



APPLICATION ACCEPTED: August 5, 2015
PLANNING COMMISSION: September 28, 2016
BOARD OF SUPERVISORS: To Be Scheduled

County of Fairfax, Virginia

September 13, 2016

STAFF REPORT

APPLICATION SEA 94-H-049
Concurrent with RZ/FDP 2015-HM-011



HUNTER MILL DISTRICT

APPLICANT: CESC Commerce Executive Park, L.L.C.

ZONING: I-3 (Light Intensity Industrial District)

PARCEL: 17-4 ((12)) 11 D4, 11D5, 11D7

SITE AREA: 11.58 acres

PLAN MAP: Transit Station Mixed Use

SE CATEGORY: Category 6 – Miscellaneous Provisions Requiring Board of Supervisors' Approval; Increase in Floor Area Ratio (FAR)

PROPOSAL: Amend SE 94-H-049 previously approved for an increase in FAR to permit deletion of 11.58 acres.

STAFF RECOMMENDATIONS:

Staff recommends approval of SEA 94-H-049 to permit the deletion of 11.58 acres from SE 94-H-049.

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

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.

Laura B. Arseneau, AICP

Excellence * Innovation * Stewardship
Integrity * Teamwork * Public Service

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



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

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



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).



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STAFF REPORT

APPLICATION
RZ/FDP 2015-HM-011
Concurrent with SEA 94-H-049



HUNTER MILL DISTRICT

APPLICANT: CESC Commerce Executive Park, L.L.C.

PRESENT ZONING: I-3 (Light Intensity Industrial District)

REQUESTED ZONING: PDC (Planned Development Commercial District)

PARCEL: 17-4 ((12)) 11 D4, 11D5, 11D7

SITE AREA: 11.58 acres

PROPOSED INTENSITY: 2.5 FAR (Floor Area Ratio)

PLAN MAP: Transit Station Mixed Use

15.2-2303.4 STATUS: Exempt: Reston

PROPOSAL: To rezone 11.58 acres from the I-3 District to the PDC District to permit a mixed use development for office, hotel, multi-family and retail uses at 2.5 FAR.

STAFF RECOMMENDATIONS:

Staff recommends approval of SEA 94-H-049 to permit the deletion of 11.58 acres from SE 94-H-049.

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Staff recommends approval of RZ 2015-HM-011 and the associated conceptual development plan, subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends approval of FDP 2015-HM-011, subject to the proposed final development plan conditions contained in Appendix 2 and the Board of Supervisors approval of RZ 2015-HM-011 and the associated conceptual development plan.

Staff recommends approval of the following waivers and modifications:

- Modification of Paragraphs 1A and 1B of Section 2-414 of the Zoning Ordinance to allow residential structures within 200 feet and office structures within 75 feet of the combined Dulles International Airport Access Highway and Dulles Toll Road as shown on the CDP/FDP.
- Modification of Paragraph 5 of Section 6-206 of the Zoning Ordinance to allow an increase of dwellings as a secondary use over the 50 percent limitation as shown on the CDP/FDP.
- Modification of Section 11-203 of the Zoning Ordinance of the minimum loading space requirements to permit the loading spaces as shown the CDP/FDP.
- Modification of the minimum distance of 40 feet per Paragraph 4 of Section 11-202 of the Zoning Ordinance to permit the loading spaces as shown on the CDP/FDP.
- Waiver of Paragraph 2 of Section 11-302 of the Zoning Ordinance of the maximum length of private streets.
- Modification of Sections 13-304 and 13-305 of the Zoning Ordinance for the transitional screening and barrier requirements on the southern boundary line and between onsite uses to permit the landscaping as shown on the CDP/FDP.

Staff recommends denial of a waiver of Section 2-505 of the Zoning Ordinance to allow buildings to be constructed to the streetscape building zone line on corner lots on public streets and lots with private street easements which may create a corner lot configuration.

Staff recommends that the Board of Supervisors concur with the recommendation of staff and approve the Parking Reduction Request #24534-PKS-001-1, for an overall 16 percent reduction (494 fewer spaces) of the required parking, pursuant to Paragraph 5.A of Section 11-102 of the Zoning Ordinance, based on the proximity of a mass transition station, subject to the conditions recommended by staff as outlined in the memorandum from Land Development Services dated August 24, 2016 and contained in Appendix 18 of the staff report.

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.

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.



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Special Exception Amendment

SEA 94-H -049

Applicant:

CESC COMMERCE EXECUTIVE PARK, L.L.C.

Accepted:

08/05/2015

Proposed:

AMEND SE 94-H-049 PREVIOUSLY APPROVED FOR INCREASE IN FAR TO DELETE LAND AREA

Area:

11.58 AC OF LAND; DISTRICT - HUNTER MILL

Zoning Dist Sect: 09-0618

Located:

1850 CENTENNIAL PARK DRIVE, 11400 & 11440 COMMERCE PARK DRIVE

Zoning:

I-3

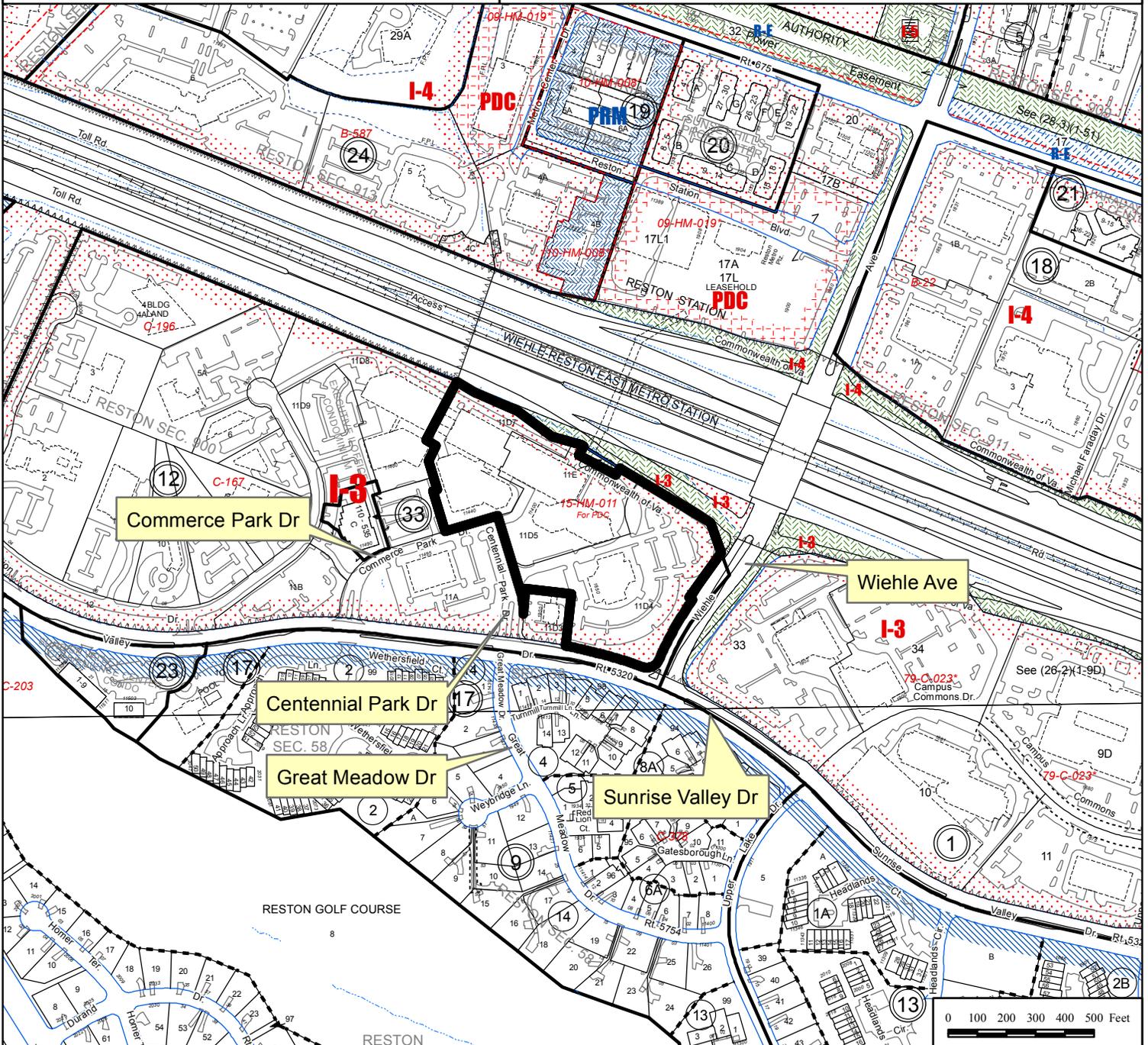
Plan Area:

3,

Overlay Dist:

Map Ref Num:

017-4- /12/ /0011D4 /12/ /0011D5 /12/ /0011D7



Final Development Plan

FDP 2015-HM-011

Applicant: CESC COMMERCE EXECUTIVE PARK, L.L.C.
Accepted: 08/05/2015
Proposed: MIXED USE
Area: 11.58 AC OF LAND; DISTRICT - HUNTER MILL

Zoning Dist Sect:
Located: SOUTHWEST QUADRANT OF DULLES TOLL ROAD AND WIEHLE AVENUE

Zoning: PDC
Overlay Dist:
Map Ref Num: 017-4- /12/ /0011D4 /12/ /0011D5 /12/ /0011D7

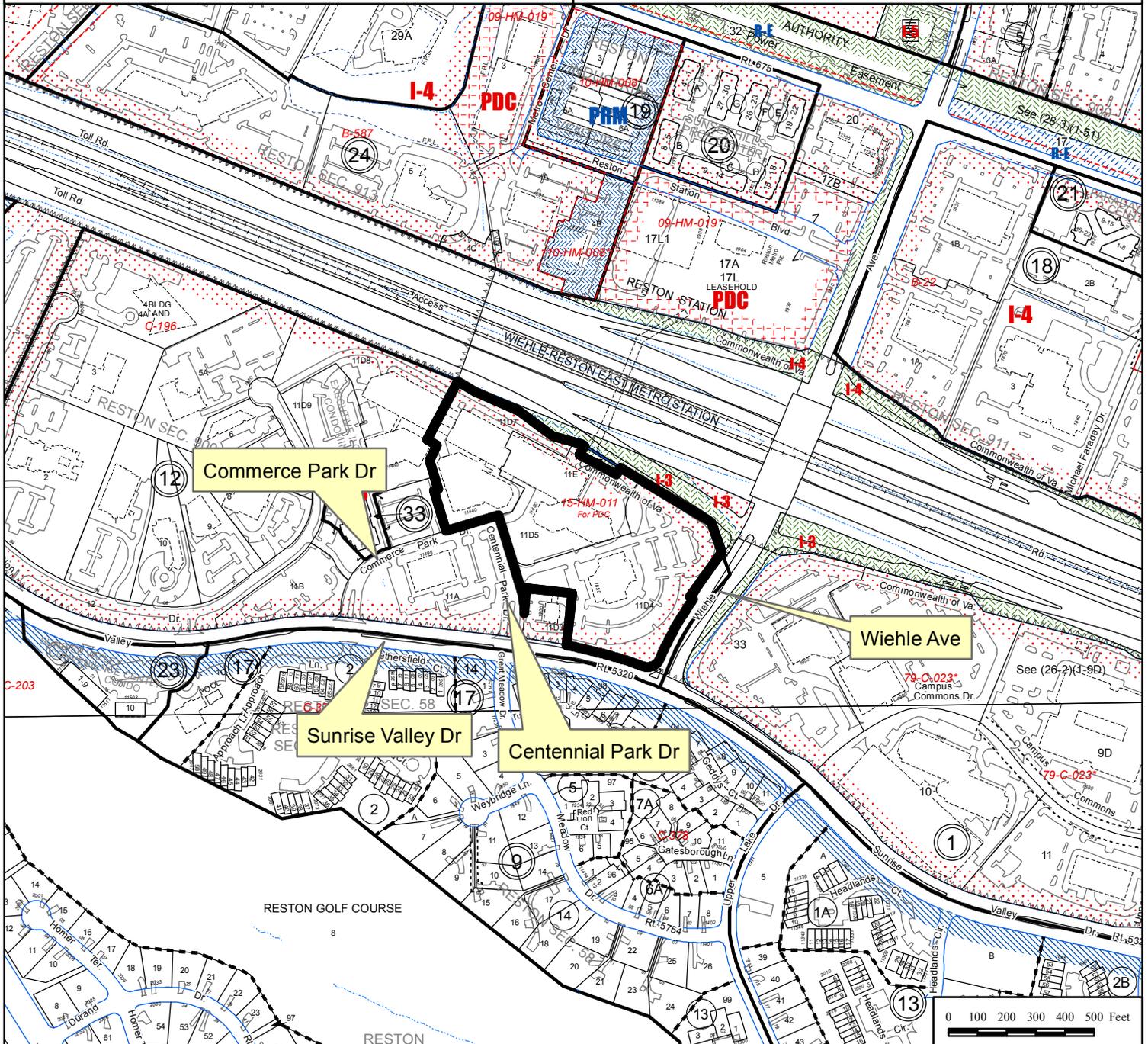
Rezoning Application

RZ 2015-HM-011

Applicant: CESC COMMERCE EXECUTIVE PARK, L.L.C.
Accepted: 08/05/2015
Proposed: MIXED USE
Area: 11.58 AC OF LAND; DISTRICT - HUNTER MILL

Zoning Dist Sect:
Located: SOUTHWEST QUADRANT OF DULLES TOLL ROAD AND WIEHLE AVENUE

Zoning: FROM I- 3 TO PDC
Overlay Dist:
Map Ref Num: 017-4- /12/ /0011D4 /12/ /0011D5 /12/ /0011D7



CIVIL - CDP

C-1	COVER SHEET
C-2	NOTES AND TABULATIONS
C-3	NOTES AND TABULATIONS
C-4	CONTEXT PLAN
C-5	EXISTING CONDITIONS PLAN
C-6	EXISTING VEGETATION MAP
C-7	CONCEPTUAL DEVELOPMENT PLAN
C-8	TRAFFIC CIRCULATION PLAN
C-9	TYPICAL STREET SECTIONS
C-10	TYPICAL STREET SECTIONS
C-11	GRADING AND SIGHT DISTANCE PLAN
C-12	PRELIMINARY PROPOSED UTILITY LAYOUT
C-13	FIRE ACCESS PLAN
C-14	SWM / BMP MAP
C-15	SWM / BMP COMPUTATIONS
C-16	SWM / BMP COMPUTATIONS
C-17	SWM / BMP COMPUTATIONS
C-18	SWM / BMP COMPUTATIONS
C-19	ADEQUATE OUTFALL
C-20	SPECIAL EXCEPTION AMENDMENT PLAT
C-21	SPECIAL EXCEPTION AMENDMENT PLAT SE-94-H-049
C-22	SPECIAL EXCEPTION AMENDMENT PLAT SE-94-H-049
C-23	PHASE 1 EASEMENT EXHIBIT
C-24	PHASE 2 EASEMENT EXHIBIT
C-25	PHASE 3 EASEMENT EXHIBIT
C-26	PHASE 4 EASEMENT EXHIBIT

ARCHITECTURE - CDP

A000	AERIAL ILLUSTRATION
A001	CONCEPTUAL SITE PLAN
A002	CONCEPTUAL ILLUSTRATION
A003	SITE ILLUSTRATIONS
A004	SITE ILLUSTRATIONS
A100	CONCEPTUAL BASEMENT PLAN 6
A101	CONCEPTUAL BASEMENT PLAN 5
A102	CONCEPTUAL BASEMENT PLAN 4
A103	CONCEPTUAL BASEMENT PLAN 2, 3
A104	CONCEPTUAL BASEMENT PLAN 1
A105	CONCEPTUAL FLOOR PLAN 1
A106	CONCEPTUAL FLOOR PLAN 2
A107	CONCEPTUAL TYPICAL FLOOR PLAN
A108	CONCEPTUAL ROOF PLAN
A200	CONCEPTUAL SECTIONS A1, A2 + D
A201	CONCEPTUAL SECTIONS B + C
A202	CONCEPTUAL SECTIONS E

LANDSCAPE - CDP

L-1	ILLUSTRATIVE SITE PLAN
L-2	PEDESTRIAN CIRCULATION PLAN
L-3	URBAN PARKS PLAN
L-4	URBAN PARKS 1,2,6
L-5	URBAN PARKS 3,4,5
L-6	PHASE 1 PLAN
L-6A	PHASE 1 ILLUSTRATIVE PLAN
L-7	PHASE 2 PLAN
L-7A	PHASE 2 ILLUSTRATIVE PLAN
L-8	PHASE 3 PLAN
L-8A	PHASE 3 ILLUSTRATIVE PLAN
L-9	PHASE 4 PLAN
L-9A	PHASE 4 ILLUSTRATIVE PLAN
L-9B	BLDG. C PEDESTRIAN PLAZA - ENLARGEMENT PLAN
L-9C	EX. BUS BAY OPTION AT METRO PLATFORM
L-10	TYPICAL PLANTING DETAILS & NOTES
L-11	PLANTING CALCULATIONS & SCHEDULE
L-12	ENLARGEMENT PLAN - SUNRISE
L-12A	ENLARGEMENT PLAN - WIEHLE
L-12B	STREETSCAPE SECTIONS
L-13	PLANT IMAGES - SUNRISE AND WIEHLE

CIVIL - FDP

FDP 0.01	EXISTING CONDITIONS PLAN - FDP
FDP 0.02	FINAL DEVELOPMENT PLAN
FDP 0.03	TRAFFIC CIRCULATION PLAN AND TYPICAL STREET SECTIONS
FDP 0.04	PRELIMINARY PROPOSED UTILITY LAYOUT AND GRADING PLAN
FDP 0.05	BUILDING A FIRE ACCESS PLAN
FDP 0.06	SWM MAP AND CALCULATIONS
FDP 0.06A-C	SWM MAP AND CALCULATIONS

ARCHITECTURE - FDP

FDP 1.00	PHASE I - BASEMENT PLAN 4
FDP 1.01	PHASE I - BASEMENT PLAN 2 - 3
FDP 1.02	PHASE I - BASEMENT PLAN 1
FDP 1.03	PHASE I - FLOOR PLAN 1
FDP 1.04	PHASE I - FLOOR PLAN 2
FDP 1.05	PHASE I - FLOOR PLAN 3-7
FDP 1.10	SECTIONS A1 + A2
FDP 1.20	BUILDING A ELEVATIONS
FDP 1.21	BUILDING A ELEVATIONS
FDP 1.22	BUILDING A ELEVATIONS
FDP 1.30	SUN STUDY

LANDSCAPE - FDP

FDP 2.01	ILLUSTRATIVE BUILDING A PLAN
FDP 2.02	BUILDING A PLAN
FDP 2.03	ENLARGEMENT PLAN 1
FDP 2.04	ENLARGEMENT PLAN 2 & ROOF PLAN
FDP 2.05	TREE PLANTING DETAILS AND NOTES
FDP 2.06	PLANTING CALCULATIONS AND SCHEDULE

COMMERCE METRO CENTER

CONCEPTUAL DEVELOPMENT PLAN FINAL DEVELOPMENT PLAN SPECIAL EXCEPTION AMENDMENT

RZ-2015-HM-011
FDP 2015-HM-011
SEA 94-H-049

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

JUNE 5, 2015
JULY 15, 2015
DECEMBER 18, 2015
MAY 2, 2016
JULY 8, 2016
AUGUST 12, 2016



TAX MAP NOS.
17-4 ((12)) PARCEL 11D4, 17-4 ((12)) PARCEL 11D5, AND 17-4 ((12)) PARCEL 11D7



VICINITY MAP
SCALE - 1" = 1000'

OWNER / APPLICANT
CESC COMMERCE EXECUTIVE PARK LLC
2345 CRYSTAL DRIVE, SUITE 1100
ARLINGTON, VIRGINIA 22202
ATTN: MICHAEL NOVOTNY
(703) 842-2951

ATTORNEY
MCGUIREWOODS, LLP
1750 TYSONS BOULEVARD, SUITE 1800
TYSONS, VIRGINIA 22102
ATTN: GREGORY RIEGLE
(703) 712-5360

ARCHITECT
KTGY GROUP, INC.
8609 WESTWOOD CTR. DRIVE, SUITE 600
TYSONS, VIRGINIA 22182
ATTN: ROHIT ANAND
(703) 245-1082

ENGINEER
VIKA VIRGINIA, LLC
8180 GREENSBORO DRIVE, SUITE 200
TYSONS, VIRGINIA 22102
ATTN: ROBERT COCHRAN, L.S.
(703) 442-7800

LANDSCAPE ARCHITECT
STUDIO 39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VIRGINIA 22310
ATTN: LOREN HELGASON, PLA, ASLA, LEED AP BD+C
(703) 719-6500

TRANSPORTATION
GOROVE / SLADE ASSOCIATES, INC.
3914 CENTREVILLE ROAD, SUITE 330
CHANTILLY, VIRGINIA 20151
ATTN: CHRISTOPHER TACINELLI
(703)787-9595



VIKA #VV7228F
SHEET C-1

FILE:P:\projects\7228\7228F\CADD - P\PLANNING\PLANNING DRAWINGS\7228F100 - Cover.dwg USER:Richardson DATE: Aug. 12 2016 TIME: 01:08 pm

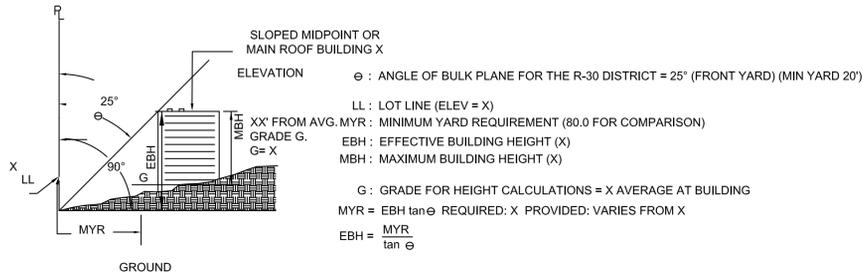
NOTES

- THE PROPERTY THAT IS THE SUBJECT OF THIS RZ/CDP/FDP/SEA CONSISTS OF THE PARCELS IDENTIFIED ON THE FAIRFAX COUNTY TAX ASSESSMENT MAP AS 017-4 ((12)) PARCELS 1104, 1105 AND 1107. 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 PDC.
- THE HORIZONTAL DATUM IS VIRGINIA STATE GRID NORTH VCS83.
- THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED BY WALTER PHILIPS INC DATED 2008 AND WAS FIELD VERIFIED BY VIKI VIRGINIA, LLC. AND THE CONTOUR INTERVAL IS TWO (2) FEET. NGVD 1929
- THE BOUNDARY INFORMATION WAS PREPARED BY VIKI VIRGINIA, LLC.
- THE PROPERTY IS LOCATED IN THE SOUTH SUBDISTRICT OF THE WIEHLE STATION DISTRICT OF THE FAIRFAX COUNTY COMPREHENSIVE PLAN.
- PUBLIC WATER AND SANITARY SEWER ARE AVAILABLE AND WILL BE EXTENDED TO SERVE THE DEVELOPMENT.
- 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.
- TO THE BEST OF OUR KNOWLEDGE, NO GRAVE SITES OR STRUCTURES MARKING A BURIAL SITE ARE PRESENT ON THE SUBJECT PROPERTY.
- TO THE BEST OF OUR KNOWLEDGE, NO HAZARDOUS OR TOXIC SUBSTANCES ARE KNOWN TO EXIST ON THE SUBJECT PROPERTY.
- THERE ARE EXISTING STRUCTURES ON THE SUBJECT PROPERTY AND WILL REMAIN AS SHOWN ON THE CDP/FDP.
- THE ENTIRE SUBJECT PROPERTY IS LOCATED WITHIN A RMA ZONE. THE SITE IS NOT ENCUMBERED BY AN RPA OR FLOODPLAIN.
- 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.
- DEVELOPMENT WILL COMMENCE UPON COMPLETION OF ALL REQUIRED FAIRFAX COUNTY PLAN PROCESSING AND APPROVALS, SUBJECT TO MARKET CONDITIONS.
- 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.
- 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.
- THE BUILDING FOOTPRINTS, GARAGES, RETAINING WALLS, PLAZAS, 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.
- THE PROPOSED DEVELOPMENT ON THE SUBJECT PROPERTY WILL NOT POSE ANY ADVERSE EFFECT ON ADJACENT OR NEIGHBORING PROPERTIES.
- 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. 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.
- SIGNAGE WILL BE PROVIDED IN ACCORDANCE WITH THE ZONING ORDINANCE ARTICLE 12 OR A FUTURE COMPREHENSIVE SIGN PLAN.
- TRANSITIONAL SCREENING AGAINST ADJACENT PERIMETER PROPERTIES IS REQUIRED AS SET FORTH IN Z.O. SECTION 13-300 AND THE SUPPLEMENTAL SCREENING AND BARRIER MATRIX. A WAIVER/MODIFICATION OF THIS REQUIREMENT ALONG THE SOUTHERN PROPERTY LINE HAS BEEN REQUESTED.
- PARKING LOT LANDSCAPING AND TREE COVER REQUIREMENTS WILL BE PROVIDED IN ACCORDANCE WITH Z.O. ARTICLE 13 UNLESS WAIVED BY THE DIRECTOR OF DPW & ES.
- WITH THE EXCEPTION OF THE C & P EASEMENT (DB 6237 PG 1006) SHOWN ON SHEET C-5, 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.
- APPLICANT RESERVES THE RIGHT TO DETERMINE THE FINAL NUMBER OF DWELLING UNITS IN THE BUILDING, THE AMOUNT OF CELLAR SQUARE FOOTAGE, THE FINAL GFA OF THE BUILDING WITH THE SITE PLAN, AND THE RIGHT TO LOCATE ADDITIONAL SECONDARY AND ACCESSORY USES IN THE BUILDING AND ON THE SITE, PROVIDED THAT THE FINAL FAR WILL NOT EXCEED 2.5.
- THE SUBJECT PROPERTY MAY BE SUBDIVIDED IN THE FUTURE FOR THE PURPOSE OF SALE, JOINT VENTURE, OR PHASING. ANY PROPOSED SUBDIVISION MAY BE MODIFIED ADMINISTRATIVELY BY THE DIRECTOR OF DPW & ES WITHOUT REQUIRING MODIFICATION OR AMENDMENT OF THE CDP/FDP OR AN INTERPRETATION.
- ALL USES LISTED IN SECTIONS 6-202, 6-203, 6-204 AND 6-205 OF THE ZONING ORDINANCE SHALL BE PERMITTED IN THE EXISTING AND APPROVED DEVELOPMENT. COMMERCIAL OFF-STREET PARKING SHALL BE PERMITTED AS A TEMPORARY USE.
- 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.
- THE FINAL LOCATION AND TYPE OF ACCESSIBLE RAMPS AND STREET ACCESSIBLE PARKING SPACE LOCATIONS SHALL BE DETERMINED AT SITE PLAN.
- ALL LANDSCAPING INSTALLED WILL BE OF NON-INVASIVE SPECIES PER DCR INVASIVE PLANT LIST (INCLUDING TEMPORARY AND PERMANENT SEED).
- ANY EXISTING BUS STOPS THAT REQUIRE RELOCATION WILL BE COORDINATED WITH FCDOT AND DPWES AT THE TIME OF SITE PLAN AND MAY BE RELOCATED WITHOUT THE NEED FOR A CDPA/FDPA OR INTERPRETATION.
- 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.
- THERE ARE NO SCENIC ASSETS OR NATURAL FEATURES ON THIS SITE WORTHY OF DELINIATION.
- MODIFICATIONS MAY BE MADE WITH SITE PLANS FOR THE SUBJECT PROPERTY PER SECTION 16-403 OF THE ZONING ORDINANCE.
- ALL IMPROVEMENTS IN THE 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 MAY BE MODIFIED WITHOUT THE NEED FOR CDP/FDP AMENDMENT.
- THE SUBJECT PROPERTY IS CURRENTLY OWNED BY CESC COMMERCE EXECUTIVE PARK LLC.
- SEE CIVIL FDP SHEETS FDP 0.01 THROUGH FDP 0.06 FOR FDP IMPROVEMENTS. PHASE I FDP IMPROVEMENTS TO INCLUDE BUILDING A, EXISTING COMMERCE EXECUTIVE BUILDING III, EXISTING COMMERCE EXECUTIVE BUILDING IV, EXISTING COMMERCE EXECUTIVE BUILDING V, EXISTING ABOVE GARAGE PARKING GARAGE AND THE IMPROVEMENTS TO METRO SHOWN ON SHEET FDP 0.02.
- ALL IMPROVEMENTS TO OR OTHERWISE AFFECTING THE PUBLIC STREETS AND RIGHTS-OF-WAY SHALL BE SUBJECT TO REVIEW AND APPROVAL BY VDOT. IN THE EVENT THAT SUCH REVIEW REQUIRES MODIFICATION OF THE CONFIGURATION OF ANY IMPROVEMENT SHOWN ON THE CDP/FDP, SUCH MODIFICATIONS SHALL BE DEEMED TO BE IN SUBSTANTIAL CONFORMANCE WITH THE CDP/FDP.

R-30 BULK PLANE ILLUSTRATION

THERE IS NO ANGLE OF BULK PLANE REQUIREMENT SPECIFIED FOR THE PDC 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.

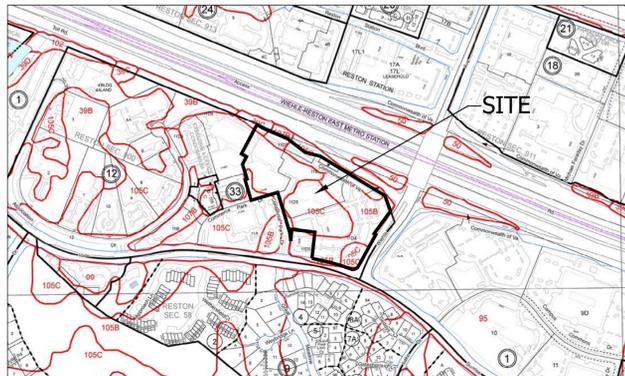
BULK PLANE ILLUSTRATION FOR RESIDENTIAL BUILDING



ANGLE OF BULK PLANE - BASED ON R-30 DISTRICT FRONT YARD - 25 DEGREE ANGLE - MINIMUM FRONT YARD 25 FEET

BUILDING	AVERAGE GRADE	ELEVATION AT LOT LINE	EFFECTIVE HEIGHT	MAXIMUM HEIGHT	MINIMUM REQUIRED YARD	YARD PROVIDED
BUILDING A	407.49	412.00	95.49'	100'	44'	10'
BUILDING B	408.62	410.76	227.86'	255'	107'	10'
BUILDING C	400.78	402.50	248.28'	275'	116'	20'
BUILDING D	398.00	398.00	130'	155'	61'	25'

SOILS MAP (1"=500')



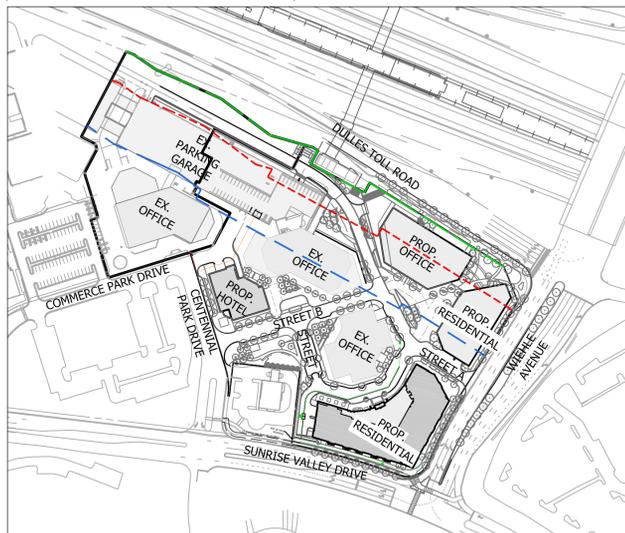
TAX MAP NO. 17-4 ((12)) PART OF PARCELS 1104, 1105 AND 1107

SOIL TYPE CLASSIFICATION

- 39C - GLENELG SILT LOAM
- 105B - WHEATON - GLENELG COMPLEX
- 105C - WHEATON - GLENELG COMPLEX
- 107B - WHEATON - MEADOWVILLE COMPLEX

DULLES AIRPORT ACCESS ROAD SETBACK EXHIBIT

(SEE ZONING ORDINANCE WAIVER #1 ON THIS SHEET)



SCALE: 1" = 200'

- LEGEND:**
- EXISTING DULLES TOLL ROAD (DTR) RIGHT-OF-WAY (ROW)
 - - - 75' OFFSET FROM DTR ROW
 - - - 200' OFFSET FROM DTR ROW

WAIVERS AND MODIFICATIONS

ZONING ORDINANCE WAIVERS/MODIFICATIONS REQUESTED

ZONING ORDINANCE ARTICLE 2 - GENERAL REGULATIONS

- DEVIATION OF PAR. 1A & 1B OF SECTION 2-414 TO ALLOW RESIDENTIAL STRUCTURES WITHIN 200 FEET AND OFFICE STRUCTURES WITHIN 75 FEET OF DULLES AIRPORT ACCESS ROAD (SEE "DULLES AIRPORT ACCESS ROAD EXHIBIT" ON THIS SHEET).
- APPLICANT REQUESTS A WAIVER OF SECTION 2-505 OF THE ZONING ORDINANCE TO ALLOW BUILDINGS TO BE CONSTRUCTED TO THE STREETSCAPE BUILDING ZONE LINE ON CORNER LOTS ON PUBLIC STREETS AND LOTS WITH PRIVATE STREET EASEMENTS WHICH MAY CREATE A CORNER LOT CONFIGURATION AS DEFINED IN THE ZONING ORDINANCE.

ZONING ORDINANCE ARTICLE 6 - PLANNED DEVELOPMENT DISTRICT REGULATION

- APPLICANT REQUESTS A MODIFICATION OF PAR. 5 OF SECTION 6-206 TO ALLOW AN INCREASE OF DWELLINGS AS A SECONDARY USE OVER THE 50% LIMITATION AS MAY BE SHOWN ON THE CDP/ FDP.
- APPLICANT REQUESTS A MODIFICATION OF PAR. 10(A) OF SECTION 6-206 TO ALLOW THE ESTABLISHMENT OF FAST FOOD RESTAURANTS WITHIN A MIXED USE, RESIDENTIAL BUILDING.

ZONING ORDINANCE ARTICLE 11 - PARKING AND LOADING

- MODIFICATION OF ZONING ORDINANCE SECTION 11-103 AND 11-104 PER PAR 5 OF SECTION 11-102 TO REDUCE THE NUMBER OF REQUIRED PARKING SPACES TO THE NUMBER OF SPACES ON THE CDP/ FDP.
- WAIVER AND/OR MODIFICATION OF ZONING ORDINANCE SECTION 11-201 & 11-203 OF THE MINIMUM LOADING SPACE REQUIREMENTS TO ALLOW TWO (2) INDOOR LOADING SPACES IN PLACE OF THE FIVE (5) SPACES REQUIRED FOR EACH BUILDING.
- 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.
- WAIVER OF THE MAXIMUM LENGTH OF PRIVATE STREETS AS PROVIDED IN PARAGRAPH (2) OF SECTION 11-302 OF THE ZONING ORDINANCE TO ALLOW PRIVATE STREETS IN EXCESS OF 600 FT. IN LENGTH AS SHOWN ON THE CDP/FDP.

ZONING ORDINANCE ARTICLE 13 - LANDSCAPE AND SCREENING

- APPLICANT REQUESTS A MODIFICATION TO THE TRANSITIONAL SCREENING AND BARRIER REQUIREMENTS ON THE SOUTHERN PROPERTY BOUNDARY IN ACCORDANCE WITH PAR 3 OF SECTION 13-305.

ZONING ORDINANCE ARTICLE 17 - SITE PLAN

- 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 7

- 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.

- 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.

- 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.

- A MODIFICATION OF SECTION 7-0405 PAR. 6 TO ALLOW A MINIMUM DISTANCE OF LESS THAN 25 FEET BETWEEN ENTRANCES, AS INDICATED ON THE CDP/FDP.

PFM SECTION 8

- MODIFICATION OF SECTION 8-0201(3) FOR PORTION OF TRAILS AND BIKE TRAILS ALONG WIEHLE AVENUE AND SUNRISE VALLEY DRIVE REQUESTED IN FAVOR OF THE SECTION SHOWN WITH THE CDP/FDP APPLICATION.

PFM SECTION 12

- APPLICANT REQUESTS A MODIFICATION OF THE AREA TO BE COUNTED FOR THE 5% INTERIOR PARKING LOT LANDSCAPING (12-0514.2) TO NOT INCLUDE AREAS OF THE PRIVATE STREET AND THE EXPOSED SURFACES ON THE PARKING DECK AS SHOWN ON SHEET L-1.

VIKA REVISIONS

- REVISED: 08/12/2016
- REVISED: 07/08/2016
- REVISED: 05/02/2016
- REVISED: 12/18/2015
- REVISED: 07/15/2015
- DATE: 06/05/2015

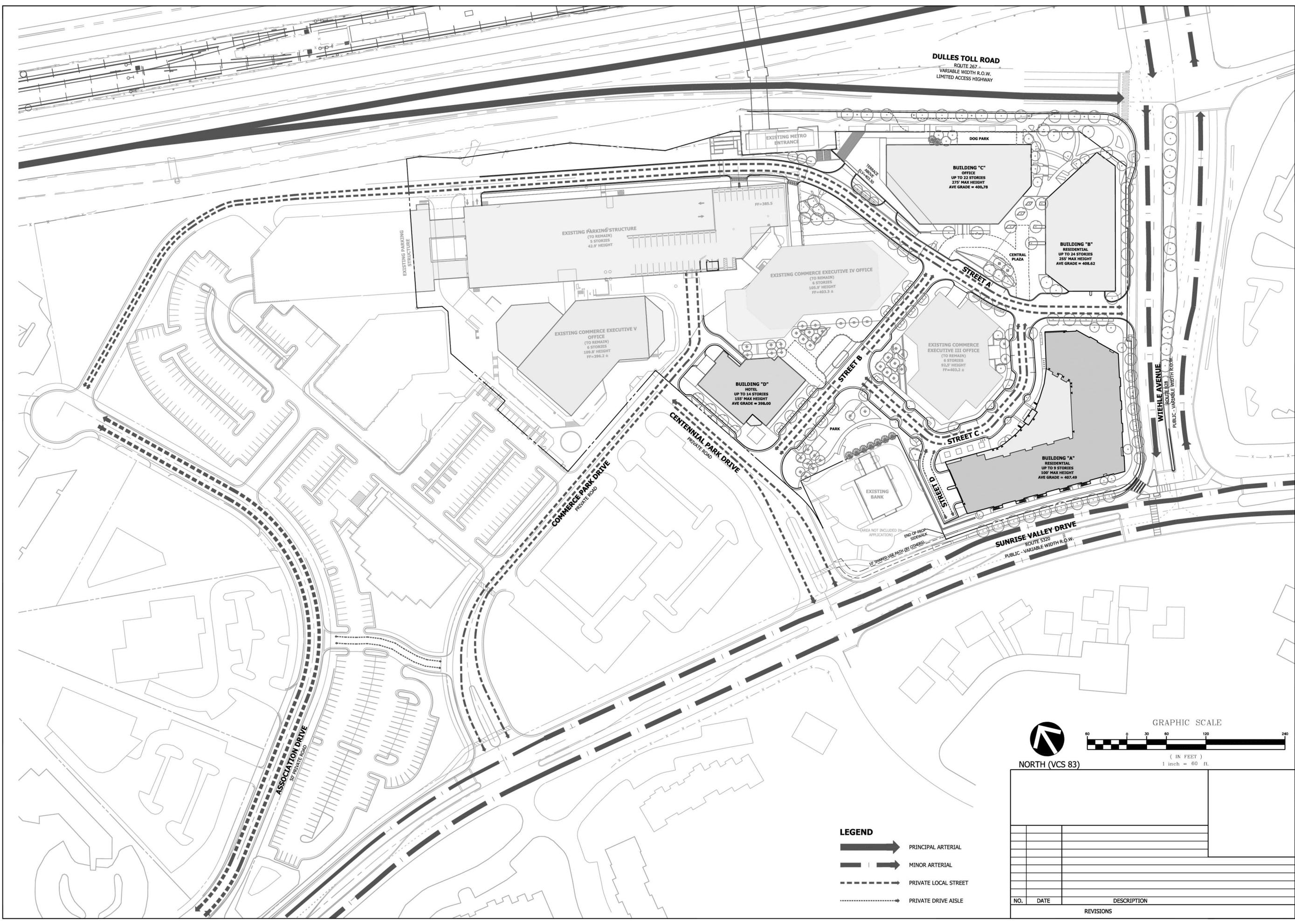
DES.	DWN.
RRC	KEA

SCALE: AS SHOWN

PROJECT/FILE NO. V7228F

SHEET NO. C-2

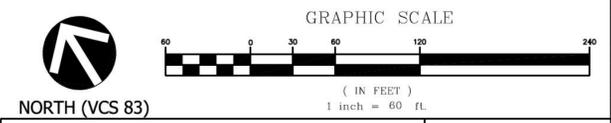
NO.	DATE	DESCRIPTION
REVISIONS		



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 ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
 VTKA VIRGINIA, LLC
 8160 GREENSBORO DRIVE, SUITE 200, TYGON, VIRGINIA 22102
 (703) 442-7800 ■ FAX (703) 761-2787
 WWW.VTKA.COM

COMMERCE METRO CENTER
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA

TRAFFIC CIRCULATION PLAN



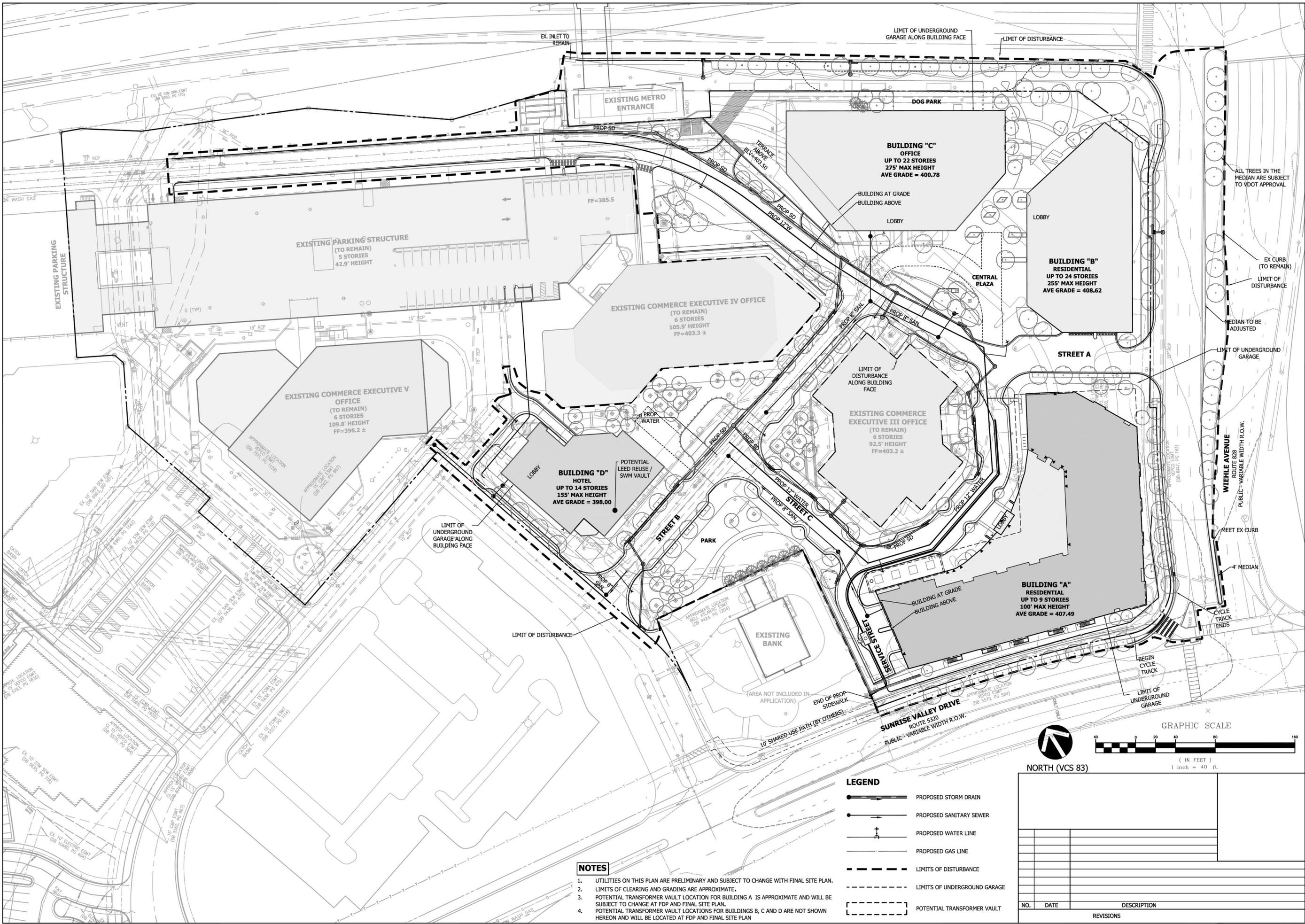
LEGEND

	PRINCIPAL ARTERIAL
	MINOR ARTERIAL
	PRIVATE LOCAL STREET
	PRIVATE DRIVE AISLE

NO.	DATE	DESCRIPTION
REVISIONS		

VTKA REVISIONS

REVISED: 08/12/2016	
REVISED: 07/08/2016	
REVISED: 05/02/2016	
REVISED: 12/18/2015	
REVISED: 07/15/2015	
DATE: 06/05/2015	
DES. RRC	DWN. KEA
SCALE: 1" = 60'	
PROJECT/FILE NO. V7228F	
SHEET NO. C-8	

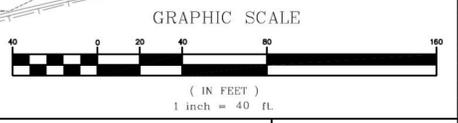


NOTES

1. UTILITIES ON THIS PLAN ARE PRELIMINARY AND SUBJECT TO CHANGE WITH FINAL SITE PLAN. LIMITS OF CLEARING AND GRADING ARE APPROXIMATE.
2. POTENTIAL TRANSFORMER VAULT LOCATION FOR BUILDING A IS APPROXIMATE AND WILL BE SUBJECT TO CHANGE AT FDP AND FINAL SITE PLAN.
3. POTENTIAL TRANSFORMER VAULT LOCATIONS FOR BUILDINGS B, C AND D ARE NOT SHOWN HEREON AND WILL BE LOCATED AT FDP AND FINAL SITE PLAN

LEGEND

- PROPOSED STORM DRAIN
- PROPOSED SANITARY SEWER
- +— PROPOSED WATER LINE
- PROPOSED GAS LINE
- - - - - LIMITS OF DISTURBANCE
- - - - - LIMITS OF UNDERGROUND GARAGE
- [- - -] POTENTIAL TRANSFORMER VAULT



NO.	DATE	DESCRIPTION
REVISIONS		

COMMERCE METRO CENTER
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA

PRELIMINARY PROPOSED UTILITY PLAN

VKA REVISIONS

REVISED:	DATE:	BY:	DESCRIPTION:
REVISED:	08/12/2016		
REVISED:	07/08/2016		
REVISED:	05/02/2016		
REVISED:	12/18/2015		
REVISED:	07/15/2015		
DATE:	06/05/2015		
DES.	RRC	DWN.	KEA

SCALE: 1" = 40'
 PROJECT/FILE NO. V7228F
 SHEET NO. C-12

To be used w/ 2011 BMP Standards and Specifications

Site Data

Project Name: COMMERCE PARK
 \192.168.10.93\projects\projects\7228\7228\FDATA -XISWM\VRM_ReDev_Comp

data input cells	
calculation cells	
constant values	

Post-ReDevelopment Project & Land Cover Information Total Disturbed Acreage **6.88**

Constants

Annual Rainfall (inches)	43	
Target Rainfall Event (inches)	1.00	
Phosphorus EMC (mg/L)	0.26	Nitrogen EMC (mg/L) 1.86
Target Phosphorus Target Load (lb/acre/yr)	0.41	
Pj	0.90	

Pre-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) – undisturbed, protected forest/open space or reforested land	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed	0.00	0.00	0.00	2.25	2.25
Impervious Cover (acres)	0.00	0.00	0.00	4.63	4.63
Total					6.88

Post-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) – undisturbed, protected forest/open space or reforested land	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed	0.00	0.00	0.00	1.22	1.22
Impervious Cover (acres)	0.00	0.00	0.00	5.66	5.66
Total					6.88

Area Check

Okay	Okay	Okay	Okay
------	------	------	------

Rv Coefficients

	A soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

Land Cover Summary	Listed	Adjusted ¹	Land Cover Summary	Land Cover Summary
Pre-ReDevelopment			Post-ReDevelopment	Post-ReDevelopment New Impervious
Forest/Open Space Cover (acres)	0.00	0.00	Forest/Open Space Cover (acres)	0.00
Composite Rv(forest)	0.00	0.00	Composite Rv(forest)	0.00
% Forest	0%	0%	% Forest	0%
Managed Turf Cover (acres)	2.25	1.22	Managed Turf Cover (acres)	1.22
Composite Rv(turf)	0.25	0.25	Composite Rv(turf)	0.25
% Managed Turf	33%	21%	% Managed Turf	21%
Impervious Cover (acres)	4.63	4.63	ReDev. Impervious Cover (acres)	4.63
Rv(impervious)	0.95	0.95	Rv(impervious)	0.95
% Impervious	67%	79%	% Impervious	79%
Total Site Area (acres)	6.88	5.85	Total ReDev. Site Area (acres)	5.85
Site Rv	0.72	0.80	ReDev. Site Rv	0.80
Pre-Development Treatment Volume (acre-ft)	0.4134	0.3920	Post-Development Treatment Volume (acre-ft)	0.0815
Pre-Development Treatment Volume (cubic feet)	18,008	17,074	Post-Development Treatment Volume (cubic feet)	3,552
Pre-Development Load (TP) (lb/yr)	11.31	10.73	Post-Development Load (TP) (lb/yr)	2.23
Pre-Development Load (TN) (lb/yr)	80.94		Post-Development Load (TN) (lb/yr)	92.71

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

Maximum % Reduction Required Below Pre-ReDevelopment Load	20%
TP Load Reduction Required for Redeveloped Area (lb/yr)	2.15
TP Load Reduction Required for New Impervious Area (lb/yr)	1.81
Total Load Reduction Required (lb/yr)	3.95

CURVE NUMBER REDUCTION COMPUTATIONS

	1-year storm	2-year storm	10-year storm	
RV _{Developed} (in) with no Runoff Reduction	2.08	2.62	4.29	From RRM
RV _{Developed} (in) with Storage Provided	1.24	1.78	3.45	Based on Storage Provided (See below)
CN _{Adjusted}	84	86	87	SEE FORMULA BELOW

	Storage Volume	RR Credit	Runoff Reduction	
URBAN BIO-RETENTION	0	40%	0	RR Credit Based on VRRM
RAINWATER HARVESTING	22,390	94%	21,047	RR Credit Based on RWHS Output
INTENSIVE GREEN ROOF	0	45%	0	RR Credit Based on VRRM
EXTENSIVE GREEN ROOF	0	60%	0	RR Credit Based on VRRM
RAIN GARDEN	0	80%	0	RR Credit Based on VRRM
Total RR Volume Provided			21,047	

Computing the CN reduction

TR-55 provides an equation to compute the adjusted CN resulting from the implementation of storage and infiltration devices within the contributing watershed (site). The process was developed in order to model infiltration devices and other storage devices that the NRCS TR-20 software could not model. It is essentially the reverse of the runoff volume calculation process shown above – in this process the spreadsheet starts with the runoff volume, removes the storage volume and then uses the net volume to compute the CN rather than using the CN to determine the runoff volume. The equation to adjust the CN based on provided storage is:

$$CN_{adjusted} = 200 / [(P - 2)(Q - 2) - 5PQ - 4(Q^2)^{0.5}]$$

Where:
 P = Rainfall Depth (inches)
 Q = (Runoff Depth for Proposed unadjusted CN - Volume Provided) (inches)

So in this equation, the spreadsheet converts the total volume provided in the storage devices to an equivalent rainfall depth by dividing the volume provided by the site area.

Update Summary Sheet

Print

Site Data Summary

Total Rainfall = 43 inches

Site Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	0.00
Turf (acres)	0.00	0.00	0.00	1.22	1.22	17.73
Impervious (acres)	0.00	0.00	0.00	5.66	5.66	82.27
Total					6.88	100.00

Site Rv	0.83
Post Development Treatment Volume (ft ³)	20626
Post Development TP Load (lb/yr)	12.96
Post Development TN Load (lb/yr)	92.71
Total TP Load Reduction Required (lb/yr)	3.95

Total Runoff Volume Reduction (ft ³)	6872
Total TP Load Reduction Achieved (lb/yr)	4.31
Total TN Load Reduction Achieved (lb/yr)	30.85
Adjusted Post Development TP Load (lb/yr)	8.65
Remaining Phosphorus Load Reduction (lb/yr) Required	0.00

Drainage Area Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	0.00
Turf (acres)	1.22	0.00	0.00	0.00	0.00	1.22
Impervious (acres)	5.66	0.00	0.00	0.00	0.00	5.66
Total						6.88

Drainage Area Compliance Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
TP Load Red. (lb/yr)	4.31	0.00	0.00	0.00	0.00	4.31
TN Load Red. (lb/yr)	30.85	0.00	0.00	0.00	0.00	30.85

Drainage Area A Summary

	A Soils	B Soils	C Soils	D Soils	Total	% of Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00	0.00
Turf (acres)	0.00	0.00	0.00	1.22	1.22	17.73
Impervious (acres)	0.00	0.00	0.00	5.66	5.66	82.27
Total					6.88	

BMP Selections

Practice	Credit Area (acres)	Downstream Practice
2.h. To Rainwater Harvesting (Spec #6)	impervious acres captured	2.1

Total Impervious Cover Treated (acres)	2.12
Total Turf Area Treated (acres)	0.00
Total TP Load Reduction Achieved in D.A. A (lb/yr)	4.31
Total TN Load Reduction Achieved in D.A. A (lb/yr)	30.85

Channel and Flood Protection

	Weighted CN	1-year storm Adjusted CN	2-year storm Adjusted CN	10-year storm Adjusted CN
Target Rainfall Event (in)		2.62	3.17	4.87
D.A. A CN	95	92	92	92

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.

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

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

This information is required under the following Zoning Ordinance paragraphs:

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

1. Plat is at a minimum scale of 1"=50' (unless it is depicted on one sheet with a minimum scale of 1"=100).
2. A graphic depicting the stormwater management facility(ies) and limits of clearing and grading to accommodate the stormwater management facility(ies), storm drainage pipe systems and outlet protection, pond spillways, access roads, site outfalls, energy dissipation devices, and stream stabilization measures as shown on Sheet C-6 & C-10.
3. Provide:

Facility Name/ Type & No.	On-Site area served (acres)	Off-Site area served (acres)	Drainage area (acres)	Footprint area (sf)	Storage Volume (cf.)	If pond, dam height (ft.)
RAINWATER HARVEST	2.10 AC	0	2.10 AC	3,750 SFT	22,390	NA
Totals						

 (e.g., dry pond A, infl. trench, underground vault, etc.)
4. Onsite drainage channels, outfalls and pipe systems are shown on Sheet C-09. Pond inlet and outlet pipe systems are shown on Sheet NA.
5. Maintenance accesses (road) to stormwater management facility(ies) are shown on Sheet C-09. Type of maintenance access road surface noted on the plat is ASPHALT (asphalt, geoblock, gravel, etc.)
6. Landscaping and tree preservation shown in and near the stormwater management facility is shown on Sheet L-10.
7. A "stormwater management narrative" which contains a description of how detention and best management practices requirements will be met is provided on Sheet C-12.
8. A description of the existing conditions of each numbered site outfall extended downstream from the site to a point which is at least 100 times the site area or which has a drainage area of at least one square mile (640 acres) is provided on Sheet C-18.
9. A description of how the outfall requirements, including known changes to contributing drainage areas (i.e. drainage diversions), of the Public Facilities Manual will be satisfied is provided on Sheet C-18.
10. Existing topography with maximum contour intervals of two (2) feet and a note as to whether it is an air survey or field run is provided on Sheets C-5.
11. A submission waiver is requested for LUG DETENTION IN RES. DEVELOPMENT.
12. Stormwater management is not required because NA.

Revised 2-21-2006

18

SWM DETENTION NARRATIVE

STORMWATER DETENTION REQUIREMENTS WILL BE SATISFIED FOR THIS PROJECT VIA AN EXISTING DETENTION SYSTEM DESIGNED WITH FAIRFAX COUNTY SITE PLAN 3488-SP-02. THIS SYSTEM WAS DESIGNED TO PROVIDE SWM CONTROL FOR THE INCREASE IN RUNOFF FROM THIS SITE DUE TO THE EXISTING DEVELOPMENT AND HAS A DESIGN CURVE NUMBER OF 92. THE PROPOSED SITE UTILIZES RAINWATER HARVESTING SYSTEMS DESIGNED TO REUSE THE 2 YEAR STORM EVENT (3.17") AND SHALL, AFTER DEVELOPMENT AND TAKING INTO ACCOUNT THE RUNOFF REDUCTION PROVIDED BY THE REUSE, YIELD A CURVE NUMBER OF 86 AND 87 FOR THE 2-YEAR AND 10-YEAR STORM EVENTS RESPECTIVELY. THEREFORE, BECAUSE THE MAXIMUM PROPOSED RUNOFF CURVE NUMBER AFTER ACCOUNTING FOR REUSE SHALL BE LESS THAN THE EXISTING CURVE NUMBER THE PEAK RELEASE RATES SHALL BE LESS THAN THE ALLOWABLE RELEASE RATES FOR BOTH THE 2-YEAR AND 10-YEAR STORMS, THUS THE DETENTION REQUIREMENTS SHALL BE MET.

SEE THIS SHEET FOR CURVE NUMBER REDUCTION COMPUTATIONS AND SEE SHEET C-17 FOR PEAK VOLUME AND RELEASE RATE REQUIREMENTS FOR RESTON TRANSIT STATION AREAS.

THE DEVELOPER RESERVES THE RIGHT TO PROVIDE ALTERNATE DETENTION AS ALLOWED BY THE PFM AT SITE PLAN SUCH AS UNDERGROUND DETENTION IF IT IS FOUND TO BE WARRANTED AT SITE PLAN.

