
4 CEMENTITIOUS PLANK
5 CEMENTITIOUS PANEL
6 METAL PANEL
7 PRECAST
8 METAL COPING
9 PREFIN. MTL. RAILING AND FRAME
10 METAL & GLASS CANOPY
11 METAL CANOPY
12 ROLL UP DOOR
13 LOUVERS



SK+I ARCHITECTURE

Project №: LIN23
Job Name: Lincoln at Commerce
SCALE: 1/20" = 1'0"
08.24.2016

ELEVATIONS

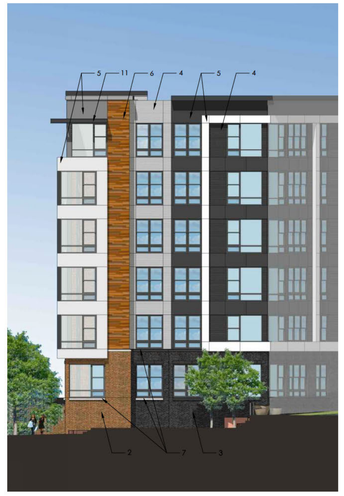
LINCOLN PROPERTY COMPANY

SEAL

COMMONWEALTH OF VIRGINIA
SAMI M KOKDIL
No. 011557
ARCHITECT

LINCOLN AT COMMERCE PARK
RESTON, VA

A1.07



1- ELEVATION-
ASSOCIATION DR. & SUNRISE VALLEY DR.

2- ELEVATION- SUNRISE VALLEY DR. COURTYARD

3- ELEVATION- SUNRISE VALLEY DR.

4- ELEVATION- SUNRISE VALLEY DR.

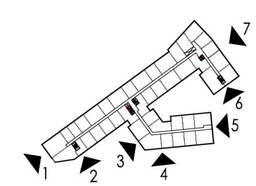
5- ELEVATION
SUNRISE VALLEY DR. & COMMERCE PARK DR.

6- ELEVATION
COMMERCE PARK DR. & SUNRISE VALLEY DR.

7- ELEVATION- MAIN ENTRANCE
COMMERCE PARK DR.

LEGEND

1 BRICK - RED
2 BRICK - YELLOW
3 BRICK - BLACK
4 CEMENTITIOUS PLANK
5 CEMENTITIOUS PANEL
6 METAL PANEL
7 PRECAST
8 METAL COPING
9 PREFIN. MTL. RAILING AND FRAME
10 METAL & GLASS CANOPY
11 METAL CANOPY
12 ROLL UP DOOR
13 LOUVERS



SK+I ARCHITECTURE

Project №: LIN23
Job Name: Lincoln at Commerce
SCALE: 1/20" = 1'0"
08.24.2016

ELEVATIONS

LINCOLN PROPERTY COMPANY

SEAL

COMMONWEALTH OF VIRGINIA
SAMI M KOKDIL
No. 011557
ARCHITECT

LINCOLN AT COMMERCE PARK
RESTON, VA

A1.08

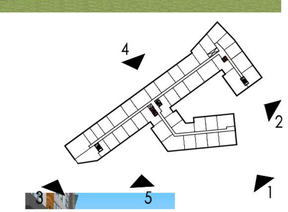
1_ COMMERCE PARK DR & SUNRISE VALLEY DR.

2_ SUNRISE VALLEY DR. & COMMERCE PARK DR

3_ SUNRISE VALLEY DR. & ASSOCIATION DR.- PUBLIC SPACE

4_ ASSOCIATION DR.- SECUNDARY ENTRANCE

5_ SUNRISE VALLEY DR.- PUBLIC SPACE



SK+I ARCHITECTURE

Project Nº: LIN23
Job Name: Lincoln at Commerce
SCALE: 1/20" = 1'0"
08.24.2016

PERSPECTIVES

LINCOLN PROPERTY COMPANY

SEAL

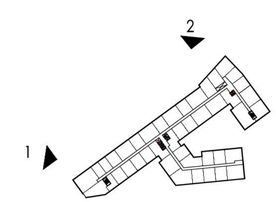
COMMONWEALTH OF VIRGINIA
SAMI M KOKDIL
No. 011557
ARCHITECT

LINCOLN AT COMMERCE PARK
RESTON, VA

A1.09

1_ ASSOCIATION DR.

2_ ASSOCIATION DR.



SK+I ARCHITECTURE

Project №: LIN23
Job Name: Lincoln at Commerce
SCALE: 1/20" = 1'0"
08.24.2016

PERSPECTIVES

LINCOLN PROPERTY COMPANY

SEAL

COMMONWEALTH OF VIRGINIA
SAMI M KOKDIL
No. 011557
ARCHITECT

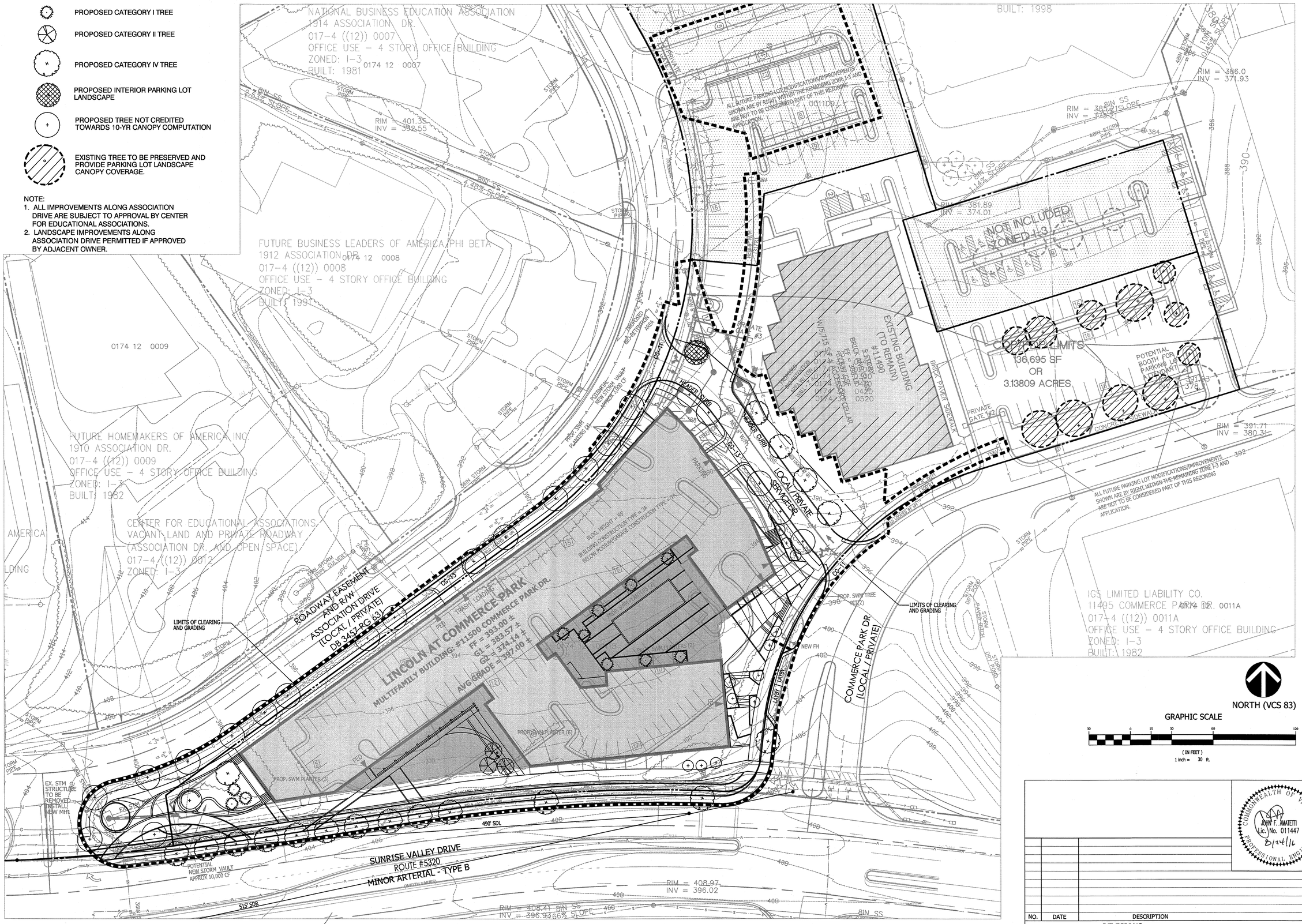
LINCOLN AT COMMERCE PARK
RESTON, VA

A1.10

Legend

- PROPOSED CATEGORY I TREE
- PROPOSED CATEGORY II TREE
- PROPOSED CATEGORY IV TREE
- PROPOSED INTERIOR PARKING LOT LANDSCAPE
- PROPOSED TREE NOT CREDITED TOWARDS 10-YR CANOPY COMPUTATION
- EXISTING TREE TO BE PRESERVED AND PROVIDE PARKING LOT LANDSCAPE CANOPY COVERAGE.

NOTE:
1. ALL IMPROVEMENTS ALONG ASSOCIATION DRIVE ARE SUBJECT TO APPROVAL BY CENTER FOR EDUCATIONAL ASSOCIATIONS.
2. LANDSCAPE IMPROVEMENTS ALONG ASSOCIATION DRIVE PERMITTED IF APPROVED BY ADJACENT OWNER.



NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

LANDSCAPE PLAN

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE: 08/10/2015	
DES. NPK	DWN. PNN
SCALE: 1" = 30'	
PROJECT/FILE NO. VV7097H	
SHEET NO. L-1	

FILE: P:\projects\7097\7097H\CADD - PV\PLANNING\PLANNING DRAWINGS\7097H100 L-1 LA.dwg USER: Nguyen DATE: August 24, 2016 TIME: 2:10:54 PM

Table 12.3 Tree Preservation Target Calculations and Statement			August 23, 2016
A	Pre-development area of existing tree canopy (from Exisiting Vegetation Map)(SF) =	31,274	see § 12-0508.2
B	Percentage of gross site area covered by existing tree canopy =	22.9%	
C	Percentage of 10-year tree canopy required for site =	10%	see Table 12.4
D	Percentage of the 10-year tree canopy requirement that should be met through tree preservation =	22.9%	
E	Proposed percentage of canopy requirement that will be met through tree preservation =	40.2%	
F	Has the Tree Preservation Target minimum been met?	Yes	Provide Yes or No
G	If No for line A 6, then a request to deviate from the Tree Preservation Target shall be provided on the plan that states one or more of the justifications listed in § 12-0508.3 along with a narrative that provides a site-specific explanation of why the T	–	Provide sheet number, see § 12-0508.3
H	If step A 7 requires a narrative, it shall be prepared in accordance with § 12-0508.4	–	see § 12-0508.4
I	Place this information prior to the 10-year Tree Canopy Calculations as per instructions in Table 12.10.	–	

P:\projects\7097\7097H\DATA -X\Landscape & Trees\[10-yr Tree Canpy Reqmnt's (2016.08.23).xls]Sheet1 (2)

Table 12.10 10-Year Tree Canopy Calculation Worksheet			August 23, 2016
Step		Totals	Reference
A. Tree Preservation Target and Statement			
A 1	Place the Tree Preservation Target calculations and statement here preceeding the 10-year tree canopy	SEE THIS SHEET L-2	see § 12-0508.2 for list of required elements and worksheet
B. Tree Canopy Requirement			
B1	Identify gross site area (SF) =	136,695	§ 12-0511.1A
B2	Subtract area dedicated to parks, road frontage(SF) =	0	§ 12-0511.1B
B3	Subtract area of exemptions(SF) =	0	§ 12-0511.1C(1) through § 12-0511.1C(6)
B4	Adjusted gross site area (B1-B2,B3)(SF) =	136,695	Square feet
B5	Identify the site's zoning and/or use	PDC	
B6	Percentage of 10-year tree canopy required =	10%	§ 12-0510.1 and Table 12.4
B7	Area of 10-year Tree Canopy Required (B4 x B6)(SF) =	13,670	Square feet
B8	Modification of 10-year Tree Canopy Requirements requested?	NO	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) =	3,127	Square Feet
C 2	Total canopy area meeting standards of § 12-0400 (SF) =	4,399	Square Feet
C 3	C 2 x 1.25(SF) =	5,499	§ 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 =	5,499	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) =	8,171	Square feet
D 2	Area of canopy planted for air quality benefits =	750	Square feet
D 3	D 2 x 1.5 (SF) =	1,125	§ 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 =	3,375	Square feet
D 9	D 8 x 1.5 (SF) =	5,063	§ 12-0510.4B(4)
D 10	Area of canopy provided by native trees =	1,000	Square feet
D 11	D 10 x 1.5 (SF) =	1,500	§ 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=	0	
	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 =	550	Square feet
D 17	Total of canopy area provided through tree planting =	8,238	Square feet
D 18	Is an offsite planting relief requested?	NO	Yes or No
D 19	Tree Bank or Tree Fund?	NO	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) =	5,499	Square Feet
E 2	Total of canopy area provided through tree planting (D 17) =	8,238	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)	13,737	Total of E 1 through E 3, area should meet or exceed area in B 7

P:\projects\7097\7097H\DATA -X\Landscape & Trees\[10-yr Tree Canpy Reqmnt's (2016.08.23).xls]Sheet1 (2)

LINCOLN AT COMMERCE PARK
PRELIMINARY TREE CANOPY COVERAGE SCHEDULE

KEY CATEGORY	QUANTITY	BOTANICAL NAME	COMMON NAME	STOCK SIZE	CANOPY CREDIT (SF)	ADDITIONAL CREDIT (SF)	TOTAL CREDIT (SF)	STOCK TYPE
CATEGORY I – TREES								
La		Ilex x attenuata 'Fosteri'	Foster Holly	8' Ht	50	–	–	B&B
To		Thuga occidentalis 'nigra'	Dark Green American Arborvitae	8' Ht	50	–	–	B&B
	11				CATEGORY I SUBTOTAL		550	
CATEGORY II – TREES								
Aa		Amelanchier arborea	Downey Serviceberry	3" Caliper	125	187.50(WL)	–	B&B
Al		Amelanchier laevis	Alleghney Serviceberry	3" Caliper	125	187.50(WL)	–	B&B
Cf		Cornus florida "Cherokee Princess"	"Cherokee Princess" Dogwood	3" Caliper	125	187.50(WL)	–	B&B
Cc		Cercis canadensis	Eastern Redbud	3" Cla(6'Ht)	125	187.50(N)	–	B&B
Io		Ilex opaca	American Holly	3" Cla(6'Ht)	125	187.50(N)	–	B&B
Mv		Magnolia virginiana	Sweetbay Magnolia	3" Caliper	125	187.50(N)	–	B&B
Oa		Oxydendrum arboreum	Sourwood	3" Caliper	125	187.50(N)	–	B&B
Sa		Sassafras albidum	Sassafras	3" Caliper	125	187.50(N)	–	B&B
	3				CATEGORY II SUBTOTAL		562.5	
CATEGORY IV – TREES								
Ar		Acer rubrum	Red Maple	3" Caliper	250	375.00(WL)	–	B&B
As		Acer saccharum	Sugar Maple	3" Caliper	250	375.00(WL)	–	B&B
Lt		Liriodendron tulipifera	Tulip Poplar	3" Caliper	250	375.00(WL)	–	B&B
Pa		Platanus acefolia	London planetree	3" Caliper	250	375.00(N)	–	B&B
Pv		Pinus virginiana	Virginia Pine	3" Caliper	250	375.00(WL)	–	B&B
Qp		Quercus phellos	Willow Oak	3" Caliper	250	375.00(WL)	–	B&B
Zs		Zelkova serrata green vase	Green Vase Zelkova	3" Caliper	250	375.00(AQ)	–	B&B
	19				CATEGORY VI SUBTOTAL		7,125.5	
TOTAL TREE COVERAGE PROVIDED BY PLANTING							8,237.5 SF	

August 23, 2016
Lincoln at Commerce Park (VV7097H)

Supplemental 10-Year Tree Canopy Coverage Summary
(See Tables 12.3 and 12.10 for detailed information and calculations)

1. Gross Site Area = 136,695 SF
   a. Minus Dedication Area(s) = 0 SF
   b. Minus Exemption Area(s) = 0 SF
2. Adjusted Gross Site Area = 136,695 SF
3. Required 10-Year Tree Canopy Coverage (from Table 12.4) = 10%
4. **Required 10-Year Tree Canopy Coverage = 13,670 SF** (#2 x #3 = 13,670 SF)
5. Area of Existing Tree Canopy (See EVM Sheet 23.5) = 31,274 SF
6. % of Gross Site Area covered by Existing Tree Canopy = 22.9% or .22879 (#5 / #1 = 22.9%)
7. **Target: Required 10-Year Tree Canopy that should be met through Preservation of Existing Trees = 3,127 SF (#4 x #6 = 3,127 SF)**
8. Area of Existing Tree Canopy to be Preserved = 4,399 SF (see EVM & Landscape Computations)
9. Area of Existing Tree Canopy to be Preserved w/ 1.25 benefit = 5,499 SF (4,399 SF x 1.25 = 5,499 SF)
10. **Total Area of Existing Tree Canopy to be Preserved = 5,499 SF**
11. **Tree Preservation Target Met? YES (5,499 SF > 3,127 SF)** if "NO" See Target Deviation Request & Narrative)
12. Resultant Area of Required 10-Year Tree Canopy to be Provided Through Tree Planting = 8,171 SF (#4 minus #10 = 8,171 SF)
13. 10-Year Canopy Area of Proposed Tree Planting = 8,238 SF
14. **Total Tree Canopy Provided = 18,612 SF (#10 + #13)**
15. **Required 10-Year Tree Canopy Coverage Met? = YES 13,737 SF > 13,670 SF (#14 > #4)**

p:\projects\7097\7097h\data -x\landscape & trees\10-yr canopy supplemental comps 2016.08.23).docx

Table 12.13 Interior Parking Lot Landscaping Calculations		
		Remarks
Area to be counted (SF) =	24,413	square feet
Interior Landscaping Required (5%) =	1,220.7	square feet
Total Shade tree Canopy Provided		
(11 Existing Trees Preserved)	4,399	Counting benefit credits
(1 New Proposed Category IV Tree)	250	Counting benefit credits
See EVM: C-5 & Pkg Exhibit: L-3		
Total Area Required (SF) =	1,220.7	5.0%
Total Area Provided (SF)=	4,699	19.0%

P:\projects\7097\7097H\DATA -X\Landscape & Trees\[10-yr Tree Canpy Reqmnt's (2016.08.23).xls]Sheet1

* SEE PARKING COMPOUND EXHIBIT ON SHEET L-3.

* SEE SHEET C-6 FOR URBAN PARK CALCULATION

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
LIC. NO. 011447
8/24/16
PROFESSIONAL ENGINEER

VV

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

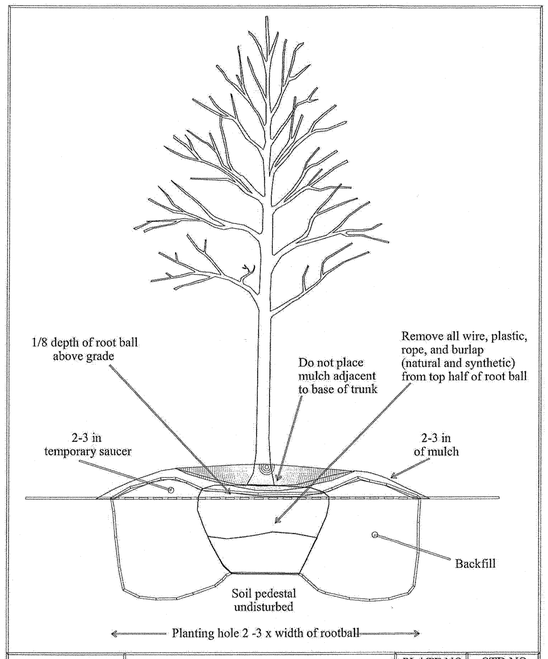
LANDSCAPE TABULATIONS AND EXHIBITS

VIKA REVISIONS
09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE: 08/10/2015
DES. NPK
DWN. PNN
SCALE: AS SHOWN
PROJECT/FILE NO. VV7097H
SHEET NO. L-2

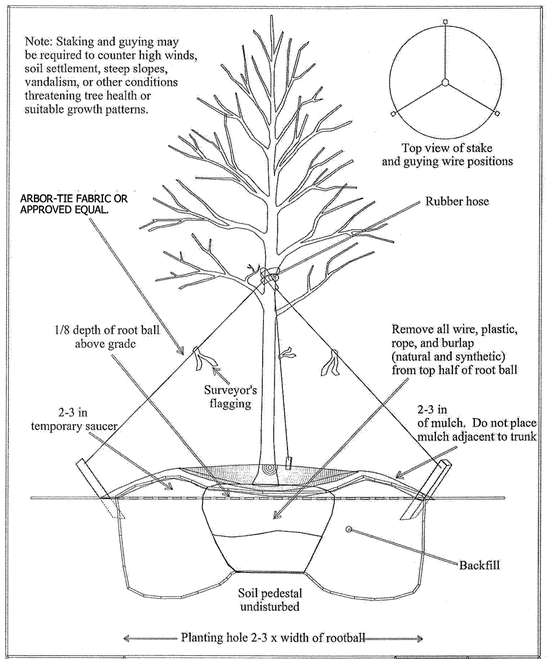
FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 L-2 L-3 LA.dwg USER: Nguyen DATE: August 30, 2016 TIME: 11:36:01 AM

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL

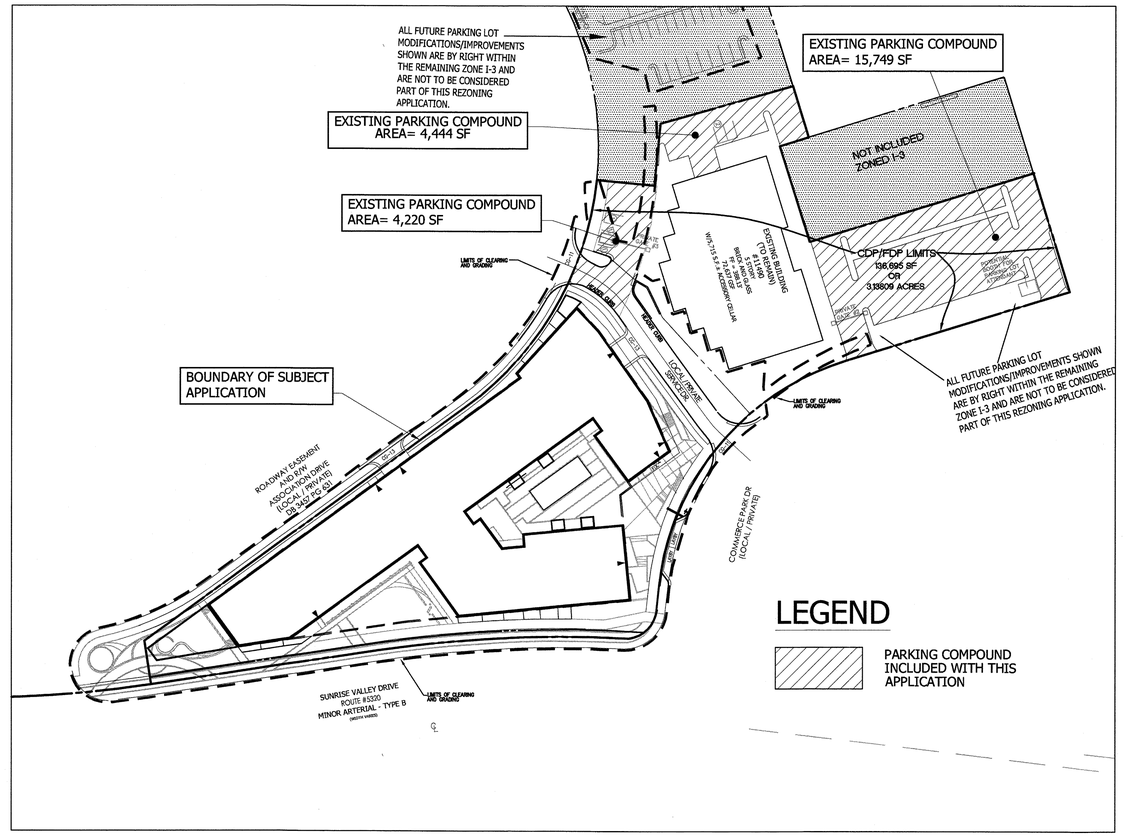


Reference: Section 12-0805.3A	TREE PLANTING	PLATE NO	STD NO
		8-12	

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL



Reference Sec 12-0805.3C	TREE GUYING FOR TREES 3 INCHES IN CALIPER AND GREATER WHEN REQUIRED	PLATE NO	STD NO
		10-12	



PARKING COMPOUND AREA EXHIBIT

NOT TO SCALE

Virginia Cooperative Extension

REPRINTED 2004

Horticulture

PUBLICATION 430-295

Tree and Shrub Planting Guidelines

*Bonnie Lee Appleton and Susan French**

Plant and Site Selection

Select trees and shrubs well-adapted to conditions of individual planting sites. Poorly-sited plants are doomed from the start, no matter how carefully they're planted.

Test soil drainage before planting. Dig a test hole as deep as your planting hole and fill with water. If water drains at a rate of less than one inch per hour, consider installing drainage to carry water away from the planting hole base, or moving or raising the planting site (berm construction).

Also **consider using more water-tolerant species.** For trees, try red maple, sycamore, bald cypress, willow oak, or river birch. For shrubs, try inkberry, redtwig dogwood and buttonbush. Avoid dogwoods, azaleas, boxwoods, Japanese hollies, and other plants that don't like "wet feet" where drainage is poor.

Examine soil for compaction before planting. If soils are compacted, consider replacement with a good loam soil, or incorporation of several inches of an organic material such as composted yard waste to a depth of at least 8 inches over the entire planting area. **Do not incorporate small quantities of sand** - compaction will increase and drainage decrease.

Site Preparation

Dig shallow planting holes two to three times as wide as the root ball. Wide, shallow holes encourage horizontal root growth that trees and shrubs naturally produce.

In well-drained soil, **dig holes as deep as the root ball.** In poorly-drained heavy clay soil, dig holes one to two inches shallower than the root ball. Cover the exposed root ball top with mulch.

Don't dig holes deeper than root balls or put loose soil beneath roots because loose soil will compact over time, leaving trees and shrubs planted too deep. Widen holes near the soil surface where most root growth occurs. Score walls of machine-dug (auger, backhoe) holes to prevent glazing.

Backfill holes with existing unamended soil. Do not incorporate organic matter such as peatmoss into backfill for individual planting holes. Differences in soil pore sizes will be created causing problems with water movement and root growth between the root ball, planting hole, and surrounding soil.

Backfill half the soil, then **water thoroughly to settle out air pockets.** Finish backfilling, then water again. Cover any exposed root ball tops with mulch.

Incorporate slow-release granular fertilizers into backfill soil to provide nitrogen, or if a soil test indicates a need for phosphorus or potassium. **Avoid using fast-release agronomic fertilizers that can dehydrate tree roots.** Use no more than 1# actual nitrogen per 1,000 ft. of planting hole surface. (Example - if using 18-6-12 with a 5' diameter hole, incorporate 0.3 oz. per planting hole.)

Tree and Shrub Preparation

Closely inspect the wrapping around root balls of B&B (balled and burlapped) trees and shrubs. Growers use many synthetic materials, as well as burlap treated to retard degradation, to wrap root balls. Many of these materials will not degrade. To insure root growth into surrounding soil, **remove pinning nails or rope lacing, then cut away or drop the wrapping material to the bottom of the planting hole,** backfilling over it.

Wire baskets used to protect root balls degrade very slowly underground. **Remove the top 8-12 inches of wire** to keep equipment from getting caught in wire loops, and surface roots from girdling.

Remove all rope, whether jute or nylon, from trunks. Again, degradation is slow or nonexistent, and ropes can girdle trunks and roots.

Remove plastic containers from container-grown trees and shrubs. For plants in fiber pots, break away the top or remove the pot entirely. Many fiber pots are coated to extend their shelf life, but this slows degradation below ground and retards root extension.

If roots are circling around the root ball exterior, cut through the roots in a few places. Cutting helps prevent circling roots from eventually girdling the trunk. Select trees grown in containers with vertical ribs or a copper-treatment on the interior container wall. These container modifications and treatments minimize circling root formation.

Tree Care After Planting

Remove tags and labels from trees and shrubs to prevent girdling branches and trunks.

Good follow-up watering helps promote root growth. Drip irrigation systems and water reservoir devices can facilitate watering.

Mulch, but don't over mulch newly planted trees and shrubs. **Two to three inches of mulch is best** - less if a fine material, more if coarse. Use either organic mulches (shredded or chunk pine bark, pine straw, composts) or inorganic mulches (volcanic and river rocks).

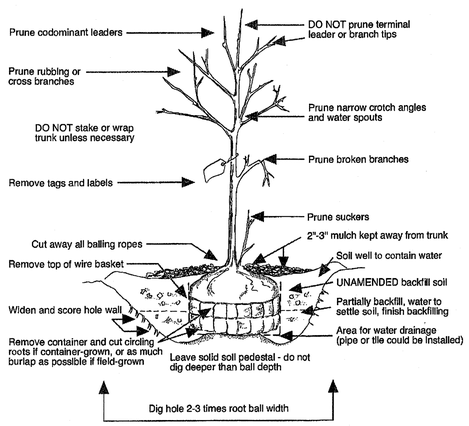
Keep mulch from touching tree trunks and shrub stems. This prevents disease and rodent problems if using organic mulches, and bark abrasion if using inorganic mulches.

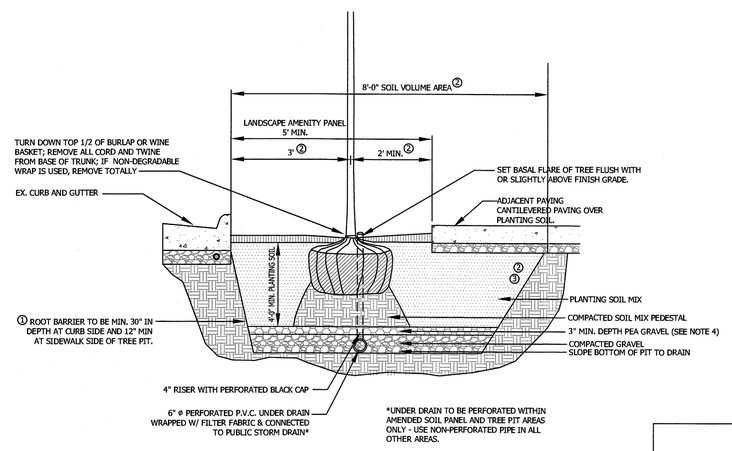
Don't use black plastic beneath mulch around trees and shrubs because it blocks air and water exchange. For added weed control, use landscape fabrics that resist weed root penetration. Apply only one to two inches of mulch atop fabrics to prevent weeds from growing in the mulch.

Only stake trees with large crowns, or those situated on windy sites or where people may push them over. Stake for a maximum of one year. Allow trees a slight amount of flex rather than holding them rigidly in place. Use guying or attaching material that won't damage the bark. To prevent trunk girdling, remove all guying material after one year.

Most trees should not have their trunks wrapped. Wrapping often increases insect, disease, and water damage to trunks. Thin-barked trees planted in spring or summer into hot or paved areas may benefit from wrapping if a white wrap is used. To avoid trunk girdling, do not attach wraps with wire, nylon rope, plastic ties, or electrical tape. If wraps must be used, remove within one year.

For protection against animal or equipment damage, install guards to protect the trunk. Be sure the guards are loose-fitting and permit air circulation.





STREET TREE PIT SECTION

NOT TO SCALE

NOTE

1. ROOT BARRIERS WILL BE PROVIDED WITH THE SITE PLAN IF REQUIRED.
2. A MINIMUM ROOTING AREA OF 8 FEET IN WIDTH TO BE ACHIEVED WITH TECHNIQUES TO PROVIDE NON-COMPACTED SOIL BELOW ADJACENT PAVING, WITH NO RESTRICTIVE BARRIER TO ROOT GROWTH WITHIN THREE (3) FEET OF THE BASE OF THE TREE.
3. FOR REQUIRED PLANTING VOLUMES SEE PROFFER #14.
4. NON-WOVEN GEOTEXTILE FABRIC MAY SUBSTITUTE THE 3" PEA GRAVEL PER VA DCR SW DESIGN SPEC NO-9, APPX 9-A, SEC 9-A-7.

*Extension Specialist and Extension Technician, respectively; ARBC, Hampton Roads; Virginia Tech

Virginia Tech — VIRGINIA POLYTECHNIC INSTITUTE AND STATE UNIVERSITY

Virginia Cooperative Extension programs and employment are open to all, regardless of race, color, religion, sex, age, veteran status, national origin, disability, or political affiliation. An equal opportunity/affirmative action employer. Issued in furtherance of Cooperative Extension work, Virginia Polytechnic Institute and State University, Virginia State University, and the U.S. Department of Agriculture cooperating. F. Salinetro, Director, Virginia Cooperative Extension, Virginia Tech, Blacksburg; Lawrence W. Lyons, Administrator, 1890 Extension Program, Virginia State, Petersburg.
V-10000(Ver-01)03

VIRGINIA STATE UNIVERSITY

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE ■ SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 787-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

LANDSCAPE DETAILS AND SPECIFICATIONS

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/24/16
PROFESSIONAL ENGINEER

DATE: 08/10/2015	
DES. NPK	DWN. PNN
SCALE: AS SHOWN	
PROJECT/FILE NO. VV7097H	
SHEET NO. L-3	

FILE: P:\projects\7097\7097H\CADD - P\PLANNING\PLANNING DRAWINGS\7097H100 L-2 L-3 LA.dwg USER: Nguyen DATE: August 30, 2016 TIME: 11:47:33 AM

PUBLIC OPEN SPACE NARRATIVE

Located within ½ mile of the Wiehle-Reston East Metro stop on the Silver Line and adjacent to the Sunrise Valley Drive multi-use trail, Lincoln at Commerce Park is positioned to become a pedestrian gateway to the Metro for both future residents and the greater community. Lincoln at Commerce Park will become a known place, a landmark on the Sunrise Valley Drive trail that will guide them through the site and to the Metro.

The series of public open spaces in the Lincoln at Commerce Park project are highly designed green pulses that will become interjections in the traditional trail format. This will be done by engaging trail users and crafting the story of a transition from the traditional development form that has made Reston so successful to the future Transit Oriented Development (TOD) at the Wiehle-Reston Station.

PARK ONE - The first pulse (L-6)

At the corner of Sunrise Valley Drive and Association Drive, the first pulse on the trail will be a public park with programmed uses designed to promote both passive and active engagement with the space. The curvilinear forms of the park draw from the organic character of the greater Reston area. On the corner, the first of a series of public art installations will serve as an icon introducing users to both our site and the large Wiehle-Reston station area. There will be traditional trail amenities in a respite zone off of the trail which will include bicycle parking, repair station, water fountain, and seating areas. To address the topography of the site a protected play area will engage children with natural elements and activities on a lower terrace.

PARK TWO - The second pulse (L1-7)

The second pulse, is the largest public park and will have a mix of passive and active programming. This space is anchored by a large open lawn accented by a mix of paving materials and surrounded by natural plantings. The plantings are used to reinforce the public nature of the park by providing a visual and physical separation from our proposed building, engaging the public along Sunrise Valley Drive. Bio-retention basins address the both the East and West end of the park providing opportunity for civic engagement and promoting sustainable development initiatives. The shade structure on the northern edge of the park will be a contemporary mix of materials and be highlighted with artistic swinging benches. The park allows for flexible programming and instances of free play that will allow it to remain dynamic and active throughout the year.

PARK THREE - The third pulse (L1-8)

The third pulse is a linear park that wraps from the southeast corner of the proposed building to the northeast. It is designed to draw people from along Sunrise Valley Drive in to both our site and to the Weihle-Reston Station. As Commerce Park Drive slopes down in to the project site, a series of terraces fold down catching grade along the proposed building providing a sequence of intimate yet open experiences. Art will be woven through this park in a series of statements that will become integral to the identity of the park. It will become a known place to experience local culture and a place where local artists can begin to showcase their work in a public forum. The dedicated art walk, which wraps around the northeast corner of the building lobby, will be a space with colorful murals and sculptural elements.

NOTE:
FOR ILLUSTRATIVE PURPOSES ONLY
ADJACENT PROPERTY REZONING APPLICATION NUMBER REFERENCE:
RZ-2015-HM-011
FDP 2015-HM-011
SEA 94-H-049

LandDesign
200 S. Peyton St., Alexandria, VA 22314
V: 703.549.7784 F: 703.549.4984
www.LandDesign.com

LINCOLN AT COMMERCE PARK
LANDSCAPE AND OPEN SPACE PLANS
Lincoln Property Company - Herndon, Virginia

ILLUSTRATIVE MASTER PLAN

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 11447
8/24/16
PROFESSIONAL ENGINEER

REVISIONS:
05/06/2016
07/06/2016
08/24/2016

DATE: 3/11/2016
DESIGNED BY: MC / CM
DRAWN BY: CM / JB
CHECKED BY: MC
Q.C. BY: MC
SCALE:
PROJECT #: 2015140

SHEET NUMBER:
L-4

FOR ILLUSTRATIVE PURPOSES ONLY

DULLES TOLL ROAD

metro

POTENTIAL FUTURE DEVELOPMENT

ALTERNATE PEDESTRIAN ROUTE TO METRO

¼ MILE FROM METRO PLATFORM

ASSOCIATION DRIVE

PROJECT LOCATION

COMMERCE PARK DRIVE

PREFERRED PEDESTRIAN ROUTE TO METRO

SUNRISE VALLEY DRIVE BICYCLE/PEDESTRIAN TRAIL

SUNRISE VALLEY DRIVE

COMMERCE METRO CENTER

WIEHLE AVE

LEGEND

- PROJECT SITE
- ALTERNATE ROUTE TO METRO
- PREFERRED ROUTE TO METRO
- SUNRISE VALLEY DRIVE MULTI-USE TRAIL

NORTH

50' 0' 50' 100' 200'

LandDesign.™

200 S. Peyton St., Alexandria, VA 22314
V: 703.549.7784 F: 703.549.4984
www.LandDesign.com

LINCOLN AT COMMERCE PARK LANDSCAPE AND OPEN SPACE PLANS

Lincoln Property Company - Herndon, Virginia

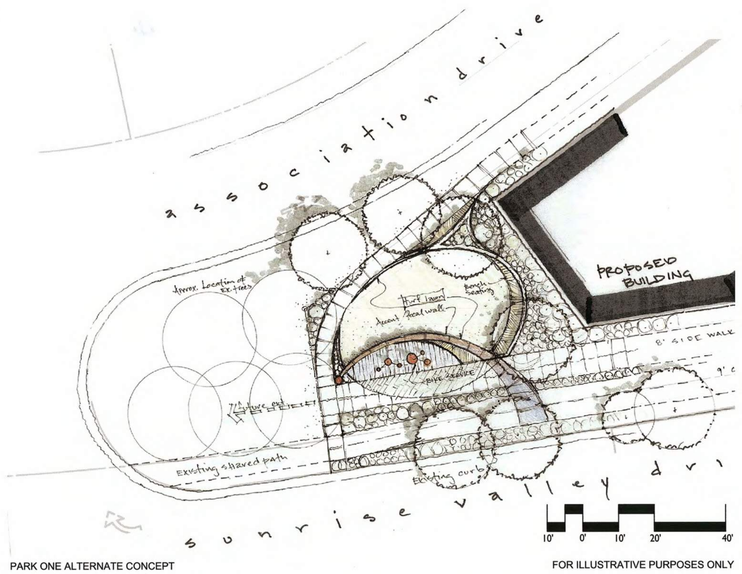
CIRCULATION DIAGRAM

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 11447
5/4/16
PROFESSIONAL ENGINEER

REVISIONS:
05/06/2016
07/06/2016
08/24/2016

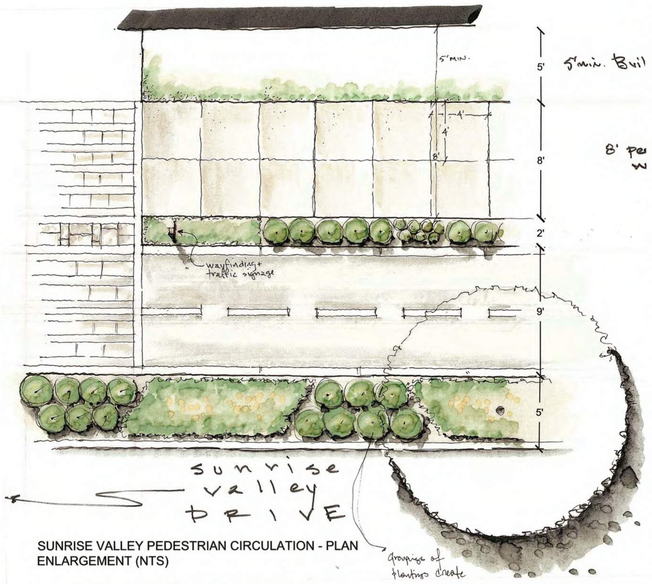
DATE: 3/11/2016
DESIGNED BY: MC / CM
DRAWN BY: CM / JB
CHECKED BY: MC
Q.C. BY: MC
SCALE:
PROJECT #: 2015140

SHEET NUMBER:
L-5

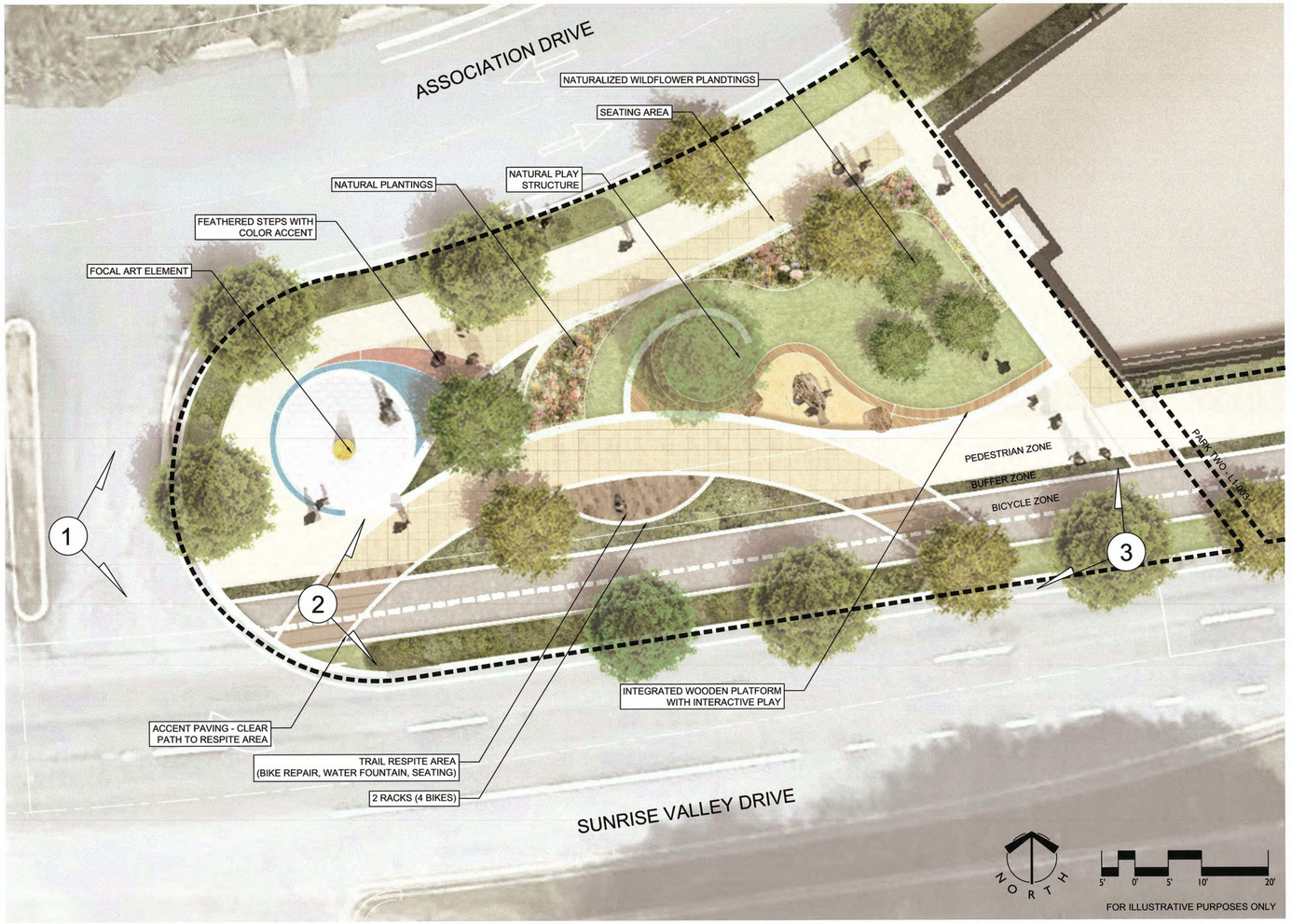


PARK ONE ALTERNATE CONCEPT

FOR ILLUSTRATIVE PURPOSES ONLY

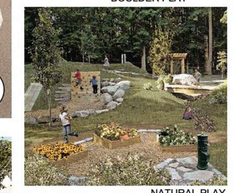


SUNRISE VALLEY PEDESTRIAN CIRCULATION - PLAN ENLARGEMENT (NTS)