BMP NARRATIVE

THIS PROJECT IS CLASSIFIED AS A RE-DEVELOPMENT UNDER COUNTY CODE 124-4-2(A)(2)(C) AND IT IS ANTICIPATED THAT THERE WILL BE A NET INCREASE IN IMPERVIOUS COVER, HOWEVER THE FINAL DETERMINATION SHALL BE PROVIDED AT SITE PLAN. RAINWATER HARVESTING SYSTEMS MAY BE USED TO ACHIEVE THE REQUIRED PHOSPHOROUS REDUCTION - SEE BMP NOTE BELOW. NO NUTRIENT CREDITS ARE REQUIRED. AS DEMONSTRATED, THE REQUIRED PHOSPHOROUS REMOVAL REQUIREMENT HAS BEEN MET. SEE COMPUTATIONS THIS SHEET.

BMP NOTE:

THE DEVELOPMENT PROPOSED ON THE SUBJECT SITE WILL PROVIDE A PHOSPHOROUS REMOVAL RATE AS REQUIRED BY ARTICLE 4 OF CHAPTER 124 OF THE COUNTY CODE, AT A MINIMUM. THE DEVELOPER RESERVES THE RIGHT TO UTILIZE LID TECHNIQUES (PER THE DESIGN SPECIFICATION OF THE VIRGINIA STORMWATER BMP CLEARINGHOUSE AND AS AMENDED/MODIFIED BY THE PFM INCLUDING BUT NOT LIMITED TO: GREEN ROOFS BOTH INTENSIVE AND/OR EXTENSIVE, BIO-RETENTION (TRADITIONAL AND URBAN) AREAS, SOIL AMENDMENTS, DRY SWALES, PERVIOUS HARDSCAPES/STREETSCAPES, AND INFILTRATION) OR THE USE OF MANUFACTURED BMPs IN ACCORDANCE WITH THE BMP CLEARINGHOUSE, OR A COMBINATION THEREOF. PLEASE NOTE THAT THE ABOVE REQUIREMENTS SHALL BE ON AN INDIVIDUAL BUILDING BASIS (TO INCLUDE CONSIDERATION OF ANY ASSOCIATED PARKING, ROADWAY AND/OR COURTYARD AREAS) AND THEREFORE SPECIFIC METHODS MAY VARY BY BUILDING TYPE, FINAL DESIGN, LOCATION AND TYPES OF BMP SYSTEM(S) SHALL BE ESTABLISHED WITH FINAL CONSTRUCTION PLANS AND MAY BE REVISED TO ALTERNATES ALLOWED BY THE PFM.

NO.	DATE	DESCRIPTION
REVISIONS		



VIKA VIRGINIA LLC
 8180 GREENSBORO DRIVE, SUITE 200 ■ TYSONS, VIRGINIA 22102
 (703) 442-7800 ■ FAX (703) 761-2787
 WWW.VIKA.COM

COMMERCE METRO CENTER
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA

SWM / BMP COMPUTATIONS

VIKA REVISIONS

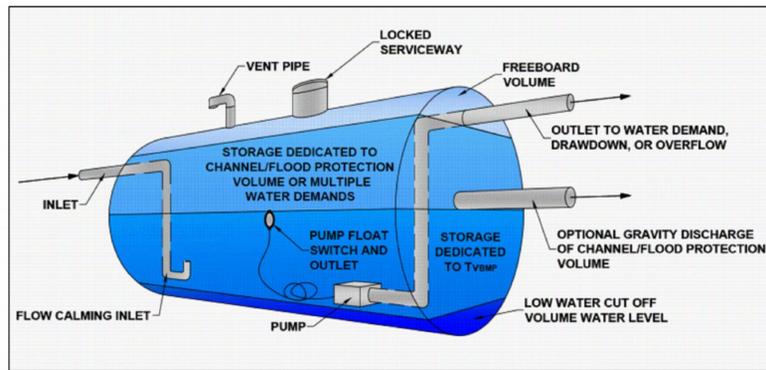
REVISED: 08/12/2016
 REVISED: 07/08/2016
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 REVISED: 12/18/2015
 REVISED: 07/15/2015
 DATE: 06/05/2015

DES. JDA DWN. JDA

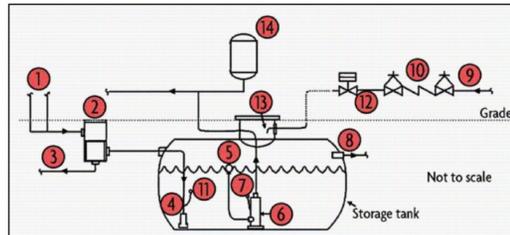
SCALE: N/A

PROJECT/FILE NO. WV7228F

SHEET NO. C-15



- NOTES:**
- FINAL NUMBER, SHAPE, SIZE, LOCATION, AND DESIGN OF STORMWATER MANAGEMENT VAULTS ARE SUBJECT TO CHANGE AT THE TIME OF FINAL ENGINEERING.
 - SUPPORT AND REINFORCING FOR VAULTS PER STRUCTURAL ENGINEERING PLANS.
 - OUTFALL MAY BE PUMPED AS REQUIRED WITH FINAL SITE PLAN



- Rooftop surface and rainwater collection system (roof drains, gutters, etc.)
- Pre-treatment (screening, first flush diverters, filters, etc.)
- Discharge of excess or diverted first flush to overflow or downstream practice
- Flow calming inlet
- Floating (outlet) filter
- Submersible pump
- Low water cut off float switch
- Overflow to secondary runoff drawdown practice, downstream runoff reduction or pollutant removal BMP, or conveyance system
- Municipal back-up water supply
- Back flow preventer
- Float switch to control water levels
- Solenoid valve
- Air gap
- Pressure tank

SWM/REUSE VAULT TYPICAL DETAIL

NOT TO SCALE

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) – undisturbed, protected forest/open space or reforested land	0.00	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed	0.00	0.00	0.00	1.22	1.22	0.25
Impervious Cover (acres)	0.00	0.00	0.00	5.66	5.66	0.95
Total					6.88	

Post Development Treatment Volume (cf) 20626

Apply Runoff Reduction Practices to Reduce Treatment Volume & Post-Development Load in Drainage Area A

Credit	Unit	Description of Credit	Credit	Credit Area (acres)	Volume from Upstream RR Practice (cf)	Runoff Reduction (cf)	Remaining Runoff Volume (cf)	Phosphorus Efficiency (%)	Phosphorus Load from Upstream RR Practices (lbs)	Untreated Phosphorus Load to Practice (lbs.)	Phosphorus Removed By Practice (lbs.)	Remaining Phosphorus Load (lbs.)	Downstream Treatment to be Employed
1. Vegetated Roof													
1.a. Vegetated Roof #1 (Spec #5)	acres of green roof	45% runoff volume reduction	0.45	0.00	0	0	0	0	0.00	0.00	0.00	0.00	
1.b. Vegetated Roof #2 (Spec #5)	acres of green roof	60% runoff volume reduction	0.60	0.00	0	0	0	0	0.00	0.00	0.00	0.00	
2. Rooftop Disconnection													
2.a. Simple Disconnection to A/B Soils (Spec #1)	impervious acres disconnected	50% runoff volume reduction for treated area	0.50	0.00	0	0	0	0	0.00	0.00	0.00	0.00	
2.b. Simple Disconnection to C/D Soils (Spec #1)	impervious acres disconnected	25% runoff volume reduction for treated area	0.25	0.00	0	0	0	0	0.00	0.00	0.00	0.00	
2.c. To Soil Amended Filter Path as per specifications (existing C/D soils) (Spec #4)	impervious acres disconnected	50% runoff volume reduction for treated area	0.50	0.00	0	0	0	0	0.00	0.00	0.00	0.00	
2.d. To Dry Well or French Drain #1 (Microinfiltration #1) (Spec #8)	impervious acres disconnected	50% runoff volume reduction for treated area	0.50	0.00	0	0	0	25	0.00	0.00	0.00	0.00	
2.e. To Dry Well or French Drain #2 (Micro-infiltration #2) (Spec #8)	impervious acres disconnected	90% runoff volume reduction for treated area	0.90	0.00	0	0	0	25	0.00	0.00	0.00	0.00	
2.f. To Rain Garden #1 (Micro-Bioretenion #1) (Spec #9)	impervious acres disconnected	40% of volume captured	0.40	0.00	0	0	0	25	0.00	0.00	0.00	0.00	
2.g. To Rain Garden #2 (Micro-Bioretenion #2) (Spec #9)	impervious acres disconnected	80% runoff volume reduction for treated area	0.80	0.00	0	0	0	50	0.00	0.00	0.00	0.00	
2.h. To Rainwater Harvesting (Spec #6)	impervious acres captured	based on tank size and design spreadsheet (See Spec #6)	0.94	2.12	0	6872	439	0	0.00	4.59	4.31	0.28	
2.i. To Stormwater Planter (Urban Bioretention) (Spec #9, Appendix A)	impervious acres disconnected	40% runoff volume reduction for treated area	0.40	0.00	0	0	0	25	0.00	0.00	0.00	0.00	

Target Rainfall Event (in)	1-year storm	2-year storm	10-year storm
	2.62	3.17	4.87
Drainage Area A			
Drainage Area (acres)	6.88		
Runoff Reduction Volume (cf)	6,872		
Drainage Area B			
Drainage Area (acres)	0.00		
Runoff Reduction Volume (cf)	0		
Drainage Area C			
Drainage Area (acres)	0.00		
Runoff Reduction Volume (cf)	0		
Drainage Area D			
Drainage Area (acres)	0.00		
Runoff Reduction Volume (cf)	0		
Drainage Area E			
Drainage Area (acres)	0.00		
Runoff Reduction Volume (cf)	0		

Based on the use of Runoff Reduction practices in the selected drainage areas, the spreadsheet calculates an adjusted $RV_{Development}$ and adjusted Curve Number.

Drainage Area A	A soils	B Soils	C Soils	D Soils
Forest/Open Space – undisturbed, protected forest/open space or reforested land	0.00	0.00	0.00	0.00
Area (acres)	30	55	70	77
Managed Turf – disturbed, graded for yards or other turf to be mowed/managed	0.00	0.00	0.00	1.22
Area (acres)	39	61	74	80
Impervious Cover	0.00	0.00	0.00	5.66
Area (acres)	96	98	98	98
Weighted CN				95
				0.93

	1-year storm	2-year storm	10-year storm
$RV_{Development}$ (in) with no Runoff Reduction	2.08	2.62	4.29
$RV_{Development}$ (in) with Runoff Reduction	1.80	2.34	4.02
Adjusted CN	92	92	92

BMP NOTE:

THE DEVELOPMENT PROPOSED ON THE SUBJECT SITE WILL PROVIDE A PHOSPHOROUS REMOVAL RATE AS REQUIRED BY ARTICLE 4 OF CHAPTER 124 OF THE COUNTY CODE, AT A MINIMUM. THE DEVELOPER RESERVES THE RIGHT TO UTILIZE LID TECHNIQUES (PER THE DESIGN SPECIFICATION OF THE VIRGINIA STORMWATER BMP CLEARINGHOUSE AND AS AMENDED/MODIFIED BY THE PPM INCLUDING BUT NOT LIMITED TO: GREEN ROOFS BOTH INTENSIVE AND/OR EXTENSIVE, BIO-RETENTION (TRADITIONAL AND URBAN) AREAS, SOIL AMENDMENTS, DRY SWALES, PERVIOUS HARDSCAPES/STREETSCAPES, AND INFILTRATION) OR THE USE OF MANUFACTURED BMPs IN ACCORDANCE WITH THE BMP CLEARINGHOUSE, OR A COMBINATION THEREOF. PLEASE NOTE THAT THE ABOVE REQUIREMENTS SHALL BE ON AN INDIVIDUAL BUILDING BASIS (TO INCLUDE CONSIDERATION OF ANY ASSOCIATED PARKING, ROADWAY AND/OR COURTYARD AREAS) AND THEREFORE SPECIFIC METHODS MAY VARY BY BUILDING PHASES. FINAL DESIGN, LOCATION AND TYPES OF BMP SYSTEM(S) SHALL BE ESTABLISHED WITH FINAL CONSTRUCTION PLANS AND MAY BE REVISED TO ALTERNATES ALLOWED BY THE PPM.

Site Results

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
IMPERVIOUS COVER	5.66	0.00	0.00	0.00	0.00	OK
IMPERVIOUS COVER TREATED	2.12	0.00	0.00	0.00	0.00	OK
TURF AREA	1.22	0.00	0.00	0.00	0.00	OK
TURF AREA TREATED	0.00	0.00	0.00	0.00	0.00	OK
AREA CHECK	OK	OK	OK	OK	OK	

Phosphorus

TOTAL PHOSPHOROUS LOAD REDUCTION REQUIRED (LB/YEAR)	3.95
RUNOFF REDUCTION (cf)	6872
PHOSPHOROUS LOAD REDUCTION ACHIEVED (LB/YR)	4.31
ADJUSTED POST-DEVELOPMENT PHOSPHOROUS LOAD (TP) (lb/yr)	8.65

REMAINING PHOSPHOROUS LOAD REDUCTION (LB/YR) NEEDED CONGRATULATIONS!! YOU EXCEEDED THE TARGET REDUCTION BY 0.4 LB/YEAR!!

Nitrogen (for information purposes)

RUNOFF REDUCTION (cf)	6872
NITROGEN LOAD REDUCTION ACHIEVED (LB/YR)	30.85
ADJUSTED POST-DEVELOPMENT NITROGEN LOAD (TP) (lb/yr)	61.85

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.

VIKA REVISIONS

REVISED: 08/12/2016
REVISED: 07/08/2016
REVISED: 05/02/2016
REVISED: 12/18/2015
REVISED: 07/15/2015
DATE: 06/05/2015

DES. JDA	DWN. JDA
----------	----------

SCALE: N/A

PROJECT/FILE NO. VV728F

SHEET NO. C-16

NO.	DATE	DESCRIPTION
REVISIONS		



Rainwater Harvesting Runoff Calculator

Project Name : COMMERCE EXEC. PARK - BLDG A

Supply Information table with columns for Site Area for Rainwater & Stormwater Sources (Rooftop - Traditional, Rooftop - Green Roof, Hardscape) and rows for Area (sq.ft), Runoff C, and Effective Runoff Area.

Building Information table with rows for # of Floors, Total Building Sq Footage, Peak Condensation Rate, and Peak Condensation Volume.

Demand Information table with columns for Toilet Re-use Demand (Residential) and Laundry Re-use Demand (Loads/Day, Gallons/Load, Cold Fraction, Daily Total, Annual Total).

Wash Water Re-use Demand table with rows for Daily Average and Annual Total in gallons.

Irrigation Re-use Demand and Cooling Makeup Re-use Demand tables. Includes monthly breakdowns for Irrigation (Inches per week, Gallons per week) and Cooling Makeup (% of Peak, gal/month).

Analysis Information section containing Rainfall Data, Supply Source, Design Storm, Cistern Size, and Utility Rates tables.

Summary table with columns for Rainfall, Stormwater, Supply, Demand, and Captured, showing Total, Targeted, and Peak values for Typical, Max, and 21 Year scenarios.

Summary table with columns for Runoff Retained (Targeted Rainfall), Water Savings, Total Retained (Targeted, Peak, Secondary), and Savings, showing percentages and dollar amounts.

SEE SHEET C-16 FOR ADDITIONAL REU-USE COMPUTATIONS

VOLUME COMPUTATIONS

EXISTING CONDITION

WINTR-20 PRINTED PAGE FILE BEGINNING OF INPUT DATA LIST
TR20.INP
WINTR-20: VERSION 1.10 0 0 0.05
COMMERCE PARK
EX SITE - VOLUME
SUB-AREA: EX SITE OUTLET .01075 92. .1
STREAM REACH:
STORM ANALYSIS: 2-YR 3.17 TYPE II 2
STRUCTURE RATING:
GLOBAL OUTPUT: 2 0.05 YYYYN YYYYNN

WINTR-20 PRINTED PAGE FILE END OF INPUT DATA LIST
COMMERCE PARK
EX SITE - VOLUME
NAME OF PRINTED PAGE FILE: TR20.OUT
STORM 2-YR
AREA OR REACH IDENTIFIER DRAINAGE AREA (SQ MI) RAIN GAGE ID OR LOCATION RUNOFF AMOUNT (IN) ELEVATION (FT) PEAK FLOW TIME (HR) RATE (CFS) RATE (CSM)
EX SITE 0.011 2.318 11.93 23.93 2226.38
TOTAL RUNOFF VOLUME (EXISTING CONDITIONS)
2 YR STORM: 6.88 AC X 2.318 (IN) X 1FT/12IN X 43,560 = 57,891 CU. FT.

PROPOSED CONDITION

WINTR-20 PRINTED PAGE FILE BEGINNING OF INPUT DATA LIST
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WINTR-20: VERSION 1.10 0 0 0.05
COMMERCE PARK
PROP SITE
SUB-AREA: PROP SITE OUTLET .01075 92. .1
STREAM REACH:
STORM ANALYSIS: 2-YR 3.17 TYPE II 2
STRUCTURE RATING:
GLOBAL OUTPUT: 2 0.05 YYYYN YYYYNN

WINTR-20 PRINTED PAGE FILE END OF INPUT DATA LIST
COMMERCE PARK
PROP SITE
NAME OF PRINTED PAGE FILE: TR20.OUT
STORM 2-YR
AREA OR REACH IDENTIFIER DRAINAGE AREA (SQ MI) RAIN GAGE ID OR LOCATION RUNOFF AMOUNT (IN) ELEVATION (FT) PEAK FLOW TIME (HR) RATE (CFS) RATE (CSM)
PROP SITE 0.011 2.318 11.93 23.93 2226.38
TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS)
2 YR STORM: 6.88 AC X 2.318 (IN) X 1FT/12IN X 43,560 = 57,891 CU. FT.

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.

PEAK RATE COMPUTATIONS

EXISTING CONDITION

WINTR-20 PRINTED PAGE FILE BEGINNING OF INPUT DATA LIST
TR20.INP
WINTR-20: VERSION 1.10 0 0 0.05
COMMERCE PARK
EX SITE - PEAK
SUB-AREA: EX SITE OUTLET .01075 80. .1
STREAM REACH:
STORM ANALYSIS: 2-YR 3.17 TYPE II 2
1-YR 2.62 TYPE II 2

JDA COMMERCE PARK
EX SITE - PEAK
FAIRFAX NOA C COUNTY, VIRGINIA
WATERSHED PEAK TABLE

Table showing SUB-AREA OR REACH IDENTIFIER, PEAK FLOW BY RAINFALL RETURN PERIOD (2-YR, 1-YR) in CFS, and REACHES/OUTLET values (14.54, 10.11).

PEAK VOLUME AND RELEASE RATE REQUIREMENTS FOR RESTON TRANSIT STATION AREAS
THE SITE HAS EXISTING DETENTION FACILITIES (OFF SITE) WHICH HAVE BEEN DESIGNED TO MIMIC THE PEAK RELEASE RATE OF THE UNDEVELOPED PARCEL (C=0.30) BEFORE THE EXISTING DEVELOPMENT WAS CONSTRUCTED. IT IS FOR THIS REASON THE SITE IS CONSIDERED AS "UNDEVELOPED" OR LESS THAN 50% IMPERVIOUS FOR THE PEAK RELEASE RATE COMPUTATIONS (CASE 1). THUS THE PEAK DISCHARGE RATE FOR THE 1-YR AND 2-YR 24-HOUR DESIGN STORM SHALL NOT EXCEED THE EXISTING RATE.

SINCE THERE ARE NO EXISTING STORMWATER VOLUME CONTROLS FOR THE SITE THE POST-DEVELOPED VOLUME FOR THE 2 YEAR STORM MUST BE REDUCED BY 25% RELATIVE TO THE EXISTING CONDITIONS VOLUME.

2-YEAR STORM (VOLUME REQUIREMENTS)
ALLOWABLE VOLUME RELEASE = 57,891 CU FT X 0.75 = 43,418 CU. FT.
REQUIRED VOLUME REDUCTION = 57,891 CU FT - 43,418 CU FT = 14,473 CU FT

1-YR AND 2-YEAR STORM (PEAK DISCHARGE REQUIREMENTS)

ALLOWABLE PEAK RELEASE RATE = 1-YR STORM: 10.11 CFS
ALLOWABLE PEAK RELEASE RATE = 2-YR STORM: 14.54 CFS

PEAK VOLUME AND RELEASE RATE NARRATIVE

THE 2-YR 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 VRRM SPREADSHEET ON SHEET C-14A. AS CAN BE SEEN ABOVE, WHEN APPLYING THE 25% REDUCTION TO THE EXISTING 2-YR RUNOFF VOLUME THE ALLOWABLE RELEASE VOLUME FROM THE SITE SHALL BE 43,418 CU FT. AS SUCH 14,473 CU FT. MUST BE REDUCED FROM THE PROPOSED CONDITION. THIS VOLUME REDUCTION REQUIREMENTS SHALL BE MET AS DESCRIBED IN THE SWM DETENTION NARRATIVE ON SHEET C-15. THE RAINWATER HARVESTING SYSTEM HAS BEEN DESIGNED FOR THE 2-YR STORM EVENT (3.17") AND AS SUCH PROVIDES APPROXIMATELY 15,000 CFT OF ADDITIONAL RUNOFF REDUCTION ABOVE THAT REQUIRED TO MEET THE VRRM REQUIREMENTS (SEE SHEETS C-14 THRU C-15 FOR SIZING COMPUTATIONS). AS CAN BE SEEN THE ADDITIONAL RUNOFF REDUCTION PROVIDED IS GREATER THAN WHAT IS REQUIRED TO MEET THE ALLOWABLE VOLUME RELEASE. THUS, THIS SITE DOES NOT EXCEED THE ALLOWABLE RUNOFF VOLUME FOR THE 2-YR STORM.

THE ALLOWABLE PEAK RELEASE RATES SHALL BE MET VIA THE EXCESS STORAGE PROVIDED IN THE RAINWATER HARVESTING SYSTEM AND/OR DETENTION VAULTS AND ALSO BY THE EXISTING SWM VAULTS, WHICH HAVE BEEN DESIGNED TO REDUCE THE OVERALL PEAK RELEASE RATE FOR THIS SITE TO THAT OF AN UNDEVELOPED CONDITION.

Table with columns for NO., DATE, and DESCRIPTION, used for tracking revisions.



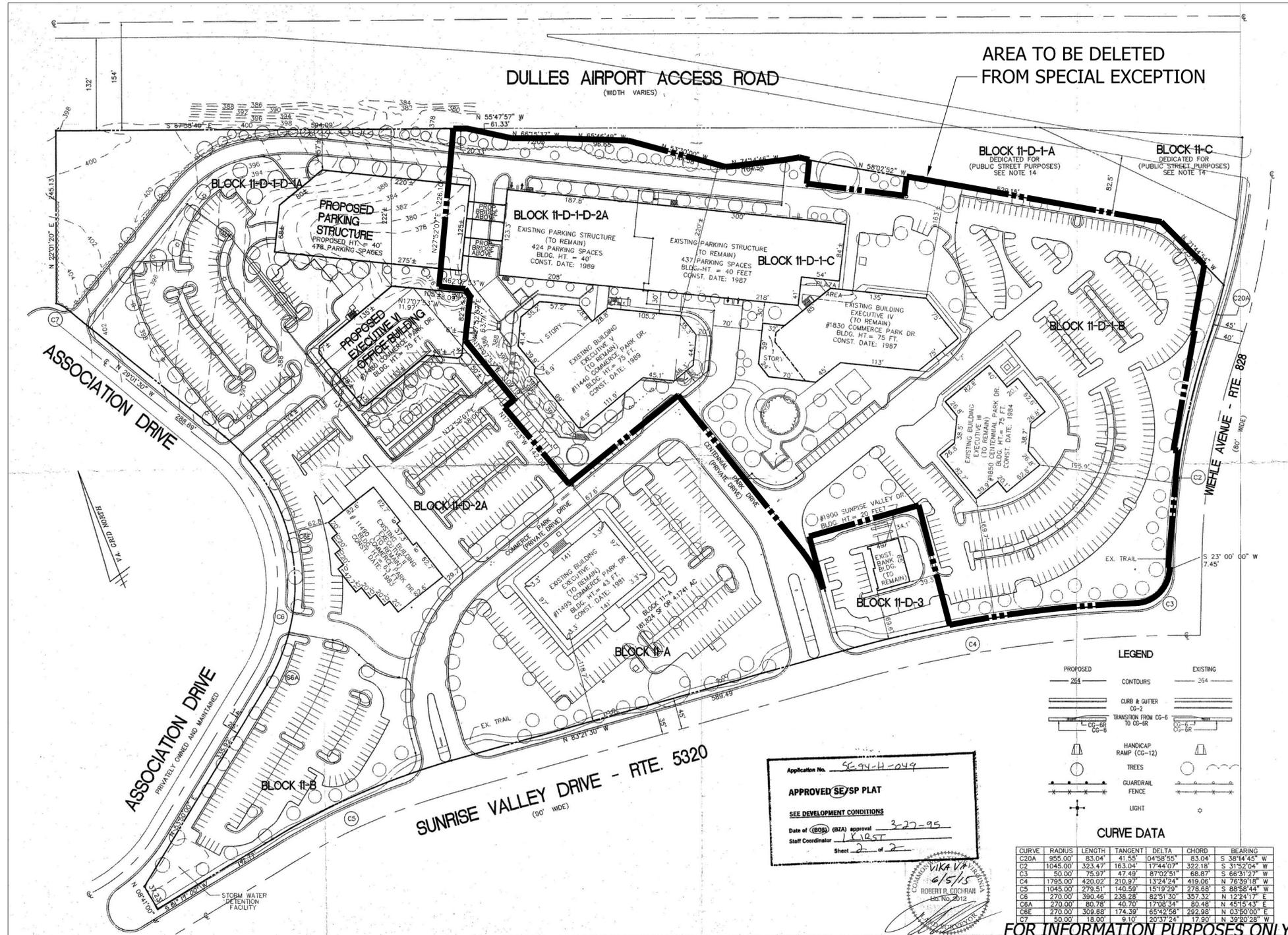
COMMERCE METRO CENTER
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SWM / BMP COMPUTATIONS

VIKA REVISIONS

REVISIONS list including dates and descriptions of changes.

SCALE: N/A
PROJECT/FILE NO. VV7228F
SHEET NO. C-17



AREA TO BE DELETED FROM SPECIAL EXCEPTION

SPECIAL EXCEPTION VERIFICATION
 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 (112) 11A, 11B, 11D3, 11D4, 11D5, 11D7, 11D8 AND 11D9. IT IS PROPOSED THAT THE SUBJECT PROPERTIES, TAX MAP PARCELS 17-5 (112) 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. PHILLIPS, 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:

• 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.

Application No. SE 94-H-049
APPROVED SE/SP PLAT
 SEE DEVELOPMENT CONDITIONS
 Date of (BOM) (BZA) approval 3-27-95
 Staff Coordinator KIRST
 Sheet 2 of 2

LEGEND

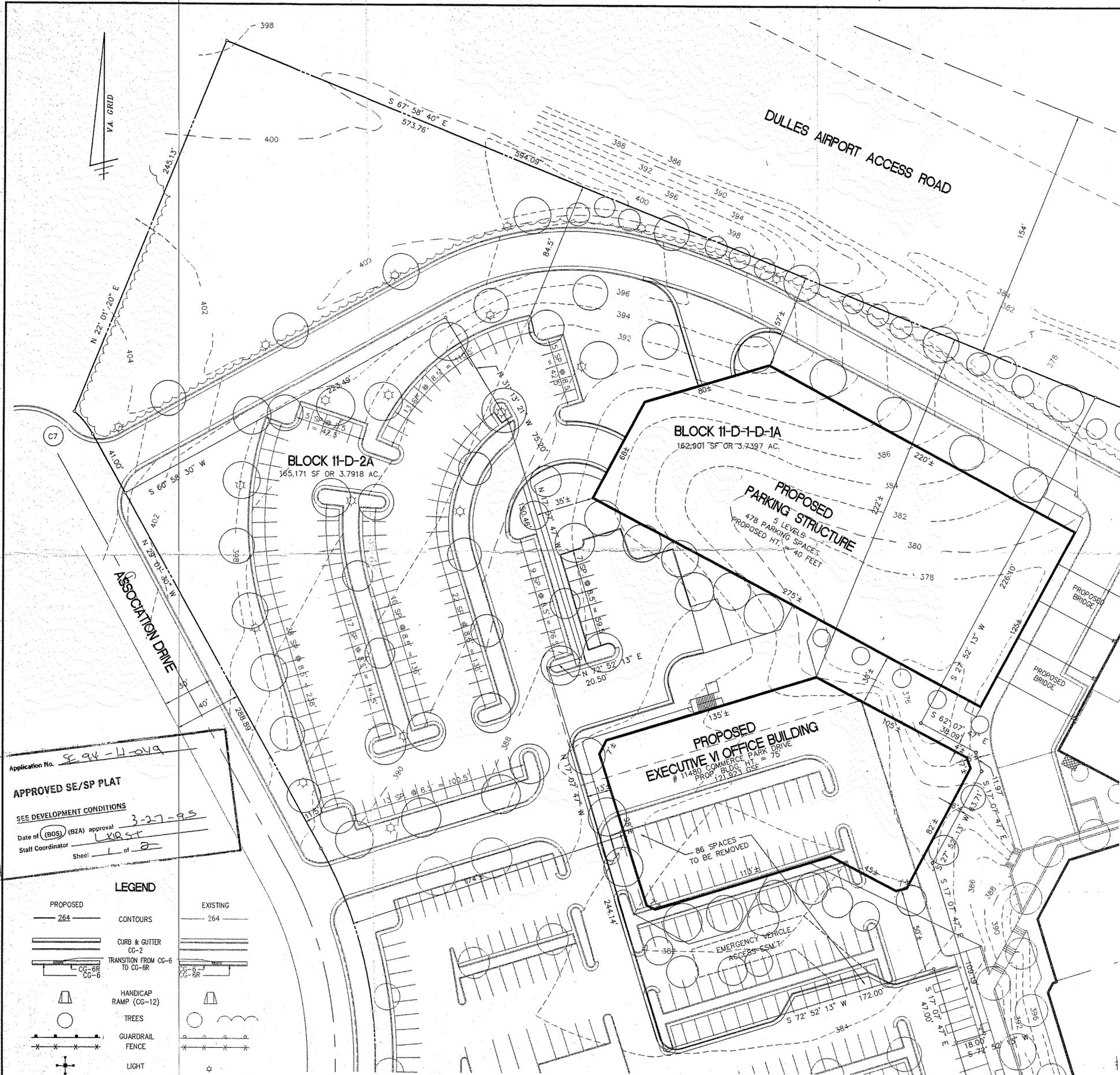
PROPOSED 264	EXISTING 264
CURB & GUTTER CG-2	
TRANSITION FROM CG-6 TO CG-6R	
HANDICAP RAMP (CG-12)	
TREES	
GUARDRAIL FENCE	
LIGHT	

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'	210.37'	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°08'54"	80.48'	N 45°16'43" E
C6E	270.00'	359.86'	174.39'	85°42'56"	282.98'	N 03°50'00" E
C7	50.00'	18.00'	9.10'	20°37'24"	17.90'	N 39°20'28" W



NO.	DATE	DESCRIPTION
REVISIONS		

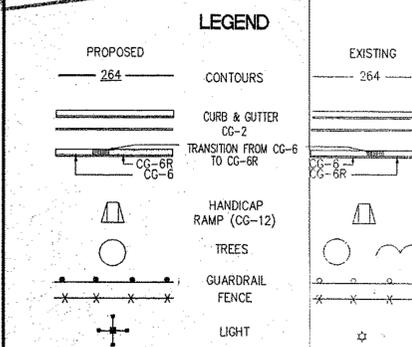


NOTES

- NO TITLE REPORT FURNISHED.
- PROPERTY IS DELINEATED ON ASSESSMENT MAP #17-4-0012-11A, 11B, 11D3, 11D4, 11D5, 11D7, 11D8, 11D9 AND IS ZONED I-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.
- 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 = 99 SPACES
 (RESTAURANT IS A SPECIAL EXCEPTION USE WHICH IS CURRENTLY VACANT)
 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.
- PROPERTY IS SERVED BY PUBLIC WATER AND SANITARY SEWER.
- STORMWATER MANAGEMENT FACILITIES WERE DESIGNED TO ACCOMMODATE DEVELOPMENT OF THE ENTIRE 27.4131 ACRES. THEREFORE, NO ADDITIONAL FACILITIES ARE PROPOSED.
- DEVELOPMENT LIMITS AS CONTAINED IN THE DECLARATION OF COVENANTS AND EASEMENTS; AND PER DENSITY CREDIT (SEE NOTE 14).
 F.A.R.:

BLOCK #	TOT AREA S.F.	BUILDING GSF	F.A.R.
11-A	131,824	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. V 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
- TOPOGRAPHIC CONTOURS PROVIDED ARE 2' INTERVALS AND IS SHOWN PER APPROVED SITE PLANS.
- 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%)
- NO FLOODPLAIN AREAS, RESOURCE PROTECTION AREAS OR ENVIRONMENTAL QUALITY CORRIDORS HAVE BEEN DELINEATED ON THIS PROPERTY.
- NO UTILITIES HAVING A WIDTH OF 25 FEET OR MORE ARE KNOWN TO EXIST ON-SITE.
- 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) 348B-SP-1 THROUGH 5, AND AS SHOWN ON SHEET 2 OF 2.
- NO EVIDENCE OF ANY BURIAL SITE IS KNOWN TO EXIST ON-SITE.
- BLOCKS 11-C AND 11-D-1-A WERE DEDICATED FOR PUBLIC STREET PURPOSES IN EXCHANGE FOR DENSITY CREDIT IN ACCORDANCE WITH 2-30B.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.
- 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.

Application No. 94-11-049
APPROVED SE/SP PLAT
 SEE DEVELOPMENT CONDITIONS
 Date of (BOS) (BZA) approval 3-27-95
 Staff Coordinator LKR/ST
 Sheet 1 of 2



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
 AUGUST 6, 1994
 DATE: REV. SEPTEMBER 9, 1994
 DRAWN: BP
 SCALE: 1" = 30'

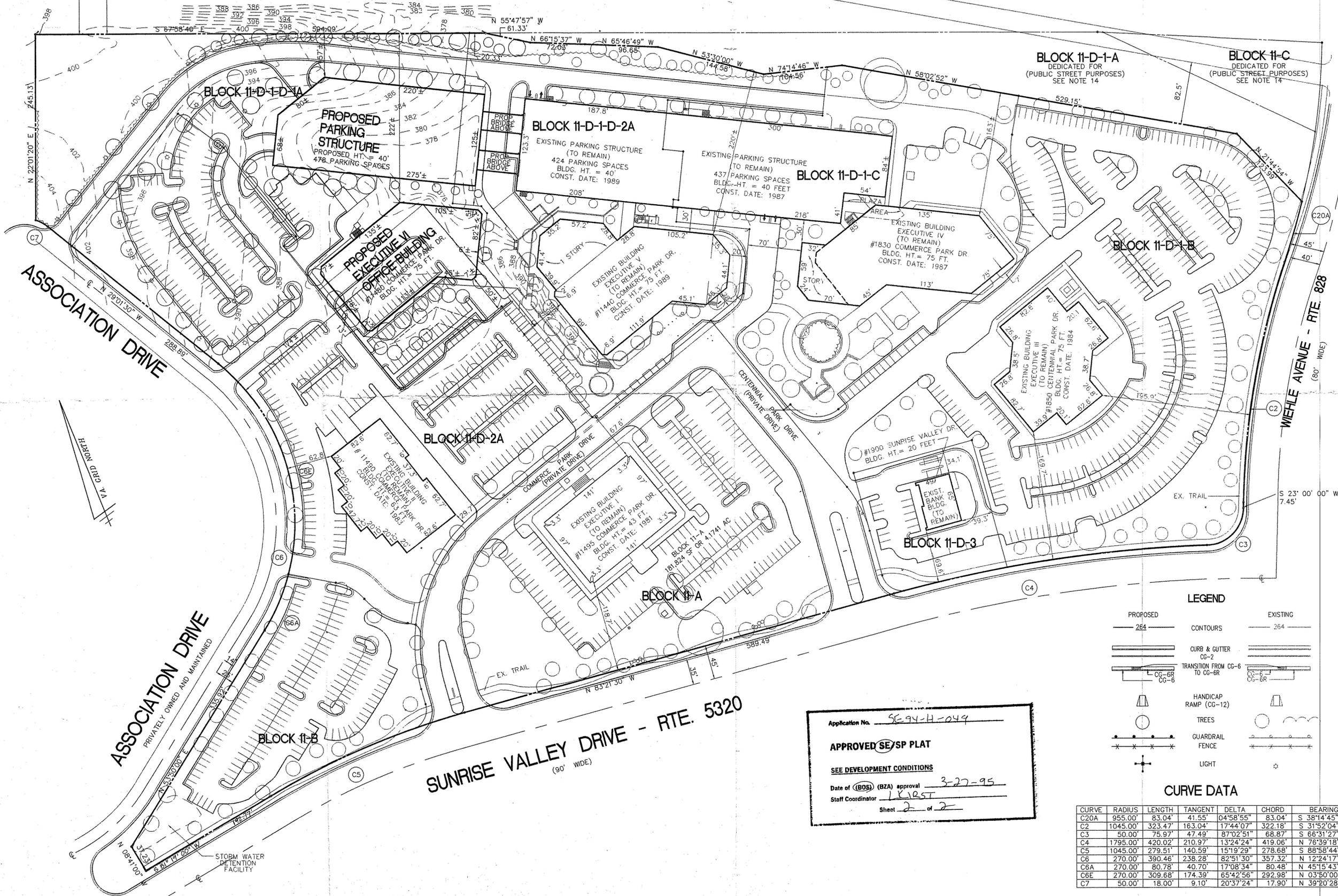
REVISION APPROVED BY

NO.	DESCRIPTION	DATE	BY	APPROVED	DATE

SPECIAL EXCEPTION
EXECUTIVE VI
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA

RECEIVED
 SEP 12 1994
 PLANNING EVALUATION DIVISION

DULLES AIRPORT ACCESS ROAD
(WIDTH VARIES)



LEGEND

PROPOSED 264	EXISTING 264
CONTOURS	CONTOURS
CURB & GUTTER CG-2	CURB & GUTTER CG-2
TRANSITION FROM CG-6 TO CG-6R	TRANSITION FROM CG-6 TO CG-6R
HANDICAP RAMP (CG-12)	HANDICAP RAMP (CG-12)
TREES	TREES
GUARDRAIL FENCE	GUARDRAIL FENCE
LIGHT	LIGHT

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"	292.95'	N 03°50'00" E
C7	50.00'	18.00'	9.10'	20°37'24"	17.90'	N 39°20'28" W

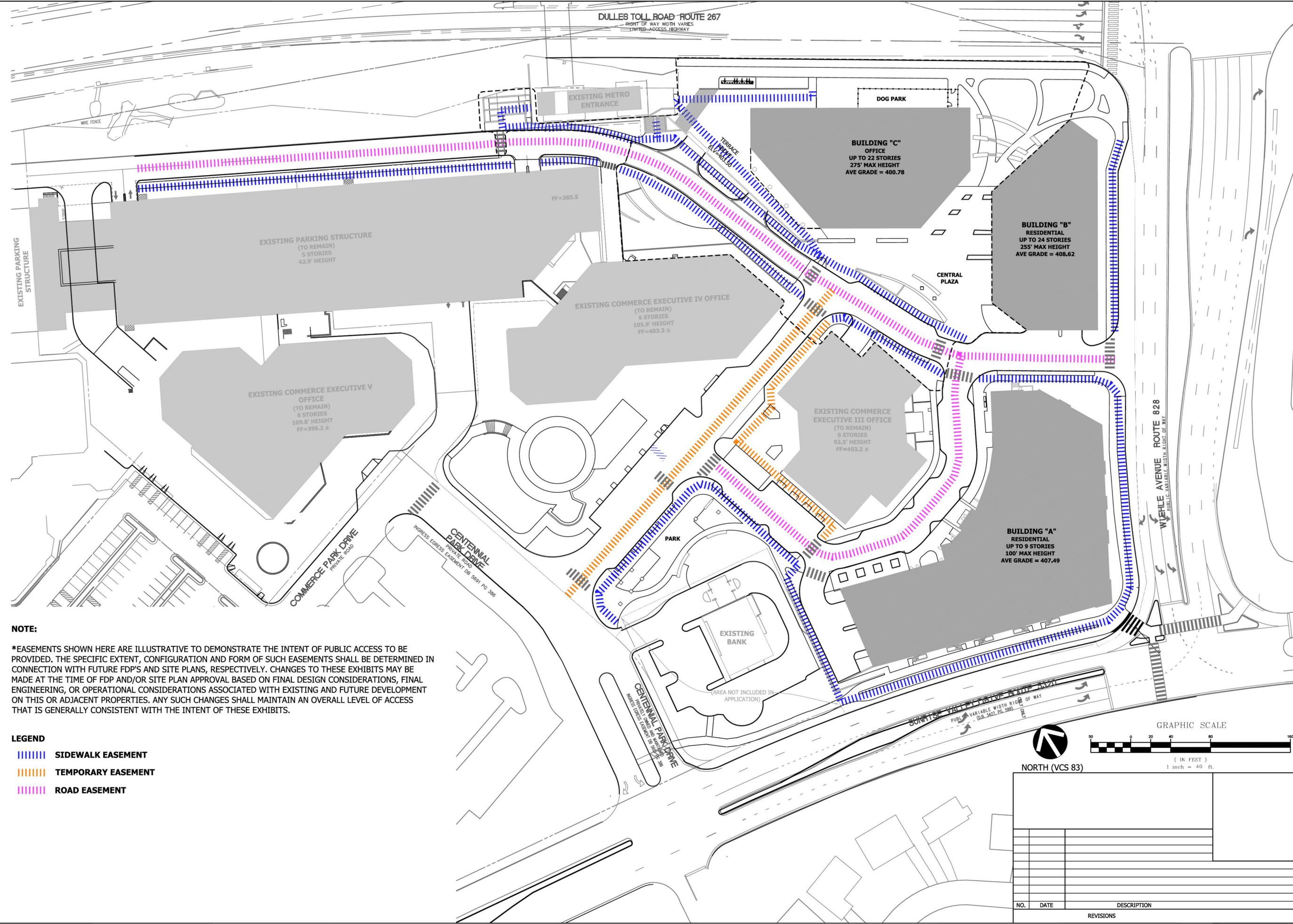
Application No. SE94-H-049
APPROVED SE/SP PLAT
 SEE DEVELOPMENT CONDITIONS
 Date of (BOS) (BZA) approval 3-27-95
 Staff Coordinator LKJST
 Sheet 2 of 2

WALTER L. PHILLIPS
 INCORPORATED
 CIVIL ENGINEERS LAND SURVEYORS PLANNERS LANDSCAPE ARCHITECTS
 207 PARK AVENUE FALLS CHURCH, VIRGINIA 22046
 (703) 582-6163 FAX (703) 593-1901
 AUGUST 8 1994
 DATE REV. SEPTEMBER 9, 1994
 DRAWN: BW
 SCALE: 1" = 60'

REVISION APPROVED BY

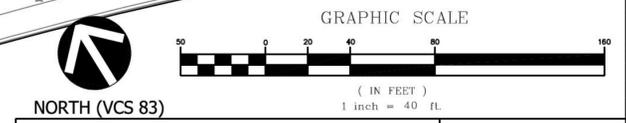
NO.	DESCRIPTION	DATE	APPROVED	DATE

COMPOSITE PLAN
EXECUTIVE VI
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA



NOTE:
 *EASEMENTS SHOWN HERE ARE ILLUSTRATIVE TO DEMONSTRATE THE INTENT OF PUBLIC ACCESS TO BE PROVIDED. THE SPECIFIC EXTENT, CONFIGURATION AND FORM OF SUCH EASEMENTS SHALL BE DETERMINED IN CONNECTION WITH FUTURE FDP'S AND SITE PLANS, RESPECTIVELY. CHANGES TO THESE EXHIBITS MAY BE MADE AT THE TIME OF FDP AND/OR SITE PLAN APPROVAL BASED ON FINAL DESIGN CONSIDERATIONS, FINAL ENGINEERING, OR OPERATIONAL CONSIDERATIONS ASSOCIATED WITH EXISTING AND FUTURE DEVELOPMENT ON THIS OR ADJACENT PROPERTIES. ANY SUCH CHANGES SHALL MAINTAIN AN OVERALL LEVEL OF ACCESS THAT IS GENERALLY CONSISTENT WITH THE INTENT OF THESE EXHIBITS.

- LEGEND**
- ||||| SIDEWALK EASEMENT
 - ||||| TEMPORARY EASEMENT
 - ||||| ROAD EASEMENT



NO.	DATE	DESCRIPTION
REVISIONS		

VKA
 ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ 3D LASER SCANNING
 VKA VIRGINIA LLC
 8160 GREENSBORO DRIVE, SUITE 200, TYGONS, VIRGINIA 22102
 (703) 442-7800 ■ FAX (703) 764-2787
 WWW.VKA.COM

COMMERCE METRO CENTER
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA

PHASE 3 EASEMENT EXHIBIT

VKA REVISIONS

REVISED: 08/12/2016	
REVISED: 07/08/2016	
REVISED: 05/02/2016	
REVISED: 12/18/2015	
REVISED: 07/15/2015	
DATE: 06/05/2015	
DES. RRC	DWN. KY
SCALE: 1" = 40'	
PROJECT/FILE NO. VV7228F	
SHEET NO. C-25	



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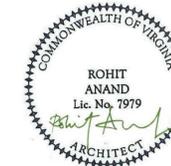
COMMERCE METRO CENTER
VORNADO
 CHARLES E. SMITH

AERIAL ILLUSTRATION

RESTON, VA

KTGY # 2015-0049

08.12.2016



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A000



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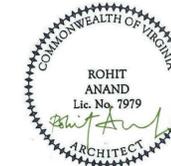
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CONCEPTUAL ILLUSTRATION

RESTON, VA

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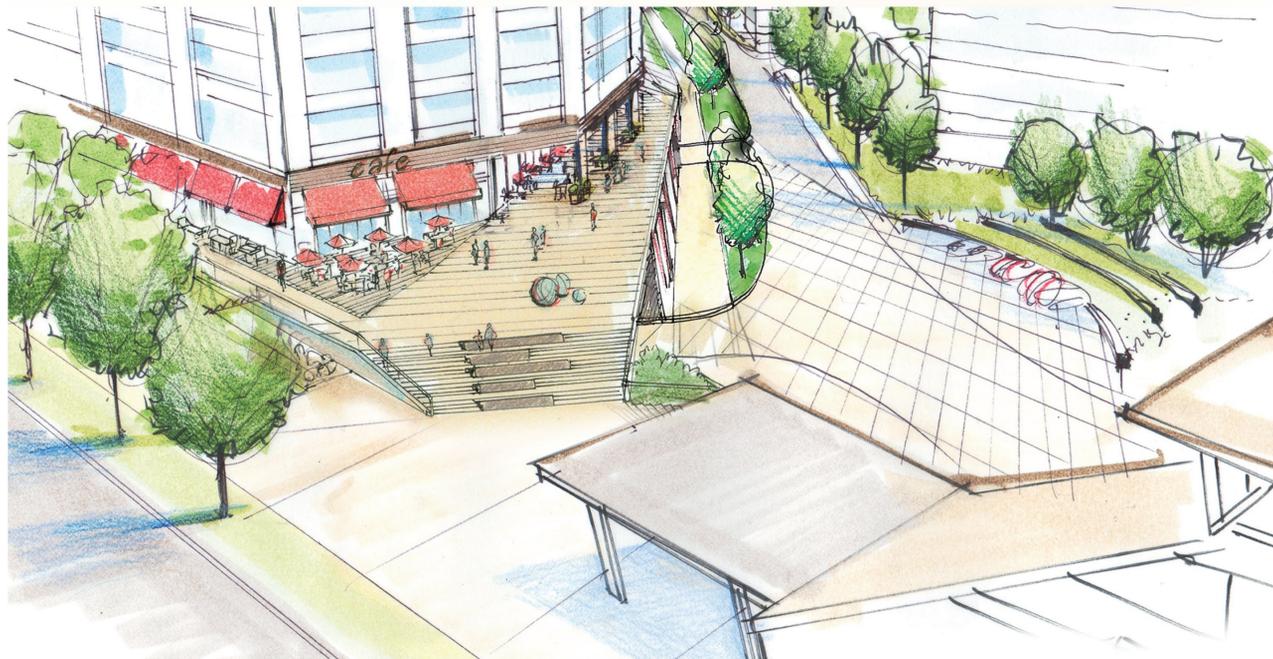
A002



METRO PLAZA VIEW A



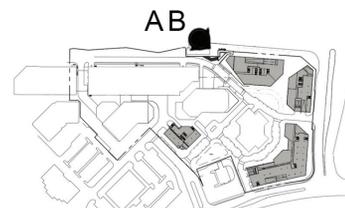
METRO PLAZA VIEW C



METRO PLAZA VIEW B



CENTRAL PLAZA VIEW D



AB



C

D

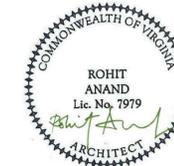
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VORNADO
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SITE ILLUSTRATIONS

RESTON, VA

KTGY # 2015-0049

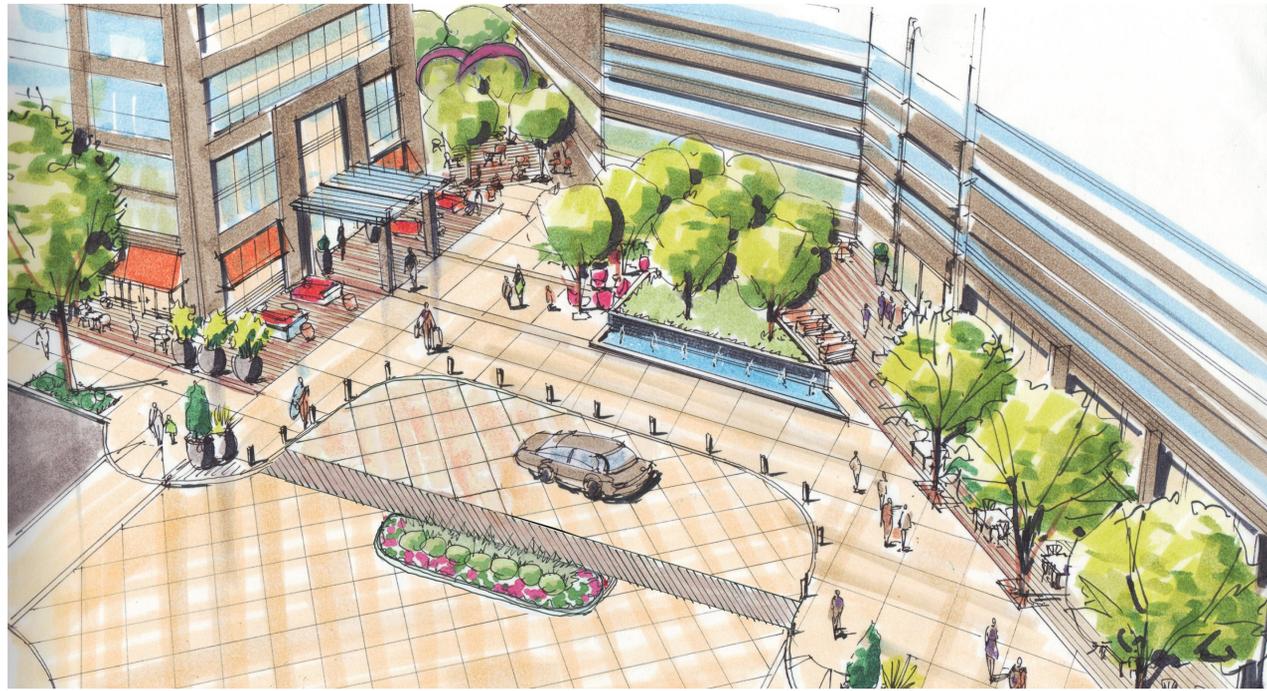
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A003



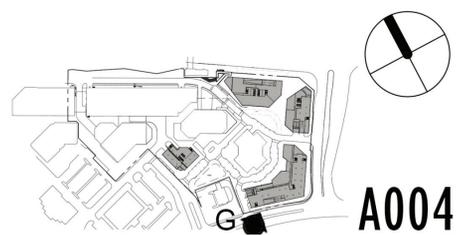
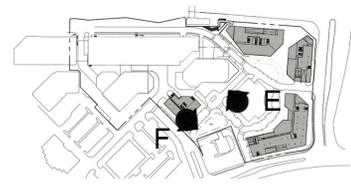
CURBLESS PLAZA VIEW E



BUILDING A - SUNRISE VALLEY DRIVE STREETSCAPE VIEW G



PARK / PLAY SPACE VIEW F



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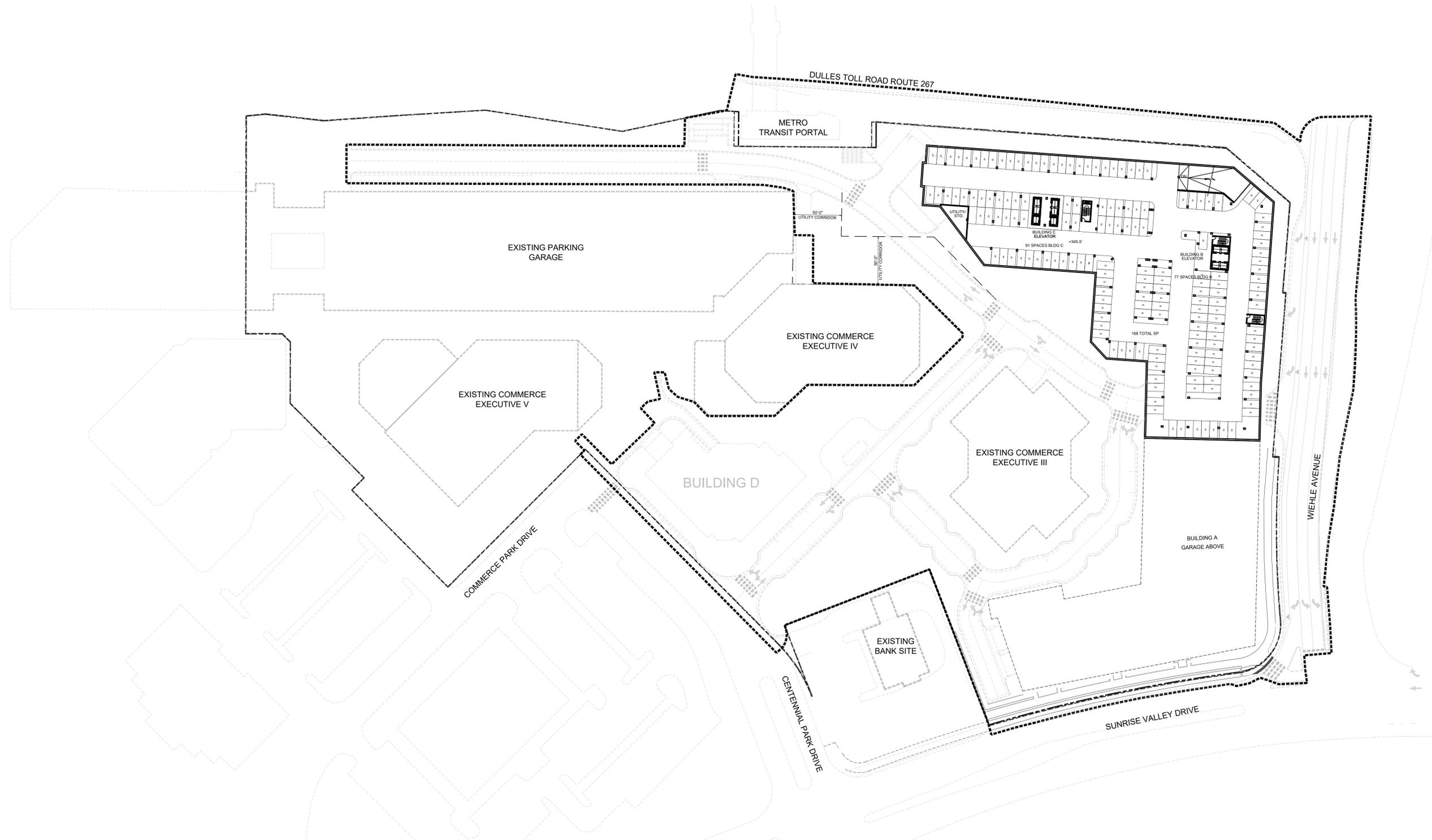
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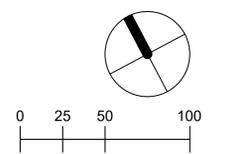
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A004



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CONCEPTUAL BASEMENT PLAN 6

A100

RESTON, VA

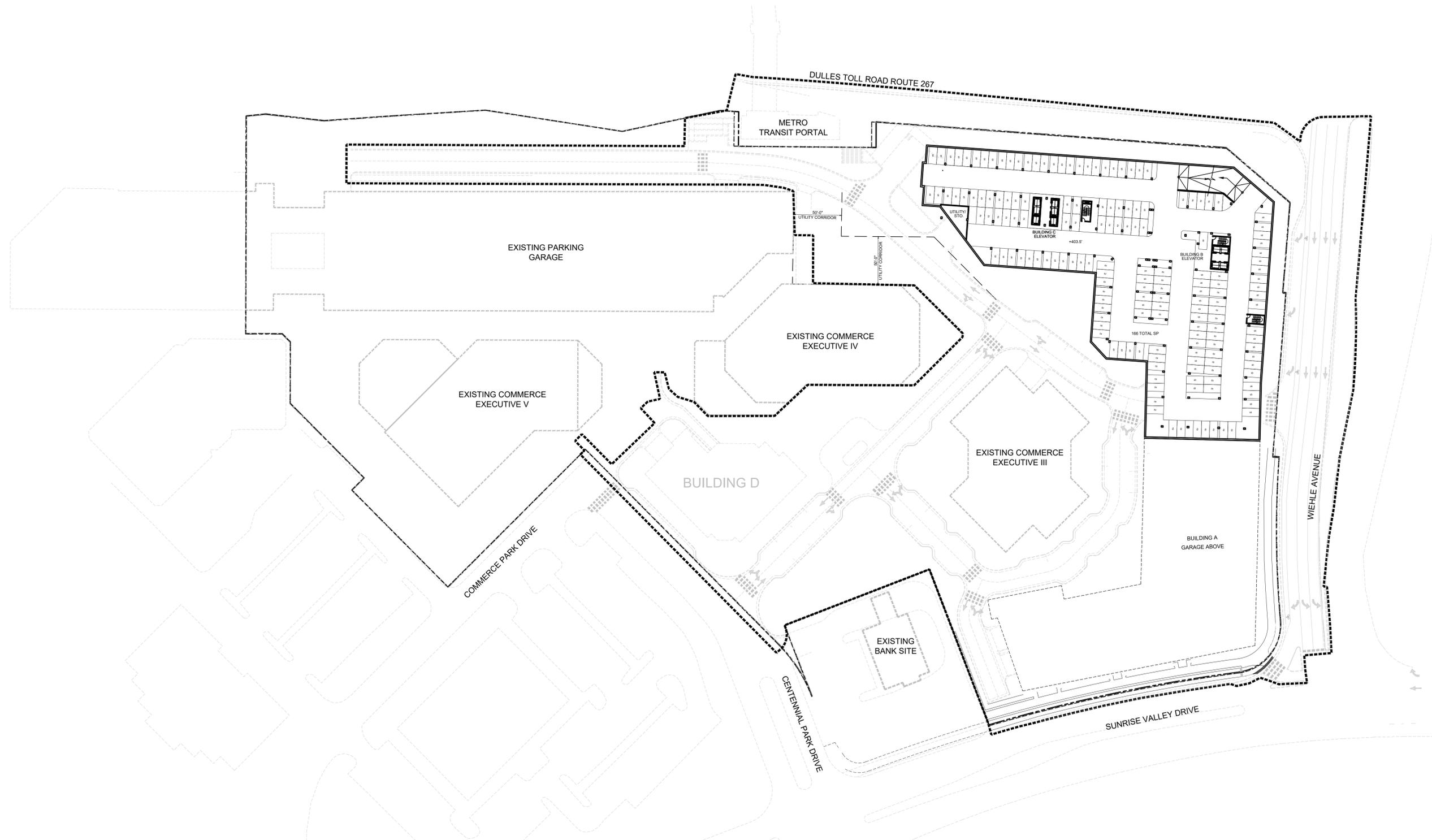
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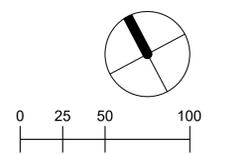


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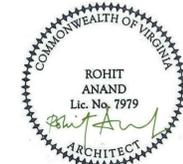
CONCEPTUAL BASEMENT PLAN 5

A101

RESTON, VA

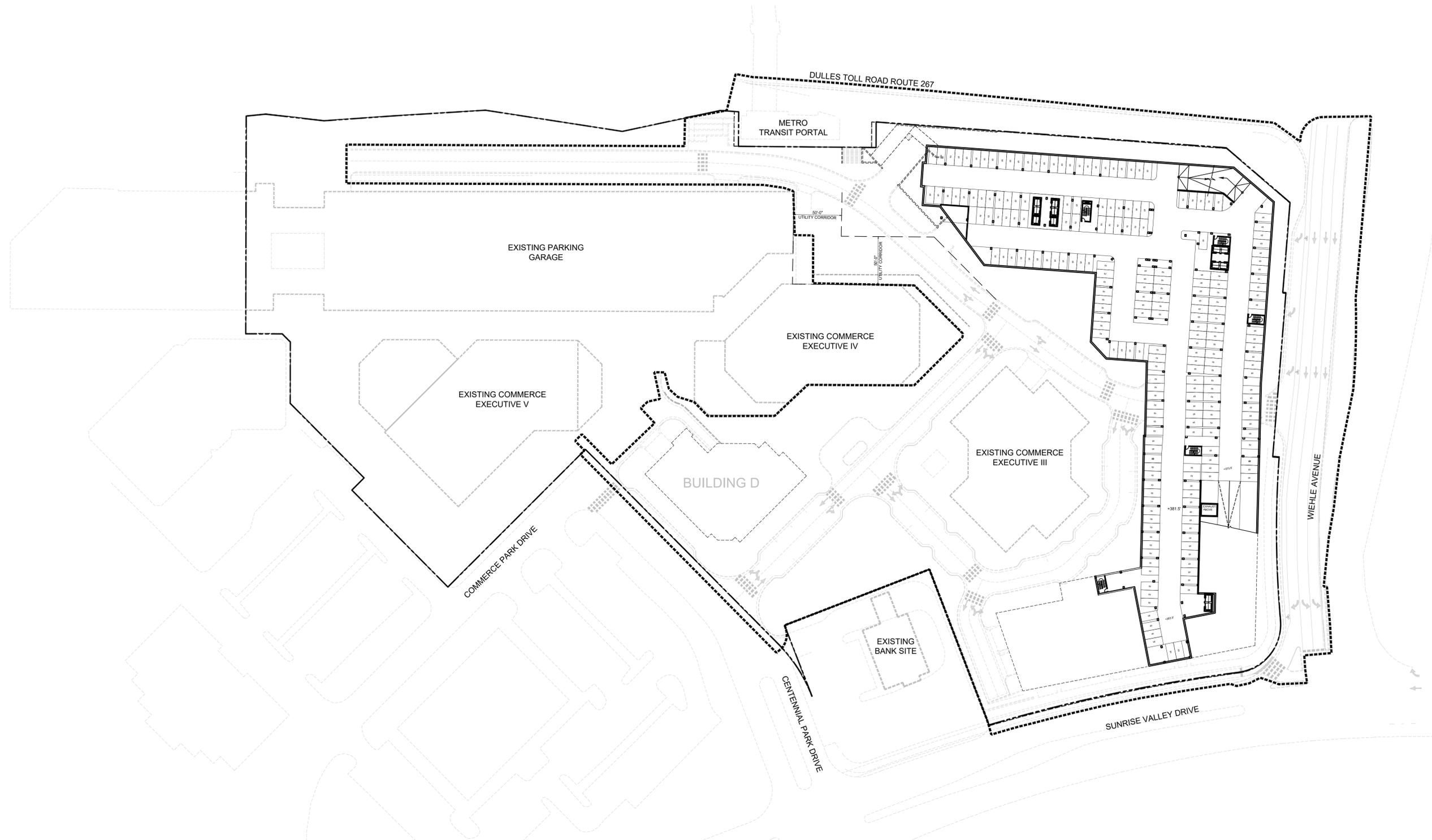
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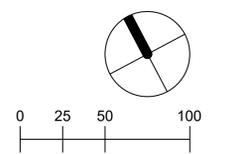


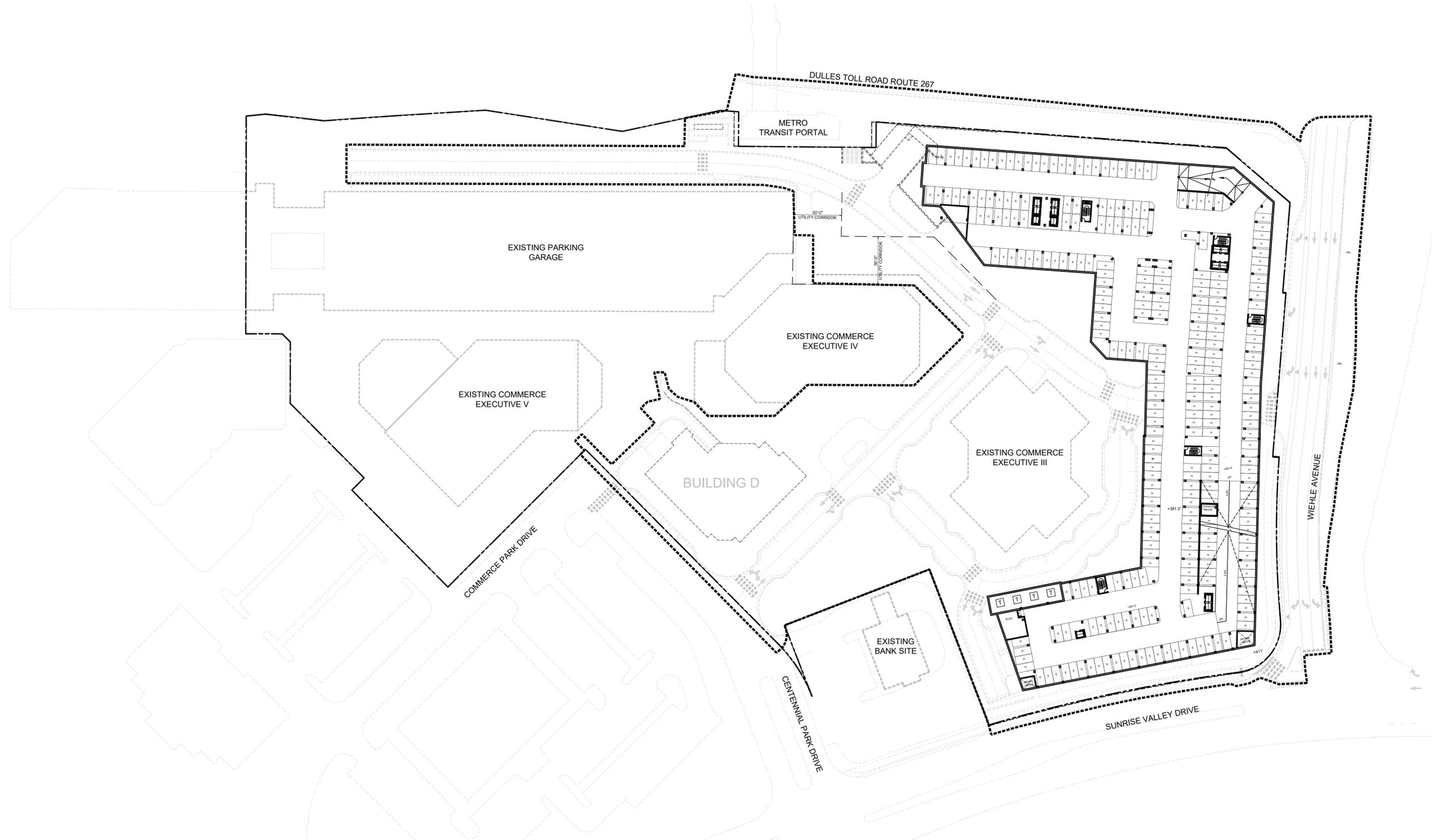
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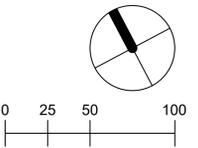


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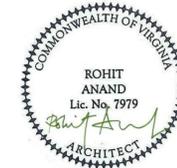


CONCEPTUAL BASEMENT PLAN 2-3

RESTON, VA

KTGY # 2015-0049

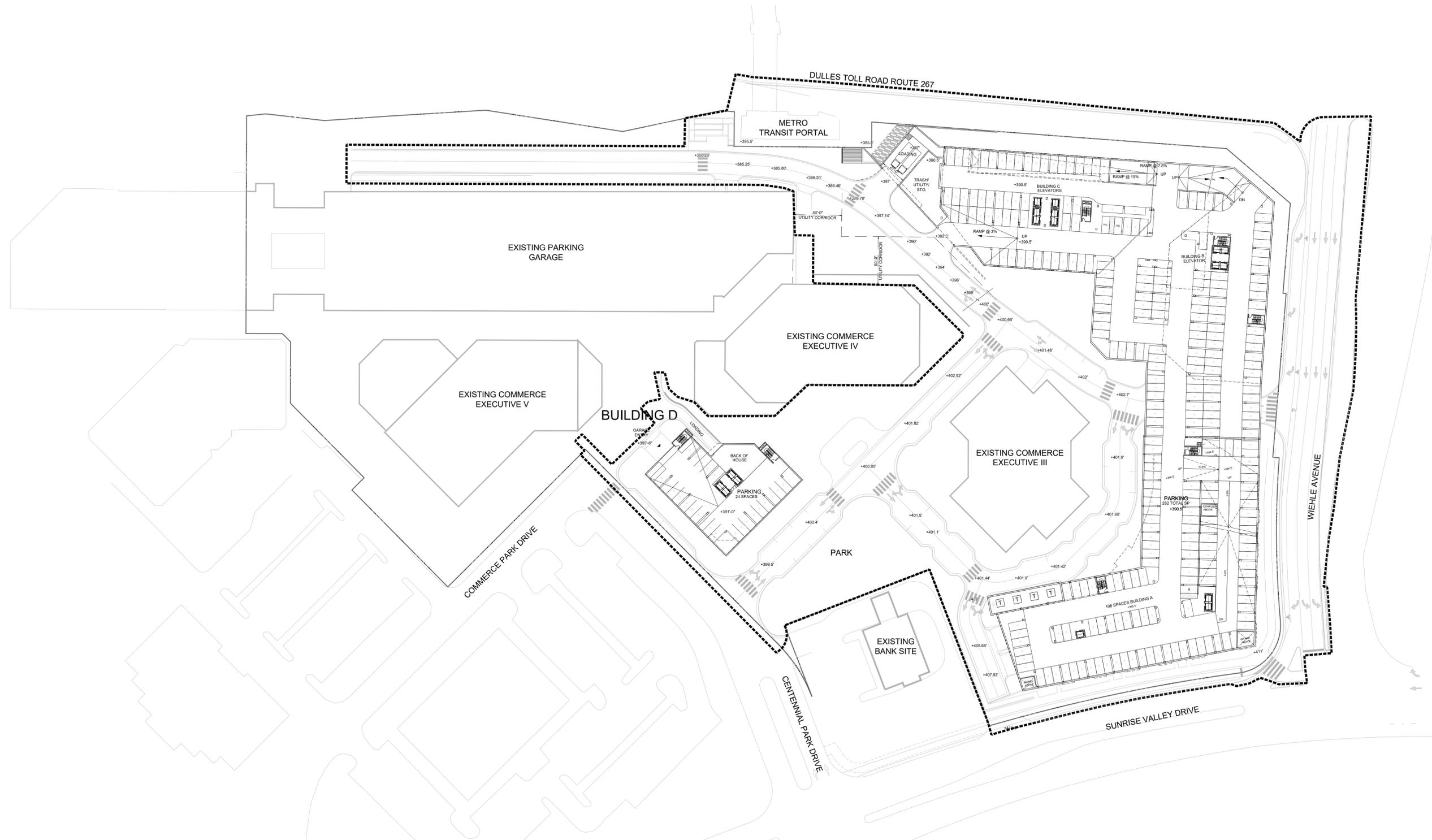
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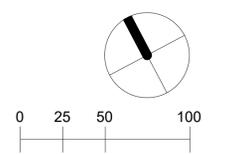
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A103



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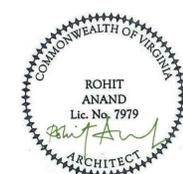


CONCEPTUAL BASEMENT PLAN I

A104

RESTON, VA
KTYG # 2015-0049

08.12.2016

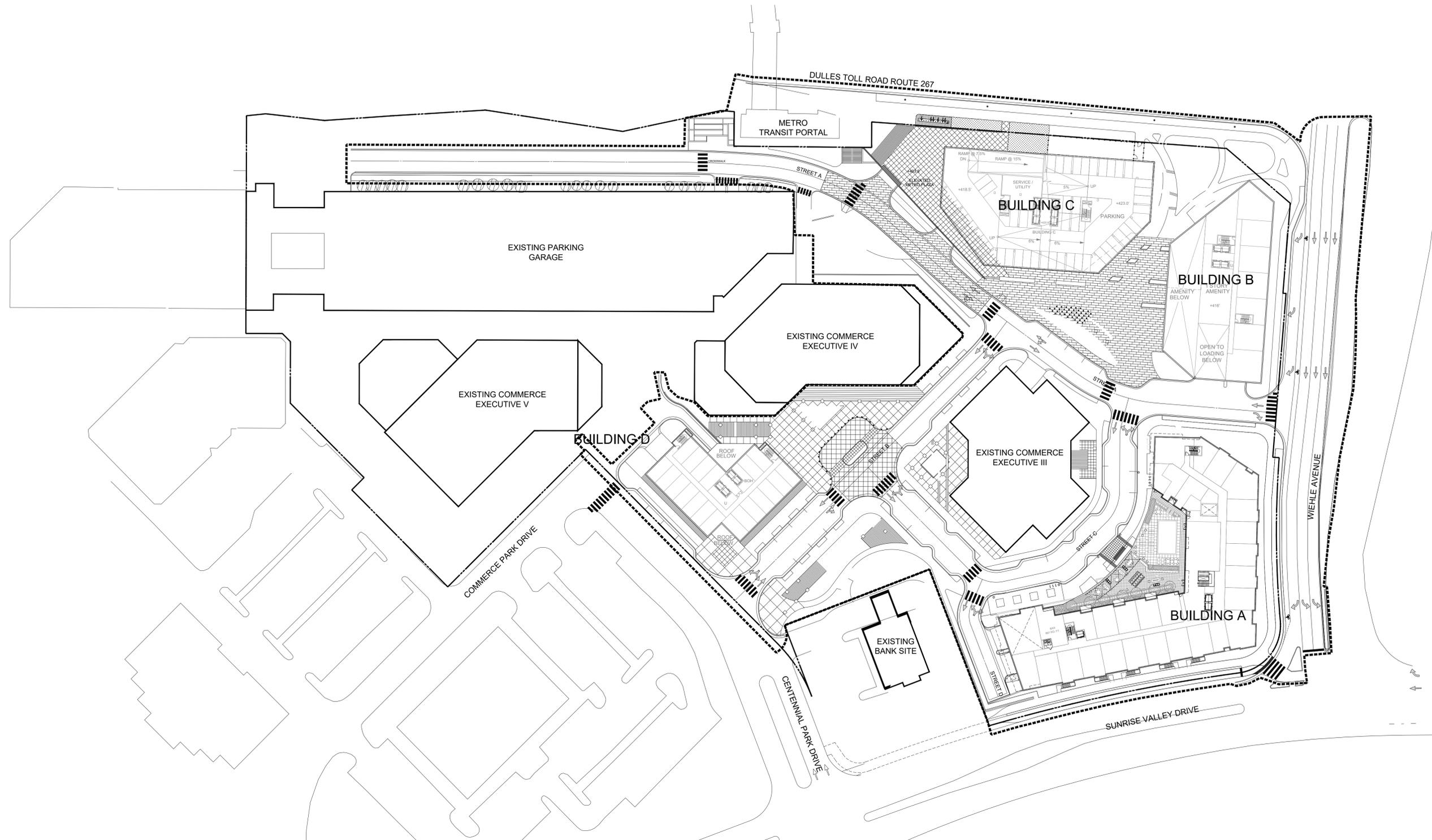


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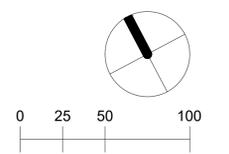


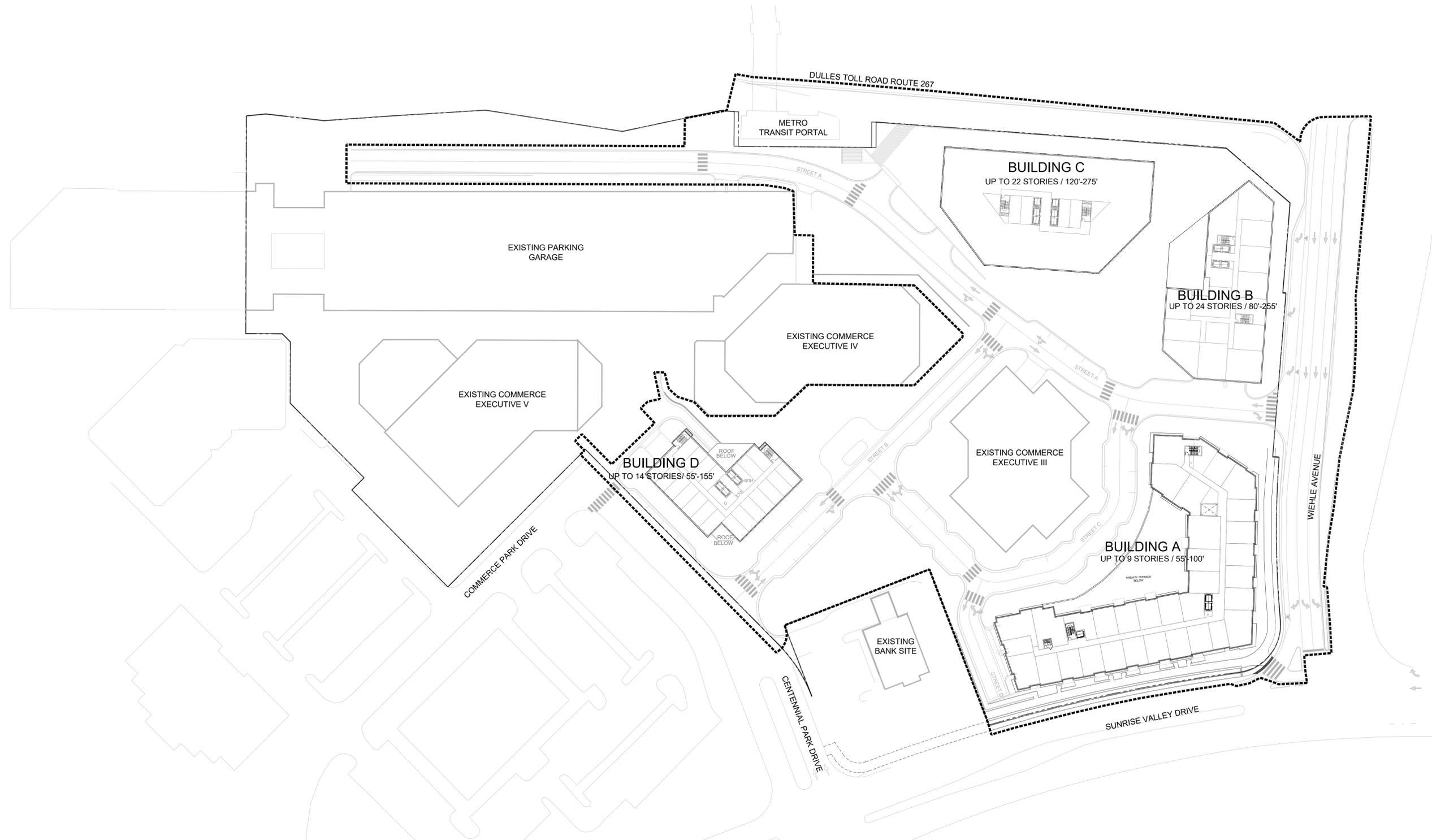


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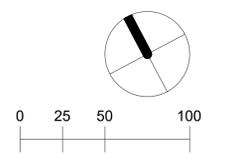


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CONCEPTUAL TYPICAL FLOOR PLAN

A107

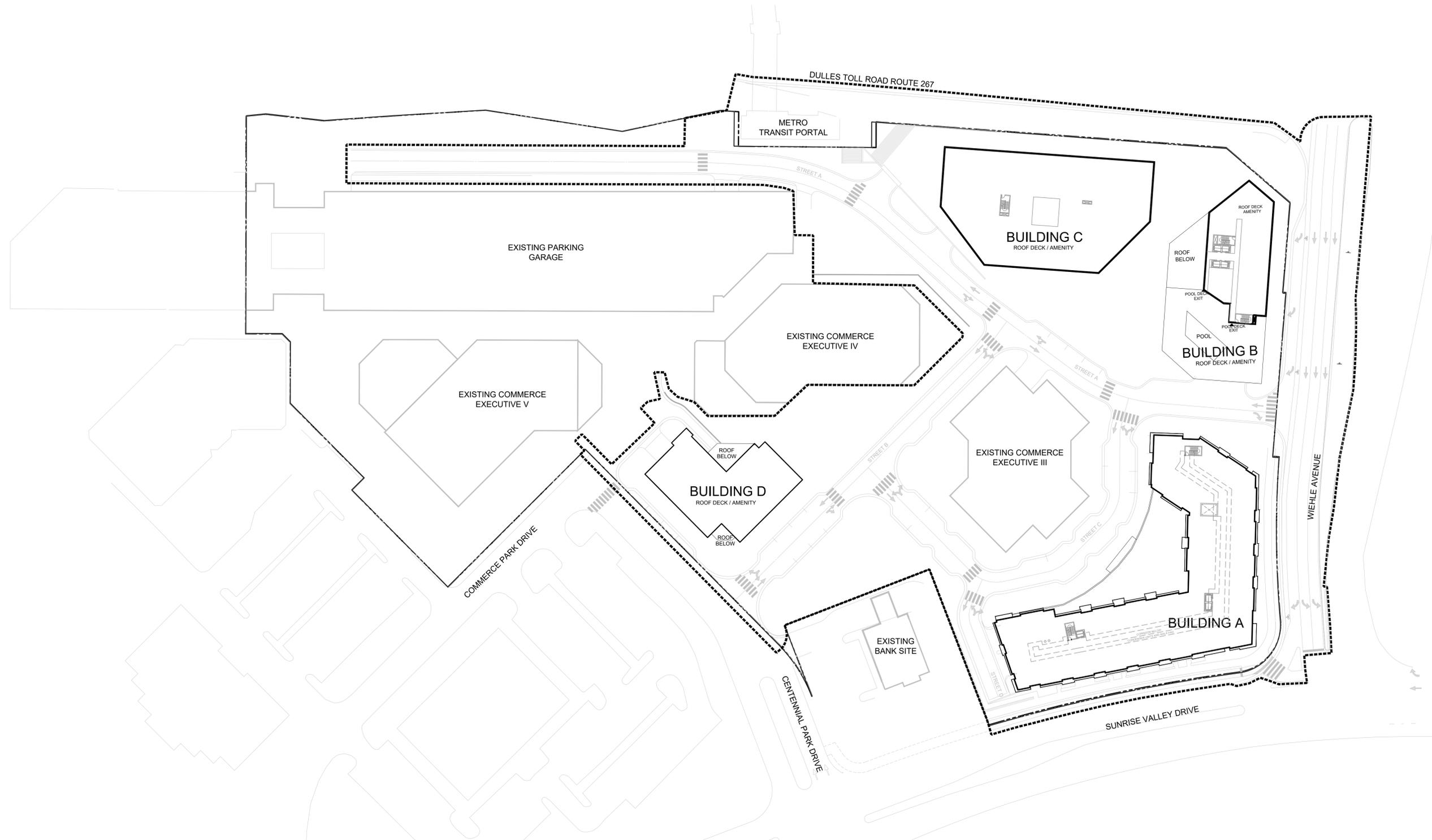
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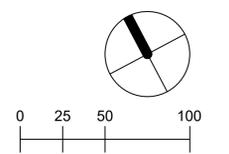


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CONCEPTUAL ROOF PLAN

RESTON, VA
KTGY # 2015-0049

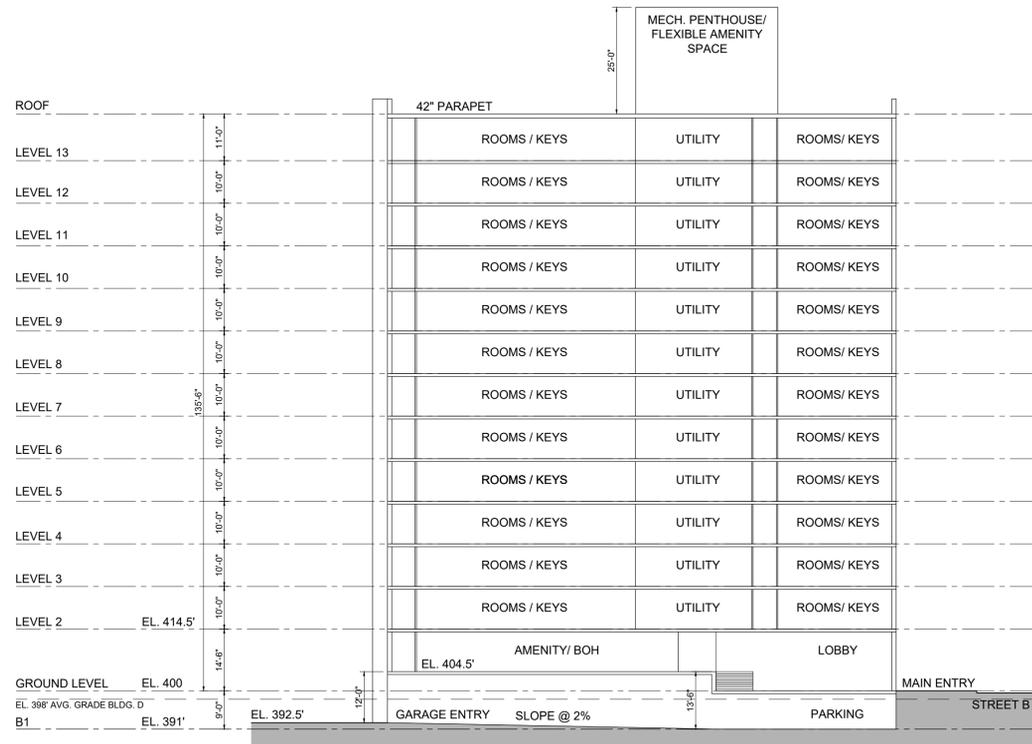
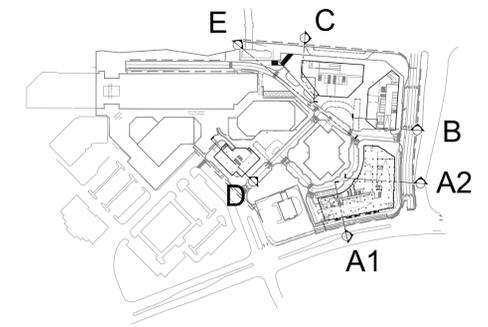
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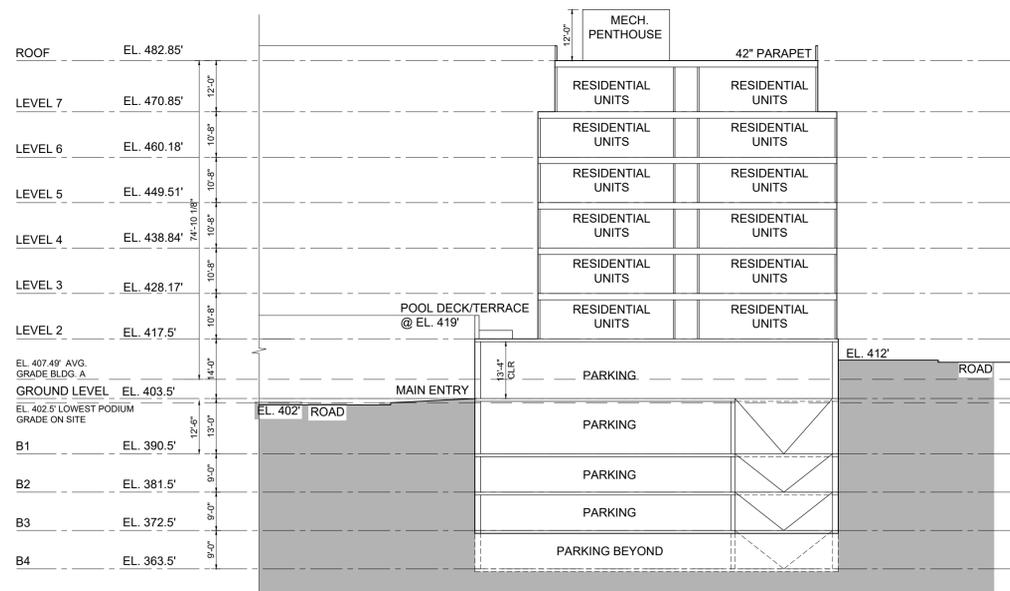
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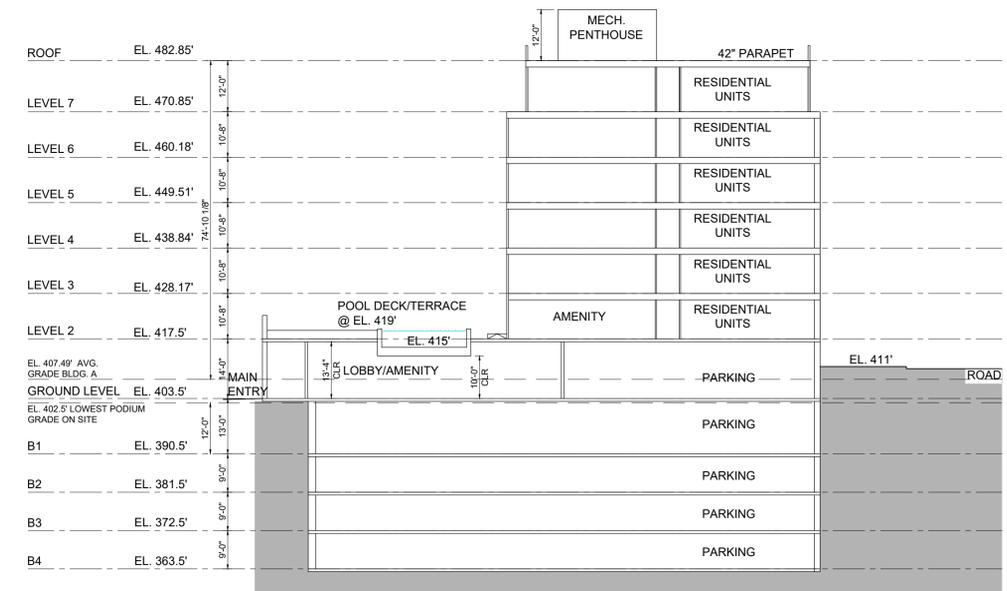
A108



SECTION D THROUGH BUILDING D

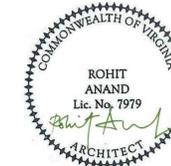
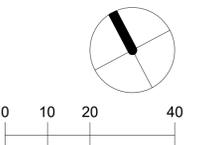


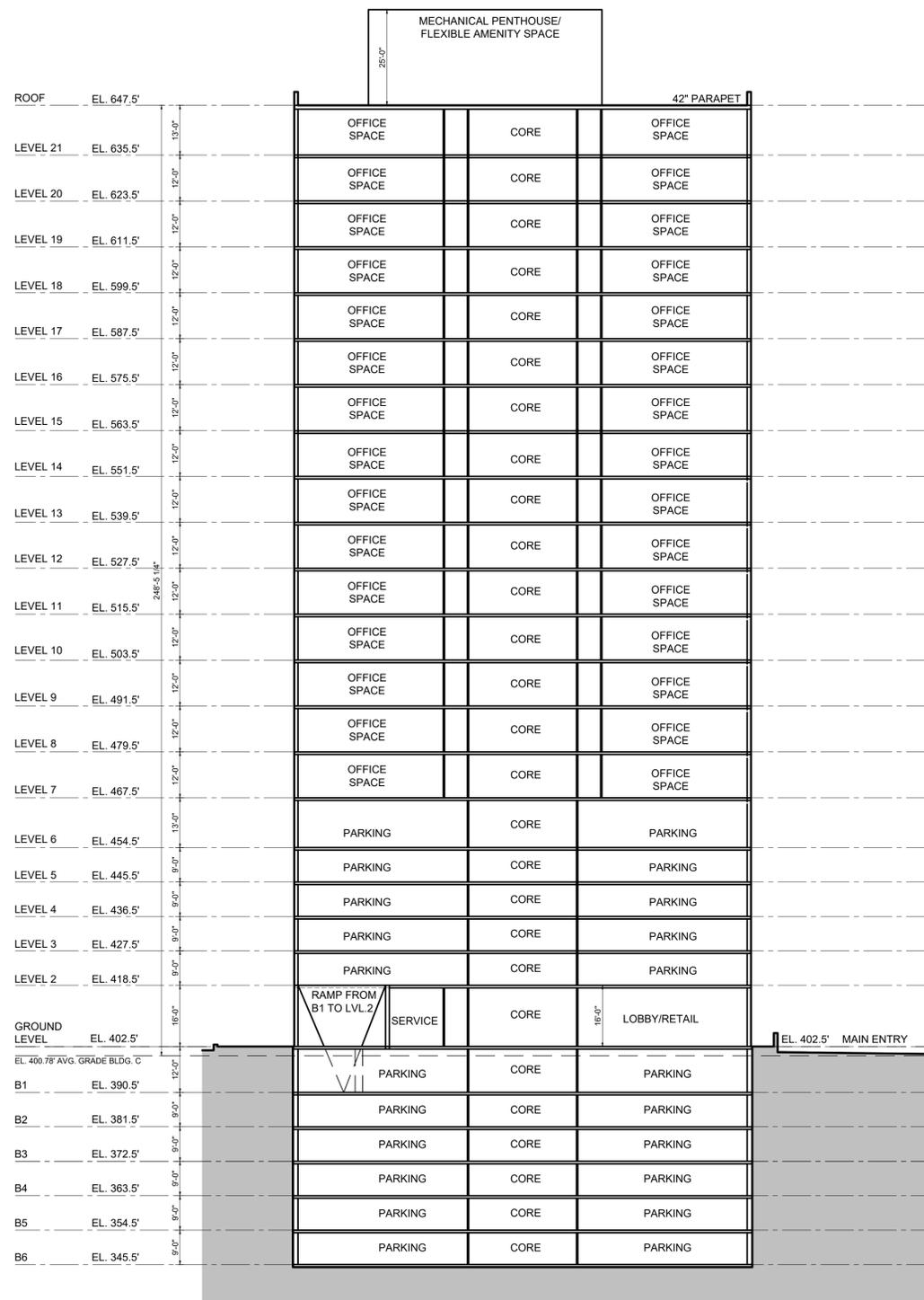
SECTION A1 THROUGH BUILDING A



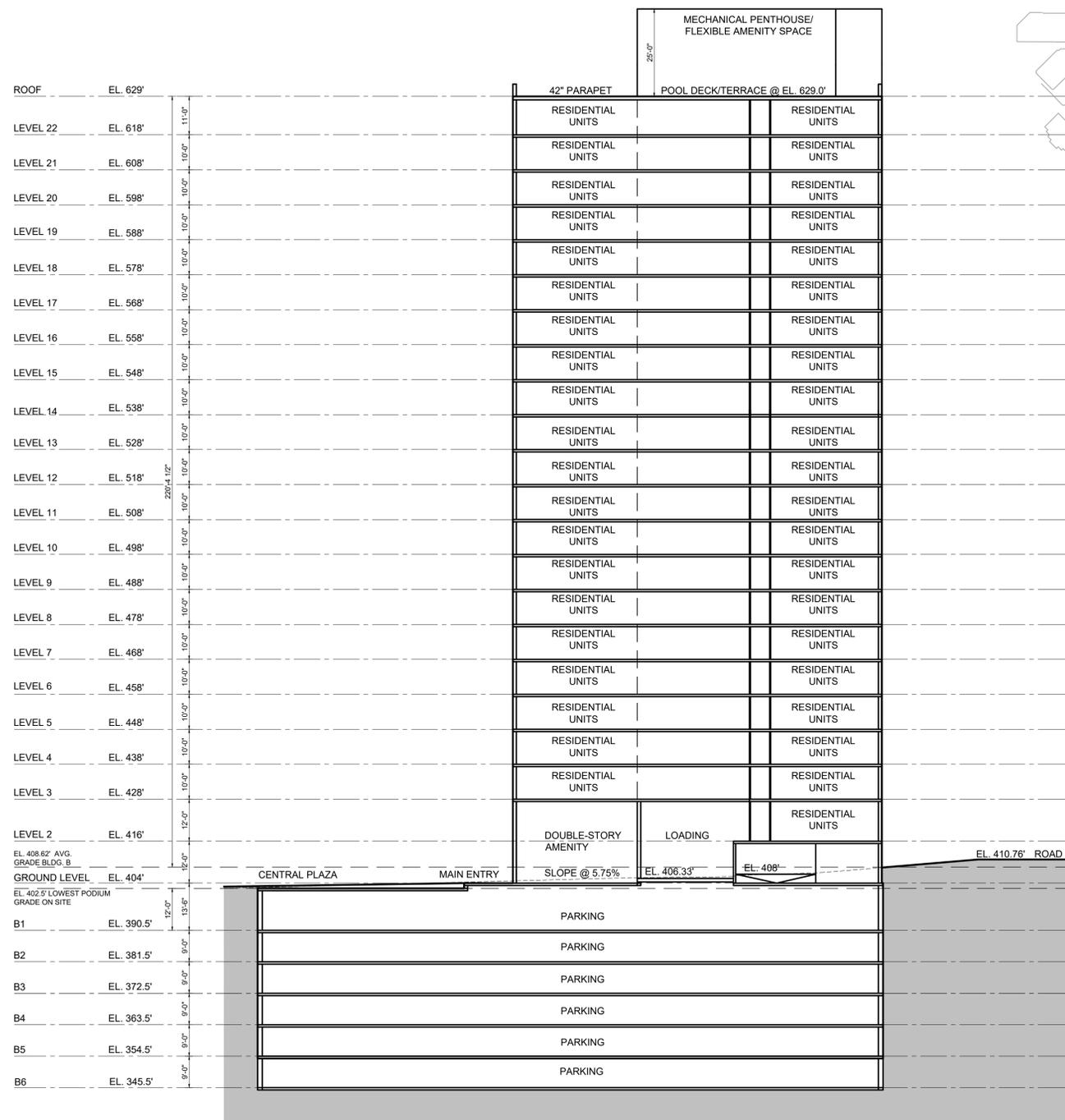
SECTION A2 THROUGH BUILDING A

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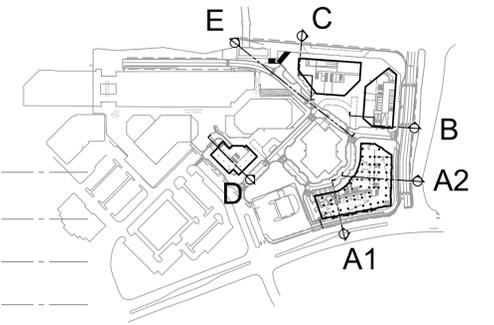




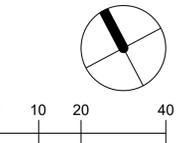
SECTION C THROUGH BUILDING C

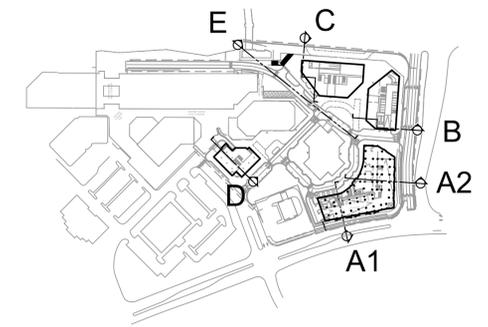
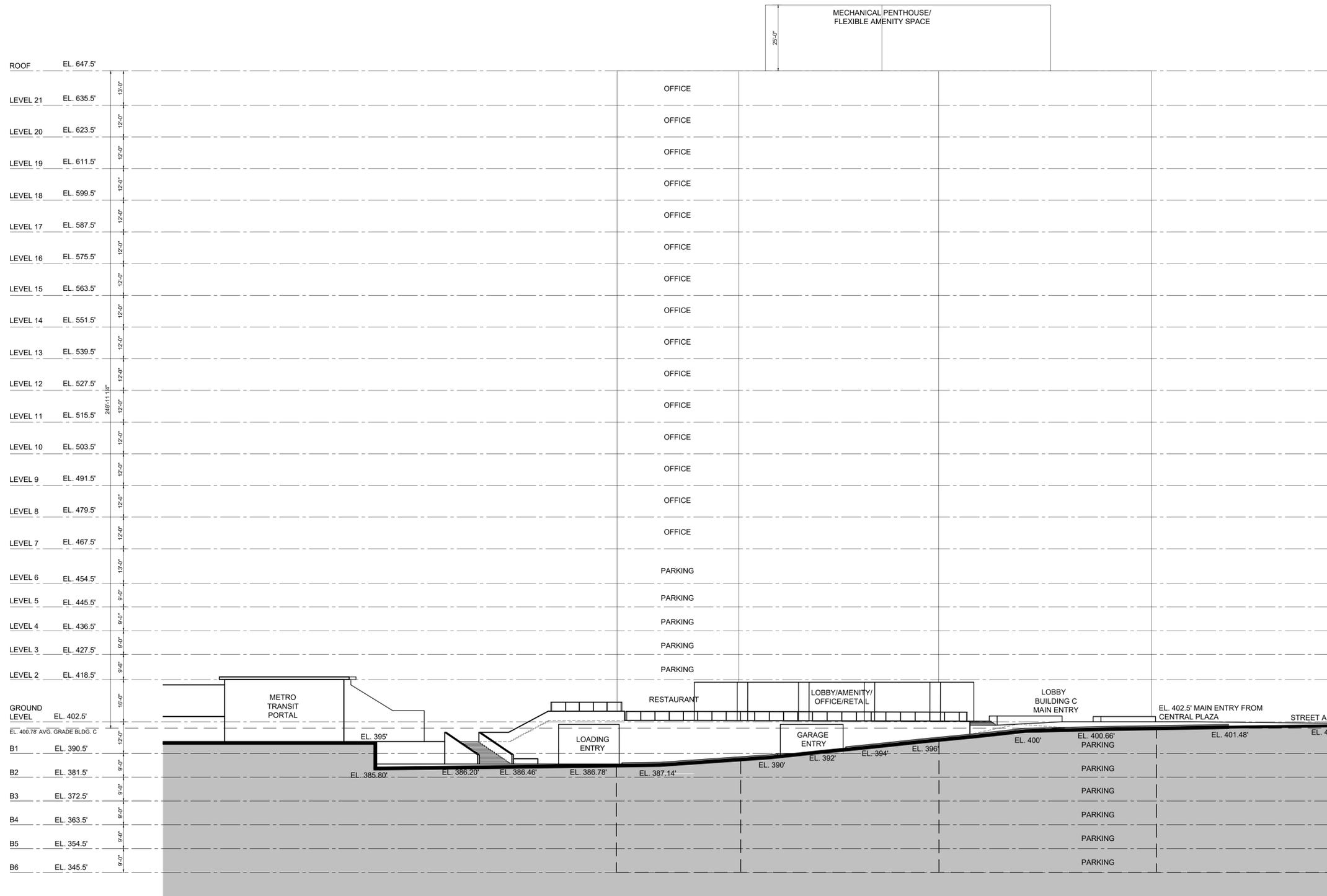


SECTION B THROUGH BUILDING B



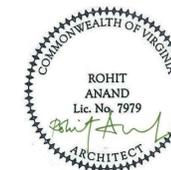
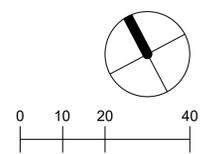
NOTE: THE DESIGNS SHOWN HERE FOR EACH BUILDING AND THE ASSOCIATED INTERIOR AND EXTERIOR SPACES AND AREAS, INCLUDING, BUT NOT LIMITED TO: PARKING LAYOUTS, UNIT LAYOUTS, CORRIDORS, ELEVATORS, STAIRWELLS AND AMENITY AREAS ARE CONCEPTUAL AND ONLY INTENDED FOR ILLUSTRATIVE PURPOSES. THE FINAL DESIGN OF THE BUILDINGS AND THE ASSOCIATED INTERIOR AND EXTERIOR SPACES AND AREAS WILL BE DETERMINED IN CONNECTION WITH FUTURE FDP'S AND FINAL SITE PLAN/BUILDING PERMIT SUBMISSIONS.





SECTION E THROUGH STREET A

NOTE: THE DESIGNS SHOWN HERE FOR EACH BUILDING AND THE ASSOCIATED INTERIOR AND EXTERIOR SPACES AND AREAS, INCLUDING, BUT NOT LIMITED TO: PARKING LAYOUTS, UNIT LAYOUTS, CORRIDORS, ELEVATORS, STAIRWELLS AND AMENITY AREAS ARE CONCEPTUAL AND ONLY INTENDED FOR ILLUSTRATIVE PURPOSES. THE FINAL DESIGN OF THE BUILDINGS AND THE ASSOCIATED INTERIOR AND EXTERIOR SPACES AND AREAS WILL BE DETERMINED IN CONNECTION WITH FUTURE FDP'S AND FINAL SITE PLAN/BUILDING PERMIT SUBMISSIONS.





Landscape Architecture, P.C.

6416 Greenfield Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

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REVISIONS:

CONCEPTUAL ILLUSTRATIVE SITE PLAN

DESIGN: CO/LH
DRAWN: ET/WR
CHECKED: LH

SCALE: 1" = 40'-0"

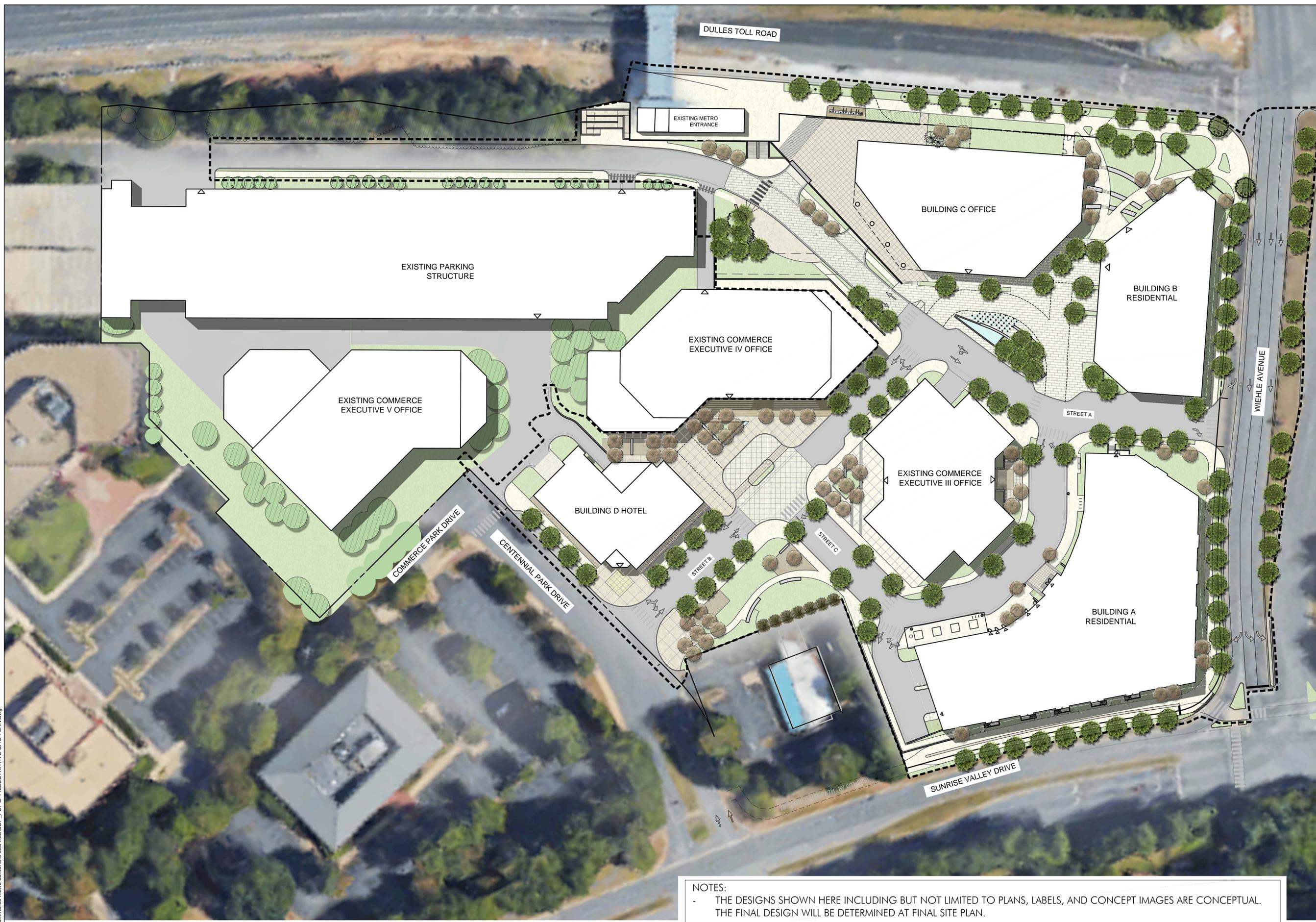
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L-1

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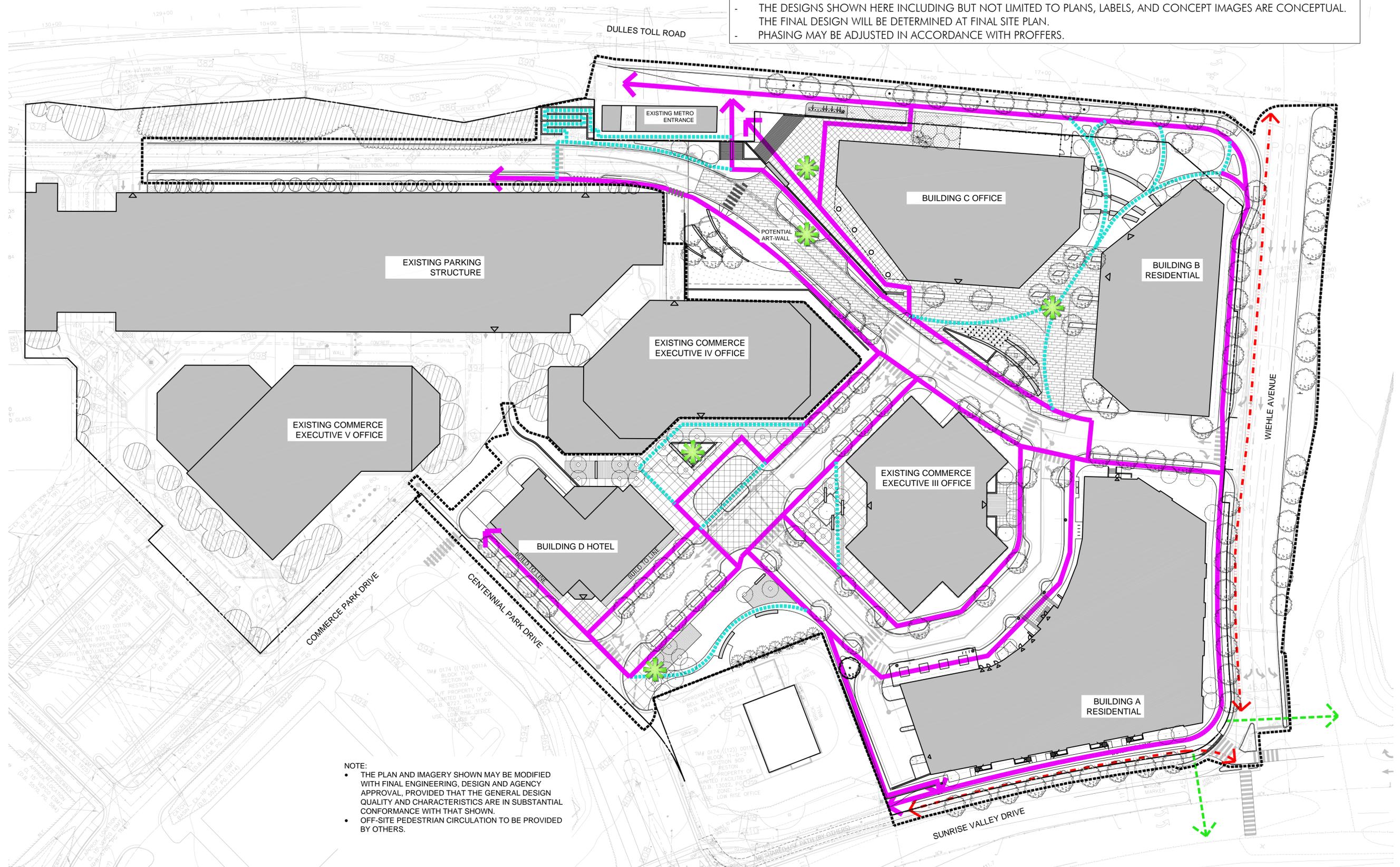


NOTES:
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1 SITE PLAN - PHASE 4
 L-1 Scale: 1" = 40'-0"

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 - PHASING MAY BE ADJUSTED IN ACCORDANCE WITH PROFFERS.



NOTE:
 • THE PLAN AND IMAGERY SHOWN MAY BE MODIFIED WITH FINAL ENGINEERING, DESIGN AND AGENCY APPROVAL, PROVIDED THAT THE GENERAL DESIGN QUALITY AND CHARACTERISTICS ARE IN SUBSTANTIAL CONFORMANCE WITH THAT SHOWN.
 • OFF-SITE PEDESTRIAN CIRCULATION TO BE PROVIDED BY OTHERS.

PRIMARY PEDESTRIAN CORRIDORS

PRIMARY PEDESTRIAN CORRIDORS ARE INTENDED TO HAVE THE HIGHEST LEVELS OF PEDESTRIAN ACTIVITY AND INTERACTION. THEY TYPICALLY OCCUR NEAR TRANSIT STATIONS AND ARE THE LOCATION OF SIGNIFICANT RETAIL, MAJOR BUILDING ENTRANCES, AND SOCIAL AND CIVIC GATHERING SPACES. PRIMARY PEDESTRIAN CORRIDORS SUPPORT PEDESTRIAN CIRCULATION, BUT SHOULD ALSO INCLUDE SPACES FOR OUTDOOR GATHERING, SIDEWALK CAFES AND BROWSING AREAS. AS A RESULT, THESE AREAS TYPICALLY HAVE THE WIDEST STREETSCAPE AND MOST ANIMATED BUILDING FACADES. THESE CORRIDORS MAY BE IDENTIFIED AS A NEIGHBORHOOD DESTINATION IN AND OF THEMSELVES.

SECONDARY PEDESTRIAN CORRIDORS

SECONDARY PEDESTRIAN CORRIDORS TYPICALLY HAVE SIGNIFICANT PEDESTRIAN VOLUMES, AND GENERALLY ARE UTILIZED FOR PEDESTRIAN MOVEMENT AS OPPOSED TO PEDESTRIAN INTERACTION. SOME RETAIL ACTIVITY THAT IS GENERALLY MORE NEIGHBORHOOD OR DISTRICT-SERVING OCCURS WITHIN THESE CORRIDORS. RESIDENTIAL AND CIVIC USES SHOULD HAVE THEIR ENTRANCES FACING SECONDARY PEDESTRIAN CORRIDORS. THESE CORRIDORS TYPICALLY HAVE WIDER STREETSCAPES TO FACILITATE PEDESTRIAN MOVEMENT AND A SIGNIFICANT LEVEL OF BUILDING FAÇADE ANIMATION TO CREATE AN INTERESTING AND COMFORTABLE WALKING ENVIRONMENT.

TERTIARY PEDESTRIAN CORRIDORS

TERTIARY PEDESTRIAN CORRIDORS SUPPORT PEDESTRIAN CONNECTIVITY THROUGH AND BETWEEN NEIGHBORHOODS. THESE CORRIDORS TYPICALLY INCLUDE RESIDENTIAL ENTRANCES, ACCESS TO PARKING, AND LIMITED ACCESS TO LOADING AND SERVICE FACILITIES. ANY RETAIL WHICH OCCURS WILL TYPICALLY BE FOUND AT INTERSECTIONS WITH OTHER MORE SIGNIFICANT STREETS. RESIDENTIAL YARDS AND STOOPS TYPICALLY CAN BE FOUND ALONG THIS CORRIDOR TYPE. BUILDING FACADES PROVIDE SOME VARIATION AND LEVEL OF DETAIL TO CREATE AN INTERESTING AND COMFORTABLE WALKING ENVIRONMENT.