FOR ILLUSTRATIVE PURPOSES ONLY

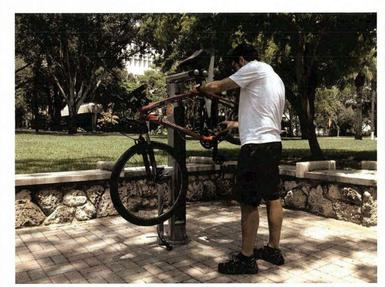
BOULDER PLAY



NATURAL PLAY

NATURAL PLAY

NATURAL PLAY



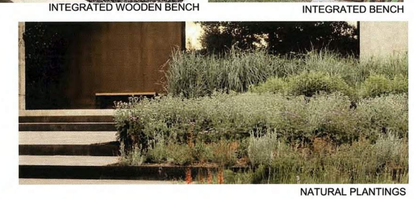
BIKE REPAIR

INTEGRATED WOODEN BENCH

INTEGRATED BENCH

NATURAL PLANTINGS

WATER FOUNTAIN



NATURAL PLANTINGS

LandDesign.
200 S. Peyton St., Alexandria, VA 22314
V: 703.549.7784 F: 703.549.4984
www.LandDesign.com

LINCOLN AT COMMERCE PARK
LANDSCAPE AND OPEN SPACE PLANS

Lincoln Property Company - Herndon, Virginia

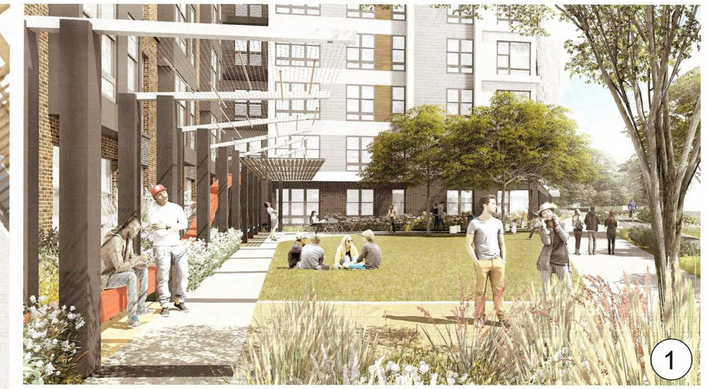
PLAN ENLARGEMENT - PARK ONE

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 11447
8/24/16
PROFESSIONAL ENGINEER

REVISIONS:
05/06/2016
07/06/2016
08/24/2016

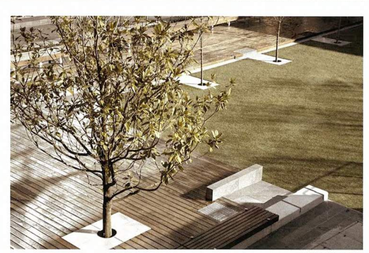
DATE: 3/11/2016
DESIGNED BY: MC / CM
DRAWN BY: CM / JB
CHECKED BY: MC
Q.C. BY: MC
SCALE:
PROJECT #: 2015140

SHEET NUMBER:
L-6



SHADE STRUCTURE

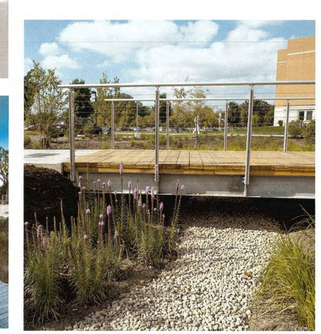
OUTDOOR SEATING



LAWN PANEL

MIX OF MATERIALS

BIO-RETENTION



BIO-RETENTION

SWING BENCH

LAWN AREA

LandDesign.™
200 S. Peyton St., Alexandria, VA 22314
V: 703.549.7784 F: 703.549.4984
www.LandDesign.com

LINCOLN AT COMMERCE PARK
LANDSCAPE AND OPEN SPACE PLANS

Lincoln Property Company - Herndon, Virginia

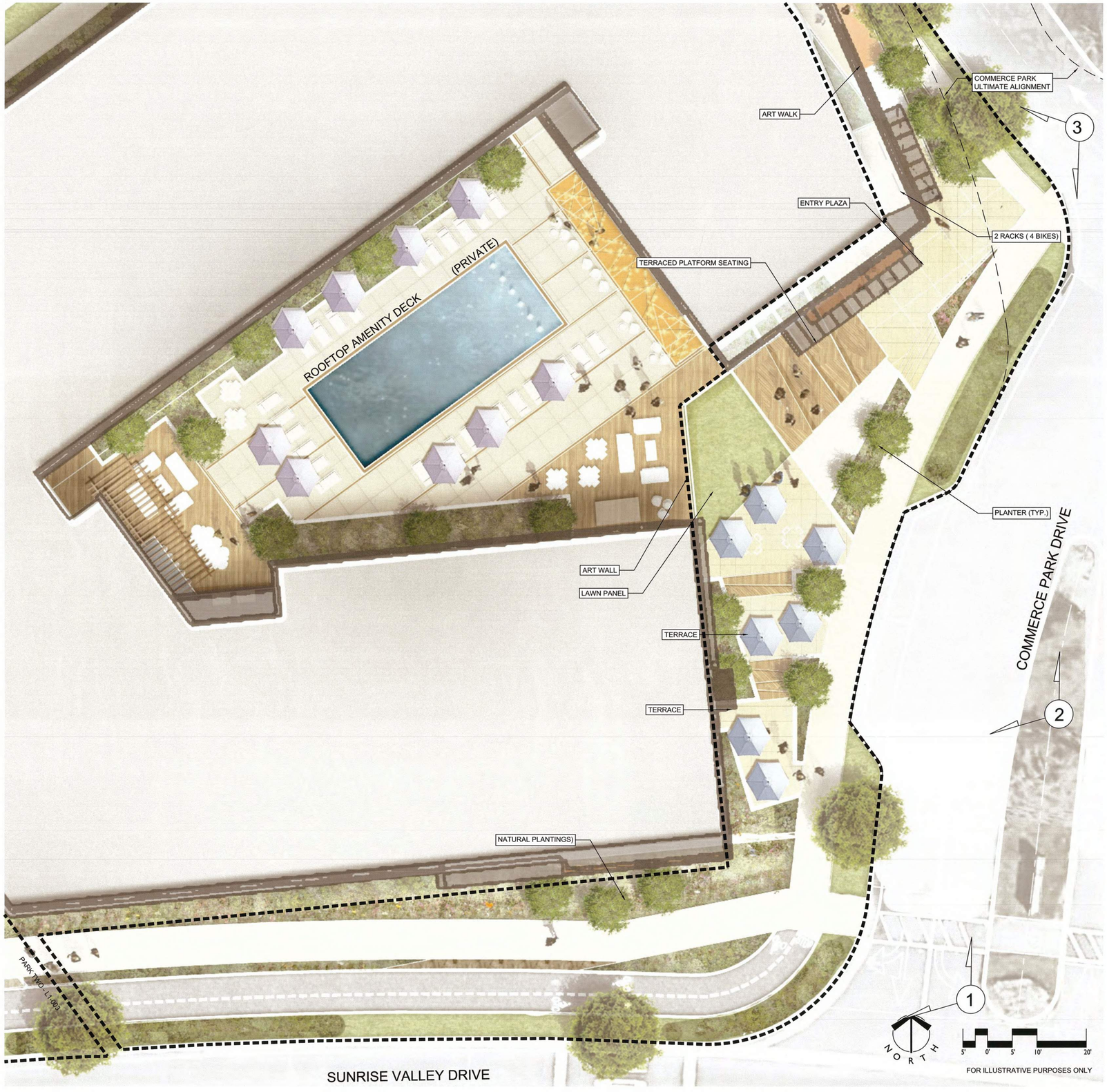
PLAN ENLARGEMENT - PARK TWO

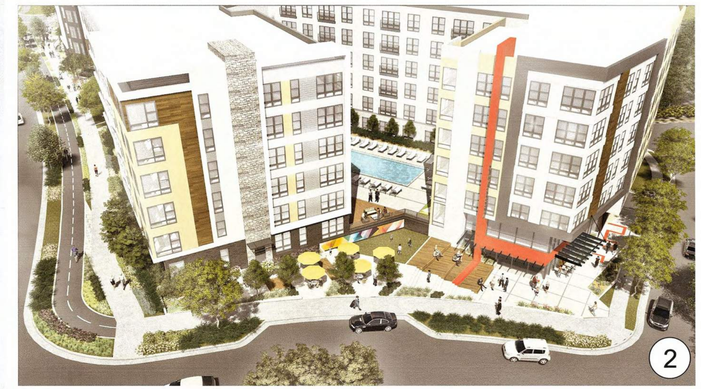
COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 11447
3/14/16
PROFESSIONAL ENGINEER

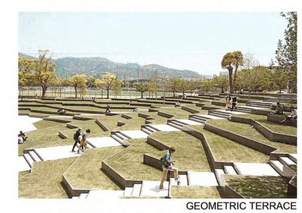
REVISIONS:
05/06/2016
07/06/2016
08/24/2016

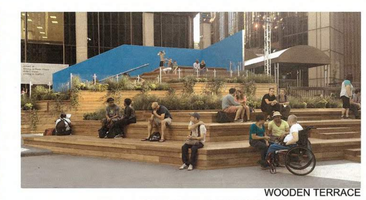
DATE: 3/11/2016
DESIGNED BY: MC / CM
DRAWN BY: CM / JB
CHECKED BY: MC
Q.C. BY: MC
SCALE:
PROJECT #: 2015140

SHEET NUMBER:
L-7






GEOMETRIC TERRACE


WOODEN TERRACE

UNIQUE LIGHTING

PLANT MATERIAL

ENTRY PAVING

LandDesign
200 S. Peyton St., Alexandria, VA 22314
V: 703.549.7784 F: 703.549.4984
www.LandDesign.com

LINCOLN AT COMMERCE PARK
LANDSCAPE AND OPEN SPACE PLANS

Lincoln Property Company - Herndon, Virginia

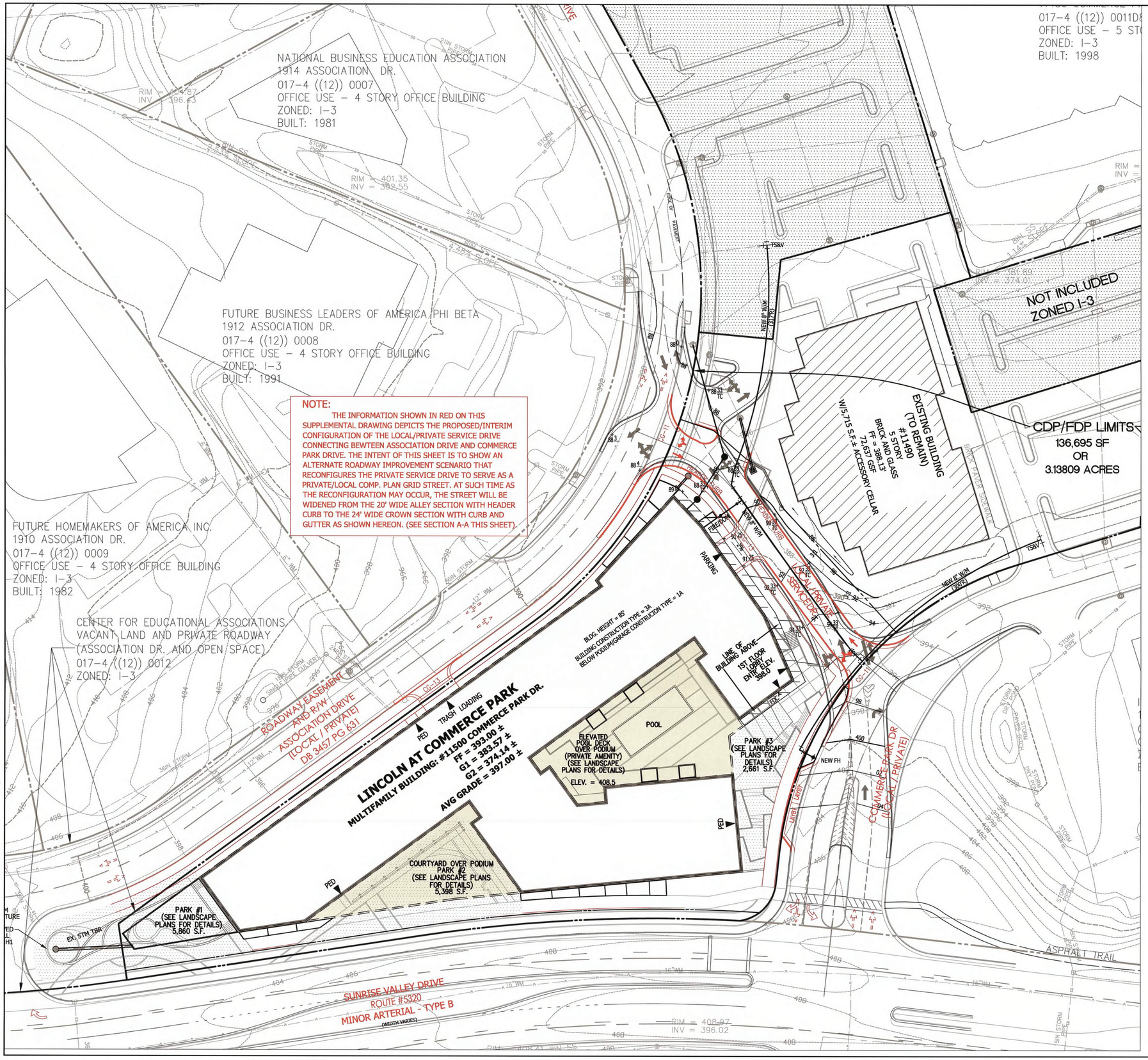
PLAN ENLARGEMENT - PARK THREE

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 11447
8/24/16
PROFESSIONAL ENGINEER

REVISIONS:
05/06/2016
07/06/2016
08/24/2016

DATE: 3/11/2016
DESIGNED BY: MC / CM
DRAWN BY: MC / JB
CHECKED BY: MC
Q.C. BY: MC
SCALE:
PROJECT #: 2015140

SHEET NUMBER:
L-8



LEGEND

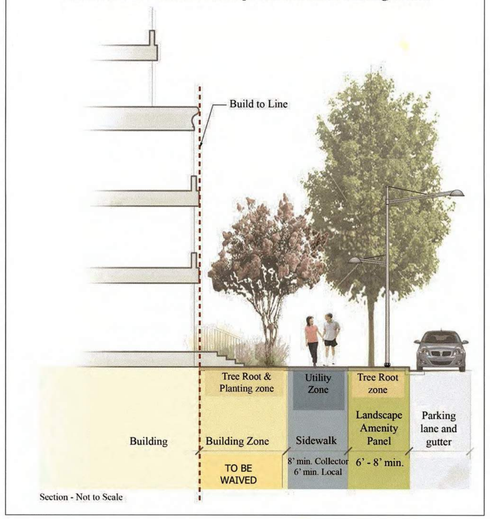
- PROPOSED BUILDING
- PROPOSED BUILDING PODIUM
- EXISTING BUILDING TO REMAIN
- BUILDING INGRESS/EGRESS ACCESS POINTS (AS NOTED)
- PED PARKING LOADING TRASH

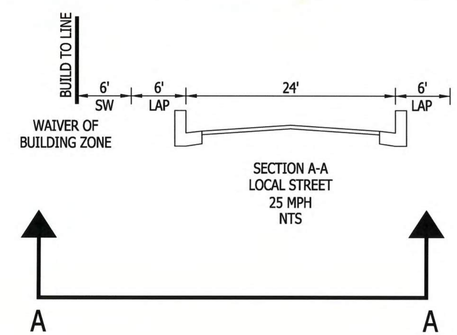
NOTES

1. THIS SHEET FOR SUPPLIMENTAL INFORAMTION TO SHOW POSSIBLE FUTURE PRIVATE LOCAL STREET ALIGNMENT.

2. THE GRADING SHOWN HEREON IS CONCEPTUAL ONLY. FINAL GRADING TO BE DEVELOPED WITH FUTURE DEVELOPMENT.

Figure 10.
Collector and Local Street Streetscape with Residential Building, Section





NORTH (VCS 83)

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

NO.	DATE	DESCRIPTION

REVISIONS

COMMONWEALTH OF VIRGINIA
JOHN F. AMATETTI
Lic. No. 011447
8/14/16
PROFESSIONAL ENGINEER

VIKA

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
VIKA VIRGINIA LLC
8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
(703) 442-7800 ■ FAX (703) 761-2787
W W W . V I K A . C O M

LINCOLN AT COMMERCE PARK

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SUPPLEMENTAL INFORMATION SHEET
ULTIMATE ROAD ALIGNMENT
LOCAL STREET GRID ALTERNATIVE

VIKA REVISIONS

09/30/2015
12/23/2015
03/11/2016 ADDRESS COMMENTS
05/06/2016 ADDRESS COMMENTS
08/24/2016 ADDRESS COMMENTS

DATE: 08/10/2015	
DES. JFA	DWN. JAW
SCALE: 1"=30'	
PROJECT/FILE NO. VV7097H	
SHEET NO. S-1	

FILE: P:\projects\7097\7097H\CADD - PV\PLANNING\PLANNING DRAWINGS\7097H100 S-1 SUPP FUTURE STREETS.dwg USER: walsh DATE: August 30, 2016 TIME: 12:51:44 PM

DATE: 3/11/2016
DESIGNED BY: CM
DRAWN BY: CM, SH
CHECKED BY: MC
Q.C. BY: MC
SCALE: 1" = 60'
PROJECT #: 2015140

SHEET NUMBER:
S-2

REVISIONS:
05/06/2016
07/06/2016
08/24/2016

COMMONWEALTH OF VIRGINIA
PROFESSIONAL ENGINEER
MARK A. MAZZETTI
Lic. No. 11447
11/11/15

LINCOLN AT COMMERCE PARK

CDP / FDP

LINCOLN PROPERTY COMPANY; FAIRFAX COUNTY, VA

MASTER PLAN- FUTURE DEVELOPMENT

LandDesign®
200 S. Peyton St., Alexandria, VA 22314
V: 703.549.7784 F: 703.549.4984
www.LandDesign.com

DESCRIPTION OF THE APPLICATIONS

The applicant, Wiehle Station Ventures, LLC, is seeking approval to amend SE 94-H-049 to delete 3.14 acres of land from the I-3 District to permit the land to be rezoned to the PRM District as part of RZ 2015-HM-013.

The applicant is seeking approval to rezone approximately 3.14 acres located on Tax Map parcels 17-4 ((12)) 11B, 11D9 part and 17-4 ((33)) C and 17-4 ((33)) 100, 110, 120, 140, 200, 220, 230, 300, 340A, 410, 420, 430, 510, 520, 530, 535, which are currently developed with a 72,637 square foot office condominium building (to remain) and surface parking to serve the office use. The application proposes to rezone from the existing I-3 District to the PRM District. The site is located in the Commerce Business Park approximately one quarter mile from the southern entrance of the Wiehle Metro Station. The applicant proposes to redevelop a surface parking lot to construct a 7 story (85 foot tall) multi-family residential building with 260 dwelling units. The building will include an internal courtyard to serve the residents and the parking will be located at the ground level and below grade. The existing and proposed uses will have a 2.5 floor area ratio (FAR). The density will be 82.8 dwelling units per acre. The residual 2.19 acres on Tax Map 17-4 ((12)) 11D9 will remain zoned I-3 and includes additional surface parking to serve the existing office use.

The applicant is also requesting approval of 2615-PKS-005-1, a parking reduction of up to 18.8 percent (78 fewer spaces) for the proposed residential use, pursuant to Paragraph 5.A of Section 11-102 of the Zoning Ordinance.

In accordance with Par. E of Sect. 15.2-2303.B of the Code of Virginia, the application is exempt from the recent amendments to Code regarding conditional rezoning because it is subject to the Comprehensive Plan for Reston. Reston was subject to a recently adopted small area comprehensive plan that encompassed existing and planned metro rail stations and allowed additional density within the vicinity of the stations.

Waivers and Modifications

The applicant requests the following waivers and modifications:

- Waiver of Section 2-505 of the Zoning Ordinance for the use limitations on corner lots.
- Modification of Paragraph 4 of Section 11-202 of the Zoning Ordinance to reduce the off-street loading required minimum site distance from 40 feet to 16 feet.
- Modification of Section 11-203 of the Zoning Ordinance to reduce the number of required loading spaces from three to one for residential building and from four spaces to two spaces for the office building.
- Waiver of Section 13-203 of the Zoning Ordinance for peripheral parking lot landscaping.

- Modification of Sections 13-303 and 13-304 of the Zoning Ordinance of the transitional screening and barrier requirements to permit the landscaping as shown on the CDP/FDP/SEA.

The applicant needs a modification of the Public Facilities Manual (PFM) requirements to permit a 20 foot wide alleys, allow stormwater management facility to be located in the building garage and modification of the structural columns in the parking garage. These waivers and modifications will be addressed as part of the site plan review.

A reduction of the proposed CDP/FDP/SEA Plan is provided at the front of this report. The applicant's draft proffers, staff's proposed final development conditions, the applicant's statement of justification, and the applicant's affidavits are provided as Appendices 1-4, respectively.

LOCATION AND CHARACTER

The proposed development is located in Reston within the Wiehle Station Transit-Oriented Development (TOD) District in an area planned for Transit Station Mixed Use approximately one-quarter mile to the southwest of the Wiehle Metro Station on the southwestern edge of the Commerce Business Park. The subject property is located north of Sunrise Valley Drive, between Association Drive to the west and Commerce Park Drive to the east. The site currently is developed with a surface parking lot and an office building (with condominium ownership). To the north and east is the Commerce Executive Office Park, zoned I-3; to the west are office buildings located on Association Drive, zoned I-3; and to the south is Good Beginnings private school, Sunrise Valley Convenience Center and single family attached residential dwellings all zoned PRC.

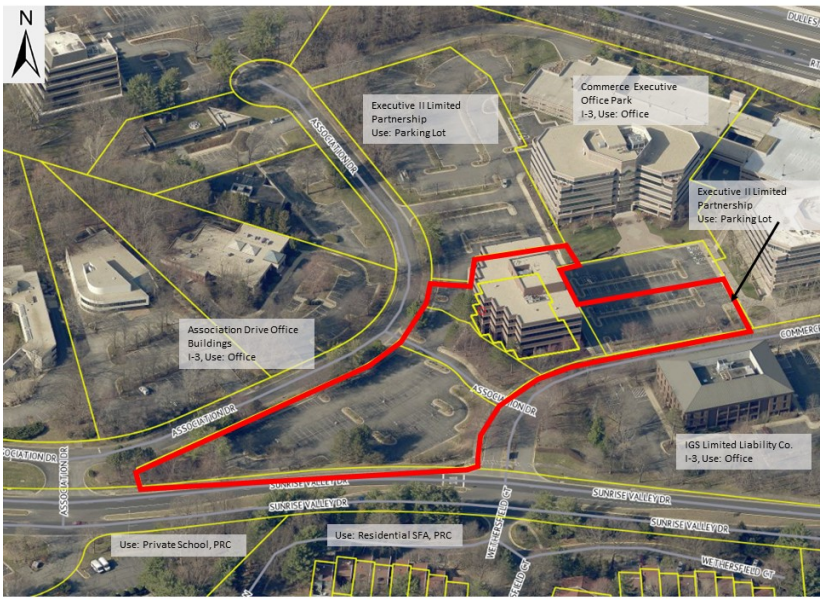


Figure 1: Subject property and surrounding uses, Source: Fairfax County Pictometry

BACKGROUND

On February 17, 1971 the Board of Supervisors approved RZ C-167 to rezone 15 acres, including the subject property, from residential (RE-2 District) to industrial (I-P District). There are no proffers or conditions associated with this approval.

On March 27, 1995, the Board of Supervisors approved SE 94-H-049 to allow an increase in FAR to 0.50 for 25.64 acres of land zoned I-3. Additional information can be obtained from the link below: http://ldsnet.fairfaxcounty.gov/ldsnet/ZAPSMain.aspx?cde=SE&seq=3201721
The first amendment to this case, SEA 94-H-049, is currently being reviewed by staff for a proposal related to a deletion in land area. This application, filed by CESC Commerce Executive Park, LLC, is concurrent with RZ/FDP 2015-HM-011. The link below provides the most current schedule and proposal:
http://ldsnet.fairfaxcounty.gov/ldsnet/ZAPSMain.aspx?cde=RZ&seq=4204836

DESCRIPTION OF THE CONCEPTUAL/FINAL DEVELOPMENT PLAN/ SPECIAL EXCEPTION AMENDMENT PLAN (CDP/FDP/SEA)

The CDP/FDP/SEA Plan entitled "Lincoln at Commerce Park," as submitted by Land Design Inc., consisting of 41 sheets, dated August 10, 2015 and as revised through August 24, 2016, is reviewed below and a copy is contained in the front of the staff report.

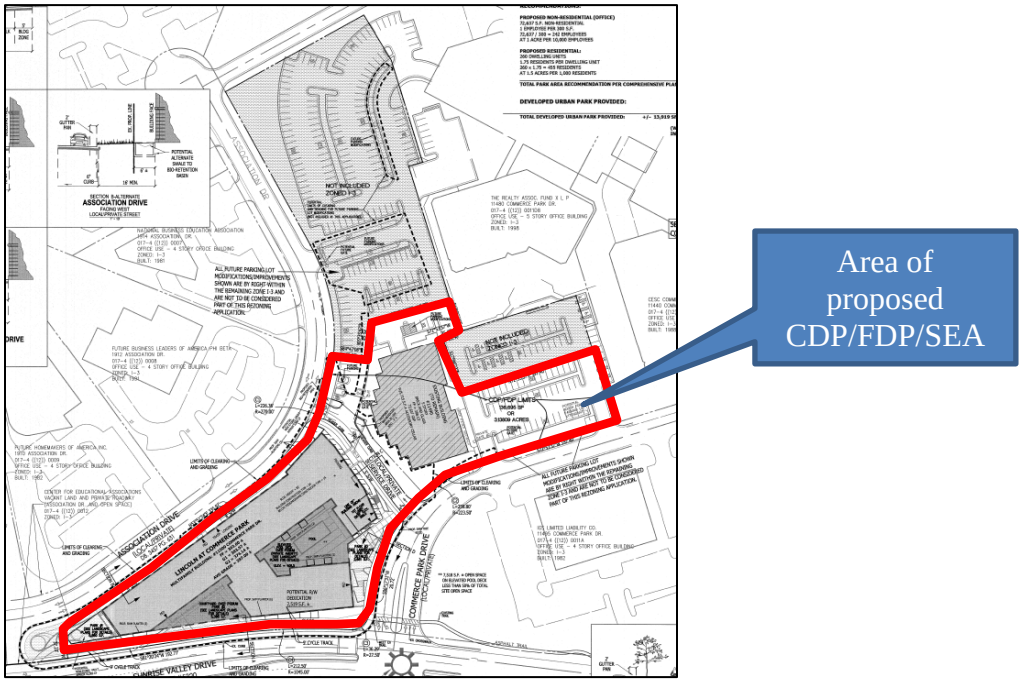


Figure 2- Proposed CDP/FDP/SEA

Site Layout/Proposed Dwelling Units

The site is located to the northwest of the intersection of Sunrise Valley Drive and Commerce Park Drive with access from Commerce Park Drive to the east and Association Drive to the west. The applicant proposes a site layout to retain an existing 72,637 square foot office building and to construct an 85-foot tall, 260 unit multifamily building at 269,000 square feet near Sunrise Valley Drive. The applicant has included architectural renderings of the proposed multi-family building on Sheets A1.7-9, which are depicted below in Figures 3 and 4.

Figure 3- Perspective of the Multifamily Bldg. at Sunrise Valley Drive and Commerce Park Drive, looking NW

Figure 4- Elevation of the Multifamily Bldg. along Association Drive, looking south

Pedestrian Network and Streetscape

The proposed streetscape on Association Drive consists of a 6-foot landscape panel adjacent to the curb, a 6-foot sidewalk and a 4-foot building zone. Along the private street to the northeast, the streetscape consists of a 4-foot landscape panel, a 5-foot sidewalk and a 6-foot building zone. Staff notes that the building cantilevers over a

portion of the building zone along the private street. Along Sunrise Valley Drive a 5-foot landscape panel, 9-foot cycle track, a 2-foot buffer, an 8-foot sidewalk and a 5-foot building zone are proposed.

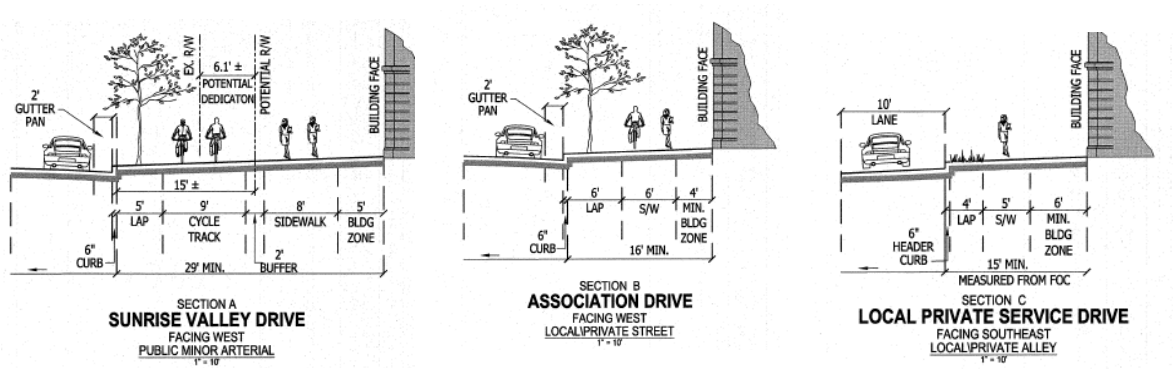


Figure 5- CDP/FDP Sheet C6- Proposed Streetscapes

Landscaping

The subject property contains existing tree canopy covering 31,274 square feet (or 22.9 percent). The PFM requires the applicants to provide a total of 13,670 square feet of 10-year tree canopy coverage of which 3,127 square feet must be preserved trees. The applicant's site design provides 5,499 square feet canopy of tree preservation and 18,611 square feet of tree canopy. The bulk of tree preservation will be provided in the parking lot on the eastern portion of the site behind the existing office building to remain (11490 Commerce Park Drive).

The applicant is proposing landscaping in the streetscape around the perimeter proposed building as well as in three open space recreation areas along Commerce Park Drive and Sunrise Valley Drive.

Parks/Open Space

The applicant is providing 0.32 acres of onsite urban park space and the CDP/FDP/SEA shows three publicly accessible at-grade open spaces. Amenities to be provided include public art, pedestrian and bike amenities, seating, open lawn areas, a nature play area, and LID/BMP features. All spaces proposed in the plan set are pocket parks. The spaces appear to be highly designed and well apportioned, with attention given to progression as well as use of the open spaces. Figure 6 below depicts the proposed urban park spaces.

The applicant is providing 37,073 square feet or 22 percent open space on site, including pocket parks and streetscape areas along Sunrise Valley Drive, Commerce Park Drive and the local/private street.

The applicant has provided three pocket parks. The first park, on the southwestern portion of the site is approximately 5,860 square feet and contains public art, a trail, a water fountain, a seating area and a protected children's play area.

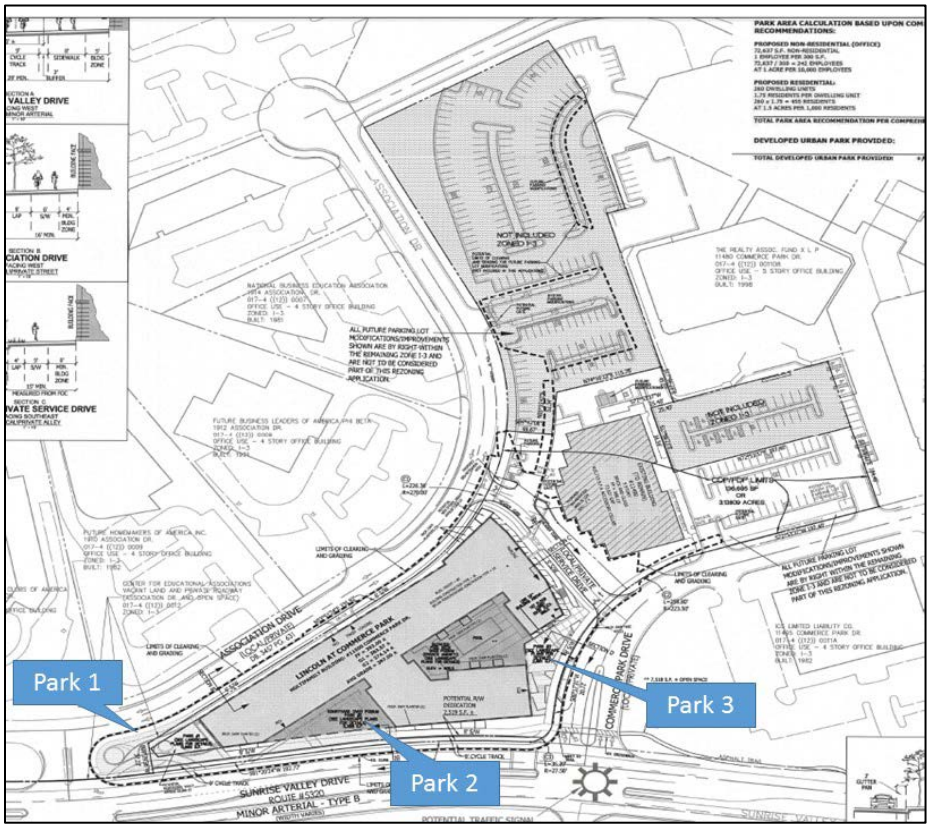


Figure 6: Urban Park detail

The second pocket park on the south central portion of the site, is proposed to be 5,398 square feet and contains a large open lawn, bio-retention basins, a shade structure, and swinging benches.

The third proposed pocket park on the eastern portion of the site along Commerce Park Drive, is 2,661 square feet and contains terraces, public art and an art showcase area.

Stormwater Management

The property has an existing dry pond that was constructed with the Executive 2 office building. However, to meet the stormwater guidance of the Comprehensive Plan the applicant is proposing stormwater planters, tree pits and an infiltration trench. In addition the applicant proposes two underground detention facilities to accommodate the 1-year, 2-year and 10-year water runoff.

ANALYSIS

Special Exception Amendment

The applicant, Wiehle Station Ventures, LLC, is seeking approval to amend SE 94-H-049 to delete 3.14 acres of land from the special exception approval. The original special exception approved increase in FAR for 0.50 for the entire Commerce Center Business Park. With the deletion of the subject property and the land area

associated with RZ 2015-HM-011 the remaining FAR for the Commerce Center Business Park will be 0.35 FAR and deletion of land area not have a negative effect on the remaining property.

Rezoning

This section of the report focuses on staff analysis and discussion of the Comprehensive Plan site specific recommendations, the Transit-Oriented Development Guidelines and the Residential Development Criteria located in the Policy Plan. To provide context, excerpts from the Comprehensive Plan guidance are provided prior to the staff analysis.

The Residential Development Criteria and Guidelines for Transit-Oriented Development (Appendix 5) are used to evaluate zoning requests for new residential development and how such development enhances the community by fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on other public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing and, being responsive to the unique site specific considerations of the property.

The Areawide Recommendations, Development Review Performance Objectives, the Residential Development Criteria and the Guidelines for Transit-Oriented Development are accessible from the links below. http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/upperpotomac.pdf http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/landuse.pdf.

Site Specific Recommendations

The site specific and Areawide Recommendations are cited from the Fairfax County Comprehensive Plan, 2013 Edition Area III, Upper Potomac Planning District, Reston, amended through October 20, 2015. Specifically, the site is located in the Wiehle-Reston East Transit Station, Wiehle Station Transit-Oriented Development (TOD) area with specific recommendations located on pages 153-158 that state in relevant part:

<u>South Subdistrict</u>

The South TOD subdistrict includes approximately 116 acres and is bounded by the DAAR on the north, Upper Lake Drive on the east, Sunrise Valley on the south and the Reston Heights mixed-use development on the west….

Existing development in the area is predominantly suburban office parks housing typical office uses with limited retail and support service uses located on the ground floor of several office buildings…

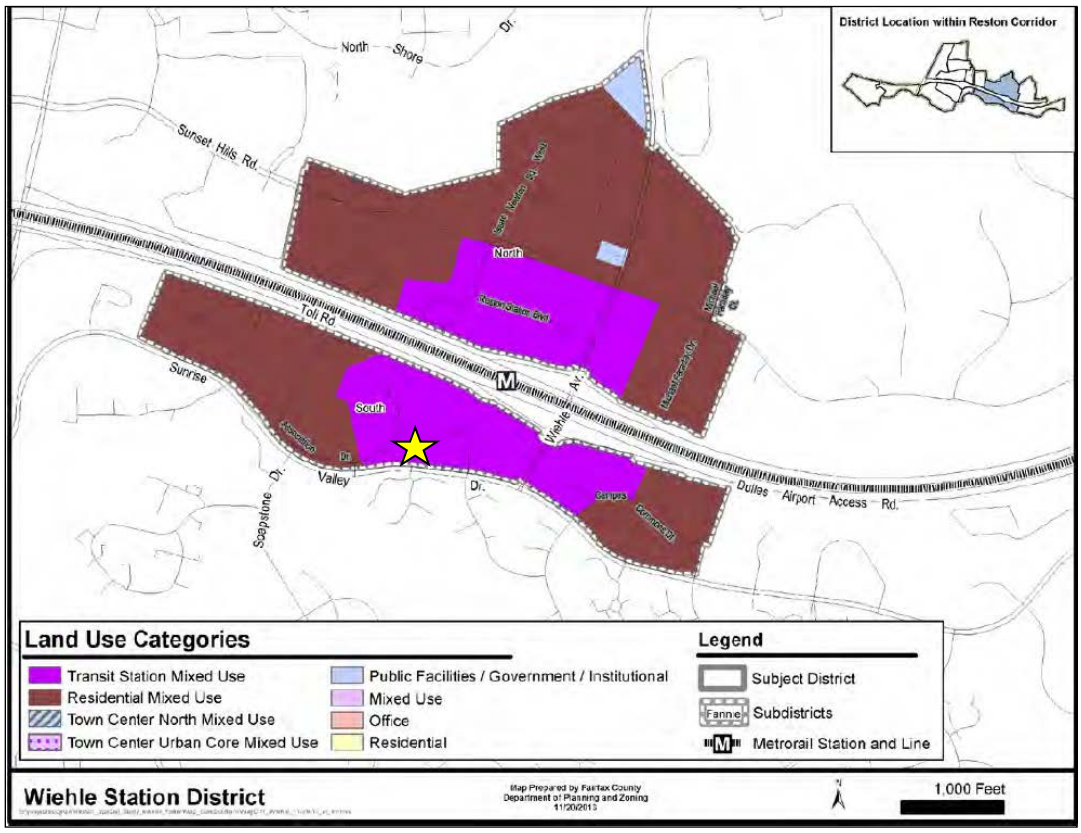


Figure 7- Wiehle Station District

<u>Redevelopment Option</u>

The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services….

Local-serving amenities including civic plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

…

The Transit Station Mixed Use area is planned for intensity within a 1.5 to 2.5 FAR. The planned zoning target for office development in this area of the subdistrict is 1.6

million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 1,500 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. However, the existing amount of office development in Commerce Executive Park and a lack of vacant land in this subdistrict presents a challenge to realizing the desired goal of the Transit Station Mixed Use designation of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use."

In the Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, as amended through October 20, 2015, on Page 151, the Plan, as applied to the application area, states the following:

<u>TOD District Intensity and Mixed Uses</u>

The Transit Station Mixed Use area is the critical area for establishing the core of a compact, mixed-use, walkable transit-oriented environment and should provide a balanced mix of uses to include office, retail, hotel, institutional and public facility uses as well as new residential uses. These areas are planned for the highest development intensity in the TSAs. The planned development intensity for these areas is provided as a range of floor area ratios (FARs). The low end of the range is the minimum FAR that will be considered for redevelopment proposals within the Transit Station Mixed Use area. The high end of the range represents the FAR available for redevelopment on the parcels adjacent to the transit station entrance pavilions. Generally, the parcels that are not consolidated with or part of a coordinated development plan with one or more parcels adjacent to the transit station entrance pavilion are planned for the mid- point of the range. However, redevelopment proposals for these parcels with a higher proportion of residential use than office and other non-residential uses may realize an FAR above the mid-point of the range as described below. The Transit Station Mixed Use areas are planned for 50 percent residential and 50 percent non-residential uses."

Areawide Recommendation: Land Use

The Areawide Recommendation on Land Use, which begins on page 95 of the *Comprehensive Plan, 2013 Edition, Reston* focuses on the following topics: transit station areas land use concept, development review performance objectives, TOD district intensity, non-TOD district intensity, and phasing development and provides in relevant part:

> *The recommendations encourage a more urban, transit-oriented development pattern, with the objective of creating a walkable activity center at each station. The areas closest to the stations should consist of a mix of uses to include employment, housing and services to meet the needs of daily living. As noted earlier, achieving this vision will be a long-term process. Therefore, the land use section also includes guidance on land use compatibility, land use flexibility, incremental redevelopment as well as new development.*

The subject property is located in the Wiehle-Reston Transit Station Area (TSA) Within a TSA, there are transit-oriented development (TOD) and non-TOD districts. A TOD District is an area located around the station platforms and planned for the highest intensities; non-TOD districts are areas that should maintain their existing character, uses, and zoned intensities. The subject property is located within the Wiehle Station TOD District identified as the transit station mixed use.

The applicant proposes to redevelop a surface parking lot to construct a 7 story (85 foot tall) multi-family residential building with 260 dwelling units. The building will include an internal courtyard to serve the residents and the parking will be located at the ground level and below grade. The existing 72,637 square foot office condo building will remain. The existing and proposed uses will have a 2.5 FAR and the density will be 82.8 dwelling units per acre.

Areawide Recommendations/Development Review Performance Objectives

The Areawide Land Use Recommendations include Development Review Performance Objectives and provides that development proposed within the TSAs will be evaluated for the extent to which they meet or contribute to the following objectives: achieve high quality site design and architecture; provide pedestrian and bicycle connectivity throughout the TSA; provide urban parks and other recreational amenities throughout the TSA; achieve greater housing diversity; provide office uses in strategic locations; provide public uses; provide retail, hotel uses, and institutional uses; encourage coordinated development plans; encourage educational institution(s); accommodate existing uses and buildings; and protect existing low density residential areas. As indicated earlier, relevant Development Review Criteria and Guidelines for Transit Oriented Development are included in the discussion of the Development Review Performance Objective.

Development Review Performance Objective: Achieve High Quality Site Design and Architecture, page 103: *Excellent site design in the TSAs should continue the Reston traditions of emphasizing community gathering places, integrating access to the natural environment when possible, and providing public art. In addition, there should be an emphasis on environmentally sustainable design and practices with non-residential development achieving U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification or the equivalent, at a minimum.*

Residential development should be guided by the Fairfax County Policy Plan objectives on Resource Conservation and Green Building Practices. ***Areawide Recommendation: Urban Design and Placemaking, page 109:*** *Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban environment is comprised of many elements including streets, blocks, open spaces, pedestrian areas, and buildings. The following recommendations provide guidance for each of these elements, with a particular emphasis on creating a high-quality urban environment that is walkable and pedestrian-friendly and are applicable to all areas of the TSAs.* ***Residential Development Criteria #1, Site Design:*** *All rezoning applications for residential development should be characterized by high quality site design. Rezoning proposals for residential development, regardless of the proposed density, will be evaluated based upon the following principles: consolidation, layout, open space, landscaping, and amenities.* ***Transit-Oriented Development Guideline #6, Urban Design:*** *Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.* ***Residential Development Criteria #3, Environment:*** *All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles, where applicable. Applicable staff memos are provided in Appendices 6 and 7.*

<u>Use/Intensity</u>

The applicant is seeking to redevelop the subject property under the Redevelopment Option recommendation in the South Subdistrict of the Wiehle Station TOD District in a Transit Station Mixed Use area of the Fairfax County Comprehensive Plan. The Redevelopment Option recommends an intensity of 1.5 to 2.5 FAR and a 50/50 mix of nonresidential and residential uses over the entire Transit Station Mixed Use area. The Comprehensive Plan recommends that only parcels located adjacent to the Wiehle Metro Station entrance pavilion and those that are consolidated or part of a coordinated development plan with one or more parcels adjacent to the entrance pavilion can achieve the maximum recommended intensity range. However, redevelopment proposals with a higher proportion of residential use than office and other non-residential uses may realize an FAR above the midpoint of the range.

The subject application is located in an area developed currently with 100 percent nonresidential uses. The proposed construction of a residential building which will result in a mix of 80 percent residential use (proposed) and 20 percent office use (existing) on the site which contributes to the increased residential use the Comprehensive Plan envisioned for the Reston TSAs. The southwest portion of the Wiehle Transit Station Mixed Use area is being proposed to redevelop with RZ 2015-HM-011 and this application. Based on the proposed development by the applicant and RZ 2015-HM-011 and existing off-site development there would be approximately 1,062,000 square feet of non-residential uses and 819,000 square feet of residential uses (760 units) for a mix

of 57% non-residential and 43% of residential uses. Additional redevelopment of the off-site properties is likely in near future.

The subject property is ¼ mile from the Wiehle Metro Station and proposes the maximum 2.5 FAR recommended for the Redevelopment Option. To be considered for intensity above 2.0 FAR the applicant needed to demonstrate that the proposal can achieve all of the applicable Reston Transit Station Area (TSA) development review performance objectives outlined in the Comprehensive Plan, including:

- achieving a high quality site design and architecture;
- providing pedestrian and bicycle connectivity;
- providing adequate public open space that is well designed, serving the recreational needs of the residents, and is located appropriately on the site; and
- Meeting the workforce housing recommendation by providing 15 percent of the total residential units as workforce housing.