POTENTIAL AREAS FOR ART

BIKE LANES



Landscape Architecture, P.C.
 6416 Greenfield Drive, Suite 100-A
 Alexandria, Virginia 22310
 Tel: 703.719.6500 Fax: 703.719.6503
 Email: frontdesk@studio39.com

COMMERCE METRO CENTER
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REVISIONS:

CONCEPTUAL PEDESTRIAN CIRCULATION PLAN

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH

SCALE: 1" = 40'-0"



PROJECT NO: 15050

DATE: 08.12.2016

L-2

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Landscape Architecture, P.C.
 6416 Greenfield Drive, Suite 100-A
 Alexandria, Virginia 22310
 Tel: 703.719.6500 Fax: 703.719.6503
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REVISIONS:

CONCEPTUAL URBAN PARKS PLANS

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH

SCALE: 1" = 40'-0"

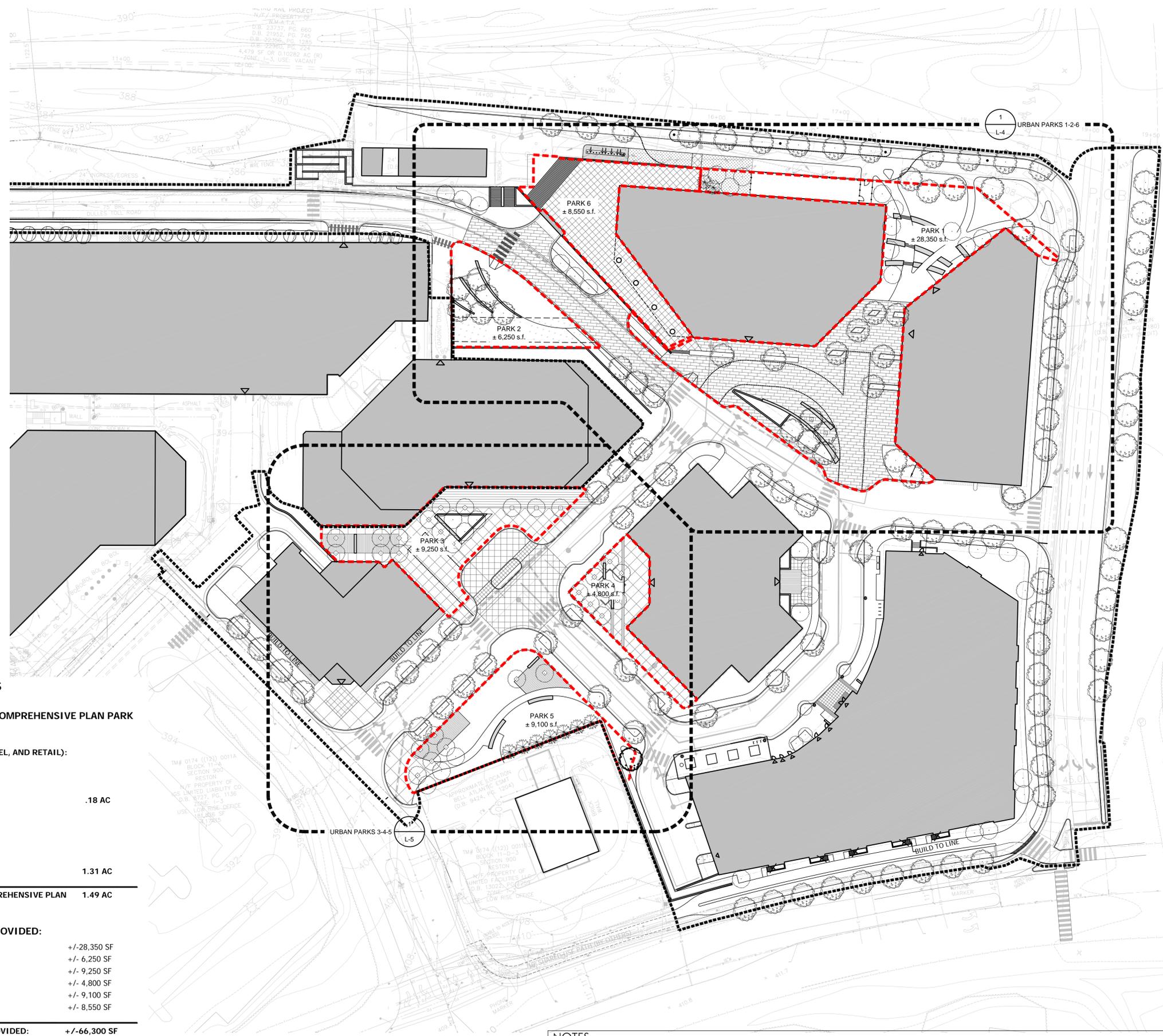
PROJECT NO: 15050

DATE: 08.12.2016

L-3

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URBAN PARK AREA TABULATIONS

PARK AREA CALCULATION BASED UPON COMPREHENSIVE PLAN PARK AREA RECOMMENDATIONS:

PROPOSED NON-RESIDENTIAL (NEW OFFICE, HOTEL, AND RETAIL):
 516,091 S.F. NON-RESIDENTIAL
 1 EMPLOYEE PER 300 S.F.
 516,091 / 300 = 1,764 EMPLOYEES
 AT 1 ACRE PER 10,000 EMPLOYEES **.18 AC**

PROPOSED RESIDENTIAL:
 500 DWELLING UNITS
 1.75 RESIDENTS PER DWELLING UNIT
 500 x 1.75 = 875 RESIDENTS
 AT 1.5 ACRES PER 1,000 RESIDENTS **1.31 AC**

TOTAL PARK AREA RECOMMENDATION PER COMPREHENSIVE PLAN 1.49 AC

DEVELOPED RECREATION OPEN SPACE PROVIDED:

PARK 1	+/- 28,350 SF
PARK 2	+/- 6,250 SF
PARK 3	+/- 9,250 SF
PARK 4	+/- 4,800 SF
PARK 5	+/- 9,100 SF
PARK 6	+/- 8,550 SF

TOTAL DEVELOPED RECREATION OPEN SPACE PROVIDED: +/- 66,300 SF (1.52 AC)

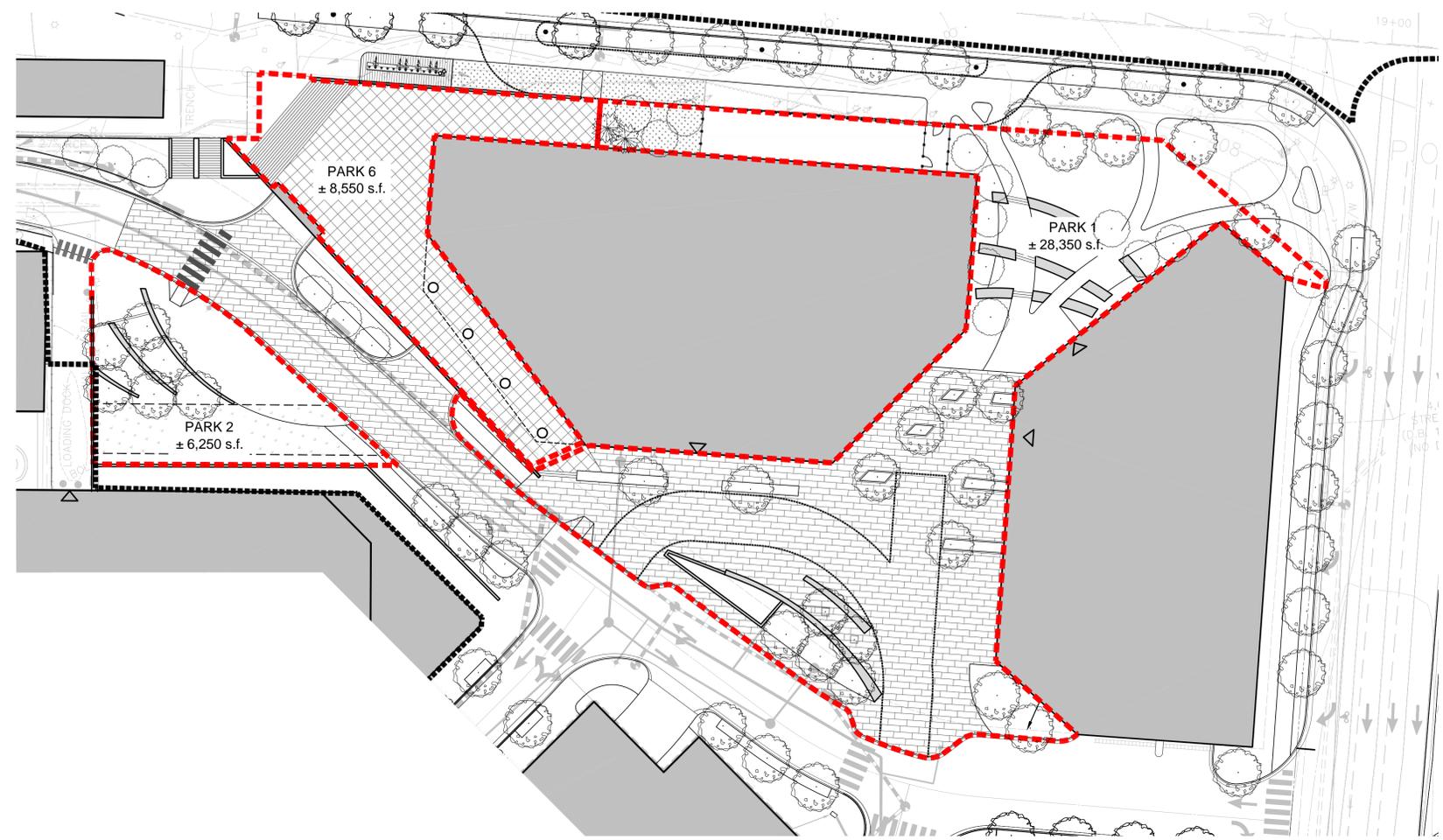
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1 RECREATION AREAS
 L-3 Scale: 1" = 40'-0"

PLAN

p:\2015\15050 commerce metro center\6.0 card files\CDP_FDP\L-3 URBAN PARKS PLAN.dwg



1 URBAN PARKS 1-2-6
 L-4 Scale: 1" = 20'-0"

PLAN



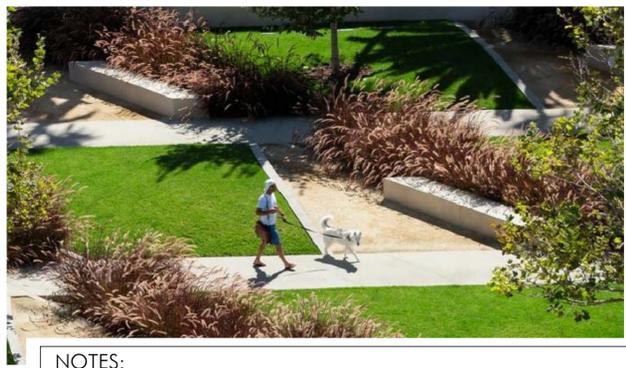
PARK 2: CONCEPT IMAGES



PARK 6: CONCEPT IMAGES



PARK 1: CONCEPT IMAGES



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REVISIONS:

CONCEPTUAL URBAN PARKS 1,2,6



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 DRAWN: ET/WR
 CHECKED: LH
 SCALE: 1" = 20'-0"
 PROJECT NO: 15050
 DATE: 08.12.2016

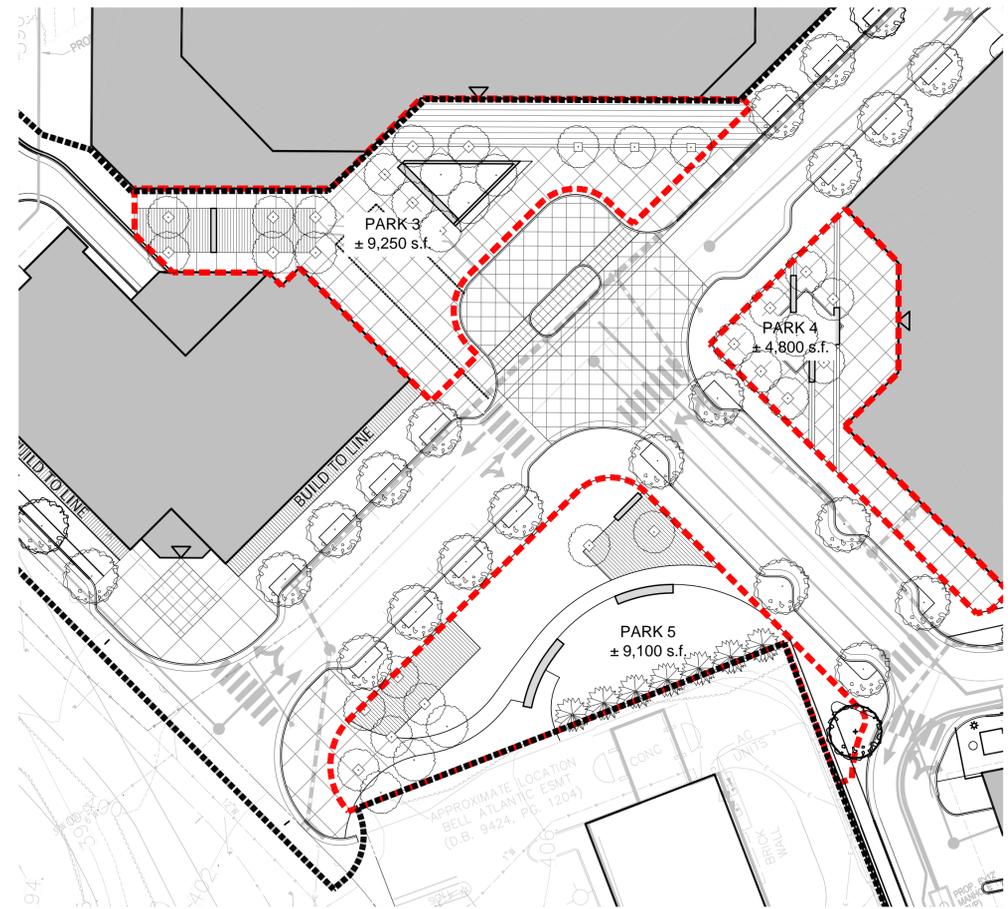
L-4
 CDP



PARK 3: CONCEPT IMAGES



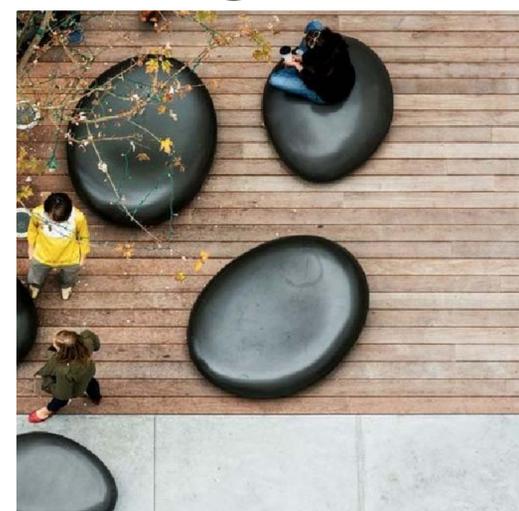
PARK 4: CONCEPT IMAGES



1 URBAN PARKS 3-4-5
 L-5 Scale: 1" = 20'-0"

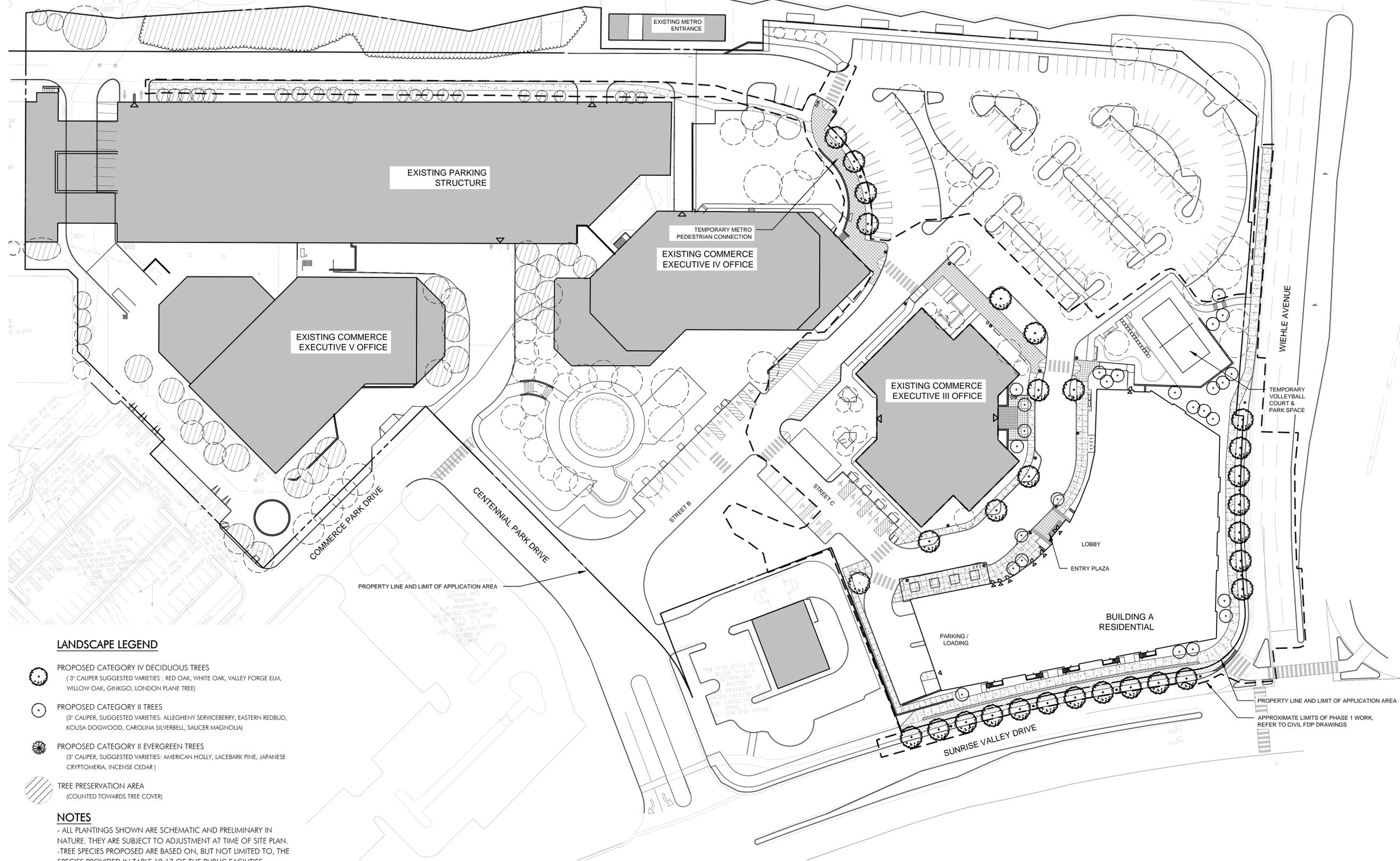


PARK 5: CONCEPT IMAGES



NOTES:
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- PHASE 1 INCLUDES:
- BUILDING 'A'
 - STREET 'C'
 - SUNRISE VALLEY & WIEHLE AVE. FRONTAGE IMPROVEMENTS.
 - PEDESTRIAN FACILITIES TO METRO
 - TEMPORARY PARK SPACE



LANDSCAPE LEGEND

- PROPOSED CATEGORY IV DECIDUOUS TREES
(3" CALIPER SUGGESTED VARIETIES: RED OAK, WHITE OAK, VALLEY FORGE ELM, WILLOW OAK, GINKGO, LONDON PLANE TREE)
- PROPOSED CATEGORY II TREES
(3" CALIPER, SUGGESTED VARIETIES: ALLEGHENY SERVICEBERRY, EASTERN REDBUD, KOUSA DOGWOOD, CAROLINA SILVERBELL, SAUCER MAGNOLIA)
- PROPOSED CATEGORY II EVERGREEN TREES
(3" CALIPER, SUGGESTED VARIETIES: AMERICAN HOLLY, LACEBARK PINE, JAPANESE CRYPTOMERIA, INCENSE CEDAR)
- TREE PRESERVATION AREA
(COUNTED TOWARDS TREE COVER)

NOTES

- ALL PLANTINGS SHOWN ARE SCHEMATIC AND PRELIMINARY IN NATURE. THEY ARE SUBJECT TO ADJUSTMENT AT TIME OF SITE PLAN.
- TREE SPECIES PROPOSED ARE BASED ON, BUT NOT LIMITED TO, THE SPECIES PROVIDED IN TABLE 12.17 OF THE PUBLIC FACILITIES MANUAL.

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Landscape Architecture, P.C.

6416 Grosvenor Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

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REVISIONS:

CONCEPTUAL PHASE 1 PLAN

DESIGN: CO/LH
DRAWN: ET/WVR
CHECKED: LH

SCALE: 1" = 40'-0"

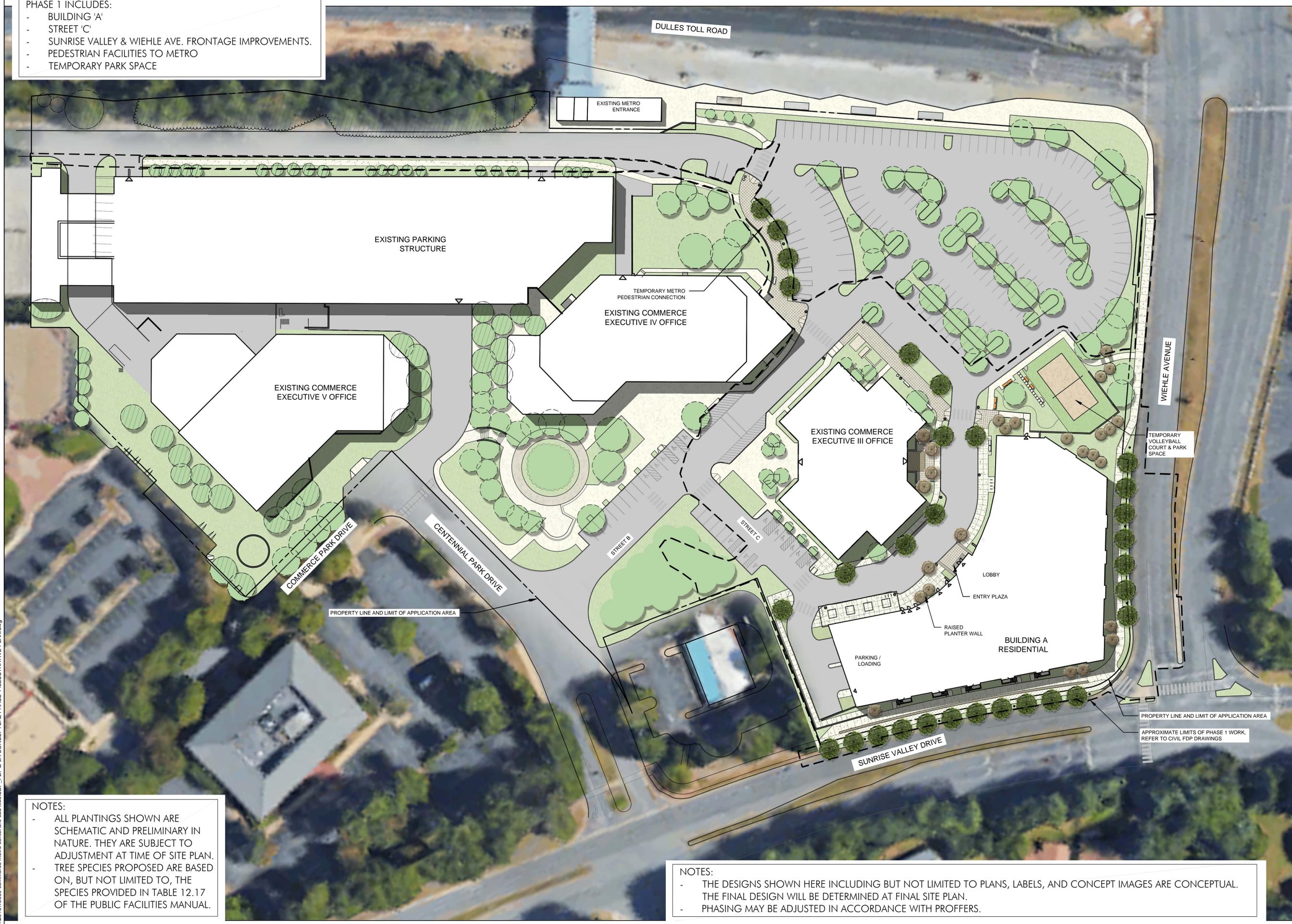
PROJECT NO: 15050

DATE: 08.12.2016

L-6

CDP

- PHASE 1 INCLUDES:
- BUILDING 'A'
 - STREET 'C'
 - SUNRISE VALLEY & WIEHLE AVE. FRONTAGE IMPROVEMENTS.
 - PEDESTRIAN FACILITIES TO METRO
 - TEMPORARY PARK SPACE



- NOTES:
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Landscape Architecture, P.C.
 6416 Greenhills Drive, Suite 100-A
 Alexandria, Virginia 22310
 Tel: 703.719.6500 Fax: 703.719.6503
 Email: frontdesk@studio39.com

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REVISIONS:

NO.	DESCRIPTION

CONCEPTUAL PHASE 1 ILLUSTRATIVE PLAN

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH

SCALE: 1" = 40'-0"

PROJECT NO: 15050

DATE: 08.12.2016

L-6A

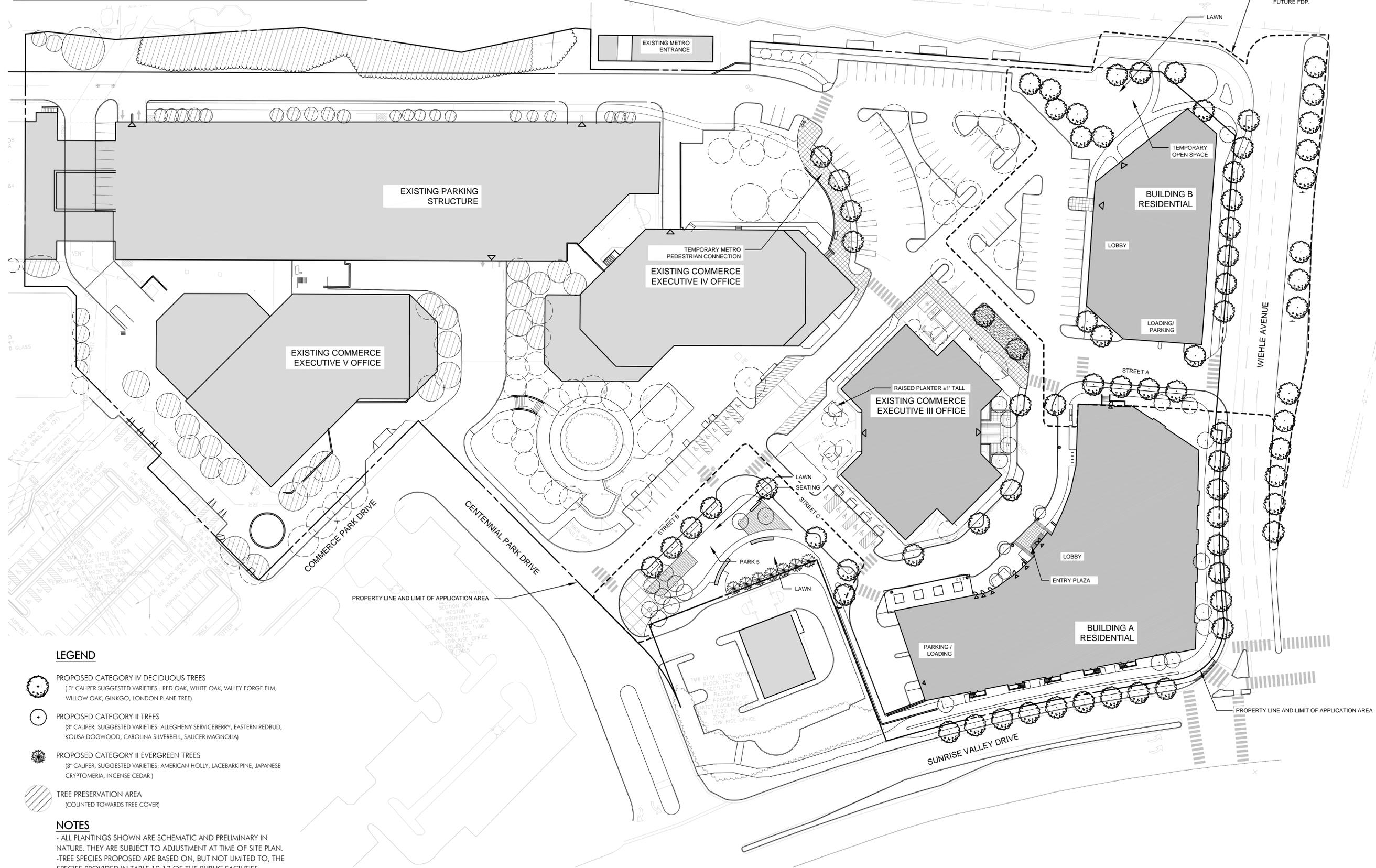
CDP

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PHASE 2 INCLUDES:

- BUILDING 'B'
- ADDITIONAL WIEHLE AVE. FRONTAGE & MEDIAN IMPROVEMENTS
- NEW ROAD ACCESS FROM WIEHLE AVE.
- PARK 5



LEGEND

- PROPOSED CATEGORY IV DECIDUOUS TREES
(3" CALIPER SUGGESTED VARIETIES: RED OAK, WHITE OAK, VALLEY FORGE ELM, WILLOW OAK, GINKGO, LONDON PLANE TREE)
- PROPOSED CATEGORY II TREES
(3" CALIPER, SUGGESTED VARIETIES: ALLEGHENY SERVICEBERRY, EASTERN REDBUD, KOUSA DOGWOOD, CAROLINA SILVERBELL, SAUCER MAGNOLIA)
- PROPOSED CATEGORY II EVERGREEN TREES
(3" CALIPER, SUGGESTED VARIETIES: AMERICAN HOLLY, LACEBARK PINE, JAPANESE CRYPTOMERIA, INCENSE CEDAR)
- TREE PRESERVATION AREA
(COUNTED TOWARDS TREE COVER)

NOTES

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Landscape Architecture, P.C.

6416 Greenlawn Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

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REVISIONS:

CONCEPTUAL
PHASE 2 PLAN

DESIGN: CO/LH
DRAWN: ET/WVR
CHECKED: LH

SCALE: 1" = 40'-0"

PROJECT NO: 15050

DATE: 08.12.2016

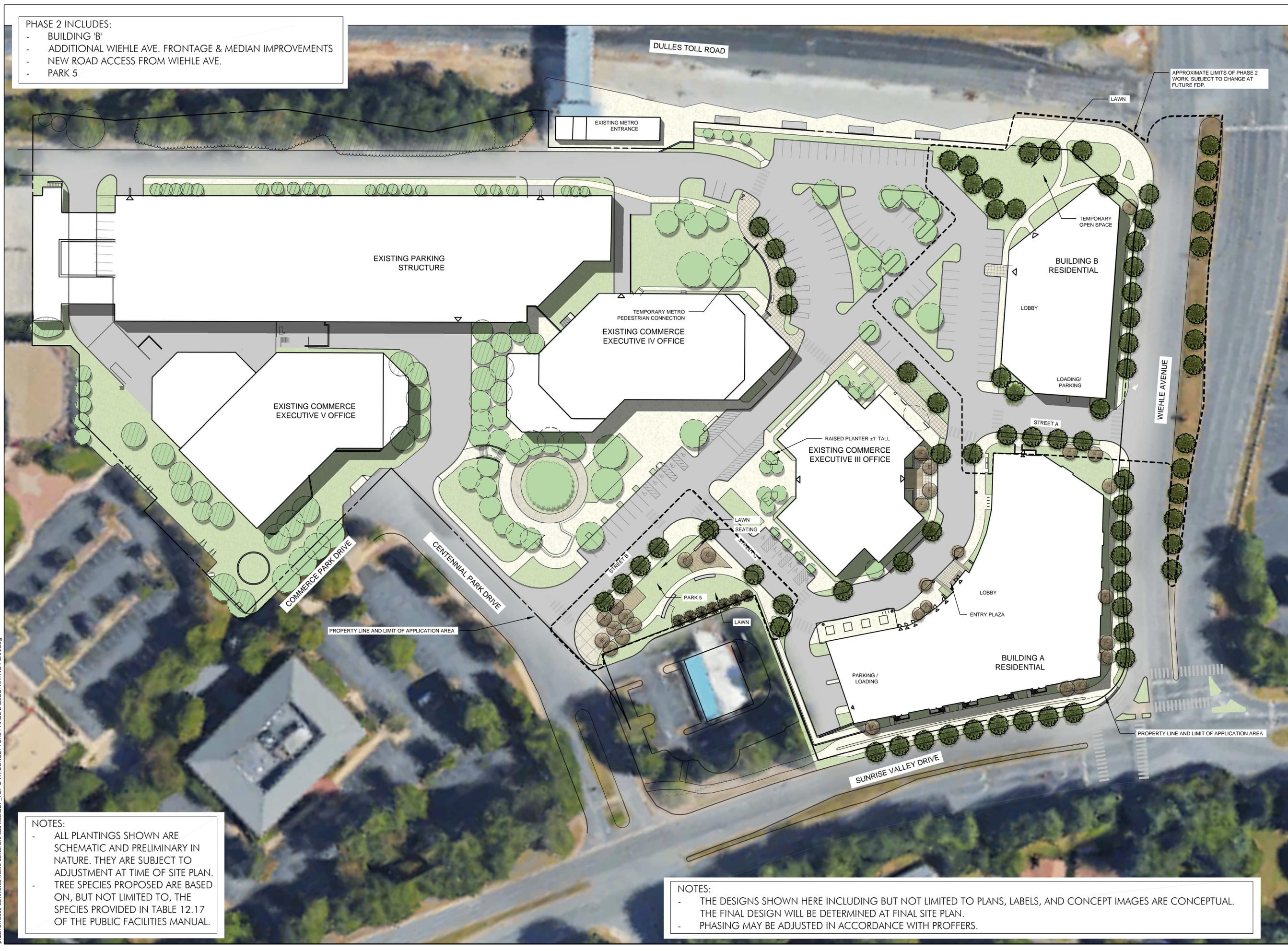
L-7

CDP

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- PHASE 2 INCLUDES:
- BUILDING 'B'
 - ADDITIONAL WIEHLE AVE. FRONTAGE & MEDIAN IMPROVEMENTS
 - NEW ROAD ACCESS FROM WIEHLE AVE.
 - PARK 5



- NOTES:
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Landscape Architecture, P.C.
 6416 Greenhills Drive, Suite 100-A
 Alexandria, Virginia 22310
 Tel: 703.719.6500 Fax: 703.719.6503
 Email: frontdesk@studio39.com

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REVISIONS:

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 DRAWN: ET/WR
 CHECKED: LH

SCALE: 1" = 40'-0"

PROJECT NO: 15050

DATE: 08.12.2016

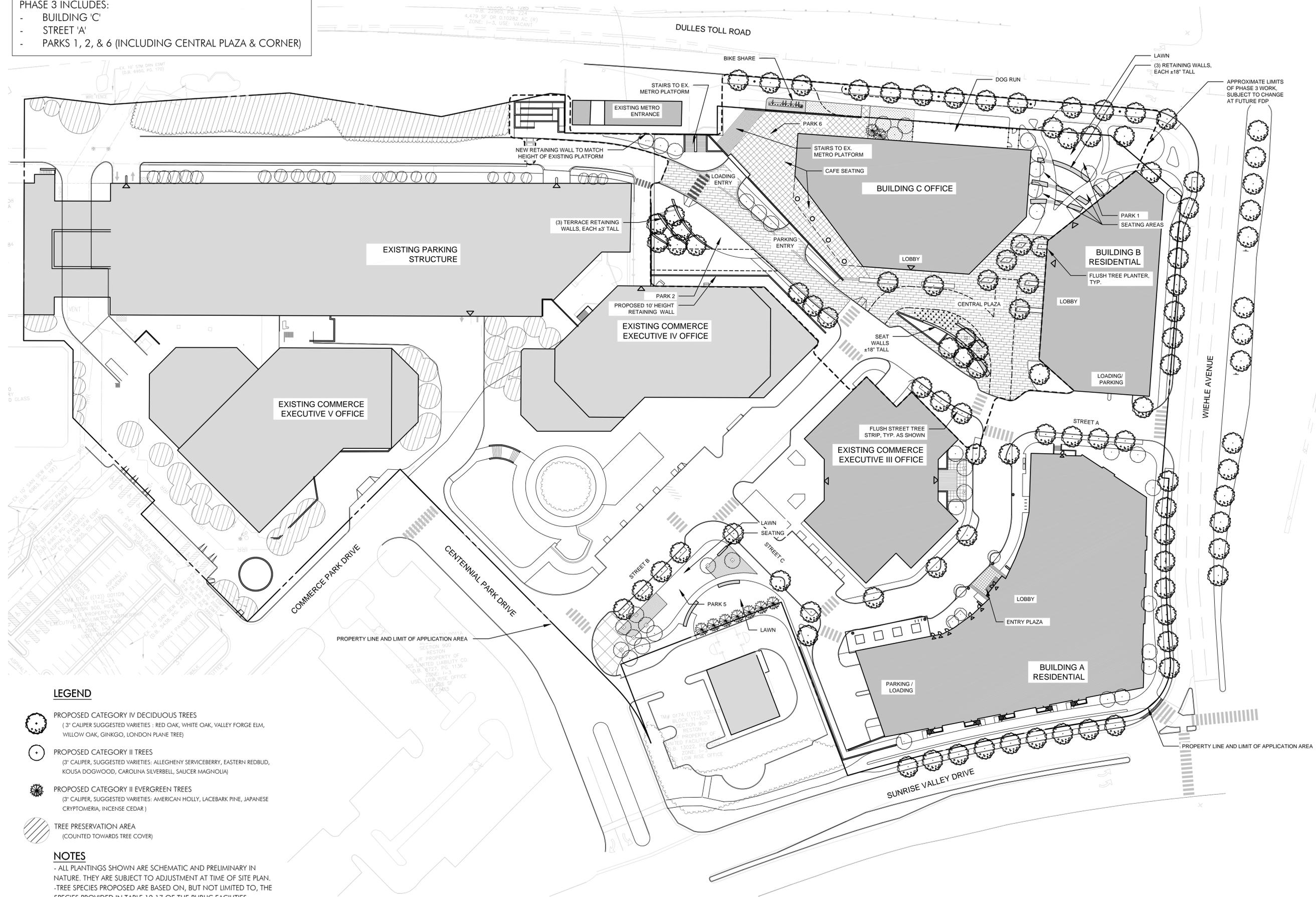
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- PHASE 3 INCLUDES:
- BUILDING 'C'
 - STREET 'A'
 - PARKS 1, 2, & 6 (INCLUDING CENTRAL PLAZA & CORNER)



LEGEND

- PROPOSED CATEGORY IV DECIDUOUS TREES
 (3" CALIPER SUGGESTED VARIETIES: RED OAK, WHITE OAK, VALLEY FORGE ELM, WILLOW OAK, GINKGO, LONDON PLANE TREE)
- PROPOSED CATEGORY II TREES
 (3" CALIPER, SUGGESTED VARIETIES: ALLEGHENY SERVICEBERRY, EASTERN REDBUD, KOUSA DOGWOOD, CAROLINA SILVERBELL, SAUCER MAGNOLIA)
- PROPOSED CATEGORY II EVERGREEN TREES
 (3" CALIPER, SUGGESTED VARIETIES: AMERICAN HOLLY, LACEBARK PINE, JAPANESE CRYPTOMERIA, INCENSE CEDAR)
- TREE PRESERVATION AREA
 (COUNTED TOWARDS TREE COVER)

NOTES

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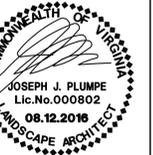
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 Alexandria, Virginia 22310
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REVISIONS:

CONCEPTUAL PHASE 3 PLAN

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 CHECKED: LH

SCALE: 1" = 40'-0"

PROJECT NO: 15050

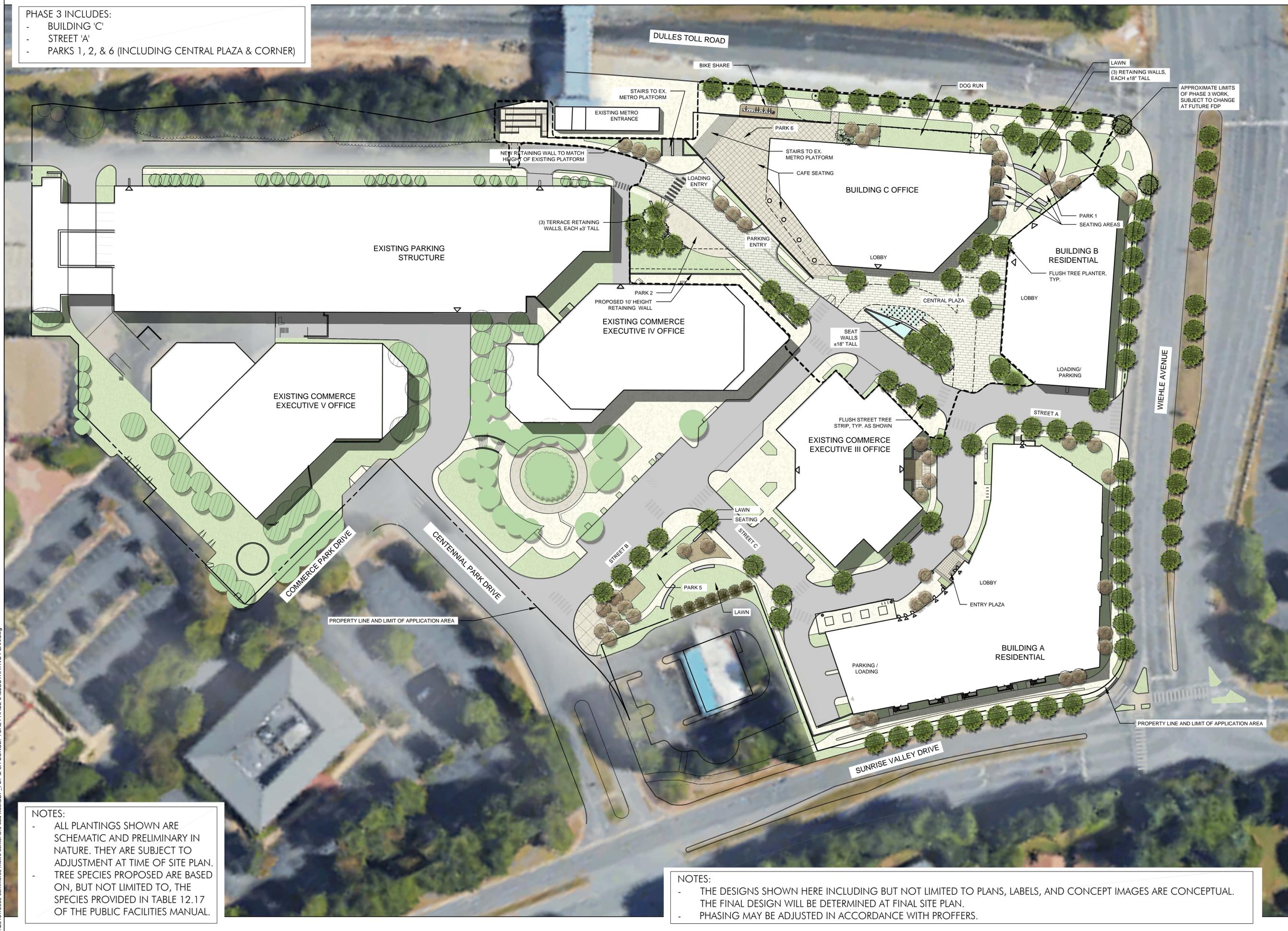
DATE: 08.12.2016

L-8

CDP

PHASE 3 INCLUDES:

- BUILDING 'C'
- STREET 'A'
- PARKS 1, 2, & 6 (INCLUDING CENTRAL PLAZA & CORNER)



NOTES:

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Landscape Architecture, P.C.
 6416 Greenhills Drive, Suite 100-A
 Alexandria, Virginia 22310
 Tel: 703.719.6500 Fax: 703.719.6503
 Email: frontdesk@studio39.com

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REVISIONS:

NO.	DATE	DESCRIPTION

CONCEPTUAL
 PHASE 3
 ILLUSTRATIVE
 PLAN

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH

SCALE: 1" = 40'-0"

PROJECT NO: 15050

DATE: 08.12.2016

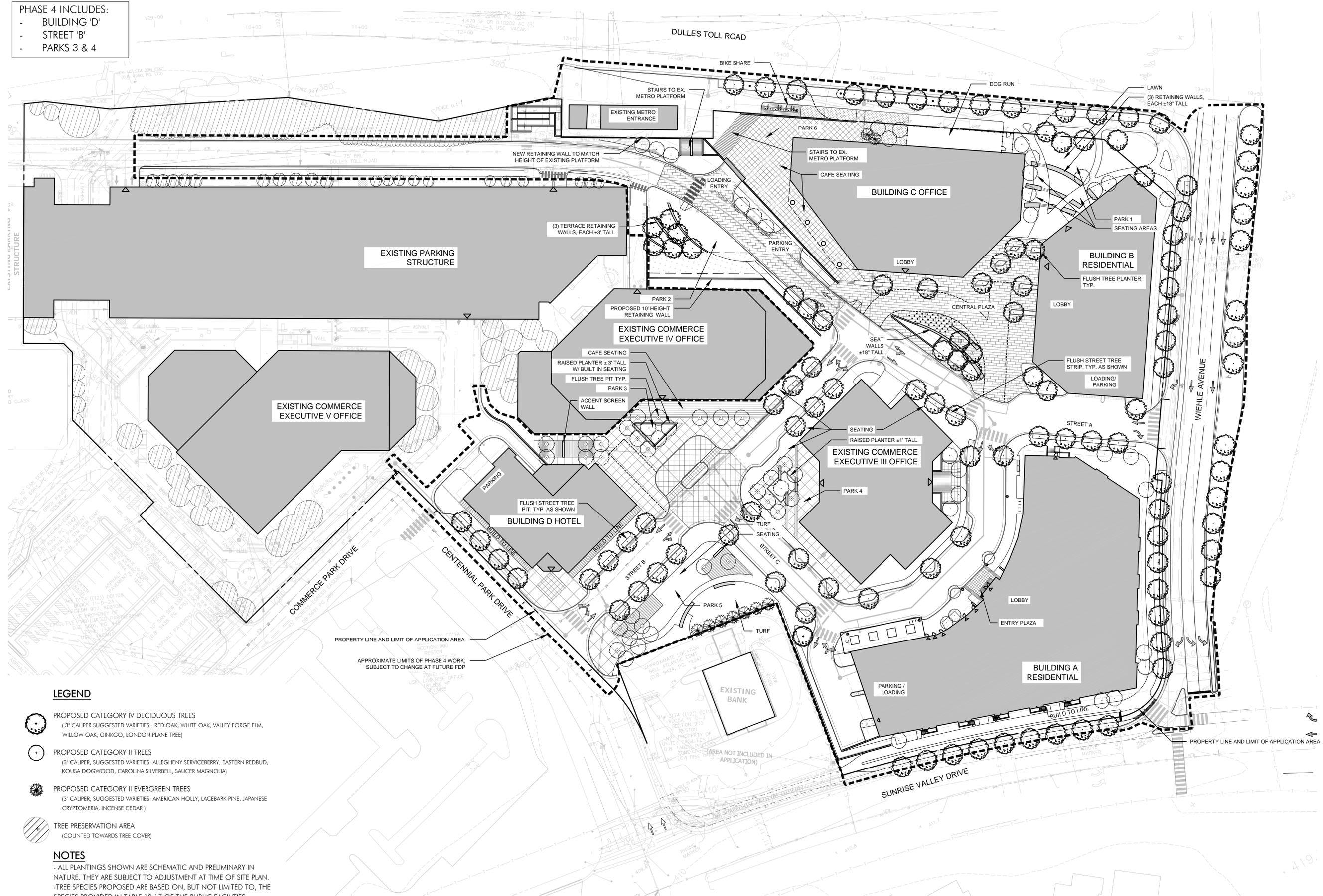
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CDP

p:\2015\15050 commerce metro center\6.0 cad files\CDP - FDP\1-8A CONCEPTUAL PHASE 3 ILLUSTRATIVE PLAN.dwg

NOT RELEASED FOR CONSTRUCTION

- PHASE 4 INCLUDES:
- BUILDING 'D'
 - STREET 'B'
 - PARKS 3 & 4



LEGEND

- PROPOSED CATEGORY IV DECIDUOUS TREES
 (3" CALIPER SUGGESTED VARIETIES - RED OAK, WHITE OAK, VALLEY FORGE ELM, WILLOW OAK, GINKGO, LONDON PLANE TREE)
- PROPOSED CATEGORY II TREES
 (3" CALIPER, SUGGESTED VARIETIES: ALLEGHENY SERVICEBERRY, EASTERN REDBUD, KOUSA DOGWOOD, CAROLINA SILVERBELL, SAUCER MAGNOLIA)
- PROPOSED CATEGORY II EVERGREEN TREES
 (3" CALIPER, SUGGESTED VARIETIES: AMERICAN HOLLY, LACEBARK PINE, JAPANESE CRYPTOMERIA, INCENSE CEDAR)
- TREE PRESERVATION AREA
 (COUNTED TOWARDS TREE COVER)

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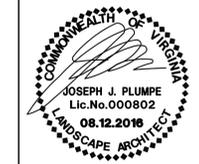
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 Email: frontdesk@studio39.com

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REVISIONS:

CONCEPTUAL PHASE 4 PLAN

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH

SCALE: 1" = 40'-0"

PROJECT NO: 15050

DATE: 08.12.2016

L-9

CDP

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PHASE 4 INCLUDES:

- BUILDING 'D'
- STREET 'B'
- PARKS 3 & 4



Landscape Architecture, P.C.

6416 Greenhills Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

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REVISIONS:

CONCEPTUAL
PHASE 4
ILLUSTRATIVE
PLAN

DESIGN: CO/LH
DRAWN: ET/WR
CHECKED: LH

SCALE: 1" = 40'-0"

PROJECT NO: 15050

DATE: 08.12.2016

L-9A

CDP

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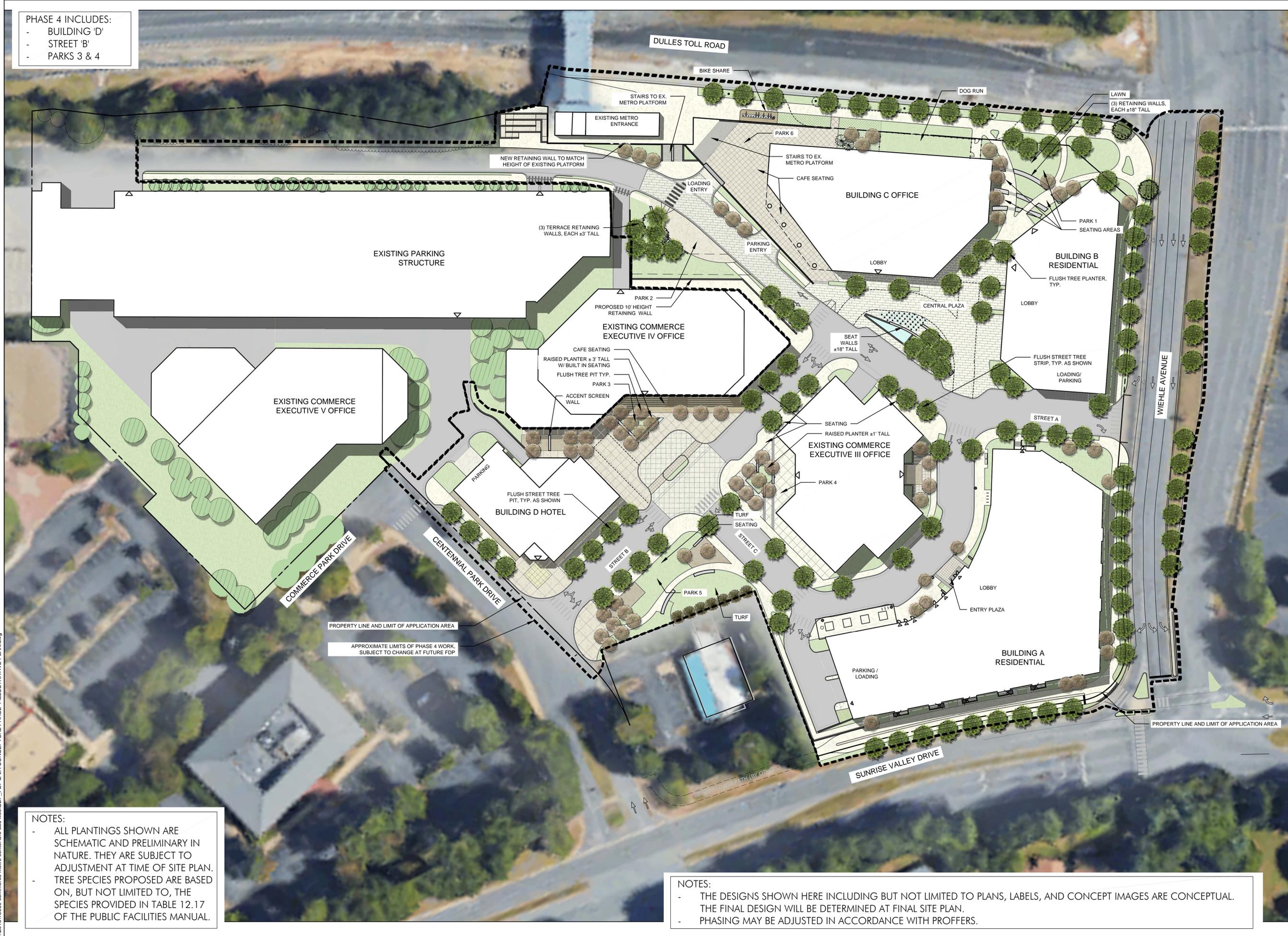
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REVISIONS:

BLDG. C
 PEDESTRIAN
 PLAZA -
 ENLARGEMENT
 PLAN

DESIGN: CO/LH
 DRAWN: ET/WVR
 CHECKED: LH

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

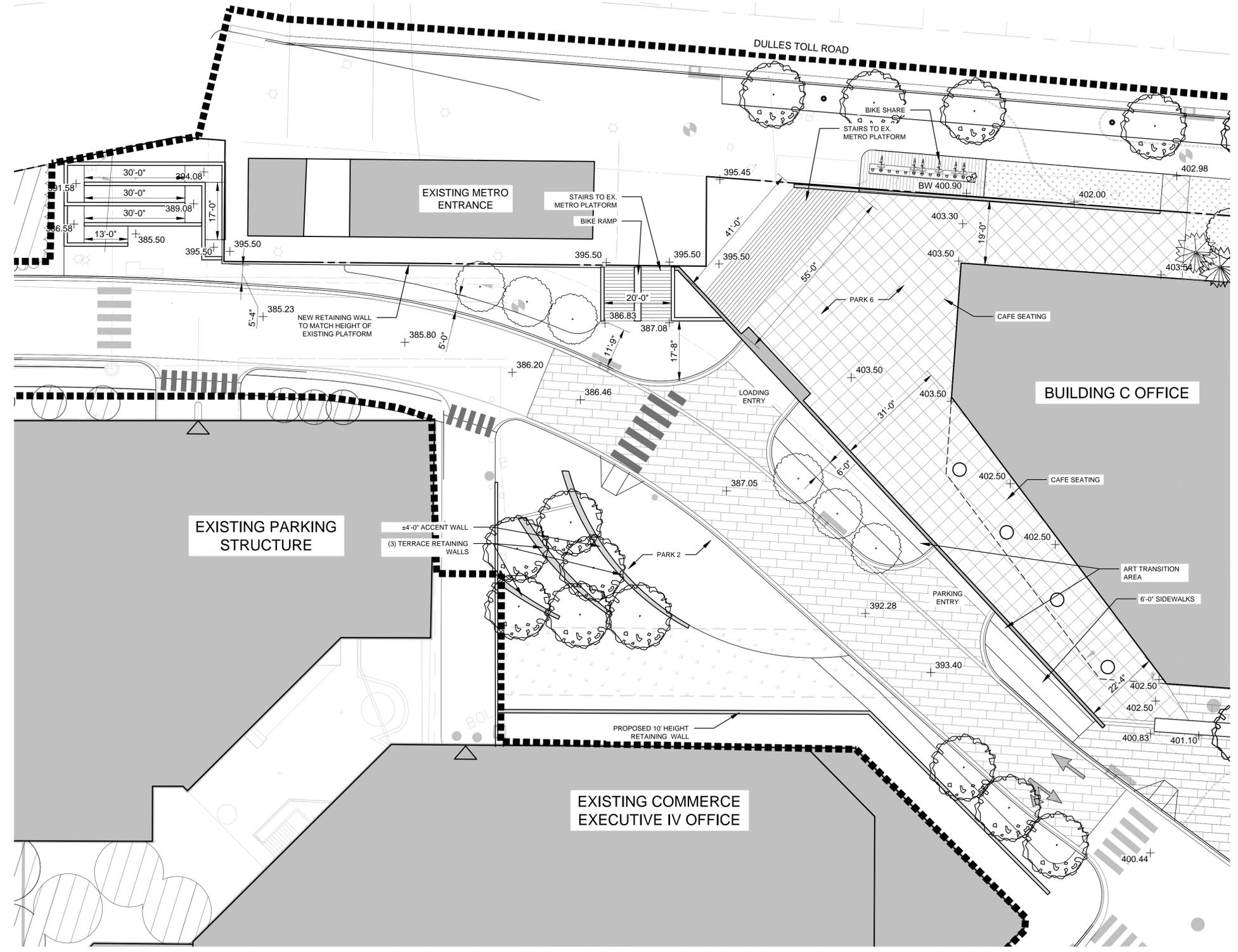
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DATE: 08.12.2016

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LEGEND

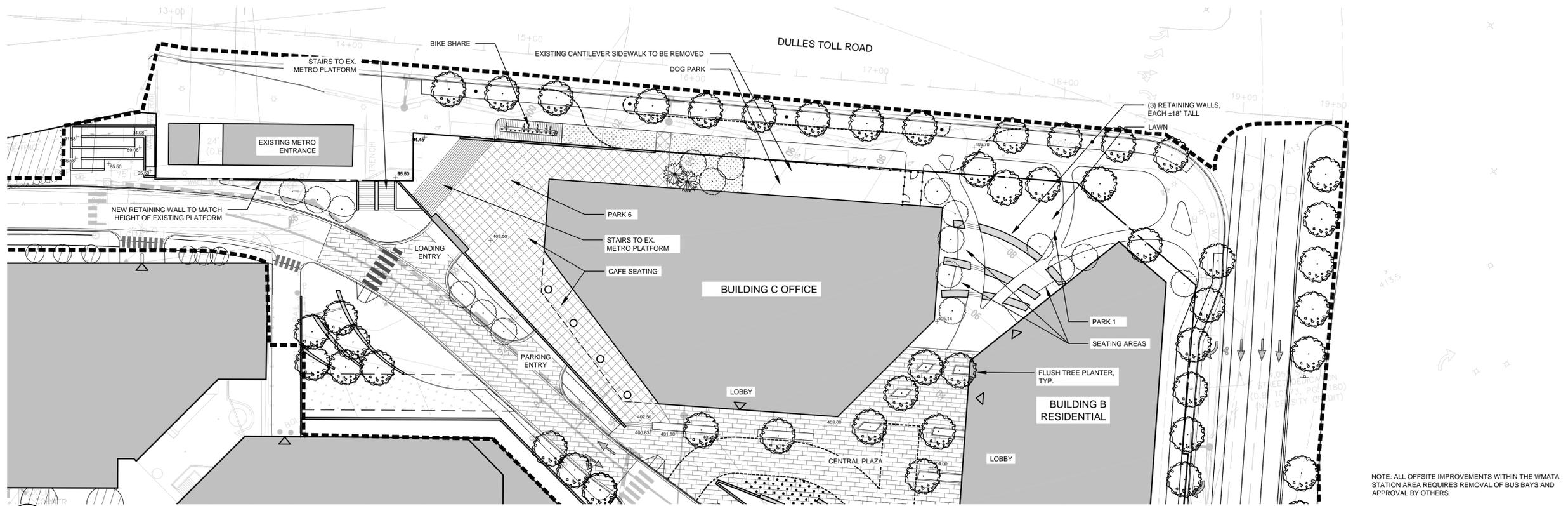
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 (3" CALIPER SUGGESTED VARIETIES: RED OAK, WHITE OAK, VALLEY FORGE ELM, WILLOW OAK, GINKGO, LONDON PLANE TREE)
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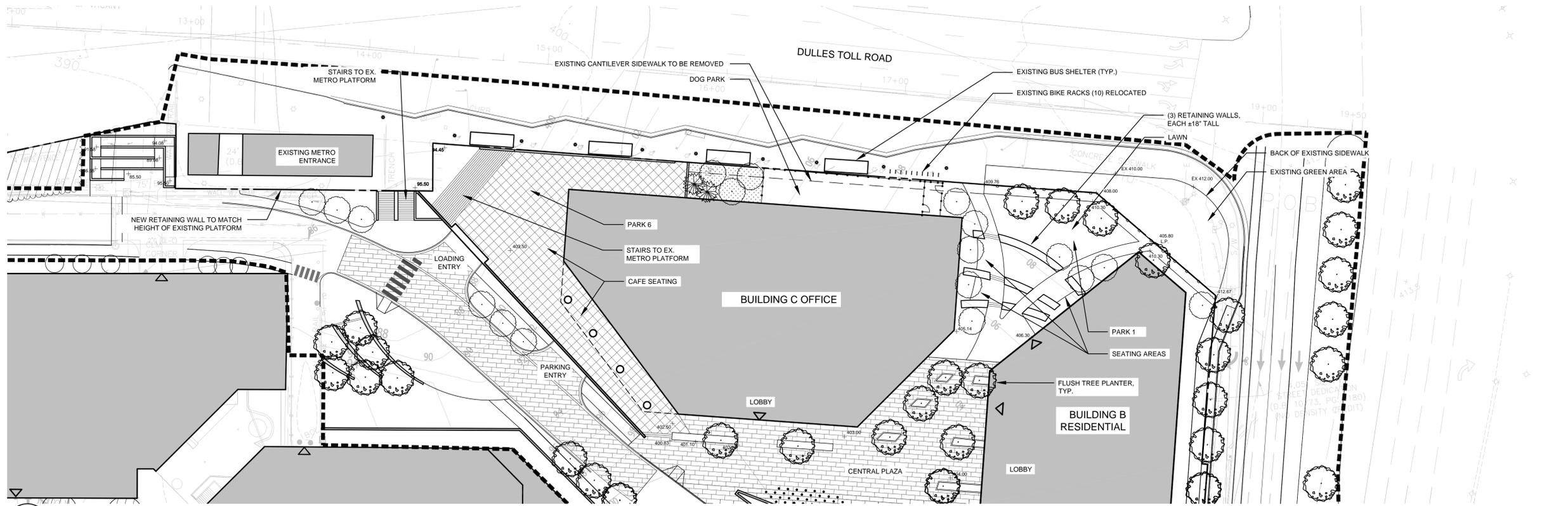
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NOTE: ALL OFFSITE IMPROVEMENTS WITHIN THE WMATA STATION AREA REQUIRES REMOVAL OF BUS BAYS AND APPROVAL BY OTHERS.

1 PROPOSED IMPROVEMENTS
 L-9C Scale: 1" = 30'

PLAN



2 WITHOUT OFFSITE IMPROVEMENTS
 L-9C Scale: 1" = 30'

PLAN

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REVISIONS:

NO.	DATE	DESCRIPTION

EX. BUS BAY OPTION AT METRO PLATFORM

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH

SCALE: 1" = 30'-0"

PROJECT NO: 15050

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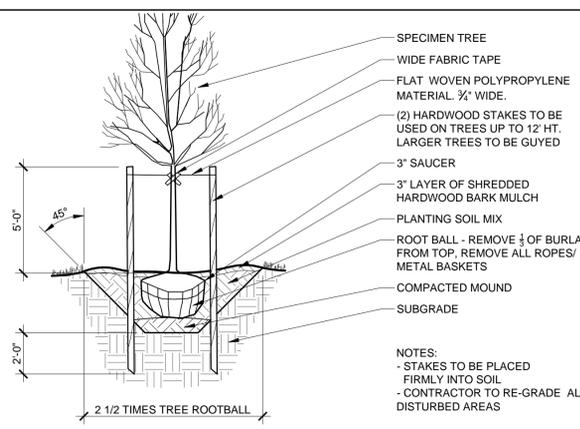
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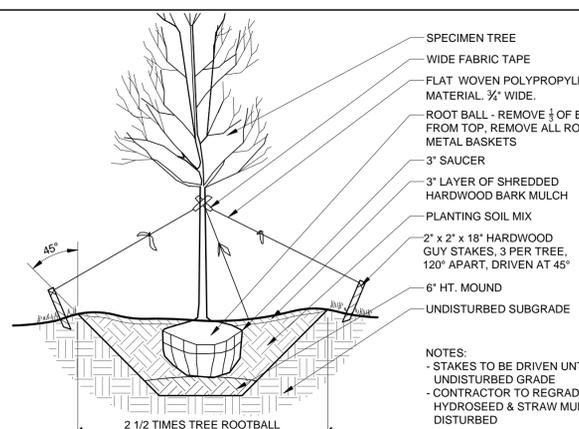
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PLANTING NOTES:

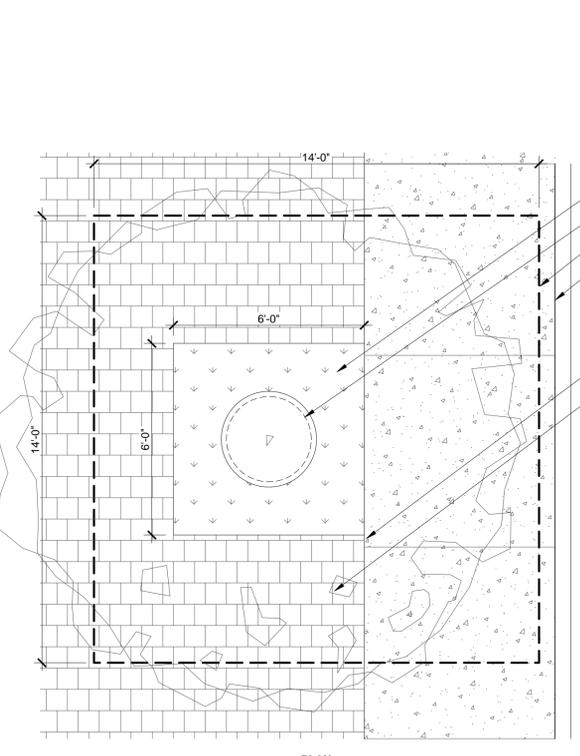
1. PLANT MATERIAL SHALL BE FURNISHED AND INSTALLED AS INDICATED, INCLUDING ALL LABOR, MATERIALS, PLANTS, EQUIPMENT, INCIDENTALS, AND CLEAN-UP.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLANTING AT CORRECT GRADES AND ALIGNMENT. LAYOUT TO BE APPROVED BY OWNERS REPRESENTATIVE PRIOR TO INSTALLATION.
3. PLANTS SHALL BE TYPICAL OF THEIR SPECIES AND VARIETY; HAVE NORMAL GROWTH HABITS, WELL-DEVELOPED DENSELY FOLIATED BRANCHES, AND VIGOROUS ROOT SYSTEMS, AND BE FREE FROM DEFECTS AND INJURIES.
4. CONTRACTOR SHALL REPORT ANY SOIL OR DRAINAGE CONDITIONS CONSIDERED DETRIMENTAL TO GROWTH OF PLANT MATERIAL.
5. ALL PLANT MATERIAL SHALL BE GUARANTEED BY THE CONTRACTOR TO BE IN VIGOROUS GROWING CONDITION. PROVISION SHALL BE MADE FOR A GROWTH GUARANTEE OF AT LEAST ONE YEAR FROM THE DATE OF ACCEPTANCE FOR TREES AND SHRUBS. REPLACEMENTS SHALL BE MADE AT THE BEGINNING OF THE FIRST SUCCEEDING PLANTING SEASON. ALL REPLACEMENTS SHALL HAVE A GUARANTEE EQUAL TO THAT STATED ABOVE.
6. PLANT MATERIAL SHALL BE PLANTED ON THE DAY OF DELIVERY IF/WHEN PRACTICAL. IN THE EVENT THAT THIS IS NOT POSSIBLE, THE CONTRACTOR SHALL PROTECT STOCK NOT BE PLANTED. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN A THREE-DAY PERIOD AFTER DELIVERY. ANY PLANTS NOT INSTALLED DURING THIS PERIOD SHALL BE REJECTED, UNLESS OWNER AND CONTRACTOR PROVIDE OTHERWISE BY WRITTEN AGREEMENT.
7. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS, AND SIZE OF ROOT BALL SHALL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF ANSI Z60 "AMERICAN STANDARD FOR NURSERY STOCK" PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
8. ALL PLANTS SHALL BE PLANTED IN AMENDED TOP SOIL THAT IS THOROUGHLY WATERED AND TAMPED AS BACK-FILLING PROCESSES. PLANTING MIX TO BE AS SHOWN ON PLANTING DETAILS. LARGE PLANTING AREAS TO INCORPORATE FERTILIZER AND SOIL CONDITIONERS AS STATED IN PLANTING SPECIFICATIONS.
9. PLANTS SHALL NOT BE BOUND WITH WIRE OR ROPE AT ANY TIME SO AS TO DAMAGE THE BARK OR BREAK BRANCHES. PLANTS SHALL BE HANDLED FROM THE BOTTOM OF THE BALL ONLY.
10. PLANTING OPERATIONS SHALL BE PERFORMED DURING PERIODS WITHIN THE PLANTING SEASON WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE AND IN ACCORDANCE WITH ACCEPTED LOCAL PRACTICE. PLANTS SHALL NOT BE INSTALLED IN TOP SOIL THAT IS IN A MUDDY OR FROZEN CONDITION. ALL PLANT MATERIAL SHALL BE SPRAYED WITH "WILT-PRUF" OR EQUAL AS PER MANUFACTURER'S INSTRUCTIONS.
11. NO PLANT, EXCEPT GROUND COVERS, SHALL BE PLANTED LESS THAN TWO FEET FROM EXISTING STRUCTURES AND SIDEWALKS.
12. SET ALL PLANTS PLUMB AND STRAIGHT. SET AT SUCH LEVEL THAT A NORMAL OR NATURAL RELATIONSHIP TO THE GROUND IF THE PLANT WITH THE GROUND SURFACE WILL BE ESTABLISHED. LOCATE THE PLANT IN THE CENTER OF THE PIT.
13. ALL INJURED ROOTS SHALL BE PRUNED TO MAKE CLEAN ENDS BEFORE PLANTING UTILIZING CLEAN, SHARP TOOLS. IT IS ADVISABLE TO PRUNE APPROXIMATELY 1/3 OF THE GROWTH OF LARGE TREES (2" CALIPER AND GREATER) BY THE REMOVAL OF SUPERFLUOUS BRANCHES, THOSE WHICH CROSS, THOSE WHICH RUN PARALLEL, ETC. MAIN LEADER OF TREES SHALL NOT BE CUT BACK. LONG SIDES BRANCHES SHALL BE SHORTENED.
14. EACH TREE AND SHRUB SHALL BE PRUNED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICE TO PRESERVE THE NATURAL CHARACTER OF PLANT. PRUNING SHALL BE DONE WITH CLEAN, SHARP TOOLS.
15. TREES SHALL BE SUPPORTED IMMEDIATELY AFTER PLANTING. ALL TREES 6" AND GREATER IN CALIPER SHALL BE GUYED. SMALLER TREES SHALL BE STAKED WITH A WIDE FABRIC TAPE. GUYING WIRES AND STAKES SHALL BE INSTALLED AS INDICATED. THE LANDSCAPE CONTRACTOR SHALL REMOVE STAKING, GUYING AND TREE WRAP AT THE END OF ONE YEAR MAINTENANCE AND GUARANTEE PERIOD.
16. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" LAYER OF DOUBLE SHREDDED HARDWOOD BARK MULCH.
17. NEW PLANTING AREAS AND SOIL SHALL BE ADEQUATELY IRRIGATED OR WATERED TO ESTABLISH THE PROPOSED PLANTS AND LAWN.
18. ALL PLANTS SHOWN ON THE APPROVED LANDSCAPE PLAN SHALL BE INSTALLED, INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT OR HIS REPRESENTATIVE. THE LANDSCAPE ARCHITECT SHALL TAKE INTO ACCOUNT SEASONAL CONSIDERATIONS IN THIS REGARD. TREES, SHRUBS, VINES AND GROUND COVER AS REQUIRED BY OR ASSOCIATED WITH A SUBDIVISION OR SITE PLAN APPROVED BY THE PLANNING AUTHORITIES SHALL BE INSTALLED DURING THE FOLLOWING PLANTING SEASONS: LAWNS: 03/15 TO 06/15 AND 09/15 TO 12/01 THE FOLLOWING TREE VARIETIES SHALL NOT BE PLANTED DURING THE FALL PLANTING SEASON DUE TO THE HAZARDS ASSOCIATED WITH PLANTING THESE TREES IN THIS SEASON:
 ACER RUBRUM POPULUS SPP.; BETULA SPP. PRUNUS SPP.; PYRUS SPP.; CRATEGUS SPP. QUERCUS SPP.; KOELREUTERIA PANICULATA SALIX SPP.; LIQUIDAMBAR STYRACIFLUA TILIA TOMENTOSA; LIRIODENDRON TULPIFERA ZELKOVA; PLATANUS ACERIFOLIA.
 ANY PLANTING INSTALLED IN CONFLICT WITH THIS REQUIREMENT MUST RECEIVE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO PLANTING. FAILURE TO COMPLY WITH THESE REQUIREMENTS WILL REQUIRE THE REMOVAL OF THE PLANTING IN QUESTION. THIS REQUIREMENT DOES NOT APPLY TO SEEDING OR SODDING OR PLANTINGS SPECIFICALLY FOR SOIL STABILIZATION PURPOSES. PLANTINGS ASSOCIATED WITH ANY LOT GIVEN A CERTIFICATE OF OCCUPANCY OUTSIDE THESE PERIODS SHALL BE PROVIDED DURING THE PREVIOUS OR NEXT APPROPRIATE SEASON.
19. ALL DISTURBED AREAS SHALL BE TREATED WITH 4" TOP SOIL AND SEEDING IN ACCORDANCE WITH PERMANENT STABILIZATION METHODS INDICATED ON SOIL EROSION AND SEDIMENT CONTROL SHEET.
20. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL PLANT MAINTENANCE, INCLUDING SHRUBS AND GROUND COVER, AND SHALL MAINTAIN AREA IN A WEED AND DEBRIS FREE CONDITION THROUGHOUT THE ONE-YEAR GUARANTEE PERIOD, UNLESS OTHERWISE SPECIFIED.
21. ALL DIMENSIONS TO BE TAKEN FROM BACK OF CURB.
22. CONTRACTOR SHALL LAY OUT AND CLEARLY STAKE ALL PROPOSED IMPROVEMENTS INCLUDED ON THIS PLAN.
23. CONTRACTOR IS RESPONSIBLE FOR CONTACTING UTILITY COMPANY PRIOR TO BEGINNING CONSTRUCTION FOR LOCATION OF ALL UTILITY LINES. TREES SHALL BE LOCATED A MINIMUM OF 5' FROM SEWER/WATER CONNECTIONS. CONTRACTOR SHALL BE LIABLE FOR DAMAGE TO ANY AND ALL PUBLIC OR PRIVATE UTILITIES.
24. CONTRACTOR TO VERIFY PLANT LIST TOTALS WITH QUANTITIES SHOWN ON PLAN. LANDSCAPE ARCHITECT SHALL BE ALERTED BY CONTRACTOR OF ANY DISCREPANCIES PRIOR TO FINAL BID NEGOTIATION. UNIT PRICES FOR ALL MATERIAL SHALL BE SUPPLIED TO THE OWNER AT BIDDING TIME.
25. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE LANDSCAPE ARCHITECT. OWNER SHALL RECEIVE TAG FROM EACH PLANT SPECIES AND A LIST OF PLANT SUPPLIERS. WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL MEET THE NORMAL REQUIREMENTS FOR THE VARIETY PER THE AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION, PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN). PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT.
26. WHERE TREES ARE PLANTED IN ROWS, THEY SHALL BE UNIFORM IN SIZE AND SHAPE.
27. SIZES SPECIFIED IN THE PLANT LIST ARE MINIMUM SIZES TO WHICH THE PLANTS ARE TO BE JUDGED. FAILURE TO MEET MINIMUM SIZE ON ANY PLANT WILL RESULT IN REJECTION OF THAT PLANT.
28. ALL PLANTS SHALL BE FRESHLY DUG, SOUND, HEALTHY, VIGOROUS, WELL BRANCHED, FREE OF DISEASE, INSECT EGGS, AND LARVAE, AND SHALL HAVE ADEQUATE ROOT SYSTEMS.
29. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION.
30. GROUPS OF SHRUBS SHALL BE PLACED IN A CONTINUOUS MULCH BED WITH SMOOTH CONTINUOUS LINES. ALL MULCHED BED EDGES SHALL BE CURVILINEAR IN SHAPE FOLLOWING THE CONTOUR OF THE PLANT MASS. TREES LOCATED WITHIN FOUR FEET OF SHRUB BEDS SHALL SHARE SAME MULCH BED.
31. NO EXISTING TREES SHALL BE REMOVED WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER EXCEPT WHERE NOTED ON PLANS. NO GRUBBING SHALL OCCUR WITHIN EXISTING TREE AREAS.
32. TREES SHALL BE LOCATED A MINIMUM OF 3' - 4' FROM WALLS AND WALKS WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN ACTUAL SIZE OF AREA AND PLANS, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE OWNER OR LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTOR'S LIABILITY TO RELOCATE MATERIALS.
33. LARGE GROWING PLANTS ARE NOT TO BE PLANTED IN FRONT OF WINDOWS, UNDER BUILDING OVERHANGS, OR IN DRAINAGE SWALES. SHRUBS PLANTED NEAR H.V.A.C. UNITS TO BE LOCATED SO THAT SHRUBS AT MATURITY WILL MAINTAIN 1' AIRSPACE BETWEEN UNIT AND PLANT.
34. CONTRACTOR TO SLIGHTLY ADJUST PLANT LOCATIONS IN THE FIELD AS NECESSARY TO BE CLEAR OF DRAINAGE SWALES AND UTILITIES. FINISHED PLANTING BEDS SHALL BE GRADED SO AS TO NOT IMPED DRAINAGE AWAY FROM BUILDINGS.
35. TREE STAKING AND GUYING SHALL BE DONE PER DETAILS. CONTRACTOR SHALL ENSURE THAT TREES REMAIN VERTICAL AND UPRIGHT FOR THE DURATION OF THE GUARANTEE PERIOD.
36. ALL TREE PITS, SHRUB BEDS AND PREPARED PLANTING BEDS ARE TO BE COMPLETELY EXCAVATED IN ACCORDANCE WITH THE PLANTING DETAILS.
37. MULCH IS TO BE FINE BARK TYPE FOR TREES AND SHRUBS. FINE BARK MULCH IS TO BE USED FOR PERENNIAL BEDS AND WITHIN THE "EXISTING TREES TO REMAIN". CONTRACTOR TO SUBMIT SAMPLE FOR APPROVAL PRIOR TO INSTALLATION.
38. CROWN OF ROOT BALL SHALL BE HIGHER (AFTER SETTLING) THAN ADJACENT SOIL.
39. TAGS AND TWINE ARE TO BE REMOVED AND BURLAP IS TO BE ROLLED BACK ONE-THIRD ON ALL B&B PLANT MATERIAL. REMOVE BURLAP IF IT IS NON-BIODEGRADABLE. FOR STREET TREES TAGS, TWINE, CORD, BURLAP AND WIRE BASKET TO BE CUT 12" DOWN SIDE OF ROOT BALL AND REMOVED FROM PROJECT SITE.
40. SHRUBS, BULBS AND GROUND COVERS SHALL BE TRIANGULARLY SPACED AT SPACING SHOWN ON PLANTING PLANS.
41. SHADE TREES: HEIGHT SHALL BE MEASURED FROM THE CROWN OF THE ROOT BALL TO THE TOP OF MATURE GROWTH. SPREAD SHALL BE MEASURED TO THE END OF BRANCHING EQUALLY AROUND THE CROWN FROM THE CENTER OF THE TRUNK. MEASUREMENTS ARE NOT TO INCLUDE ANY TERMINAL GROWTH. SINGLE TRUNK TREES SHALL BE FREE OF "Y" CROTCHES THAT COULD BE POINTS OF WEAK LIMB STRUCTURE OR DISEASE INFESTATION. SHRUBS: HEIGHT SHALL BE MEASURED FROM THE GROUND TO THE AVERAGE HEIGHT OF THE TOP OF THE PLANT. SPREAD SHALL BE MEASURED TO THE END OF BRANCHING EQUALLY AROUND THE SHRUB MASS. MEASUREMENTS ARE NOT TO INCLUDE ANY TERMINAL GROWTH.
42. CONTRACTOR SHALL INSPECT ALL BULBS AND BRING ANY DAMAGED MATERIAL TO THE ATTENTION OF THE OWNER PRIOR TO PLANTING.
43. ALL SEASONAL COLOR SHALL BE TRIANGULARLY SPACED AT SPACING SHOWN ON PLANTING PLANS. ONE YEAR (FOUR ROTATIONS) OF SEASONAL COLOR IS TO BE BID. INSTALL THE FIRST ROTATION WHICH IS "IN" SEASON AT TIME THAT ADJACENT PLANTINGS ARE INSTALLED.
44. ALL SUBSTITUTIONS OF PLANT MATERIAL ARE TO BE REQUESTED IN WRITING TO THE LANDSCAPE ARCHITECT AND APPROVED BY THE OWNER. IF CONTRACTOR FAILS TO SUBMIT A WRITTEN REQUEST, IT WILL RESULT IN LIABILITY TO THE CONTRACTOR.
45. ALL CONTRACTORS SHALL BE REQUIRED TO COMPLETELY REMOVE ALL TRASH, DEBRIS AND EXCESS MATERIALS FROM THE WORK AREA AND THE PROPERTY (ESPECIALLY AT ALL CURB, GUTTERS AND SIDEWALKS) DAILY DURING INSTALLATION.
46. DEAD PLANTS ARE TO BE REMOVED FROM THE JOB BY THE CONTRACTOR WEEKLY. CONTRACTOR SHALL MAINTAIN AN UPDATED, COMPREHENSIVE LIST OF ALL DEAD MATERIALS REMOVED FROM THE JOB SITE. A COPY OF THE LIST IS TO BE SUBMITTED TO THE OWNER AT THE END OF EVERY MONTH DURING THE CONTRACT PERIOD.
47. TOPSOIL REQUIRED FOR SOIL MIXES AND SPECIAL SEEDING AREAS SHALL BE PROVIDED BY LANDSCAPE CONTRACTOR. CONTRACTOR MUST LOAD, HAUL, MIX, AND SPREAD ALL TOPSOIL AND OTHER SOIL ADDITIVES AS REQUIRED.
48. THE INTENT OF THE PROJECT IS TO HAVE NATURAL DRIFTS OF BULBS/PERENNIALS IN PLANTING. KEEP SWEEPS OF SIMILAR BULBS/PERENNIALS IN SEPARATE GROUPS.
49. CONTRACTOR SHALL BE RESPONSIBLE TO RE-GRADE, HYDRO-SEED, STRAW MULCH, AND TACK ALL LAWN AREAS DISTURBED AS THE RESULT OF HIS WORK.
50. ALL EXISTING SOIL TO BE REMOVED FROM PERENNIAL BEDS TO A DEPTH OF 12" AND REPLACED WITH SOIL MIX PER DETAIL.
51. CONTRACTOR SHALL GUARANTEE ALL LANDSCAPE IMPROVEMENTS, INCLUDING SEEDING, FOR ONE FULL YEAR AS REQUIRED BY THE SPECIFICATIONS. CONTRACTOR MUST CONTACT THE OWNER AT LEAST TEN WORKING DAYS IN ADVANCE TO SCHEDULE ACCEPTANCE INSPECTIONS). CONTRACTOR MUST REPLACE ALL DEAD OR UNACCEPTABLE PLANTS DURING THE FOLLOWING RECOMMENDED PLANTING SEASON.
52. THE SPECIFICATIONS FOR ALL WORK INCLUDED IN THIS CONTRACT SHALL BE LANDSCAPE SPECIFICATIONS GUIDELINES FOR BALTIMORE-WASHINGTON METROPOLITAN AREA, UNLESS OTHERWISE NOTED ON THESE PLANS.
53. ALL PLANTING SHALL CONFORM TO THE REQUIREMENTS OF THE VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATIONS' GUIDELINES FOR PLANTING ALONG VIRGINIA'S ROADWAYS.
54. ANY PLANTING WHICH IS SHOWN ADJACENT TO CONDENSER UNITS SHALL BE PLANTED AS REQUIRED TO SCREEN THE UNITS. SHOULD THE CONDENSER UNITS BE INSTALLED IN LOCATIONS DIFFERENT FROM THOSE SHOWN ON THE PLAN IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL THE MATERIALS AROUND THE CONDENSERS AND TO ADJUST OTHER ADJACENT PLANTING ACCORDINGLY.



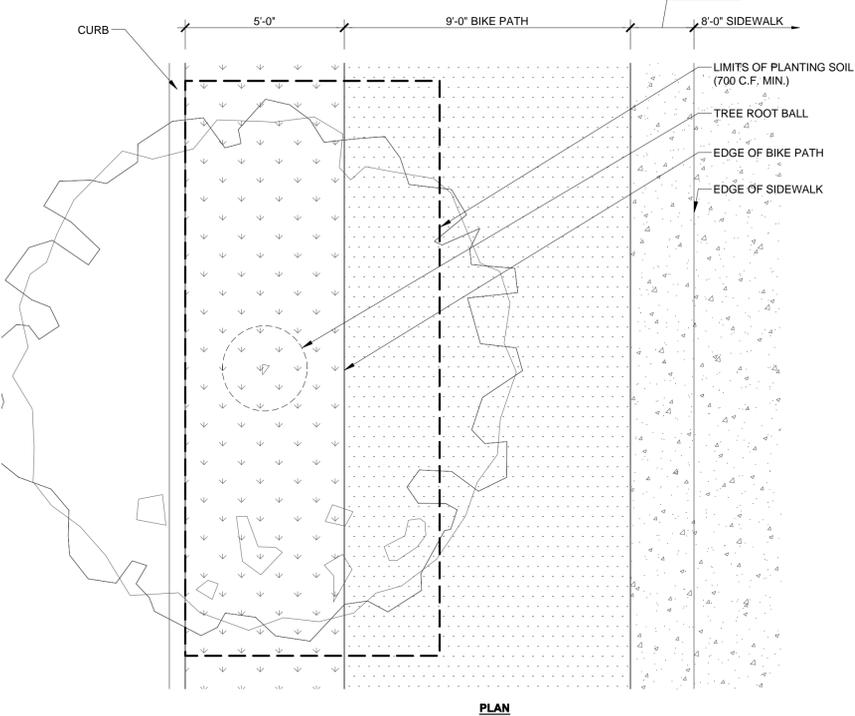
1 TREE PLANTING
 Scale: 1/4" = 1'
 SECTION LD-002



2 TREE GUYING PLANTING - SPECIMEN TREE
 Scale: 1/4" = 1'
 SECTION LD-001



3 TREE PIT A
 Scale: 3/8" = 1'-0"
 PLAN / SECTION



4 TREE PIT - WIEHLE AVE. AND SUNRISE VALLEY DR.
 Scale: 3/8" = 1'-0"
 PLAN / SECTION

PLANTING MIX NOTES:

1. THE RECOMMENDED PLANTING MEDIUM SHOULD CONTAIN GOOD TOP SOIL THAT WILL SUSTAIN PLANT GROWTH.
2. THE TOP SOIL SHALL NOT BE LACKING IN POTASSIUM, PHOSPHORUS, MAGNESIUM OR CALCIUM. THE TOP SOIL SHALL NOT CONTAIN ANY MATERIALS TOXIC TO PLANT GROWTH.
3. THE TOP SOIL SHALL BE A SANDY CLAY LOAM OR A SILTY CLAY LOAM WITH WELL AGGREGATED CLAYS AND A MINIMUM OF 4% (FOUR PERCENT) ORGANIC MATTER.
4. THE SOILS PH RANGE SHOULD BE WITHIN 5.5 TO 6.5 AND ADJUSTED AS NECESSARY FOR INDIVIDUAL PLANT SPECIES REQUIREMENTS.
5. A SOIL TEST SHALL BE PERFORMED BY A FULL-SERVICE TESTING COMPANY AND THE RESULTS SHALL BE PROVIDED TO THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF PLANTING MEDIUM.
6. IF A LOCAL, REPUTABLE TESTING COMPANY CANNOT BE EMPLOYED, A&L LABS IS AVAILABLE TO CONDUCT THE TESTING. CONTACT THEM AT:
 A&L ANALYTICAL LABORATORIES, INC.
 2790 WHITTEN ROAD
 MEMPHIS, TN 38113
 1-800-264-4522
7. THE LAB SHALL PERFORM AN STA TEST AND SUBMIT THE RESULTS TO STUDIO 39 LANDSCAPE ARCHITECTURE, P.C.

NOTES:
 - THE DESIGNS SHOWN HERE INCLUDING BUT NOT LIMITED TO PLANS, LABELS, AND CONCEPT IMAGES ARE CONCEPTUAL. THE FINAL DESIGN WILL BE DETERMINED AT FINAL SITE PLAN.

FULL PHASE BUILD OUT

A.	Pre-development area of existing tree canopy (from Existing Vegetation Map) =	105,276 SF
B.	Percentage of gross site area covered by existing tree canopy =	20.70%
C.	Percentage of 10-year canopy required for site (see table 12.4) =	10%
D.	Percentage of the 10-year canopy requirement that should be met through tree preservation =	20.70%
E.	Proposed percentage of canopy requirement that will be met through tree preservation =	59.40%
F.	Has the Tree Preservation Target minimum been met? =	YES
G.	If No for line F, then a request to deviate from the Tree Preservation Target shall be provided on the plan that states one or more of the justifications listed in § 12-0508.3 along with a narrative that provides a site-specific explanation of why the Tree Preservation Target cannot be met. Provide sheet number where deviation request is located.	
H.	If step G requires a narrative, it shall be prepared in accordance with § 12-0508.4	
I.	Place this information prior to the 10-year Tree Canopy Calculations as per instructions in Table 12.10.	

TREE COVER CALCULATIONS

	TREE COVER PROVIDED (PLANTED)		
	±105 CATEGORY IV DECIDUOUS @ 250 SF	±26,250 SF	
	±66 CATEGORY II DECIDUOUS @ 125 SF	±8,250 SF	
	±9 CATEGORY II EVERGREEN @ 125 SF	±1,125 SF	
	TOTAL TREE COVERAGE	± 35,625 SF	

*NOTE: TOTAL TREE COVERAGE DOES NOT INCLUDE MULTIPLIERS

FULL PHASE BUILD OUT

Step	Totals	Reference
A. Tree Preservation Target and Statement		
A1	Place the Tree Preservation Target calculations and statement here preceding the 10-year tree canopy calculations	SEE TABLE 12.4 see § 12-0508.2 for list of required elements and worksheet
B. Tree Canopy Requirement		
B1	Identify gross site area =	± 504,385 SF § 12-0511.1A
B2	Subtract area dedicated to parks, road frontage, and	§ 12-0511.1B
B3	Subtract area of exemptions =	§ 12-0511.1C(1) through § 12-0511.1C(6)
B4	Adjusted gross site area (B1 - B2) =	± 504,385 SF
B5	Identify site's zoning and/or use	PRM
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) =	± 50,439 SF
B8	Modification of 10-year Tree Canopy Requirements requested?	N Yes or No
B9	If B8 is yes, then list plan sheet where modification request is located	Sheet number
C. Tree Preservation		
C1	Tree Preservation Target Area =	10,528 SF
C2	Total canopy area meeting standards of § 12-0400 =	± 23,141 SF
C3	C2 x 1.25 =	± 28,926 SF § 12-0510.3B
C4	Total canopy area provided by unique or valuable forest or woodland communities =	
C5	C4 x 1.5 =	§ 12-0510.3B(1)
C6	Total of canopy area provided by "Heritage," "Memorial," "Specimen," or "Street" trees =	
C7	C6 x 1.5 to 3.0 =	§ 12-0510.3B(2)
C8	Canopy area of trees within Resource Protection Areas and 100-year floodplains =	
C9	C8 x 1.0 =	§ 12-0510.3C(1)
C10	Total of C3, C5, C7 and C9 =	± 28,926 SF If area of C10 is less than B7 then remainder of requirement must be met through tree planting - go to D
D. Tree Planting		
D1	Area of canopy to be met through tree planting (B7-C10) =	± 21,912 SF
D2	Area of canopy planted for air quality benefits =	
D3	x 1.5 =	§ 12-0510.4B(1)
D4	Area of canopy planted for energy conservation =	
D5	x 1.5 =	§ 12-0510.4B(2)
D6	Area of canopy planted for water quality benefits =	
D7	x 1.25 =	§ 12-0510.4B(3)
D8	Area of canopy planted for wildlife benefits =	
D9	x 1.5 =	§ 12-0510.4B(4)
D10	Area of canopy provided by native trees =	
D11	x 1.5 =	§ 12-0510.4B(5)
D12	Area of canopy provided by improved cultivars and varieties =	
D13	x 1.25 =	§ 12-0510.4B(6)
D14	Area of canopy provided through tree seedlings =	
D15	x 1.0 =	§ 12-0510.4D(1)
D16	Percentage of D14 represented by D15 =	Must not exceed 33% of D14
D17	Total of canopy area provided through tree planting =	± 35,625 SF
D18	Is an off-site planting relief requested?	Yes or No
D19	Tree Bank or Tree Fund?	§ 12-0512
D20	Canopy area requested to be provided through off-site banking or tree fund	
D21	Amount to be deposited into the Tree Preservation and Planting Fund	
E. Total of 10-year Tree Canopy Provided		
E1	Total of canopy area provided through tree preservation (C10) =	± 28,926 SF
E2	Total of canopy area provided through tree planting (D17) =	± 35,625 SF
E3	Total of canopy area provided through off-site mechanism (D19) =	
E4	Total of 10-year Tree Canopy Provided = (E1+E2+E3)	± 64,551 SF Total of E1 through E3. Area should meet or exceed area required by B7

*NOTE: TOTAL TREE COVERAGE WILL VARY BASED ON TREE SPECIES SELECTED.

RUNNING TREE CANOPY SUMMERY CALCULATION						August 10, 2016
	GROSS SITE AREA (SF)	EXISTING TREE CANOPY (SF)	EXISTING TREE CANOPY PRESERVED (SF)	TOTAL 10-YEAR CANOPY REQUIRED (PRESERVED & NEW PLANTING) (SF)	NEW 10-YEAR CANOPY PROVIDED (SF)	TOTAL 10-YEAR CANOPY PROVIDED (PRESERVED & NEW PLANTING) (SF)
CDP APPLICATION	504,385	105,276	28,926 (1)	50,439	35,625	64,551
FDP PHASE-I APPLICATION	-	-	28,926 (1)	-	10,250	10,250
FDP PHASE - II, III, IV APPLICATION	-	-	28,926 (1)	-	-	54,220
TOTAL CANOPY			28,926 (1)	50,439	35,625	64,551

(1): INCLUDES ADDITIONAL TREE CANOPY CREDIT PER PFM 12-510.3B

P:\2015\15050 Commerce Metro Center\3.0 Project Information\Studies, Reports\2016.04.28_Tree canopy calcs_revised(Running Canopy Tab (2016 04 28).xls)Sheet1 (2)

NOTES:
- THE DESIGNS SHOWN HERE INCLUDING BUT NOT LIMITED TO PLANS, LABELS, AND CONCEPT IMAGES ARE CONCEPTUAL. THE FINAL DESIGN WILL BE DETERMINED AT FINAL SITE PLAN.



Landscape Architecture, P.C.
6416 Greenfield Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

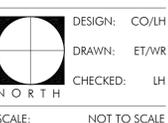
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HUNTER MILL DISTRICT, FAIRFAX, VIRGINIA
CESC COMMERCE EXECUTIVE PARK LLC

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REVISIONS:

PLANTING CALCULATIONS & SCHEDULE



DESIGN: CO/LH
DRAWN: ET/WR
CHECKED: LH
SCALE: NOT TO SCALE
PROJECT NO: 15050
DATE: 08.12.2016

L-11

CDP



Landscape Architecture, P.C.
 6416 Greenfield Drive, Suite 100-A
 Alexandria, Virginia 22310
 Tel: 703.719.6500 Fax: 703.719.6503
 Email: frontdesk@studio39.com

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REVISIONS:

ENLARGEMENT
 PLAN - SUNRISE

DESIGN: COJ/LH
 DRAWN: ET/WVR
 CHECKED: LH

SCALE: 1" = 10'-0"

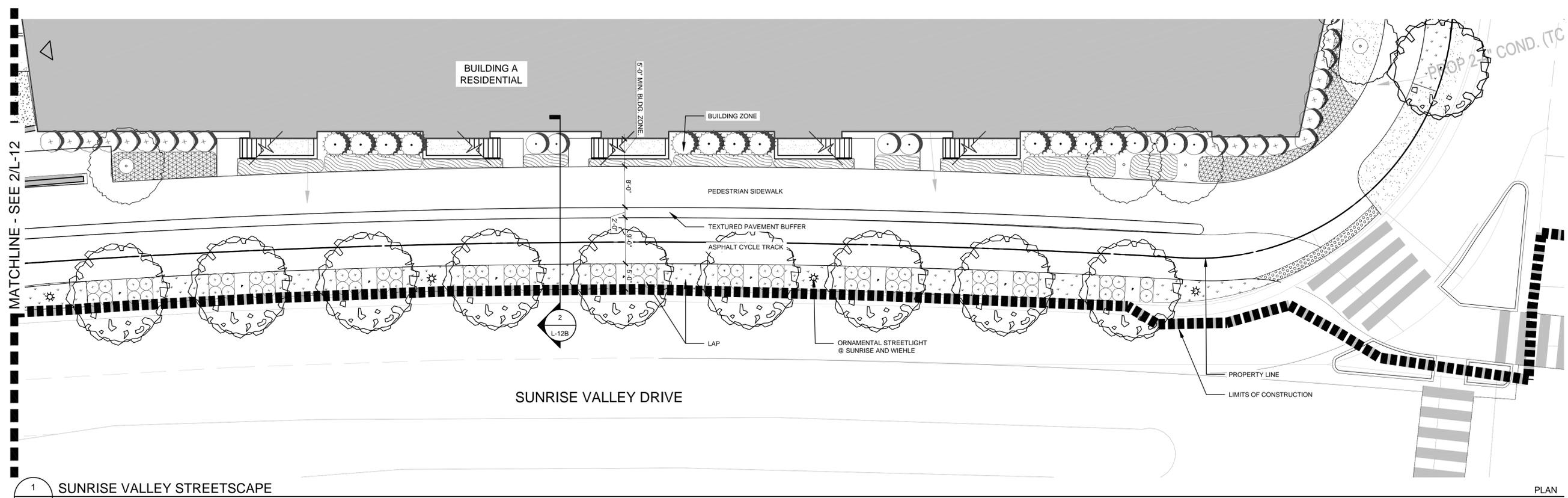
PROJECT NO: 15050

DATE: 08.12.2016

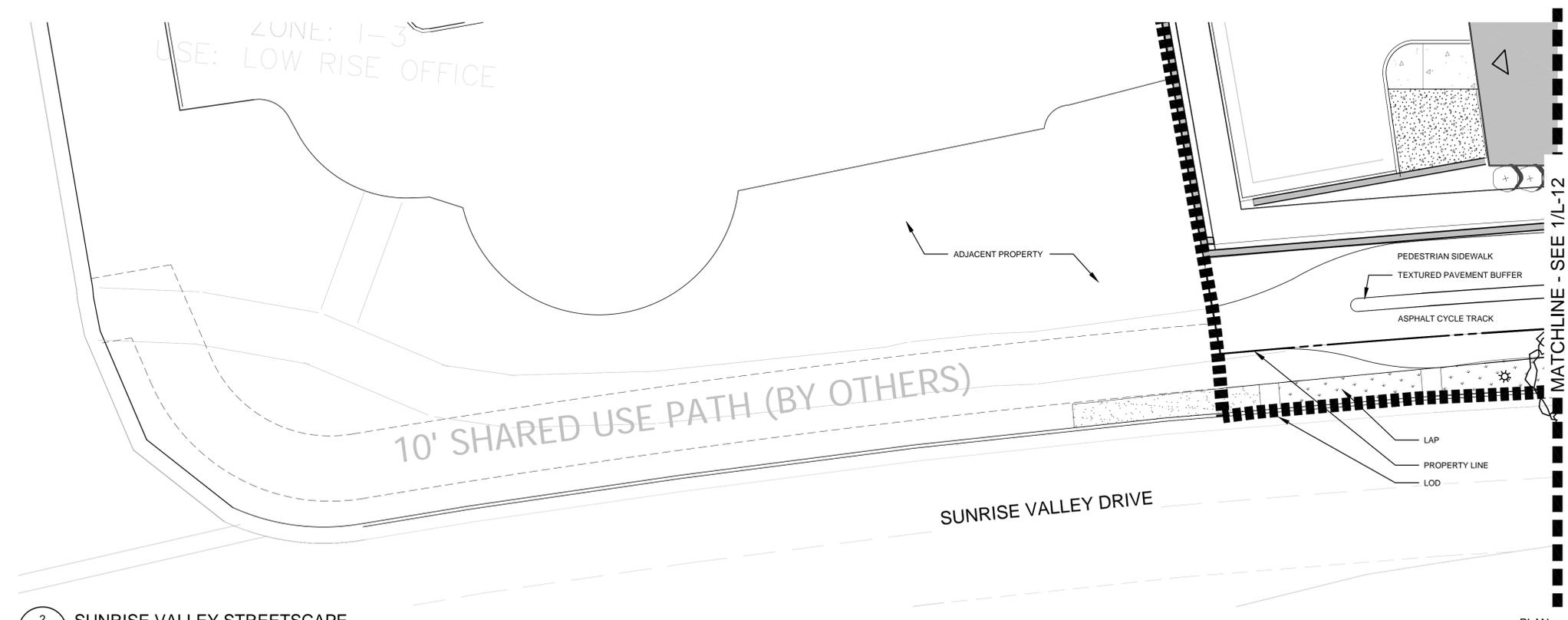
L-12

CDP

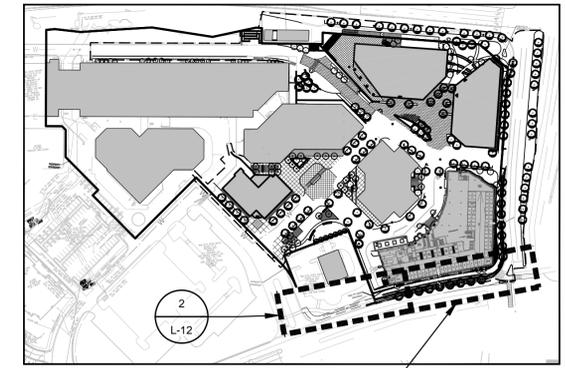
NOT RELEASED FOR CONSTRUCTION



1 SUNRISE VALLEY STREETScape
 Scale: 1" = 10'-0"

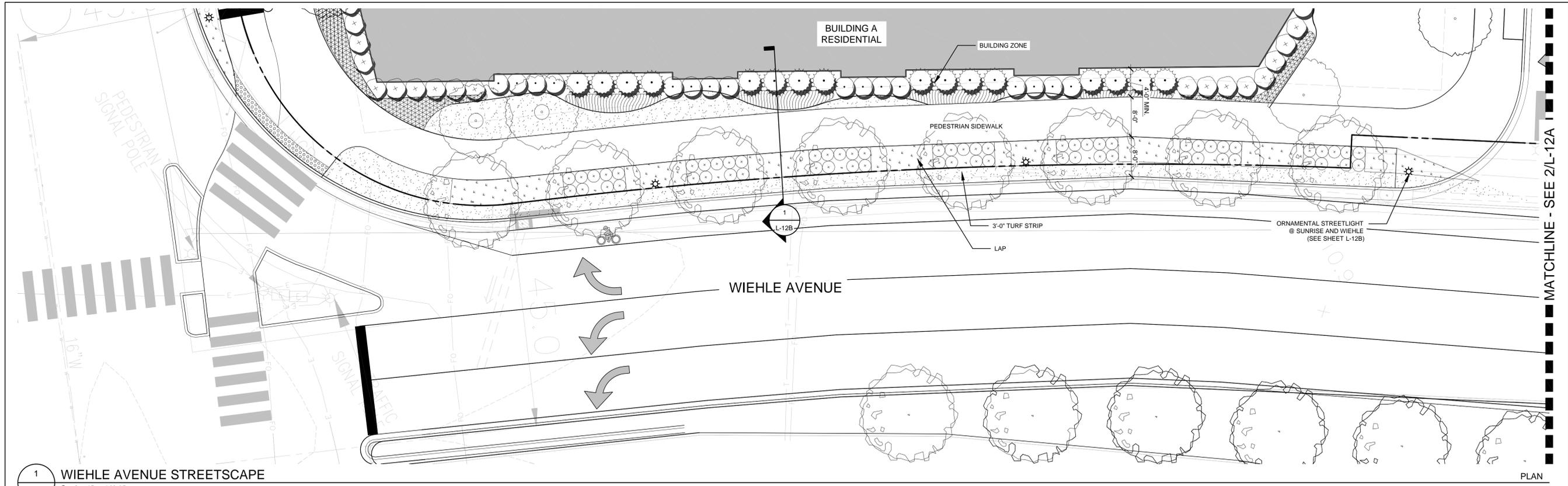


2 SUNRISE VALLEY STREETScape
 Scale: 1" = 10'-0"



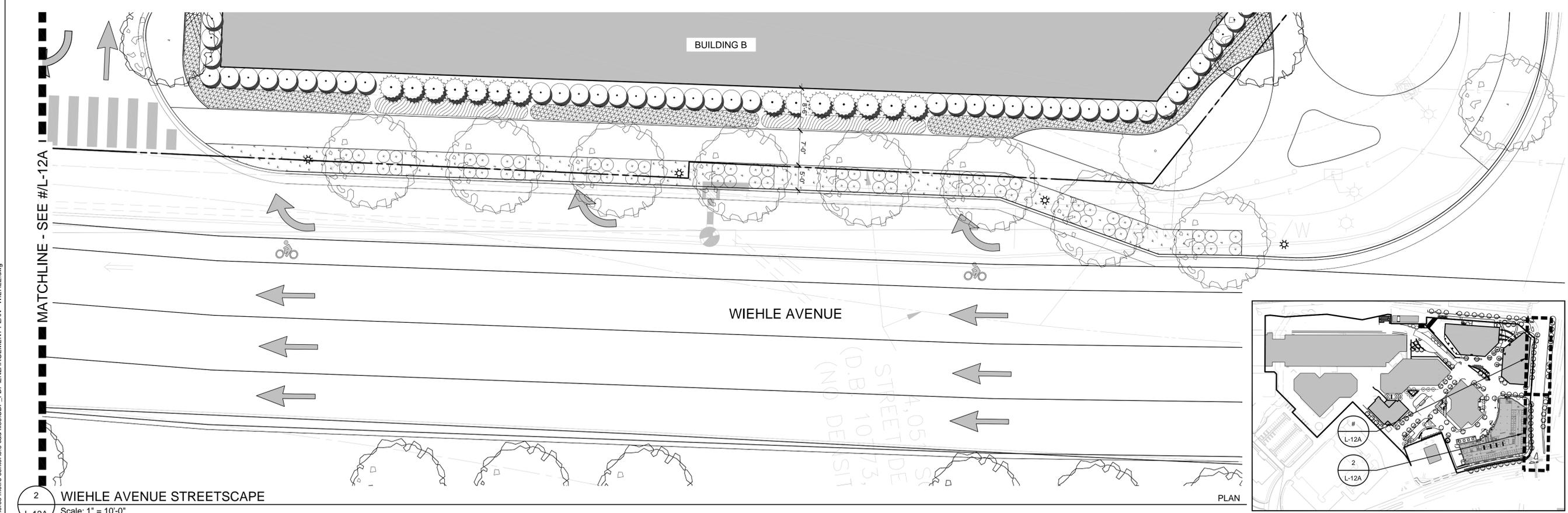
KEY PLAN

p:\2015\15050 commerce metro center\6.0 cad files\CDP - FDPI\ENLARGEMENT PLAN - SUNRISE AND WIEHLE.dwg



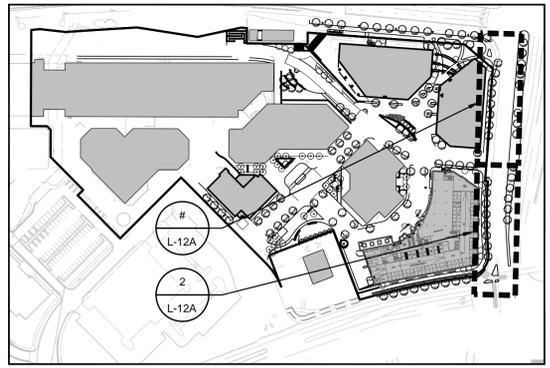
1 WIEHLE AVENUE STREETScape
L-12A Scale: 1" = 10'-0"

MATCHLINE - SEE 2/L-12A



2 WIEHLE AVENUE STREETScape
L-12A Scale: 1" = 10'-0"

MATCHLINE - SEE #/L-12A



KEY PLAN



Landscape Architecture, P.C.
6416 Greenfield Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

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REVISIONS:

ENLARGEMENT PLAN - WIEHLE

DESIGN: CO/LH
DRAWN: ET/WR
CHECKED: LH

SCALE: 1" = 10'-0"

PROJECT NO: 15050

DATE: 08.12.2016

L-12A

CDP

NOT RELEASED FOR CONSTRUCTION

p:\2015\15050 commerce metro center\6.0 card files\CDP - FDI\ENLARGEMENT PLAN - WIEHLE.dwg



Landscape Architecture, P.C.

6416 Greenbale Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

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REVISIONS:

STREETSCAPE SECTIONS

DESIGN: COJ/LH
DRAWN: ET/WR
CHECKED: LH

SCALE: AS SHOWN

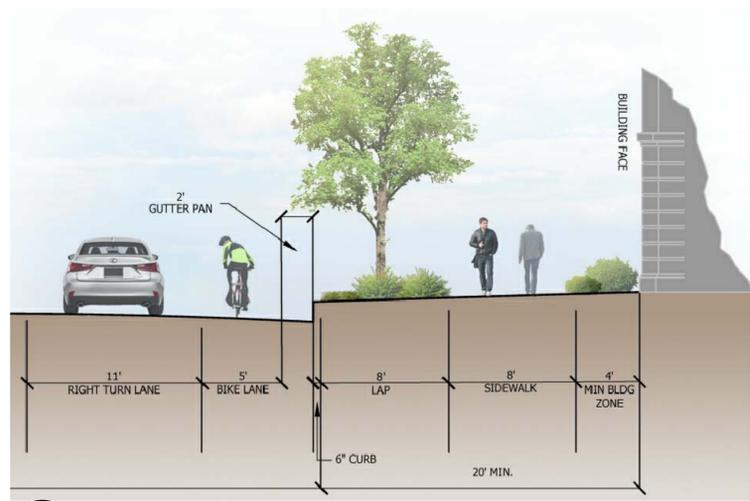
PROJECT NO: 15050

DATE: 08.12.2016

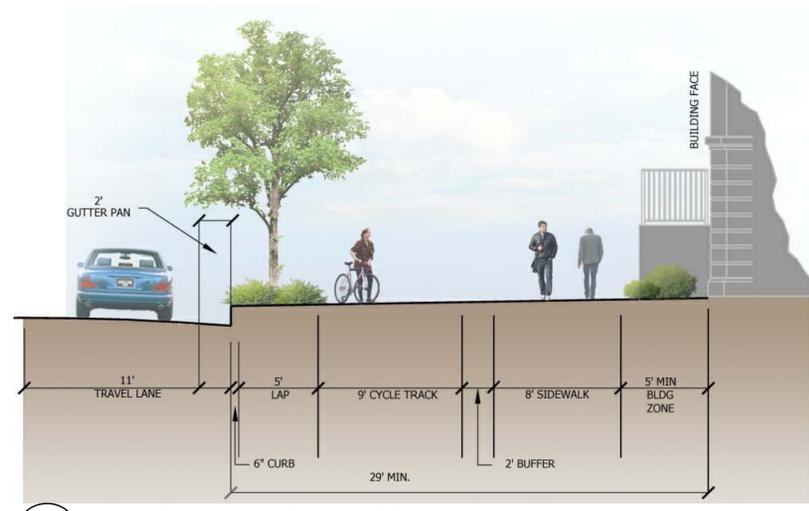
L-12B

CDP

NOT RELEASED FOR CONSTRUCTION



1 WIEHLE AVENUE STREETSCAPE SECTION
Scale: 3/16" = 1'-0"



2 SUNRISE VALLEY STREETSCAPE SECTION
Scale: 3/16" = 1'-0"



ORNAMENTAL STREETLIGHT @ SUNRISE AND WIEHLE

RECOMMENDED BUILDING ZONE PLANTINGS



RED TWIG DOGWOOD
Cornus sericea 'Isanti'



PURPLE CONEFLOWER
Echinacea purpurea



OAKLEAF HYDRANGEA
Hydrangea quercifolia



ENGLISH LAVENDER
Lavendula angustifolia 'Hidcote'



SCHIPKA CHERRY LAUREL
Prunus laurocerasus 'Schipkaensis'



ORANGE CONEFLOWER
Rudbeckia fulgida var. fulgida



EMERALD GREEN ARBORVITAE
Thuja occidentalis 'Smaragd'



SHAMROCK INKBERRY
Ilex glabra 'Shamrock'

RECOMMENDED L.A.P. PLANTINGS



WALKER'S LOW CATMINT
Nepeta racemosa 'Walker's Low'



FOUNTAIN GRASS
Pennisetum alopecuroides 'Hameln'



VIRGINIA SWEETSPIRE
Itea virginica 'Little Henry'



KELSEY'S DWARF RED-OSIER DOGWOOD
Cornus sericea 'Kelseyi'



EVERLOW YEW
Taxus x media 'Everlow'



LILY TURF
Liriope spicata



CARPET ROSE
Rosa 'Noare'



TURF GRASS



OCTOBER GLORY RED MAPLE
Acer rubrum 'October Glory'



Landscaping Architecture, P.C.
6416 Greenfield Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

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REVISIONS:

PLANT IMAGES -
SUNRISE AND
WIEHLE

DESIGN: CO/LH
DRAWN: ET/WR
CHECKED: LH

SCALE: NTS

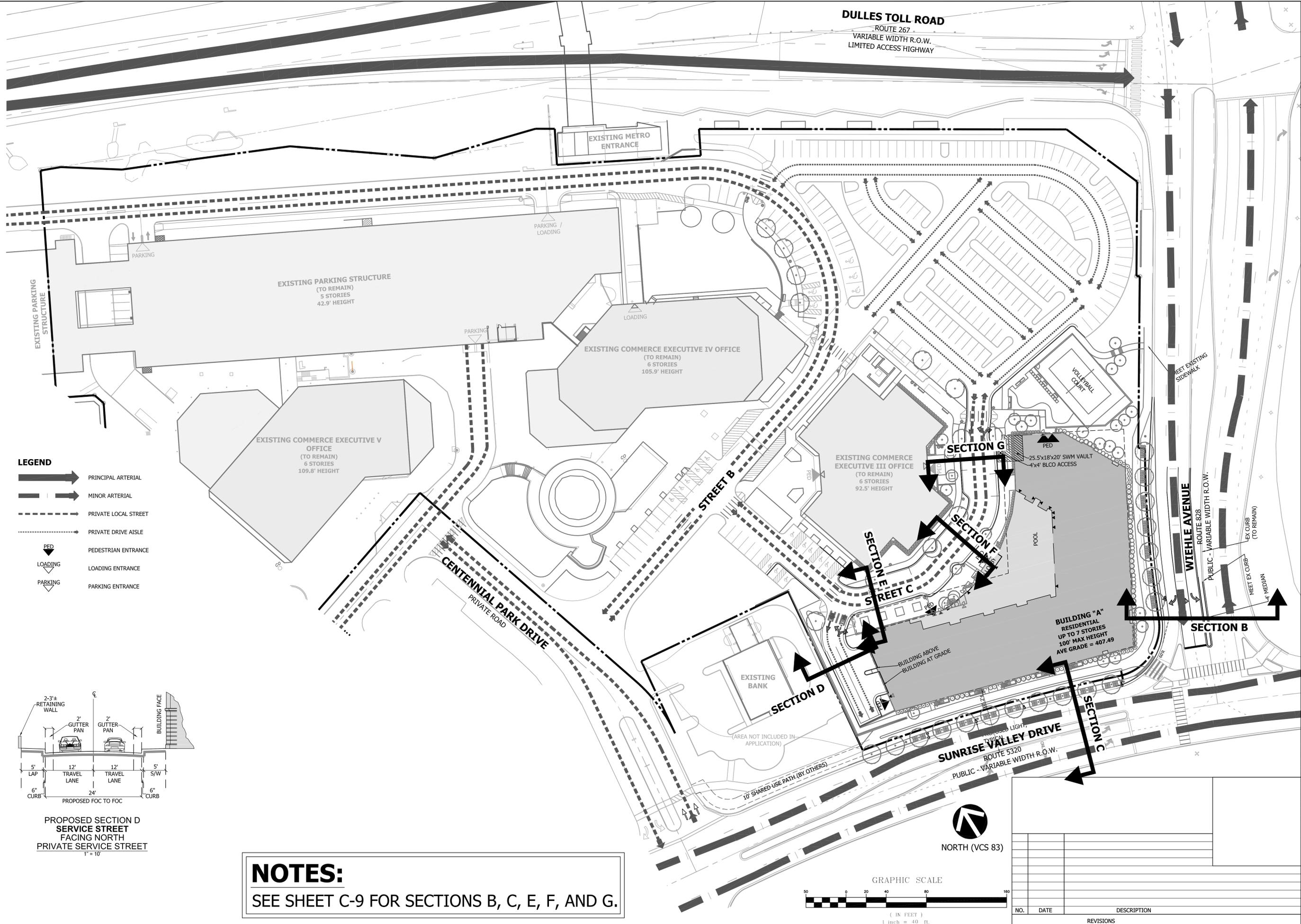
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DATE: 08.12.2016

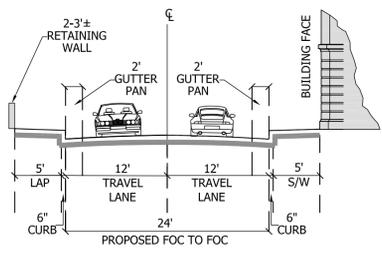
L-13

CDP

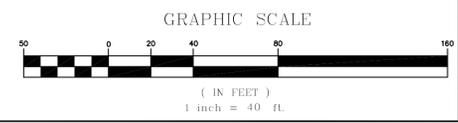
NOTE: ADDITIONAL PLANTINGS MAY BE CONSIDERED AT FINAL SITE PLAN.