Site Design/Open Space

All development proposals in the Reston TSAs are expected to achieve high quality site design including community gathering spaces. The Comprehensive Plan envisions the creation of small parks at a semi-urban scale in the Sunrise Valley Corridor. The applicant has proposed three at-grade park spaces along the Sunrise Valley Drive and Commerce Park Drive frontages totaling 0.32 acres. All three park spaces are proposed to be publically-accessible and are directly accessible from the sidewalk. A Master Plan for Future Development has been provided in the CDP/FDP/SEA for illustrative purposes only. It identifies possible park and recreational spaces on the remainder of the property, most of which are not included in this application.

The Comprehensive Plan includes guidelines for the calculation of publically accessible open space in development applications with a goal of 20 percent of the net lot area (excluding areas for streets and 12 feet of the streetscape area). This goal may be met by open space located off-site and/or combined with other properties within the Wiehle TSA to create larger integrated or connected public spaces. Based on this guidance, additional publically accessible park space is needed with this application and with any future redevelopment of the site. Furthermore, one of the development performance objectives recommends that urban parks and other recreational amenities be provided throughout the TSAs.

The only active recreation identified in this application to serve future residents is a seasonal swimming pool. The applicant has identified an area for indoor residential amenities in the floor plans provided, but is unclear as to whether these amenities will include active recreation. The applicant was requested to provide a narrative which describes any proposed active indoor recreational uses. Additionally, a shadow study with particular emphasis on the swimming pool area was requested. The applicant has included a proffer commitment which identify active indoor recreational uses including a

fitness center and a yoga room. Furthermore, the applicant has provided a detail of the swimming pool area with some illustrations of the shadows that could be cast on site. The applicant is commended for the high quality design reflected in the limited open space provided and staff encourages the applicant to continue to look for opportunities to provide additional open space with development. The applicant has proffered to contribute $25,000 to the Park Authority to be used to acquire or improve open space in the vicinity of the site. This contribution is above and beyond a contribution for athletic fields. While staff would prefer additional on-site public amenities, staff recognizes the site is limited and expects that when the residual I-3 property is redeveloped additional active recreation will be provided. Therefore, staff feels that these recommendations have been addressed.

Reston places a high value on public art and it should be provided throughout the community. The applicant has committed to providing public art on the subject property in consultation with the Initiative for Public Art - Reston (IPAR) and this issue has been satisfied.

The proposed multifamily building would be oriented appropriately with the main entrance on the corner of Commerce Park Drive and the proposed service drive. In addition, the proposal has provided an attractive street frontage along Sunrise Valley Drive. This will allow for one main pedestrian entrance and to allow an underground garage entrance on the private street and a loading/trash access on Association Drive. The applicant is providing convenient access to transit facilities, including the Wiehle-Reston East Metro Station, through pedestrian trails and access to the cycle track proposed along Sunrise Valley Drive.

Architectural and Building Design

The Comprehensive Plan anticipates redevelopment of the highest caliber in terms of architectural design. The applicant has provided elevations and other details of the proposed building and is committing to provide the general quality and character of the architectural design shown on the CDP/FDP/SEA.

The proposed development is located on the southern boundary of Wiehle TSA across Sunrise Valley Drive from a townhouse community. One of the development performance objectives calls for the protection of existing low density residential areas. A distance of over 180 feet separates the proposed seven story multi-family residential building from the nearest townhouses and will have minimal impact on the existing residential neighborhood.

Proposals located closer to transit and services should provide more units. These units may be either market rate or affordable; therefore, it was recommended that the applicant make a commitment to incorporate universal design in a minimum of five percent of the proposed dwelling units. Such a commitment would result in approximately 13 dwelling units utilizing universal design. The applicant has proposed a

proffer to commit to the two percent of dwelling units to have universal design which is in accordance with building code requirements. Staff recommends that the applicant increase the proffer commitment to provide five percent of dwelling units to have universal design. Therefore this issue remains outstanding.

Streetscaping/Connectivity

The Comprehensive Plan development performance objectives call for new pedestrian and bicycle connections to be provided through complete streets within the TSAs. The applicant is proposing pedestrian and bicycle improvements to the Sunrise Valley Drive streetscape, and new pedestrian connections along the Commerce Park Drive, Association Drive and private northern street.

It is recommended that the Sunrise Valley Drive streetscape site frontage match the streetscape for RZ 2015-HM-011 along its Sunrise Valley Drive frontage located to the east. A minimum 6 foot wide building zone, a 7-8 foot wide sidewalk, 2 foot wide buffer, 9 foot wide cycle track, and a 5 foot wide landscape amenity panel totaling 29-30 feet wide should be provided. As the chart below demonstrate, portions of the streetscape do not meet the Comprehensive Plan recommendations. However, the applicant has worked with staff to negotiate an appropriate streetscape that matches the design for RZ 2015-Hm-011. Staff recognizes the importance of providing streetscape that is consistent with the surrounding properties, but also provides a safe method of transportation for its users. The applicant has proffered to provide a uniform streetscape section along Sunrise Valley Drive, including the use of different colors and/or materials to distinguish the cycle track and pedestrian improvements. The applicant should commit to working with the Urban Forester to provide additional trees within the landscape plan during the site plan review.

Sunrise Valley Drive			
	Landscape Panel	**Sidewalk/Trail**	**Building Zone**
Comprehensive Plan	8 feet	6-8 Feet	8-12 feet
Provided	5 feet	8 foot sidewalk and 9 foot cycle track	5 feet

As the chart below depicts the proposed streetscape along Association Drive does not meet the Comprehensive Plan recommendation for the building zone width. The proposed building zone is 4 feet wide; the Comprehensive Plan calls for an 8-12 foot wide zone adjacent to residential uses. However, this frontage is a less important pedestrian route along a private street; therefore, the proposal is adequate. While not a part of the application property the applicant should commit to extending the sidewalk to the north along the I-3 property to the north that is also owned by the applicant. With the most recent submission, the applicant has provided additional landscaping in the parking area and a seating area near the existing office building and has committed to review areas to increase stormwater management through landscaping. However, the applicant has not addressed the concern of the sidewalk along Association Drive. Therefore this issue remains outstanding.

Association Drive			
	Landscape Panel	**Sidewalk**	**Building Zone**
Comprehensive Plan	8 feet	8-feet	8-12 feet
Provided	6 feet	6 feet	4 feet

The following charts below summarize additional streetscapes that are being provided along the northern private street and Commerce Park Drive:

Private Street			
	Landscape Panel	**Sidewalk**	**Building Zone**
Comprehensive Plan	6-8 feet	8-feet	8-12 feet
Provided	6-feet	5-feet	6-feet

Commerce Park Drive			
	Landscape Panel	**Sidewalk**	**Building Zone**
Comprehensive Plan	8 feet	6-8 feet	8-12 feet
Provided	8 feet	8 feet	12 feet

As the charts above demonstrate, portions of the streetscape do not meet the Comprehensive Plan recommendations. However, the applicant has worked with staff to negotiate an appropriate streetscape. Staff recognizes the importance of providing streetscape that is consistent with the surrounding properties, but also provides a safe method of transportation for its users.

Development Review Performance Objective: Provide Pedestrian and Bicycle Connectivity throughout the Transit Station Areas, page 103: *New pedestrian and bicycle connections should be provided through complete streets within the TSAs and new or extended trails on both sides of the DAAR connecting the three Metrorail stations. Pedestrian and bicycle crossings of existing streets should be improved to increase pedestrian and bicyclists' safety, visibility and convenience. Several existing streets act as major barriers to pedestrian and bicycle movement and are identified for specific improvements within the District Recommendations. In addition, connections should be made from the Metrorail stations to the existing community trail network.* ***Transit-Oriented Development Guideline #3, Pedestrian and Bicycle Access:*** *Provide safe pedestrian and bicycle travel to and from and within the station area. Applicable staff memos are provided in Appendices 6 through 8.*

The Comprehensive Plan language provides a recommendation for this area which includes on on-street bike lane along Sunrise Valley Drive. However, in staff discussions it was determined that an off-road, two-way cycle track, was preferable as it was safer for cyclists along Sunrise Valley Drive due to the amount and speed of vehicular traffic.

The applicant worked closely with staff to develop a cycle track option along the frontage of the site. While the streetscape and cycle track provided along the site represent a compromise from the desired levels, they do provide for the amenities and

recognize the limitations on the site. The applicant has proffered to provide for bicycle parking within the residential building in accordance with the Fairfax County for Guidelines for Bicycle Parking.

The applicant has provided a circulation diagram which depicts preferred and alternate pedestrian routes to the Wiehle Metro Station either through the Commerce Metro Center office park or on a trail beside the Dulles Toll Road. Therefore staff believes this recommendation has been adequately addressed.

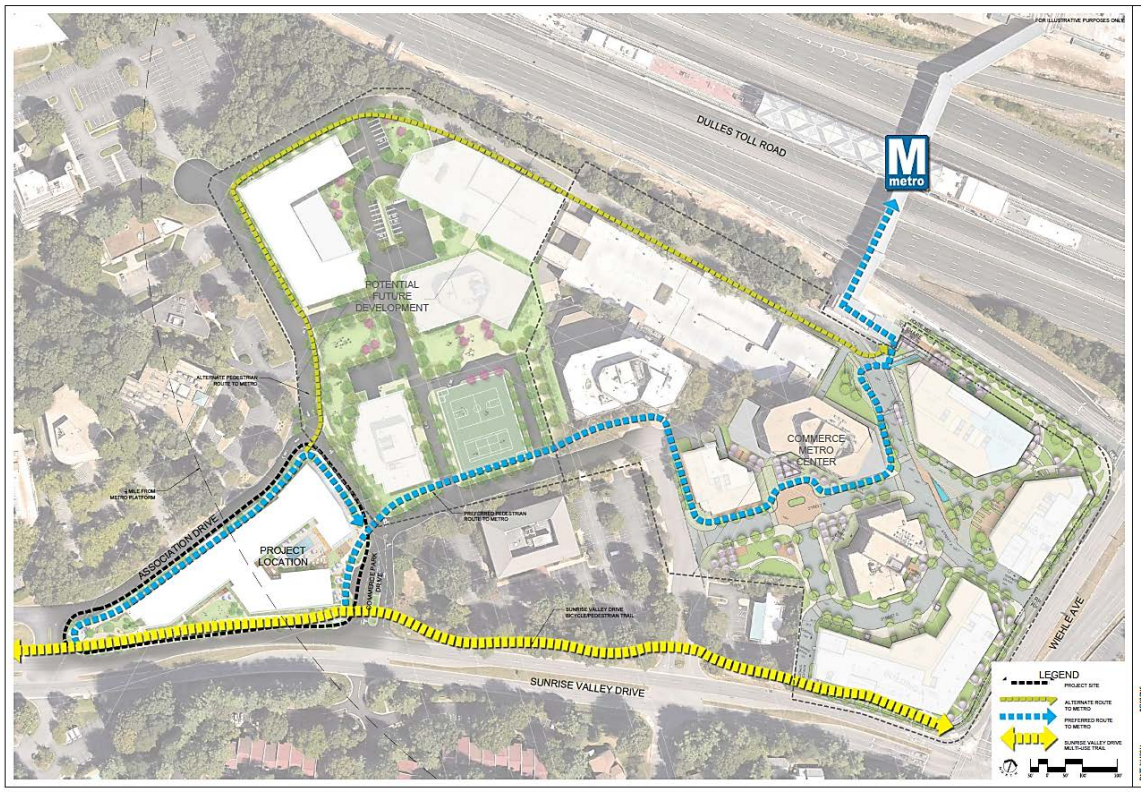


Figure 8- CDP/FDP/SEA, Sheet L-5; Pedestrian Circulation Diagram

Development Review Performance Objective: Provide Urban Parks and other Recreational Amenities throughout the Transit Station Areas, page 104: *Local-serving urban parks, recreational and cultural amenities including but not limited to plazas, trails and public art should be provided throughout the TSAs in order to serve local leisure and recreation needs. Membership in Reston Association may serve to meet a portion of the identified park and recreation needs. The exact number of urban parks and other amenities, their sizes and distribution will be determined by the amount and type of new development and provided in accordance with the guidance in the Urban Parks, Recreation Facilities and Cultural Facilities section.* ***Residential Development Criteria #6, Public Facilities:*** *All rezoning applications for residential development are expected to offset their public facility impact and to first address public facility needs in the vicinity of the proposed development. Impact offset may be accomplished through the dedication of land suitable for the construction of an identified public facility need, the*

construction of public facilities, the contribution of specified in-kind goods, services or cash earmarked for those uses, and/or monetary contributions to be used toward funding capital improvement projects. Selection of the appropriate offset mechanism should maximize the public benefit of the contribution. ***Transit-Oriented Development Guideline #14, Open Space:*** *Provide publicly-accessible, high-quality, usable open space. The applicable staff memos are provided in Appendices 6 and 9.*

The Comprehensive Plan includes guidelines for the calculation of publically accessible open space in development applications with a goal of 20 percent of the net lot area (excluding areas for streets and 12 feet of the streetscape area). This goal may be met by open space located off-site and/or combined with other properties within the Wiehle TSA to create larger integrated or connected public spaces.

The Comprehensive Plan for the Reston Transit Station Area calls for an urban park system to serve residents, visitors and workers. This system should contain a complement of urban park types (pocket parks, civic plazas, common greens, recreation-focused parks, linear parks/trails, and natural resource areas) to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness, and identity.

Applying the above urban parkland standard to the proposed development and assuming an average household size of 1.75 in the Reston TSA and an average of 300 square feet per employee, there is a need for 0.71 acres of urban parkland onsite. Sheet C-6 provides urban park tabulations showing the applicant is providing 0.32 acres of onsite urban park space. Landscape sheets (L-l through L-8) show three publicly-accessible at-grade open spaces. Amenities to be provided include public art, pedestrian and bike amenities, seating, open lawn areas, a nature play area, and stormwater management features. In recognition of Comprehensive Plan guidance for onsite publically accessible open space, the applicant proffered an additional monetary contribution to the Park Authority in the amount of $25,000.

Using the urban parks typology found in the Policy Plan and referenced in the Reston TSA Plan language, proposed onsite parks should be designed to align with the Comprehensive Plan's Urban Parks Framework, with a variety of park types including pocket parks, civic plazas, common greens and recreation-focused parks. All spaces proposed in the plan set are pocket parks. The spaces appear to be highly designed and well apportioned, with attention given to progression as well as use of the open spaces. While the quantity falls far short of the generated need, the quality of the space provided is high and consistent with the Urban Park Framework Guidance. It is expected that when the property to the north is redeveloped in accordance with the Comprehensive Plan that the surface parking adjacent to the office building be included in order to provide additional on-site open space for active recreation. While the applicant has not committed to future redevelopment they have acknowledged this potential and the provision of additional active recreation uses on the site.

Staff recommended that the applicant provide documentation that the westernmost corner of Park 1 can be provided as a portion of it is located off-site. The application has provided an alternative option on Sheet L-6, however, the alternative option eliminates a children's play element. Staff requested that the application commit to provide a children play element either in Park 1 if the whole park can be developed, or in Park 2 if the offsite easement is not obtained. The applicant has provided a proffer commitment to address this concern; therefore staff believes this concern has been satisfactorily addressed.

The Comprehensive Plan anticipates 12 athletic fields serving Reston should be achieved through development contribution of land and/or facilities. These fields are expected to be provided by new facilities, as well as the upgrade to existing facilities, in order to increase capacity. Based on the projected costs to develop the athletic fields and the potential redevelopment within Reston, a contribution of $1.72 per square foot of residential and non-residential uses is requested. Based on the proposed residential building area of 269,100 square feet, the applicant was requested to provide a contribution of $462,852 towards athletic fields. The applicant is proposing this contribution amount and therefore this issue has been resolved.

Staff notes that the only active recreation to be provided in this application is a seasonal swimming pool and the applicant has identified the provision of indoor residential amenities, but did not provide detail if these indoor activities would include active recreation. The Zoning Ordinance requires the expenditure of $1,800 per unit for onsite recreational facilities. These expenditures can be spent on private residential terraces and other possible recreational features such as club rooms, media rooms, fitness equipment and game tables. With 260 non-ADU units proposed, the Ordinance-required amount to be spent on-site is $468,000. The applicant has committed to meeting this requirement on-site and this issue is resolved.

Development Review Performance Objective: Achieve Greater Housing Diversity, page 104: *Future development should ensure that a diversity of housing is available in the TSAs. The residential component of mixed-use development should meet the needs of a variety of households such as families and seniors. Most of the new housing is envisioned to be multifamily to achieve the desired urban form. However, urban townhouses may be appropriate in some locations.*

To ensure the provision of adequate affordable housing, future development should meet county policies on affordable housing. All projects that seek to utilize the redevelopment option in the District Recommendations should contribute toward the creation of affordable housing as described below.

- *Development proposals with a residential component should meet the provisions of the Affordable Dwelling Unit Ordinance (ADU) when applicable.*

- *For the Policy Plan's Workforce Housing Policy, proposals with a residential component seeking up to a 1.0 FAR should meet the current policy objective of 12 percent of total units as Workforce Dwelling Units (WDU).*

Residential Development Criteria #7, Affordable Housing: *Criterion #7 is applicable to all rezoning applications and/or portions thereof that are not required to provide any Affordable Dwelling Units, regardless of the planned density range for the site.* **Transit-*Oriented Development Guideline #5, Housing Affordability:*** *Provide for a range of housing opportunities by incorporating a mix of housing types and sizes and including housing for a range of different income levels. The applicable staff memo is provided in Appendix 6.*

Affordable housing is strongly encouraged to be provided as either affordable dwelling units (ADU) or workforce dwelling units (WDU), in accordance with County policy. While the Zoning Ordinance would not require ADUs with this proposal, the Comprehensive Plan recommends that developments above a 1.0 FAR provide an increasing proportion of WDUs as the development intensity increases. The applicant is committing to develop 15 percent of the dwelling units as workforce housing for a development with 2.5 FAR. In accordance with the WDU Guidelines the applicant has proffered to provide the WDUs at three income levels at 80, 100 and 120 percent area medium income (AMI); however, for the first five years the applicant has proffered to offer half the WDUs 80 and the other half at 100 percent AMI for the first five years. Staff would encourage the applicant to commit to providing WDUs at the lower AMI beyond five years.

Development Review Performance Objective: Provide Office Uses in Strategic Locations, page 105: *New office uses at higher intensities should be located within approximately ¼ mile of the Metrorail station, as shown on the Conceptual Land Use Map, to maximize use of transit by future office workers and it should be demonstrated that proposed site layouts achieve a safe, comfortable and reasonably direct walk for employees. In selected circumstances, increased office intensity may be considered for parcels outside of the ¼ mile radius if it will facilitate the provision of new public infrastructure, such as a new crossing of the DAAR, or other critical public facilities, and a safe, comfortable and reasonably direct walk can be achieved. See additional guidance in the District Recommendations.*

The proposal is to retain an existing office building and for the removal existing surface parking for the nearby office for the development of residential dwelling units.

Development Review Performance Objective: Provide Public Uses, page 106: *Public uses such as a library, fire station or recreation center, that are integrated into a building may also generate activity in off-peak hours and are encouraged so as to further diversify the type of uses in the TSAs. In instances where space for a public use in a private development is requested in a Transit-Oriented Development (TOD) District, the square footage associated with these uses will not be included in the overall calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with*

the applicable FAR specified in the District Recommendations. However, this square footage will be considered in all other aspects of site development and traffic impact analysis. In addition, these public uses may be exempted from the non-residential use category for the purposes of determining the appropriate mix of uses specified in the Transit Station Mixed Use and Residential Mixed Use categories in a proposal, provided that a firm commitment is made to provide these uses.

No public uses are proposed or expected for this site.

Development Review Performance Objective: Provide Retail, Hotel Uses and Institutional Uses, page 106: *Retail uses on the ground floor of mixed-use buildings are encouraged in all TSAs to allow employees and residents in each TSA to carry out daily activities with minimal need to use single-occupancy vehicles. However, free-standing retail uses are strongly discouraged in the TSA. Such uses are typically not compatible with the urban form desired in the TSAs and frequently draw vehicle trips to an area. Consequently, retail uses should be integrated into buildings containing other uses.*

No retail, hotel or institutional uses are proposed or expected for this site.

Development Review Performance Objective: Encourage Coordinated Development Plans, page 106: *For development proposals requesting increased intensity above the base plan recommendation, consolidation or coordinated development plans are encouraged. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities. When coordinated development plans are used in lieu of, or in addition to substantial consolidation, development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner; compatible with development on adjacent properties; reflect coordinated phasing of improvements as needed (for example, providing links in a street grid); consistent with the overall intent of the land use concept to achieve a desired urban form and mix of uses; and do not preclude adjacent parcels from developing in conformance with the Plan.*

The Comprehensive Plan development performance objectives encourage consolidation or coordinated development plans for development proposals requesting increased intensity above the base plan recommendation. The applicant has coordinated the development of the Sunrise Valley Drive streetscape and the interior streetscapes with the CESC Commerce Executive Park (RZ 2015-HM-011) to provide pedestrian and bicycle connectivity to the metro stations and has proposed buildings similar in massing and size to the existing and proposed buildings on the CESC site.

Development Performance Review Objective: Encourage Educational Institution(s), page 107: *There is a desire for additional educational institutions (specifically institutions of higher learning) to complement the other uses planned for the*

TSAs in addition to providing continuing education opportunities for residents and employees.

No educational institutions are proposed or recommended with this application.

Development Performance Review Objective: Accommodate Existing Uses and Buildings, page 107: *In some instances, existing development may not be consistent with the long-term vision for the TSAs. This Plan is not intended to interfere with the continuation of existing land uses or buildings. If improvements to the open space or road network that are identified in the Plan are not feasible due to an existing building's location on the site, alternative streetscape and other design improvements intended to implement the Plan's vision may be considered.* ***Residential Development Criterion #8, Heritage Resources:*** *Heritage resources are those sites or structures, including their landscape settings that exemplify the cultural, architectural, economic, social, political, or historic heritage of the County or its communities.*

The existing 72,637 square foot office condo building will remain to the north of the proposed residential building. The existing surface parking lot is proposed to be removed. The proposed development does not interfere with the nearby existing uses or buildings. There have no heritage resources identified on the site.

Development Performance Review Objective: Protect Existing Low Density Residential Areas, page 107: *The majority of existing residential communities adjacent to the TSAs are low density neighborhoods comprised of single family detached homes and townhomes. In most instances, these communities are separated from the TSAs by major roadways. Appropriate design measures such as reduced building height and massing for new development closest to these existing neighborhoods should be utilized to help define the limits of the TSAs.*

Across Sunrise Valley Drive are a private school and single family attached units along Wethersfield Court located over 180 feet from the proposed multi-family building. Staff believes that the proposed multifamily building and its proposed height and massing is an appropriate transitional use from office to the single family attached units.

Areawide Recommendation: Transportation, page 132*- The vision for the three Reston TSAs promotes a mix of land uses served by a multi-modal transportation system. Various planned transportation improvements will facilitate this vision, while accommodating current and future commuters and residents within and around the transit stations. The improvements should 1) balance future land uses with supporting transportation infrastructure and services; 2) address the long term needs of the area, including significantly improving the infrastructure and facilities for transit, pedestrians and bicycles; and, 3) design a road network that accommodates all modes of transportation and includes a grid of streets in the TSAs to improve connectivity around the transit stations.* ***Residential Development Criteria #5, Transportation:*** *All rezoning applications for residential development should implement measures to address planned*

transportation improvements. Applicants should offset their impacts to the transportation network. ***Transit-Oriented Development Guideline #3, Pedestrian and Bicycle Access:*** *Provide safe pedestrian and bicycle travel to and from and within the station area.* ***Transit-Oriented Development Guideline #7, Street Design:*** *Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.* ***Transit-Oriented Development Guideline #8, Parking:*** *Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.* ***Transit-Oriented Development Guideline #9, Transportation and Traffic:*** *Promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.* The applicable staff memo is provided in Appendix 8.

As this property is part of the Reston Transit Station Area, the proposed grid layout was analyzed. The applicant is proposing a private/local street that will connect Association Drive and Commerce Park Drive that meets the intent of the conceptual grid in the Comprehensive Plan. The applicant proffered a public access easement on connection between Commerce Park Drive and Association Drive. This easement would facilitate access through the site and help meet the intent of a connected and publically accessible network envisioned in the Comprehensive Plan. The public access easements includes the proposed sidewalks to ensure access to the nearby Wiehle-Reston East metro station for pedestrian and bicyclists.

Staff requested that the applicant demonstrate how loading and trash pickup would be handled in the loading entrance from Association Drive with concerns about height and width of the loading spaces as well as interference with parking spaces in the garage. The applicant responded that they would use rollaway containers that would be brought to the curb from the loading area for collection and therefore trash trucks would not be utilized and would not impact the height, width or parking spaces of the garage. Staff was concerned that trash and loading will interfere with traffic along Association Drive as the trash bins will be wheeled out to the curb for pick up. As currently proposed, the distance from the edge of the building to the vehicle lanes on Association Drive is approximately 16 feet. The applicant increased the size of the trash and loading area to 18 feet in height to allow adequate space for loading vehicles to enter and park and to ensure that the loading and trash activities will be conducted within the building and not interfere with the traffic on Association Drive. Therefore, staff believes this issue has been addressed.

The applicant has proffered to the provision of transportation demand management (TDM) for the residential building for a 45 percent reduction of vehicle trips. The proffers detail the specifics of the program related to monitoring, reporting, incentive fund, remedy fund and enforcement.

Staff recommended that the five parking spaces shown immediately adjacent to the garage entrance be relocated away from the entrance to reduce conflicts between vehicles backing out of the parking spaces and vehicle entering the garage. The applicant relocated the parking spaces away from the entrance and will not interfere with entering or exiting traffic. Therefore, staff believes this issue has been addressed.

The FCDOT Transportation Design Division is in the process of designing a shared use path along the northern side of Sunrise Valley Drive from Soapstone Drive to South Lakes Drive. This development application is within the project limits of the county project. Staff and the applicant have agreed to coordinate the project designs along this portion of Sunrise Valley Drive especially at the Association Drive intersection and the Commerce Park Drive intersection in order to ensure a seamless transition between the applicant's project and the county's project.

Staff recommended the applicant provide additional pedestrian facilities along Association Drive north of the proposed development that is owned by the applicant. Staff recognizes this is technically an offsite improvement; however, it would benefit the existing office condo owners as well as the future residents. Furthermore, it would help address missing links in the surrounding pedestrian network within close proximity to an existing metro station. The applicant has not addressed this issue therefore this issue remains outstanding.

Staff recommended that the applicant coordinate with the CESC Commerce Executive Center property to the east to ensure that future signals along Sunrise Valley Drive are installed when warranted. The applicant has proffered a commitment to address this request; therefore staff believes this issue has been resolved.

On February 11, 2014, the Board of Supervisors approved the Reston Master Plan Special Study (Phase I) Plan Amendment. As part of that approval, Supervisor Hudgins moved that the Board adopt the Planning Commission recommendation to direct staff and "the Planning Commission to develop an inclusive process to prepare a funding plan for the transportation improvements recommended in the Reston Master Plan and report with its recommendations. The funding plan should include arrangements for financing the public share of Reston infrastructure improvements and facilitate co-operative funding agreements with the private sector. The Planning Commission strongly believes that public and private investment in Reston is both critical and responsible for ensuring Reston's future success". At the time of publication, the rate of contribution per dwelling unit has not yet been established or adopted by the Board. However, the applicant has provided a draft proffer placeholders for the contribution amounts towards the transportation fund as determined by the formula to be adopted by the Board of Supervisors. Subject to the Boards adoption of a rate and formula and the applicants’ revision of the proffers that commits to this amount, this issue has been resolved.

Areawide Recommendation: Environmental Stewardship, page 140: *Includes recommendations on stormwater management, natural resources management, tree canopy goals, green buildings, and noise impacts.* ***Development Review Performance Objective: Achieve High Quality Site Design and Architecture, page 103:*** *Excellent site design in the TSAs should continue the Reston traditions of emphasizing community gathering places, integrating access to the natural environment when possible, and providing public art. In addition, there should be an emphasis on environmentally sustainable design and practices with non-residential development achieving U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification or the equivalent, at a minimum. Residential development should be guided by the Fairfax County Policy Plan objectives on Resource Conservation and Green Building Practices.* ***Residential Development Criteria #3, Environment*** *- All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles: preservation; slopes and soils; water quality; drainage; noise; lighting; and energy.* ***Residential Development Criteria #4, Tree Preservation and Tree Cover Requirements:*** *All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the County, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and sanitary lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality-sensitive tree preservation and planting efforts are also encouraged.* **Transit-Oriented Development Guideline #12, Environmental Considerations:** *Seek opportunities for mitigating environmental impacts of development.* The applicable staff memos are provided as Appendices 10-12.

<u>Stormwater Management</u>

The applicant's CDP/FDP/SEA proposes a stormwater management system that uses on-site stormwater management ponds as well as bio-retention planters, tree pits and an infiltration trench to meet the PFM standards for water quality and quantity. The capacity of the downstream conveyance system, which includes Pond 913 and culverts under Sunset Hill Road and the Washington and Old Dominion Trail, is inadequate as evidenced by recent flooding. The applicant must demonstrate to the satisfaction of the Department of Public Works and Environmental Services (DPWES) at site plan stage, that they can meet water quantity and water quality methods. This will increase the amount of stormwater detained on-site in accordance with the goals of the Comprehensive Plan and help avoid exacerbating the existing downstream problem. Staff has proposed a development condition to address this concern.

Staff notes that the Reston Master Plan requires that for sites that have greater than 50% impervious cover in the existing conditions, the total volume of runoff released from the site in post-developed condition for the 2-year, 24-hour storm shall be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm. The stormwater management computations indicate that the development meets the Comprehensive Plan goal for 25% reduction in runoff volume and peak release.

In addition, staff notes that storm water runoff associated with development should be controlled such that either: (a) the total phosphorous load for the property is no greater than what would be required for new development pursuant to Virginia's Storm water Regulation/the County's Storm water Management Ordinance; or (b) an equivalent level of water quality control is provided. The applicant has provided a proffer to address this concern. Therefore staff believes this provision has been met.

Transportation Noise

The Policy Plan recommends transportation noise impacts be mitigated so that internal noise levels inside homes do not exceed 45 dBA and 65 dBA for outdoor recreation areas for homes. The applicant has proffered to submit a noise study at the time of site plan submission. The proffer further commits the applicant to incorporating noise attenuation features in the proposed dwellings that would meet the Comprehensive Plan's recommended standards listed above.

Green Building Policy

The Comprehensive Plan expects that new buildings are designed to meet the Policy Plan guidance for green building practices. The applicant has committed to a proffer to provide adequate green building policy and to facilitate implementation at the time of site plan submission and review, in accordance with staff's request.

Tree Preservation/Landscaping

Staff reviewed the existing trees on site and the proposed landscaping. Staff recommends that additional tree plantings proposed along Sunrise Valley Drive in the landscape amenity panel to increase the screening where the buildings closest to the street. Currently, there are eight category IV trees provided in the landscape panel along Sunrise Valley Drive. However, these trees should not conflict with visibility needed for safety concerns. The applicant stated that additional trees would conflict with the visibility of bike and pedestrian facilities. Currently, there are eight category IV trees provided in the landscape panel and they are located near the parks only. While staff recognizes the need for safety, the trees will help screen this multifamily residence from the roadway while also meeting the urban character desired by staff along Sunrise

Valley Drive. Therefore, staff recommended that the applicant provide a commitment to work with Urban Forest Management Division at time of site plan to increase the number of trees to be planted in this area and the addition of a proffer that commits that landscaping shall not interfere with vehicle sight distance. The applicant has provided a proffer to address the sight distance concern; however, staff encourages the applicant to increase the number of trees to be planted at site plan if determined feasible by the Urban Forester. Therefore this issue is outstanding.

Staff recommended planting area of 8-feet wide and 4-feet from any barrier restricting root growth be provided for the street tree section. If this cannot be met, staff recommended that a rooting area 8-feet wide can be achieved below paved areas. The applicant has shown a detail in the Street Tree Section that does not meet the above requirements. However, the applicant has proffered to a rooting area 8-feet wide that can be achieved below the paved surface area. Therefore, this issue has been addressed.

Staff found that the same planting detail is used for street trees along Sunrise Valley Drive and Association Drive and staff notes that the dimensions of the planting spaces are not the same. Staff recommended that separate planting details be provided for the trees along each roadway. While the detail in the development plan may be incorrect, the applicant has proffered to ensure the planting width for tree viability required is met through underground techniques. Therefore, staff believes this issue has been addressed.

The applicant is currently proposing street trees that shown off site and are subject to the approval of the adjacent property owner. Staff recommends a commitment to a contingency plan in the event that an adjacent property does not approve of the trees. The applicant has not addressed this issue, therefore the issue remains outstanding.

Areawide Recommendation: Urban Parks, Recreational Facilities, Cultural Facilities, page 140: *The growth and redevelopment planned for the three TSAs will increase the need for parks and open space, recreation facilities, and cultural amenities, all of which are essential components in creating places where residents and employees can live, work and play. The intent of this [Comprehensive Plan] section is to present recommendations to meet the need for urban parks, recreation and cultural facilities created by growth in the TSAs.*

This was previously discussed in the Development Performance Review Objective to Provide Urban Parks and other Recreational Amenities section.

ZONING ORDINANCE PROVISIONS

General Standards for All Planned Developments (Sect. 16-101)

The PRM District (Sect. 6-401) is established to promote high density, multifamily and mixed use developments. The PRM districts are designed to promote high standards in design and layout, to encourage compatibility among uses within the development and integration with adjacent developments, and to otherwise implement the stated purpose and intent of this Ordinance. A rezoning application may only be approved for a planned development if the planned development satisfies the following general standards:

General Standard 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.

As previously discussed, the planned development substantially conforms to the adopted comprehensive plan with respect to type, character, intensity of use, and public facilities, and does not exceed the density or intensity recommended by the Comprehensive Plan.

General Standard 2: The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.

The Comprehensive Plan guidance in this area is transit station mixed use which is a 50/50 mix of office and residential uses. The PRM district permits flexibility in the density, setbacks, architectural and site design. Such development is possible because of the flexibility provided in the Zoning Ordinance for Planned districts; a similar development would not be permissible in a conventional district.

General Standard 3: The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.

As the site was previously developed with surface parking for a nearby office building a majority of the site was already impervious. Therefore there were limited opportunities to preserve existing trees on site as they were mostly parking lot landscaping. There are no existing scenic assets or streams or topographic features located on the site.

General Standard 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.

In staff's opinion, the proposed development does not hinder, deter, or impede development of surrounding properties and has been designed to fit into the character of the surrounding area.

General Standard 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.

Fairfax County Public Schools (FCPS): The Fairfax County Public Schools' (FCPS) Office of Facilities Planning Services by the applicant would generate 26 new students attending Sunrise Valley Elementary School, Hughes Middle School and South Lakes High School (Appendix 13). To address the need for capital improvements associated with the new students, a proffer contribution of $305,474 ($11,749 x 26) per projected student has been requested. The applicant has proposed a proffer contribution to satisfy this concern.

Fairfax County Water Authority (FCWA): The property can be served by Fairfax Water. Adequate domestic water service is available at the site from an existing 12-inch water main located in Association Drive (Appendix 14).

Sanitary Sewer Analysis: The subject site is within the Transit Station Area of Wiehle-Reston Metro. As such, prior to site plan submission, the applicant is required to provide a sewer capacity analysis study to the Wastewater Planning and Monitoring Division of DPWES of all the lines within the area to which its site contributes flow. If it is determined that any of the lines are inadequate, the applicant will be required to perform necessary upgrades prior to or concurrent with site plan submission (Appendix 15). Staff has included a proposed development condition to address this concern.

Fire and Rescue Department Analysis: As Fairfax County increases in population density and roadways become even more congested, it is a challenge for Fire and Rescue to meet emergency response time goals. Staff analyzed the historical rate of incidents per population in each fire station's response area across the county to determine each fire station's workload capacity. Furthermore, residential dwelling units may be occupied 24/7 and include high risk populations such as children and older adults which directly correlate with increases in all types of emergency calls. Therefore, staff is aggressively pursuing installation of preemption equipment on traffic signals throughout the county to improve response times to emergency incidents. Traffic preemption also improves both civilian and firefighter safety by reducing the potential for accidents at intersections. Therefore, staff requested a contribution for the cost of two preemption devices ($20,000) for nearby traffic signals located along the primary travel route from the closest fire station (Appendix 16). The applicant has proffered to a

contribution of $10,000 for one pre-emptive device; therefore this issue remains outstanding.

General Standard 6: The planned development shall provide coordinated linkages among internal facilities and services as well as connections to major external facilities and services at a scale appropriate to the development.

As previously discussed, adequate pedestrian, bicycle, and transit linkages exist, are shown on the CDP/FDP/SEA and have been proffered to be provided by the applicant.

Design Standards for All Planned Developments (Sect. 16-102)

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:

Design Standard 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.

The applicant is requesting a rezoning to the PRM District; the R-30 District would be the most similar conventional district. In the R-30 District, the building height for all structures is 150 feet. The applicant is proposing the multifamily residential building at 85 feet.

Setbacks in the conventional R-30 District with affordable dwelling units are 20 feet for the front, 10 feet for the side and 25 feet. The multifamily building has a setback of 20 feet along Sunrise Valley Drive, a setback of 5 feet along Association Drive, a setback of 22 feet on Commerce Park Drive and a setback of approximately 17 feet from the private street. In staff's opinion the applicant has provided adequate setbacks, and provides a design in conformance with the Comprehensive Plan.

Design Standard 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.

A minimum of 20 percent open space is required and the applicant is proposing 22 percent open space. The Zoning Ordinance requires 1.6 spaces per unit for each multifamily unit, for a total of 416 spaces. The applicant is providing 338 spaces and has

requested a parking reduction of 18.8 percent. The parking reduction request is reviewed below.

In addition, for the existing office building, the Zoning Ordinance requires 3.6 spaces per 1,000 gross square feet, for a total of 262 spaces. The applicant is providing 262 spaces within the subject site and adjacent I-3 District.

Design Standard 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.

The applicant is providing an adequate network of private roads in the proposed development. The streets and driveways conform to County regulations. In addition, the applicant has proposed sidewalk and trail connections throughout the site and with neighboring properties. These sidewalks and trails provide access to the recreational areas, open space, roadways and transportation facilities on site.

MODIFICATIONS AND WAIVERS

Loading Spaces

The applicant is requesting a modification of Section 11-203 of the Zoning Ordinance, loading spaces, to reduce from three loading spaces for the multifamily dwelling to one space and from four spaces to two spaces for the office building as shown on the CDP/FDP/SEA. Staff notes that the applicant is proposing the loading space for the residential building in a logical location with access from Association Drive and is located off of a less busy street. Staff does not object to this request.

The applicant is requesting a modification of Paragraph 4 of Sect. 11-202 of the Zoning Ordinance to reduce the off-street loading space from 40 feet to the curb to approximately 18 feet. The minimum height of the trash and loading area will be 26 feet wide and 18 feet in height. The applicant states that the proposed configuration allows the loading space to be separate from the vehicular entrance to the parking garage and therefore encourages safety. The applicant has increased the size of the trash and loading area to 18 feet in height to allow adequate space for loading vehicles to enter and park and to ensure that the loading and trash activities do not interfere with the traffic on Association Drive. Therefore, staff does not object to this request.

Corner Lots

The applicant is requesting a waiver of Section 2-505 of the Zoning Ordinance to allow building to be constructed to the streetscape building zone line on corner lots on public streets and lots with private street easements. The applicant is requesting this waiver on the proposed local/private street that connects Association Drive and Commerce Park Drive on both corners. The applicant has provided an exhibit that demonstrates that the sight distance on the corners will not be affected by the building encroachment. Therefore, staff does not object to this waiver request.

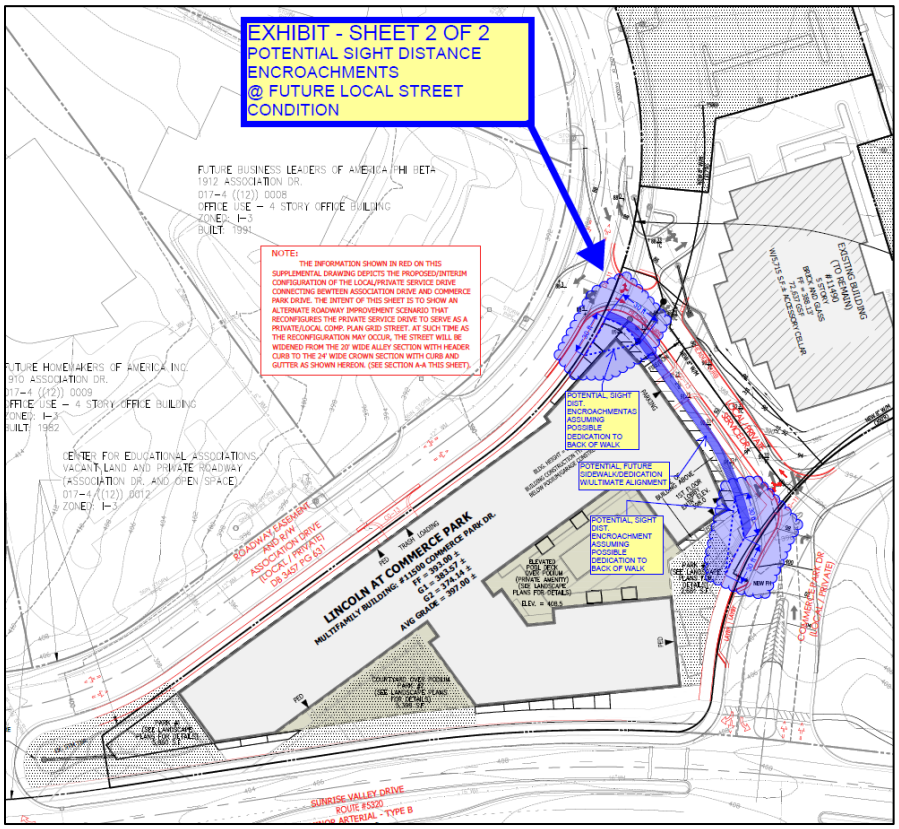


Figure 9- Proposed Corner Lot and Sight Distance Exhibit

Parking Lot Landscaping

The applicant is requesting a waiver of Paragraph 3 of Sect. 13-203 of the Zoning Ordinance to provide peripheral parking lot landscaping in favor of that shown on the CDP/FDP/SEA. The applicant is proposing to include an 8 foot landscape amenity panel and part of the required streetscape including five Category IV trees and three Category I trees, along with additional groundcover. Since the parking for this proposed multifamily building is underground and an adequate landscape panel is already being provided along Sunrise Valley Drive, staff does not object to this request.

Transitional Screening and Barrier Requirements

The applicant is requesting a waiver of Sections 13-303 and 13-304 of the Zoning Ordinance which require transitional screening and barrier requirements between the multi-family building and office uses and along Sunrise Valley Drive. The applicant notes that the proposed location of trees as shown on the CDP/FDP/SEA represent the most viable locations as there are a large number of utility lines that may conflict with tree growth. Staff notes that the surrounding property uses along Sunrise Valley Drive include single family attached dwellings, a private school, and retail/office use. Staff notes that the single family attached dwellings to the south of Sunrise Valley Drive have an already existing substantial landscape buffer. Staff recommends that the applicant provide additional commitments to plant trees in the landscape panel along Sunrise Valley Drive in coordination with the Urban Forestry Management Division. The applicant has not addressed this issue. Therefore, this issue remains outstanding.

PARKING STUDY

Land Development Services received a request for a parking reduction on this site which requires Board of Supervisors approval. Staff is proposing a streamline approach for the processing this application in which the parking reduction request is included in the rezoning analysis for the site (Appendix 17).

The applicant is requesting a modification of Paragraph 5 of Section 11-103 of the Zoning Ordinance, to reduce the amount of parking spaces needed for the multifamily residential use on site. The applicant is proposing 260 dwelling units and the Zoning Ordinance required rate of 1.6 would require 416 spaces. The applicant is proposing a minimum of 338 parking spaces. Pursuant to Paragraph 5A of Section 11-202 of the Zoning Ordinance, Land Development Services staff recommend that the Board of Supervisors approve a parking reduction of up to 18.8 percent (78 fewer spaces) for the proposed residential use at the development due to the site's walking distance to the Wiehle-Reston East Metro Station subject to the proposed conditions listed in Appendix 17. Below is a summary of the proposed parking study reduction conditions:

- Provision of a minimum of 338 parking spaces.
- One vehicle space shall be reserved for each residential unit.
- At least 39 of the 338 spaces required for residential uses shall be clearly designated as parking for guests of the residents, future residents, car-share vendors, and on-site staff.
- Submission of a parking space utilization study for review and approval by the Director at any time in the future that the Zoning Administrator or the Director so requests. All parking utilization studies prepared in response to a request by the Zoning Administrator or the Director shall be based on applicable requirements of the Zoning Ordinance in effect at the time of said parking utilization study submission.

- All parking shall comply with all other applicable regulations of Article 11 of the Zoning Ordinance, PFM and Virginia Uniform State Building Code.

The applicant's parking study indicates that the transit station is expected to reduce the demand for parking spaces with no adverse impact to the site or adjacent area. Staff notes that this reduction should approved as a separate item from the rezoning request by the Board of Supervisors.

CONCLUSIONS

The applicant, Wiehle Station Ventures, LLC, is seeking approval to rezone 3.14 acres from the I-3 District to the PRM District, to permit a multifamily residential development for 260 units and retain an existing office building.