- LEGEND**
- PRINCIPAL ARTERIAL
 - MINOR ARTERIAL
 - PRIVATE LOCAL STREET
 - PRIVATE DRIVE AISLE
 - PEDESTRIAN ENTRANCE
 - LOADING ENTRANCE
 - PARKING ENTRANCE



NOTES:
SEE SHEET C-9 FOR SECTIONS B, C, E, F, AND G.

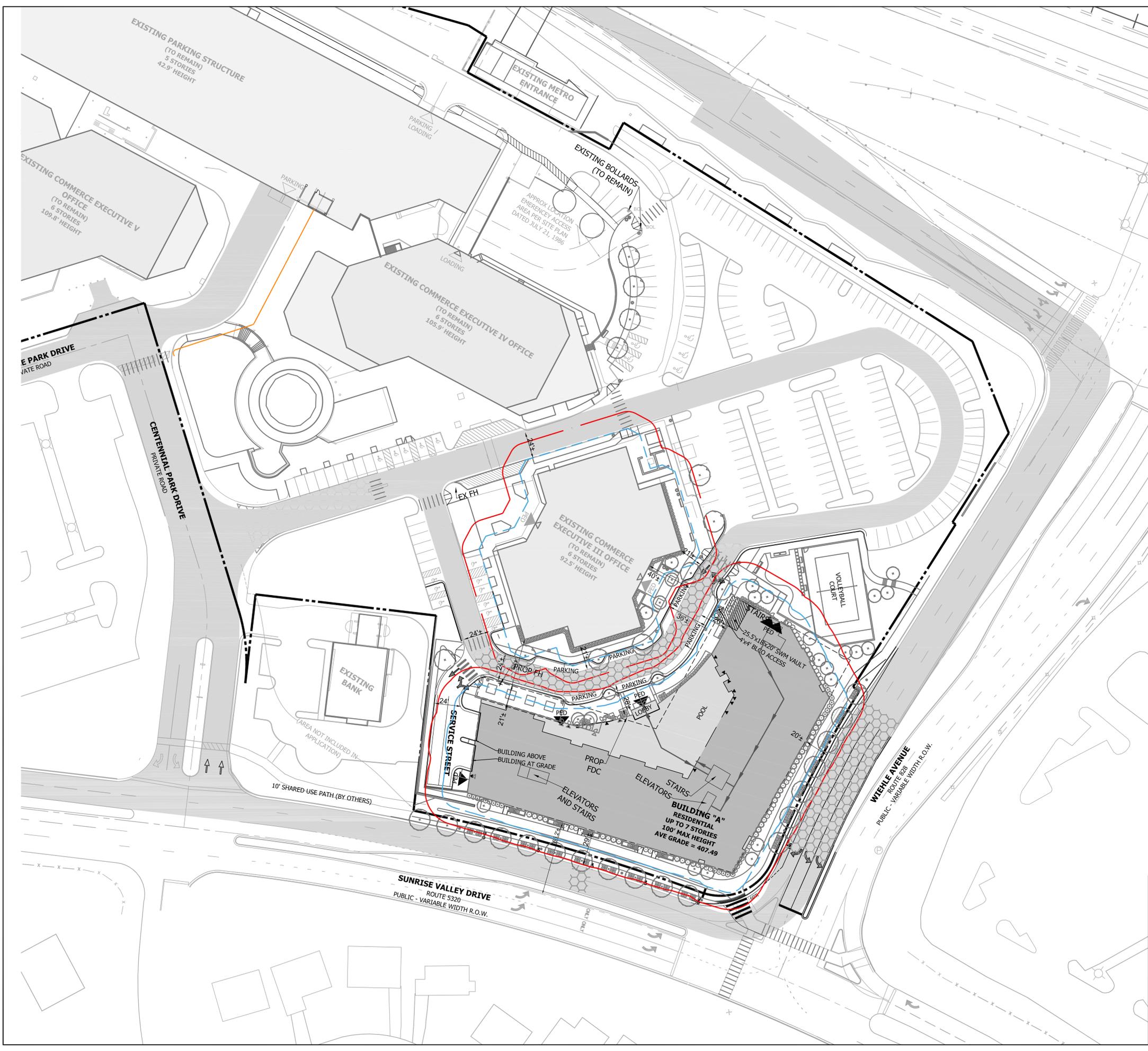


VKA REVISIONS

REVISED: 08/12/2016	
REVISED: 07/08/2016	
REVISED: 05/02/2016	
REVISED: 12/18/2015	
REVISED: 07/15/2015	
DATE: 06/05/2015	
DES. RRC/KEA	DWN. KY

SCALE:	1"=40'
PROJECT/FILE NO.	V7228F
SHEET NO.	FDP 0.03

NO.	DATE	DESCRIPTION
REVISIONS		



FIRE ACCESS SHEET REQUIREMENTS

- ALL ROADS PROPOSED BY THE PROJECT, AS WELL AS ADJOINING ROADS; THE CLASSIFICATIONS OF THE ROADS (I.E. ARTERIAL, COLLECTOR, ETC.) SHOULD BE NOTED. (PROVIDED)
- LOCATION AND DIMENSIONS OF ALL FIRE ACCESS LANES AND TURNAROUNDS; VEHICLE ACCESS TO THE REAR OF BUILDINGS, INCLUDING INTERIOR COURTYARDS FOR STICK-BUILD, DONUT-SHAPED BUILDINGS, NEEDS TO BE SHOWN. (PROVIDED)
- ARROW DIAGRAMS INDICATING WHERE EMERGENCY VEHICLES CAN ACCESS BUILDINGS. (PROVIDED)
- DIMENSIONS OF THE DISTANCE BETWEEN THE PORTIONS OF THE ROADWAY THAT ARE ACCESSIBLE TO FIRE TRUCKS AND THE FACADES OF THE BUILDINGS. THE TARGET DISTANCE IS BETWEEN 15 AND 30 FEET SEPARATION. (PROVIDED)
- IMPROVEMENTS PLANNED FOR THE AREA BETWEEN THE PORTIONS OF THE ROADWAY THAT ARE ACCESSIBLE TO FIRE TRUCKS AND THE FACADES OF THE BUILDINGS, INCLUDING PARKING LANES, GARAGE PODIUMS, LANDSCAPED AREAS, STEEP SLOPES, SIDEWALKS, PLAZAS, YARDS, OUTDOOR SEATING AREAS, STEPS, PLANTERS, SCULPTURES, ETC. (PROVIDED)
- CLEAR IDENTIFICATION OF BUILDING FOOTPRINTS, CANTILEVERED EXTENSIONS, PENTHOUSES, BALCONIES, PATIOS, ETC. (PROVIDED)
- HEIGHTS OF THE PROPOSED BUILDINGS; FOR BUILDINGS WITH MULTIPLE HEIGHTS DUE TO STEP BACKS, THE HEIGHT AND NUMBER OF STORIES OF EACH BUILDING SEGMENT SHOULD BE CLEARLY NOTED. (PROVIDED)
- LOCATION OF OVERHEAD UTILITY LINES. (PROVIDED)
- IDENTIFICATION OF CONSTRUCTION TYPE FOR EACH BUILDING; FOR MULTIPLE BUILDINGS LOCATED ON A SINGLE GARAGE PODIUM, THE CONSTRUCTION TYPE FOR EACH BUILDING MUST BE IDENTIFIED - THE GARAGE PODIUM CAN BE IDENTIFIED AS A BLOCK, WITH EACH BUILDING IDENTIFIED SEPARATELY. EACH PORTION OF STRUCTURE WITH A DIFFERENT CONSTRUCTION TYPE IS CONSIDERED A SEPARATE BUILDING. STRUCTURES THAT ARE SEPARATED BY A FIRE WALL ARE ALSO CONSIDERED SEPARATE BUILDINGS. (PROVIDED)
- TYPE OF BUILDING SKIN MATERIAL (COMBUSTIBLE/NON-COMBUSTIBLE), TYPE OF SPRINKLERS (TYPE NFPA 13; IF 13R PLEASE EXPLAIN), AND ROOF TYPE (CLASS A PREFERRED). (PROVIDED)
- LOCATION OF PROPOSED BUILDING ENTRANCES, BOTH PEDESTRIAN AND VEHICULAR; ACCESS DOORS AND ELEVATORS, INCLUDING MEDEVAC ELEVATORS, SHOULD BE SHOWN ON THE FDP. ALSO, ANY INTERIOR ROUTES AVAILABLE FOR EMERGENCY VEHICLE USE, SUCH AS SUITABLY SIZED DRIVEWAYS THROUGH PARKING GARAGES AND COURTYARDS, SHOULD BE DELINEATED (PROVIDED)
- LOADING AREAS AND WHETHER THEY ARE ACCESSIBLE TO EMERGENCY VEHICLES. (PROVIDED)
- ACCESS TO ACTIVE COURTYARDS (ESPECIALLY WITH POOLS, TENNIS COURTS, ETC.) NEEDS TO BE SHOWN - HOW WILL THE MEDICAL STAFF GET THERE, WITH THEIR EQUIPMENT, QUICKLY (PROVIDED)

BUILDING DATA

BUILDING A (RESIDENTIAL)	
TYPE OF CONSTRUCTION	1A, 3A OR 5A
NUMBER OF STORIES	5 OVER 2 - UP TO 9 STORIES
BUILDING HEIGHT	100' MAXIMUM
USE GROUP	R-2, A-3, B, S-2, M
BUILDING ROOF	FLAT
BUILDING SF	210,000 SF
FULLY SPRINKLERED PER NFPA 13	YES
FIRE WALL RATING	3 HOUR MIN.

- NOTES**
- 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.
 - THE SITE DOES NOT EXCEED 6% IN GRADE ALONG FIRE ACCESS ROUTES
 - STAIR AND ELEVATOR LOCATIONS ARE PRELIMINARY. FINAL LOCATIONS TO BE DETERMINED AT FINAL SITE PLAN.

LEGEND

- PROPOSED BUILDING > 50' IN HEIGHT
- PROPOSED BUILDING < 50' IN HEIGHT
- EXISTING BUILDING > 50' IN HEIGHT
- EXISTING BUILDING < 50' IN HEIGHT
- VEHICULAR ACCESS ONLY (I.E. FURTHER THAN 30' FROM BUILDING FACE)
- DENOTES FIRE ACCESS AREA ACCESSIBLE TO AERIAL APPARATUS (6% SLOPE OR LESS)
- DENOTES FIRE ACCESS LANE
- 15' PROPOSED BUILDING OFFSET
- 30' PROPOSED BUILDING OFFSET
- EMERGENCY GROUND LEVEL ACCESS PATHS
- PROPOSED STREET TREE
- PEDESTRIAN ENTRANCE

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

NORTH (VCS 83)

NO.	DATE	DESCRIPTION
REVISIONS		

VKA REVISIONS

REVISED: 08/12/2016	
REVISED: 07/08/2016	
REVISED: 05/02/2016	
REVISED: 12/18/2015	
REVISED: 07/15/2015	
DATE: 06/05/2015	
DES. RRC/KEA	DWN. KY
SCALE: 1"=40'	
PROJECT/FILE NO. W7228F	
SHEET NO. FDP 0.05	

VOLUME COMPUTATIONS

EXISTING CONDITION

WinTR-20 Printed Page File TR20.inp Beginning of Input Data List

WinTR-20: Version 1.10
COMMERCE PARK - BLDG A
EX SITE - VOLUME

SUB-AREA: EX SITE Outlet .0028 92. .1

STREAM REACH: WEIGHTED CURVE NUMBER PER THE CDP AREA

STORM ANALYSIS:
2-Yr 3.17 NOAA_C 2

COMMERCE PARK - BLDG A
EX SITE - VOLUME

Name of printed page file: TR20.out

STORM 2-Yr

Area or Drainage Rate Identifier (csm)	Drainage Area (sq mi)	Rain Gage Location	Runoff Amount (in)	Elevation (ft)	Time (hr)	Peak Flow Rate (cfs)
EX SITE	0.003		2.279		12.12	5.34

TOTAL RUNOFF VOLUME (EXISTING CONDITIONS)
2 YR STORM: 1.79 AC X 2.279 (IN) X 1FT/12IN X 43,560 = 14,808 CU. FT.

PROPOSED CONDITION

WinTR-20 Printed Page File TR20.inp Beginning of Input Data List

WinTR-20: Version 1.10
COMMERCE PARK - BLDG A
PROP SITE - VOLUME

SUB-AREA: PROP SITE Outlet .0028 96. .1

STREAM REACH: CN WITHOUT RUNOFF REDUCTION ADJUSTMENT

STORM ANALYSIS:
2-Yr 3.17 NOAA_C 2

STRUCTURE RATING:

RAINFALL DISTRIBUTION:
NOAA_C 0.1

WinTR-20 Printed Page File End of Input Data List

COMMERCE PARK - BLDG A
PROP SITE - VOLUME

Name of printed page file: TR20.out

STORM 2-Yr

Area or Drainage Rate Identifier (csm)	Drainage Area (sq mi)	Rain Gage Location	Runoff Amount (in)	Elevation (ft)	Time (hr)	Peak Flow Rate (cfs)
PROP SITE	0.003		2.665		12.12	5.91

TOTAL RUNOFF VOLUME (PROPOSED CONDITIONS)
2 YR STORM: 1.79 AC X 2.665 (IN) X 1FT/12IN X 43,560 = 17,316 CU. FT.

PEAK RATE COMPUTATIONS

EXISTING CONDITION

WinTR-20 Printed Page File TR20.inp Beginning of Input Data List

WinTR-20: Version 1.10
COMMERCE PARK - bldg A
EX SITE - PEAK

SUB-AREA: EX SITE Outlet .0028 80. .1

STREAM REACH: ASSUMES OPEN SPACE IN GOOD CONDITION

STORM ANALYSIS:
2-Yr 3.17 Type II 2
1-Yr 2.62 Type II 2

STRUCTURE RATING:

GLOBAL OUTPUT:
2 0.05 YYYY YYYYNN

COMMERCE PARK - bldg A
EX SITE - PEAK

Area or Drainage Identifier (cfs)	Drainage Area (sq mi)	Alternate	2-Yr (cfs)	1-Yr (cfs)	Peak Flow by Storm (cfs)
EX SITE	0.003		3.79	2.63	
OUTLET	0.003		3.79	2.63	

ALLOWABLE PEAK RELEASE RATE

PEAK VOLUME AND RELEASE RATE REQUIREMENTS FOR RESTON TRANSIT STATION AREAS

THE SITE HAS EXISTING DETENTION FACILITIES (OFF SITE) WHICH HAVE BEEN DESIGNED TO MIMIC THE PEAK RELEASE RATE OF THE UNDEVELOPED PARCEL (C=0.30) BEFORE THE EXISTING DEVELOPMENT WAS CONSTRUCTED. IT IS FOR THIS REASON THE SITE IS CONSIDERED AS "UNDEVELOPED" OR LESS THAN 50% IMPERVIOUS FOR THE PEAK RELEASE RATE COMPUTATIONS (CASE 1). THUS THE PEAK DISCHARGE RATE FOR THE 1-YR AND 2-YR 24-HOUR DESIGN STORM SHALL NOT EXCEED THE EXISTING RATE.

SINCE THERE ARE NO EXISTING STORMWATER VOLUME CONTROLS FOR THE SITE THE POST-DEVELOPED VOLUME FOR THE 2 YEAR STORM MUST BE REDUCED BY 25% RELATIVE TO THE EXISTING CONDITIONS VOLUME.

2-YEAR STORM (VOLUME REQUIREMENTS)
ALLOWABLE VOLUME RELEASE = 14,808 CU FT X 0.75 = 11,106 CU FT.
REQUIRED VOLUME REDUCTION = 17,316 CU FT - 11,106 CU FT = 6,210 CU FT

1-YR AND 2-YEAR STORM (PEAK DISCHARGE REQUIREMENTS)

ALLOWABLE PEAK RELEASE RATE = 1-YR STORM: 2.63 CFS
ALLOWABLE PEAK RELEASE RATE = 2-YR STORM: 3.79 CFS

PEAK VOLUME AND RELEASE RATE NARRATIVE

THE 2-YR VOLUME REQUIREMENTS COMPUTED ABOVE ARE BASED ON THE EXISTING SITE CONDITIONS AS WELL AS THE PROPOSED SITE BEFORE APPLYING THE ADJUSTED RUNOFF REDUCTION CURVE NUMBER PROVIDED BY THE VRRM SPREADSHEET ON SHEET FDP 0.06A. AS CAN BE SEEN ABOVE, WHEN APPLYING THE 25% REDUCTION TO THE EXISTING 2-YR RUNOFF VOLUME THE ALLOWABLE RELEASE VOLUME FROM THE SITE SHALL BE 11,106 CU FT. AS SUCH 6,210 CU FT. MUST BE REDUCED FROM THE PROPOSED CONDITION. THIS VOLUME REDUCTION REQUIREMENTS SHALL BE MET VIA THE VOLUME PROVIDED IN THE EXTENSIVE GREEN ROOF, STORMWATER PLANTERS, AND URBAN BIO-RETENTION. THE STORMWATER PLANTERS AND URBAN BIO-RETENTION TREE PITS HAVE BEEN OVERSIZED TO PROVIDE ADDITIONAL RUNOFF REDUCTION ABOVE THAT REQUIRED TO MEET THE VRRM REQUIREMENTS TO HELP MEET THE 25% VOLUME REDUCTION GOAL. (SEE SHEETS FDP 0.06B FOR SIZING COMPUTATIONS). AS CAN BE SEEN ON RUNOFF REDUCTION COMPUTATIONS ON THIS SHEET THE RUNOFF REDUCTION PROVIDED IS GREATER THAN WHAT IS REQUIRED TO MEET THE ALLOWABLE VOLUME RELEASE (6,312-6,210). THUS, THIS SITE MEETS THE ALLOWABLE RUNOFF VOLUME FOR THE 2-YR STORM.

THE ALLOWABLE PEAK RELEASE RATES SHALL BE MET VIA THE EXCESS STORAGE PROVIDED IN THE RUNOFF REDUCTION PRACTICES AND ALSO BY THE EXISTING SWM VAULTS, WHICH HAVE BEEN CONSTRUCTED TO REDUCE THE OVERALL PEAK RELEASE RATE FOR THIS SITE TO THAT OF AN UNDEVELOPED CONDITION.

CURVE NUMBER REDUCTION COMPUTATIONS

	1-year storm	2-year storm	10-year storm	
RV _{Developed (in)} with no Runoff Reduction	2.18	2.72	4.40	From RRM
RV _{Developed (in)} with Storage Provided	1.69	2.23	3.91	Based on Storage Provided (See below)
CN _{Adjusted}	91	91	92	SEE FORMULA BELOW

	Storage Volume	RR Credit	Runoff Reduction	
URBAN BIO-RETENTION	13,514	40%	5,406	RR Credit Based on VRRM
RAINWATER HARVESTING	0		0	RR Credit Based on RWHS Output
INTENSIVE GREEN ROOF	0	60%	0	RR Credit Based on VRRM
EXTENSIVE GREEN ROOF	2,015	45%	907	RR Credit Based on VRRM
INFILTRATION	0	90%	0	RR Credit Based on VRRM
Total RR Volume Provided			6,312	

Computing the CN reduction
TR-55 provides an equation to compute the adjusted CN resulting from the implementation of storage and infiltration devices within the contributing watershed (site). The process was developed in order to model infiltration devices and other storage devices that the NRCS TR-20 software could not model. It is essentially the reverse of the runoff volume calculation process shown above - in this process the spreadsheet starts with the runoff volume, removes the storage volume and then uses the net volume to compute the CN rather than using the CN to determine the runoff volume. The equation to adjust the CN based on provided storage is:

$$CN_{Adjusted} = 200 / \left[\frac{P - 2(Q - 2) - (5PQ - 4(Q)^2)^{0.5}}{P} \right]$$

Where:
P = Rainfall Depth (inches)
Q = (Runoff Depth for Proposed unadjusted CN - Volume Provided) (inches)

So in this equation, the spreadsheet converts the total volume provided in the storage devices to an equivalent rainfall depth by dividing the volume provided by the site area

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

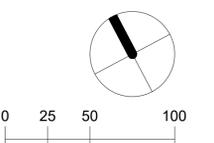
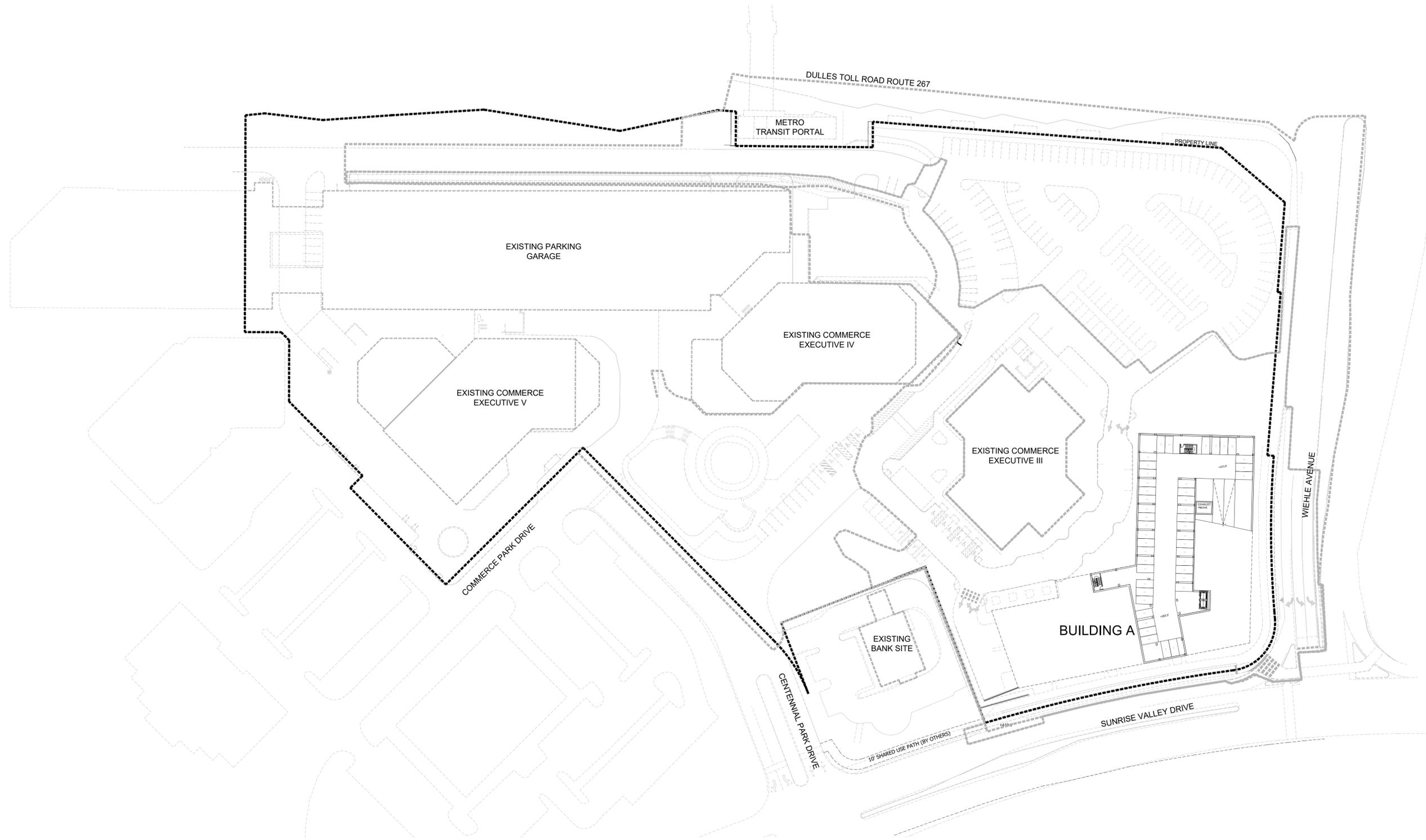
ALL GRADING SHOWN IS CONCEPTUAL AND SUBJECT TO CHANGE WITH THE FINAL SITE PLAN

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

VIKA REVISIONS

REVISED: 08/12/2016	
REVISED: 07/08/2016	
REVISED: 05/02/2016	
REVISED: 12/18/2015	
REVISED: 07/15/2015	
DATE: 06/05/2015	
DES. JDA	DWN. JDA
SCALE: N/A	
PROJECT/FILE NO. VV7228F	
SHEET NO. FDP 0.06C	

NO.	DATE	DESCRIPTION



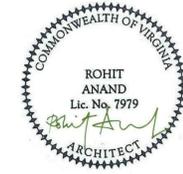
COMMERCE METRO CENTER



PHASE I - BASEMENT PLAN 4

RESTON, VA
 KTG # 2015-0049

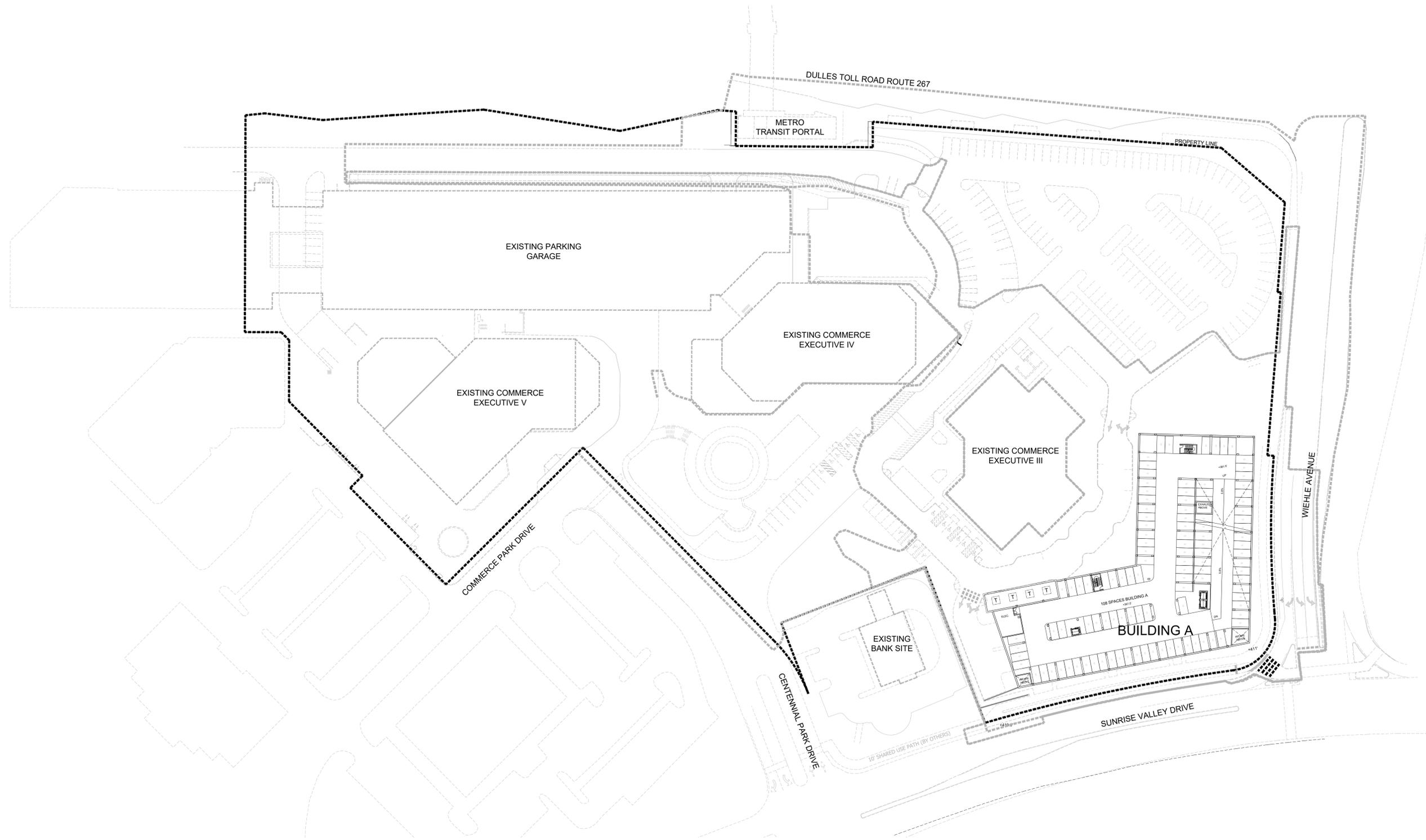
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Architecture+Planning
 8609 Westwood Ctr. Dr., Suite 600
 Tysons Corner, VA 22182
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 ktgy.com



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VORNADO
CHARLES E. SMITH

PHASE I - BASEMENT PLAN 2 - 3

RESTON, VA
KTYG # 2015-0049

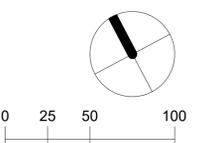
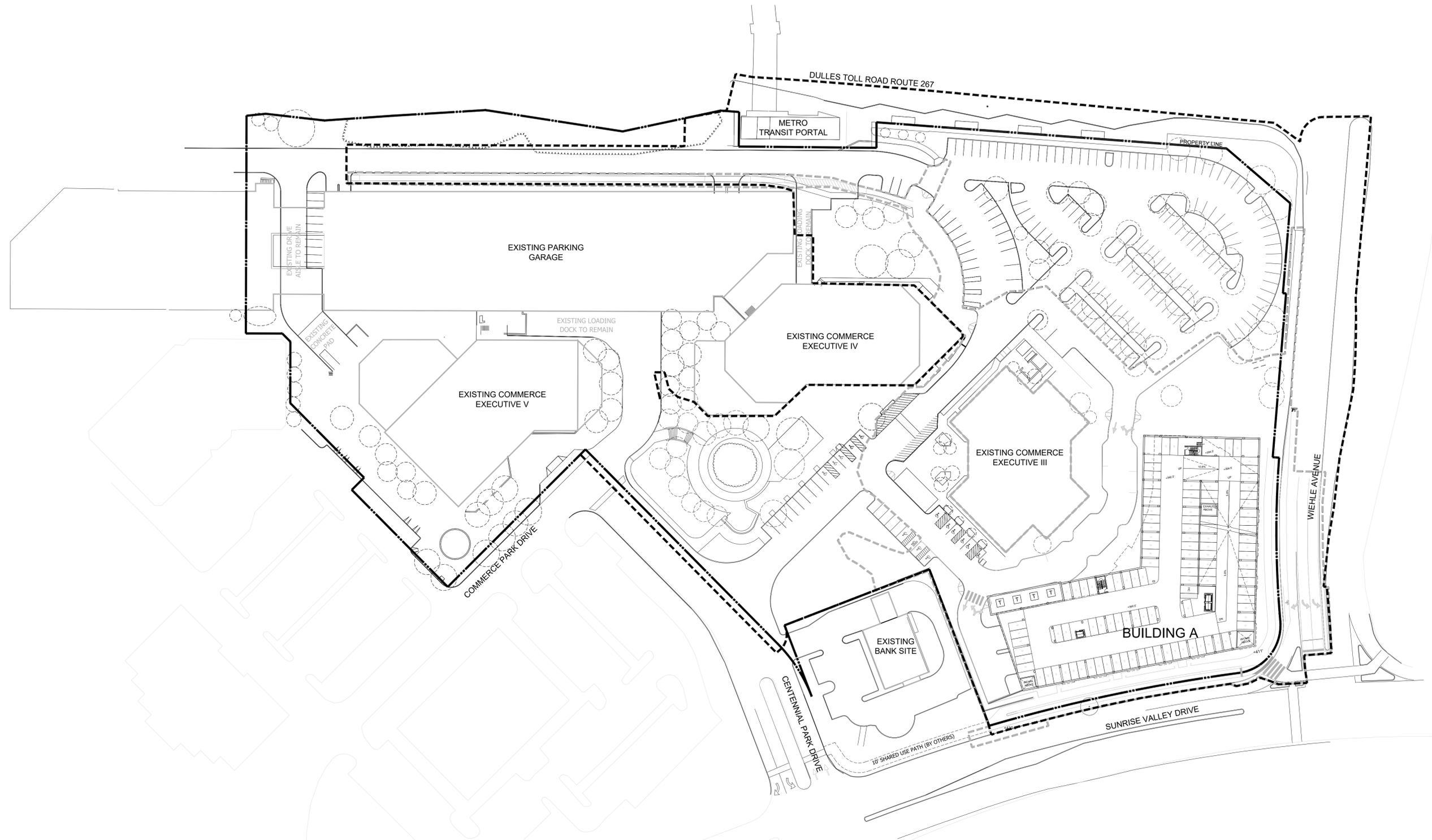
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VORNADO
CHARLES E. SMITH

PHASE I - BASEMENT PLAN I

RESTON, VA
KTYG # 2015-0049

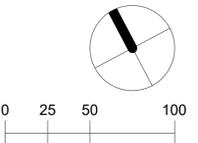
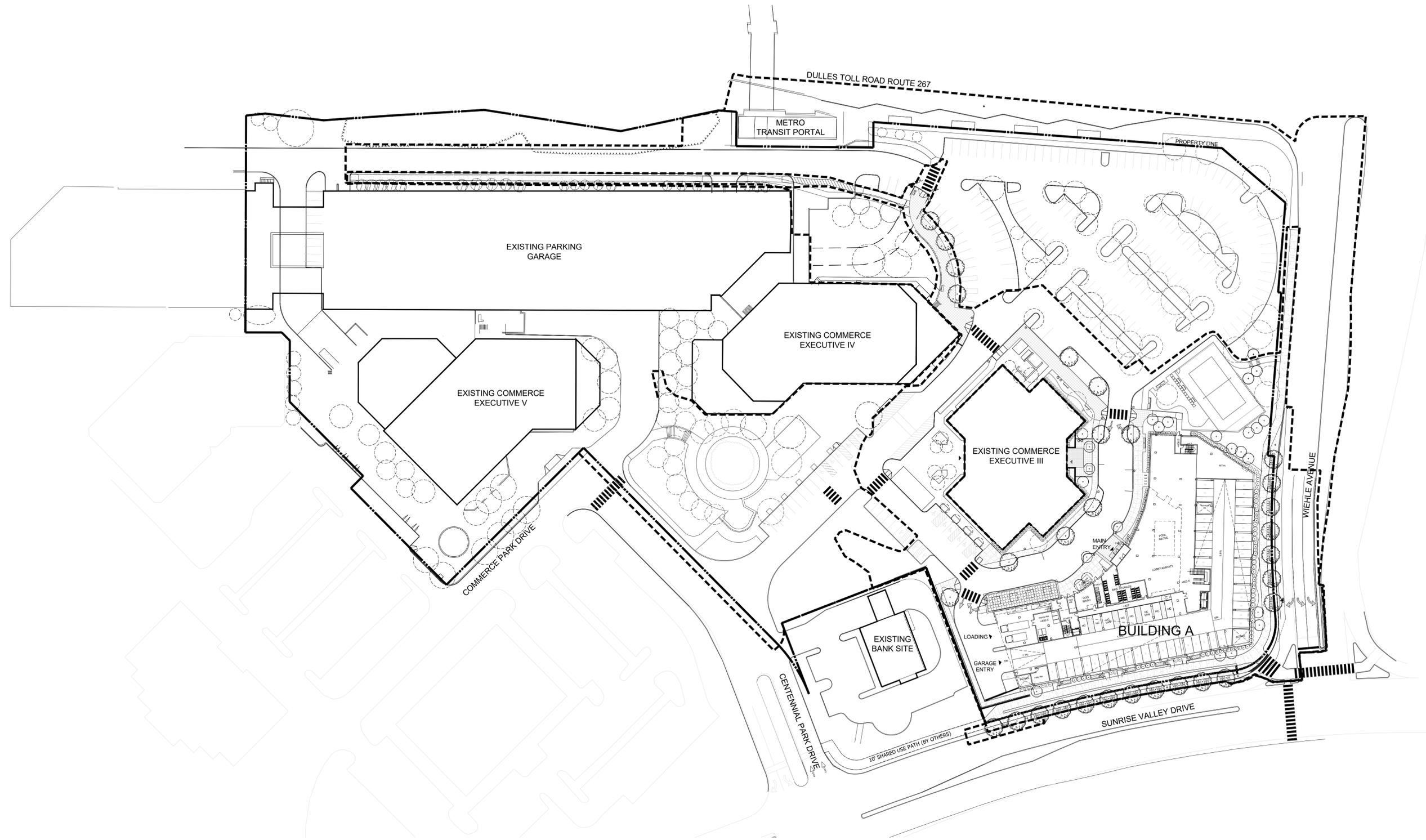
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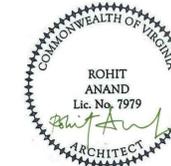
VORNADO
CHARLES E. SMITH

PHASE I - FLOOR PLAN I

RESTON, VA

KTGY # 2015-0049

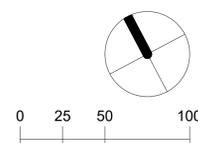
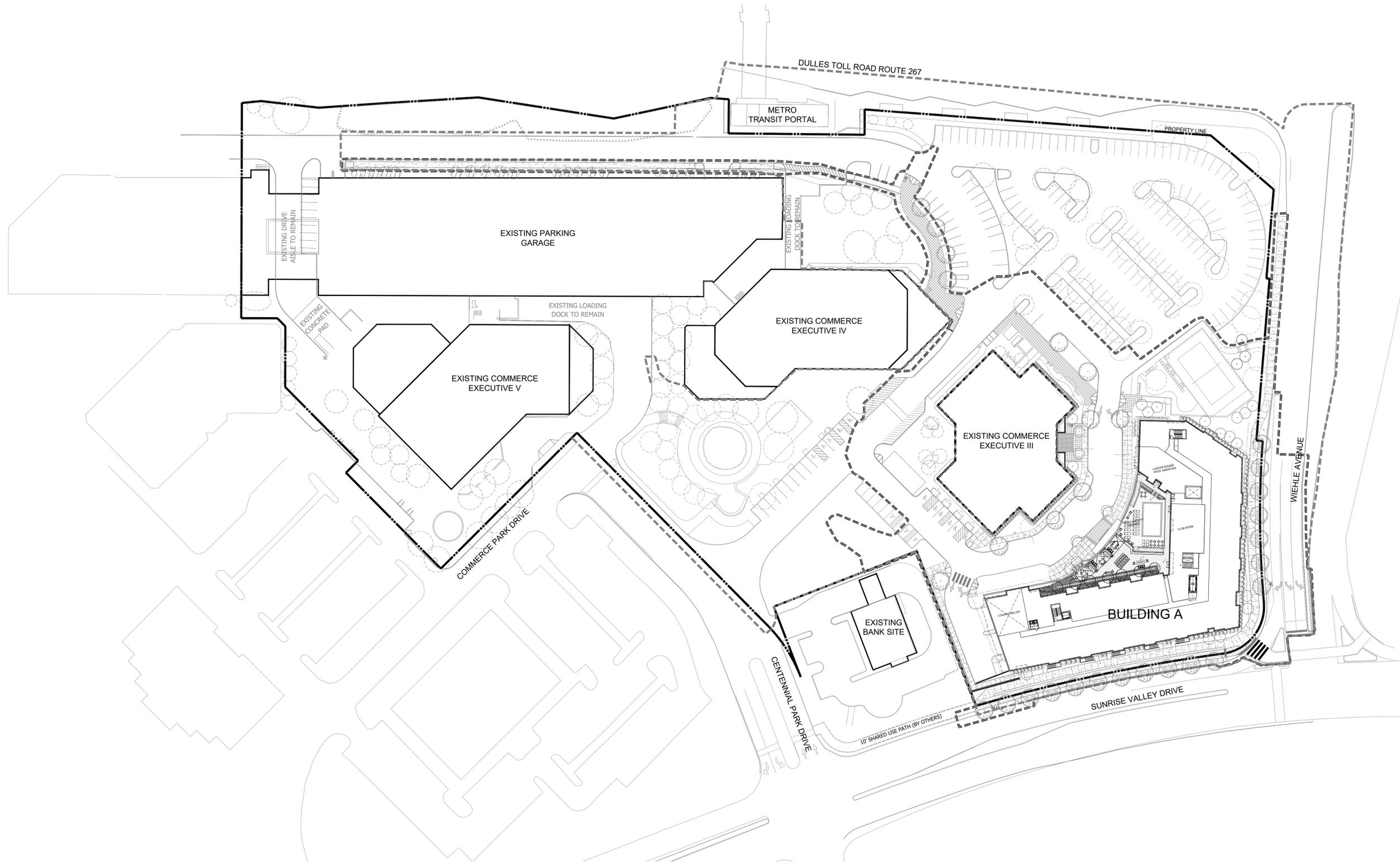
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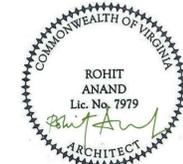
COMMERCE METRO CENTER

VORNADO
CHARLES E. SMITH

PHASE I - FLOOR PLAN 2

RESTON, VA
KTYG # 2015-0049

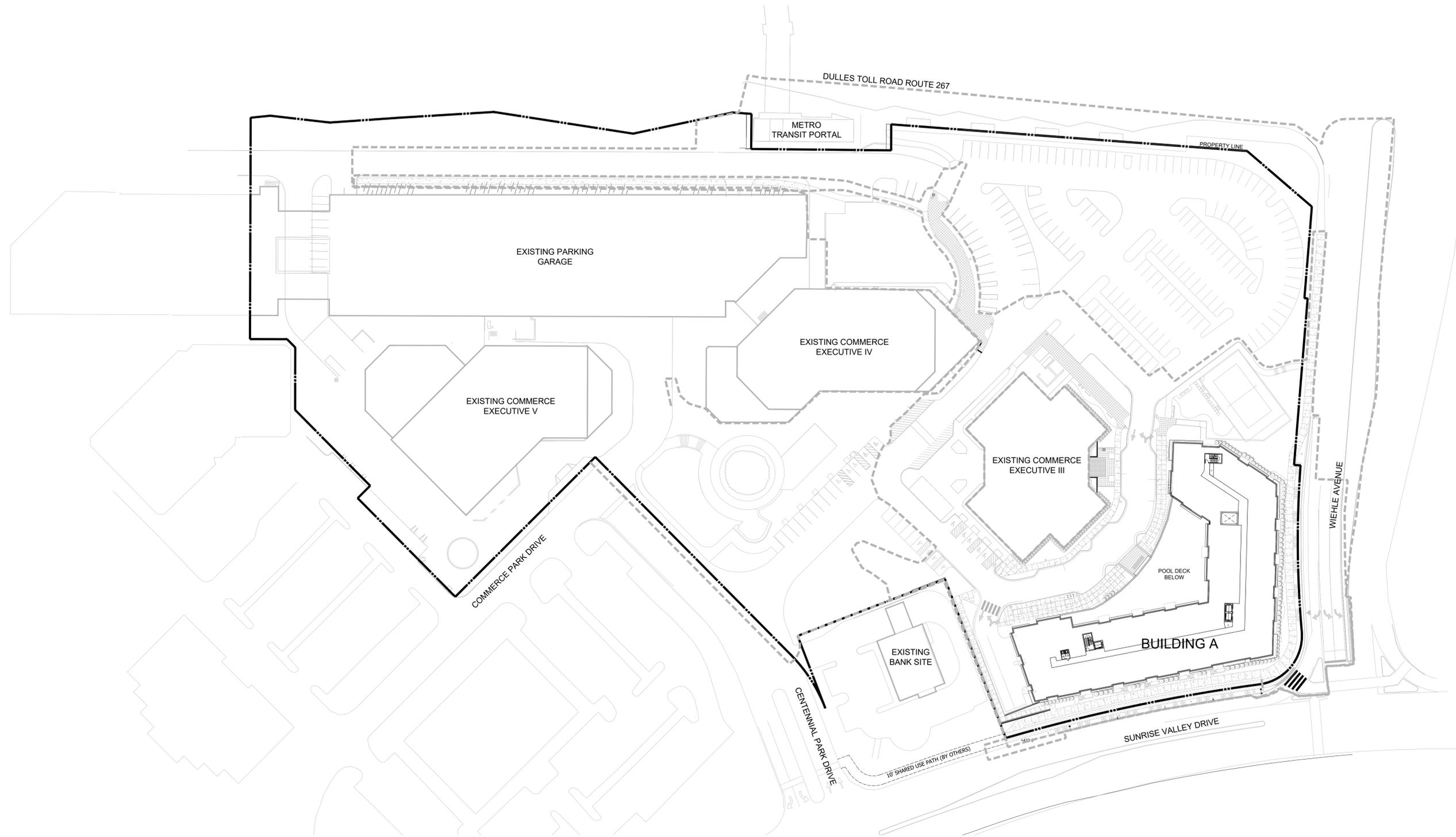
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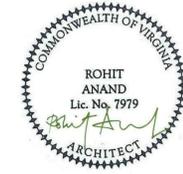
VORNADO
CHARLES E. SMITH

PHASE I - FLOOR PLAN 3 - 7

RESTON, VA

KTGY # 2015-0049

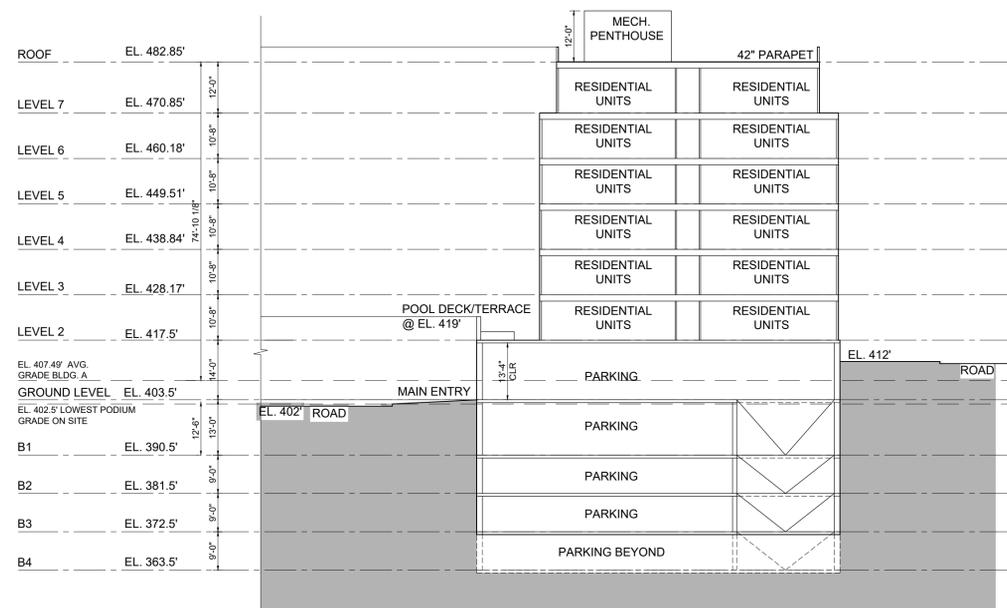
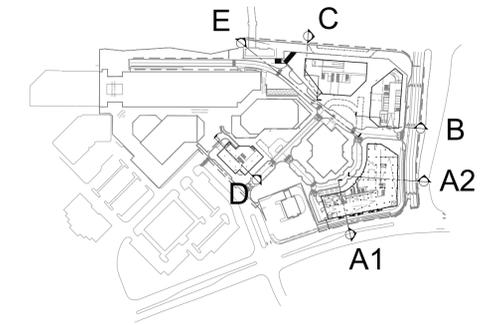
08.12.2016



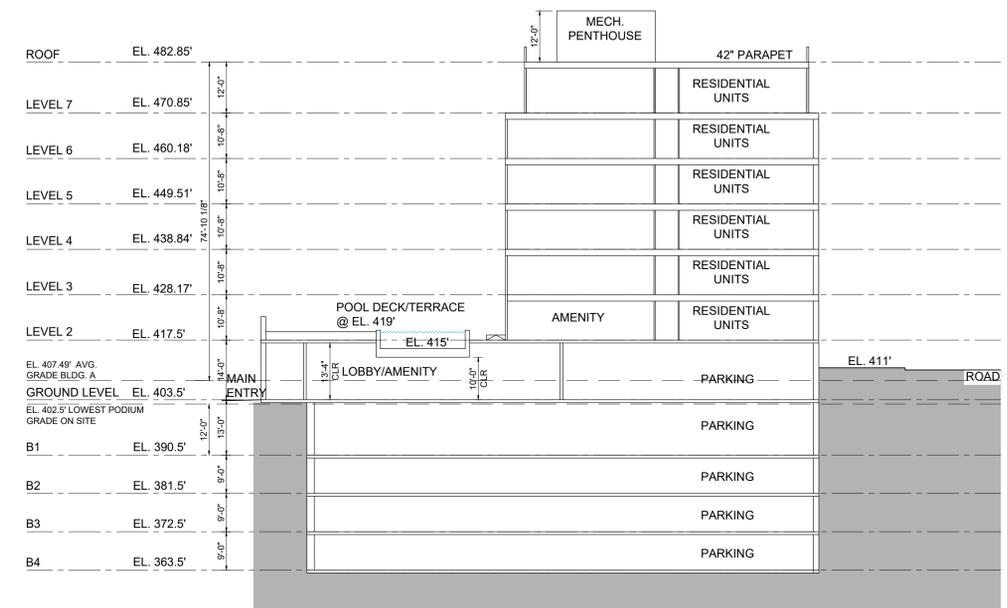
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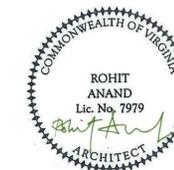
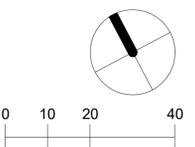


SECTION A1 THROUGH BUILDING A



SECTION A2 THROUGH BUILDING A

NOTE: THE DESIGNS SHOWN HERE FOR EACH BUILDING AND THE ASSOCIATED INTERIOR AND EXTERIOR SPACES AND AREAS, INCLUDING, BUT NOT LIMITED TO: PARKING LAYOUTS, UNIT LAYOUTS, CORRIDORS, ELEVATORS, STAIRWELLS AND AMENITY AREAS ARE CONCEPTUAL AND ONLY INTENDED FOR ILLUSTRATIVE PURPOSES. THE FINAL DESIGN OF THE BUILDINGS AND THE ASSOCIATED INTERIOR AND EXTERIOR SPACES AND AREAS WILL BE DETERMINED IN CONNECTION WITH FUTURE FDP'S AND FINAL SITE PLAN/BUILDING PERMIT SUBMISSIONS.





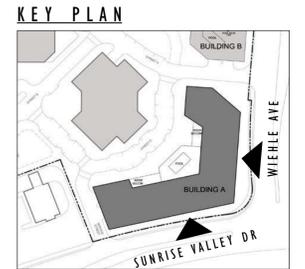
SUNRISE VALLEY DRIVE ELEVATION



WIEHLE AVENUE ELEVATION

NO	MATERIAL	COLOR / FINISH
1.1	BRICK	Blonde *
1.2	BRICK	Charcoal *
2.1	ARCHITECTURAL STONE	Limestone *
3.1	CEMENTITIOUS PANEL	Sail Cloth *
3.2	CEMENTITIOUS PANEL	Monterrey Taupe *
3.3	CEMENTITIOUS PANEL	Timber Bark *
3.4	CEMENTITIOUS PANEL	Dark Gray *
4.1	METAL PANEL / CANOPY	Dark Gray *
5.1	HPL PANEL	Dark Walnut *
6.1	WINDOWS FRAMES	Dark Grey *
7.1	METAL RAILING	Pewter *
7.2	METAL STOREFRONT / CANOPY	Pewter *

* OR EQUIVALENT



COMMERCE METRO CENTER



BUILDING A ELEVATIONS

FDP 1.20

RESTON, VA
KTYG # 2015-0049

08.12.2016



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EAST CORNER ELEVATION

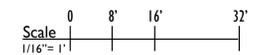
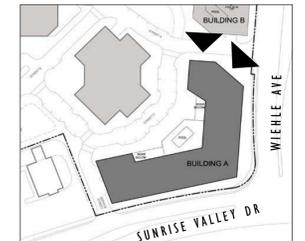


STREET A ELEVATION

NO	MATERIAL	COLOR / FINISH
1.1	BRICK	Blonde *
1.2	BRICK	Charcoal *
2.1	ARCHITECTURAL STONE	Limestone *
3.1	CEMENTITIOUS PANEL	Sail Cloth *
3.2	CEMENTITIOUS PANEL	Monterrey Taupe *
3.3	CEMENTITIOUS PANEL	Timber Bark *
3.4	CEMENTITIOUS PANEL	Dark Gray *
4.1	METAL PANEL / CANOPY	Dark Gray *
5.1	HPL PANEL	Dark Walnut *
6.1	WINDOWS FRAMES	Dark Gray *
7.1	METAL RAILING	Pewter *
7.2	METAL STOREFRONT / CANOPY	Pewter *

* OR EQUIVALENT

KEY PLAN



COMMERCE METRO CENTER

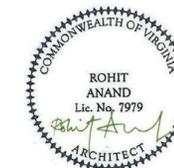


BUILDING A ELEVATIONS

FDP 1.21

RESTON, VA
KTYG # 2015-0049

08.12.2016



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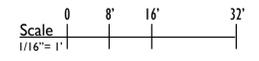
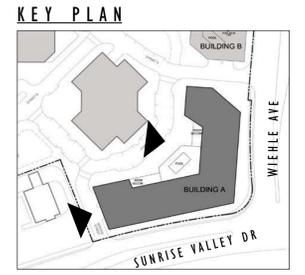
STREET C ELEVATION

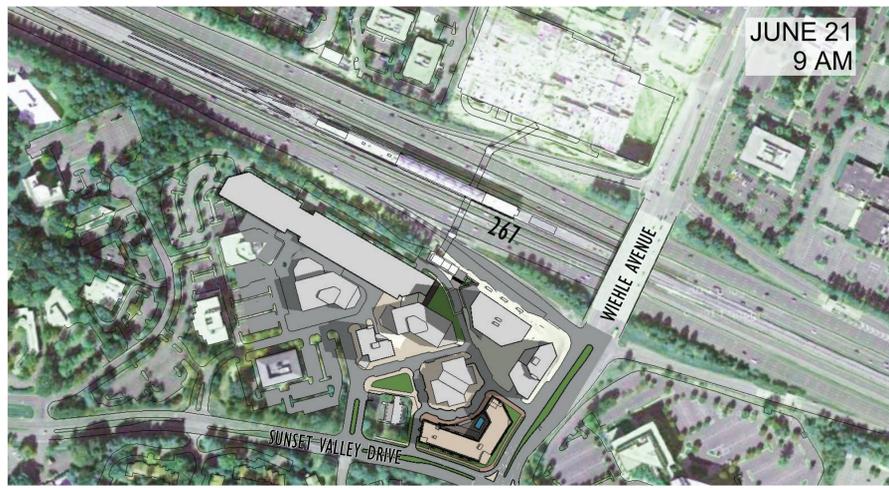


SERVICE STREET ELEVATION

NO	MATERIAL	COLOR / FINISH
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1.2	BRICK	Charcoal *
2.1	ARCHITECTURAL STONE	Limestone *
3.1	CEMENTITIOUS PANEL	Sail Cloth *
3.2	CEMENTITIOUS PANEL	Monterrey Taupe *
3.3	CEMENTITIOUS PANEL	Timber Bark *
3.4	CEMENTITIOUS PANEL	Dark Gray *
4.1	METAL PANEL / CANOPY	Dark Gray *
5.1	HPL PANEL	Dark Walnut *
6.1	WINDOWS FRAMES	Dark Grey *
7.1	METAL RAILING	Pewter *
7.2	METAL STOREFRONT / CANOPY	Pewter *

* OR EQUIVALENT

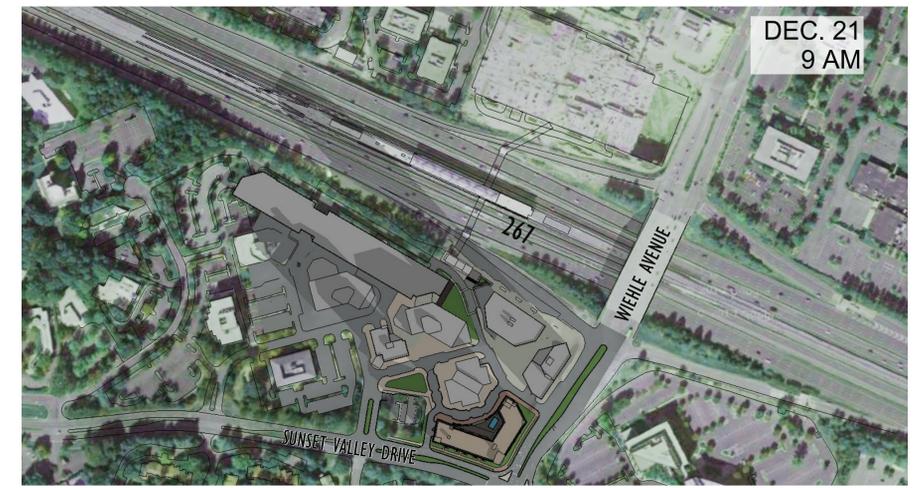




JUNE 21
9 AM



SEPT. 21
9 AM



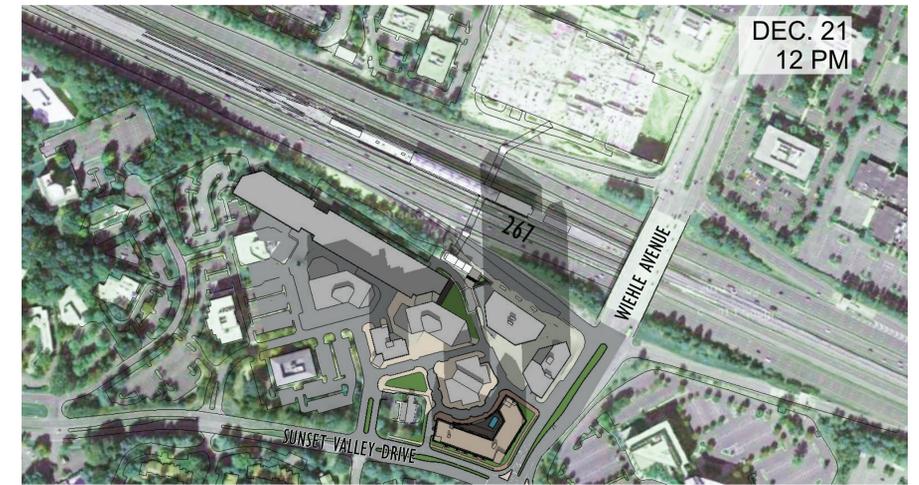
DEC. 21
9 AM



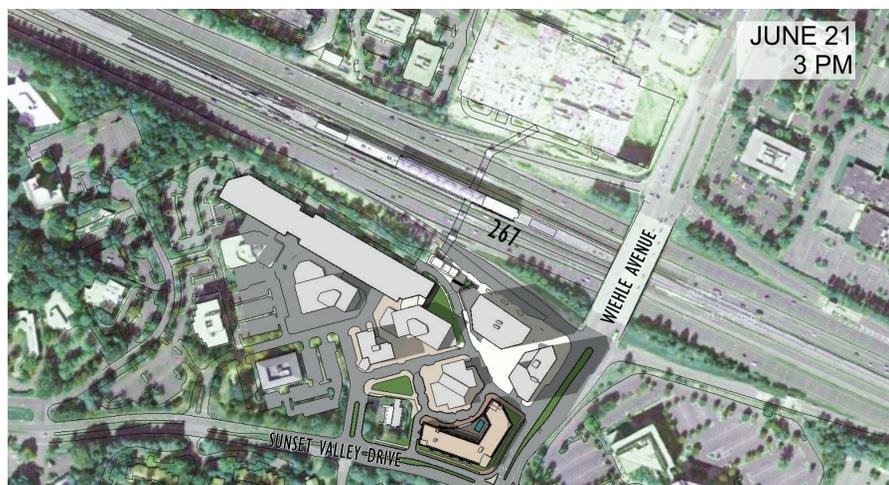
JUNE 21
12 PM



SEPT. 21
12 PM



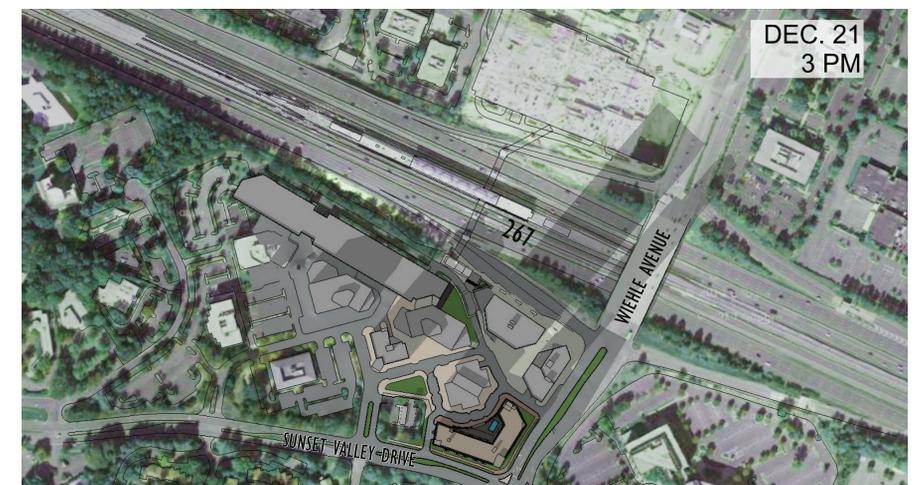
DEC. 21
12 PM



JUNE 21
3 PM



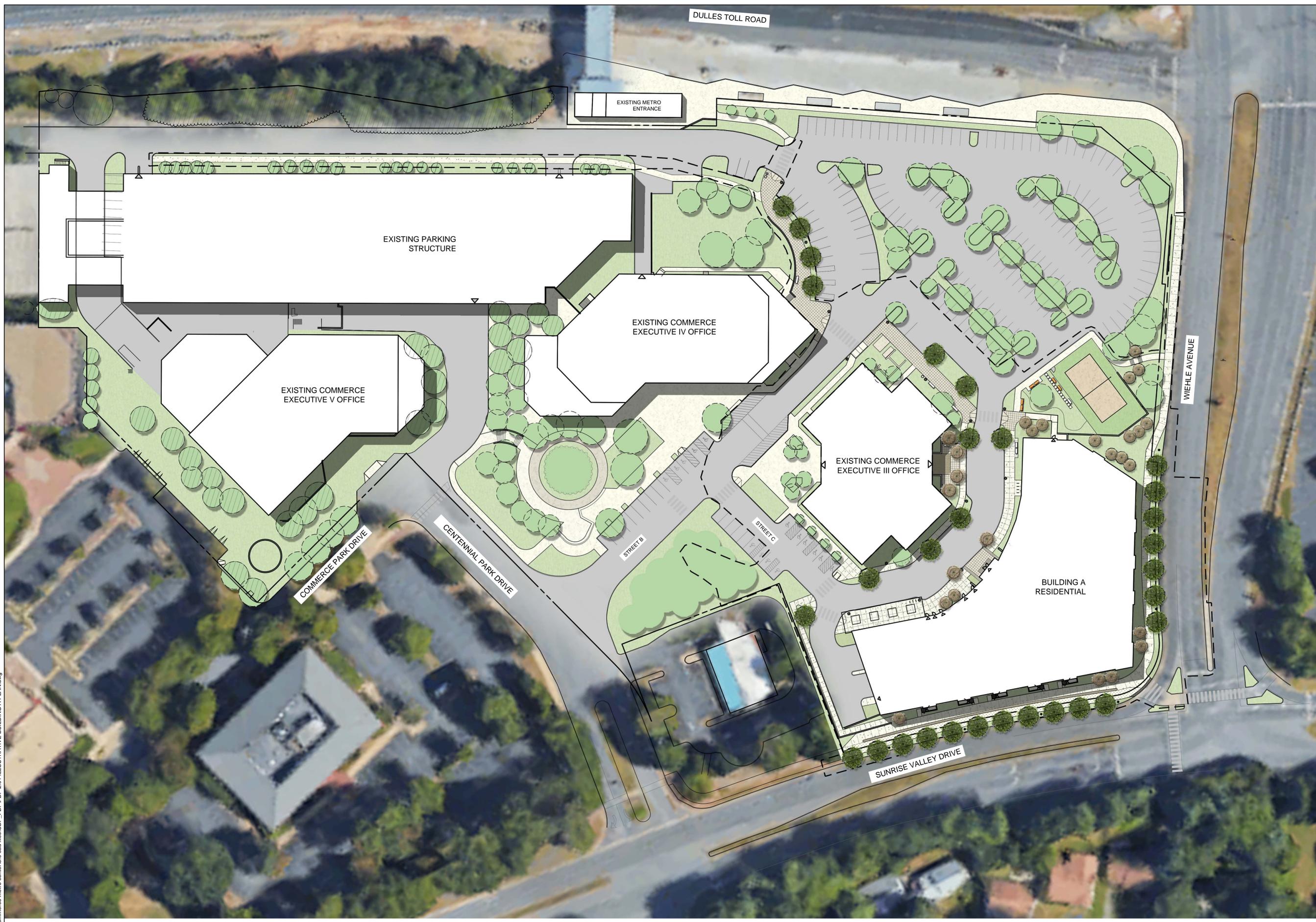
SEPT. 21
3 PM



DEC. 21
3 PM



p:\2015\15050 commerce metro center\6.0 cad files\CDP - FDP\FDP 2.01 ILLUSTRATIVE BUILDING A PLAN.dwg



STUDIO39
Landscape Architecture, P.C.
6416 Greenfield Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

COMMERCE METRO CENTER
HUNTER MILL DISTRICT, FAIRFAX, VIRGINIA
CESC COMMERCE EXECUTIVE PARK LLC

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REVISIONS:

NO.	DESCRIPTION

ILLUSTRATIVE BUILDING A PLAN

DESIGN: CO/LH
DRAWN: ET/WR
CHECKED: LH

SCALE: 1" = 40'-0"

PROJECT NO: 15050

DATE: 08.12.2016

FDP 2.01

FDP

1 SITE PLAN - PHASE 1
FDP 2.01 Scale: 1" = 40'-0"

PLAN

NOT RELEASED FOR CONSTRUCTION



Landscape Architecture, P.C.

6416 Greenbale Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

COMMERCE METRO CENTER

HUNTER MILL DISTRICT, FAIRFAX, VIRGINIA

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REVISIONS:

BUILDING A PLAN

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH

SCALE: 1" = 40'-0"



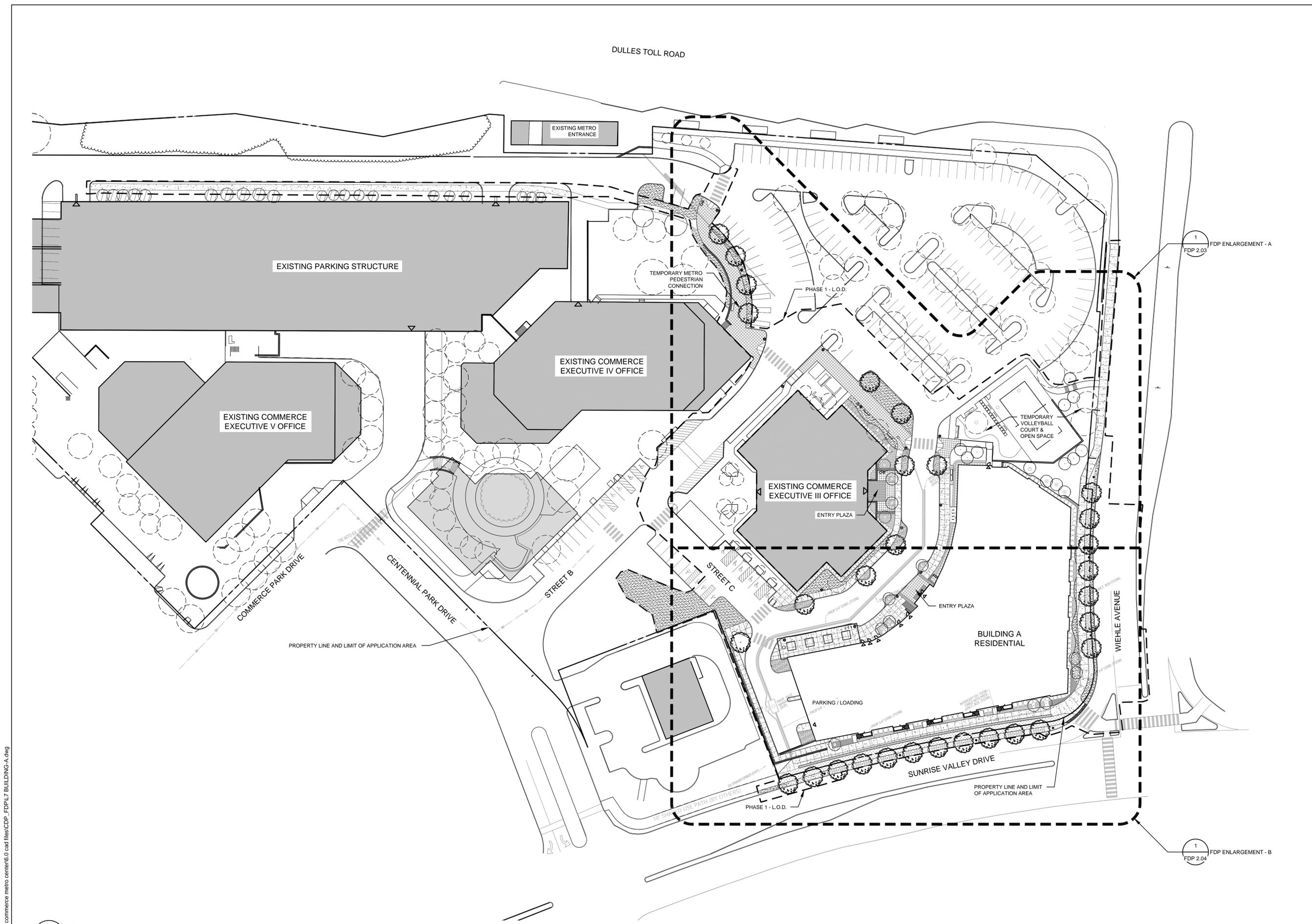
PROJECT NO: 15050

DATE: 08.12.2016

FDP 2.02

FDP

NOT RELEASED FOR CONSTRUCTION



1 FDP ENLARGEMENT - A
FDP 2.03

1 FDP ENLARGEMENT - B
FDP 2.04

1 OVERALL SITE
FDP 2.02 Scale: 1" = 40'-0"

PLAN

p:\2015\15050 commerce metro center\6.0 cad files\CDP_FDP\17 BUILDING-A.dwg



Landscape Architecture, P.C.
 6416 Greenhale Drive, Suite 100-A
 Alexandria, Virginia 22310
 Tel: 703.719.6500 Fax: 703.719.6503
 Email: frontdesk@studio39.com

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REVISIONS:

ENLARGEMENT PLAN 1

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH

SCALE: 1" = 20'-0"

PROJECT NO: 15050

DATE: 08.12.2016

FDP 2.03

FDP

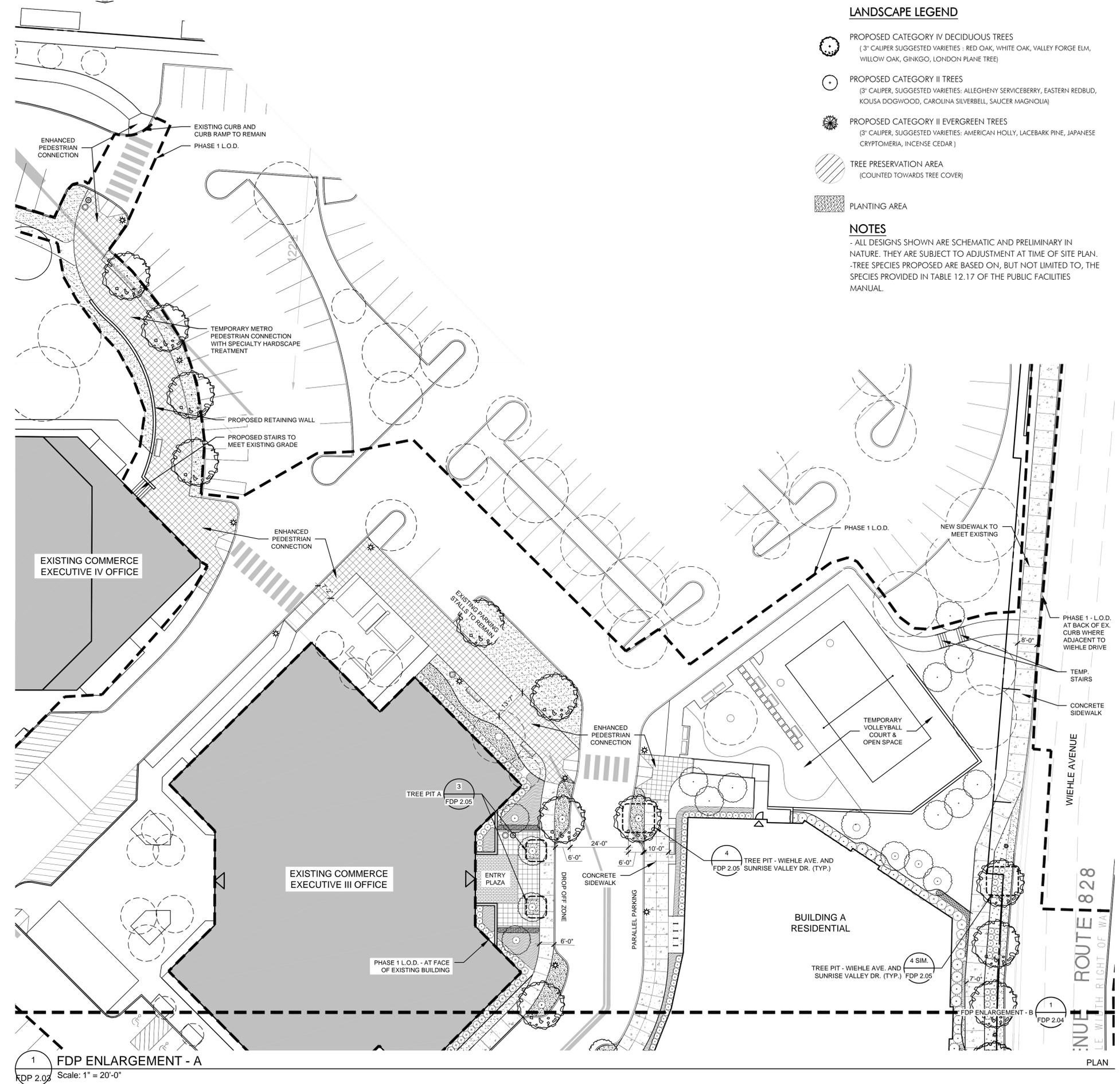
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LANDSCAPE LEGEND

- PROPOSED CATEGORY IV DECIDUOUS TREES
(3" CALIPER SUGGESTED VARIETIES: RED OAK, WHITE OAK, VALLEY FORGE ELM, WILLOW OAK, GINKGO, LONDON PLANE TREE)
- PROPOSED CATEGORY II TREES
(3" CALIPER, SUGGESTED VARIETIES: ALLEGHENY SERVICEBERRY, EASTERN REDBUD, KOUSA DOGWOOD, CAROLINA SILVERBELL, SAUCER MAGNOLIA)
- PROPOSED CATEGORY II EVERGREEN TREES
(3" CALIPER, SUGGESTED VARIETIES: AMERICAN HOLLY, LACEBARK PINE, JAPANESE CRYPTOMERIA, INCENSE CEDAR)
- TREE PRESERVATION AREA
(COUNTED TOWARDS TREE COVER)
- PLANTING AREA

NOTES

- ALL DESIGNS SHOWN ARE SCHEMATIC AND PRELIMINARY IN NATURE. THEY ARE SUBJECT TO ADJUSTMENT AT TIME OF SITE PLAN.
- TREE SPECIES PROPOSED ARE BASED ON, BUT NOT LIMITED TO, THE SPECIES PROVIDED IN TABLE 12.17 OF THE PUBLIC FACILITIES MANUAL.



1 FDP ENLARGEMENT - A
 Scale: 1" = 20'-0"

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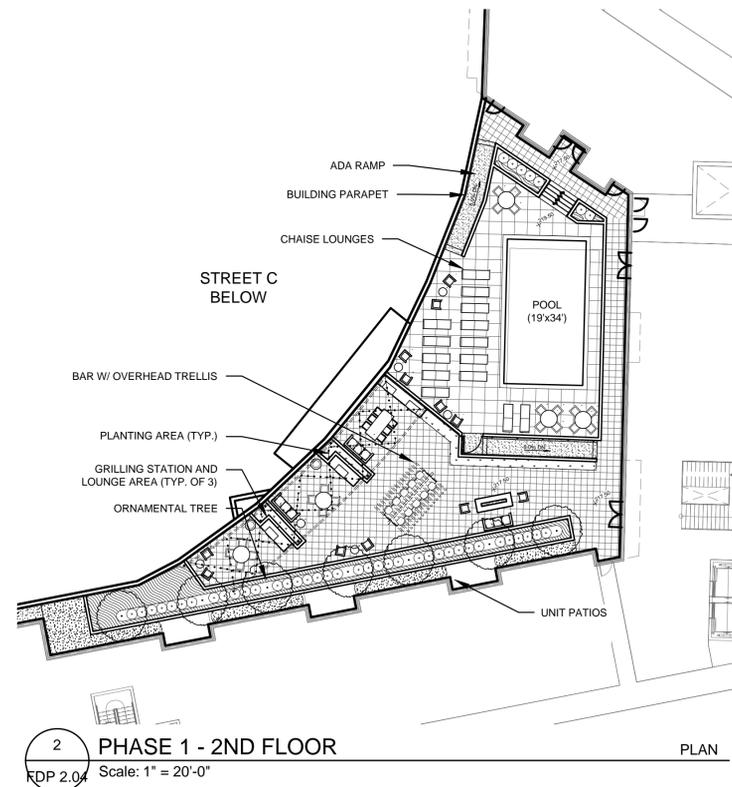
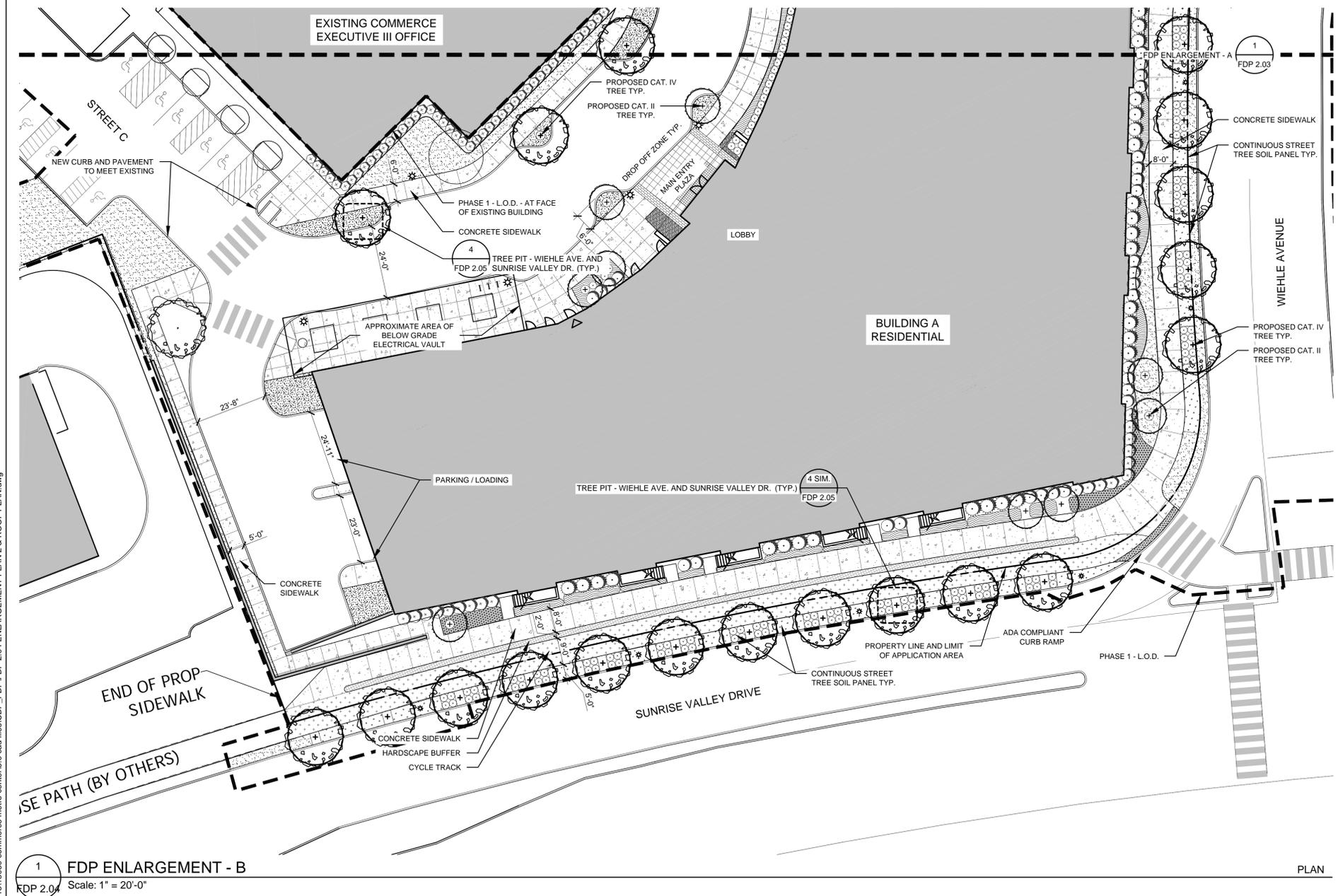
Landscape Architecture, P.C.
 6416 Greenhale Drive, Suite 100-A
 Alexandria, Virginia 22310
 Tel: 703.719.6500 Fax: 703.719.6503
 Email: frontdesk@studio39.com

LANDSCAPE LEGEND

-  PROPOSED CATEGORY IV DECIDUOUS TREES
 (3" CALIPER SUGGESTED VARIETIES: RED OAK, WHITE OAK, VALLEY FORGE ELM, WILLOW OAK, GINKGO, LONDON PLANE TREE)
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-  PLANTING AREA

NOTES

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COMMERCE METRO CENTER
 HUNTER MILL DISTRICT, FAIRFAX, VIRGINIA
 CESC COMMERCE EXECUTIVE PARK LLC

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REVISIONS:

ENLARGEMENT PLAN 2 & ROOF PLAN

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH
 SCALE: 1" = 20'-0"
 PROJECT NO: 15050
 DATE: 08.12.2016

FDP 2.04

FDP

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REVISIONS:

TREE PLANTING DETAILS & NOTES

DESIGN: CO/LH
 DRAWN: ET/WR
 CHECKED: LH
 SCALE: AS SHOWN
 PROJECT NO: 15050
 DATE: 08.12.2016

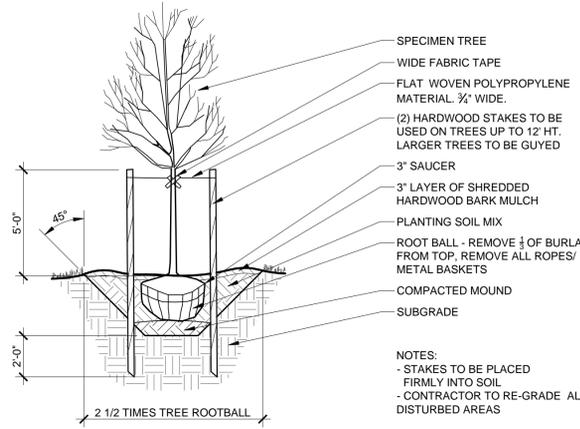
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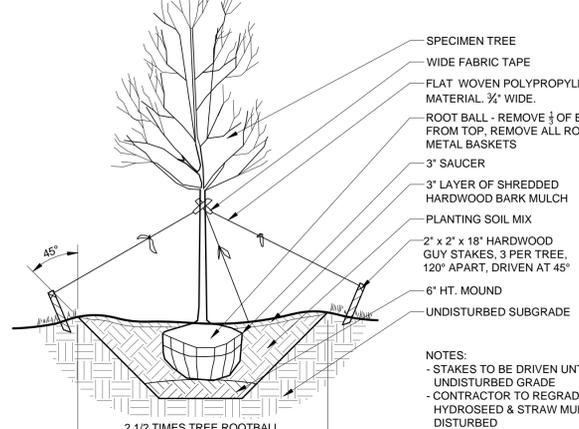
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PLANTING NOTES:

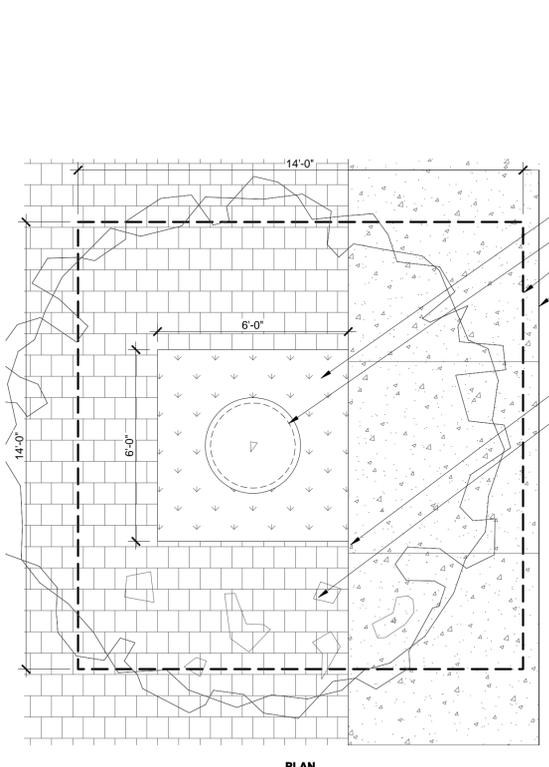
1. PLANT MATERIAL SHALL BE FURNISHED AND INSTALLED AS INDICATED, INCLUDING ALL LABOR, MATERIALS, PLANTS, EQUIPMENT, INCIDENTALS, AND CLEAN-UP.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLANTING AT CORRECT GRADES AND ALIGNMENT. LAYOUT TO BE APPROVED BY OWNERS REPRESENTATIVE PRIOR TO INSTALLATION.
3. PLANTS SHALL BE TYPICAL OF THEIR SPECIES AND VARIETY; HAVE NORMAL GROWTH HABITS, WELL-DEVELOPED DENSELY FOLIATED BRANCHES, AND VIGOROUS ROOT SYSTEMS, AND BE FREE FROM DEFECTS AND INJURIES.
4. CONTRACTOR SHALL REPORT ANY SOIL OR DRAINAGE CONDITIONS CONSIDERED DETRIMENTAL TO GROWTH OF PLANT MATERIAL.
5. ALL PLANT MATERIAL SHALL BE GUARANTEED BY THE CONTRACTOR TO BE IN VIGOROUS GROWING CONDITION. PROVISION SHALL BE MADE FOR A GROWTH GUARANTEE OF AT LEAST ONE YEAR FROM THE DATE OF ACCEPTANCE FOR TREES AND SHRUBS. REPLACEMENTS SHALL BE MADE AT THE BEGINNING OF THE FIRST SUCCEEDING PLANTING SEASON. ALL REPLACEMENTS SHALL HAVE A GUARANTEE EQUAL TO THAT STATED ABOVE.
6. PLANT MATERIAL SHALL BE PLANTED ON THE DAY OF DELIVERY IF WHEN PRACTICAL. IN THE EVENT THAT THIS IS NOT POSSIBLE, THE CONTRACTOR SHALL PROTECT STOCK NOT BE PLANTED. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN A THREE-DAY PERIOD AFTER DELIVERY. ANY PLANTS NOT INSTALLED DURING THIS PERIOD SHALL BE REJECTED, UNLESS OWNER AND CONTRACTOR PROVIDE OTHERWISE BY WRITTEN AGREEMENT.
7. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS, AND SIZE OF ROOT BALL SHALL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF ANSI Z60 "AMERICAN STANDARD FOR NURSERY STOCK" PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
8. ALL PLANTS SHALL BE PLANTED IN AMENDED TOP SOIL THAT IS THOROUGHLY WATERED AND TAMPED AS BACK-FILLING PROCESSES. PLANTING MIX TO BE AS SHOWN ON PLANTING DETAILS. LARGE PLANTING AREAS TO INCORPORATE FERTILIZER AND SOIL CONDITIONERS AS STATED IN PLANTING SPECIFICATIONS.
9. PLANTS SHALL NOT BE BOUND WITH WIRE OR ROPE AT ANY TIME SO AS TO DAMAGE THE BARK OR BREAK BRANCHES. PLANTS SHALL BE HANDLED FROM THE BOTTOM OF THE BALL ONLY.
10. PLANTING OPERATIONS SHALL BE PERFORMED DURING PERIODS WITHIN THE PLANTING SEASON WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE AND IN ACCORDANCE WITH ACCEPTED LAND PRACTICE. PLANTS SHALL NOT BE INSTALLED IN TOP SOIL THAT IS IN A MUDDY OR FROZEN CONDITION. ALL PLANT MATERIAL SHALL BE SPRAYED WITH "WILT-PRO" OR EQUAL AS PER MANUFACTURER'S INSTRUCTIONS.
11. NO PLANT, EXCEPT GROUND COVERS, SHALL BE PLANTED LESS THAN TWO FEET FROM EXISTING STRUCTURES AND SIDEWALKS.
12. SET ALL PLANTS PLUMB AND STRAIGHT. SET AT SUCH LEVEL THAT A NORMAL OR NATURAL RELATIONSHIP TO THE GROUND IF THE PLANT WITH THE GROUND SURFACE WILL BE ESTABLISHED. LOCATE THE PLANT IN THE CENTER OF THE PIT.
13. ALL INJURED ROOTS SHALL BE PRUNED TO MAKE CLEAN CUTS BEFORE PLANTING UTILIZING CLEAN, SHARP TOOLS. IT IS ADVISABLE TO PRUNE APPROXIMATELY 1/3 OF THE GROWTH OF LARGE TREES (2" CALIPER AND GREATER) BY THE REMOVAL OF SUPERFLUOUS BRANCHES, THOSE WHICH CROSS, THOSE WHICH RUN PARALLEL, ETC. MAIN LEADER OF TREES SHALL NOT BE CUT BACK. LONG SIDES BRANCHES SHALL BE SHORTENED.
14. EACH TREE AND SHRUB SHALL BE PRUNED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICE TO PRESERVE THE NATURAL CHARACTER OF PLANT. PRUNING SHALL BE DONE WITH CLEAN, SHARP TOOLS.
15. TREES SHALL BE SUPPORTED IMMEDIATELY AFTER PLANTING. ALL TREES 6" AND GREATER IN CALIPER SHALL BE GUYED. SMALLER TREES SHALL BE STAKED WITH A WIDE FABRIC TAPE. GUYING WIRES AND STAKES SHALL BE INSTALLED AS INDICATED. THE LANDSCAPE CONTRACTOR SHALL REMOVE STAKING, GUYING AND TREE WRAP AT THE END OF ONE YEAR MAINTENANCE AND GUARANTEE PERIOD.
16. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" LAYER OF DOUBLE SHREDDED HARDWOOD BARK MULCH.
17. NEW PLANTING AREAS AND SOIL SHALL BE ADEQUATELY IRRIGATED PRIOR TO THE PROPOSED PLANTS AND LAWN.
18. ALL PLANTS SHOWN ON THE APPROVED LANDSCAPE PLAN SHALL BE INSTALLED, INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT OR HIS REPRESENTATIVE. THE LANDSCAPE ARCHITECT SHALL TAKE INTO ACCOUNT SEASONAL CONSIDERATIONS IN THIS REGARD. TREES, SHRUBS, VINES AND GROUNDCOVER AS REQUIRED BY OR ASSOCIATED WITH A SUBDIVISION OR SITE PLAN APPROVED BY THE PLANNING AUTHORITIES SHALL BE INSTALLED DURING THE FOLLOWING PLANTING SEASONS: LAWNS: 03/15 TO 06/15 AND 09/15 TO 12/01 THE FOLLOWING TREE VARIETIES SHALL NOT BE PLANTED DURING THE FALL PLANTING SEASON DUE TO THE HAZARDS ASSOCIATED WITH PLANTING THESE TREES IN THIS SEASON:
 ACER RUBRUM POPULUS SPP.; BETULA SPP. PRUNUS SPP.; CARPINUS SPP.; PYRUS SPP.; CRATEGEUS SPP.; QUERCUS SPP.; KOELREUTERIA PANICULATA SALIX SPP.; LIQUIDAMBAR STRYACIFLUA TILIA TOMENTOSA; LIRIODENDRON TULPIFERA ZELKOVA; PLATANUS ACERIFOLIA.
 ANY PLANTING INSTALLED IN CONFLICT WITH THIS REQUIREMENT MUST RECEIVE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO PLANTING. FAILURE TO COMPLY WITH THESE REQUIREMENTS WILL REQUIRE THE REMOVAL OF THE PLANTING IN QUESTION. THIS REQUIREMENT DOES NOT APPLY TO SEEDING OR SODDING OR PLANTINGS SPECIFICALLY FOR SOIL STABILIZATION PURPOSES. PLANTINGS ASSOCIATED WITH ANY LOT GIVEN A CERTIFICATE OF OCCUPANCY OUTSIDE THESE PERIODS SHALL BE PROVIDED DURING THE PREVIOUS OR NEXT APPROPRIATE SEASON.
19. ALL DISTURBED AREAS SHALL BE TREATED WITH 4" TOP SOIL AND SEEDED IN ACCORDANCE WITH PERMANENT STABILIZATION METHODS INDICATED ON SOIL EROSION AND SEDIMENT CONTROL SHEET.
20. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL PLANT MAINTENANCE, INCLUDING SHRUBS AND GROUNDCOVER, AND SHALL MAINTAIN AREA IN A WEED AND DEBRIS FREE CONDITION THROUGHOUT THE ONE-YEAR GUARANTEE PERIOD, UNLESS OTHERWISE SPECIFIED.
21. ALL DIMENSIONS TO BE TAKEN FROM BACK OF CURB.
22. CONTRACTOR SHALL LAYOUT AND CLEARLY STAKE ALL PROPOSED IMPROVEMENTS INCLUDED ON THIS PLAN.
23. CONTRACTOR IS RESPONSIBLE FOR CONTACTING UTILITY COMPANY PRIOR TO BEGINNING CONSTRUCTION FOR LOCATION OF ALL UTILITY LINES. TREES SHALL BE LOCATED A MINIMUM OF 5' FROM SEWER/WATER CONNECTIONS. CONTRACTOR SHALL BE LIABLE FOR DAMAGE TO ANY AND ALL PUBLIC OR PRIVATE UTILITIES.
24. CONTRACTOR TO VERIFY PLANT LIST TOTALS WITH QUANTITIES SHOWN ON PLAN. LANDSCAPE ARCHITECT SHALL BE ALERTED BY CONTRACTOR OF ANY DISCREPANCIES PRIOR TO FINAL BID NEGOTIATION. UNIT PRICES FOR ALL MATERIAL SHALL BE SUPPLIED TO THE OWNER AT BIDDING TIME.
25. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE LANDSCAPE ARCHITECT. OWNER SHALL RECEIVE TAG FROM EACH PLANT SPECIES AND A LIST OF PLANT SUPPLIERS. WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL MEET THE NORMAL REQUIREMENTS FOR THE VARIETY PER THE AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION, PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN).
26. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT.
27. WHERE TREES ARE PLANTED IN ROWS, THEY SHALL BE UNIFORM IN SIZE AND SHAPE.
28. SIZES SPECIFIED IN THE PLANT LIST ARE MINIMUM SIZES TO WHICH THE PLANTS ARE TO BE JUDGED. FAILURE TO MEET MINIMUM SIZE ON ANY PLANT WILL RESULT IN REJECTION OF THAT PLANT.
29. ALL PLANTS SHALL BE FRESHLY DUG, SOUND, HEALTHY, VIGOROUS, WELL BRANCHED, FREE OF DISEASE, INSECT EGGS, AND LARVAE, AND SHALL HAVE ADEQUATE ROOT SYSTEMS.
30. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION.
31. GROUPS OF SHRUBS SHALL BE PLACED IN A CONTINUOUS MULCH BED WITH SMOOTH CONTINUOUS LINES. ALL MULCHED BED EDGES SHALL BE CURVILINEAR IN SHAPE FOLLOWING THE CONTOUR OF THE PLANT MASS. TREES LOCATED WITHIN FOUR FEET OF SHRUB BEDS SHALL SHARE SAME MULCH BED.
32. NO EXISTING TREES SHALL BE REMOVED WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER EXCEPT WHERE NOTED ON PLANS. NO GRUBBING SHALL OCCUR WITHIN EXISTING TREE AREAS.
33. TREES SHALL BE LOCATED A MINIMUM OF 3'-4' FROM WALLS AND WALKS WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN ACTUAL SIZE OF AREA AND PLANS, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE OWNER OR LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTOR'S LIABILITY TO RELOCATE MATERIALS.
34. LARGE GROWING PLANTS ARE NOT TO BE PLANTED IN FRONT OF WINDOWS, UNDER BUILDING OVERHANGS, OR IN DRAINAGE SWALES. SHRUBS PLANTED NEAR H.V.A.C. UNITS TO BE LOCATED SO THAT SHRUBS AT MATURITY WILL MAINTAIN 1' AIRSPACE BETWEEN UNIT AND PLANT.
35. CONTRACTOR TO SLIGHTLY ADJUST PLANT LOCATIONS IN THE FIELD AS NECESSARY TO BE CLEAR OF DRAINAGE SWALES AND UTILITIES. FINISHED PLANTING BEDS SHALL BE GRADED SO AS TO NOT IMPED DRAINAGE AWAY FROM BUILDINGS.
36. TREE STAKING AND GUYING SHALL BE DONE PER DETAILS. CONTRACTOR SHALL ENSURE THAT TREES REMAIN VERTICAL AND UPRIGHT FOR THE DURATION OF THE GUARANTEE PERIOD.
37. ALL TREE PITS, SHRUB BEDS AND PREPARED PLANTING BEDS ARE TO BE COMPLETELY EXCAVATED IN ACCORDANCE WITH THE PLANTING DETAILS.
38. MULCH IS TO BE FINE BARK TYPE FOR TREES AND SHRUBS. FINE BARK MULCH IS TO BE USED FOR PERENNIAL BEDS AND WITHIN THE "EXISTING TREES TO REMAIN". CONTRACTOR TO SUBMIT SAMPLE FOR APPROVAL PRIOR TO INSTALLATION.
39. CROWN OF ROOT BALL SHALL BE HIGHER (AFTER SETTLING) THAN ADJACENT SOIL.
40. TAGS AND TWINE ARE TO BE REMOVED AND BURLAP IS TO BE ROLLED BACK ONE-THIRD ON ALL B&B PLANT MATERIAL. REMOVE BURLAP IF IT IS NON-BIODEGRADABLE. FOR STREET TREES TAGS, TWINE, CORD, BURLAP AND WIRE BASKET TO BE CUT 12" DOWN SIDE OF ROOT BALL AND REMOVED FROM PROJECT SITE.
41. SHRUBS, BULBS AND GROUND COVERS SHALL BE TRIANGULARLY SPACED AT SPACING SHOWN ON PLANTING PLANS.
42. SHADE TREES: HEIGHT SHALL BE MEASURED FROM THE CROWN OF THE ROOT BALL TO THE TOP OF MATURE GROWTH. SPREAD SHALL BE MEASURED TO THE END OF BRANCHING EQUALLY AROUND THE CROWN FROM THE CENTER OF THE TRUNK. MEASUREMENTS ARE NOT TO INCLUDE ANY TERMINAL GROWTH. SINGLE TRUNK TREES SHALL BE FREE OF "Y" CROTCHES THAT COULD BE POINTS OF WEAK LIMB STRUCTURE OR DISEASE INFESTATION. SHRUBS: HEIGHT SHALL BE MEASURED FROM THE GROUND TO THE AVERAGE HEIGHT OF THE TOP OF THE PLANT. SPREAD SHALL BE MEASURED TO THE END OF BRANCHING EQUALLY AROUND THE SHRUB MASS. MEASUREMENTS ARE NOT TO INCLUDE ANY TERMINAL GROWTH.
43. CONTRACTOR SHALL INSPECT ALL BULBS AND BRING ANY DAMAGED MATERIAL TO THE ATTENTION OF THE OWNER PRIOR TO PLANTING.
44. ALL SEASONAL COLOR SHALL BE TRIANGULARLY SPACED AT SPACING SHOWN ON PLANTING PLANS. ONE YEAR (FOUR ROTATIONS) OF SEASONAL COLOR IS TO BE BID. INSTALL THE FIRST ROTATION WHICH IS "IN SEASON" AT TIME THAT ADJACENT PLANTINGS ARE INSTALLED.
45. ALL SUBSTITUTIONS OF PLANT MATERIAL ARE TO BE REQUESTED IN WRITING TO THE LANDSCAPE ARCHITECT AND APPROVED BY THE OWNER. IF CONTRACTOR FAILS TO SUBMIT A WRITTEN REQUEST, IT WILL RESULT IN LIABILITY TO THE CONTRACTOR.
46. ALL CONTRACTORS SHALL BE REQUIRED TO COMPLETELY REMOVE ALL TRASH, DEBRIS AND EXCESS MATERIALS FROM THE WORK AREA AND THE PROPERTY (ESPECIALLY AT ALL CURBS, GUTTERS AND SIDEWALKS) DAILY DURING INSTALLATION.
47. DEAD PLANTS ARE TO BE REMOVED FROM THE JOB BY THE CONTRACTOR WEEKLY. CONTRACTOR SHALL MAINTAIN AN UPDATED, COMPREHENSIVE LIST OF ALL DEAD MATERIALS REMOVED FROM THE JOB SITE. A COPY OF THE LIST IS TO BE SUBMITTED TO THE OWNER AT THE END OF EVERY MONTH DURING THE CONTRACT PERIOD.
48. TOPSOIL REQUIRED FOR SOIL MIXES AND SPECIAL SEEDING AREAS SHALL BE PROVIDED BY LANDSCAPE CONTRACTOR. CONTRACTOR MUST LOAD, HAUL, MIX, AND SPREAD ALL TOPSOIL AND OTHER SOIL ADDITIVES AS REQUIRED.
49. THE INTENT OF THE PROJECT IS TO HAVE NATURAL DRIFTS OF BULBS/PERENNIALS IN PLANTING. KEEP SWEEPS OF SIMILAR BULBS/PERENNIALS IN SEPARATE GROUPS.
50. CONTRACTOR SHALL BE RESPONSIBLE TO RE-GRADE, HYDRO-SEED, STRAW MULCH, AND TACK ALL LAWN AREAS DISTURBED AS THE RESULT OF HIS WORK.
51. ALL EXISTING SOIL TO BE REMOVED FROM PERENNIAL BEDS TO A DEPTH OF 12" AND REPLACED WITH SOIL MIX PER DETAIL.
52. CONTRACTOR SHALL GUARANTEE ALL LANDSCAPE IMPROVEMENTS, INCLUDING SEEDING, FOR ONE FULL YEAR AS REQUIRED BY THE SPECIFICATIONS. CONTRACTOR MUST CONTACT THE OWNER AT LEAST TEN WORKING DAYS IN ADVANCE TO SCHEDULE ACCEPTANCE INSPECTIONS. CONTRACTOR MUST REPLACE ALL DEAD OR UNACCEPTABLE PLANTS DURING THE FOLLOWING RECOMMENDED PLANTING SEASON.
53. THE SPECIFICATIONS FOR ALL WORK INCLUDED IN THIS CONTRACT SHALL BE LANDSCAPE SPECIFICATIONS GUIDELINES FOR BALTIMORE-WASHINGTON METROPOLITAN AREA, LATEST EDITION, UNLESS OTHERWISE NOTED ON THESE PLANS.
54. ALL PLANTING SHALL CONFORM TO THE REQUIREMENTS OF VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATIONS' GUIDELINES FOR PLANTING ALONG VIRGINIA'S ROADWAYS.
55. ANY PLANTING WHICH IS SHOWN ADJACENT TO CONDENSER UNITS SHALL BE PLANTED AS REQUIRED TO SCREEN THE UNITS. SHOULD THE CONDENSER UNITS BE INSTALLED IN LOCATIONS DIFFERENT FROM THOSE SHOWN ON THE PLAN IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL THE MATERIALS AROUND THE CONDENSERS AND TO ADJUST OTHER ADJACENT PLANTING ACCORDINGLY.



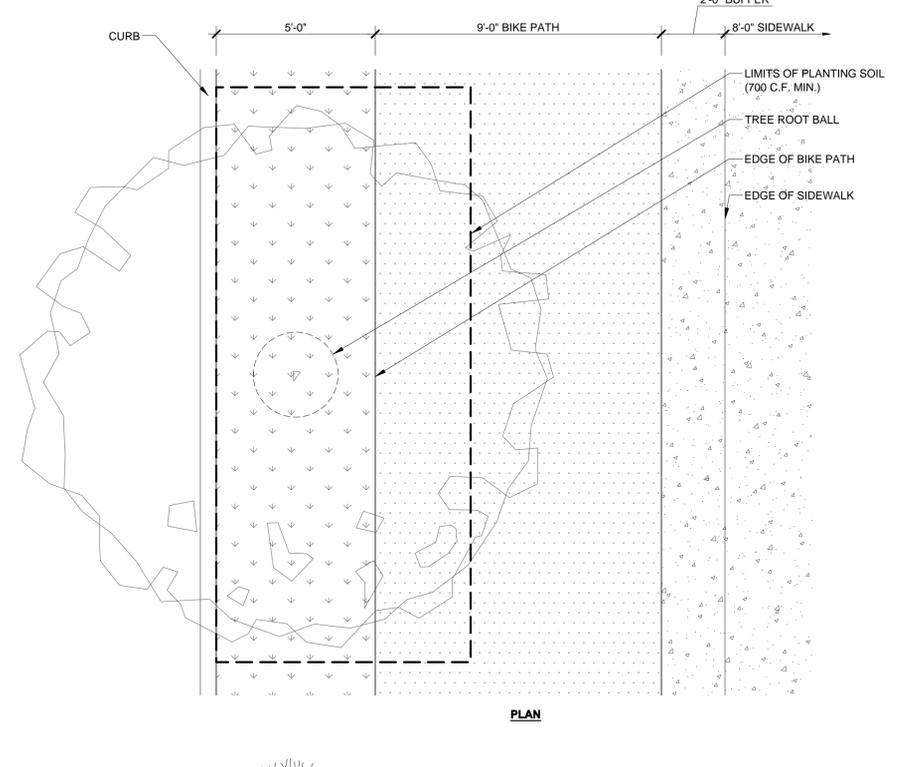
1 TREE PLANTING
 FDP 2.05 Scale: 1/4" = 1'
 DETAIL LD-002



2 TREE GUYING PLANTING - SPECIMEN TREE
 FDP 2.05 Scale: 1/4" = 1'
 DETAIL LD-001



3 TREE PIT A
 FDP 2.05 Scale: 3/8" = 1'-0"
 SECTION



4 TREE PIT - WIEHLE AVE. AND SUNRISE VALLEY DR.
 FDP 2.05 Scale: 3/8" = 1'-0"
 SECTION

PLANTING MIX NOTES:

1. THE RECOMMENDED PLANTING MEDIUM SHOULD CONTAIN GOOD TOP SOIL THAT WILL SUSTAIN PLANT GROWTH.
2. THE TOP SOIL SHALL NOT BE LACKING IN POTASSIUM, PHOSPHORUS, MAGNESIUM OR CALCIUM. THE TOP SOIL SHALL NOT CONTAIN ANY MATERIALS TOXIC TO PLANT GROWTH.
3. THE TOP SOIL SHALL BE A SANDY CLAY LOAM OR A SILTY CLAY LOAM WITH WELL AGGREGATED CLAYS AND A MINIMUM OF 4% (FOUR PERCENT) ORGANIC MATTER.
4. THE SOILS PH RANGE SHOULD BE WITHIN 5.5 TO 6.5 AND ADJUSTED AS NECESSARY FOR INDIVIDUAL PLANT SPECIES REQUIREMENTS.
5. A SOIL TEST SHALL BE PERFORMED BY A FULL-SERVICE TESTING COMPANY AND THE RESULTS SHALL BE PROVIDED TO THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF PLANTING MEDIUM.
6. IF A LOCAL, REPUTABLE TESTING COMPANY CANNOT BE EMPLOYED, A&L LABS IS AVAILABLE TO CONDUCT THE TESTING. CONTACT THEM AT:
 A&L ANALYTICAL LABORATORIES, INC.
 2790 WHITTEN ROAD
 MEMPHIS, TN 38113
 1-800-264-4522
7. THE LAB SHALL PERFORM AN STA TEST AND SUBMIT THE RESULTS TO STUDIO 39 LANDSCAPE ARCHITECTURE, P.C.

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PHASE ONE TREE CANOPY

A.	Pre-development area of existing tree canopy (from Existing Vegetation Map) =	105,276 SF
B.	Percentage of gross site area covered by existing tree canopy =	20.70%
C.	Percentage of 10-year canopy required for site (see table 12.4) =	10%
D.	Percentage of the 10-year canopy requirement that should be met through tree preservation =	20.70%
E.	Proposed percentage of canopy requirement that will be met through tree preservation =	59.40%
F.	Has the Tree Preservation Target minimum been met? =	YES
G.	If No for line F, then a request to deviate from the Tree Preservation Target shall be provided on the plan that states one or more of the justifications listed in § 12-0508.3 along with a narrative that provides a site-specific explanation of why the Tree Preservation Target cannot be met. Provide sheet number where deviation request is located.	
H.	If step G requires a narrative, it shall be prepared in accordance with § 12-0508.4	
I.	Place this information prior to the 10-year Tree Canopy Calculations as per instructions in Table 12.10.	

TREE COVER CALCULATIONS - PHASE ONE

TREE COVER PROVIDED (PLANTED)

±30 CATEGORY IV DECIDUOUS @ 250 SF ±7,500 SF

±22 CATEGORY II DECIDUOUS @ 125 SF ±2,750 SF

TOTAL TREE COVERAGE ± 10,250 SF

*NOTE: TOTAL TREE COVERAGE DOES NOT INCLUDE MULTIPLIERS

FULL PHASE BUILD OUT - FOR REFERENCE

Step		Totals	Reference
A. Tree Preservation Target and Statement			
A1	Place the Tree Preservation Target calculations and statement here preceding the 10-year tree canopy calculations	SEE TABLE 12.4	see § 12-0508.2 for list of required elements and worksheet
B. Tree Canopy Requirement			
B1	Identify gross site area =	± 504,385 SF	§ 12-0511.1A
B2	Subtract area dedicated to parks, road frontage, and		§ 12-0511.1B
B3	Subtract area of exemptions =		§ 12-0511.1C(1) through § 12-0511.1C(6)
B4	Adjusted gross site area (B1 - B2) =	± 504,385 SF	
B5	Identify site's zoning and/or use	PRM	
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) =	± 50,439 SF	
B8	Modification of 10-year Tree Canopy Requirements requested?	N	Yes or No
B9	If B8 is yes, then list plan sheet where modification request is located		Sheet number
C. Tree Preservation			
C1	Tree Preservation Target Area =	10,528 SF	
C2	Total canopy area meeting standards of § 12-0400 =	± 23,141 SF	
C3	C2 x 1.25 =	± 28,926 SF	§ 12-0510.3B
C4	Total canopy area provided by unique or valuable forest or woodland communities =		
C5	C4 x 1.5 =		§ 12-0510.3B(1)
C6	Total of canopy area provided by "Heritage," "Memorial," "Specimen," or "Street" trees =		
C7	C6 x 1.5 to 3.0 =		§ 12-0510.3B(2)
C8	Canopy area of trees within Resource Protection Areas and 100-year floodplains =		
C9	C8 x 1.0 =		§ 12-0510.3C(1)
C10	Total of C3, C5, C7 and C9 =	± 28,926 SF	If area of C10 is less than B7 then remainder of requirement must be met through tree planting - go to D
D. Tree Planting			
D1	Area of canopy to be met through tree planting (B7-C10) =	± 21,912 SF	
D2	Area of canopy planted for air quality benefits =		
D3	x 1.5 =		§ 12-0510.4B(1)
D4	Area of canopy planted for energy conservation =		
D5	x 1.5 =		§ 12-0510.4B(2)
D6	Area of canopy planted for water quality benefits =		
D7	x 1.25 =		§ 12-0510.4B(3)
D8	Area of canopy planted for wildlife benefits =		
D9	x 1.5 =		§ 12-0510.4B(4)
D10	Area of canopy provided by native trees =		
D11	x 1.5 =		§ 12-0510.4B(5)
D12	Area of canopy provided by improved cultivars and varieties =		
D13	x 1.25 =		§ 12-0510.4B(6)
D14	Area of canopy provided through tree seedlings =		
D15	x 1.0 =		§ 12-0510.4D(1)
D16	Percentage of D14 represented by D15 =		Must not exceed 33% of D14
D17	Total of canopy area provided through tree planting =	± 35,625 SF	
D18	Is an off-site planting relief requested?		Yes or No
D19	Tree Bank or Tree Fund?		§ 12-0512
D20	Canopy area requested to be provided through off-site banking or tree fund		
D21	Amount to be deposited into the Tree Preservation and Planting Fund		
E. Total of 10-year Tree Canopy Provided			
E1	Total of canopy area provided through tree preservation (C10) =	± 28,926 SF	
E2	Total of canopy area provided through tree planting (D17) =	± 35,625 SF	
E3	Total of canopy area provided through off-site mechanism (D19) =		
E4	Total of 10-year Tree Canopy Provided = (E1+E2+E3)	± 64,551 SF	Total of E1 through E3. Area should meet or exceed area required by B7

*NOTE: TOTAL TREE COVERAGE WILL VARY BASED ON TREE SPECIES SELECTED.

RUNNING TREE CANOPY SUMMERY CALCULATION						August 10, 2016
	GROSS SITE AREA (SF)	EXISTING TREE CANOPY (SF)	EXISTING TREE CANOPY PRESERVED (SF)	TOTAL 10-YEAR CANOPY REQUIRED (PRESERVED & NEW PLANTING) (SF)	NEW 10-YEAR CANOPY PROVIDED (SF)	TOTAL 10-YEAR CANOPY PROVIDED (PRESERVED & NEW PLANTING) (SF)
CDP APPLICATION	504,385	105,276	28,926 (1)	50,439	35,625	64,551
FDP PHASE-I APPLICATION	-	-	28,926 (1)	-	10,250	10,250
FDP PHASE - II, III, IV APPLICATION	-	-	28,926 (1)	-	-	54,220
TOTAL CANOPY	-	-	28,926 (1)	50,439	35,625	64,551

(1): INCLUDES ADDITIONAL TREE CANOPY CREDIT PER PFM 12-510.3B

P:\2015\15050 Commerce Metro Center\3.0 Project Information\Studies, Reports\2016.04.28_Tree canopy calcs_revised\Running Canopy Tab (2016 04 28).xls\Sheet1 (2)



Landscape Architecture, P.C.

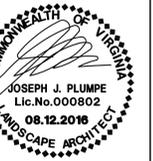
6416 Greenfield Drive, Suite 100-A
Alexandria, Virginia 22310
Tel: 703.719.6500 Fax: 703.719.6503
Email: frontdesk@studio39.com

COMMERCE METRO CENTER
HUNTER MILL DISTRICT, FAIRFAX, VIRGINIA

CESC COMMERCE EXECUTIVE PARK LLC

THIS DOCUMENT AND THE DESIGN AND DESIGN INFORMATION HEREIN ARE THE PROPERTY OF STUDIO 39 LANDSCAPE ARCHITECTURE, P.C. AND SHALL BE KEPT AND USED AS A WORK PRODUCT FOR ANY OTHER PROJECTS WITHOUT THE WRITTEN AUTHORIZATION OF STUDIO 39 LANDSCAPE ARCHITECTURE, P.C.

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REVISIONS:

PLANTING CALCULATIONS & SCHEDULE

DESIGN: CO/LH
DRAWN: ET/WR
CHECKED: LH
NORTH

SCALE: NTS

PROJECT NO: 15050

DATE: 08.12.2016

FDP 2.06

FDP

NOT RELEASED FOR CONSTRUCTION

DESCRIPTION OF THE APPLICATIONS

The applicant, CESC Commerce Executive Park, L.L.C, is requesting to amend SE 94-H-049, previously approved for an increase in FAR (floor area ratio) to permit the deletion of 11.58 acres. This land area is proposed to be rezoned to the PDC (Planned Development Commercial) District at 2.5 FAR.