The applicant has demonstrated to the satisfaction of staff that the proposed development meets the criteria used to analyze this application set forth in the Comprehensive Plan and the Zoning Ordinance, including the Areawide Recommendations, Development Review Performance Objectives and the Residential Development Criteria with some exceptions. The applicant has adequately addressed site design issues including streetscapes, open space requirements and inclusion of recreation facilities. The applicant has provided architectural renderings of the multifamily building and demonstrated their compatibility in design and massing with the surrounding developments, as well as committing to provide a noise study at the time of site plan. In addition, the applicant has satisfied environmental concerns by providing adequate tree preservation and new landscaping. The applicant has also proffered to design the buildings using green building measures. Furthermore, the applicant has addressed staff concerns by including pedestrian trails throughout the site and a cycle track for bicycles along Sunrise Valley Drive. It should be further noted that the applicant has satisfactory addressed staff concerns with regard to stormwater management mitigation techniques, and the provision of workforce dwelling units.

Staff notes that the applicant is not providing an extension of the sidewalk from the property north along Association Drive. The applicant noted that they might not be able to be install the sidewalk due to restrictive covenants of the property. Staff believes the applicant should proffer a commitment to work with the covenants to provide this sidewalk. In addition the applicant has only provided a proffer commitment to provide two percent of the units as universal design, instead of the recommended five percent. Staff continues to encourage the additional planting of trees in the landscape amenity panel along Sunrise Valley Drive, despite concerns about utilities in order to meet the streetscape expectations of the Comprehensive Plan. In addition, staff recommends that the applicant provide a commitment to ensure that if off-site trees are not approved by adjacent property owners, that the trees will be relocated on site. Finally, the applicant should increase their contribution to provide for two preemption devices for nearby traffic signals located along the primary travel route from the closest fire station.

RECOMMENDATIONS

Staff recommends approval of SEA 94-H-049-02 to delete 3.14 acres from SE 94-H-049.

Staff recommends approval of RZ 2015-HM-013 and associated conceptual development plan, subject to the execution of the proffers consistent with those contained in Appendix 1.

Staff recommends approval of FDP 2015-HM-013 subject to the proposed final development plan conditions contained in Appendix 2 and the Board of Supervisors approval of RZ 2015-HM-013 and the associated conceptual development plan.

Staff recommends approval of the following waivers and modifications:

- Waiver of Section 2-505 of the Zoning Ordinance for the use limitations on corner lots.
- Modification of Paragraph 4 of Section 11-202 of the Zoning Ordinance to reduce the off-street loading required minimum site distance from 40 feet to 16 feet.
- Modification of Section 11-203 of the Zoning Ordinance to reduce the number of required loading spaces from three to one for residential building and from four spaces to two spaces for the office building.
- Waiver of Section 13-203 of the Zoning Ordinance for peripheral parking lot landscaping.
- Modification of Sections 13-303 and 13-304 of the Zoning Ordinance of the transitional screening and barrier requirements to permit the landscaping as shown on the CDP/FDP/SEA.

Staff recommends approval of 2615-PKS-005-1, a parking reduction of up to an 18.8 percent (78 fewer spaces) for the proposed residential use, pursuant to Paragraph 5.A of Section 11-102 of the Zoning Ordinance, subject to the conditions recommended by staff as outlined in Memorandum from Land Development Services dated August 19, 2016, contained in Appendix 17.

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

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

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

property subject to this application.

APPENDICES

1. Draft Proffers
2. Proposed Final Development Plan Conditions
3. Applicant's Statement of Justification
4. Affidavits
5. Residential Development Criteria/Guidelines for Transit-Oriented Development
6. Land Use Analysis
7. Office of Community Revitalization Analysis
8. FCDOT/VDOT Transportation Analysis
9. Park Authority Analysis
10. Department of Public Works and Environmental Services Analysis
11. Environmental Analysis
12. Urban Forestry Management Division Analysis
13. Fairfax County Public Schools Analysis
14. Fairfax County Water Authority Analysis
15. Sanitary Sewer Analysis
16. Fire/Rescue Analysis
17. Parking Reduction Study
18. Glossary

PROFFER STATEMENT
WIEHLE STATION VENTURES LLC
RZ/FDP 2015-HM-013

March 11, 2016
Revised May 6, 2016
Revised June 16, 2016
Revised August 29, 2016
Revised September 8, 2016

Pursuant to Section 15.2-2303(A) of the Code of Virginia (1950, as amended) and Section 18-204 of the Fairfax County Zoning Ordinance (1978, as amended) (the "Zoning Ordinance"), Executive II Limited Partnership, Centennial One Limited Partnership, and the Executive II Office Condominium Association, as the owners and Wiehle Station Ventures, LLC, as the applicant, for themselves and their successors and assigns (collectively the "Applicant"), in this rezoning application hereby proffer that the development of the property identified on the Fairfax County Tax Map as 17-4 ((12)) 11B, 17-4 ((33)) C, 17-4 ((33)) 100, 17-4 ((33)) 110, 17-4 ((33)) 120, 17-4 ((33)) 140, 17-4 ((33)) 200, 17-4 ((33)) 220, 17-4 ((33)) 230, 17-4 ((33)) 300, 17-4 ((33)) 340A, 17-4 ((33)) 410, 17-4 ((33)) 420, 17-4 ((33)) 430, 17-4 ((33)) 510, 17-4 ((33)) 520, 17-4 ((33)) 530, 17-4 ((33)) 535, and a portion of 17-4 ((12)) 11D9 (collectively, the "Property") shall be in accordance with the following conditions ("Proffers") if, and only if, approval of applications RZ/FDP 2015-HM-013 (the "Application") is granted by the Fairfax County Board of Supervisors. In the event that the Application is denied, these Proffers shall immediately be null and void and of no further force or effect, and any previous proffered conditions applicable to the Property shall remain in full force and effect.

GENERAL

1. Substantial Conformance. The Property shall be developed in substantial conformance with the Conceptual Development Plan/Final Development Plan ("CDP/FDP") dated August 10, 2015, and revised through August 24, 2016, prepared by VIKA Virginia LLC, and consisting of 40 sheets, as further described below.

2. CDP Elements. Notwithstanding that the Conceptual Development Plan and the Final Development Plan are presented on the same sheets and defined as the CDP/FDP in Proffer 1, it shall be understood that the proffered elements of the CDP are limited to: (a) the maximum gross floor area and maximum number of dwelling units as set forth on the CDP/FDP, (b) the general location and arrangement and maximum building heights of the buildings on the Property as shown on the CDP/FDP, and (c) the minimum amount of open space (collectively, the "CDP Elements"). The Applicant reserves the right to request approval from the Fairfax County Planning Commission of a Final Development Plan Amendment ("FDPA") pursuant to Section 16-402 of the Zoning Ordinance for elements other than the CDP Elements, provided such FDPA is in substantial conformance with these Proffers.

3. Minor Modifications. Minor modifications to the CDP/FDP shall be permitted pursuant to Paragraph 4 of Section 16-403 of the Zoning Ordinance when necessitated by sound engineering or when necessary as part of final site design or engineering. Such modifications shall be permitted, provided: (a) the maximum gross floor area and maximum number of dwelling units are not increased, (b) the maximum building heights are not increased beyond the heights identified on Sheet C-6 of the CDP/FDP and Proffer 7; (c) the minimum amount of open space identified on Sheet C-6 of the CDP/FDP is not reduced, and (d) the development otherwise is in substantial conformance with these Proffers and the CDP/FDP.

4. Proposed Development. The Applicant shall be permitted to develop the Property with up to 341,800 square feet of gross floor area of development consisting of up to 72,637 square feet of existing office uses (the "Office Building") and up to 260 multi-family residential units (the "Residential Building") (collectively, the Office Building and Residential Building are the "Proposed Development"). For purposes of these Proffers, the use of the term "site plan" means the site plan for the Residential Building unless otherwise noted.

A. Site Plan and Uses for Office Building. Notwithstanding that the Office Building will be zoned Planned Residential Mixed Use ("PRM") following approval of this Application, the Applicant agrees that, in addition to the uses described in Proffer 8 below, the Office Building shall be limited to offices, accessory uses, automated teller machines, financial institutions, garment cleaning establishments, personal services establishments, fast food restaurants (without drive-though), eating establishments, retail sales establishments and any other special exception (Section 5-304) or special permit (Section 5-303) uses approved for the Office Building by separate application. The Applicant further agrees to submit to DPWES and have approved a site plan or minor site plan for the Office Building and accessory surface parking so that the minimum required off-street parking for the Office Building is located on the same "lot" as the Office Building, despite the fact the Office Building and associated parking areas will become split-zoned I-3 and PRM following approval of this Application, the intent being that the Residential Building and the Office Building will be subject to two separate site plans that, for purposes of parking and other standards, stand independent of the other. Should the Applicant establish uses other than offices in the Office Building, and such additional uses have more intensive parking requirements under the Zoning Ordinance than offices (such as eating establishments), then the Applicant shall be required to demonstrate, prior to issuance of a Non-Residential Use Permit ("Non-RUP") for such use(s), that sufficient parking exists (or can be provided) on the site plan for the Office Building to accommodate such uses.

5. Future Applications. Any portion of the Property may be the subject of a Conceptual Development Plan Amendment ("CDPA"), FDPA, Proffered Condition Amendment ("PCA"), Rezoning, Special Exception ("SE"), Special Exception Amendment ("SEA"), Comprehensive Sign Plan, Special Permit ("SP"), Variance or other zoning action without the joinder and/or consent of the owner(s) of the other land area(s), provided that such application complies with Paragraph 6 of Section 18-204 of the Zoning Ordinance and Section 15.2-2302 of the Code of Virginia, as applicable. Previously approved proffered conditions or development conditions

applicable to a particular portion of the Property that is not the subject of such an application shall remain in full force and effect.

BUILDING DESIGN

6. Architecture. The character of the architectural design of the Residential Building shall be in general conformance with the conceptual architectural elevations shown on Sheets A1.07 and A1.08 of the CDP/FDP. Exterior building materials for the Residential Building shall be selected by the Applicant from among the following: brick, masonry/stone, aluminum, steel, glass, cementitious paneling and siding, aluminum/vinyl windows, architectural pre-cast concrete headers, sills, and trim details, provided that final architectural details, roofs and accents may include other materials. Bay windows, balconies, awnings, and other architectural features may be provided along any façade of the Residential Building and may extend beyond the Residential Building footprint shown on the CDP/FDP. The Applicant reserves the right to adjust or modify the architectural design as part of final architectural design and engineering without requiring approval of a PCA, CDPA, or FDPA, provided the general quality and character of the architectural design remain in substantial conformance with those shown on Sheets A1.07 and A1.08 of the CDP/FDP.

A. Presentation of Building Architecture to Reston Planning and Zoning Committee. Prior to building permit approval, the Applicant shall distribute illustrative drawings of the residential building's general architecture and proposed landscaping to the members of the Reston Planning and Zoning ("P&Z") Committee for review and comment. Such submission shall include a listing of proposed building materials and a general explanation of the elements and features used to minimize the mass and bulk of the building along Association Drive. A copy of the submission also shall be provided to the office of the Hunter Mill District Supervisor and DPWES.

B. Trash Removal. The Applicant shall design the Residential Building's internal loading dock along Association Drive to provide a minimum eighteen feet (18') of clearance to permit trash trucks to drive into the loading dock to provide trash removal services to the Residential Building without blocking the vehicular travel way along Association Drive.

7. Building Height. The building height for the Proposed Development shall not exceed the maximum height identified on Sheet C-6 of the CDP/FDP. Building height shall be measured in accordance with the provisions of the Zoning Ordinance and shall be exclusive of those accessory structures that are excluded from the maximum building height as set forth in Section 2-506 of the Zoning Ordinance. Notwithstanding the foregoing, however, nothing shall preclude the Applicant from constructing the Proposed Development to a lesser building height than the maximum building height shown on the CDP/FDP, provided the building retains a comparable urban form to that shown on the CDP/FDP.

8. Rooftop Telecommunications Equipment and Mechanical Units. Telecommunications equipment, mechanical units, and all appurtenant facilities may be placed on the rooftop of the Proposed Development, shall comply with the applicable requirements of the Zoning Ordinance,

and shall be screened and/or set back sufficiently from the perimeter of the roof so that such equipment and facilities generally are not visible when viewed at street level. Antennae mounted on the building sides shall be designed to be a part of the architectural treatment of the building and painted to match the building.

9. Sustainable Design. The Applicant shall select one or more of the following sustainable design programs to be implemented with construction of the Residential Building. As part of the site plan submission for the Residential Building, the Applicant will inform the Environment and Development Review Branch ("EDRB") of the Department of Planning & Zoning ("DPZ") of its choice(s) for sustainable design.

A. NGBS. If the Applicant selects the Home Innovations Research Lab's 2012 National Green Building Standard ("NGBS"), then the Applicant shall seek NGBS certification using the ENERGY STAR® Qualified Homes Path for energy performance as demonstrated through documentation submitted to EDRB from a home energy rater and/or an NGBS Verifier certified through the Home Innovations Research Lab. Documentation demonstrating certification under the NGBS rating system in accordance with this Proffer shall be submitted to EDRB prior to the issuance of each Residential Use Permit ("RUP").

B. LEED. If the Applicant selects the U.S. Green Building Council ("USGBC") Leadership in Energy and Environmental Design ("LEED") for Homes ("LEED for Homes") or New Construction ("LEED-NC") rating system, then the Applicant shall pursue LEED certification under the most recent version of the LEED for Homes or LEED-NC rating system, or other applicable LEED rating system as determined in consultation with the EDRB, in effect at the time the Applicant registers the project with the USGBC.

i. Project Checklist. The Applicant will include as part of the site plan submission and building plan submission for the Residential Building a list of specific credits that the Applicant anticipates attaining for the Residential Building under the applicable LEED for Homes or LEED-NC rating system. A professional engineer or licensed architect will provide certification statements at both the time of site plan and building plan review for the Residential Building confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED certification of the project.

ii. LEED-AP. The Applicant will include a LEED accredited professional ("LEED-AP") as a member of the design team for the Residential Building. The LEED-AP shall also be a professional engineer or licensed architect, and will work with the design team to incorporate sustainable design elements and innovative technologies into the project with a goal of having the project attain LEED certification. At the time of site plan submission for the Residential Building, the Applicant will provide documentation to the EDRB demonstrating compliance with the commitment to engage such a professional.

iii. Green Building Escrow. Prior to building plan approval for the Residential Building, the Applicant shall post a "Green Building Escrow" in the form of cash or a letter of credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual, in the amount of a) eighty percent (80%) of the gross square footage for the Residential Building multiplied by $2 per square foot (if using LEED for Homes) or b) $2 per gross square foot of the Residential Building (if using LEED-NC). This escrow will be in addition to, and separate from, other bond requirements and will be released upon demonstration of attainment of LEED certification by the USGBC under the applicable version of the LEED for Homes or LEED-NC rating system. The provision to the EDRB of documentation from the USGBC that the Residential Building has attained LEED certification will be sufficient to satisfy this commitment.

iv. Release of Green Building Escrow. The Green Building Escrow shall be released in accordance with the following:

a. If prior to final bond release the Applicant provides to the EDRB documentation demonstrating that LEED certification has been attained, the entirety of the Green Building Escrow shall be released to the Applicant.

b. If prior to final bond release the Applicant provides to the EDRB documentation demonstrating that LEED certification has not been attained but that the USGBC has determined that the Residential Building falls within three points of attainment of LEED certification, then fifty percent (50%) of the Green Building Escrow will be released to the Applicant and the other fifty percent (50%) will be released to Fairfax County to be posted to a fund within the County budget supporting the implementation of County environmental initiatives.

c. If prior to final bond release the Applicant fails to provide to the EDRB documentation demonstrating that the Residential Building has fallen short of LEED certification by three or fewer points, the entirety of the Green Building Escrow will be released to Fairfax County and will be posted to a fund within the County budget supporting the implementation of County environmental initiatives.

v. Extension of Time. If the Applicant provides documentation from the USGBC demonstrating, to the satisfaction of the EDRB, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the Applicant, the Applicant's contractors or subcontractors, the proffered time frame shall until such time as evidence is obtained, and no release of escrowed funds shall be made to the Applicant or to the County during the extension.

C. EarthCraft. If the Applicant selects EarthCraft, then the Applicant shall provide documentation to DPZ demonstrating certification under the EarthCraft Program in accordance with this Proffer prior to issuance of the first RUP.

10. Universal Design. The Applicant shall provide a minimum of two percent (2%) of the total number of residential units constructed on the Property with universal design features that may include, but shall not be limited to, the following:

i. At least one accessible route that connects all spaces and elements that are part of the unit as defined by the American National Standards Institute ("ANSI");

ii. User passage doorways with a minimum width of 32 inches;

iii. Threshold beveled changes between ¼ and ½ inch maximum;

iv. Compliance of lighting controls, electrical switches and receptacle outlets, environmental controls and user controls for security and intercom systems with clear floor spaces and heights as defined by ANSI;

v. Reinforcement for furniture installation of bath fixtures by ANSI; and

vi. Levered knobs throughout the unit.

11. Lighting. All on-site outdoor and parking garage lighting provided with the Residential Building shall comply with the Outdoor Lighting Standards of Section 14-900 of the Zoning Ordinance.

AFFORDABLE HOUSING

12. Affordable Dwelling Units. Unless otherwise exempt pursuant to Part 8 of Article 2 of the Zoning Ordinance in effect as of the approval date of this Application (the "ADU Ordinance"), the Applicant shall provide Affordable Dwelling Units ("ADUs") in the Residential Building pursuant to the ADU Ordinance.

13. Workforce Dwelling Units. In addition to any ADUs required pursuant to Proffer 11, the Applicant also shall provide for-sale and/or rental housing units with the Residential Building to be sold/rented as Workforce Dwelling Units ("WDUs") administered as set forth in the "Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines" adopted on October 15, 2007, in effect as of the approval date of this Application (the "Policy Guidelines"), such that a minimum of fifteen percent (15%) of the total number of residential units constructed as part of the Proposed Development are sold/rented as either ADUs or WDUs. Such WDUs shall be in addition to any requirement to provide ADUs in accordance with the ADU Ordinance in effect as of the approval date of this Application, provided the total number of required ADUs and WDUs does not exceed fifteen percent (15%) of the total number of residential units constructed as part of the Proposed Development. When the required number of WDUs results in a fractional unit less than 0.5, the number shall be rounded down to the next whole number. When the required number of WDUs results in a fractional unit equal to or greater than 0.5, the number shall be rounded up to the next whole number. Notwithstanding Sections 7.G and 8.E of the Policy

Guidelines, for a period of five years commencing upon the issuance of the first RUP for the Proposed Development, the Applicant shall provide one-half of any WDUs required under this proffer priced to serve households with an income of up to eighty percent (80%) of the Area Median Income for the Washington Standard Metropolitan Statistical Area ("AMI") and one-half of any WDUs required under this proffer priced to serve households with an income of up to one hundred percent (100%) of AMI. Upon the expiration of such five-year period, the Applicant shall be permitted to provide any WDUs required under this proffer in three (3) evenly distributed income tiers of up to eighty percent (80%) of AMI, one hundred percent (100%) of AMI, and one hundred twenty percent (120%) of AMI in accordance with Sections 7.G and 8.E of the Policy Guidelines.

The Applicant reserves the right to enter into a separate binding written agreement with the appropriate Fairfax County agency as to the terms and conditions of the administration of the WDUs following approval of this Application without the need for a PCA. Such an agreement shall be on terms mutually acceptable to both the Applicant and Fairfax County and may occur after the approval of this Application. Neither the Board of Supervisors nor Fairfax County shall be obligated to execute such an agreement. If such an agreement is executed by all applicable parties, then the WDUs shall be administered solely in accordance with such an agreement and the provisions of this proffer shall become null and void. Such an agreement and any modifications thereto shall be recorded in the land records of Fairfax County.

LANDSCAPING, OPEN SPACE, AND RECREATION

14. Landscape Plan. The Applicant shall implement the landscape design for the Proposed Development shown on Sheets L-1 and L-2 of the CDP/FDP (the "Conceptual Landscape Plan"), which illustrate the plantings and other features to be provided with the Proposed Development, including streetscapes and park areas. The Conceptual Landscape Plan is conceptual in nature and the tree species and planting locations may be modified by the Applicant as part of final engineering and building design, provided such modifications provide a similar quality and quantity of landscape plantings and materials as shown on the Conceptual Landscape Plan.

A. Native, Non-Invasive Species. The Applicant shall use principally native and only non-invasive species (meaning the Applicant shall not use any plant species identified in the 2014 Virginia Invasive Plant Species List published by the Virginia Department of Conversation and Recreation) for plantings and landscaping materials throughout the Proposed Development, provided that the Applicant reserves the right, in consultation with and approval by the Urban Forest Management Division of DPWES ("UFMD"), to modify as part of site plan approval the exact species to be used, such as where some plant materials are not available or have been deemed by UFMD to no longer be appropriate.

B. Site Plan(s). As part of the initial site plan submission for the Residential Building, the Applicant shall submit to UFMD for review and approval a detailed landscape and tree cover plan (the "Landscape Plan"), which shall include, among other things:

i. Design details for tree wells or grates and other similar planting areas above structures and along streets;

ii. Composition of the planting materials (and any structural soils, which, although not preferred, may be used if necessary) used for street trees or where plantings are to be located within or on top of structures and other methods to be used to ensure the viability of the proposed plantings; and

iii. Information demonstrating that the Landscape Plans are consistent with and are part of the implementation of the SWM Facilities defined below.

C. Planting Quality. Each Landscape Plan shall be consistent with the quality and quantity of plantings and materials shown on the Conceptual Landscape Plan, as may be modified by the Applicant as described above, and may include the use of additional shade trees and other plant materials as determined by the Applicant. The Applicant may adjust the type and location of vegetation and the design of the open spaces, courtyard areas and streetscape improvements and plantings as approved by the Zoning Evaluation Division ("ZED") of DPZ and UFMD, provided such adjustments otherwise are in substantial conformance with the CDP/FDP.

D. Pre-Installation Meeting. Prior to the installation of plants to meet the requirements of the approved Landscape Plan and these Proffers, the Applicant shall coordinate a pre-installation meeting on site with the landscape contractor and a representative of UFMD to review the landscape requirements of the approved Landscape Plan. Any proposed changes to the location of planting, size of trees/shrubs, and any proposed plant substitutions of species specified on the approved Landscape Plan shall be reviewed at this time and must be approved by UFMD prior to planting. The installation of plants not specified on the approved Landscape Plan and not previously approved by UFMD may require the submission of a revision to the approved Landscape Plan or removal and replacement with the approved plants prior to bond release. The Applicant shall provide notice to UFMD not less than 72 hours prior to the Applicant's implementation of the tree planting.

E. Fire Marshal Coordination. The Applicant has coordinated with the Fire Marshal regarding the site design and layout of the Proposed Development and the Fire Access Plan shown on Sheet C-9 of the CDP/FDP. Notwithstanding such coordination, however, if it is determined during site plan review that elements of the streetscape improvements, plantings, tree preservation areas, and/or open space designs conflict with subsequent comments from the Fire Marshal, the Applicant shall be permitted to relocate, remove, or modify such conflicting elements in response to the Fire Marshal's comments without the need for a PCA, CDPA, or FDPA, provided any such modifications: (i) are made in consultation with, and subject to the approval of, DPZ, the Fairfax County Department of Transportation ("FCDOT"), and UFMD, (ii) with the intent to provide the streetscape improvements, plantings, tree preservation areas, and open space

designs shown on the CDP/FDP to the extent possible given the Fire Marshal's comments, and (iii) the overall tree canopy shown on the CDP/FDP is not reduced.

15. Planting Width Details. The Applicant shall install street trees with tree species and planting sites consistent with the Conceptual Landscape Plan, as may be modified by the Applicant in accordance with Proffer 13 above. Where minimum planting widths of eight (8) feet cannot be provided, the Applicant shall provide details for alternative measures showing how the proposed planting spaces will provide for normal tree growth and performance by using structural cell technology, or other measures acceptable to UFMD, to satisfy the following specifications for all planting sites:

A. A minimum of four (4) feet open surface width and sixteen (16) square feet open surface area for Category III and Category IV trees, with the tree located in the center of the open area;

B. A minimum rooting area of eight (8) feet in width, which may be achieved with techniques to provide non-compacted soil below hardscape areas, with no barrier to root growth within three (3) feet of the base of the tree as shown on the Street Tree Pit Detail on Sheet L.03 of the CDP/FDP;

C. Soil volume for Category III and Category IV trees shall be a minimum of 700 cubic feet for single trees. For two (2) trees planted in a contiguous planting area, a total soil volume of at least 1,200 cubic feet shall be provided. For three (3) or more trees planted in a contiguous area, the soil volume shall equal at least 500 cubic feet per tree. A contiguous area shall be any area that provides root access and soil conditions favorable for root growth throughout the entire area;

D. Soil specifications in planting sites shall be provided as specified in the planting notes to be included in all site plans submissions.

16. Streetscape. Subject to the approval of the Virginia Department of Transportation ("VDOT") and FCDOT and the acquisition of necessary easements/licenses from adjacent property owners, the Applicant shall provide onsite and offsite streetscape improvements and plantings along the Property's frontage on Sunrise Valley Drive, Commerce Park Drive, and Association Drive as conceptually illustrated on Sheets C-6 and C-7 of the CDP/FDP. If the Applicant is unsuccessful in acquiring all offsite easements/licenses necessary to install the offsite streetscape along Sunrise Valley Drive and/or Association Drive prior to site plan approval for the Proposed Development, then, as an alternative, the Applicant shall design and construct its onsite streetscape to tie into proposed offsite trail improvements proposed (and, as appropriate, constructed) by FCDOT as part of regional pedestrian improvements (FCDOT Project #1400074 and VDOT Project #103285). As part of site plan approval for the Proposed Development, the Applicant also shall coordinate with FCDOT and other property owners proposing redevelopment on the eastern end of Commerce Park that also have frontage along Sunrise Valley Drive (i.e., the owner/developer of RZ ____-HM-___) to establish and, concurrent with development, install a uniform and complementary streetscape section along Sunrise Valley Drive, including the use of different pavement colors and/or materials to

distinguish between the proposed cycle track and pedestrian improvements, as well as transitions between and among various existing and planned streetscape elements near or abutting the Property. Prior to site plan approval for the Proposed Development, the Applicant shall enter into a maintenance agreement with FCDOT and/or VDOT, as applicable, for the maintenance, by the Applicant, of any streetscape elements required under these Proffers and located within public right-of-way abutting the Property. As part of such maintenance agreement, the Applicant shall be responsible for maintaining the cycle track, abutting sidewalk and street trees, including keeping the walking surface in good repair and removing snow, as necessary. The Applicant may adjust the type and location of vegetation and the design of the open spaces, courtyard areas and streetscape improvements and plantings as approved by ZED and UFMD, provided such adjustments otherwise are in substantial conformance with the CDP/FDP. The Applicant shall install the portion of the streetscape improvements and plantings along the frontage of the Property prior to the issuance of the first RUP for the Residential Building, provided that the Applicant reserves the right to request from the Zoning Administrator an extension of the time within which the streetscape elements must be installed to reflect challenges beyond the Applicant's control or to enhance the survivability of plantings by delaying their installation until the next available planting season.

17. Utility Locations. Utilities, including, but not limited to, water, electric, gas, cable, telephone, sanitary sewer and storm sewer lines, as applicable, shall be installed within the street network to the maximum extent feasible as determined by DPWES or shall be placed in locations that do not conflict with the streetscape improvements, plantings, tree preservation areas, and open space areas shown on the CDP/FDP. If there is no other option, utilities may be placed within the streetscape improvements, plantings, tree preservation areas, and open space areas, provided that the long-term health of trees and other plantings is ensured by the provision of sufficient soil volume, as determined by UFMD. The Applicant shall be permitted to relocate, remove, or modify the streetscape improvements, plantings, tree preservation areas, and/or open space areas to avoid conflicts with utilities without the need for a PCA, CDPA, or FDPA, provided any such modifications: (i) are made in consultation with, and subject to the approval of, UFMD and DPWES, (ii) with the intent to provide the streetscape improvements, plantings, tree preservation areas, and open space areas shown on the CDP/FDP to the extent possible given the utility needs, and (iii) the overall tree canopy and quality of streetscape improvements shown on the CDP/FDP is not reduced.

18. Urban Parkland. Prior to issuance of the first RUP for the Residential Building, the Applicant shall provide public outdoor open spaces and recreational facilities/amenities within or abutting the Property as follows, provided the Applicant reserves the right to request an extension of time within which such facilities must be installed to address delays outside the Applicant's control:

A. Park One. Subject to acquiring all necessary easements/licenses from adjacent property owners, the Applicant shall provide a public outdoor space ("Park One") as part of the Residential Building generally in the location and configuration shown on Sheet L-6 of the CDP/FDP. Park One shall include features for passive and active recreation, including but not limited to: (i) a lawn area, (ii) hardscape/pavers and landscape areas, (iii) benches/seating areas, (iv) a bicycle repair station, and (v) a children's play area with play equipment for climbing,

and similar amenities as conceptually shown on Sheet L-6 of the CDP/FDP. The Applicant shall provide such features with the intent to create a sense of place and a public gathering area to serve as an amenity for the Proposed Development and the local community. The Applicant may adjust the type and location of vegetation, the design of the open spaces, and the features/amenities comprising Park One as approved by ZED and UFMD, provided the general character and quality of the Park One are consistent with Sheet L-6 of the CDP/FDP. Should the Applicant not receive the necessary offsite easements/licenses to accommodate all of the features described above in Park 1, the Applicant shall be permitted to relocate a portion of the features to Park Two, in consultation with FCPA.

B. Park Two. The Applicant shall provide a public outdoor space ("Park Two") as part of the Residential Building generally in the location and configuration shown on Sheet L-7 of the CDP/FDP. Park Two shall include features for passive and active recreation, including but not limited to: (i) a lawn area, (ii) hardscape/pavers and landscape areas, (iii) outdoor furniture and benches/seating areas, (iv) bioretention trenches, and, (v) a shade structure and similar amenities as conceptually shown on Sheet L-7 of the CDP/FDP. Park 2 also may include features relocated from Park One as described in Proffer 17(A) above. The Applicant shall provide such features with the intent to create a sense of place and a public gathering area to serve as an amenity for the Proposed Development and the local community. The Applicant may adjust the type and location of vegetation, the design of the open spaces, and the features/amenities comprising Park Two as approved by ZED and UFMD, provided the general character and quality of the Park Two are consistent with Sheet L-7 of the CDP/FDP.

C. Park Three. The Applicant shall provide a public outdoor space ("Park Three") as part of the Residential Building generally in the location and configuration shown on Sheet L-8 of the CDP/FDP. Park Three shall include features for passive and active recreation, including but not limited to: (i) public art or murals, (ii) hardscape/pavers and landscape areas, (iii) outdoor furniture and benches/seating areas, and (iv) a terrace area, and similar amenities as conceptually shown on Sheet L-8 of the CDP/FDP. The Applicant shall provide such features with the intent to create a sense of place and a public gathering area to serve as an amenity for the Proposed Development and the local community. The Applicant may adjust the type and location of vegetation, the design of the open spaces, and the features/amenities comprising Park Three as approved by ZED and UFMD, provided the general character and quality of Park Three are consistent with Sheet L-8 of the CDP/FDP.

D. Existing Green Space. The Applicant shall install outdoor seating within the existing green space adjacent to the existing office building at the corner of the service drive and Commerce Park Drive. The seating can be in the form of a bench or chair and shall be sited to encourage congregation.

19. Outdoor Amenity Deck. The Applicant shall provide an outdoor amenity deck as part of the Residential Building generally in the location and configuration shown on Sheet L-8 of the CDP/FDP. The amenity deck shall include features for passive and active recreation such as, but not limited to, outdoor furniture/seating areas, a swimming pool, landscaped areas, and/or similar amenities as conceptually shown on Sheet L-8 of the CDP/FDP. The Applicant shall provide such features with the intent to create a private outdoor recreation area to serve the residents of the Residential Building. The Applicant may adjust the type and location of vegetation, the design of the open spaces, and the features/amenities comprising the amenity deck as approved by ZED and UFMD, provided the general character and quality of the amenity deck are consistent with Sheet L-8 of the CDP/FDP. The Applicant shall install the amenity deck prior to the issuance of the first RUP for the Residential Building, provided the Applicant reserves the right to request an extension of time within which the amenity deck must be installed to address delays outside the Applicant's control.

20. Private Amenities and Recreation Facilities for Residents. Pursuant to Paragraph 2 of Section 6-409 of the Zoning Ordinance, the Applicant shall provide on-site recreational facilities for the future residents of the Property and shall expend a minimum of $1,800.00 per non-ADU residential unit on such recreational facilities. In the event the total cost of recreational facilities constructed on the Property is demonstrated to be less than $1,800.00 per non-ADU unit, the Applicant shall contribute the balance of any funds not expended for on-site recreational facilities to the Fairfax County Park Authority ("FCPA") prior to bond release for the Residential Building for the provision of recreational facilities in the vicinity of the Property. Such facilities shall include, but shall not be limited to, the following:

a. Swimming pool and outdoor amenity deck pursuant to Proffer 18

b. Fitness center with stationary bikes, treadmills, weight training equipment with weight machines and free weights, etc.

c. Yoga room

d. Lounge with coffee bar

21. Athletic Field Contribution. To address the Comprehensive Plan's recommendations regarding the provision of public facilities and athletic fields in the Transit Station Areas, the Applicant shall contribute $462,852.00 to the Fairfax County Park Authority ("FCPA") for the development of athletic fields in the Wiehle-Reston East Transit Station Area that will serve the Property. This contribution shall be made prior to issuance of the first RUP for the Residential Building.

22. Additional Parks Contribution. In recognition of the Comprehensive Plan's guidance regarding the provision of publicly-accessible open space under the Urban Parks framework, the Applicant shall, prior to issuance of the first RUP for the Property, contribute $25,000 to the FCPA to be used to acquire or improve open space or recreational facilities in the vicinity of the Property.

PARKING

23. Parking and Future Parking Reductions. Parking for the Proposed Development shall be provided in accordance with the parking requirements of Article 11 of the Zoning Ordinance, as determined by DPWES. The Applicant reserves the right to pursue a parking reduction for the Proposed Development, as may be permitted by Article 11 of the Zoning Ordinance and approved by the Board of Supervisors.

24. Electric Vehicle Charging Facilities. The Applicant shall provide a minimum of one (1) recharging station that serves two (2) parking spaces for electric cars within the garage of the Residential Building. The Applicant may also provide space and infrastructure to accommodate additional electric vehicle-ready parking spaces in the parking garage for the Residential Building. "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.

TRANSPORTATION IMPROVEMENTS

25. Private Service Drive.

a. Local Street Connecting Association Drive to Commerce Park Drive. Prior to issuance of the first RUP for the Residential Building, the Applicant shall construct a two-lane road consisting of one travel lane in each direction as shown on Sheet C-7 of the CDP/FDP to connect existing Association Drive with Commerce Park Drive (the "Local Street"), including the streetscape elements shown on the CDP/FDP, which Local Street is intended to serve as an interim condition until such time as Association Drive is extended to connect directly to Sunrise Valley Drive (the "Ultimate Local Street"), as more particularly shown on Sheet S-1 of the CDP/FDP and labeled "Local/Private Service Dr." Upon completion of the Applicant's construction of the Local Street, the Applicant shall grant to the County a public access easement across the Local Street and across pedestrian sidewalks abutting the Residential Building along the Local Street.

b. Escrow for Future Construction. Prior to the issuance of the first RUP for the Residential Building, the Applicant shall contribute to the Board of Supervisors $50,000 to be used toward the construction, by others, of the Ultimate Local Street as shown on Sheet S-1 of the CDP/FDP. No later than sixty (60) days following written notice from Fairfax County that FCDOT and/or VDOT intends to proceed with construction of the Ultimate Local Street, the Applicant shall grant to the County a temporary construction and grading easement as necessary for the completion of the Ultimate Local Street and associated streetscape elements located on the Property.

26. Traffic Signal at Sunrise Valley Drive and Commerce Park Drive. No later than twelve (12) months after the issuance of the first RUP for the Residential Building, the Applicant shall complete and submit a warrant study for a traffic signal at the intersection of Sunrise Valley Drive and Commerce Park Drive. The warrant study shall include all approved but unbuilt development in the vicinity of the Property, subject to the approval of VDOT. If the signal is

warranted and approved by VDOT for installation, the Applicant shall design, equip, and install the signal, including pedestrian enhancements at Commerce Park Drive and an emergency vehicle pre-emption signal, subject to the acquisition of necessary easements and right-of-way (collectively, the "Commerce Park Drive Signal"). If available, the Applicant can use funds held by FCDOT that were previously proffered by others for the Commerce Park Drive Signal (the "Escrowed Funds"). The Applicant shall complete installation of the Commerce Park Drive Signal, if warranted by VDOT, prior to final bond release for the Residential Building. If the Commerce Park Drive Signal is not warranted by VDOT at the time of proposed installation, and no traffic signal has been approved as warranted or will be installed at the intersection of Sunrise Valley Drive and the eastern intersection with Commerce Park Drive, the Applicant shall escrow with FCDOT the difference between the amount of the then-existing Escrowed Funds and the projected cost (not to exceed $250,000) to install the Commerce Park Drive Signal, which funds would be used by others toward future signalization of this intersection. In the event that FCDOT or VDOT determine that the Commerce Park Drive Signal is not approvable, or that a signal is to be installed to the east, the Applicant shall be relieved of this proffer and no escrow shall be required.

27. Traffic Signal Preemption. No later than twelve (12) months after the issuance of the first RUP for the Residential Building, the Applicant shall contribute $20,000 to the Capital Project titled Traffic Light Signals – FRD Proffers in Fund 300-C30070, Public Safety Construction, for use in the installation of preemptive traffic signal devices on traffic signals within the Hunter Mill District, as determined by the Fire and Rescue Department and reviewed for approval by VDOT. The Applicant shall have no responsibility for installation or maintenance of the preemptive signal devices.

28. Reston Transportation Fund. The Applicant shall provide a contribution of ____ for each residential unit constructed on the Property to Fairfax County for the Reston Transportation Fund. The contribution shall be paid prior to the issuance of the first RUP for the Residential Building based on the actual number of residential units in the building. The amount due shall be adjusted for all creditable expenditures for off-site or other transportation improvements described herein. The Applicant shall receive and deduct such credits against the contributions that would otherwise be due to the Reston Transportation Fund in keeping with the Guidelines for the Reston Transportation Fund endorsed by the Board of Supervisors on _____.

29. Bicycle Parking. The Applicant shall install bicycle racks, bike lockers, and/or bike storage areas in the Residential Building ("Bicycle Parking"). The Bicycle Parking shall include a minimum of one (1) long-term bicycle parking space for every three (3) residential units, or portion thereof, and one (1) short-term bicycle parking space for every twenty-five (25) residential units, or portion thereof. Long-term bicycle parking shall be in a secure location such as a bicycle room, cage, locker, or other secure parking option approved by the Fairfax County Department of Transportation ("FCDOT"). Inverted U-shape bicycle racks shall count as two (2) bicycle parking spaces. The final design, location, and number of short term and long term bicycle parking and storage shall be determined at site plan in consultation with the FCDOT Bicycle Coordinator or his/her designee prior to site plan approval for the Residential Building. The final design, location and number of Bicycle Parking spaces shall be consistent with the Fairfax County Guidelines for Bicycle Parking. The Bicycle Parking and storage facilities

designated on the site plan shall be installed prior to the issuance of the first RUP for the Residential Building.

TRANSPORTATION DEMAND MANAGEMENT

30. Transportation Demand Management. This proffer sets forth the programmatic elements of a transportation demand management program (the "TDM Program") that shall be implemented by the Applicant, and/or its successors and assigns, to reduce the vehicle trips generated by the Proposed Development during weekday peak hours in accordance with Fairfax County's TDM Guidelines dated January 1, 2013. The vehicle trip reduction goal for the Proposed Development shall be forty-five percent (45%).

A. Definitions.

i. Build Out. For purposes of this Proffer, "Build Out" of the Proposed Development shall be deemed to occur upon eighty-five percent (85%) occupancy of the residential units, except as otherwise agreed to by the Applicant and FCDOT.

ii. Peak Hours. For purposes of this Proffer, the relevant weekday "Peak Hours" shall be that 60-minute period during which the highest weekday volume of mainline trips occurs between 7:00 to 9:00 AM and 4:00 to 6:00 PM, as determined by mechanical traffic counts conducted at two select locations abutting the Property as approved in consultation with FCDOT. To determine the Peak Hour, such counts shall be collected beginning on a Monday at 24:00 hours and continuing to the following Thursday at 24:00 hours at a time of year that reflects typical travel demand conditions (e.g. September to May, not during a holiday week or when public schools are not in session). The relevant Peak Hours shall be defined in conjunction with each of the Trip Counts described below. The methodology for determining the Peak Hours may be modified subject to approval of FCDOT, but without requiring a PCA, in order to respond to technological and/or other improvements in trip counting.

B. Transportation Management Association. The Applicant shall participate in or otherwise become associated with a larger Transportation Management Association should be one established for the area.

C. Transportation Demand Management Work Plan. The Applicant shall be responsible for submitting the Transportation Demand Management Work Plan (the "TDMWP") to FCDOT for approval prior to site plan approval for the Proposed Development. It is the intent of this Proffer 29 that the TDM Work Plan will adapt over time to respond to the changing transportation related circumstances of the 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 for the Proposed Development as set forth in these Proffers. Accordingly, modifications, revisions, and supplements to the TDM

Work Plan, as coordinated with FCDOT, can be made without the need for a PCA, provided the TDM Work Plan continues to reflect the proffered elements of the TDM Program as set forth below.

D. Trip Reduction Objective. The objective of this TDM Program shall be to reduce the vehicle trips generated by residents of the Residential Building (i.e., not including trips associated with any ancillary/support retail uses) during weekday peak hours by 45%. To determine the maximum total peak hour trips, the Applicant shall multiply the total number of residential vehicle trips that would be expected to be generated by the dwelling units developed on the Property as determined by the application of the Institute of Traffic Engineers, *Trip Generation Manual* rates and/or equations (the "ITE Trip Generation") by 65%, the product of which shall be referred to herein as the "Maximum Trips After Reduction." For purposes of this calculation, the maximum number of dwelling units proposed to be constructed on the Property is 260, and this number of units shall be applied to the calculation described in the preceding sentence regardless if fewer units are constructed.

E. 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. The Applicant shall appoint and continuously employ, or cause to be employed, a TDM Program Manager (TPM) for the Property. The TPM shall be appointed no later than ninety (90) days after the issuance of the building permit (core and shell) for the Property. The TPM duties may be part of other duties associated with the appointee. The Applicant shall notify FCDOT and the District Supervisor in writing within 10 days of the appointment of the TPM. Thereafter the Applicant shall do the same within ten (10) days of any change in such appointment.

(ii) Annual Report and Budget. Every calendar year, no later than March 1, the TPM shall submit an Annual Report, based on a report template provided by FCDOT, which may revise the Annual Budget. Any changes to the TDM Plan shall be highlighted in this 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 meet with FCDOT staff within fifteen (15) days of receipt of the County's comments. Thereafter, but in any event, no later than thirty (30) days after the meeting, the TPM shall submit such revisions to the program and/or budget as discussed and agreed to with FCDOT and begin implementation of the approved program and fund the approved TDM Budget.

(iii) TDM Account. If not previously established, the TPM shall establish a separate interest bearing account with a bank or other financial institution qualified to do business in Virginia (the "TDM Account") within 30 days after approval of the initial TDMWP and subsequent Annual Report and TDM Budget. All interest earned on the principal shall remain in the TDM Account and shall be used by the TPM for TDM purposes. The TDM Account shall be funded by the Applicant through the TPM. Funds in the TDM Account shall not be utilized for purposes other than to fund TDM strategies/programs and/or specific infrastructure needs as may be approved in consultation with FCDOT.

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

(iv) TDM Remedy Fund. At the same time the TPM creates and funds the TDM Account, the Applicant through the TPM shall establish an account or subaccount within the TDM 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 once based on a rate of $0.10 per gross square foot of total new residential uses on the Property. Funding shall be provided by the Applicant prior to the issuance of the first initial RUP associated with the Property. This amount shall be adjusted annually as set forth in Proffer 38 below. Funds from the TDM Remedy Fund shall be drawn upon only for purposes of immediate need for TDM funding and may be drawn on prior to any TDM Budget adjustments as may be required.

(v) TDM Incentive Fund. The "TDM Incentive Fund" is an account or subaccount into which the Applicant through the TPM, shall deposit contributions to fund a transit incentive program for initial purchasers/lessees within the Subject development. Such contributions shall be made one time at the rate of $0.01 per gross square foot of total new residential uses constructed on the Property and provided prior to the issuance of the first RUP. This amount shall be adjusted annually as set forth in Proffer 38 below. If funds remain after incentives are provided to initial purchasers/lessees, the Applicant shall continue to provide incentives until the fund is depleted.

(vi) Monitoring. The TPM shall verify that the proffered trip reduction goals are being met through the provision of person surveys, trip counts of residential uses and/or other such methods as may be reviewed and

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

F. Remedies. If the TDM Program monitoring reveals that the Maximum Trips After Reduction for the Property is exceeded, then the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the TDM Plan and Annual Report.

(i) If the TDM Program monitoring reveals that the Maximum Trips After Reduction for the Property is exceeded, then the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be, but not limited to those, identified in the TDM Plan and Annual Report. Such remedial measures shall be funded by the Remedy Fund; the amount of additional monies to be expended annually on remedial measures shall be based on the following scale:

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

(ii) There is no requirement to replenish the TDM Remedy Fund at any time. Any cash left in the Remedy Fund shall be released to the Applicant once three consecutive annual counts conducted upon Build Out show that the Maximum Trips After Reduction have not been exceeded.

G. Additional Trip Counts. If an Annual Report indicates that a change has occurred that is significant enough to reasonably call into question whether the applicable vehicle trip reduction goals continue to be met, then FCDOT may require the TPM to conduct additional Trip Counts within 90 days to determine whether in fact such objectives are being met. If any such Trip Counts demonstrate that the applicable vehicle trip reduction goals are not being met, then the TPM shall meet with FCDOT to review the TDM strategies in place and to develop modifications to the TDM Plan to address the surplus of trips.

H. Review of Trip Reduction Goals. At any time and concurrent with remedial actions as outlined in Paragraph D, the Applicant may request that FCDOT review the vehicle trip reduction goals established for the Property and set a revised lower goal for the Property consistent with the results of such surveys and traffic counts provided for by this Proffer. In the event a revised lower goal is established for the Property, the Maximum Trips After Reduction shall be revised accordingly for the subsequent review period without the need for a PCA.

I. Continuing Implementation. The Applicant through the TPM shall bear sole responsibility for the implementation of the TDM Program and compliance with this Proffer. The Applicant through the TPM shall continue to administer the TDM Program in the ordinary course in accordance with this Proffer including submission of Annual Reports.

J. Notice to Owners. The current owner shall advise all successor owners and/or developers of their funding obligations pursuant to the requirements of this Proffer prior to purchase and the requirements of the TDM Program, including the annual contribution to the TDM Program (as provided herein), shall be included in all initial and subsequent purchase documents.

K. Enforcement. If the TPM fails to timely submit a report to FCDOT as required by this Proffer, Fairfax County will thereafter issue the TPM a written notice stating the TPM has violated the terms of this Proffer and providing the TPM with sixty (60) days within which to cure such violation. If after such sixty (60) day period the TPM has not submitted the delinquent report, then the Applicant shall be subject to a penalty of $75 per day until such time as the report is submitted to FCDOT. Such penalties shall be payable to Fairfax County and shall be used for transit, transportation, or congestion management improvements within the vicinity of the Property.

STORMWATER MANAGEMENT

31. Stormwater Management. In furtherance of the Comprehensive Plan's recommendations regarding the capture and treatment of storm runoff, the Applicant shall provide additional and supplemental on-site stormwater management ("SWM") measures designed to control the quantity and quality of stormwater runoff from the Residential Building in accordance with Sheet C-11 of the CDP/FDP. Best Management Practices ("BMP") facilities shall be provided in an appropriate system per the requirements of the Fairfax County Public Facilities Manual ("PFM") and may include, but are not limited to, Low Impact Development ("LID") facilities such as tree box filters, bio-retention areas, pervious hardscape/streetscape, infiltration measures, and stormwater reuse for landscape irrigation and air conditioning unit makeup water generally as set forth on Sheets C-11, C-12, and C-13 of the CDP/FDP (collectively, the "SWM Facilities"). As part of site plan approval for the Residential Building, the Applicant shall demonstrate that the Residential Building will meet applicable PFM requirements for stormwater quality in effect at the time of site plan approval. In addition, the Applicant shall demonstrate

that the SWM Facilities will exceed the post-development phosphorus removal requirements of the PFM in effect at the time of site plan approval. The Applicant shall identify the specific SWM Facilities to be provided with the Residential Building at the time of site plan approval.

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

33. Future Regulations. In the event the U.S. Environmental Protection Agency, the Commonwealth of Virginia, Fairfax County or their designee, issue new or additional stormwater management requirements or regulations affecting the Residential Building, the Applicant shall have the right to accommodate necessary changes to its stormwater management designs without the need for a PCA, CDPA, or FDPA, provided such changes to the stormwater management design do not materially affect the limits of clearing and grading, building locations or road layouts, and otherwise are in general conformance with the CDP/FDP, as determined by the Zoning Administrator.

NOISE ATTENUATION

34. Noise Attenuation. Concurrent with the initial submission of a site plan for the Residential Building, the Applicant shall submit to the County an acoustical analysis detailing the projected noise impacts on the Residential Building and proposed mitigation techniques (the "Noise Study"). The Noise Study shall be conducted in accordance with requirements established by the Fairfax County Department of Planning & Zoning ("DPZ") and shall be submitted to DPZ and the Fairfax County Department of Public Works & Environmental Services ("DPWES") for review and approval. The Noise Study shall include projected noise levels in the residential units, outdoor patios, and open space areas shown on the submitted site plan based on the proposed final site topography and conditions as shown on the site plan (rather than existing topography and conditions). The Noise Study shall include the following information: site plan and cross section views of the source of the noise in relation to the Residential Building, the affected residential units, and the affected open space areas, and the consultant's recommendations for appropriate noise attenuation measures to ensure that the affected areas meet the standards outlined below. A copy of the approved Noise Study shall be included with the submission of the building permit applications for the Residential Building. The building plan shall identify the noise-affected spaces and the noise attenuation measures, including materials, to be provided to ensure that each such affected occupied space meets the standards outlined below.

A. Acceptable Noise Levels within Residential Units. The Applicant shall provide noise attenuation measures in order to reduce interior noise in all residential units to approximately 45 dBA Ldn or less.

i. Above 75 dBA Ldn. No residential unit (or portion thereof) may be established in areas projected to be impacted by noise levels greater than 75 dBA Ldn.

ii. 70 dBA Ldn to 75 dBA Ldn. In order to reduce interior noise to a level of no more than 45 dBA Ldn for residential units that are projected to be impacted by noise greater than 70 dBA Ldn (but not more than 75 dBA Ldn) the Applicant shall construct such units using the following acoustical measures:

a. Exterior walls shall have a laboratory sound transmission class ("STC") rating of at least 45;

b. Doors and glazing shall have a laboratory STC rating of at least 37 unless glazing constitutes more than 20% of any façade exposed to noise levels of Ldn 70 dBA or above;

c. If glazing constitutes more than 20% of an exposed façade, then the glazing shall have a laboratory STC rating of at least 45; and

d. All surfaces shall be sealed and caulked in accordance with methods approved by the American Society for Testing and Materials ("ASTM") to minimize sound transmission.

iii. 65 dBA Ldn to 70 dBA Ldn. In order to reduce interior noise to a level of no more than 45 dBA Ldn for residential units that are projected to be impacted by noise projected greater than 65 dBA Ldn (but not more than 70 dBA Ldn), the Applicant shall construct such units using the following acoustical measures:

a. Exterior walls shall have a laboratory STC rating of at least 39;

b. Doors and glazing shall have a laboratory STC rating of at least 28 unless glazing constitutes more than 20% of any façade exposed to noise levels of Ldn 70 dBA or above;

c. If glazing constitutes more than 20% of an exposed façade, then the glazing shall have a laboratory STC rating of at least 39; and

d. All surfaces shall be sealed and caulked in accordance with methods approved by the ASTM to minimize sound transmission.

B. Noise Levels at Open Space Areas and Patios. The Applicant shall provide noise attenuation measures as determined necessary by the Noise Study as approved by DPWES and DPZ to ensure that traffic-related noise in the open space areas and

patios do not exceed 65 dBA Ldn. Adjustments to the noise attenuation measures that are in substantial conformance with those indicated on the GDP may be permitted subject to the approval of the Zoning Administrator to ensure that the noise attenuation measures provide the necessary noise attenuation.

C. Noise Contours on Site Plans and Building Permits. All site plans, building permit applications and building plans submitted to the County for the Residential Building shall indicate whether such building is required to include noise attenuation measures and, if so, the type of attenuation measure to be implemented. Building and site plans for each unit that is subject to noise mitigation as provided herein shall depict the final noise contours as determined by the Noise Study.

PUBLIC ART

35. Public Art. The Applicant shall contribute to public art in the Reston community as part of the Proposed Development by providing public art within the Property in consultation with the Initiative for Public Art – Reston ("IPAR"). The Applicant shall coordinate with IPAR to obtain its recommendations regarding the options for the Applicant's provision of public art, the type of public art to be provided, and the location of the public art within the Property. Following such consultation, the Applicant shall make the final determination regarding any public art to be provided within the Property. The Applicant shall provide the public art prior to the issuance of the 130th RUP for the Residential Building.

MISCELLANEOUS

36. Signage. Signage for the Property shall be provided in accordance with the requirements of Article 12 of the Zoning Ordinance or pursuant to a Comprehensive Sign Plan approved by the Planning Commission in accordance with Section 12-210 of the Zoning Ordinance.

37. Fairfax County Public Schools Contribution. Per the Residential Development Criteria Implementation Motion adopted by the Board of Supervisors on January 7, 2003, prior to the issuance of the first RUP, the Applicant shall contribute $11,749 per student, based on the Fairfax County School Board's formula in existence at time of Site Plan for students generated in a multifamily building, within the Residential Building to the Fairfax County Board of Supervisors for transfer to the Fairfax County School Board to be utilized for capital improvements to the schools serving the Property. Such contribution shall escalate in accordance with Proffer 38 below. Prior to the commencement of construction for the Residential Building, the Applicant shall notify the Fairfax County Public Schools of the intended construction and anticipated completion date for the Residential Building.

38. Phase II Dulles Rail Tax District Buyout. At least sixty (60) days prior to recording residential condominium documents for any portion of the Property located within the Phase II Dulles Rail Transportation Improvement District (the "Phase II District"), the Applicant shall provide written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to record condominium documents for that portion of the Property and requesting a lump sum payment amount that

represents the then-present value of the future special improvement taxes that would have been payable to the Phase II District attributable to the Property under its current I-3 zoning classification. Such amount shall be determined in accordance with a formula approved by the Board of Supervisors. The Applicant shall pay to Fairfax County such sum prior to recording the condominium documents for that portion of the Property. Any special improvement taxes paid in the year the Application is approved shall be credited toward the on-time payment on a pro-rated basis.

39. Escalation in Contribution Amounts. All monetary contributions specified in these Proffers shall be adjusted on a yearly basis from the base year of 2017 and change effective each January 1 thereafter, as permitted by Section 15.2-2303.3 of the Code of Virginia, as amended.

40. Membership in Reston Association. In the event all or a portion of the Residential Building is converted to or sold as individual residential condominiums (each a "Condominium Unit") in accordance with Virginia Code Section 55-79.39 *et seq*., the Applicant agrees that it will require such Condominium Unit(s) to petition for membership in and, if approved, become a member of the Reston Association under a dues structure that is mutually agreeable to the Applicant and the Reston Association. Notwithstanding the foregoing sentence, the mere recording of condominium instruments against the Property and/or the Residential Building, absent the marketing and sale of one or more Condominium Unit(s), shall not trigger the requirement to petition for membership in the Reston Association. In the event the Applicant and the Reston Association are unable to reach agreement concerning the dues structure for membership in the Reston Association within sixty (60) days of the Applicant's petition to the Association, then this proffer automatically shall expire and be of no further force or effect.

41. Density Credit. The Applicant hereby reserves all intensity/density credit attributable to any eligible dedications and/or conveyances of land at no cost to the Board of Supervisors, VDOT, or any other public entity pursuant to these Proffers in accordance with the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance and any such intensity/density credit is hereby reserved to the Property.

42. Binding Effect. These Proffers will bind and inure to the benefit of the Applicant and its successors and assigns. If any portion of the Property is sold or otherwise transferred, the associated Proffers become the obligation of the purchaser or other transferee and shall no longer be binding on the seller or other transferor.

43. Counterparts. These Proffers may be executed in one or more counterparts, each of which when so executed and delivered shall be deemed an original, and all of which taken together shall constitute but one and the same instrument.

[SIGNATURES ON FOLLOWING PAGES]

EXECUTIVE II OFFICE CONDOMINIUM ASSOCIATION, Units 110-535 located at TM# 17-4-((33))C, unit owners association representing unit owners pursuant to VA Code Ann. Section 55-79.43,
a Virginia non-stock corporation

By: _____
Name: _____
Title: _____

WIEHLE STATION VENTURES, LLC
a Delaware limited liability company

By: _____
Name: _____
Title: _____

CENTENNIAL ONE LIMITED PARTNERSHIP,
a Virginia limited partnership

By: Commerce Executive One, Inc., a
Virginia corporation, its general partner

By: Commerce Executive Two, Inc., a
Virginia corporation, its general partner

By: _____
Name: _Andrea R. Scamardo_____
Title: _Sole Officer and Director____

EXECUTIVE II LIMITED PARTNERSHIP,
a Virginia limited partnership

By: Commerce Executive Two, Inc., a
Virginia corporation, its general partner

By: _____
Name: _Andrea R. Scamardo_____
Title: _Sole Officer and Director____

Proposed Final Development Plan Conditions

FDP 2015-HM-013

Wiehle Station Ventures, LLC

September 6, 2016

If it is the intent of the Planning Commission to approve FDP 2015-HM-013 located at Tax Map Parcels 17-4 ((12)) 11 B, 11D9 pt. and 17-4 ((33)) C, 17-4 ((33)) 100, 110, 120, 140, 200, 220, 230, 300, 340A, 410, 420, 430, 510, 520, 530, 535 staff recommends conditioning the approval by requiring conformance with the following development conditions.

1. Development of the property shall be in substantial conformance with the CDP/FDP Plan entitled “Lincoln at Commerce Park,” as submitted by Land Design Inc., consisting of 41 sheets, dated August 10, 2015, and as revised through August 24, 2016.

2. Prior to site plan approval the applicant shall provide an outfall analysis that extends the review to the existing culvert system under Sunset Hills Road and the Washington and Old Dominion Trail and demonstrate that the development will bot exacerbate the flooding situation downstream. Onsite detention shall be provided in accordance with Article 4 of Stormwater Management Ordinance and that the onsite detention is provided so that a reduction in the 100-year Water Surface Elevation is achieved upstream of the culvert under Sunset Hills Road.

3. Prior to site plan submission, the applicant shall provide a sewer capacity analysis study to the Wastewater Planning and Monitoring Division of Department of Public Works and Environmental Services of all the lines within the area to which its site contributes flow. If it is determined that any of the lines are inadequate, the applicant will be required to perform necessary upgrades prior to or concurrent with site plan submission.

The above proposed development condition is a staff recommendation and does not reflect the position of the Planning Commission unless and until adopted by the Planning Commission.

Wiehle Station Ventures LLC
Rezoning RZ 2015-HM-013
Special Exception Amendment SEA 94-H-049-02
Statement of Justification

September 30, 2015
Revised December 28, 2015
Revised March 11, 2016
Revised May 6, 2016

I. Introduction

Wiehle Station Ventures LLC (the "Applicant") seeks approval of a rezoning and conceptual and final development plan ("CDP/FDP") and special exception amendment ("SEA") to permit infill development of multifamily residential uses less than one-quarter mile from the Wiehle-Reston East Metro Station (the "Metro Station"). The proposed development will replace an existing surface parking lot with an attractive building using high-quality site design, consistent with the vision established for Reston's Transit Station Areas.

II. Property Location and Existing Conditions

The property is located north of Sunrise Valley Drive, east of Association Drive, south of the Dulles Toll Road, and west of Commerce Park Drive. The property is identified on the Fairfax County Tax Map as 17-4 ((12)) 11B and 11D9 and 17-4 ((33)) (collectively, the "Property"). The 5.3-acre Property is zoned I-3 (Light Intensity Industrial) pursuant to rezoning C-196, approved by the Board of Supervisors on February 17, 1971 to rezone approximately 48 acres for industrial uses.

The Property is developed with an approximately 73,000 square-foot office condo building and surface parking. The area surrounding the Property is developed with predominantly low- and mid-rise office uses.

III. Fairfax County Comprehensive Plan

The Fairfax County Board of Supervisors adopted the Reston Transit Station Areas Comprehensive Plan Amendment (the "Plan Amendment") on February 11, 2014 to plan for the arrival of the Silver Line and the construction of three Metro stations in Reston. Phase 1 of the Silver Line began passenger service of July 26, 2014, terminating at the Wiehle-Reston East Station, which has exceeded ridership projections since its opening. The Reston Town Center and Herndon Metro stations will be served by Phase 2 of the Silver Line.

The Comprehensive Plan encourages the transformation of the Transit Station Areas from low and medium density office parks to transit-focused neighborhoods with a mix of uses and pedestrian connectivity. A significant focus of the new Comprehensive Plan recommendation is to encourage substantial residential uses in these former office and industrial areas to better balance the mix of uses.

The Property is located in the south subdistrict of the Wiehle Station Transit-Oriented Development District and is planned for Transit Station Mixed Use with an intensity of 1.5 to 2.5

FAR. Each Transit Station Mixed Use area is envisioned to contain approximately 50 percent residential uses and 50 percent non-residential uses. The Plan Amendment acknowledges that the existing amount of office development in the Commerce Executive Park may make these ratios difficult to achieve, and notes that this area is planned for approximately 1,500 residential units.

IV. Proposed Development

The Applicant proposes to rezone a 3.14-acre portion of the Property to the PRM (Planned Residential Mixed Use) district to replace an existing surface parking lot with a multifamily residential building containing 260 dwelling units. The existing office condo building will also be rezoned to the PRM district, where the office uses will be a secondary use to the new residential uses. In order to properly maintain the density requirements of the I-3 zoning district as it applies to the larger office park development, however, the remainder of the Property (approximately 2.19 acres) will remain zoned I-3 and will provide parking for the condo office building until redeveloped in the future. To facilitate this arrangement, the Applicant is submitting a special exception amendment application to remove the PRM area from an existing special exception approval for an increase in FAR in the office park (collectively, the rezoning and special exception amendment applications are the "Proposed Development").

Building Design: The building footprint efficiently uses the land area and existing grade of the irregularly-shaped parcel to provide high-quality urban design and open spaces. The longest façade aligns Association Drive, with two smaller components along the private service drive and Sunrise Valley Drive. The design allows all of the residential units to have exterior windows, meaning no units will only have views of the interior courtyards. Parking will be provided in an internal below-grade structure to reduce its visual impact. A parking reduction request will be submitted separately to reduce the number of required parking spaces in recognition of the Property's location with one-quarter mile of the Metro station. The site layout creates additional opportunities for landscaping where the building edge is set back farther from the street.

Vehicular and Pedestrian Access: The main vehicular access to the Property will be provided from the private service drive, which will be relocated slightly northwest of its current location to accommodate the Proposed Development. Residents will have easy access to Commerce Park Drive and Sunrise Valley Drive. The loading area will be accessed from Association Drive. The primary pedestrian entrance to the building will be on Commerce Park Drive near its intersection with Sunrise Valley Drive, with a secondary entrance at the center of the building along Association Drive. The walking distance from the main entrance to the Metro Station is just over one-quarter mile, allowing residents the ability to use the Silver Line and numerous Fairfax Connector bus lines to meet many of their daily needs. Residents will have two possible paths to the Metro through the adjacent property. A five-foot sidewalk and eight-foot paved cycle track are proposed along Sunrise Valley Drive to enhance connectivity to other Reston destinations.

Open Space and Urban Parkland: The building design creates unique areas of open space along the Sunrise Valley Drive and Commerce Park Drive frontages. A series of publicly-accessible parks is proposed. Park One, located to the west of the building in between Association Drive and Commerce Park Drive, will contain a hardscapes plaza, naturalized play features, seating opportunities, landscaping, and facilities for cyclists. This corner may also be an appropriate location for public art, given its visibility and relation to the surrounding streets and uses. Park Two will be framed by the proposed building on two sides, and open to Sunrise Valley Drive on the third. It will feature bioretention plantings, a shade structure, a lawn area, and a hardscaped area with tables and chairs. Landscaping along the building edge will

reinforce the public nature of this park. Park Three is a linear park that wraps around the corner of Sunrise Valley Drive and Commerce Park Drive, leading to a distinctive entry plaza. The design takes advantage of the change in grade to create a terraced feature connecting a lawn panel to the building entry. In addition to this publicly-accessible open space, there is also a private elevated amenity deck for the enjoyment of residents. The amenity deck will include landscaping, shade structures, seating areas, and a swimming pool, all overlooking Park Three one level below.

Stormwater Management: The Applicant will use a variety of tools to manage and treat stormwater on the Property, including underground detention and planters. Because the Property drains into an existing detention facility designed to mimic the peak release rate of the undeveloped parcel before the existing development was constructed, the site is considered as "undeveloped," with less than 50% impervious area for the purposes of computing the peak release rate and conformance with the Comprehensive Plan's goals. The peak discharge rate for the 1-year and 2-year 24-hour design storm will not exceed the existing rate.

Green Building: To further the Comprehensive Plan's goals for sustainable design, the Applicant has proffered to use a green building program, which may include NGBS, LEED for Homes, or EarthCraft.

Affordable Housing: The Applicant will provide a minimum of 15% of the residential units as Workforce Dwelling Units to expand housing opportunities for all residents of the County.

V. Special Exception Amendment

As referenced above, the Applicant also seeks approval of a special exception amendment to remove the 3.14-acre portion of the Property that will be rezoned from SE 94-H-049. This special exception was approved on March 27, 1995 to permit an increase in floor area ratio to 0.50 for the Property and other parcels in the Commerce Executive Park. The tabulations below demonstrate that the land area and gross floor area remaining in the office park will continue to be in conformance with the special exception and the I-3 zoning district regulations.

	Original SE Approval	**CESC Commerce Executive Park Application**	**Wiehle Station Ventures Application**	**With Both Applications**
Gross Land Area Removed	N/A	581,474 SF	136,695 SF	
Gross Land Area Remaining	1,194,113 SF	612,639 SF	1,057,418 SF	475,944 SF
Gross Floor Area Removed	N/A	356,496 SF	72,637 SF	
Gross Floor Area Remaining	596,911 SF	240,415 SF	524,274 SF	167,778 SF
Overall FAR	0.50	0.39	.50	0.35

VI. Standards for Planned Developments

Pursuant to Section 16-101 of the Zoning Ordinance, the Proposed Development will comply with the following standards for planned developments:

1. *The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character, intensity of use and public facilities. Planned developments shall not exceed the density or intensity permitted by the adopted comprehensive plan, except as expressly permitted under the applicable density or intensity bonus provisions.*

The Proposed Development conforms to both the use and intensity recommended in the Comprehensive Plan. The existing and proposed uses will result in an effective FAR of 2.2 (subtracting the WDUs), comprised of approximately 20% office and 80% residential uses. The addition of residential uses in this location is consistent with the Plan's vision for a balanced mix of uses in the Transit Station Areas.

2. *The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.*

The PRM district is "established to provide for high density, multiple family residential development, generally with a minimum density of 40 dwelling units per acre." The Proposed Development achieves a high-quality design and layout with 82.8 units per acre, and is compatible with and accessible to surrounding uses. The planned development facilitates a mix of uses by allowing the existing office building to remain as residential infill development occurs.

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.*

The layout of the residential building maximizes the irregularly-shaped parcel to achieve the desired density, and will greatly enhance the built environment over the existing surface parking lot.

4. *The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.*

The planned development will contribute to the future vision for the Wiehle Transit Station Area by redeveloping a surface parking lot with an attractive building that will enhance the desired mixed-use environment. It will not hinder the development of any surrounding properties.

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.*

These public facilities and utilities are available at the Property.

6. *The planned development shall provide coordinated linkages among internal facilities and services as well as connections.*

The planned development includes both pedestrian and vehicular connections through the Property and to the surrounding uses. Sidewalks and trails just outside the front door of the building will lead residents to the Metro Station and other nearby destinations. The existing private service drive will be slightly shifted to ensure this important connection stays in place.

VII. Requested Waivers and Modifications

The Applicant requests approval of the following waivers and modifications as part of this application.

Zoning Ordinance

1. Section 2-505, Use Limitations on Corner Lots. The Applicant requests a waiver of this section to permit the proposed building to be constructed with an urban build-to line that abuts the streetscape. This waiver is required because of the one public and two private streets that surround the Property as a corner lot.

2. Section 11-203, Off-Street Loading, Minimum Required Spaces. The Applicant seeks to reduce the number of loading spaces required from three to one. The Applicant believes the loading space requirements in the Zoning Ordinance are not reflective of current requirements or standards based on how newly-constructed multifamily buildings operate. The Applicant will manage the proposed building, allowing for coordinated use of the loading area.

3. Section 11-202(4), Off-Street Loading, General Provisions. The Applicant requests a reduction of the required minimum distance of 40 feet of a loading space in proximity to drive aisles. The loading area will be located on the first floor with access from Association Drive, and is close to that street to support the desired urban form. The proposed configuration allows the building to have a loading area that is separate and distinct from the vehicular entrance to the parking structure to increase safety.

4. Section 13-203, Peripheral Parking Lot Landscaping. The Applicant requests a waiver of the requirement to provide peripheral landscaping adjacent to the portions of the parking structure that are above grade in favor of the landscaping shown on the CDP/FDP. This frontage will feature an 8-foot landscape amenity panel, which will serve the same function.

5. Section 13-305, Transitional Screening and Barriers. The Applicant requests a modification of the transitional screening and barriers along the southern property line along Sunrise Valley Drive and between the proposed residential building and the existing office building in favor of what is shown on the plan. The Applicant also requests modifications of the screening and barriers required between the SE Parking Area and the office building. The proposed landscaping is appropriate for the planned nature of the development and will enhance the integration of the different uses on site and in the Transit Station Area. In particular, the streetscape proposed along Sunrise Valley Drive is consistent with the Comprehensive Plan's vision for a transit-focused urban neighborhood, where such required screening would be detrimental to implementing the desired development in the Transit Station Area.

6. Section 17-201(4), Improvements to be Provided. The Applicant requests a waiver of this section to not require any further dedication, construction, or widening of existing roads beyond that which is indicated on the CDP/FDP, as all of the planned and required improvements are already in place.

Public Facilities Manual

1. Section 6-1306.3F, Maintenance Design Considerations. The Applicant requests waiver to allow for any detention facility located within a building or garage structure to be governed by building code requirements for access and maintenance. A separate vehicular access way is not required to access the facility.

2. Section 7-0802, Geometrics and Standards. The Applicant requests a modification to allow 20-foot alleys and ramps for vehicular circulation in areas without parking. This width is sufficient for the private service drive that will connect Commerce Park Drive and Association Drive.

3. Section 7-0802 Part 2, Projection of Structural Columns. The Applicant requests a modification to allow for the projection, by no more than 4% of the stall area, of structural columns into parking stalls in parking structures. The Applicant requests this modification to facilitate more detailed design of the interior layout of the parking structure. This modification ensures that all the required spaces can be accommodated and included in the parking count, which is essential given the importance of structured parking to the Proposed Development. Areas of conflict will be minimized to the extent feasible.

4. Section 8-0201(3), Trails, General Information. The Applicant requests a modification of the Countywide Trails Plan in favor of what is shown on the CDP/FDP. The proposed trails will provide safe and convenient pedestrian circulation throughout the Proposed Development and to and from adjacent properties.

VIII. Conclusion

The Proposed Development fulfills the Plan Amendment's recommendation for Transit Station Mixed Use by replacing a surface parking lot with a multifamily residential building and retaining the existing office uses. High-quality building and site design will contribute to the transformation of the Wiehle Transit Station Area into a dynamic mixed-use neighborhood with an enhanced public realm and pedestrian connectivity.

SPECIAL EXCEPTION AFFIDAVIT

132001

DATE: August 12, 2016
(enter date affidavit is notarized)

I, Molly M. Novotny, do hereby state that I am an
(enter name of applicant or authorized agent)

(check one) [ ] applicant
[✓] applicant's authorized agent listed in Par. 1(a) below

in Application No.(s): SEA 94-H-049-02
(enter County-assigned application number(s), e.g. SE 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

==========

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS,** and **LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS,** and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(**NOTE:** All relationships to the application listed above in **BOLD** print are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
Wiehle Station Ventures, LLC Agents: Richard N. Rose	200 Fairbrook Drive, Suite 101 Herndon, VA 20170	Applicant/Contract Purchaser
Executive II Limited Partnership Agents: Andrea R. Scamardo	11490 Commerce Park Dr., Suite 360 Reston, VA 20191	Title Owner of Tax Map 17-4 ((12)) 0011D9
Centennial One Limited Partnership Agents: Andrea R.Scamardo	11490 Commerce Park Dr., Suite 360 Reston, VA 20191	Title Owner of Tax Map 17-4 ((12)) 0011B
Executive II Office Condominium Association Agents: Andrea R. Scamardo	11490 Commerce Park Dr., Suite 360 Reston, VA 20191	Units 110-535 located at TM #17-4-((33))C, unit owners association representing unit owners pursuant to VA Code Ann. § 55-79.43.

(check if applicable) [✓] There are more relationships to be listed and Par. 1(a) is continued on a "Special Exception Attachment to Par. 1(a)" form.

* 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).

Special Exception Attachment to Par. 1(a)

132001

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): SEA 94-H-049-02
(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 and Associates, Inc. Agents: Robin L. Antonucci Kevin R. Fellin William F. Johnson Lester E. Adkins, III Justin B. Schor Brian J. Horan Andrew C. Buntua	1420 Spring Hill Road, Suite 610 Tysons, VA 22102	Transportation Consultant/Agent
VIKA, Incorporated Agents: John F. Amatetti P. Christopher Champagne Robert J. Bosco (Former)	8180 Greensboro Drive, Suite 200 Tysons, VA 22102	Engineers/Agent
VIKA Virginia, LLC Agents: John F. Amatetti P. Christopher Champagne Stephen E. Crowell Michael R. Congleton Robert J. Bosco	8180 Greensboro Drive, Suite 200 Tysons, VA 22102	Engineers/Agent
SK+I Architectural Design Group, LLC Agents: Sami M. Kokdil Abed B. Benzina Federico (nmi) Oliverasala Fabiola V. Sansaloni	4600 Eeast-West Highway, Suite 700 Bethesda, MD 20814	Architect/Agent
Land Design Inc. Agents: Peter R. Crowley Matthew V. Clark Cassidy I. Michaux	200 South Peyton Street Alexandria, VA 22314	Landsacpe Architect/Agent

(check if applicable) [✓] There are more relationships to be listed and Par. 1(a) is continued further on a "Special Exception Attachment to Par. 1(a)" form.

Special Exception Attachment to Par. 1(a)

132001

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): SEA 94-H-049-02
(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)
Cooley LLP Agents: Antonio J. Calabrese, Esq. Mark C. Looney, Esq. Colleen P. Gillis, Esq. Jill S. Parks, Esq. Brian J. Winterhalter, Esq. Amanda R. Williams, Esq. Jeffrey A. Nein, Planner Ben I. Wales, Planner Molly M. Novotny, Planner Matthew S. Diana, Planner Samantha R. Steketee, Planner Jason L. Beske, Planner	One Freedom Square, Reston Town Center 11951 Freedom Drive, Suite 1500 Reston, Virginia 20190	Attorney/Agent for Applicant and Title Owners

(check if applicable) [ ] There are more relationships to be listed and Par. 1(a) is continued further on a "Special Exception Attachment to Par. 1(a)" form.

SPECIAL EXCEPTION AFFIDAVIT

DATE: August 12, 2016
(enter date affidavit is notarized)

132001

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number(s))

==========

1(b). The following constitutes a listing*** of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders:

(**NOTE**: Include **SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES,** and **REAL ESTATE INVESTMENT TRUSTS** herein.)

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name and number, street, city, state, and zip code) Wiehle Station Ventures, LLC
200 Fairbrook Drive, Suite 101
Herndon, VA 20170

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)
PHD Associates, LLC - Member
LO Wiehle Station LLC - Member

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued on a "Special Exception Affidavit Attachment 1(b)" form.

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

Special Exception Attachment to Par. 1(b)

DATE: August 12, 2016
(enter date affidavit is notarized)

132001

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number (s))

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
PHD Associates, LLC
42395 Ryan Road, Suite 112/614
Ashburn, VA 20148

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)
Richard D. DiBella
Jeffrey K. Parsigian
Mark W. Hamer
Rosaleen A. Hance

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
LO Wiehle Station LLC
2500 McKinney Ave, Suite 1000
Dallas, TX 75201

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)

Timel, L.P.*	Mark W. Kirchmeyer
Bliss Family Investments LLC*	Richard N. Rose
Billy J. Grant	
Mack (nmi) Pogue	*No partner or shareholder owns more than
Scott (nmi) Wilder	10% of Wiehle Station Ventures, LLC

==========

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: August 12, 2016
(enter date affidavit is notarized)

132001

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number (s))

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Centennial Enterprises, Inc.
11490 Commerce Park Dr., Suite 360
Reston, VA 20191

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)
Andrea R. Scamardo

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Executive II Office Condominium Association
11490 Commerce Park Dr., Suite 360
Reston, VA 20191

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)
Ace One Realty LLC*
Sanjay Puri LLC*

*Owner with more than 10% of condo units, but less than 10% of ownership interest in overall application area

==========

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: August 12, 2016
(enter date affidavit is notarized)

132001

for Application No. (s): SEA 94-H-049-02
(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
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
M.J. Wells & Associates, Inc. Employee Stock Ownership Trust (ESOT). All employees are eligible plan participants; however, no one employee owns 10% or more of any class of stock

---

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
VIKA, Incorporated
8180 Greensboro Drive, Suite 200
Tysons, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

John F. Amatetti	Robert R. Cochran	Michael D. Benton
Jeffrey B. Amateau	P. Christopher Champagne	Edmund J. Ignacio
Harry L. Jenkins	Mark G. Morelock	
Kyle U. Oliver	Charles A. Irish, Jr.	

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: August 12, 2016
(enter date affidavit is notarized)

132001

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
VIKA Virginia, LLC
8180 Greensboro Drive, Suite 200
Tysons, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

John F. Amatetti	Robert R. Cochran	Michael D. Benton
Jeffrey B. Amateau	P. Christopher Champagne	Edmund J. Ignacio
Harry L. Jenkins	Mark G. Morelock	
Kyle U. Oliver	Charles A. Irish, Jr.	

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
SK+I Architectural Design Group, LLC
4600 Eeast-West Highway, Suite 700
Bethesda, MD 20814

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Sami M. Kokdil

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

132001

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number (s))

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Land Design Inc.
200 South Peyton Street
Alexandria, VA 22314

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Peter R. Crowley
Dale C. Stewart

==========

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

==========

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: August 12, 2016
(enter date affidavit is notarized)

132001

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number(s))

==========

1(c). The following constitutes a listing*** of all of the **PARTNERS,** both **GENERAL** and **LIMITED**, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

PARTNERSHIP NAME & ADDRESS: (enter complete name, and number, street, city, state, and zip code)
Executive II Limited Partnership
11490 Commerce Park Dr., Suite 360
Reston, VA 20191

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

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

General Partner:
Commerce Executive Two, Inc. (Owns 1% of title owner Executive II Limited Partnership)

Limited Partners:
Centennial Enterprises, Inc. (Owns 90% of title owner Executive II Limited Partnership)

Hamilton (nmi) Loving (Owns 8% of title owner Executive II Limited Partnership)

Centennial One Limited Partnership (Owns 1% of title owner Executive II Limited Partnership)

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

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

Special Exception Attachment to Par. 1(c)

DATE: August 12, 2016
(enter date affidavit is notarized)

132001

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number (s))

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

Centennial One Limited Partnership
11490 Commerce Park Dr., Suite 360
Reston, VA 20191

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

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

General Partner:
Commerce Executive One, Inc. (Owns 1% of title owner Centennial One Limted Partnership)

Limited Partners:
Andrea R. Scamardo (Owns 89% of title owner Centennial One Limted Partnership)

Stefani Scamardo Haynes (Owns 5% of title owner Centennial One Limted Partnership)

Dina (nmi) Mackney (Owns 5% of title owner Centennial One Limted Partnership)

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

Special Exception Attachment to Par. 1(c)

132001

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number (s))

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

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

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

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

Gian-Michele a Marca
Jane K. Adams
Peter M. Adams
Maureen P. Alger
DeAnna D. Allen
Mazda K. Antia
Orion (nmi) Armon
Gordon C. Atkinson
Michael A. Attanasio
Jonathan P. Bach
Charles J. Bair
Celia Goldwag Barenholtz
Frederick D. Baron
Matthew S. Bartus
Michael D. Basile
Keith J. Berets
Laura A. Berezin
Ann (nmi) Bevitt
Laura Grossfield Birger
Ryan E. Blair
Thomas A. Blinka
Nicholas (nmi) Bolter
Barbara L. Borden
Jodie M. Bourdet
Wendy J. Brenner
David (nmi) Bresnick
Matthew J. Brigham
James P. Brogan
Nicole C. Brookshire
Matthew D. Brown
Alfred L. Browne III
Matthew T. Browne
Peter F. Burns
Blain B. Butner
John T. Byrnes
Luke T. Cadigan
Robert T. Cahill
Antonio J. Calabrese
Christopher C. Campbell
William Lesse Castleberry
Lynda K. Chandler
Adam C. Chase
Reuben H. Chen
Dennis (nmi) Childs
William T. Christiansen II
John A. Clark
Sean M. Clayton
John A. Clendenin
Jeffrey L. Cohen
Thomas A. Coll
Joseph W. Conroy
Christopher (nmi) Coulter
James R. Crabtree
Carolyn L. Craig
John W. Crittenden
Janet L. Cullum
Nathan K. Cummings
John A. Dado
Scott D. Dailard
Benjamin G. Damstedt
Craig E. Dauchy
Mark J. Deem
Louise M. Delahunty
Renee R. Deming
Karen E. Deschaine
Darren K. DeStefano
Eric W. Doherty
William P. Donovan Jr.
Michelle C. Doolin
Joseph M. Drayton
Matthew P. Dubofsky
Christopher B. Durbin
John C. Dwyer
Shannon M. Eagan
Erik S. Edwards
Ivor R. Elrifi
Gordon H. Empey
Sonya F. Erickson
Heidi A. Erlacher
Mark C. Everiss
Michael R. Faber
Lester J. Fagen
Jesse D. Farmer
Brent D. Fassett
John R. Feore
Christopher M. Finney
M. Wainwright Fishburn Jr.
Thomas J. Friel
Francis M. Fryscak
Koji F. Fukumura
James F. Fulton Jr.
William S. Galliani
W. Andrew H. Gantt III
Eamonn J. Gardner
Jon E. Gavenman
Bobby A. Ghajar
Patrick E. Gibbs
Colleen P. Gillis
Jonathon C. Glass
Todd J. Gluth
Daniel I. Goldberg
Wendy C. Goldstein
Kathleen A. Goodhart
Shane L. Goudey
Jonathan G. Graves

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

Special Exception Attachment to Par. 1(c)

DATE: August 12, 2016
(enter date affidavit is notarized)

13200 1

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number (s))

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

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

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

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

Jacqueline I. Grise
Kenneth L. Guernsey
Patrick P. Gunn
Divakar (nmi) Gupta
Jeffrey M. Gutkin
William N. Haddad
John B. Hale
Danish (nmi) Hamid
Laurence M. Harris
M. R. Hartman III
Bernard L. Hatcher
Matthew B. Hemington
Cathy Rae Hershcopf
Gordon K. Ho
Nicholas A. Hobson
Paula E. Holland
Lila W. Hope
C. Thomas Hopkins
Reginald Ronald Hopkinson
Richard M. Hopley
Mark M. Hrenya
Brendan J. Hughes
Christopher R. Hutter
Jay R. Indyke
Craig D. Jacoby
Eric C. Jensen
Robert L. Jones
Jeffrey M. Kaban
Barclay J. Kamb
Richard S. Kanowitz
Kimberley J. Kaplan-Gross
Jeffrey S. Karr
Joshua A. Kaufman
Sally A. Kay
Natasha E. Kaye
Heidi L. Keefe
David R. Kendall
Jason L. Kent
Mehdi (nmi) Khodadad
Charles S. Kim
Kevin M. King
Benjamin H. Kleine
Michael J. Klisch
Jason M. Koral
Barbara A. Kosacz
Kenneth J. Krisko
Carol Denise Laherty
Mark F. Lambert
Matthew E. Langer
Samantha M. LaPine
John G. Lavoie
Brian F. Leaf
Pang (nmi) Lee
Robin J. Lee
Jamie K. Leigh
Natasha V. Leskovsek
Shira Nadich Levin
Alan (nmi) Levine
Michael S. Levinson
Stephane (nmi) Levy
Elizabeth L. Lewis
Michael R. Lincoln
James C. Linfield
Samuel M. Livermore
Douglas P. Lobel
J. Patrick Loofbourrow
Mark C. Looney
Robert B. Lovett
Haibo J. Lu
Edward J. Lukins
Andrew P. Lustig
Nicola A. Maguire
Thomas O. Mason
Joshua O. Mates
James J. Maton
Mika Reiner Mayer
Michael J. McGrail
Becket (nmi) McGrath
John T. McKenna
Bonnie Weiss McLeod
Mark A. Medearis
Laura M. Medina
Beatriz (nmi) Mejia
Craig A. Menden
Erik B. Milch
Chadwick L. Mills
David E. Mills
J. Kevin Mills
Barbara R. Mirza
Patrick J. Mitchell
Ali M.M. Mojdehi
Ann M. Mooney
Timothy J. Moore
M. Howard Morse
Phillip E. Morton
Colm D. Murphy
Frederick T. Muto
Danielle E. Naftulin
Ryan E. Naftulin
Jeremy M. Naylor
Stephen C. Neal
Ian (nmi) O'Donnell
Garth A. Osterman
Rama (nmi) Padmanabhan
Kathleen M. Pakenham
Timothy G. Patterson
Matthew (nmi) Pavao
Sarah E. Pearce
Anne H. Peck

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

Special Exception Attachment to Par. 1(c)

DATE: August 12, 2016
(enter date affidavit is notarized)

132001

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number (s))

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

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

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

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

David G. Peinsipp
Nicole K. Peppe
Kevin J. Perry
Robert W. Phillips
Susan Cooper Philpot
Yvan-Claude J. Pierre
Frank V. Pietrantonio
Mark B. Pitchford
Michael L. Platt
Christian E. Plaza
Aaron M. Pomeroy
Marya A. Postner
Steven M. Przesmicki
Seth A. Rafkin
Frank F. Rahmani
Marc A. Recht
Michael G. Rhodes
Michelle S. Rhyu
Lyle D. Roberts
John W. Robertson
Ricardo (nmi) Rodriguez
Kenneth J. Rollins
Kevin K. Rooney
Stephen H. Rosen
Andrew E. Roth
Adam J. Ruttenberg
Akash (nmi) Sachdeva
Thomas R. Salley
Jessica I. Valenzuela Santamaria
Glen Y. Sato
Martin S. Schenker
Marc G. Schildkraut
Michelle G. Schulman
William J. Schwartz
Eric J. Schwartzman
Ellen A. Scordino
Audrey K. Scott
Tali (nmi) Sealman
John H. Sellers
Ian R. Shapiro
Michael N. Sheetz
C. Christopher Shoff
Jordan A. Silber
Brent B. Siler
Ian D. Smith
Stephen R. Smith
Whitty (nmi) Somvichian
Anthony M. Steigler
Justin M. Stock
Steven M. Strauss
M. Anne Swanson
C. Scott Talbot
Mark P. Tanoury
Joseph (nmi) Teja Jr.
Gregory C. Tenhoff
Michael E. Tenta
Timothy S. Teter
Michael R. Tollini
Steven J. Tonsfeldt
Michael S. Tuscan
Seth (nmi) Van Aalten
Joseph J. Vaughan
Miguel J. Vega
Erich E. Veitenheimer III
Aaron J. Velli
David A. Walsh
Mark B. Weeks
Mark R. Weinstein
Thomas S. Welk
Peter H. Werner
Scott B. Weston
Francis R. Wheeler
John N. Wilkinson
Geoffrey T. Willard
Andrew S. "Drew" Williamson
Peter J. Willsey
Mark Windfeld-Hansen
David J. Wittenstein
Nancy H. Wojtas
Amy M. Wood
J. Peyton Worley
Nan (nmi) Wu
Walter (nmi) Wu
Summer J. Wynn
Babak (nmi) Yaghmaie
Jonathan (nmi) Yorke
David R. Young
Christina (nmi) Zhang
Kevin J. Zimmer

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: August 12, 2016
(enter date affidavit is notarized)

1320001

for Application No. (s): SEA 94-H-049-02
(enter County-assigned application number(s))

==========

1(d). One of the following boxes **must** be checked:

[ ] In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER,** or **LESSEE*** of the land:

[✓] Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER,** or **LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

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

(check if applicable) [ ] There are more interests to be listed and Par. 2 is continued on a "Special Exception Attachment to Par. 2" form.

Application No.(s): SEA 94-H-049-02
(county-assigned application number(s), to be entered by County Staff)

SPECIAL EXCEPTION AFFIDAVIT

132001

DATE: August 12, 2016
(enter date affidavit is notarized)

==========

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than $100, singularly or in the aggregate, with any of those listed in Par. 1 above.
EXCEPT AS FOLLOWS: (**NOTE**: If answer is none, enter "**NONE**" on line below.)
None

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

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

==========

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

==========

WITNESS the following signature: Molly Novotny

(check one) [ ] Applicant [✓] Applicant's Authorized Agent

Molly M. Novotny, Planner
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 12th day of August 20 16, in the ~~State/~~Comm. of Virginia, County/~~City~~ of Fairfax.

Betty C. Leyshon
Notary Public

My commission expires: 10/31/2018

Betty C. Leyshion
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #322548
Commission Exp. 10/31/2018

REZONING AFFIDAVIT

132002

DATE: August 12, 2016
(enter date affidavit is notarized)

I, Molly M. Novotny, do hereby state that I am an
(enter name of applicant or authorized agent)

(check one) [ ] applicant
[✓] applicant's authorized agent listed in Par. 1(a) below

in Application No.(s): RZ/FDP 2015-HM-013
(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)
Wiehle Station Ventures, LLC Agents: Richard N. Rose	200 Fairbrook Drive, Suite 101 Herndon, VA 20170	Applicant/Contract Purchaser
Executive II Limited Partnership Agents: Andrea R. Scamardo	11490 Commerce Park Dr., Suite 360 Reston, VA 20191	Title Owner of Tax Map 17-4 ((12)) 0011D9
Centennial One Limited Partnership Agents: Andrea R. Scamardo	11490 Commerce Park Dr., Suite 360 Reston, VA 20191	Title Owner of Tax Map 17-4 ((12)) 0011B
Executive II Office Condominium Association Agents: Andrea R. Scamardo	11490 Commerce Park Dr., Suite 360 Reston, VA 20191	Units 110-535 located at TM #17-4-((33))C, unit owners association representing unit owners pursuant to VA Code Ann. Section 55-79.43

(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).

132002

Rezoning Attachment to Par. 1(a)

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(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 and Associates, Inc. Agents: Robin L. Antonucci Kevin R. Fellin William F. Johnson Lester E. Adkins, III Justin B. Schor Brian J. Horan Andrew C. Buntua	1420 Spring Hill Road, Suite 610 Tysons, VA 22102	Transportation Consultant/Agent
VIKA, Incorporated Agents: John F. Amatetti P. Christopher Champagne Robert J. Bosco (former)	8180 Greensboro Drive, Suite 200 Tysons, VA 22102	Engineers/Agent
VIKA Virginia, LLC Agents: John F. Amatetti P. Christopher Champagne Stephen E. Crowell Michael R. Congleton Robert J. Bosco	8180 Greensboro Drive, Suite 200 Tysons, VA 22102	Engineers/Agent
SK+I Architectural Design Group, LLC Agents: Sami M. Kokdil Abed B. Benzina Federico (nmi) Oliverasala Fabiola V. Sansaloni	4600 East-West Highway, Suite 700 Bethesda, MD 20814	Architect/Agent
Land Design Inc. Agents: Peter R. Crowley Matthew V. Clark Cassidy I. Michaux	200 South Peyton Street Alexandria, VA 22314	Landsacpe Architect/Agent

(check if applicable) [✓] There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

132002

Rezoning Attachment to Par. 1(a)

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(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)
Cooley LLP Agents: Antonio J. Calabrese, Esq. Mark C. Looney, Esq. Colleen P. Gillis, Esq. Jill S. Parks, Esq. Brian J. Winterhalter, Esq. Amanda R. Williams, Esq. Jeffrey A. Nein, Planner Ben I. Wales, Planner Molly M. Novotny, Planner Matthew S. Diana, Planner Samantha R. Steketee, Planner Jason L. Beske, Planner	One Freedom Square, Reston Town Center 11951 Freedom Drive, Suite 1500 Reston, Virginia 20190	Agent/Attorney

(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: August 12, 2016
(enter date affidavit is notarized)

132002

for Application No. (s): RZ/FDP 2015-HM-013
(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)
Wiehle Station Ventures, LLC
200 Fairbrook Drive, Suite 101
Herndon, VA 20170

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)
PHD Associates, LLC - Member
LO Wiehle Station LLC - Member

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

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

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

Rezoning Attachment to Par. 1(b)

132002

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
PHD Associates, LLC
42395 Ryan Road, Suite 112/614
Ashburn, VA 20148

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Richard D. DiBella
Jeffrey K. Parsigian
Mark W. Hamer
Rosaleen A. Hance

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)
LO Wiehle Station LLC
2500 McKinney Ave, Suite 1000
Dallas, TX 75201

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)
Timel, L.P.*
Bliss Family Investments LLC*
Billy J. Grant
Mack (nmi) Pogue
Scott (nmi) Wilder
Mark W. Kirchmeyer
Richard N. Rose

*No partner or shareholder owns more than 10% of Wiehle Station Ventures, 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)

132002

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Centennial Enterprises, Inc.
11490 Commerce Park Dr., Suite 320
Reston, VA 20191

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)
Andrea R. Scamardo

==========

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)
Executive II Office Condominium Association
11490 Commerce Park Dr., Suite 360
Reston, VA 20191

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)
Ace One Realty LLC*
Sanjay Puri LLC*

*Owner with more than 10% of condo units, but less than 10% of ownership interest in overall application area

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Steven C. Job, Director
Rakesh (nmi) Mehrotra, Director

(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: August 12, 2016
(enter date affidavit is notarized)

132002

for Application No. (s): RZ/FDP 2015-HM-013
(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
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)
M.J. Wells & Associates, Inc. Employee Stock Ownership Trust (ESOT). 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)
VIKA, Incorporated
8180 Greensboro Drive, Suite 200
Tysons, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

John F. Amatetti	Harry L. Jenkins	Robert R. Cochran	Mark G. Morelock	Michael D. Benton
Jeffrey B. Amateau	Kyle U. Oliver	P. Christopher Champagne	Charles A. Irish, Jr.	Edmund J. Ignacio

==========

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.

132002

Rezoning Attachment to Par. 1(b)

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
VIKA Virginia, LLC
8180 Greensboro Drive, Suite 200
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)

John F. Amatetti	Harry L. Jenkins	Robert R. Cochran	Mark G. Morelock	Michael D. Benton
Jeffrey B. Amateau	Kyle U. Oliver	P. Christopher Champagne	Charles A. Irish, Jr.	Edmund J. Ignacio

==========

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)
SK+I Architectural Design Group, LLC
4600 East-West Highway, Suite 700
Bethesda, MD 20814

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Sami M. Kokdil

==========

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)

132002

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Land Design Inc.
200 South Peyton Street
Alexandria, VA 22314

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)
Peter R. Crowley
Dale C. Stewart

==========

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

==========

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

==========

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

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

REZONING AFFIDAVIT

DATE: August 12, 2016
(enter date affidavit is notarized)

132002

for Application No. (s): RZ/FDP 2015-HM-013
(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)
Executive II Limited Partnership
11490 Commerce Park Dr., Suite 360
Reston, VA 20191

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

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

General Partner:
Commerce Executive Two, Inc. (Owns 1% of title owner Executive II Limited Partnership)

Limited Partners:
Centennial Enterprises, Inc. (Owns 90% of title owner Executive II Limited Partnership)

Hamilton (nmi) Loving (Owns 8% of title owner Executive II Limited Partnership)

Centennial One Limited Partnership (Owns 1% of title owner Executive II Limited Partnership)

(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.

132002

Rezoning Attachment to Par. 1(c)

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(enter County-assigned application number (s))

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

Centennial One Limited Partnership
11490 Commerce Park Dr., Suite 360
Reston, VA 20191

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

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

General Partner:
Commerce Executive One, Inc. (Owns 1% of title owner Centennial One Limted Partnership)

Limited Partners:
Andrea R. Scamardo (Owns 89% of title owner Centennial One Limted Partnership)

Stefani Scamardo Haynes (Owns 5% of title owner Centennial One Limted Partnership)

Dina (nmi) Mackney (Owns 5% of title owner Centennial One Limted Partnership)

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

132002

Rezoning Attachment to Par. 1(c)

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(enter County-assigned application number (s))

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

Cooley LLP
11951 Freedom Drive
Reston, VA 20190

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

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

Gian-Michele a Marca
Jane K. Adams
Peter M. Adams
Maureen P. Alger
DeAnna D. Allen
Mazda K. Antia
Orion (nmi) Armon
Gordon C. Atkinson
Michael A. Attanasio
Jonathan P. Bach
Charles J. Bair
Celia Goldwag Barenholtz
Frederick D. Baron
Matthew S. Bartus
Michael D. Basile
Keith J. Berets
Laura A. Berezin
Ann (nmi) Bevitt
Laura Grossfield Birger
Ryan E. Blair
Thomas A. Blinka
Nicholas (nmi) Bolter
Barbara L. Borden
Jodie M. Bourdet
Wendy J. Brenner
David (nmi) Bresnick
Matthew J. Brigham
James P. Brogan
Nicole C. Brookshire
Matthew D. Brown
Alfred L. Browne III
Matthew T. Browne
Peter F. Burns
Blain B. Butner
John T. Byrnes
Luke T. Cadigan
Robert T. Cahill
Antonio J. Calabrese
Christopher C. Campbell
William Lesse Castleberry
Lynda K. Chandler
Adam C. Chase
Reuben H. Chen
Dennis (nmi) Childs
William T. Christiansen II
John A. Clark
Sean M. Clayton
John A. Clendenin
Jeffrey L. Cohen
Thomas A. Coll
Joseph W. Conroy
Christopher (nmi) Coulter
James R. Crabtree
Carolyn L. Craig
John W. Crittenden
Janet L. Cullum
Nathan K. Cummings
John A. Dado
Scott D. Dailard
Benjamin G. Damstedt
Craig E. Dauchy
Mark J. Deem
Louise M. Delahunty
Renee R. Deming
Karen E. Deschaine
Darren K. DeStefano
Eric W. Doherty
William P. Donovan Jr.
Michelle C. Doolin
Joseph M. Drayton
Matthew P. Dubofsky
Christopher B. Durbin
John C. Dwyer
Shannon M. Eagan
Erik S. Edwards
Ivor R. Elrifi
Gordon H. Empey
Sonya F. Erickson
Heidi A. Erlacher
Mark C. Everiss
Michael R. Faber
Lester J. Fagen
Jesse D. Farmer
Brent D. Fassett
John R. Feore
Christopher M. Finney
M. Wainwright Fishburn Jr.
Thomas J. Friel
Francis M. Fryscak
Koji F. Fukumura
James F. Fulton Jr.
William S. Galliani
W. Andrew H. Gantt III
Eamonn J. Gardner
Jon E. Gavenman
Bobby A. Ghajar
Patrick E. Gibbs
Colleen P. Gillis
Jonathon C. Glass
Todd J. Gluth
Daniel I. Goldberg
Wendy C. Goldstein
Kathleen A. Goodhart
Shane L. Goudey
Jonathan G. Graves

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

132002

Rezoning Attachment to Par. 1(c)

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(enter County-assigned application number (s))

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

Cooley LLP (continued)
11951 Freedom Drive
Reston, VA 20190

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

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

Jacqueline I. Grise
Kenneth L. Guernsey
Patrick P. Gunn
Divakar (nmi) Gupta
Jeffrey M. Gutkin
William N. Haddad
John B. Hale
Danish (nmi) Hamid
Laurence M. Harris
M. R. Hartman III
Bernard L. Hatcher
Matthew B. Hemington
Cathy Rae Hershcopf
Gordon K. Ho
Nicholas A. Hobson
Paula E. Holland
Lila W. Hope
C. Thomas Hopkins
Reginald Ronald Hopkinson
Richard M. Hopley
Mark M. Hrenya
Brendan J. Hughes
Christopher R. Hutter
Jay R. Indyke
Craig D. Jacoby
Eric C. Jensen
Robert L. Jones
Jeffrey M. Kaban
Barclay J. Kamb
Richard S. Kanowitz
Kimberley J. Kaplan-Gross
Jeffrey S. Karr
Joshua A. Kaufman
Sally A. Kay
Natasha E. Kaye
Heidi L. Keefe
David R. Kendall
Jason L. Kent
Mehdi (nmi) Khodadad
Charles S. Kim
Kevin M. King
Benjamin H. Kleine
Michael J. Klisch
Jason M. Koral
Barbara A. Kosacz
Kenneth J. Krisko
Carol Denise Laherty
Mark F. Lambert
Matthew E. Langer
Samantha M. LaPine
John G. Lavoie
Brian F. Leaf
Pang (nmi) Lee
Robin J. Lee
Jamie K. Leigh
Natasha V. Leskovsek
Shira Nadich Levin
Alan (nmi) Levine
Michael S. Levinson
Stephane (nmi) Levy
Elizabeth L. Lewis
Michael R. Lincoln
James C. Linfield
Samuel M. Livermore
Douglas P. Lobel
J. Patrick Loofbourrow
Mark C. Looney
Robert B. Lovett
Haibo J. Lu
Edward J. Lukins
Andrew P. Lustig
Nicola A. Maguire
Thomas O. Mason
Joshua O. Mates
James J. Maton
Mika Reiner Mayer
Michael J. McGrail
Becket (nmi) McGrath
John T. McKenna
Bonnie Weiss McLeod
Mark A. Medearis
Laura M. Medina
Beatriz (nmi) Mejia
Craig A. Menden
Erik B. Milch
Chadwick L. Mills
David E. Mills
J. Kevin Mills
Barbara R. Mirza
Patrick J. Mitchell
Ali M.M. Mojdehi
Ann M. Mooney
Timothy J. Moore
M. Howard Morse
Phillip E. Morton
Colm D. Murphy
Frederick T. Muto
Danielle E. Naftulin
Ryan E. Naftulin
Jeremy M. Naylor
Stephen C. Neal
Ian (nmi) O'Donnell
Garth A. Osterman
Rama (nmi) Padmanabhan
Kathleen M. Pakenham
Timothy G. Patterson
Matthew (nmi) Pavao
Sarah E. Pearce
Anne H. Peck

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

Rezoning Attachment to Par. 1(c)

132002

DATE: August 12, 2016
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP 2015-HM-013
(enter County-assigned application number (s))

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

Cooley LLP (continued)
11951 Freedom Drive
Reston, VA 20190

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

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

David G. Peinsipp
Nicole K. Peppe
Kevin J. Perry
Robert W. Phillips
Susan Cooper Philpot
Yvan-Claude J. Pierre
Frank V. Pietrantonio
Mark B. Pitchford
Michael L. Platt
Christian E. Plaza
Aaron M. Pomeroy
Marya A. Postner
Steven M. Przesmicki
Seth A. Rafkin
Frank F. Rahmani
Marc A. Recht
Michael G. Rhodes
Michelle S. Rhyu
Lyle D. Roberts
John W. Robertson
Ricardo (nmi) Rodriguez
Kenneth J. Rollins
Kevin K. Rooney
Stephen H. Rosen
Andrew E. Roth
Adam J. Ruttenberg
Akash (nmi) Sachdeva
Thomas R. Salley
Jessica I. Valenzuela Santamaria
Glen Y. Sato
Martin S. Schenker
Marc G. Schildkraut
Michelle G. Schulman
William J. Schwartz
Eric J. Schwartzman
Ellen A. Scordino
Audrey K. Scott
Tali (nmi) Sealman
John H. Sellers
Ian R. Shapiro
Michael N. Sheetz
C. Christopher Shoff
Jordan A. Silber
Brent B. Siler
Ian D. Smith
Stephen R. Smith
Whitty (nmi) Somvichian
Anthony M. Steigler
Justin M. Stock
Steven M. Strauss
M. Anne Swanson
C. Scott Talbot
Mark P. Tanoury
Joseph (nmi) Teja Jr.
Gregory C. Tenhoff
Michael E. Tenta
Timothy S. Teter
Michael R. Tollini
Steven J. Tonsfeldt
Michael S. Tuscan
Seth (nmi) Van Aalten
Joseph J. Vaughan
Miguel J. Vega
Erich E. Veitenheimer III
Aaron J. Velli
David A. Walsh
Mark B. Weeks
Mark R. Weinstein
Thomas S. Welk
Peter H. Werner
Scott B. Weston
Francis R. Wheeler
John (nmi) Wilkinson
Geoffrey T. Willard
Andrew S. "Drew" Williamson
Peter J. Willsey
Mark Windfeld-Hansen
David J. Wittenstein
Nancy H. Wojtas
Amy M. Wood
J. Peyton Worley
Nan (nmi) Wu
Walter (nmi) Wu
Summer J. Wynn
Babak (nmi) Yaghmaie
Jonathan (nmi) Yorke
David R. Young
Christina (nmi) Zhang
Kevin J. Zimmer

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

REZONING AFFIDAVIT

DATE: August 12, 2016
(enter date affidavit is notarized)

132002

for Application No. (s): RZ/FDP 2015-HM-013
(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: August 12, 2016
(enter date affidavit is notarized)

132002

for Application No. (s): RZ/FDP 2015-HM-013
(enter County-assigned application number(s))

---

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

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

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

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

---

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

WITNESS the following signature:

Molly Novotny

(check one) [ ] Applicant [✓] Applicant's Authorized Agent

Molly M. Novotny, Planner
(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 12th day of August 2016, in the ~~State~~/Comm. of Virginia, County/~~City~~ of Fairfax.

Betty C. Leyshon
Notary Public

Betty C. Leyshion
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #322548
Commission Exp. 10/31/2018

My commission expires: 10/31/2018

APPENDIX 9

RESIDENTIAL DEVELOPMENT CRITERIA

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

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

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

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

1. Site Design:

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

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

b) *Layout:* The layout should:

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

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

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

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

2. Neighborhood Context:

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

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

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

3. Environment:

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

a) *Preservation:* Developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, EQCs, RPAs, woodlands, wetlands and other environmentally sensitive areas.

b) *Slopes and Soils:* The design of developments should take existing topographic conditions and soil characteristics into consideration.

c) *Water Quality:* Developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and better site design and low impact development (LID) techniques.

d) *Drainage:* The volume and velocity of stormwater runoff from new development should be managed in order to avoid impacts on downstream properties. Where drainage is a particular concern, the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans.

e) *Noise:* Developments should protect future and current residents and others from the adverse impacts of transportation generated noise.

f) *Lighting:* Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky.

g) *Energy:* Developments should use site design techniques such as solar orientation and landscaping to achieve energy savings, and should be designed to encourage and facilitate walking and bicycling. Energy efficiency measures should be incorporated into building design and construction.

4. Tree Preservation and Tree Cover Requirements:

All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the County, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and

sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality-sensitive tree preservation and planting efforts (see Objective 1, Policy c in the Environment section of this document) are also encouraged.

5. Transportation:

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

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

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

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

- Provision of bus shelters;
- Implementation and/or participation in a shuttle bus service;
- Participation in programs designed to reduce vehicular trips;
- Incorporation of transit facilities within the development and integration of transit with adjacent areas;
- Provision of trails and facilities that increase safety and mobility for non-motorized travel.

c) *Interconnection of the Street Network: Vehicular connections between neighborhoods should be provided, as follows:*

- Local streets within the development should be connected with adjacent local streets to improve neighborhood circulation;
- When appropriate, existing stub streets should be connected to adjoining parcels. If street connections are dedicated but not constructed with development, they should be identified with signage that indicates the street is to be extended;
- Streets should be designed and constructed to accommodate safe and convenient usage by buses and non-motorized forms of transportation;
- Traffic calming measures should be implemented where needed to discourage cut-through traffic, increase safety and reduce vehicular speed;

- The number and length of long, single-ended roadways should be minimized;
- Sufficient access for public safety vehicles should be ensured.

d) *Streets:* Public streets are preferred. If private streets are proposed in single-family detached developments, the applicant shall demonstrate the benefits for such streets. Applicants should make appropriate design and construction commitments for all private streets so as to minimize maintenance costs which may accrue to future property owners. Furthermore, convenience and safety issues such as parking on private streets should be considered during the review process.

e) *Non-motorized Facilities:* Non-motorized facilities, such as those listed below, should be provided:

- Connections to transit facilities;
- Connections between adjoining neighborhoods;
- Connections to existing non-motorized facilities;
- Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;
- An internal non-motorized facility network with pedestrian and natural amenities, particularly those included in the Comprehensive Plan;
- Offsite non-motorized facilities, particularly those included in the Comprehensive Plan;
- Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;
- Construction of non-motorized facilities on both sides of the street is preferred. If construction on a single side of the street is proposed, the applicant shall demonstrate the public benefit of a limited facility.

f) *Alternative Street Designs:* Under specific design conditions for individual sites or where existing features such as trees, topography, etc. are important elements, modifications to the public street standards may be considered.

6. Public Facilities:

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

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

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

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

7. Affordable Housing:

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

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

b) *Housing Trust Fund Contributions:* Satisfaction of this criterion may also be achieved by a contribution to the Housing Trust Fund or, as may be approved by the Board, a monetary and/or in-kind contribution to another entity whose mission is to provide affordable housing in Fairfax County, equal to 0.5% of the value of all of the units approved on the property except those that result in the provision of ADUs. This contribution shall be payable prior to the issuance of the first building permit. For for-sale projects, the percentage set forth above is based upon the aggregate sales price of all of the units subject to the contribution, as if all of those units were sold at the time of the issuance of the first building permit, and is estimated through comparable sales of similar type units. For rental projects, the amount of the contribution is based upon the total development cost of the portion of the project subject to the contribution for all elements necessary to bring the project to market, including land, financing, soft costs and construction. The sales price or development cost will be determined by the Department of Housing and Community Development, in consultation with the Applicant and the Department of Public Works and Environmental Services. If this criterion is fulfilled by a contribution as set forth in this paragraph, the density bonus permitted in a) above does not apply.

8. Heritage Resources:

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

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

a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved;

b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;

c) Submit proposals for archaeological work to the County for review and approval and, unless otherwise agreed, conduct such work in accordance with state standards;

d) Preserve and rehabilitate heritage resources for continued or adaptive use where feasible;

e) Submit proposals to change the exterior appearance of, relocate, or demolish historic structures to the Fairfax County Architectural Review Board for review and approval;

f) Document heritage resources to be demolished or relocated;

g) Design new structures and site improvements, including clearing and grading, to enhance rather than harm heritage resources;

h) Establish easements that will assure continued preservation of heritage resources with an appropriate entity such as the County's Open Space and Historic Preservation Easement Program; and

i) Provide a Fairfax County Historical Marker or Virginia Historical Highway Marker on or near the site of a heritage resource, if recommended and approved by the Fairfax County History Commission.

ROLE OF DENSITY RANGES IN AREA PLANS

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

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

APPENDIX 11

GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

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

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

1. Transit Proximity and Station Area Boundaries:

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

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

2. Station-specific Flexibility:

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

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

mixed-use center should be integrated into the overall planning fabric of the mixed-use center.

3. **Pedestrian and Bicycle Access:**

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

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

4. **Mix of Land Uses:**

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

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

5. **Housing Affordability:**

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

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

6. **Urban Design:**

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

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

7. **Street Design:**

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

The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

8. **Parking:**

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

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

9. **Transportation and Traffic:**

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

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

- A multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities, that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.

- A design that accommodates, but minimizes single occupant vehicle trips. Additional measures to minimize single occupant vehicle trips, including Transportation Demand Management measures, should be identified and applied.

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

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

10. Vision for the Community:

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

Broad-based support and collaboration can be achieved through planning processes that encourage involvement and participation. These processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. While the particulars of the process should relate to each station, planning processes should include the use of citizen task forces, and other means to result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD vision that is integrated with and complements surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad-based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; and (5) continuing stakeholder involvement on a collaborative basis in framing development proposals ultimately considered for specific parcels.

11. Regional Framework:

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

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

12. Environmental Considerations:

Seek opportunities for mitigating environmental impacts of development.

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. The utilization of land near transit and the existing infrastructure allows the county to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental impacts (such as impacts on mature trees and stormwater runoff) of proposed development should be examined and mitigated to minimize potential negative impacts. Low Impact Development Techniques, such as rain gardens and green roofs, should be incorporated into proposed developments to reduce potential impacts of stormwater runoff from these areas. Development in TODs should be designed in a manner that conserves natural resources; the application of energy and water conservation measures should be encouraged. Sites undergoing redevelopment should optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

13. Economic Benefits:

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

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

14. Open Space:

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

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

15. Public Facilities and Infrastructure:

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

TOD may provide opportunities to improve public facilities. Locating public facilities in station areas provides important public services in areas accessible to public transportation and can increase activity within the TOD. Cumulative impacts of development in a TOD on public facilities and transit access facilities should be identified and offset. Such impacts include those on schools, parks, libraries, police, fire and rescue, water and sewer, stormwater management and other publicly owned community facilities. Current data on station access facilities and demand should be used as available, to assess needs for replacement or enhancement of facilities such as bus bays, taxi access, substations and parking.

16. Phasing of Development:

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

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

County of Fairfax, Virginia

MEMORANDUM

DATE: April 11, 2016

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Denise M. James, Chief
Environment and Development Review Branch, DPZ

SUBJECT: **Land Use Analysis:**
RZ/FDP 2015-HM-013/SEA 94-H-049-02 Wiehle Station Ventures, LLC

This memorandum, prepared by Jennifer R. Bonnette, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the development plans dated August 10, 2015 as revised through March 11, 2016; and proffers dated March 11, 2016. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

DESCRIPTION OF THE APPLICATION

The applicant, Wiehle Station Ventures, LLC, is requesting a rezoning and conceptual development plan (CDP)/final development plan (FDP) with a concurrent Special Exception Amendment (SEA). The requested rezoning is for approximately 3.14 acres of an approximately 5.3 acre site located on tax map parcels 17-4 ((12)) 11B, 11D9 and 17-4 ((33)) which are currently developed with a 73,000 square foot office condo building (to remain) and surface parking to serve the office use. The rezoning application proposes a change from the existing I-3 zone to the PRM zone. The site is located in the Commerce Business Park approximately ¼ mile from the southern entrance of the Wiehle Metro Station. The applicant proposes to redevelop a surface parking lot to construct a 7 story (85 foot tall) multi-family residential building with 260 dwelling units. The building will include an internal courtyard to serve the residents and the parking will be located at the ground level and below grade. The remaining 2.19 acres includes additional surface parking to serve the existing office use. The existing and proposed uses will have a 2.5 floor area ratio (FAR). The density will be 82.8 dwelling units per acre.

LOCATION AND CHARACTER OF THE AREA

The proposed development is located in Reston within the Wiehle Station Transit-Oriented Development (TOD) District in an area planned for Transit Station Mixed Use approximately ¼ mile to the southwest of the Wiehle Metro Station on the southwestern edge of the Commerce Business Park. It is located to the north of Sunrise Valley Drive between Commerce Park Drive and Association Drive. A five story office condo building is located to the north, a four story office building is located across Commerce Park Drive to the east, the Wethersfield Cluster, consisting of residential townhouses is located across Sunrise Valley Drive to the south, and several four story office buildings are located to the west across Association Drive. All the surrounding office uses are zoned I-3 and the residential use is zoned PRC.

COMPREHENSIVE PLAN CITATIONS:

The Comprehensive Plan Areawide Recommendations for the Reston Transit Station Areas may be accessed at:

http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/reston-restontsas.pdf

In the Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, as amended through October 20, 2015, on Pages 157 - 158, the Plan, as applied to the application area, states the following:

"**Wiehle Station Transit-Oriented Development (TOD) District**

The Wiehle Station TOD District is envisioned to evolve into an educationally-focused urban neighborhood with residential areas that are well-connected to transit via multiple new pedestrian-oriented streets…

In addition, redevelopment should integrate urban parks that are linked by the new street grid to provide places for people of all ages to walk and enjoy outdoor spaces…

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals. . .

South Subdistrict

The South TOD subdistrict includes approximately 116 acres and is bounded by the DAAR on the north, Upper Lake Drive on the east, Sunrise Valley on the south and the Reston Heights mixed-use development on the west. Wiehle Avenue is the primary north-south street in the subdistrict. . .

Existing development in the area is predominantly suburban office parks housing typical office uses with limited retail and support service uses located on the ground floor of several office buildings. The Association Drive office park is notable in that it consists of ten low-density office buildings built in the 1970s and early 1980s that are owned by various professional associations and represent a prime redevelopment opportunity. . .

Redevelopment Option

The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services. . .

Local-serving amenities including civic plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The Transit Station Mixed Use area is planned for intensity within a 1.5 to 2.5 FAR. The planned zoning target for office development in this area of the subdistrict is 1.6 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 1,500 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. However, the existing amount of office development in Commerce Executive Park and a lack of vacant land in this subdistrict presents a challenge to realizing the desired goal of the Transit Station Mixed Use designation of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use."

In the Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, as amended through October 20, 2015, on Page 151, the Plan, as applied to the application area, states the following:

"TOD DISTRICT INTENSITY AND MIX OF USES. . .

The Transit Station Mixed Use area is the critical area for establishing the core of a compact, mixed-use, walkable transit-oriented environment and should provide a balanced mix of uses to include office, retail, hotel, institutional and public facility uses as well as new residential uses. These areas are planned for the highest development intensity in the TSAs. The planned development intensity

for these areas is provided as a range of floor area ratios (FARs). The low end of the range is the minimum FAR that will be considered for redevelopment proposals within the Transit Station Mixed Use area. The high end of the range represents the FAR available for redevelopment on the parcels adjacent to the transit station entrance pavilions. Generally, the parcels that are not consolidated with or part of a coordinated development plan with one or more parcels adjacent to the transit station entrance pavilion are planned for the mid- point of the range. However, redevelopment proposals for these parcels with a higher proportion of residential use than office and other non-residential uses may realize an FAR above the mid-point of the range as described below. The Transit Station Mixed Use areas are planned for 50 percent residential and 50 percent non-residential uses."

COMPREHENSIVE PLAN MAP: Office

LAND USE ANALYSIS

Use and Intensity

The applicant is seeking to redevelop the subject property under the Redevelopment Option recommendation in the South Subdistrict of the Wiehle Station TOD District in a Transit Station Mixed Use area of the Fairfax County Comprehensive Plan. The Redevelopment Option recommends an intensity of 1.5 to 2.5 floor area ratio (FAR) and a 50/50 mix of non-residential and residential uses over the entire Transit Station Mixed Use area.

The Comprehensive Plan recommends that only parcels located adjacent to the Wiehle Metro Station entrance pavilion and those that are consolidated or part of a coordinated development plan with one or more parcels adjacent to the entrance pavilion can achieve the maximum recommended intensity range. However, redevelopment proposals with a higher proportion of residential use than office and other non-residential uses may realize an FAR above the mid-point of the range, which would be at or above 2.0 FAR in this case. The subject application proposes an 80/20 mix of residential/office uses.

The subject application is located in an area developed currently with 100 percent non-residential uses. The proposed construction of a residential building which will result in a mix of 80 percent residential use (proposed) and 20 percent office use (existing) on the site which contributes to the increased residential use the Plan envisioned for the Reston TSAs.

The subject property is ¼ mile from the Wiehle Metro Station but is not part of a consolidation or coordinated development plan with the parcels located adjacent to the metro station entrance pavilion. The proposal is for the maximum 2.5 FAR recommended for the Redevelopment Option. To be considered for intensity above 2.0 FAR under the Redevelopment Option, the applicant should demonstrate that the proposal can achieve all of the applicable Reston Transit Station Area (TSA) development review performance objectives outlined in the Comprehensive Plan, including:

achieving a high quality site design and architecture; providing pedestrian and bicycle connectivity; providing adequate public open space that is well designed, serving the recreational needs of the residents, and is located appropriately on the site; and meeting the workforce housing recommendation by providing 15 percent of the total residential units as workforce housing. To meet these Plan objectives, the applicant is strongly encouraged to coordinate development plans with the adjacent application to the east, RZ/FDP 2015-HM-011/SEA 94-H-049, CESC Commerce Executive Park, L.L.C. (Vornado), to demonstrate coordination of urban design, open space amenities, signage, street connectivity, phasing of improvements and stormwater management (SWM) controls.

While some of the performance objectives are addressed, staff finds that the proposed development does not meet all of the applicable development performance objectives in order to be considered for the intensity proposed.

Coordinated Development

The Comprehensive Plan development performance objectives encourage consolidation or coordinated development plans for development proposals requesting increased intensity above the base plan recommendation. The applicant has been asked to coordinate with the adjacent concurrent rezoning applicant, CESC Commerce Executive Park, L.L.C. (Vornado) to help address a number of issues such as streetscape and open space, as discussed below.

Site Design/Open Space

All development proposals in the Reston TSAs are expected to achieve high quality site design including community gathering spaces. The Comprehensive Plan envisions the creation of small parks at a semi-urban scale in the Sunrise Valley Corridor. The applicant has proposed three at-grade park spaces along the Sunrise Valley Drive and Commerce Park Drive frontages totaling 0.27 acres. All three park spaces are proposed to be publically-accessible and are directly accessible from the sidewalk. A Master Plan for Future Development has been provided in the CDP/FDP for illustrative purposes only. It identifies possible park and recreational spaces on the remainder of the property, most of which are not included in this application.

The Comprehensive Plan includes guidelines for the calculation of publically accessible open space in development applications with a goal of 20 percent of the net lot area (excluding areas for streets and 12 feet of the streetscape area). This goal may be met by open space located off-site and/or combined with other properties within the Wiehle TSA to create larger integrated or connected public spaces. Based on this guidance, additional publically accessible park space is needed with this application and with any future redevelopment of the site. It is recommended that the applicant identify other opportunities for the provision of open space with this proposal and show how the overall open space recommendations can be met for current and future redevelopment. Furthermore, one of the development performance objectives recommends that urban parks and other recreational amenities be provided throughout the TSAs. The applicant is strongly encouraged to explore additional opportunities on their site and to coordinate with the concurrent adjacent rezoning proposal to the east to

achieve additional publically accessible open space to serve the proposed residents in this area. Given that this new residential development will be within an area that is currently developed with non-residential uses, the provision of open space and coordination with adjacent future residential development is critical to begin to establish a viable and vibrant residential community environment. The applicant is commended for the high quality design reflected in the limited open space provided, however, the insufficiency of open space remains an outstanding concern.

The only active recreation identified in this application to serve future residents is a seasonal swimming pool. The applicant has identified an area for indoor residential amenities in the floor plans provided, but is unclear if these amenities will include active recreation. The applicant should provide a narrative which describes any proposed active indoor recreational uses. Additionally, a shadow study with particular emphasis on the swimming pool area is recommended.

Reston places a high value on public art and it should be provided throughout the community. The applicant has committed to providing public art on the subject property in consultation with the Initiative for Public Art – Reston (IPAR).

Architectural and Building Design

The Comprehensive Plan anticipates redevelopment of the highest caliber in terms of architectural design. The applicant has provided elevations and other details of the proposed building and is committing to provide the general quality and character of the architectural design shown on the CDP/FDP.

The proposed development is located on the southern boundary of Wiehle TSA across Sunrise Valley Drive from a townhouse community. One of the development performance objectives calls for the protection of existing low density residential areas. A distance of over 180 feet separates the proposed seven story multi-family residential building from the nearest townhouses and will have minimal impact on the existing residential neighborhood.

The Comprehensive Plan recommends that development proposals with a residential component should commit to providing dwelling units that incorporate universal design. Proposals located closer to transit and services should provide more units. These units may be either market rate or affordable. This application is located in the transit station mixed use area within ¼ mile of the Wiehle metro station, therefore, it is recommended that the applicant make a commitment to incorporate universal design in a minimum of five percent of the proposed dwelling units. Such a commitment would result in approximately 13 dwelling units utilizing universal design.

Streetscaping/Connectivity

The Comprehensive Plan development performance objectives call for new pedestrian and bicycle connections to be provided through complete streets within the TSAs. The applicant is proposing pedestrian and bicycle improvements to the Sunrise Valley Drive streetscape, and new

pedestrian connections along the Commerce Park Drive, Association Drive and newly proposed northern street.

It is recommended that the Sunrise Valley Drive streetscape site frontage match the streetscape that has been recommended to the Vornado applicant along its Sunrise Valley Drive frontage located to the east. A minimum 6 foot wide building zone, a 7 - 8 foot wide sidewalk, 2 foot wide buffer, 9 foot wide cycle track, and a 5 foot wide landscape amenity panel totaling 29 – 30 feet wide should be provided. This recommendation calls for an additional 5 – 6 feet in width designated for streetscaping over what is shown on the CDP/FDP. In addition, the landscaping should meet the Reston-specific streetscape landscaping recommendation by providing irregularly spaced trees (multiple species) and other landscaping rather than the evenly spaced trees proposed currently provided.

The proposed streetscaping along Association Drive does not meet the Comprehensive Plan recommendation for the building zone width. The proposed building zone is 4 feet wide; the Plan calls for an 8 – 12 foot wide zone adjacent to residential uses. It is recommended that the streetscaping dimensions on Association Drive be redistributed to increase the building zone from 4 feet wide to a minimum of 6 feet wide and that the sidewalk width be reduced from 8 to 6 feet wide.

Another development performance objective recognizes that existing buildings may impact the ability to improve the road network as identified in the Comprehensive Plan and that alternative streetscape and other design improvements intended to implement the Plan's vision may be considered. The Conceptual Street Network exhibit in the Comprehensive Plan shows a new street connecting Association Drive with Commerce Park Drive north of the existing office building. In lieu of that connection, a street is proposed between the office and residential buildings. However, the ability to achieve the desired alignment and connection may require the need for a portion of the residential building to shift southwards, potentially impacting the proposed streetscaping.

The applicant has provided a circulation diagram which depicts preferred and alternate pedestrian routes to the Wiehle Metro Station either through the Commerce Metro Center office park or on a trail beside the Dulles Toll Road.

Affordable /Workforce Housing

The application proposes to develop 15 percent of the dwelling units as workforce housing in keeping with the relevant Comprehensive Plan development performance objective which recommends that developments above a 1.0 FAR provide an increasing proportion of Workforce Dwelling Units (WDUs) as the development intensity increases. This commitment addresses the Plan objective for the provision of 15 percent WDUs at a 2.5 FAR.

Additionally, the applicant has committed to provide one-half of the WDUs to serve households with an income of up to 80 percent of the Area Median Income (AMI) and one-half to serve households with an income of up to 100 percent of AMI for a five year period. This

commitment will serve a greater number of lower income households than the County's workforce housing policy recommends.

CONCLUSION

As discussed above, staff finds that several of the development performance objectives as described in the Comprehensive Plan have not been achieved, in particular, the provision of adequate publically-accessible parks/open space, appropriate streetscaping to meet the pedestrian and bicycle connectivity recommendations, and the lack of coordination with the adjacent proposed redevelopment. The development proposal as currently submitted is too intense and as such, fails to meet and fully address all the Plan objectives for the Redevelopment Option in the Wiehle Transit Station Area Mixed Use area of the Comprehensive Plan.

DMJ/JRB

County of Fairfax, Virginia

MEMORANDUM

DATE: May 31, 2016

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

FROM: Barbara A. Byron, Director
Office of Community Revitalization

SUBJECT: RZ/FDP 2015-HM-013, SEA 94-HM-049-02 (Lincoln at Commerce Park)

The Office of Community Revitalization (OCR) has reviewed the plan set and proffers dated May 6, 2016, for the above referenced case. The application request is to rezone from the I-3 District to the PRM District (with concurrent final development plan approval) to allow the development of a new multi-family residential building within the surface parking lot of an existing office park. An existing office building on the application property will remain, as will additional surface parking. The concurrent SEA is to remove the application land area from an existing special exception (for an increase in FAR) on the I-3 zoned office park. The proposal will add 260 multi-family dwelling units with garage parking to the site.

The application is generally in conformance with the urban design guidance in the Comprehensive Plan. Overall, the project will contribute to the vitality of the community by improving the public realm. It will introduce a new housing opportunity into the metro station area while maintaining the viable office use on the site. The proposal will complete a section of the proposed, separated bicycle-pedestrian facility along Sunrise Valley Drive and add several open spaces and recreational features, co-located along that path, to encourage public use.

Specific comments and recommendations are as follows:

- **Streetscape**: the application as filed provides for adequate sidewalks and landscaping along the street frontages as follows.

Office of Community Revitalization
12055 Government Center Parkway, Suite 1048
Fairfax, VA 22035
703-324-9300, TTY 711
www.fcrevit.org

- *Sunrise Valley Drive*: the applicant has provided a streetscape design meeting the needs of an urban site in proximity to a metro station, as well the larger need for a high-quality bicycle facility with a recreational component along Sunrise Valley Drive. As proposed, the streetscape includes (from back of curb) a 5' wide landscape amenity panel, a 9' wide two-way bicycle facility, a 2' wide buffer, an 8' wide sidewalk, and a 5'wide building zone. Additionally, the location and design of the open space, parks and plazas on the site are coordinated with this streetscape design, providing additional interest and opportunity for recreation. The applicant should ensure that the transitions of the bike path and sidewalk at the intersections (on both ends) meet the requirements of FCDOT. Finally, neither the CDP/FDP nor the proffers specify the materials for the bicycle and pedestrian facilities, nor the design of the buffer between the two.

  Recommendations: (1) ensure the transitions at the ends of the bike path/sidewalk are acceptable; (2) commit to construct the sidewalk of concrete in an unobtrusive color (preferably limestone grey or buff), accent paving in limestone grey or dark grey maybe used to accentuate specific features such as the adjacent open spaces or the approaches to the intersections; (3) commit to construct the bike path of asphalt or concrete in a distinct treatment from that used for the sidewalk, with coordination with DPZ, FCDOT and OCR; (4) work with FCDOT, DPZ and OCR to determine the appropriate treatment for the buffer zone between the bike and pedestrian paths (this may be done prior to rezoning or after rezoning but prior to site plan, so long as the noted agencies have approval).

- *Association Drive*: As proposed, the streetscape includes (from back of curb) a 6' wide landscape amenity panel, a 6' wide sidewalk, and a 4' wide building zone. While the Comprehensive Plan recommends an 8'wide landscape amenity panel, this frontage is a less important pedestrian route along a private street; therefore, the proposal is adequate.

- *Commerce Park Drive*: As proposed, the streetscape includes (from back of curb) an 8' wide landscape amenity panel and an 8' wide sidewalk (the sidewalk is scaled on the plans; the landscape amenity panel is not). These dimensions meet the Plan guidance. The building zone along this frontage becomes Park 3; the narrowest dimension from the sidewalk to the face of the building appears to be approximately 12 feet. Although a portion of the landscape amenity panel is sacrificed to provide on-street parking, the design of the space and of Park 3 are such that the streetscape design along this street frontage is acceptable.

- *Local/Service Street (unnamed, located along the eastern façade of the building between Association Drive and Commerce Park Drive)*: As shown on Sheets C-6 and C-7, the streetscape includes (from back of curb) a 4' wide landscape amenity panel, a 5' wide sidewalk, and a 6'wide building zone. Also illustrated, but not dimensioned or shown on either the cross-sections or in plan view at ground level, the building has an overhang that appears to be approximately 6' in depth. This street could be considered a service street, but also serves somewhat as a local street. As such, the streetscape provided is acceptable; however, the drawings should be revised and/or supplemented to clarify the relationship of the overhang

to the building zone and the sidewalk, and to provide additional details about the design of the ground plane (ie., is the area beneath the overhang landscaped or hardscape/pavers?). Additionally, as shown on Sheet S-1, in the future Association Drive and Commerce Park Drive may be realigned to create a continuous street along this alignment. As shown on the cross-section on Sheet S-1, the ultimate streetscape would result in no building zone, a 6' wide sidewalk and a 6'wide landscape amenity panel. Again, the 6' overhang appears to be in addition to these dimensions (or 'overhanging' what is actually a building zone). This configuration is acceptable in this circumstance; however, the drawings should be revised and/or supplemented as noted previously. If this additional clarity is not provided, staff is concerned that, in the future, the overhang could be eliminated, resulting in a different streetscape character than that envisioned.

Recommendations: (1) revise drawings and cross-sections to clearly indicate that the proposed building overhang (which should be dimensioned) is in addition to (or outside of) the proposed building zone; (2) provide landscaping details for the ground plane showing the treatment of the area beneath the overhang, the building zone, and the sidewalk and landscape amenity panel.

- **Existing Site Features**: As noted, the application includes an existing office building and surface parking lot which will remain; no improvements are proposed to these features. This land area appears to have been included to allow the application to meet the intensity recommendations of the Plan. While this is not necessarily problematic, and does ensure continuity of office uses contributing towards an appropriate land use mix, if the land area is included in the application then an effort should be made towards improving the existing conditions.

  Recommendations: (1) the sidewalk should be continued along Association Drive; if the land area to the north should redevelop, this small segment could otherwise become a missing link in the pedestrian network; (2) the existing surface parking lot should be retrofitted to the extent possible to add additional landscaping, provide additional screening of the surface parking and/or provide additional stormwater management features associated with the landscaping (such as rain gardens or other low impact development features); and, (3) additional amenities such as seating areas could be added to the green space adjacent to the existing office building at the corner of the service drive and Commerce Park Drive.

cc: Laura Areseneau, Staff Coordinator, ZED-DPZ
Tracy Strunk, Deputy Director, OCR
OCR Files

County of Fairfax, Virginia

MEMORANDUM

DATE: August 22, 2016

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

FROM: Michael A. Davis, Acting Chief
Site Analysis Section, Department of Transportation

FILE: RZ / FDP 2015-HM-013
SE 94-H-049

SUBJECT: RZ / FDP 2015-HM-013
SEA 94-H-049-02
Wiehle Station Ventures LLC (Lincoln Commerce Park)
Sunrise Valley Drive, Reston VA
Tax Map: #17-4 ((12)) 11B & 11D9 (pt)
17-4 ((33)) All (Executive II Office Condo)

This department has reviewed the subject application including the Conceptual Development Plan and Final Development Plan (CDP/FDP) dated August 10, 2015, as revised through July 14, 2016, and the proffers dated June 16, 2016. We offer the following comments:

Site Access & Design:

- Due to factors regarding the applicant's limited ownership of the roadways surrounding the site, the applicant agreed to provide a public access easement on the on-site roadway that connects Commerce Park Drive and Association Drive. This easement would facilitate access through the site and help meet the intent of a connected and publically accessible network envisioned in the Comprehensive Plan. The public access easements need to encompass the proposed sidewalks and streetscape areas to ensure access to the nearby Wiehle- Reston East metro station for pedestrian and bicyclists.
- Staff recommends the applicant address the parking garage layout depicted on Sheet A1.03 in order to ensure the five (5) parking spaces shown immediately adjacent to the garage entrance from the roadway connecting Commerce Park Drive to Association Drive are located as far away from the entrance as possible in order to reduce conflicts between vehicles backing out of the parking spaces and vehicle entering the garage.
- Staff recommends the proposed loading dock on Association Drive be designed to accommodate trash pickup within the building. Previous discussions with the applicant indicated that trash bins would need to be rolled out onto Association Drive prior to trash collection. This is a concern given the potential conflicts with the vehicles utilizing the roadway.

- The FCDOT Transportation Design Division is in the process of designing a shared use path along the northern side of Sunrise Valley Drive from Soapstone Drive to South Lakes Drive (County Project #1400074-2012 & VDOT #103285). This development application is within the project limits of the county project. Staff and the applicant have agreed to coordinate the project designs along this portion of Sunrise Valley Drive especially at the Association Drive intersection and the Commerce Park Drive intersection in order to ensure a seamless transition between the applicant's project and the county's project. The proposed nine- foot cycletrack and the 8-foot pedestrian facility, both to be constructed by the applicant along Sunrise Valley Drive, need to be accounted for in the proffers and include language to further coordinate the design with the county project at site plan when engineering details will be finalized. Final design details pertaining to the materials for the cycletrack, pedestrian facility, and the buffer space between the two, and the transitions/ramps at the roadway intersections need to be also need to be determined at site plan.
- Staff has recommended the applicant work with the owners of the Executive II Office Condos in order to provide additional pedestrian facilities along the south side of Association Drive. Staff recognizes this is technically an offsite improvement, however it would certainly benefit the existing office condo owners as well as the future residents. It would also help address missing links in the surrounding pedestrian network within close proximity to an existing metro station.

Parking Reduction:

- FCDOT supports the proposed parking reduction provided the applicant addresses the design issue related to the five (5) parking spaces noted in the comments above. Staff assumes those spaces can be relocated away from the garage entrance and will not have to be removed.

Proffers:

- Comments on proffers, dated June 16, 2016, relating to streetscape, utility locations, bicycle and pedestrian facility design, coordination and construction, traffic signal construction and/or escrow, public access easements, and Transportation Demand Management have been provided under separate cover to be addressed by the applicant.

cc: Laura Arseneau, DPZ-ZED

MAD/EAI

COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

Charlie Kilpatrick
COMMISSIONER

March 25, 2016

To: Ms. Barbara Berlin
Director, Zoning Evaluation Division

From: Noreen H. Maloney
Virginia Department of Transportation – Land Development Section

Subject: RZ/FDP 2015-HM-013 conc.w/ SEA 94-H-049-02; Lincoln at Commerce Park

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.

This office has reviewed the subject application and offers the following comments.

- An Operational Analysis has been submitted and has been found acceptable.
- The proposed sidewalk along Sunrise Valley Drive will not be maintained by VDOT.
- Coordination with Commerce Metro Center should be ongoing to ensure future signals along Sunrise Valley Drive are installed when warranted.

FAIRFAX COUNTY PARK AUTHORITY

M E M O R A N D U M

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

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

DATE: August 3, 2016

SUBJECT: RZ/FDP 2015-HM-013 with SEA 94-H-049-2, Lincoln at Commerce (Wiehle Station Ventures LLC) - **Revised**
Tax Map Numbers: 17-4 ((12)) 11B; 17-4 ((33)) C; 17-4 ((12)) 11D9 pt

The Park Authority staff has reviewed the proposed Development Plan dated May 6, 2016 and draft proffers dated June 16, 2016, for the above referenced application. This memo replaces the Park Authority's comments provided in a prior memo dated March 31, 2016.

BACKGROUND

The Development Plan shows 260 new dwelling units and 72,637 square feet of existing commercial uses (to remain) on a 3.14-acre site to be rezoned from I-3 to PRM with proffers. Based on an average urban multi-family household size of 1.75 and an average of 300 square feet per employee, the development could add 455 new residents and retain about 242 employees in the Hunter Mill Supervisory District.

COMPREHENSIVE PLAN GUIDANCE

The County Comprehensive Plan includes both general and specific guidance regarding parks and resources. The Policy Plan describes the need to mitigate adverse impacts to park and recreation facilities caused by growth and development; it also offers a variety of ways to offset those impacts, including contributions, land dedication, development of facilities, and others (Parks and Recreation, Objective 6, p.8). The Parks and Recreation element of the Policy Plan includes an Urban Parks Framework that provides an urban parkland standard and detailed guidance on urban park development.

The Reston Plan identifies eleven core needs for the Reston Park System as the community grows and redevelops. The specific core needs to be met include: trails; local parkland; playgrounds; sport courts; athletic fields (addressed though development contributions of land and facilities); dog exercise areas and parks; memorial gardens; public art; and indoor facilities such as aquatic and fitness, tennis, and performance spaces (Area III Plan, Reston, pages 39-41).

The subject site is located within the South Subdistrict of the Wiehle-Reston East TSA, on the south side of the Dulles Toll Road. Recommendations for the TSA include provision of local-serving parks and amenities in accordance with the Urban Parks Framework, offsetting recreational impacts onsite or at nearby parks, and contributing toward land and improvements to meet athletic field goals set out in the Areawide text (Reston Plan, Wiehle-Reston East Transit Station Area, p. 153).

ANALYSIS AND RECOMMENDATIONS

Onsite Urban Parks

The Plan for the Reston Transit Station Area calls for an urban park system to serve residents, visitors and workers. This system should contain a complement of urban park types (pocket parks, civic plazas, common greens, recreation-focused parks, linear parks/trails, and natural resource areas) to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness, and identity. As described in the Comprehensive Plan, "Creation of an urban park network is fundamental to the vision for the TSAs and to the successful redevelopment efforts around the transit stations" (Area III, Reston Plan, Reston Transit Station Areas, Areawide Recommendations, Urban Parks, Recreational Facilities and Cultural Facilities, p. 147).

Reston Transit Station Area Areawide Recommendations state the following:

> "The urban parkland standard calls for 1.5 acres of urban park space per 1,000 residents and 1.0 acre of urban park space per 10,000 employees that is well integrated into the urban fabric and distinguished from site and public realm landscaping and streetscape features. A range of recreation facilities and park amenities should be incorporated into the urban park spaces to serve the recreation and leisure needs of nearby residents, workers and visitors." (Area III, Reston Plan, Reston Transit Station Areas, Areawide Recommendations, Urban Parks, Recreational Facilities and Cultural Facilities, p. 143)

Applying the above urban parkland standard to the proposed development and assuming an average household size of 1.75 in the Reston TSA and an average of 300 square feet per employee, there is a need for .71 acres of urban parkland onsite. Sheet C-6 provides urban park tabulations showing the applicant is providing 0.32 acres of onsite urban park space. Landscape sheets (L-1 through L-8) show three publicly-accessible at-grade open spaces. Sheet L-4 describes the three areas in detail. Amenities to be provided include public art, pedestrian and bike amenities, seating, open lawn areas, a nature play area, and LID/BMP features.

Using the urban parks typology found in the Policy Plan and referenced in the Reston TSA Plan language, proposed onsite parks should be designed to align with the Comprehensive Plan's Urban Parks Framework, with a variety of park types including pocket parks, civic plazas, common greens and recreation-focused parks. All spaces proposed in the plan set are pocket parks. The spaces appear to be highly designed and well apportioned, with attention given to progression as well as use of the open spaces.

Staff notes that approximately one-third of the westernmost open space area is partially outside of the subject application and its development is subject to obtaining offsite easements. An

alternative park design is shown on Sheet L-6 in the event the applicant is unable to obtain the necessary offsite easements. While the design for the full corner park includes a natural-style children's play element, the alternative option eliminates this active element. Draft Proffer 17A indicates that the park will include a children's play area. The alternative option shown on Sheet L-6 should therefore include a children's play element.

Evaluation – The proposed development generates a need for 0.71 acres of urban parkland onsite; 0.32 acres is shown. While the quantity falls far short of the generated need, the quality of the spaces provided is high and is consistent with Reston TSA and Urban Park Framework guidance. While the design for the westernmost corner park includes a natural-style children's play element, the alternative option eliminates this active element. Draft Proffer 17A indicates that the park will include a children's play area. The alternative option shown on Sheet L-6 should therefore include a children's play element.

Athletic Field Needs
Plan language in the Reston Station Areas also describes the need for provision of active recreation facilities the TSAs. The Plan states:

> "A goal of adding capacity equivalent to twelve athletic fields serving Reston should be achieved through development contributions of land and/or facilities. At a minimum, three new full-service athletic fields should be provided within the corridor...Based on the projected redevelopment, the need for 12 fields is equitably fulfilled using a measure of 2.2 million GFA of development per field within the TSA corridor. Implementation of this metric and achievement of active recreation facilities, as well as all other park and recreation facility types, will primarily occur through the development review process." (Area III, Reston Plan, Reston Transit Station Area, Areawide Recommendations, Urban Parks, Recreation Facilities, and Cultural Facilities, Active Recreation Facilities, p. 144-5)

With approximately 269,100 square feet of new proposed GFA, the development generates the need for 0.12 athletic fields. Using an established rate of $1.72 per sq. ft. GFA based on the recent average market value of land in the corridor and typical expense of athletic field improvements, the applicant is asked to contribute $462,852 toward athletic field construction to serve the Reston area.

Evaluation – The development generates the need for 0.12 athletic fields. To offset this need, the applicant should contribute $1.72 per sq. ft. GFA, or $462,852 to the Park Authority for athletic field construction to serve the Reston area. Draft Proffer 20 notes that $462,852 will be provided to the Board of Supervisors "for the development of athletic fields in the Wiehle-Reston East Transit Station Area." Staff requests that the funds be contributed to the Fairfax County Park Authority to be spent on the development or improvement of athletic fields in the Reston area, as it may not be possible to spend the funds within the Wiehle-Reston East TSA.

Other Recreational Facility Needs
The Comprehensive Plan for Reston discusses the need for a variety of recreational facilities, including playgrounds, sport courts, dog parks, and others to meet the needs of new residents as

redevelopment occurs. (Area III, Reston Plan, Reston Transit Station Area, Areawide Recommendations, Urban Parks, Recreation Facilities, and Cultural Facilities, Active Recreation Facilities, p. 146).

Using adopted recreational facility service level standards found in the Parks and Recreation element (Appendix 2, Part B) of the Policy Plan, with adjustments made for actual Fairfax County service levels, the proposed redevelopment plan generates a need for 1/3 sport court and a small play feature. No sport courts are shown on the plan and a children's play area is shown as an optional feature. As noted above, the alternative park option shown on Sheet L-6 should include a children's play element.

Evaluation – The proposed redevelopment plan generates a need for 1/3 sport court and a small play feature. No sport courts are shown on the plan and a children's play area is shown as an optional feature. The alternative park option shown on Sheet L-6 should include a children's play element.

Private Recreation and Amenity Areas

The Fairfax County Zoning Ordinance requires provision of open space and recreational features within Planned Development Districts (see Zoning Ordinance Sections 6-110 and 16-404). The minimum expenditure for park and recreational facilities within these districts is set at $1,800 per non-ADU residential unit for outdoor recreational facilities to serve the development population. The plan reflects a total of up to 260 residential units. If no ADUs are provided, the Ordinance-required amount to be spent on-site is $468,000. Any portion of the amount not spent onsite should be conveyed to the Park Authority for recreational facility construction at one or more park sites in the service area of the development.

Evaluation – The $1,800 per unit Ordinance-required expenditure on onsite recreational facilities can be spent on private residential terraces and other possible recreational features such as club rooms, media rooms, fitness equipment and game tables. With 260 non-ADU units proposed, the Ordinance-required amount to be spent on-site is $468,000.

SUMMARY OF RECOMMENDATIONS

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

- The proposed development generates a need for 0.71 acres of urban parkland onsite; 0.32 acres is shown. While the quantity falls far short of the generated need, the quality of the spaces provided is high and is consistent with Reston TSA and Urban Park Framework guidance.
- While the design for the westernmost corner park includes a natural-style children's play element, the alternative option eliminates this active element. Draft Proffer 17A indicates that the park will include a children's play area. The alternative option shown on Sheet L-6 should therefore include a children's play element.

- The development generates the need for 0.12 athletic fields. To offset this need, the applicant should contribute $1.72 per sq. ft. GFA, or $462,852 to the Park Authority for athletic field construction to serve the Reston area.
- Draft Proffer 20 notes that $462,852 will be provided to the Board of Supervisors "for the development of athletic fields in the Wiehle-Reston East Transit Station Area." Staff requests that the funds be contributed to the Fairfax County Park Authority to be spent on the development or improvement of athletic fields in the Reston area, as it may not be possible to spend the funds within the Wiehle-Reston East TSA.
- The proposed redevelopment plan generates a need for 1/3 sport court and a small play feature. No sport courts are shown on the plan and a children's play area is shown as an optional feature. The alternative park option shown on Sheet L-6 should include a children's play element.
- The $1,800 per unit Ordinance-required expenditure on onsite recreational facilities can be spent on private residential terraces and other possible recreational features such as club rooms, media rooms, fitness equipment and game tables. With 260 non-ADU units proposed, the Ordinance-required amount to be spent on-site is $468,000.

Please note the Park Authority would like to review and comment on proffers related to park and recreation issues. We request that draft and final proffers 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 Dorlester
DPZ Coordinator: Laura Arseneau

Copy: Kirk W. Kincannon, Director
Sara K. Baldwin, Deputy Director/COO
Aimee Long Vosper, Deputy Director/CBD
Cindy Walsh, Director, Resource Management Division
John Stokely, Manager, Natural Resource Management & Protection Branch
David Bowden, Director, Planning & Development Division
Andrea L. Dorlester, Planner IV, Park Planning Branch, PDD
William Mayland, Branch Manager, Zoning Evaluation Division, DPZ
Laura Arseneau, Planner III, Zoning Evaluation Division, DPZ
Chron File
File Copy

County of Fairfax, Virginia

MEMORANDUM

DATE: March 28, 2016

TO: Nick Rogers, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Clinton Abernathy, Revitalization Review Engineer CAA
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: Lincoln at Commerce Park Rezoning Application RZ/FDP 2015-HM-013 and SEA 94-H-049-02, Tax Map #017-4-12-011B & 017-4-12-0011D, Hunter Mill District

We have reviewed the subject application and offered the following comments:

- ***Adequacy of Outfall:*** The capacity of the downstream conveyance system which includes the 913 Pond, the series of the culverts under Sunset Hills Road and the Washington and Old Dominion trail is inadequate, as evidenced by the frequent flooding. Maintenance and Stormwater Management Division (MSMD) commissioned a drainage study to assess and address the flooding situation. The findings of the drainage study are highlighted in a Report entitled "Task Order # 22 – Sunset Hills Road Conveyance Channel Improvements," dated February 2016, prepared by Rinker Design Associates. The study found that the flooding situation is caused by the inadequate capacity of the existing culvert due to the increase in runoff volume and peak flows generated by development activity in the upper watershed.

  In order to mitigate the impact of increased flows, a proportional improvement must be demonstrated in order to reduce the flooding situation. The applicant shall provide the following information as part of the outfall analysis:

  - Extend the analysis to the existing culvert system under Sunset Hills Road and the Old Dominion trail;
  - Demonstrate that the subject development shall not exacerbate the flooding situation downstream;
  - The 2-year 24 hours peak flow from the development site shall be reduced to at least 25% below the pre-developed condition per the requirements of the comprehensive plan;

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 703-653-6678

- Pond 913 is already silted up and did not provide detention. The applicant need to provide on-site detention per article 4 requirements of the storm water management ordinance;
- Since there is an existing flooding situation, the applicant need to demonstrate that a sufficient level of detention is provided onsite so that a reduction in the 100-year Water Surface Elevation is achieved upstream of the culvert under Sunset Hills Road.

- ***Water Quantity Control Requirements:***
  - Per the comprehensive plan storm water runoff associated with the development should controlled such that the total phosphorous load for the property is no greater than would be required for new development.

  - The existing pond 913 was not originally designed to provide water quality control for the 193 acres drainage area. Based on the LDs record the referenced retrofit for pond 913 under plan # 2615-PI-03 was disapproved on 11/26/2001 and our record did not showed pond rehabilitation to provide water quality control.

- ***Parking, Loading Trash and Recycling Area in Garage;***

  - Provide information to show how the vehicle will collect the trash and recycling materials from the garage. Pursuant to PFM 10-0306.9 the required vertical clearances for safe access by roll-off trucks used to pull stationary compactor units and roll-off boxes at loading docks are 18 feet overhead for entry of the truck only, 24 feet when the truck hoist is raised with a rectangular box container and 11-feet width of clear opening. A minimum of 65 feet shall be provided for the safe unloading/loading of container.

  - Show the location and dimensions of the proposed loading space within the garage.

  - The two of the parking spaces shown on the first Floor garage would be difficult to maneuver in or out.

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

cc: Fred Rose, Chief, Watershed Planning & Assessment Branch, Stormwater Planning Division, DPWES
Shahab Baig, Chief, North Branch, SDID, LDS, DPWES
Bill Schell, Engineer V, MSMD/DPWES
Yosif Ibrahim, Stormwater Reviewer, SDID, LDS, DPWES
Zoning Application File

County of Fairfax, Virginia

MEMORANDUM

DATE: March 31, 2016

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Denise M. James, Chief
Environment and Development Review Branch, DPZ

SUBJECT: **ENVIRONMENTAL ASSESSMENT** for: **RZ/FDP 2015-HM-013**
Lincoln at Commerce Park **SEA 094–H-049-02**

This memorandum, prepared by Mary Ann Welton, includes citations from Comprehensive Plan that provide guidance for the evaluation of the subject Rezoning application (RZ), Final Development Plan (FDP) and Special Exception Amendment (SEA) and proffers, revised through March 11, 2016. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are in harmony with Plan policies. Applicable Comprehensive Plan citations are attached.

DESCRIPTION:

Analysis for this application addresses the overall conceptual development plan, special exception amendment and proffered commitments for the approximately 3.14 acre subject property, as well as a final development plan review for one new multifamily building within the existing office park. The site is situated west of Commerce Park Drive, north of Sunrise Valley Drive and south of the Dulles Airport Access Road (DAAR). The application reflects a transit oriented, mixed use development at a 2.5 Floor Area Ratio (FAR) for one new 260 unit, multi-family residential building at a height of 85 feet. The site is currently developed as a surface parking lot for an adjacent office building which will remain. The property is currently zoned I–3, industrial, light intensity and the proposal requests approval to rezone the portion of the property where the residential building will be located to PRM (Residential Mixed Use). The portion of the site where the existing office building is located will remain I-3.

Water Quality Protection and Stormwater Management Best Management Practices: The subject property is situated within the Difficult Run watershed and is intensely developed with an existing office park. The stormwater management plan and narrative state that the 3.14 acre property is classified as a redevelopment with 67% impervious cover in the existing condition. The proposed development of the site will increase imperviousness to 85%. The stormwater narrative states that two detention ponds were meant to serve the entire office park; however, none of the runoff from this site is currently detained and no other onsite facilities serve this portion of the office park. Drainage from this property outfalls to an existing inadequate culvert north of Sunset Hills Road which frequently experiences flooding. The environmental stewardship goals of the Comprehensive Plan emphasize the provision of water quality and quantity controls onsite to the maximum extent possible, in order to reduce the amount of stormwater runoff leaving the site.

Specifically, the Plan states that "For sites that have greater than 50 percent impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm." Downstream drainage and flooding is a significant issue for this application and a number of other applications in this vicinity of Reston. Therefore, due to these chronic issues downstream, the applicant should be prepared to provide more analysis which could include the 1-year, the 2-year, the 10 year and the 100 year storms events to ensure that this application does not aggravate downstream flooding. Ultimately the applicant should ensure that this proposal provides a proportional and incremental improvement to ameliorate the downstream drainage issues which characterize the inadequacy of this outfall. More information and calculations are necessary to determine how the applicant intends to address the Comprehensive Plan's environmental stewardship goal for stormwater management, as cited above.

Stormwater management/best management practice measures, outfall adequacy and conformance with the County's Stormwater Management Ordinance are subject to review and approval by the Department of Public Works and Environmental Services (DPWES).

Transportation Generated Noise: The Policy Plan guidance recommends that the interior noise levels for new residential development and other noise sensitive uses should not exceed DNL 45 dBA in interior areas of new homes and 65 dBA for outdoor recreational areas. This mixed use development which includes a new residential building is proximate to the DAAR and the Silver Line Metro Station. The applicant has provided Proffer 30 which commits to provide an acoustical analysis at the time of site plan submission and to noise attenuation measures at the appropriate specifications for new residential development. This issue has been resolved.

Green Building: Proffer 9 provides a commitment to meet the county's green building policy for the residential building at the appropriate levels recommended by Plan guidance; however, staff recommends that the green building commitment be revised to reflect up-to-date language which facilitates implementation at the time of site plan submission and review.

Preservation/Restoration: This redevelopment is proposed to occur within an existing office park which is highly impervious. Staff encourages the applicant to find more opportunities for landscaping, wherever possible. In keeping with the Plan guidance to protect, restore and enhance tree canopy cover, the applicant is encouraged to work with the Urban Forestry Management Division (UFMD) of DPWES to find additional opportunities to restore tree cover and vegetation on this site.

DMJ: MAW

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.

The Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, as amended through October 20, 2015, pages 41-48 state:

> ENVIRONMENTAL STEWARDSHIP
>
> Reston is a community founded on the integration of nature with developed areas and the stewardship of its wetlands, streams, lakes, forests, and other natural areas. Protecting, restoring and enhancing Reston's diverse natural areas will remain a central planning principle and activity. Reston Association (RA), the Reston Town Center Association (RTCA), the Northern Virginia Regional Park Authority (NVRPA), Fairfax County, homeowner associations, and individual property owners will plan and manage Reston's natural resources with the following environmental stewardship planning goals in order to keep natural areas healthy and resilient:
>
> - Protect the headwater areas and other environmentally sensitive areas through the implementation of innovative stormwater management practices.
> - Restore and enhance the mature tree canopy and other natural areas.
> - Establish high expectations regarding use of green technology and low impact development techniques for all buildings and neighborhoods.
> - Provide noise attenuation measures as appropriate.
>
> **Stormwater Management**

Future development offers considerable opportunities to improve upon past stormwater management practices in furtherance of efforts to protect and restore local streams and to reduce pollutant loads entering the Potomac River and Chesapeake Bay. Low impact development (LID) techniques of stormwater management can serve to reduce runoff volumes entering local streams and can more easily be incorporated within densely developed areas than more traditional detention and retention ponds. These LID practices can include, but are not limited to, bioretention or biofiltration facilities (commonly known as rain gardens), vegetated swales, porous pavement, vegetated roofs, tree box filters and the collection and reuse of stormwater runoff.

Environmentally-friendly stormwater design should be an integral design principle that will be part of the conceptual stage of site development for all future development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. The incorporation of stormwater management strategies in parks and other open space areas may support this approach while providing recreational amenities, and there may be opportunities to incorporate LID practices within other open space areas.

Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects.

Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume or significantly delaying its entry into the stream system. In furtherance of stream protection and/or restoration through replication of natural hydrologic conditions, the emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable.

In addition, at a minimum the following guidelines should be followed for any application for which a floor area ratio (FAR) of 1.0 or more is proposed. Any such development proposals should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, allowing for flexibility in specific approaches taken to achieve these guidelines.

1. For sites that have greater than 50 percent impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-

developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm.

2. For sites that have 50 percent or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm.

3. In addition to item 1 or 2 above, stormwater runoff associated with the development should be controlled such that either: (a) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations/ the county's Stormwater Management Ordinance; or (b) an equivalent level of water quality control is provided.

As an alternative to items 1, 2 and 3 above, stormwater management measures may be provided that are sufficient to attain the Rainwater Management credit of the most current version of Leadership in Energy and Environmental Design-New Construction (LEED-NC) or LEED-CS (Core & Shell) rating system (or equivalent of this/these credit(s)).

As an alternative to the minimum guidelines above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

Natural Resources Management
Protection, enhancement and management of natural resources in the existing wetlands and streams in Reston are critical to the long term viability of those habitats.

Wetlands
Wetlands filter water and provide important habitat for native plants and animals. One notable wetlands habitat is the Sunrise Valley Wetlands, which lies within ¼ mile of the Herndon Station. This privately owned land is a federally-mandated mitigation site established by Reston Land Corporation through a Conservation Covenant in July 1994. This site provides multiple ecosystems, including open water, marsh and upland forest that attract a wide range of wildlife. Recreational uses that are compatible with the environmental, public accessibility and educational objectives of the wetlands should be encouraged.

Streams and Buffer Areas

The Reston Association (RA) manages many of the stream valleys and lakes within Reston as part of its water resource program. Various tributaries have been negatively impacted by years of unchecked stormwater runoff, consumption of understory plants by deer, and encroachment by non-native invasive plant species. Generally, these streams suffer from numerous exposed utilities, particularly sewers; areas of severe stream bank erosion and many fallen trees; and a significant number of large sediment deposits. RA is implementing a long- term action plan for a Watershed Master Plan to restore the Glade, Snakeden Branch, and tributaries to Colvin Run in Reston.

Lakes and Ponds
Four constructed lakes, (Lake Anne, Thoreau, Audubon and Newport), cover 125 acres, provide valuable habitat for fish and aquatic plants, serve as visual amenities, and create recreation opportunities while also functioning as stormwater management facilities. These lakes are actively managed by RA for aquatic health, sediment, algae, and shoreline stabilization. In addition, Lake Fairfax, owned by the Fairfax County Park Authority, is located adjacent to Reston and also provides stormwater management and recreation. Smaller ponds provide stormwater management and have become important features of the Reston area. Additional tree canopy and shoreline stabilization should be considered to enhance these important features

Environmental Enhancement
Environmental enhancement efforts should be encouraged and should include endeavors such as the planting of native species of vegetation in degraded open space areas, invasive plant control, deer management, stream restoration, and creating new natural areas where disturbed areas currently exist. These expanded natural areas could build on the stream valley parks, adding land that increases riparian buffers and enhances stream valley corridors. Natural areas outside of Resource Protection Areas could serve as nodes for human activity and greatly improve quality of life while relieving stress on existing riparian areas. Stream valley park expansions should not include large hardscape areas (other than trails) and resources management should drive park design.

Tree Canopy Goals
Trees provide numerous environmental and human health benefits and should be considered an essential element in the vision for development and redevelopment within Reston. Environmental benefits include stormwater management, energy conservation, and mitigation of ozone and carbon in the air. When clustered together, as in a park setting, trees provide habitat areas for wildlife. From an urban design perspective, street trees enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic. The recommendations to protect, restore and enhance the tree canopy include the following:

- Follow guidelines established in the Tree Action Plan: a 20-Year Strategic Plan to Conserve and Manage Fairfax County's Urban Forest

- Consult Reston Association's list of "banned" plants and "preferred" native plantings when selecting trees and other plants for landscaping.

- Avoid the overuse of one tree species along streets
- Replace existing trees preferably in the same watershed
- Expand the eradication program for invasive species
- Expand the planting program for native trees, seedlings, and shrubs and wildflowers to ensure regeneration and resilience of natural areas

Green Buildings Practices
The Policy Plan's Environment section provides guidance for green building practices. Non-residential development in the TSAs should achieve LEED Silver certification or the equivalent, at a minimum, in light of the level of redevelopment potential proposed for the TSAs. Achievement of higher levels of LEED certification is also encouraged. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.
A broad range of practices can be pursued in support of or in addition to green building certification.

The following are examples of energy and ecologically conscious approaches to building design that should be encouraged within Reston:

- Provision of green (vegetated) roofs
- Use of site and building design and orientation for passive solar heating and daylighting
- Use of thermal and/or photovoltaic solar energy systems
- Incorporation of passive cooling through proper shading and ventilation
- Use of ground source heat pump heating and cooling systems for space conditioning and hot water requirements
- Reduction of water consumption, including the re-use of gray water where allowed
- Use of radiant floor heating
- Provision of roof-mounted wind turbines as an energy source
- Recycling of building materials and maximizing the use of locally produced materials
- Use of light reflecting roof surfaces
- Use of outside light shades that provide shading for glass while also directing sunlight deep into interior building spaces

- Provision of or readiness for charging stations and related infrastructure for electric vehicles, particularly for multifamily residential where opportunities may be limited."

The Fairfax County Comprehensive Plan, Policy Plan, 2013 Edition, Environment section as amended through July 1, 2014, page 7-9 states:

"**Objective 2:** **Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.**

Policy a. Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the County's best management practice (BMP) requirements. . . .

Policy j. Regulate land use activities to protect surface and groundwater resources. . . .

Policy k. For new development and redevelopment, apply better site design and low impact design (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...f
- Maximize the use of infiltration landscaping within streetscapes consistent with County and State requirements."

The Fairfax County Comprehensive Plan, Policy Plan, 2013 Edition, Environment section as amended through July 1, 2014, page 10 states:

"**Objective 3:** **Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.**

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance...."

The Fairfax County Comprehensive Plan Policy Plan, 2013 Edition, Environment section as amended through February 12, 2013, pages 11 and 12 states:

. . . "Federal agencies with noise mitigation planning responsibilities have worked with the health community to establish maximum acceptable levels of exposure (Guidelines for Considering Noise in Land Use Planning and Control). These guidelines expressed in terms of sound pressure levels are; DNL 65 dBA for outdoor activity areas, DNL 50 dBA for office environments, and DNL 45 dBA for residences, schools, theaters and other noise sensitive uses. . . .

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."

The Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Environment, as amended through February 12, 2013, page 18 states:

"Objective 10: **Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.**

Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.

Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights of way...."

The Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Environment, as amended through pages 19 -21 state:

"Objective 13: **Design and construct buildings and associated landscapes to use energy 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.

Encourage commitments to implementation of green building practices through certification under established green building rating systems for individual buildings (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design for New Construction [LEED-NC®] or the U.S. Green Building Council's Leadership in Energy and Environmental Design for Core and Shell [LEED-CS®] program or other equivalent programs with third party certification). An equivalent program is one that is independent, third-party verified, and has regional or national recognition or one that otherwise includes multiple green building concepts and overall levels of green building performance that are at least similar in scope to the applicable LEED rating system. Encourage commitments to the attainment of the ENERGY STAR® rating where available. Encourage certification of new homes through an established residential green building rating system that incorporates multiple green building concepts and has a level of energy performance that is comparable to or exceeds ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.

Policy b. Within the Tysons Corner Urban Center, Suburban Centers, Community Business Centers, Industrial Areas and Transit Station Areas as identified on the Concept Map for Future Development, unless otherwise recommended in the applicable area plan, ensure that zoning proposals for nonresidential development or zoning proposals for multifamily residential development incorporate green building practices sufficient to attain certification through the LEED-NC or LEED-CS program or an equivalent program specifically incorporating multiple green building concepts, where applicable, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;

- Development involving a change in use from what would be allowed as a permitted use under existing zoning;

- Development at the Overlay Level; or

- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.

Where developments with exceptional intensity or density are proposed (e.g. at 90 percent or more of the maximum planned density or intensity), ensure that higher than basic levels of green building certification are attained…."

County of Fairfax, Virginia

MEMORANDUM

DATE: August 16, 2016

TO: Laura Arseneau, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Hugh C. Whitehead, Urban Forester III HCW
Forest Conservation Branch, DPWES

SUBJECT: Reston Section 900, Block 11B; 2015-HM-013

I have reviewed the CDP/FDP for the above referenced rezoning application, stamped as received by the Zoning Evaluation Division on July 14, 2016; and draft proffers dated July 16, 2016. The following comments are based on this review.

1. **Comment:** There does not appear to be adequate planting to effectively screen the building from the single family residential use on the south side of Sunrise Valley Drive. The Urban Forest Management Division is disinclined to approve the requested modification of the transitional screening requirement of 13-300 of the Zoning Ordinance without a greater effort to meet the intent of the Zoning Ordinance requirement for transitional screening. It is acknowledged that there have been conflicting comments from staff regarding safety and maintaining visibility of pedestrians and bicyclists from drivers. Screening is still desirable and required for the single family residential use on the south side of Sunrise Valley Drive. Screening within the TSA is waived for increased connectivity and integration among uses; however, screening at the boundaries of the TSA is required based on the adjacent use. Trees in the landscape amenity panel are proposed between Sunrise Valley Drive and Park One and Park Two with significant breaks between trees where the building is closer to the street. Additional shade trees could be provided in these areas of the streetscape and low shrubs (3 feet and under) could be added without seriously conflicting with visibility.

   Recommendation: Additional street trees should be proposed along Sunrise Valley Drive to increase screening capacity where the building is closest to the street to the extent that the trunks of trees will not conflict with visibility needed for safety concerns.

2. **Comment:** The Street Tree Section does not provide the required four feet between trees and restrictive barriers. Three and a half feet are provided at surface level and the distance between the tree and the root barrier decreases at points lower in the tapered planting space. Where trees are to be planted, an area eight (8) feet wide and four feet from any barrier restricting root

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

growth is required. Where an 8-foot wide surface space cannot be provided, a rooting area eight feet wide can be achieved below paved areas using techniques as described in draft proffer 14 for Planting Width Details.

Recommendation: Require a revised planting space detail that meets requirements for distance from restrictive barriers and minimum soil volumes described in draft proffer 14 for Planting Width Details.

3. **Comment:** The same planting detail is used for street tree planting spaces along Sunrise Valley Drive and Association Drive. The dimensions of planting spaces are not the same on these streets.

   Recommendation: Separate details should be provided for planting spaces along sunrise Valley Drive and Association Drive. As nearly as possible provide a minimum of 2 feet between the trunks of trees and hardscape elements at surface level to allow for trunk expansion, and 4 feet between the trunk of trees and barriers restrictive to root growth below grade. Structural cells or other methods to provide un-compacted soil may need to be used to satisfy planting bed width and soil volume requirements.

4. **Comment:** Soil management and landscape design and implementation could help mitigate stormwater runoff by facilitating water infiltration into the soil. The proposed landscape plan is not consistent with renderings depicting landscape planting more suited to mitigating stormwater runoff.

   Recommendation: Require revision of the proposed landscape plan to more clearly show proposed planting consistent with renderings and details.

   Obtain a commitment to revitalize soils disturbed during the construction phase of the project to increase water infiltration and better support plant life provided with implementation of the landscape plan. Amend draft proffer 13.B to include language similar to the following: "The landscape plan shall seek to minimize turf, using native shrub and herbaceous layers to the maximum extent possible to reduce energy inputs, nutrient and pollutant runoff, stormwater runoff, provide habitat for native fauna, and support best practices as promoted by the Sustainable Sites Initiative (http://www.sustainablesites.org). Soils within all planting areas and areas maintained as turf should be prepared and amended to relieve compaction and improve texture, permeability and water holding capacity to improve both stormwater retention and survival of landscaping as per the Fairfax County Public Facilities Manual, Sections 6-1311.4G, 6-1311.5 and 6-1311.6. Sections/notes/details shall be provided on the landscape plan to specify these treatments and achieve these goals."

5. **Comment:** Street trees shown off site are subject to the approval of the adjacent property owner. It is important to ensure that street trees will be planted along streets as shown in the CDP/FDP to help break up views of the building wall, and provide desired tree canopy. The applicant states that installation of the street trees as shown is anticipated, and coordination with the adjacent property owner is currently in process. Until an agreement is reached and verified a contingency plan would help assure reviewers that these trees will be provided in any case.

   Recommendation: Require a contingency plan that provides for street trees along Association Drive in the event that the adjacent property owner does not approve of the trees being planted off-site. Amend draft proffer 15, Streetscape, to include language providing for the option of constructing the sidewalk closer to the curb and planting the trees on the subject site between the sidewalk and the building.

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

HCW/
UFMDID #: 204765

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

December 4, 2015

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

FROM: Aimee Holleb, Assistant Director
Office of Facilities Planning Services

SUBJECT: RZ/FDP 2015-HM-013, concurrent with SEA 94-H-049-02
(Wiehle Station Ventures, LLC)

ACREAGE: 3.34

TAX MAP: 17-4((12))-11B, 11D9, 17-4 ((33))

PROPOSAL:
The rezoning application seeks approval of a rezoning and conceptual and final development plan (CDP/FDP) and special exception amendment (SEA) to permit infill development of a multi-family residential uses with a maximum of 260 mid/high-rise units. The proposed development will replace an existing surface parking lot.

ANALYSIS:
The schools serving this area are Sunrise Valley Elementary, Hughes Middle, and South Lakes High schools. The chart below shows the existing school capacity, enrollment, and projected enrollment.

School	Capacity 2014 / 2019	Enrollment (9/30/14)	Projected Enrollment SY 015-16	Capacity Balance SY15-16	Projected Enrollment SY19-20	Capacity Balance SY19-20
Sunrise Valley ES	694 / 750	579	601	**93**	585	**165**
Hughes MS	1,109 / 1,109	1,001	1,071	**38**	1,275	**-166**
South Lakes HS	2,126 / 2,700	2,378	2,452	**-326**	2,606	**94**

Capacities based on 2016-20 Capital Improvement Program (December 2014)
Projected Enrollments based on 2014-15 to 2019-20 6-year Projections (April 2014)

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 2019-20 and are updated annually. At this time, if development occurs within the next five years, Hughes Middle School is projected to have a capacity deficit. Sunrise Valley Elementary and South Lakes High schools are projected to have surplus capacity. Beyond the six year projection horizon, enrollment projections are not available.

Capital Improvement Program Projects
The 2016-20 Capital Improvement Program (CIP) includes a capacity enhancement for Sunrise Valley Elementary School, to be completed in school year 2016-17, and a capacity enhancement for South Lakes High School to be completed in school year 2018-19. Hughes Middle School is planned to have a renovation and capacity enhancement to be completed in the 10-year CIP cycle.

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	.056	260	15
Middle	.016	260	4
High	.028	260	7
Total Student Count			**26**

2013 countywide student yield ratios (November 2014)

RECOMMENDATIONS:
Proffer Contribution
A net of 26 new students is anticipated (15 elementary, 4 middle, and 7 high). Based on the approved Residential Development Criteria, a proffer contribution of $305,474 (26 x $11,749) 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 as follows:

> *...to be utilized for capital improvements to Fairfax County public schools to address impacts on the school division resulting from [the applicant's development].*

It is also recommended that proffer payment occur at the time of the 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. As a result, an escalation proffer would allow for payment of the school proffer based on the current suggested per student proffer contribution in effect at the time of development. 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 modify the ratio of students per unit or the amount of contribution per student, the Applicant shall pay the modified contribution amount for that phase of development to reflect the then-current ratio and/or contribution.*

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

ADDITIONAL INFORMATION:

Future Development Impacts

In addition, Hughes Middle School and South Lakes High School are also receiving schools for several other significant developments that are approved or pending approval. Student yields from these developments are likely to impact receiving schools. These developments include:

Application Number	Application Name	Project Status	Proposed Units	Estimated Students
PRC A-502-02	Fairways Apt.	APPROVED	128 SFA; 676 MF (Note: site currently has 348 existing MF)	34
PRC A-502-03	Lake Anne Redevelopment	APPROVED	120 SFA	60 to 93
PRCA B-846	JBG (Reston Heights)	APPROVED	498 MRHRMF	54
PCA 78-C-098-02	Gregor, Inc (Linden Springs)	APPROVED	60 MF	7
PCA 82-C-060-02	Athena Renaissance	APPROVED	180-360 HRMF (Note: site currently has 336 LRMF)	12
PCA 85-C-088-09	Reston Town Center, Block 4	APPROVED	549 MRHRMF	57
PRC 86-C-121-02	Section 89-3 (Windood) RAJ Development	APPROVED	125 MRHRMF	9
PRC 86-C-121-03	Oracle	APPROVED	457 MRHRMF	38
PRC 86-C-121-04	Reston Spectrum LP	APPROVED	1,422 MRHRMF	125
PRC 87-C-088	Four Seasons	APPROVED	11 MF	3
RZ/FDP 2009-HM-019	Reston Station @ Wiehle Ave	APPROVED	513 MRHRMF	* 35
RZ/FDP 2010-HM-008	RPB&M (Sunset Hills Rd.)	APPROVED	421 MRHRMF	* 36
RZ 2015-HM-005	Pulte Home Corp	PENDING	42 LRMF	* 14
RZ/FDP 2015-HM-011	CESC Commerce Executive Park LLC	PENDING	500 MFMR	* 50
RZ/FDP 2015-HM-013	Wiehle Station Ventures, LLC	PENDING	260 MRHRMF	* 26
PCA B-846-03	RP 11720, LLC	PENDING	49 SFA	* 21

**Projects located in the Sunrise Valley Elementary School attendance area*

AJH/sm

Attachment: Locator Map

cc: Pat Hynes, Chairman, School Board Member, Hunter Mill District
Kathy Smith, School Board Member, Sully District
Jane Strauss, School Board Member, Dranesville District
Ryan McElveen, School Board Member, At-Large
Ilryong Moon, School Board Member, At-Large
Ted Velkoff, School Board Member, At-Large
Jeffrey Platenberg, Assistant Superintendent, Facilities and Transportation Services
Douglas Tyson, Assistant Superintendent, Region 1
Kevin Sneed, Special Projects Administrator, Capital Projects and Planning
Kimberly Retzer, Principal, South Lakes High School
Aimee Monticchio, Principal, Hughes Middle School
Kevin West, Principal, Sunrise Valley Elementary School

APPENDIX 14

Fairfax Water
FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

RECEIVED
Department of Planning & Zoning
OCT 21 2015
Zoning Evaluation Division

PLANNING & ENGINEERING DIVISION
Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

October 16, 2015

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

Re: RZ/FDP 2015-HM-013
SEA 94-H-049-02
Lincoln at Commerce Park
Tax Map: 17-4

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 12-inch water main located in Association Drive. See the enclosed water system map.

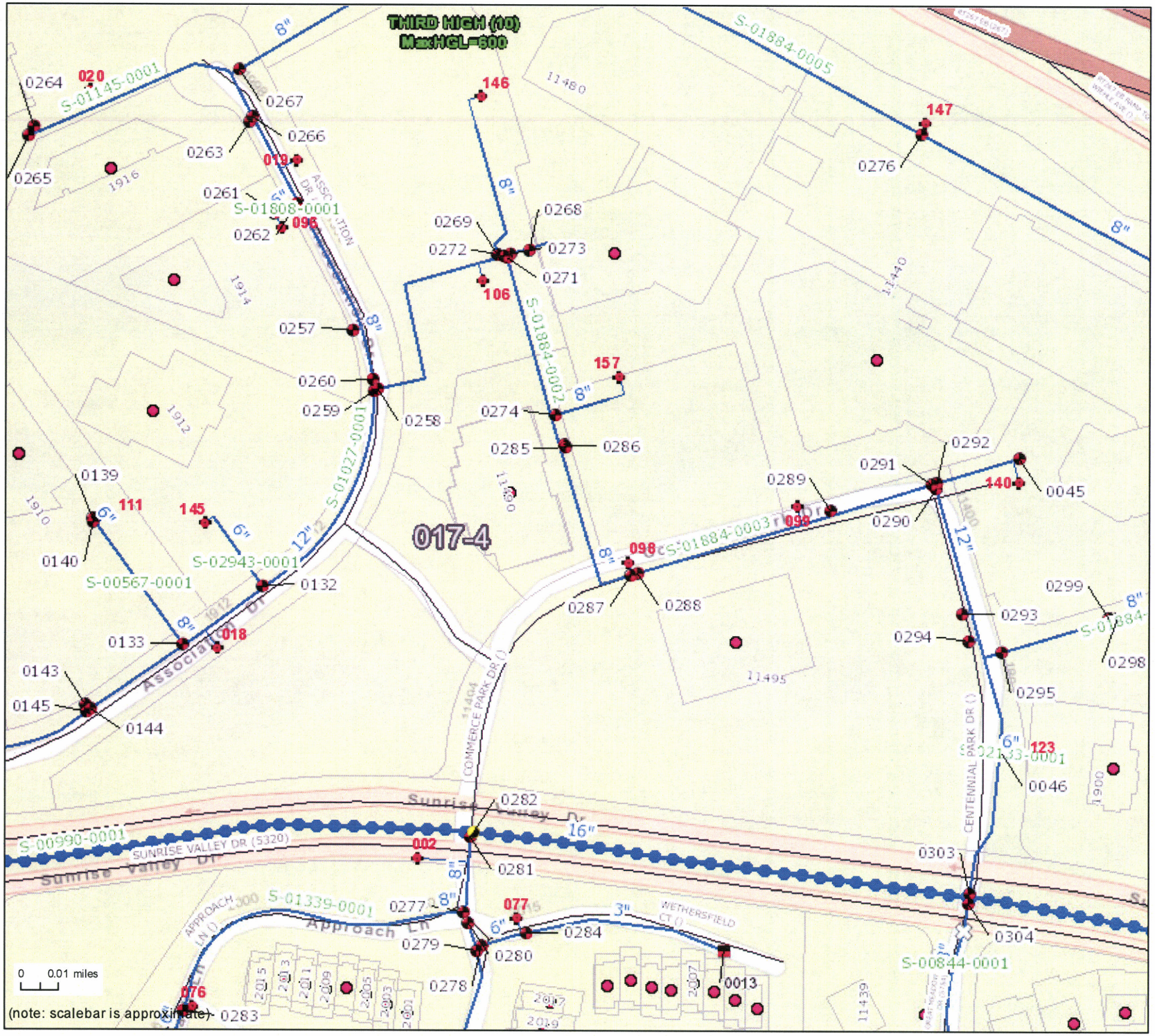
3. Depending upon the configuration of any proposed on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

If you have any questions regarding this information please contact Ross Stilling, P.E., Chief, Site Plan Review at (703) 289-6385.

Sincerely,

Gregory J. Prelewicz, P.E.
Manager, Planning Department

Enclosure



Title:

Legend

Hydrants
- Fairfax Water, Active
- Other, Active
- Fairfax Water, Inactive

Hydrant Valves
- Fairfax Water
- Other

System Valves
- Gate, Open, Fairfax Water
- Gate, Closed, Fairfax Water
- Gate, Open, Other
- Gate, Closed, Other
- Butterfly, Open, Fairfax Water
- Butterfly, Closed, Fairfax Water
- Butterfly, Open, Other
- Butterfly, Closed, Other

Main Breaks
- Main Breaks

Pressurized Mains - Private
- Private, In Service
- Private, Approved

Pressurized Mains
- Approved
- Transmission Main, CastIron
- Transmission Main, DuctileIron
- Transmission Main, Steel
- Transmission Main, Plastic
- Transmission Main, AsbestosCement
- Transmission Main, PCCP
- Transmission Main, Unknown
- DistributionMain, CastIron
- DistributionMain, DuctileIron
- DistributionMain, Steel
- DistributionMain, Plastic
- DistributionMain, PolyVinylChloride
- DistributionMain, AsbestosCement
- DistributionMain, PCCP
- DistributionMain, Copper
- DistributionMain, Galvanized
- DistributionMain, HDP
- DistributionMain, Unknown

County of Fairfax, Virginia

MEMORANDUM

DATE: November 17, 2015

TO: Nick Rogers
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Sharad Regmi, P.E.
Engineering Analysis and Planning Branch

SUBJECT: Sanitary Sewer Analysis Report

REF: **Application No. RZ/FDP 2015-HM-013 conc. with SEA 94-H-049-02**
Tax Map No. 017-4-((12))-00114-B, 017-4-((33))-0000-C, & 017-4-((12))-0011-D9

The subject site is within the Transit Station Area of Wielhe-Reston Metro. As such, prior to site plan submission, the applicant shall be required to provide sewer capacity analysis study to Wastewater Planning and Monitoring Division of all the lines within the area which its site contributes flow to. If it is determined that any of the lines are inadequate, the applicant will be required to perform necessary upgrades prior to or concurrent with site plan submission.

If you have any questions or comments, please do not hesitate to contact me at 703-324-5008.

FAIRFAX COUNTY
WASTEWATER MANAGEMENT
Quality of Water = Quality of Life

Department of Public Works and Environmental Services
Wastewater Planning & Monitoring Division
12000 Government Center Parkway, Suite 358
Fairfax, VA 22035
Phone: 703-324-5030, **Fax**: 703-803-3297
www.fairfaxcounty.gov/dpwes

County of Fairfax, Virginia

MEMORANDUM

DATE: August 22, 2016

TO: Laura Arseneau
Staff Coordinator
Department of Planning and Zoning, Zoning Evaluation Division

FROM: Laurie Stone
Strategic Planner
Fire and Rescue Department

SUBJECT: Zoning Application Analysis

REFERENCE: RZ/FDP 2015-HM-013 concurrent with SEA 94-H-049-02 (Wiehle Station Ventures, LLC)

The Fire and Rescue Department (FRD) has the following comments on the referenced rezoning application.

Current Fire and Rescue Service Delivery
The proposed Wiehle Station Ventures, LLC development is located in the emergency response area of the Reston Fire and Rescue Station 25 on Wiehle Avenue. The next closest fire station is the Fox Mill Fire and Rescue Station 31 located on Reston Parkway.

Emergency Response Impact of Proposed Development
The proposed development to replace an existing surface parking lot with a multifamily residential building containing 260 dwelling units will increase the residential population in the area. Residential units may be occupied 24/7 and include high risk populations such as children and older adults which directly correlate with increases in major medical and other types of emergency calls for service.

FRD analyzes the historical rate of incidents per population in each fire station's response area across the county to determine workload capacity. In FY2015, there were 3,337 incidents, an average of nine calls per day, in the Reston Fire and Rescue Station's response area. The potential impact on emergency services of the additional population could significantly impact response times to emergency incidents in the area.

Traffic Signal Preemption Equipment for Emergency Responders:
To maintain and improve response times to emergency incidents, the FRD is pursuing installation of preemption equipment on traffic signals throughout the county. Traffic preemption also improves civilian and firefighter safety by reducing the potential for accidents at intersections.

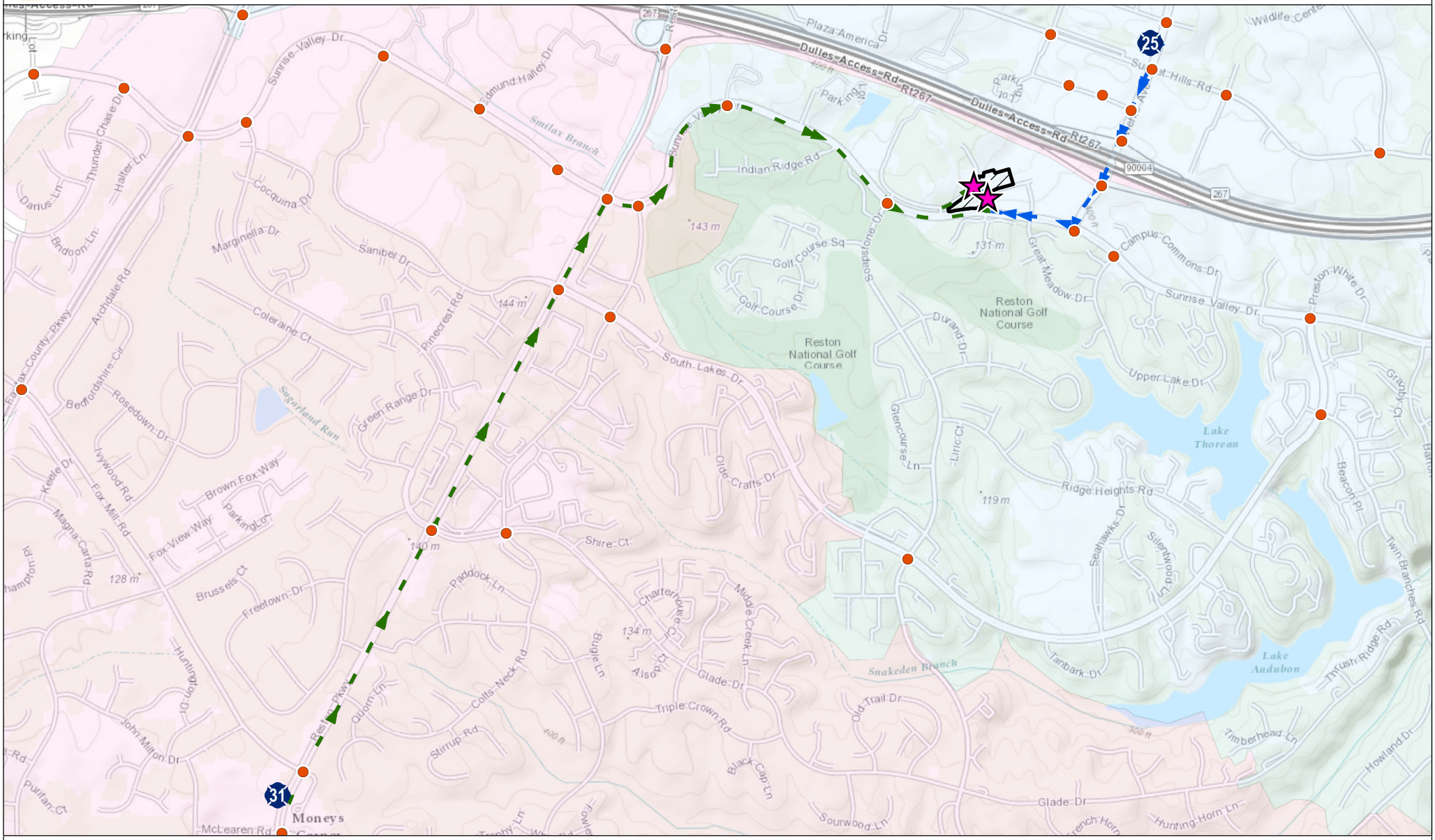
Therefore, the FRD requests the developer proffer the cost of preemption equipment ($20K) for two traffic signals located along the primary travel route from the closest fire station to the proposed development. The attached map depicts the traffic signals needing preemption devices.

Approved proffer language from other rezoning applications:

Traffic Signal Preemption Devices. Prior to site plan approval, the Applicant shall contribute ***$20,000*** *to the* ***Capital Project titled Traffic Light Signals – FRD Proffers in Fund 300-C30070, Public Safety Construction*** *for use in the installation of emergency vehicle preemption equipment on traffic signals within the* ***Hunter Mill District*** *as determined by the Fire and Rescue Department. The applicant shall have no responsibility for installation or maintenance of the preemptive signal devices.*

Please contact me at 703-246-3889 if you have any questions regarding the comments.

FRD Wiehle Station Ventures Study



Access Points

Property Boundary

Fire Stations

VDOT Traffic Signals

Route: Station 25 to Access Points

Route: Station 31 to Access Points

First Due Boundaries

425	431

FRD-GIS. Current as of: 10/22/2015

N

0 0.15 0.3 Miles

Routing based on June 2015 street network.

G:\projects\frd\hq\projects\2015\Planning Maps\Wiehle Station Ventures\Wiehle_Station_Ventures.mxd

County of Fairfax, Virginia

MEMORANDUM

DATE: August 19, 2016

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

FROM: William D. Hicks, Director
Land Development Services

SUBJECT: Lincoln at Commerce Park; Rezoning Application RZ 2015-HM-013; Final Development Plan (FDP) 2015-HM-013 and Special Exception Amendment (SEA) 94-H-049-02; Tax Map #017-4-12-0011B, 0011D9 and 017-4-33-0000C, and 0100 through 0535; Hunter Mill District

REFERENCE: Request for Board of Supervisors approval of Parking Reduction and Study #2615-PKS-005-1 as a separate motion after Board's action on the subject applications

The Land Development Services (LDS) has received and reviewed the referenced parking reduction request and study 2615-PKS-005-1, dated revised June 28, 2016, from William F. Johnson, P.E., Wells and Associates (Attachment A), seeking Board of Supervisors (Board) approval of a reduction of the minimum required off-street parking for the proposed Commerce Metro Center mixed-use development, in conjunction with the subject applications, RZ 2015-HM-013 and SEA 94-H-049-02. Staff's analysis is also based on a review of the Conceptual Development Plan (CDP)/FDP dated May 6, 2016, and draft Proffer statement dated June 16, 2016, submitted in conjunction with the subject applications.

RECOMMENDATION:
Staff recommends that the Board approve a parking reduction of up to 18.8 percent (78 fewer spaces) for the proposed residential use at the Lincoln at Commerce Park development, pursuant to Paragraph 5.A of Section 11-102 of the Zoning Ordinance, of the Code of the County of Fairfax, Virginia (Code), based on the site's walking distance to a mass transit station (Wiehle-Reston East Metro Station). Staff further recommends that the Board approve the requested reduction subject to the following conditions:

1. A minimum of 338 parking spaces shall be provided to serve up to 260 proposed multiple family dwelling units.

2. One (1) vehicle space shall be reserved for each residential unit. These spaces shall be secured by controlled access within the parking garage. The site plan

Land Development Services
12055 Government Center Parkway, Suite 444
Fairfax, Virginia 22035-5503
Phone 703-324-1780 • TTY 703-324-1877 • FAX 703-324-8359

shall clearly identify how the parking spaces for residents will be secured for residential use only.

3. For each phase of the development, at least 39 of the 338 spaces required for residential uses shall be clearly designated as parking for guests of the residential uses, future residents, on-site staff, car-share vendors and/or residential vanpools; access to these spaces need not be controlled.

4. The conditions of approval of this parking reduction shall be incorporated into any site plan submitted to the Director of Land Development Services (Director) for approval.

5. Any additional uses not cited in Condition 1, including the existing five story office building of approximately 72,637 square feet of gross floor area (GFA), shall provide parking in accordance with the provisions of the Zoning Ordinance.

6. The current owners, their successors, or assigns of the parcels identified as Tax Map Numbers 017-4-12-0011B, 0011D9 and 017-4-33-0000C, and 0100 through 0535, shall submit a parking space utilization study for review and approval by the Director at any time in the future that the Zoning Administrator, or the Director so requests. Following review of that study, or if a study is not submitted within 90 days after its request, the Director may require alternative measures to satisfy the property's parking needs which may include, but are not limited to, compliance with the full parking requirements specified in Article 11 of the Zoning Ordinance.

7. All parking utilization studies prepared in response to a request by the Zoning Administrator or the Director shall be based on applicable requirements of the Zoning Ordinance in effect at the time of said parking utilization study submission.

8. All parking provided shall comply with all other applicable requirements of Article 11 of the Zoning Ordinance and the Fairfax County Public Facilities Manual including the provisions referencing the Virginia Uniform Statewide Building Code.

9. These conditions of approval shall be binding on the successors of the current owners and/or other applicants and shall be recorded in the Fairfax County land records in a form acceptable to the County Attorney.

10. Unless an extension has been approved by the Director, the approval of this parking reduction request shall expire without notice 6 months from its approval date if Condition #9 has not been satisfied.

TIMING:
Board action is requested as a separate motion following the public hearings for RZ 2015-HM-013 and SEA 94-H-049-02.

BACKGROUND:
The proposed Commerce Metro Center mixed-use development is the subject of pending applications RZ/FDP 2015-HM-013 and SEA 94-H-049-02. The applicant is proposing a mixed-use development consisting of one proposed multi-family residential high-rise building with up to a total of 260 dwelling units and an existing office building of approximately 72,637 sq. ft. of GFA that is proposed to remain. The proposed residential building is approximately ¼ mile from the existing Wiehle-Reston East Metro station entrance.

Pursuant to Paragraph 5.A of Section 11-102 of the Zoning Ordinance, as amended, the Board may reduce the number of off-street parking spaces otherwise required by the strict application of the Ordinance when the development is within a reasonable walking distance to a mass transit station. Under strict application of the Zoning Ordinance, at full buildout of the development a minimum of 416 parking spaces would be required for the proposed 260 multi-family dwelling units and 218 spaces for the existing office building.

The applicant is requesting an 18.8% reduction (78 fewer spaces) in the total required off-street parking for the proposed residential use, based on the site's proximity to a mass transit station. No reduction is requested for the required number of parking spaces for the existing office use. The applicant has proposed 338 parking spaces located in a parking facility below the multifamily building to serve the residences, and 262 surface spaces will be provided for the existing office building. A comparison of the Code required parking and proposed parking is below.

Land Use	Size	Rate Required by Code	Number of Spaces Required by Code	Proposed Reduction	Proposed Minimum Number of Spaces	Proposed Minimum Rate
Residential	260 dwelling units	1.6 spaces per unit	416	18.8% (78 fewer spaces)	338	1.3 spaces per unit
Office	72,637 sq. ft. of GFA	3.0 spaces per 1000 sq. ft. of GFA	218	None requested	262 (existing)	3.0 spaces per 1000 sq. ft. of GFA

The basis for the reduction is the development's proximity to the Wiehle-Reston East Metro station entrance. Specifically, the parking study indicates that the transit station is expected to reduce the demand for parking spaces, and no adverse impact to either the site or the adjacent area is expected.

This recommendation reflects a coordinated review by the Department of Transportation, Department of Planning and Zoning, Office of the County Attorney and Land Development Services.

If you have any questions, or need further assistance, please contact me, or Jerry Stonefield at 703-324-1780 or Jerry.Stonefield@fairfaxcounty.gov.

ATTACHED DOCUMENTS:

Attachment A – Parking Reduction Request and Study #2615-PKS-005-1, revised June 28, 2016, from William F. Johnson, P.E., Wells and Associates

cc: Thomas P. Biesiadny, Director, Fairfax Department of Transportation
Paul Shirey, Director, Code Development and Compliance, LDS
Jeremiah Stonefield, Engineer IV, SCRD, LDS

2615-PKS-005-1

WELLS + ASSOCIATES

11441 Robertson Drive
Suite 201
Manassas, VA 20109
703-365-9262
703-365-9265 FAX

www.mjwells.com

April 4, 2016
Revised June 28, 2016

Ms. Jan Leavitt
Code Development and Compliance Division
Department of Public Works & Environmental Services
12055 Government Center Parkway
Fairfax, Virginia 22035-5503

SUBJECT: Parking Code Reduction for Lincoln at Commerce Park
2615-PKS-005-1
2016 Tax Map 17-4 ((12)) 11B and 11D9 (pt.)/ 17-4 ((33))
Hunter Mill Magisterial District
RZ 2015-HM-013/SEA 94-H-049-02

Dear Ms. Leavitt:

Herein is an executive summary associated with a revised parking reduction request for the development of a new multifamily residential development in Fairfax County. A check made payable to the County of Fairfax is submitted with this application in the amount of $216.00 (equivalent to two sheet inserts).

The Lincoln at Commerce Park project site is approximately 3.14 acres and is located on the north side of the Sunrise Valley Drive (Route 5320), west of Commerce Park Drive, and east of Association Drive and is currently developed with an office building and surface parking lots; both of which will remain. Applications have been filed to rezone the site to the PRM (Planned Residential Mixed) district and allow the development of a new multifamily residential building consisting of up to 260 dwelling units. Parking for the new residential use will be provided in a below grade parking structure. A full size copy of the relevant site plan sheet is enclosed herein.

Parking Reduction. The code requirement for the proposed use is 416 parking spaces. A parking reduction of **78 fewer parking spaces, or approximately 18.8%,** is requested for a total minimum of 338 parking spaces to serve the residential component of the site.

As stated in Article 11, Part 1, section 11-101 of the Zoning Ordinance "...in the PDH, PDC, PRC, and PRM Districts, the provisions of this Part [11-100 Off-Street Parking] shall have general applications as determined by the Director." Furthermore, Article 11, Section 102.5 provides for a reduction in the number of parking spaces due to the proximity of mass transit. The proposed uses will be well served by public

transportation as the site is located in close proximity to the existing Wiehle-Reston East metrorail station.

Please contact me with any questions and/or comments you might have and thank you again for your assistance on this important project.

Sincerely,

William F. Johnson

Enclosures: Parking Reduction Request (5 copies)

2615-PKS-005-1

WELLS + ASSOCIATES

MEMORANDUM

1420 Spring Hill Road
Suite 610
Tysons, Virginia 22102
703-917-6620
703-917-0739 FAX

www.mjwells.com

To: Jan Leavitt
Fairfax County Department of Public Works & Environmental Services

From: Robin L. Antonucci
William F. Johnson, P.E.

Re: RZ 2015-HM-013/SEA 94-H-049-02; Lincoln at Commerce Park

Subject: Parking Reduction

Date: March 14, 2016
Revised June 28, 2016

INTRODUCTION

This memorandum presents the results of a parking assessment conducted in support of a proposed multifamily residential development located in the Hunter Mill Magisterial District of Fairfax County, Virginia. The Property is identified as 2015 Tax Map: 17-4 ((12)) Parcels 11B and 11D9 (partial) and 17-4 ((33)) and consists of 3.14 acres located on the north side of Sunrise Valley Drive (Route 5320), west of Commerce Park Drive (Private) and east of Association Drive (Private) (see Figure 1). The Property is zoned I-3 (Light Intensity Industrial) and is currently developed with an office building and surface parking lots; the office building and adjacent surface parking will remain. Applications have been filed to rezone the site to the PRM (Planned Residential Mixed) and allow the development of a new multifamily residential building consisting of up to 260 dwelling units with structured parking on the property (see Figure 2).

Due to the site's proposed rezoning to the PRM District and close proximity to the existing Wiehle-Reston East metrorail station and as provided for in the Zoning Ordinance (Article 11-Section 11-102.5; Proximity to Mass Transit), the Applicant is seeking a reduction of the required residential parking. As shown in Figure 1, the site is located within one-quarter mile of the metrorail station platform. The following sections detail the requested reduction. Sources of data for this assessment include, but are not limited to, the files and library of Wells+Associates, Inc., Lincoln Property Company, SK+I Architecture, VIKA, Cooley, Fairfax County, the Institute of Transportation Engineers (ITE), and the Urban Land Institute (ULI).

WELLS + ASSOCIATES

Transportation Consultants ■ INNOVATION + SOLUTIONS

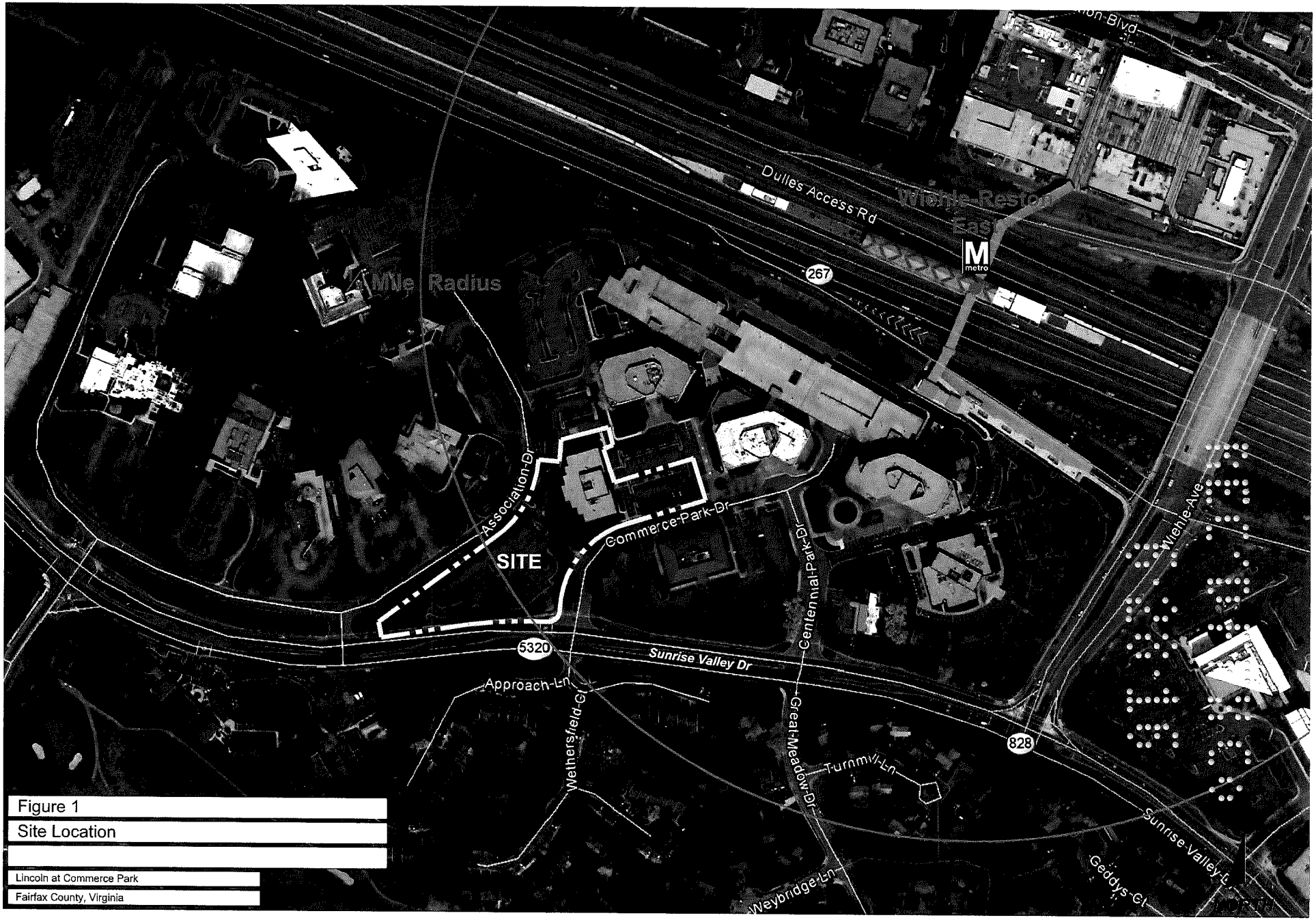


Figure 1
Site Location

Lincoln at Commerce Park
Fairfax County, Virginia

R:\PROJECTS\6290 COMMERCE EXECUTIVE PARK\GRAPHICS\6290 - PARKING MEMO.DWG

ACB

R:\PROJECTS\6290 COMMERCE EXECUTIVE PARK\GRAPHICS\6290 - PARKING MEMO.DWG

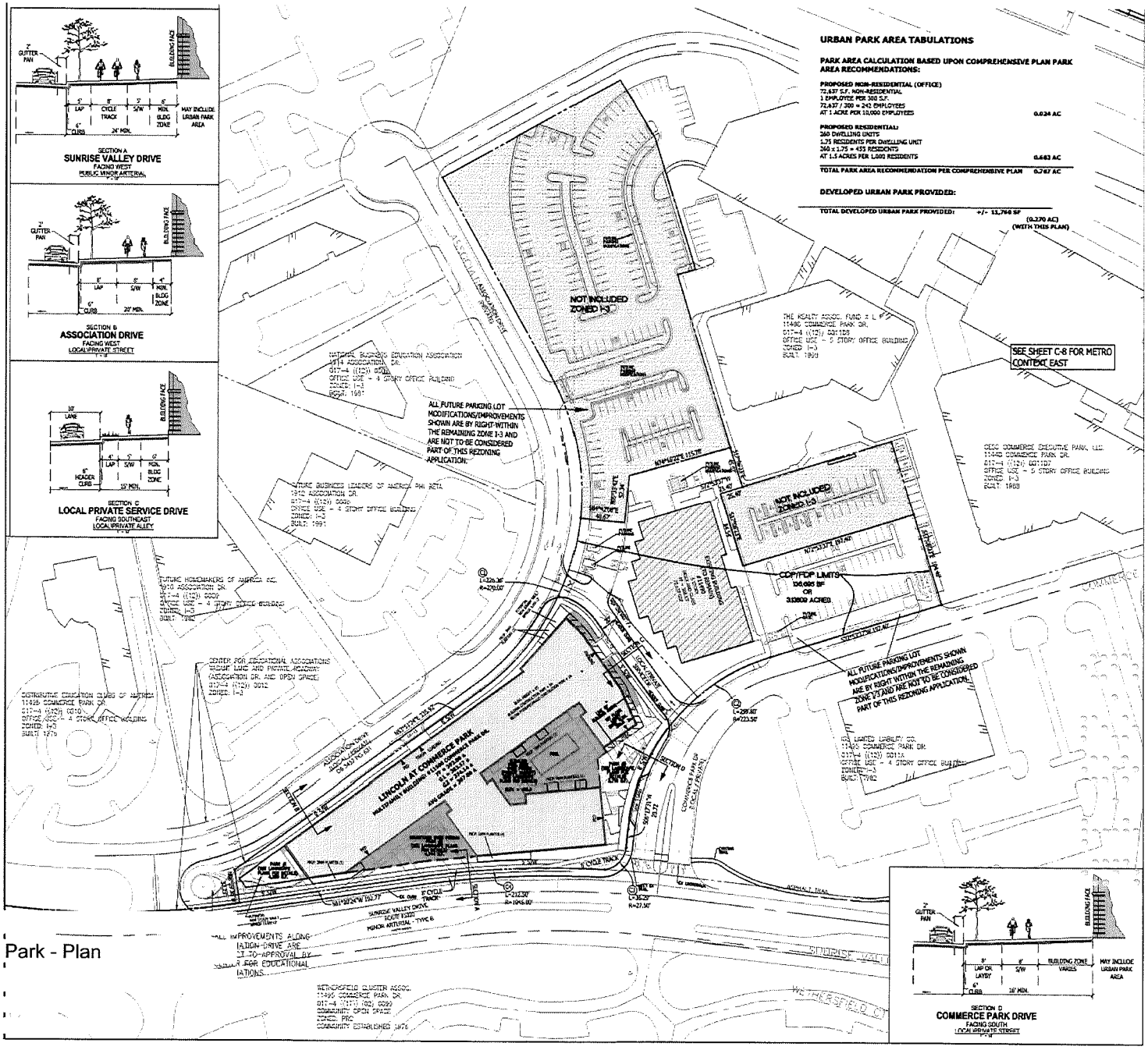


Figure 2
Lincoln at Commerce Park - Plan

Lincoln at Commerce Park
Fairfax County, Virginia

ACB

WELLS + ASSOCIATES

MEMORANDUM

FAIRFAX COUNTY PARKING REQUIREMENTS

Article 11 of the Fairfax County Zoning Ordinance establishes parking requirements for various land uses by providing parking rates per unit of land use (i.e., per residential dwelling unit, per 1,000 GFA of retail uses, etc.). According to the Ordinance, all required parking spaces shall be located on the same lot as the structure or uses to which they are accessory or on a lot contiguous thereto which has the same zoning classification, and is either under the same ownership, or is subject to arrangements satisfactory to the Director that will ensure the permanent availability of such spaces. A copy of the relevant Ordinance text is provided herein as Attachment 1.

Article 11, Section 11-103 of the Ordinance outlines the parking requirements for "Multiple Family Dwelling" uses as follows:

> "One and six-tenths (1.6) spaces per unit"

As stated above and reflected on Table 1 as follows, based on a strict application of the Zoning Ordinance, 416 parking spaces would be required to accommodate the parking demand associated with the proposed residential development. However, the Applicant proposes to rezone the site to the PRM District and as stated in Article 11, Part 1, Section 11-101 "...in the PDH, PDC, PRC, and PRM Districts, the provisions of this Part [11-100 Off-Street Parking] shall have general application as determined by the Director." The following sections of this assessment will describe the parking to be provided by the Applicant in general accordance with the Zoning Ordinance.

PROPOSED PARKING SUPPLY

As depicted on the submitted CDP/FDP for the proposed development, the Applicant intends to provide 338 parking spaces to serve the residential uses (or equivalent to a parking rate of 1.30 spaces per unit). <u>Therefore, the Applicant is requesting an 18.8 percent reduction from the Ordinance required parking</u>.

Table 1
Lincoln at Commerce Park
Parking Summary

			Required per County ZO (1)			Proposed			
Land Use	Size	Unit	Rate		Amount	Rate		Amount	Reduction
Apartment	260	DU	1.6	per Dwelling Unit	416	1.3	per Dwelling Unit	338	18.8%

Notes:
(1) Fairfax County Zoning Ordinance (ZO), Article 11.

WELLS + ASSOCIATES

MEMORANDUM

PROXIMITY TO TRANSIT (ARTICLE 11, SECTION 11-102.5)

As stated previously, the site is largely located within ¼ mile of the existing Wiehle-Reston East metrorail station (see Figure 1). Due to this proximity, and per the recommendations of the Comprehensive Plan, the parking demand associated with the proposed residential uses will be reduced. The Comprehensive Plan for the Reston Transit Station Areas (TSAs) support reduced parking for sites located within a half mile of the metrorail stations. Transportation Demand Management (TDM) strategies, as described later in this document, will take further advantage of the site's proximity to transit and encourage non-auto modes of travel, thus reducing parking demand.

PLANNED RESIDENTIAL MIXED (PRM) ZONING DISTRICT STANDARDS

The PRM District (like other "P" districts) is intended to "...promote high standards in design and layout, to encourage compatibility among uses within the development and integration with adjacent developments..." Article 16 Sections 101 and 102 provide for the general and design standards associated with planned developments. Open space, off-street parking, loading, sign and all other similar regulations set forth in the Ordinance all have *general applicability* to the P districts. Copies of both the relevant text from Articles 11 and 16 are included in Attachment 1.

ITE PARKING GENERATION

Overview. ITE's (Institute of Transportation Engineers) *Parking Generation,* 4th Edition, is an informational report based on the research and experiences of transportation engineering and planning professionals. Parking demand data is provided for 106 land uses. Most of the data presented are reflective of isolated suburban sites with free parking and little transit services. Some sites however have sufficient data points to distinguish potentially different parking demand characteristics.

Multifamily Residential Uses. ITE classifies the proposed development as "high-rise apartment" (Land Use Code 222) in the *Parking Generation* manual. According to the manual, "the database consisted of a mix of central city, not downtown (CND) and urban central business district (CBD) sites. Parking demand rates at the CND sites differed from those at the CBD sites and, therefore, the data were analyzed separately." Furthermore, the manual states that "the two CBD sites had...peak parking demand rates of 0.34 and 0.56 parked vehicles per dwelling unit," which are

well below the County Ordinance requirement. Given the site's close proximity to the Wiehle-Reston East station and the urban transit-oriented development envisioned in the Comprehensive Plan for those site in close proximity to the station, the proposed residential development would be considered located in a CBD as per ITE. Therefore, as stated previously the parking demand associated with such residential developments would be considerably less than that ordinarily required by the Zoning Ordinance.

Attachment 2 includes a copy of the ITE data for high-rise apartment demand as cited previously.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Applicant has committed in draft proffers to the implementation of a TDM program associated with the residential development and consistent with TDM goals and programs applicable through Fairfax County and, specifically, the Reston Transit Station Areas. The proffer sets forth the requirements of such a program and the goals and objectives of the program. An excerpt of the draft proffer is provided as Attachment 3. As shown, the goal of the program is to reduce peak hour vehicle trips by 45% and encourage the use of mass transit and other alternative modes.

CONCLUSIONS

Based on the documentation provided herein, the following can be concluded:

1. Under a strict application of the Zoning Ordinance, up to a total of 416 parking spaces would be required to accommodate the proposed new residential development.

2. The site is located within one-quarter (1/4) mile of the existing Wiehle-Reston East metrorail station.

3. The Zoning Ordinance acknowledges that the off-street parking requirements set forth in Article 11 only have *general* applicability in the "P" districts.

4. Based on ITE's 4th Edition, *Parking Generation* rates per employee, the proposed parking rate of 1.30 spaces per dwelling unit is higher than the rates observed at high-rise apartment sites located within a central business district (CBD).

WELLS + ASSOCIATES

MEMORANDUM

5. The proposed parking supply of 338 spaces (or 78 fewer spaces than required by a strict application of the Zoning Ordinance) is more than sufficient to meet the demand associated with the residential development.

6. The Applicant has committed to a transportation demand management (TDM) program which will further reduce the demand for parking by promoting and encouraging other modes of travel.

7. The parking reduction request will not have an adverse impact to the site or surrounding areas.

Attachments: a/s

COMMONWEALTH OF VIRGINIA
WILLIAM F. JOHNSON
Lic. No. 043826
6-28-16
PROFESSIONAL ENGINEER

Attachment 1

Fairfax County Zoning Ordinance Excerpts

ARTICLE 11

OFF-STREET PARKING AND LOADING, PRIVATE STREETS

PART 1 11-100 OFF-STREET PARKING

11-101 Applicability

1. Except as provided for in a Commercial Revitalization District, in any R, C or I district, all structures built and all uses established hereafter shall provide accessory off-street parking in accordance with the following regulations, and in the PDH, PDC, PRC and PRM Districts, the provisions of this Part shall have general application as determined by the Director. In the PTC District off-street parking shall be provided in accordance with Sect. 6-509, and Sect. 11-102 below shall have general application as determined by the Director.

   Additionally, subject to the approval of a parking redesignation plan pursuant to Par. 12 of Sect. 11-102, for an existing use located in the Tysons Corner Urban Center but not in the PTC District an owner may voluntarily elect to reduce the number of off-street parking spaces required pursuant to Sections 11-103, 11-104, 11-105 and 11-106 for the site to a number between what is currently approved for the site and the applicable minimum parking rate specified for the PTC District. However, this voluntary parking reduction is not an option if the currently approved number of parking spaces on the site is specified by a special permit, special exception or proffered condition.

2. The provision of off-street parking for a change in use and/or an expansion or enlargement of an existing structure and/or use shall be in accordance with the following:

   A. When there is a change in use to a use which has the same or lesser parking requirement than the previous use, no additional parking shall be required. When there is a change to a use which has a greater parking requirement than the previous use, the minimum off-street parking requirement in accordance with the provisions of this Article shall be provided for the new use.

   B. When an existing structure and/or use is expanded or enlarged, the minimum off-street parking requirements in accordance with the provisions of this Article shall be provided for the area or capacity of such expansion or enlargement. However, compliance with the minimum off-street parking requirements shall not be required for the expansion or enlargement when such expansion or enlargement is to provide an accessibility improvement.

   Notwithstanding the above, for special permit and special exception uses, the respective approving body may require the provision of off-street parking in accordance with this Article for the entire structure or use as expanded or enlarged.

3. The provisions of this Part shall not be deemed to apply to motor vehicle storage or display parking areas associated with a vehicle sale, rental and ancillary service establishment, except as may be qualified elsewhere in this Ordinance.

ARTICLE 16

DEVELOPMENT PLANS

PART 1 16-100 STANDARDS FOR ALL PLANNED DEVELOPMENTS

16-101 General Standards

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

1. The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character, intensity of use and public facilities. Planned developments shall not exceed the density or intensity permitted by the adopted comprehensive plan, except as expressly permitted under the applicable density or intensity bonus provisions.

2. The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.

3. The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.

4. The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.

5. The planned development shall be located in an area in which transportation, police and fire protection, other public facilities and public utilities, including sewerage, are or will be available and adequate for the uses proposed; provided, however, that the applicant may make provision for such facilities or utilities which are not presently available.

6. The planned development shall provide coordinated linkages among internal facilities and services as well as connections to major external facilities and services at a scale appropriate to the development.

16-102 Design Standards

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

1. In order to complement development on adjacent properties, at all peripheral boundaries of the 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.

Attachment 2

Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition Excerpts

Land Use: 222
High-Rise Apartment

Description

High-rise apartments (rental dwelling units) are units located in rental buildings that have five or more levels (floors) and most likely have one or more elevators. Low/mid-rise apartment (Land Use 221) is a related use.

Database Description

The database consisted of a mix of central city, not downtown (CND) and urban central business district (CBD) sites. Parking demand rates at the CND sites differed from those at the CBD sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 2.0 parking spaces per dwelling unit at the CND sites. Parking availability was not provided for the CBD sites.

All study sites were within three blocks of transit service.

Parking demand counts were submitted between 12:00 and 5:00 a.m. on a weekday.

The two CBD sites had 740 and 940 dwelling units and peak parking demand rates of 0.34 and 0.56 parked vehicles per dwelling unit, respectively. The parking demand information from these sites was excluded from the data plots and analysis.

Parking surveys of apartments should attempt to obtain information on occupancy rate. Future parking surveys should also indicate the number of levels contained in the apartment building as well as the number of bedrooms for each unit.

Study Sites/Years

Chicago, IL (1969); Chicago, IL (1978); San Diego, CA (1996)

Attachment 3

Draft Proffer Excerpt

TRANSPORTATION DEMAND MANAGEMENT

28. Transportation Demand Management. This proffer sets forth the programmatic elements of a transportation demand management program (the "TDM Program") that shall be implemented by the Applicant, and/or its successors and assigns, to reduce the vehicle trips generated by the Proposed Development during weekday peak hours in accordance with Fairfax County's TDM Guidelines dated January 1, 2013. The vehicle trip reduction goal for the Proposed Development shall be forty-five percent (45%).

A. Definitions.

i. Build Out. For purposes of this Proffer, "Build Out" of the Proposed Development shall be deemed to occur upon eighty-five percent (85%) occupancy of the residential units, except as otherwise agreed to by the Applicant and FCDOT.

ii. Peak Hours. For purposes of this Proffer, the relevant weekday "Peak Hours" shall be that 60-minute period during which the highest weekday volume of mainline trips occurs between 7:00 to 9:00 AM and 4:00 to 6:00 PM, as determined by mechanical traffic counts conducted at two select locations abutting the Property as approved in consultation with FCDOT. To determine the Peak Hour, such counts shall be collected beginning on a Monday at 24:00 hours and continuing to the following Thursday at 24:00 hours at a time of year that reflects typical travel demand conditions (e.g. September to May, not during a holiday week or when public schools are not in session). The relevant Peak Hours shall be defined in conjunction with each of the Trip Counts described below. The methodology for determining the Peak Hours may be modified subject to approval of FCDOT, but without requiring a PCA, in order to respond to technological and/or other improvements in trip counting.

B. Transportation Demand Management Work Plan. The proffered elements of the TDM Program will be more fully described in a Transportation Demand Management Work Plan (the "TDM Work Plan"). It is the intent of this Proffer 28 that the TDM Work Plan will adapt over time to respond to the changing transportation related circumstances of the 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 for the Proposed Development as set forth in these Proffers. Accordingly, modifications, revisions, and supplements to the TDM Work Plan, as coordinated with FCDOT, can be made without the need for a PCA, provided the TDM Work Plan continues to reflect the proffered elements of the TDM Program as set forth below.

C. Trip Reduction Objective. The objective of this TDM Program shall be to reduce the vehicle trips generated by residents of the Residential Building (i.e., not including trips associated with any ancillary/support retail uses) during weekday peak hours by 45%. To determine the maximum total peak hour trips, the

Applicant shall multiply the total number of residential vehicle trips that would be expected to be generated by the dwelling units developed on the Property as determined by the application of the Institute of Traffic Engineers, *Trip Generation Manual* rates and/or equations (the "ITE Trip Generation") by 65%, the product of which shall be referred to herein as the "Maximum Trips After Reduction." For purposes of this calculation, the maximum number of dwelling units proposed to be constructed on the Property is 260, and this number of units shall be applied to the calculation described in the preceding sentence regardless if fewer units are constructed.

D. TDM Program Components. The TDM Program may include, but not necessarily be limited to, the following components:

i. Property-wide TDM Program Management.

ii. Dissemination of County/Regional Program Information.

iii. Live-Work-Play Marketing.

iv. Bicycle Parking, as set forth in Proffer 27.

v. Regular monitoring/reporting.

vi. Parking Management.

E. 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. The Applicant shall appoint and continuously employ, or cause to be employed, a TDM Program Manager (TPM) for the Property. The TPM shall be appointed no later than ninety (90) days after the issuance of the building permit (core and shell) for the Property. The TPM duties may be part of other duties associated with the appointee. The Applicant shall notify FCDOT and the District Supervisor in writing within 10 days of the appointment of the TPM. Thereafter the Applicant shall do the same within ten (10) days of any change in such appointment.

(ii) TDM Work Plan (the "Annual Report") and Annual Budget. If not already effectuated for the then-current calendar year, the TPM shall prepare and submit to FCDOT an initial TDM Work Plan (and thereafter an Annual Report and Annual Budget as described below) no later than sixty (60) days after designation of the TPM associated with the Property. The Annual Report shall include, at a minimum:

a. Details as to the start-up/on-going components of the TDM Program;

b. The budget needed to implement the TDM program (the "TDM Budget") for the coming calendar year;

c. A determination of the applicable Maximum Trips After Reduction for the Property in accordance with Paragraph A above; and

d. Provision of the specific details associated with the monitoring and reporting requirements of the TDM program in accordance with the TDM plan.

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

Thereafter, the TPM shall by no later than March 1st of each calendar year submit an Annual Report summarizing the results of the TDM Program and updating the TDM Program and TDM Budget for the coming calendar year. The Annual Reports shall be subject to the same review and approval process as described in this Proffer 28.E(ii) for the initial submission.

(iii) TDM Account. If not previously established, the TPM shall establish a separate interest bearing account with a bank or other financial institution qualified to do business in Virginia (the "TDM Account") within 30 days after approval of the initial TDMWP and subsequent Annual Report and TDM Budget. All interest earned on the principal shall remain in the TDM Account and shall be used by the TPM for TDM purposes. The TDM Account shall be funded by the Applicant through the TPM. Funds in the TDM Account shall not be utilized for purposes other than to fund TDM strategies/programs and/or specific infrastructure needs as may be approved in consultation with FCDOT.

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

(iv) TDM Remedy Fund. At the same time the TPM creates and funds the TDM Account, the Applicant through the TPM shall establish an account or subaccount within the TDM 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 once based on a rate of $0.05 per gross square foot of total new residential uses on the Property. Funding shall be provided by the Applicant prior to the issuance of the first initial RUP associated with the Property. This amount shall be adjusted annually as set forth in Proffer 37 below. Funds from the TDM Remedy Fund shall be drawn upon only for purposes of immediate need for TDM funding and may be drawn on prior to any TDM Budget adjustments as may be required.

(v) TDM Incentive Fund. The "TDM Incentive Fund" is an account or subaccount into which the Applicant through the TPM, shall deposit contributions to fund a transit incentive program for initial purchasers/lessees within the Subject development. Such contributions shall be made one time at the rate of $0.01 per gross square foot of total new residential uses constructed on the Property and provided prior to the issuance of the first RUP. This amount shall be adjusted annually as set forth in Proffer 37 below. If funds remain after incentives are provided to initial purchasers/lessees, the Applicant shall continue to provide incentives until the fund is depleted.

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

F. Remedies. If the TDM Program monitoring reveals that the Maximum Trips After Reduction for the Property is exceeded, then the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the TDM Plan and Annual Report.

(i) If the TDM Program monitoring reveals that the Maximum Trips After Reduction for the Property is exceeded, then the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be, but not limited to those, identified in the TDM Plan and Annual Report. Such remedial measures shall be funded by the Remedy Fund; the amount of additional monies to be expended annually on remedial measures shall be based on the following scale:

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

(ii) There is no requirement to replenish the TDM Remedy Fund at any time. Any cash left in the Remedy Fund shall be released to the Applicant once three consecutive annual counts conducted upon Build Out show that the Maximum Trips After Reduction have not been exceeded.

G. Additional Trip Counts. If an Annual Report indicates that a change has occurred that is significant enough to reasonably call into question whether the applicable vehicle trip reduction goals continue to be met, then FCDOT may require the TPM to conduct additional Trip Counts within 90 days to determine whether in fact such objectives are being met. If any such Trip Counts demonstrate that the applicable vehicle trip reduction goals are not being met, then the TPM shall meet with FCDOT to review the TDM strategies in place and to develop modifications to the TDM Plan to address the surplus of trips.

H. Review of Trip Reduction Goals. At any time and concurrent with remedial actions as outlined in Paragraph D, the Applicant may request that FCDOT review the vehicle trip reduction goals established for the Property and set a revised lower goal for the Property consistent with the results of such surveys and traffic counts provided for by this Proffer. In the event a revised lower goal is established for the Property, the Maximum Trips After Reduction shall be revised accordingly for the subsequent review period without the need for a PCA.

I. Continuing Implementation. The Applicant through the TPM shall bear sole responsibility for the implementation of the TDM Program and compliance with this Proffer. The Applicant through the TPM shall continue to administer the TDM Program in the ordinary course in accordance with this Proffer including submission of Annual Reports.

J. Notice to Owners. The current owner shall advise all successor owners and/or developers of their funding obligations pursuant to the requirements of this Proffer prior to purchase and the requirements of the TDM Program, including the annual contribution to the TDM Program (as provided herein), shall be included

in all initial and subsequent purchase documents.

K. Enforcement. If the TPM fails to timely submit a report to FCDOT as required by this Proffer, Fairfax County will thereafter issue the TPM a written notice stating the TPM has violated the terms of this Proffer and providing the TPM with sixty (60) days within which to cure such violation. If after such sixty (60) day period the TPM has not submitted the delinquent report, then the Applicant shall be subject to a penalty of $75 per day until such time as the report is submitted to FCDOT. Such penalties shall be payable to Fairfax County and shall be used for transit, transportation, or congestion management improvements within the vicinity of the Property.

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