The applicant requests approval of a rezoning for 11.58 acres from the I-3 (Light Industrial) District to the PDC District. The applicant proposes to retain three 6-story office buildings (Executive III, IV and V) totaling 356,496 square feet and the associated above grade parking garage. The applicant proposes to remove the existing office surface parking lot and construct a 7-story, 100 foot tall residential building for up to 200 dwelling units and 210,000 square feet (Building A); a 24-story, 255 foot tall residential building for up to 300 units and 344,000 square feet (Building B); a 22-story, 275 foot tall office building for 385,000 square feet (Building C); and a 14-story, 165-foot tall hotel with 175 rooms consisting of 133,000 square feet (Building D). Retail uses are proposed on the first floors of all buildings except Building A. The proposed FAR for the site is 2.5 or 1.43 million square feet. The applicant is proposing 61 percent non-residential uses and 39 percent residential uses. The Final Development Plan (FDP) is limited to Phase 1 of the redevelopment consisting of the existing office buildings and Building A.

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 the 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 encompasses existing and planned Metro rail stations and allows additional density within the vicinity of the stations.

Modifications/Waivers:

The applicant has submitted the following requests for waivers and modifications:

- Modification of Paragraphs 1A and 1B of Section 2-414 of the Zoning Ordinance to allow residential structures within 200 feet and office structures within 75 feet of the combined Dulles International Airport Access Highway and Dulles Toll Road as shown on the CDP/FDP.
- Waiver of Section 2-505 of the Zoning Ordinance to allow buildings to be constructed to the streetscape building zone line on corner lots on public streets and lots with private street easements which may create a corner lot configuration.
- Modification of Paragraph 5 of Section 6-206 of the Zoning Ordinance to allow an increase of dwellings as a secondary use over the 50 percent limitation as shown on the CDP/FDP.
- Modification of Section 11-203 of the Zoning Ordinance of the minimum loading space requirements to permit the loading spaces as shown the CDP/FDP.
- Modification of the minimum distance of 40 feet per Paragraph 4 of Section 11-202 of the Zoning Ordinance to permit the loading spaces as shown on the CDP/FDP.

- Waiver of Paragraph 2 of Section 11-302 of the Zoning Ordinance of the maximum length of private streets.
- Modification of Sections 13-304 and 13-305 of the Zoning Ordinance for the transitional screening and barrier requirements on the southern boundary line and between onsite uses to permit the landscaping as shown on the CDP/FDP.

Parking Reduction:

The applicant has filed Parking Reduction Request #24534-PKS-001-1, for an overall 16 percent reduction (494 fewer spaces) of the required parking, pursuant to Paragraph 5.A of Section 11-102 of the Zoning Ordinance, based on the proximity of a mass transit station. Review of the reduction request and proposed conditions are provided in Appendix 18.

A reduced copy of the applicant's development plan is included at the beginning of this staff report. Copies of the draft proffers, the proposed final development plan conditions, the applicant's statement of justification and the affidavits are included in Appendices 1 through 4, respectively.

LOCATION AND CHARACTER

The subject properties are located at 1850 Centennial Park Drive, 11400 Commerce Park Drive and 11440 Commerce Park Drive, north of Sunrise Valley Drive, west of Wiehle Avenue and south of the combined Dulles International Airport Access Highway and Dulles Toll Road (Dulles Toll Road). The property is zoned I-3 and contains three 6-story office buildings and associated surface and garage parking. Figure 1 depicts the subject property.



Figure 1- The subject property with neighboring streets and parcel boundaries (Source: Fairfax County GIS and Pictometry)

The properties to the north, across Dulles Toll Road and beyond the Wiehle Metro Station, are zoned PDC and developed with high rise residential. The property to the east (across Wiehle Avenue) is zoned I-3 and developed with office buildings. The property immediately to the south, currently Cardinal Bank, is zoned I-3. The properties to the south, across Sunrise Valley Drive, are zoned PRC and developed with single family detached dwellings. The properties to the west are zoned I-3 and developed with mid-rise office buildings and associated parking.

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).

On March 27, 1995, the Board of Supervisors approved SE 94-H-049 to increase the FAR to 0.50 for 25.64 acres, including the subject site, zoned I-3. The link <http://ldsnet.fairfaxcounty.gov/ldsnet/ZAPSMMain.aspx?cde=SE&seq=3201721> provides the approved information.

SEA 94-H-049-02 is currently being reviewed by County staff for a proposal related to a deletion in land area to the west of the subject properties. This application, filed by Wiehle Station Ventures, LLC, is concurrent with RZ/FDP 2015-HM-013. The link below provides the most current schedule and proposal: <http://ldsnet.fairfaxcounty.gov/ldsnet/ZAPSMMain.aspx?cde=SEA&seq=4208784>

On February 23, 2009, the Board of Supervisors approved SE 2008-HM-038 to permit an electrically powered regional rail transit facility and associated components to the north of the subject properties. The application, submitted by the Metropolitan Washington Airports Authority, was approved for the construction of the Wiehle Avenue Metro station and platform, pedestrian bridges, parking lots and bus bays. The development conditions allows additional pedestrian connections and modifications to the existing Metro station. The link below provides the approved development plan and conditions. <http://ldsnet.fairfaxcounty.gov/ldsnet/ZAPSMMain.aspx?cde=SE&seq=4114158>

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

The CDP/FDP/SEA Plan entitled "Commerce Metro Center, Conceptual Development Plan, Final Development Plan, and Special Exception Amendment," as submitted by Vika Virginia, LLC consisting of 90 sheets, dated June 5, 2015 as revised through August 12, 2016, is reviewed below and a reduced copy is contained in the front of the staff report.

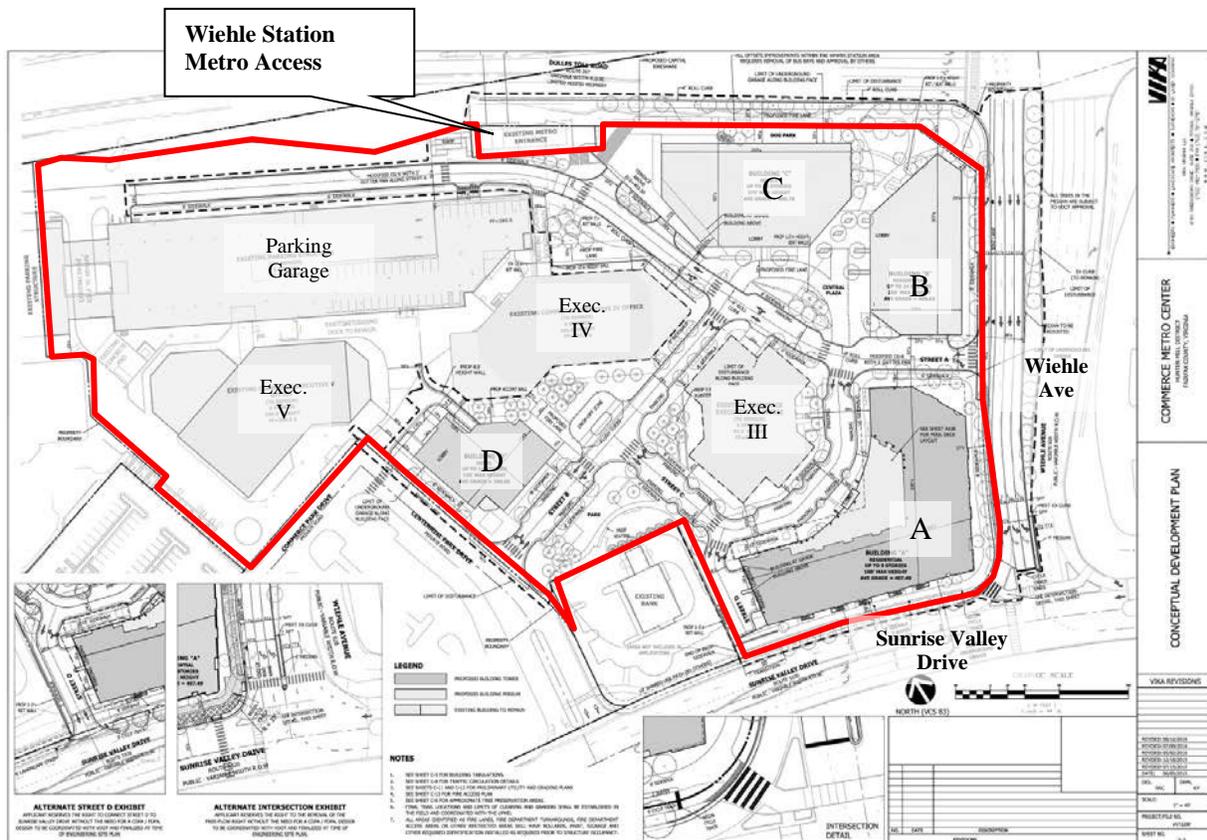


Figure 2- Proposed Conceptual/Final Development Plan

Site Layout

The site is located at the northwest intersection of Sunrise Valley Drive and Wiehle Avenue with access from Sunrise Valley Drive via Commerce Park Drive. The proposal retains the existing office buildings (Executive III, IV and V) totaling 356,496 square feet and the associated garage parking deck. The applicant proposes to remove the existing office surface parking on the eastern portion of the site and construct a 7-story, 100 foot tall residential building for 200 dwelling units (Building A); a 24-story 255 foot tall residential building for up to 300 units (Building B); a 22-story, 275 foot tall office building for 385,000 square feet (Building C); and a 14-story 165-foot tall hotel with 175 rooms and 133,000 square feet (Building D). Retail uses are proposed on the first floors of all buildings except Building A. The proposed FAR is 2.5 or 1.43 million square feet.

Phasing

The proposed development is comprised of four phases as shown on Sheets L-6 through L-9A of the CDP/FDP and in Figures 3 through 11 below.

The FDP is for Phase I only, which includes retaining the existing office buildings (Executive III, IV and V) totaling 356,496 square feet and the associated garage parking. Portions of the existing office surface parking will be removed and a 7-story, 100-foot tall residential building (Building A) for 200 dwelling units with underground

parking is proposed. The Sunrise Valley Drive streetscape, the southern half of the Wiehle Avenue streetscape, pedestrian access from Wiehle Avenue to the Metro Station, a temporary volleyball court and landscaping around the existing Executive III office building along Street C, are all proposed as part of Phase 1.



Figure 3- CDP/FDP Sheet 6A- Phase 1



Figure 4- Architectural Perspectives of Building A Sheet FDP 1.20

The architectural perspectives of Building A are provided on Sheets FDP 1.20, 1.21 and 1.22. Sheet FDP 1.20 is depicted below in Figure 4. The proposed streetscape for Building A and Sunrise Valley Drive is provide on Sheet A004 and provided below in Figure 5.



BUILDING A - SUNRISE VALLEY DRIVE STREETScape VIEW G

Figure 5- Architectural Perspectives and Streetscape of Building A; Sheet FDP A004

Phase II included in the CDP consists of the construction of Building B, a residential building on the northeast corner of the site. Building B is proposed up to 24 stories and 255 feet tall and contains up to 300 dwelling units with retail spaces on the ground floor and underground parking. During this phase the temporary park/open space in the northeast corner of the site and Park 5 located to the southwest of Executive III office building will be constructed. Right in/out vehicular access is proposed from Wiehle Avenue and the northern streetscape trees within the median on Wiehle Avenue are provided.

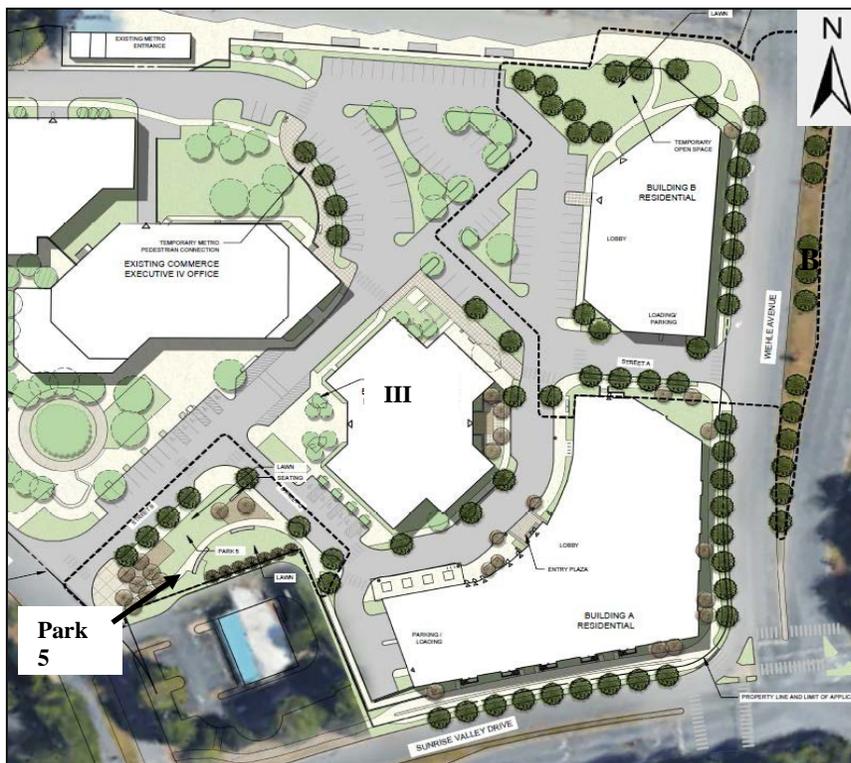


Figure 6- CDP/FDP Sheet 7A- Phase II

Phase III consists of the construction of Building C, a 22-story, 275 foot tall, 385,000 square foot office building with ground floor retail located immediately east of the existing Metro platform. This phase will connect the proposed development to the Metro site with a pedestrian platform in Park 6. A central plaza area/focal point between Buildings B and C is proposed as well as additional improvements within the Dulles Toll Road with the removal of the bus bays and the provision of additional landscaping.

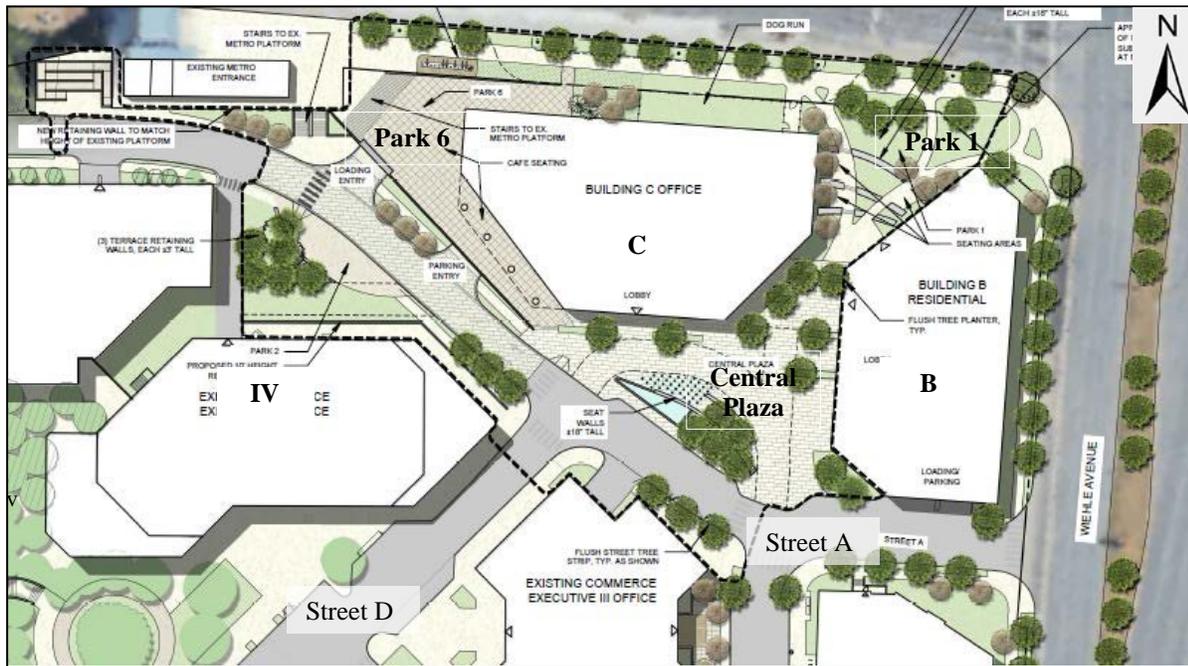


Figure 7- CDP/FDP Sheet 8A- Phase III

The conceptual illustration of Building C and the Metro plaza is provided below in Figure 8. The street between Building C and Executive IV drops in grade and provides access to the parking and loading areas for Building C. Adjacent to Building C is a pedestrian connection to the Metro plaza. These areas are illustrated in Figure 9 below.



Figure 8- CDP/FDP Sheet A002- Conceptual Illustration of at intersection of Street A and Street D



Figure 9- CDP/FDP Sheet A003- Conceptual Illustrations of Metro Plaza and Central Plaza

Phase IV consists of the construction of Building D, a hotel building with retail on the ground floor in the central western portion of the site. The hotel is proposed to be 14 stories, 155 feet tall, with up to 175 rooms and will contain 133,000 square feet. This phase also consists of the construction of the park and plaza area between the hotel and the Executive IV as well as the completion of the internal streetscape.

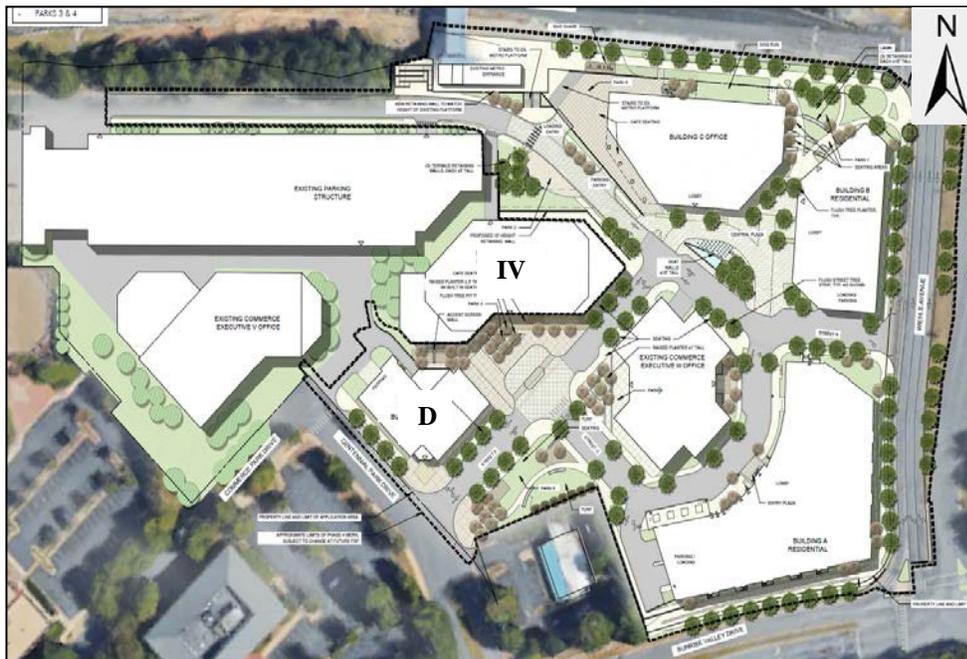


Figure 10- CDP/FDP Sheet 9A- Phase IV

Figure 11 below depicts an illustration of the development at build-out.



Figure 11- CDP/FDP Sheet A000- Aerial Illustration

Pedestrian Network and Streetscape

The development fronts on Wiehle Avenue to the east and Sunrise Valley Drive to the south. As shown below in Figure 12 the proposed streetscape on Wiehle Avenue consists of an on-road bike lane, 8-foot wide landscape panel adjacent to the curb, an 8-foot wide sidewalk and a 4-foot wide building zone. Along Sunrise Valley Drive, a 5-foot wide landscape panel, 9-foot wide cycle track, 2-foot wide buffer, 8-foot wide sidewalk and 5-foot wide building zone that includes front stoops to access the

residential units. The cycle track is proposed as a separate bicycle facility, instead of an on-road bike lane, buffered from Sunrise Valley Drive.

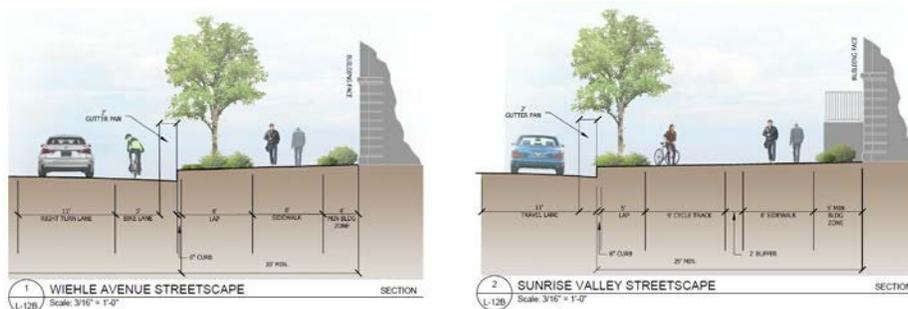


Figure 12- Proposed Streetscapes Sheet L-12B CDP/FDP

Pedestrian access to the Metro station through every phase of the development has been provided. During the first phase, the construction of Building A, an enhanced pedestrian route from Wiehle Avenue to the Metro station is provided as shown in Figure 13.

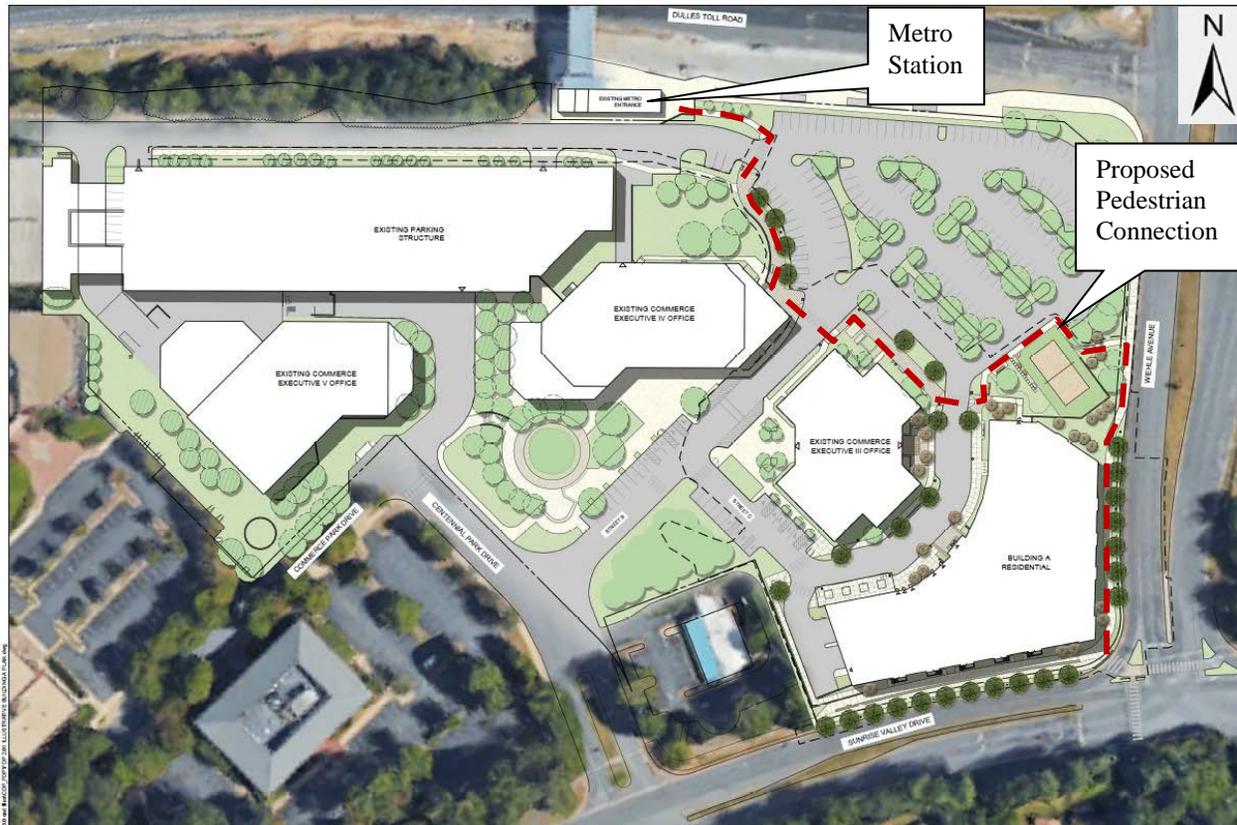


Figure 13- Pedestrian Access from Wiehle- Sheet FDP 2.01

Landscaping

The subject property has an existing tree canopy of 105,276 square feet (20.7 percent). The PFM requires the applicants to provide a total of 50,439 square feet of 10-year tree canopy, of which 10,528 square feet must consist preserved trees (50.1 percent of the 10-year tree canopy requirement). The site design provides 28,926 square feet canopy of tree preservation with the bulk of tree preservation in the northern portion of the site near the existing metro platform between the existing parking garage and the Dulles Toll Road. New landscaping is proposed, of which 35,625 square feet will contribute to the overall tree canopy. The majority of the plantings are proposed to be in the streetscapes and in the open space recreational areas. A total of 64,551 square feet of tree canopy is provided through preservation or new plantings.

Open Space/ Parks

The development proposes 1.52 acres overall for park space in multiple phases. The parks are detailed below:

- Park 1 - 28,350 square foot park, designed as a Civic Plaza between Buildings B and C with both hardscape and landscaped areas, retaining walls and seat walls, seating areas, planter boxes, small ornamental trees, larger trees, and a low water feature.
- Park 2 - 6,250 square foot pocket park located adjacent to Existing Building IV and opposite the Metro entrance with hardscape and terraced retaining walls.
- Park 6 - 8,550 square foot pocket park adjacent to the Metro Station is a large, unprogrammed hardscape area. As currently designed, this park is simply a "pass through" space.

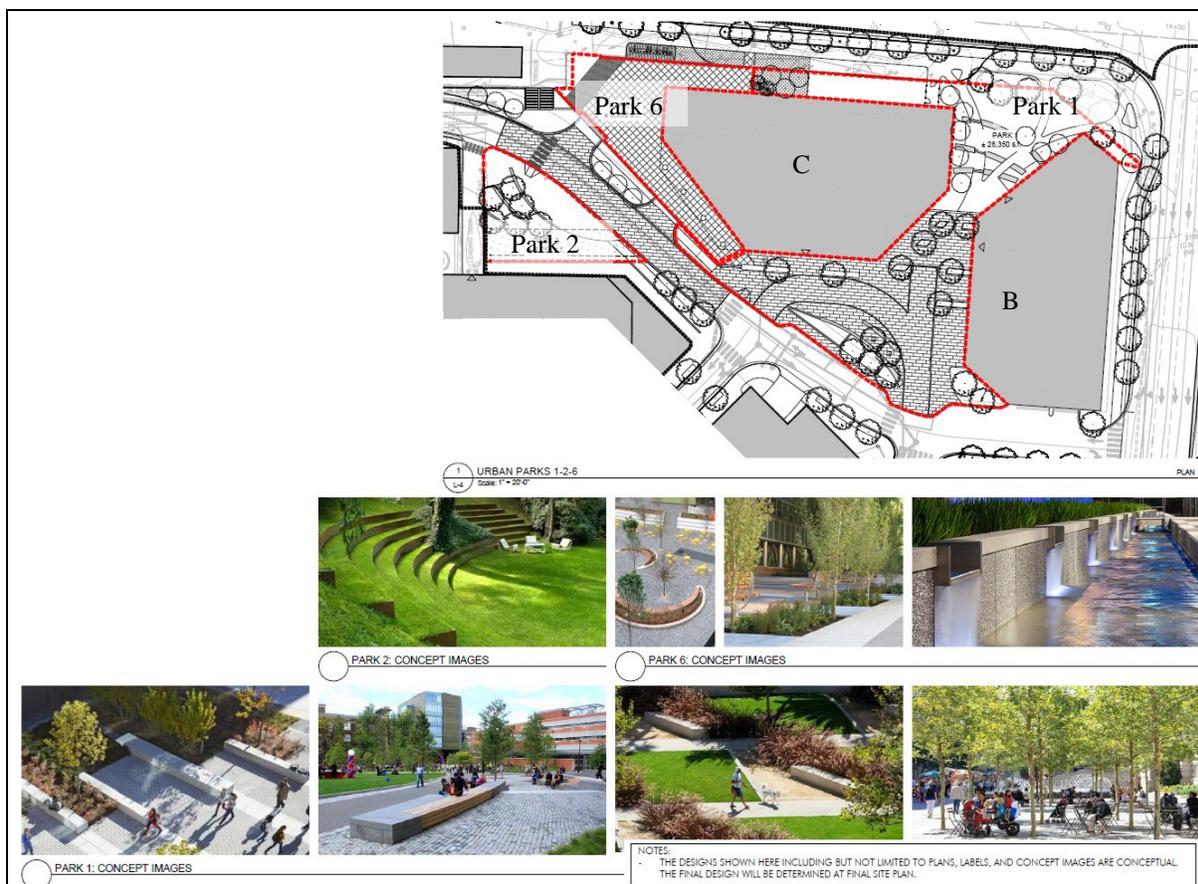


Figure 14- Conceptual Urban Parks- CDP/FDP Sheet L-4

- Park 3 - 9,250 square foot pocket park located adjacent to Existing Building IV, in front of the building's main entrance that is designed primarily a hardscape plaza with ornamental trees.

- Park 4 - 4,800 square foot pocket park located adjacent to Existing Building III, in front of the building's main entrance with hardscape, terraced seating, and small ornamental trees.
- Park 5 - 9,100 square foot pocket park located adjacent to existing offsite building and across from Building D with hardscape and lawn areas, seating, and small ornamental trees.



Figure 15- Conceptual Urban Parks- CDP/FDP Sheet L-5

SPECIAL EXCEPTION AMENDMENT (SEA)

The applicant, CESC Commerce Park, LLC, is seeking approval to amend SE 94-H-049, to delete 11.58 acres of land from the special exception approval. The original special exception approved an increase in FAR for 0.50 for the entire Commerce Center Business Park consisting of 27.91 acres. With the deletion of the subject property and the land area associated with RZ 2015-HM-013 (Wiehle Station Ventures, LLC), the remaining FAR will be 0.39 and the deletion of land area will not have a negative effect on the remaining property.

ANALYSIS

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>

District 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) with specific recommendations located on pages 153-158 that states in relevant part:

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...

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...

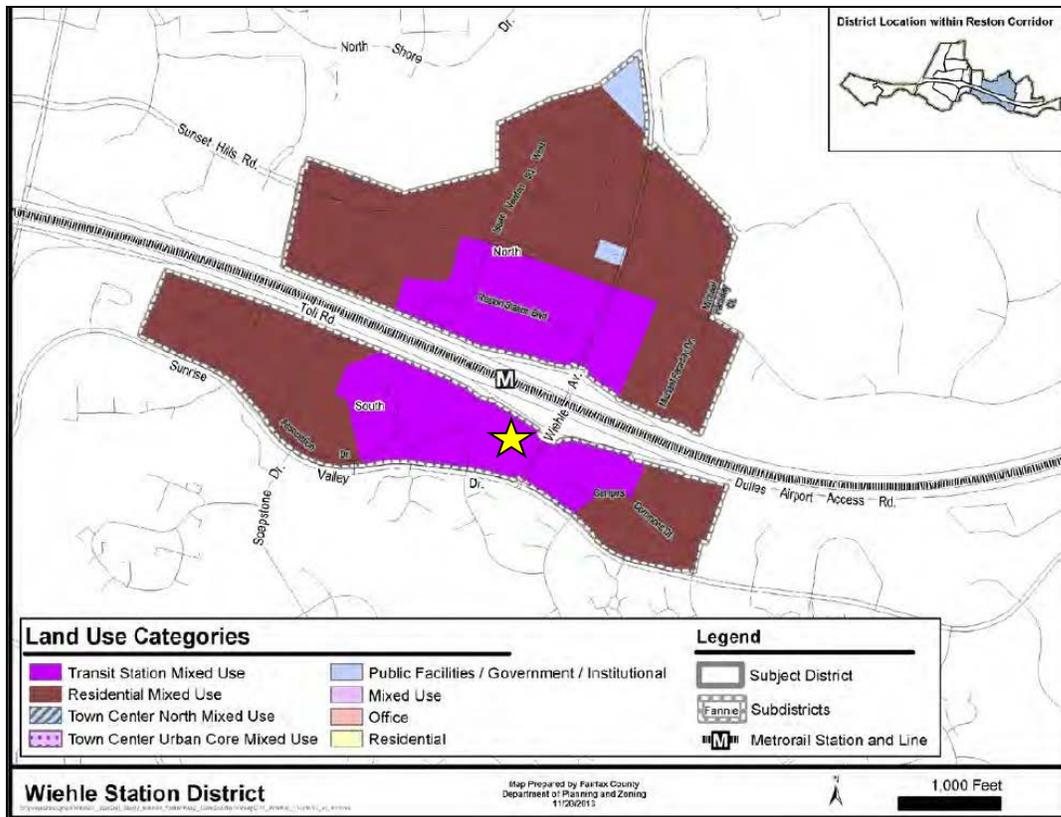


Figure 16- Wiehle Station District

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 Mixed 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."

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 transit mixed use.

Areawide Recommendations/Development Review Performance Objectives

The Areawide Land Use Recommendations include Development Review Performance Objectives and provides that development proposed within the Transit Station Areas (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.* ***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. Applicable staff memos are provided in Appendices 6 and 7.

Land Use/Intensity

The Comprehensive Plan recommends the Transit Station Mixed Use land use category include approximately a 50-50 split of non-residential and residential use calculated across the Sub-District's entire Transit Station Mixed Use area. The applicant has requested the approval of a rezoning of 11.58 acres from the I-3 District to the PDC District. The proposal also includes retaining existing office buildings totaling 356,496 square feet. The applicant proposes to remove the existing office surface parking and construct a 7-story, 100 foot tall residential building for 200 dwelling units (Building A); a 24-story, 255 foot tall residential building (Building B) for up to 200 units, a 22-story, 275 foot tall office building (Building C) containing 385,000 square feet; and a 14-story, 165-foot tall hotel with up to 175 rooms and containing 133,000 square feet. Retail uses are proposed on the first floors of all buildings. The current proposal is for approximately 61 percent non-residential use and 39 percent residential use, which is more heavily weighted towards non-residential use than the Plan recommendation. This proposed land use mix results from the retention of several existing office buildings, as well as the proposed new office and hotel buildings. The mix of uses is in general conformance with the Comprehensive Plan recommendation given that the retention of the existing office uses makes it difficult to precisely achieve the recommended mix. Furthermore, The proposed layout of the uses is in general conformance with Plan recommendations, with non-residential uses closest to the Metro and residential uses are further from Metro and border adjacent residential neighborhoods.

Notes on the CDP/FDP/SEA and proffers allows the reallocation of up to 25 percent of any one use or building square footage subject to the development being in substantial conformance with the CDP. In staff's opinion, the proposed development plan and proffers allow too much variability for uses in one building to shift to another building, which may conflict with numerous Plan objectives, none of which were analyzed during the review of this proposal.

While staff would prefer the applicant modify the proffers to restrict the reallocation of floor area to no more than five to ten percent, staff notes that only Phase 1 which includes the construction of Building A is proposed as a FDP. Staff and the Planning Commission will have the ability to review Buildings B, C and D with future amendments to the final development plan. Staff reserves the right to review future amendments of the development plan in accordance with the Comprehensive Plan to ensure the uses and intensity are in accordance with Comprehensive Plan.

The proposed layout would provide approximately 26 percent open space, or 2.99 acres and exceeds the Zoning Ordinance's minimum open space requirement of 20 percent for the PDC District.

The applicant is proposing appropriate amenities in several internal plazas; an at-grade

park along the entrance drive; and, an elevated plaza adjacent to the southern entrance to the Wiehle-Reston East Metro Station. In addition, a cycle-track has been proposed along Sunrise Valley Drive and bike lanes along Wiehle Avenue. Benches, trash cans, bike racks, picnic tables and public art have been provided in appropriate locations.

Building A Design

Building A was initially proposed for 9-stories and up to 100 feet in height, sitting directly across from single family detached houses on the south side of Sunrise Valley Drive. Massing, vegetated buffers and a wider streetscape were requested to be provided to soften the visual impact of this building on the single family neighborhood across Sunrise Valley Drive. The updated plans (both CDP and FDP) now show Building A as a 7-story building. To further address the height issue, the building has been pushed further back from Sunrise Valley Drive for the addition of a two-way cycle track. This distance from the road further addresses the height issue. Finally, the mass of the building has been broken up vertically and horizontally through architectural treatments along Sunrise Valley Drive. This resolution is in conformance with the Comprehensive Plan.

The architectural elevations on FDP 1.20 through FDP 1.22 of the CDP/FDP/SEA Plan show that the design and style of the multifamily building. The applicant is proposing a seven story building, with four stories of parking underneath. The materials are proposed to consist mostly of brick, with architectural stone, cement and metal as accent pieces. Front stoops with steps and railings will provide access to the residential units on the first floor to Sunrise Valley Drive. Floors 5, 6, and 7 will contain balconies with metal railings. Staff believes the elevations and materials are appropriate for this location.

Streetscape

The following charts below summarize the streetscapes that is being provided:

Sunrise Valley Drive			
	Landscape Panel	Sidewalk	Building Zone
Comprehensive Plan	6-8 feet	8 feet	8-12 feet
Provided	5 feet	9 foot wide cycle track, 2 foot buffer, 8 foot sidewalk	5-feet (incl. 4 foot stoops)

Staff notes that Sunrise Valley Drive and its associated streetscape have been redesigned to incorporate a two-way, off-road cycle track and a sidewalk. After several design iterations, staff believes this resolution to be in conformance with the Comprehensive Plan and provides an excellent facility for the applicant's property, as well as the greater community and bicycle and pedestrian network. The applicant has added residential stoops along the Sunrise Valley Drive building façade, which will activate the streetscape, and ensure that the development does appear to be 'turning its

back' to the surrounding area, especially the residential development to the south across Sunrise Valley Drive. While the applicant has added stoops to this streetscape, they have not increased the building zone which would have been preferred by staff.

Wiehle Avenue			
	Landscape Panel	Sidewalk	Building Zone
Comprehensive Plan	6-8 feet	8-feet	8-12 feet
Provided	8-feet	8-feet	4-feet

For the Wiehle Avenue streetscape, the landscape amenity panel and building zone generally meet the minimum requirements of the Comprehensive Plan. However, staff would prefer to see additional space allocated to the building zone and landscape panels along Wiehle Avenue by moving the building back a couple of feet. This would provide better continuity with the character of development in the greater Reston area, which generally provides for significant buffering along major roads, and would provide a transition into the urban transit station areas. Staff notes that while the streetscape provided is not ideal, due to the urban nature of the site along with a wider sidewalk and landscape panel installed, staff believes there is adequate buffering from the street to the building. In addition, the applicant has proposed to add trees to the existing median along the northern portion of the street segment.

Interior Streets			
	Landscape Panel	Sidewalk	Building Zone
Comprehensive Plan	8-feet	6-feet	4-12 feet
Provided	0-10 feet	6-8 feet	4-12 feet

While these sidewalks provided along the interior streets meet the recommended minimums, in a number of places a lesser, or no landscape panel is provided and certain areas do not appear to have sufficient area to support the proposed trees as they grow. The applicant was requested to provide documentation that the soil volumes provided for all trees are sufficient for the survival of the trees. The applicant amended the development plan and proffers to provide the commitment for adequate soil volume.

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.

The Comprehensive Plan language provides a recommendation for this area which includes an 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 is safer for commuting 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 as recommended by the Comprehensive Plan. In addition, the applicant has proposed a streetscape with a sidewalk and landscape panel along with an on-street bike lane on Wiehle Avenue.

Metro Pavilion Transition:

The site directly abuts the Wiehle Metro Station's southern pavilion. While vehicular access is important the Comprehensive Plan states that pedestrian connections should be prioritized over other modes of transport. Similar guidance regarding the importance of convenient and safe pedestrian connectivity is found in the Transit Station Area's Development Review Performance Objectives and Urban Design section. This is especially true directly adjacent to the Metrorail pavilions. Figure 17 below depicts the proposed pedestrian circulation plan.

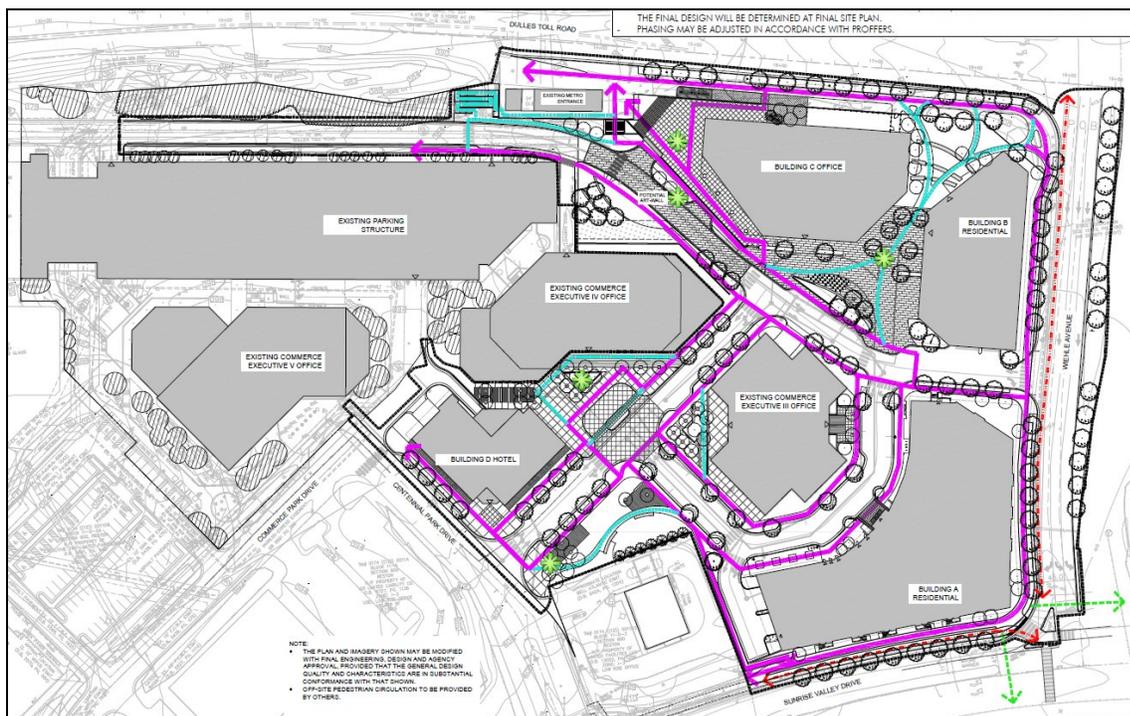


Figure 17- Proposed Pedestrian Circulation Plan, Sheet L-2 of CDP/FDP/SEA

Developments are expected to provide pedestrians coming to and from Metro with a convenient, safe and attractive space welcoming them into the site. Staff was concerned with the original site design and suggested several options to the applicant including how to create a safe and connected access for pedestrians to the Metro. Typically, staff desire to keep pedestrian activity at the street level. However, in this particular instance, given the applicants desire to retain existing buildings, and their stated limitations on significant redesign of Buildings B and C's footprints or positioning within the site, as well as steep site topography; these desires and limitations resulted in the optimal solution being an expanded terrace to serve pedestrians. As a result of working with staff, the transition area was redesigned as a raised terrace along Building C connecting the Metro pavilion to the central plaza. The Metro pavilion is about 6-8 feet below the terrace and central plaza, but due to several fixed points on the site, the terrace and plaza cannot be lowered further. An ADA accessible ramp is available, resulting in an additional short distance to connect Metro to the terrace and central plaza. Outdoor dining activates the terrace, while an arcade under a portion of Building C provides for additional space for pedestrians. Staff finds this resolution to be in conformance with the Comprehensive Plan.

While the preferred pedestrian path from the Metro is at the upper level, along the terrace fronting Building C, a 6-foot wide sidewalk has been provided at the street level as well. The applicant has indicated that art work will be provided along the garage facade of this sidewalk. Detailed landscape plans, street sections and elevation drawings are expected to be provided to describe the pedestrian experience on this lower walkway when the future FDP is submitted for this portion of the site.

As noted, the preferred pedestrian path from the Metro is at the upper level, along the terrace fronting Building C. While additional details have been provided and it appears that sufficient area is available for this pathway, detailed landscape/hardscape plans, location of building entrances, stairs, and seating areas are expected to be provided to illustrate the pedestrian experience on this upper at the time an FDP is submitted Building C.

The existing loading and service areas for Executive Buildings III and V are located along the pedestrian path to Metro provided in Phase 1 with the FDP for Building A. These loading and service areas should be screened, and the existing dumpsters relocated behind the screening. While the FDP appears to show some fencing around the dumpsters it is difficult to assess what is being proposed without elevations or more detailed drawings. The applicant proffered to screen the dumpsters. With future FDP applications for Phase II when the loading space is proposed for Executive Building III and Phase III when Park 2 is proposed adjacent to the loading for Executive Building IV staff will expect the FDP to detail how the loading areas will be effectively screened.

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 memo is provided in Appendix 8 FCPA.*

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 to serve the leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness and identity. Based on the parkland standard, the site is expected to provide 1.49 acres of urban parks onsite. The site provides for a total of 1.52 acres overall. The parks are detailed below:

- Park 1 - 28,350 square foot park, designed as a Civic Plaza between Buildings B and C with both hardscape and landscaped areas, retaining walls and seat walls, seating areas, planter boxes, small ornamental trees, larger trees, and a low water feature.
- Park 2 - 6,250 square foot pocket park located adjacent to Existing Building IV and opposite the Metro entrance with hardscape and terraced retaining walls.
- Park 3 - 9,250 square foot pocket park located adjacent to Existing Building IV, in front of the building's main entrance that is designed primarily a hardscape plaza with ornamental trees.
- Park 4 - 4,800 square foot pocket park located adjacent to Existing Building III, in front of the building's main entrance with hardscape, terraced seating, and small ornamental trees.
- Park 5 - 9,100 square foot pocket park located adjacent to existing offsite building and across from Building D with hardscape and lawn areas, seating, and small ornamental trees.

- Park 6 - 8,550 square foot pocket park adjacent to the Metro Station is a large, unprogrammed hardscape area. As currently designed, this park is simply a "pass through" space.

In accordance with Comprehensive Plan guidance, the Civic Plaza should serve an enhanced place-making function. Towards this end, staff requested that the applicant make a firm commitment to include a unique and interactive central focal point that provides some vertical height (for visibility). The remaining onsite parks are designed primarily as small, passive spaces with seating and ornamental trees. These spaces are oriented to the commercial uses and function in part as building entry zones or as private cafe seating areas. There are no onsite parks designed specifically to serve the neighborhood park and recreation needs of the future residents of Buildings A and B. The proffers defer details on design and amenities for the onsite public parks to FDP and/or Site Plan approval, without any commitment to the types and quantities of facilities and amenities to be provided. The FDP is for Phase 1 only and staff will be expecting that the details of these park spaces be provided as part of the future FDP for Phases II-IV which include the proposed parks.

Using adopted recreational facility service level standards found in the Parks and Recreation element of the Policy Plan with adjustments made for actual Fairfax County service levels, the proposed redevelopment plan generates a need for one-half of a sport court and one small playground/tot lot or playable art feature. Sheets L-6 and FDP 2.02 show a temporary volleyball court in an interim park space to the north of Building A. This space and the volleyball court will be removed when Building B is constructed. No recreational facilities are identified on the development plan, therefore the applicant should make a commitment to provide these facilities and show them on a future FDP application. Based on the proposed parks it would appear that Park 5 could be designed with active recreation uses and this park is near Building A. Park 5 is proposed to be part of the Phase II development and staff will expect detailed design of this park at the time of FDP submission.

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 or \$1,887,165 to the Park Authority for athletic field construction to serve the Reston area. The applicant is proposing a commitment to offset athletic field needs through a contribution of \$1.72 square foot of new development. Therefore, this issue has been resolved.

The Fairfax County Zoning Ordinance requires provision of open space and recreational features within Planned Development Districts. 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 500 residential units and the Zoning Ordinance requires facilities or

payments equivalent to \$900,000 to be spent on-site for recreation uses. The applicant is proposing a commitment of \$1,800 per unit and therefore this issue has been 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. 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.*

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 development provides the Comprehensive Plan recommended 15 percent workforce housing commitment based upon the proposed 2.5 FAR. The applicant is encouraged, however, to provide commitments to lower income tiers as part of this affordable housing commitment in line with the Reston Vision and Planning Principles. The WDU guidelines is to provide housing at three income levels at 80, 100 and 120 percent area medium income (AMI); the applicant has provided a commitment to lower the lowest income tier of the AMI levels from 80 percent to 70 percent AMI.

The applicant has committed to ensure the WDUs are of similar size as the market units. Furthermore, the applicant has recalculated the ADU and WDU requirements including the size of the hotel. The Comprehensive Plan expects a one-time contribution towards affordable housing of \$3 per square foot or annual contribution of \$0.25 per square foot for 16 years for non-residential uses. The proffers acknowledge the contribution but the applicant has not committed a dollar amount to the non-residential contributions. Subject to the provision of a commitment in the proffers to meeting the Comprehensive Plan guidance this issue is resolved. If the applicant does not commit to a proffer in accordance with the Comprehensive Plan guidance this should be considered a major outstanding issue.

The applicant has committed to offering 5 percent of units to include universal design features, such as wider door openings, lever door handles, and modified light switch, thermostat, and electrical outlet heights. Therefore this issue has been addressed.

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.

The proposal retains the existing office buildings totaling 356,496 square feet and the construction of a new 385,000 square foot office building directly adjacent to the Metro station.

The existing and proposed office, retail and hotel locations are clustered closer to the Wiehle Station metro station. The proposed residential multi-family buildings are located on the eastern section of the site. Each of the existing office buildings, which is to remain, as well as each of the proposed office and residential buildings, has pedestrian access through sidewalks and crosswalks that provide easy access to the Wiehle Station Metro platform.

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.*

The proposed 17,000 square feet of retail areas with this application are all located on the lower levels of the offices, hotel and residential Building B, therefore promoting mixed use buildings. The applicant is proposing a 133,000 square foot hotel with up to

175 rooms and ground floor retail. No institutional uses are proposed with this application.

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 applicant is proposing to retain three existing office buildings along with their associated structured parking, which poses significant design challenges. Due to this, as well as other design challenges, the applicant was encouraged to coordinate redevelopment with the other current application, Wiehle Station Ventures, LLC along with other willing landowners in Commerce Executive Center.

Through careful coordination with staff, the applicant has provided a viable street network with the existing buildings, a pedestrian and bike network and coordinated streetscape designs with the Wiehle Station Ventures property to the west. However, staff is concerned that the applicant does not propose to provide vehicular access through the site until Phase III of the development. This issue is discussed in detail under the Transportation section below. Staff notes that the applicant could provide additional open space and recreational amenities in coordination with the surrounding properties. However, satisfactory open space is being provided on site in accordance with the Zoning Ordinance. Staff would recommend the provision of additional recreational amenities on-site with future FDPs as requested by the Park Authority.

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.*

As stated previously, the proposal includes retaining the three existing office buildings totaling 356,496 square feet and the associated garage parking deck. The applicant proposes to remove the existing surface parking and construct a development of approximately 500 new residential dwelling units in two multistory buildings, a hotel with approximately 175 rooms, a new office building of approximately 385,000 square feet and retail uses integrated into the ground floor of each of these buildings. The proposed development does not interfere with the nearby existing uses or buildings. No heritage resources have been 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.*

The properties to the north, across Dulles Toll Road and beyond the Wiehle Metro Station are zoned PDC and developed with high rise apartment buildings. The property to the east (across Wiehle Avenue) is zoned I-3 and also developed with office buildings. The property to the south, across Sunrise Valley Drive is zoned PRC and developed with single family detached dwellings. The properties to the west are zoned I-3 and developed with mid-rise office buildings and associated parking.

Building A was initially proposed for nine stories, sitting directly across from single family detached houses on the south side of Sunrise Valley Drive. The revised plans now show Building A as a 7-story building. To further address the height issue, the building has been pushed back further from Sunrise Valley Drive for the addition of a two-way cycle track. Finally, the mass of the building has been broken up vertically and horizontally along Sunrise Valley Drive. In staff's opinion an appropriate transition has been created.

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 memos are provided as Appendices 9 and 10.

Road Grid

The applicant's proposed street network meets the intent of Comprehensive Plan's transportation network for the Reston Transit Station Areas. In order to implement the proposed street network, the applicant is converting a number of the existing parking lot drive aisles to a formal curb and gutter roadway design. This approach limits the ability to provide a public roadway as it would not meet design standards in order to be accepted into the state system. Therefore, the applicant has agreed to provide public access easements for the pedestrian paths for this development in order to facilitate public access through the site. Staff feels this connected roadway system addresses the grid of streets recommended on this parcels. However, the applicant has not committed to the public access until Phase III of the development. The applicant should revise the proffers and commit to public access to the Metro Plaza with the first phase of the development.

Wiehle Avenue Frontage

Staff recommended improvements to the Wiehle Avenue/Sunrise Valley Drive intersection to rectify the hostile pedestrian environment created by the existing free flow right turn lane on southbound Wiehle Avenue. The applicant has provided an alternate design exhibit on Sheet C-7 of the CDP that depicts the removal of the free flow right turn lane. The applicant analyzed this improvement in the Traffic Impact Analysis (TIA) submitted for this application. Given the volume of traffic the free flow right is able to accommodate, removing it would create a queue length of more than 2,000 feet, which would spill back past the off-ramp for the Dulles Toll Road. VDOT was not willing to accept this substantial impact. However, given this is a phased application,

staff wanted to retain its recommendation for the improvement so that it could be reassessed as the site develops and as other improvements, like the Soapstone Overpass, reach a higher level of design in order to demonstrate to VDOT that the impact to the high volume of vehicles using Wiehle Avenue can be offset or mitigated to an acceptable level.

As part of the FDP Plan and the first phase of the development, the applicant has proposed partial improvements to the southern portion of Wiehle Avenue adjacent to the property. Staff recommended that all of the Wiehle Avenue improvements be completed together in one phase in order to avoid installing partial facilities like the on-road bicycle lane shown on southbound Wiehle Avenue.

The applicant has proposed a new right-in/right-out vehicular access point from Wiehle Avenue to provide access through the site to connect to the proposed internal roadways. A right turn lane is required and depicted on the CDP sheets. One of the remaining concerns related to safety and operations pertains to the location of the garage entrance for Building B and its proximity to the new Wiehle Avenue access point. Staff recommended the parking garage entrance and the loading dock be relocated. If not relocated, then the parking garage entrance would have to be restricted to an entrance only given the lack of sight distance for vehicles exiting the garage to see vehicles entering the site off Wiehle Avenue. The other conflict with the design relates to the loading dock adjacent to the parking garage entrance. As designed, trucks would have to back into the loading area simultaneously with vehicles entering the site from Wiehle Avenue. If the loading entrance is not relocated then it too would need to be strictly limited to resident loading only and not retail uses. The applicant would also need to restrict the time of day in which the loading area can be used, specifically outside the peak hours for the various uses on site and potentially using a reservation system. Building B is part of the Phase II development and subject to a future FDP. Staff expects that these issues will be addressed as part of the future FDP review.

Sunrise Valley Drive Frontage Improvements & Access

Staff raised issues regarding the proposed right-in/right-out vehicular access from Sunrise Valley Drive shown in the alternative roadway exhibit for Street D on Sheet C-7 of the CDP. This optional roadway connection creates safety and operational issues pertaining to adequate sight distance, grading issues, and rear collision conflicts between the turning vehicles and westbound through vehicles. Unless the garage and loading entrances are relocated to Street C, staff would not support installation of this access point as depicted in the exhibit. The FDP for Phase 1 does not depict this alternative access. If the access is proposed in future FDP applications staff would likely raise the same concerns and objections.

Parking Reduction for Metro Parking

A parking reduction request was submitted concurrently with the rezoning application which is further analyzed in a later section of this report. As part of the Traffic Impact

Analysis (TIA), the applicant included an analysis of commercial off-street parking for 300 vehicles to be potentially established during the interim phases of development. This would allow paid parking for the Wiehle-Reston East Metro station within the property. Staff does not object to the proposal, however it was recommended that the commercial off-street parking for metro riders not exceed 300 parking spaces in order to comply with the TIA analysis. The applicant proffered to submit a supplemental operational analysis to determine if an increase in commercial parking would adversely impact the surrounding public roadways; therefore, this issue has been addressed.

Phasing and Interim Conditions

The existing interior street connections are currently gated off at two access points in order to control the surface parking lot and parking garage spaces for the existing tenants and to preclude Wiehle-Reston East metro riders from parking onsite. Given the applicant intends to convert existing surface parking lot drive aisles into roadways for site circulation, the phasing of these easements and site development has caused concern regarding the potential impacts to traffic operations and safety, specifically in Phase II when the access point from Wiehle Avenue is open to traffic. Staff recommends that once the Wiehle Avenue access point is open to traffic, that gated access be removed from the drive aisles and roadways and that the surface spaces be controlled by other measures like parking permits and towing enforcement. Gating off access to the on-site network defeats the intent to open the site network to vehicular traffic, which is important for station access. The applicant's proposal to retain the gates creates impacts to Wiehle Avenue that staff is not willing to support. The applicant should revise their proffers to provide vehicle access to the Metro as part of Phase II development. Therefore, this issue remains outstanding.

Metro Plaza Design and Coordination

Given the applicant has proposed changes to the metro station platform which is owned by Washington Metropolitan Area Transit Association (WMATA), those improvements will have to be submitted for review and approval through WMATA's Joint Development and Adjacent Construction (JDAC) Program. An agreement was established between the Board of Supervisors and WMATA that any improvements located within a 50-foot perimeter of a WMATA easement are also subject to review and comment by WMATA. The applicant has acknowledged in the proffers that the coordination with WMATA needs to occur at site plan.

Pedestrian & Bicycle

County staff is in the process of designing a 10-foot shared use path along the north side of Sunrise Valley Drive that extends from Wiehle Avenue to Preston White Drive/South Lakes Drive. This project has been coordinated with this application as well as three other rezoning applications located to the west of this property. The applicant has provided a design that would accommodate separated pedestrian and bicycle cycle track facilities along the site frontage and would tie into the county project. This design

was provided, at staff's recommendation, in order to address the on-road bicycle lanes on Sunrise Valley Drive recommended in the Bicycle Master Plan.

In order to provide alternate modes of transportation and given the requested parking reduction request, the applicant has proffered to provide funding in order to purchase a bike share station to serve this site. Therefore this issue has been resolved.

Transportation Demand Management (TDM)

To promote alternatives to single-occupant vehicle (SOV) travel the applicant has proffered to establish a TDM program for this redevelopment. The applicant needs to revise the proffer to include the individual trip reduction goals for the proposed uses that were used in the TIA rather than proffering to a minimum reduction goal created by averaging the various reduction percentages. The TIA identified a 45 percent residential trip reduction goal (25 percent in the first phase), a 45 percent office trip reduction goal and a 30 percent hotel trip reduction goal. The applicant proffered to a 25 percent reduction for Phase 1 and 2 and 45 percent reduction for Phase 3 but did not commit to a reduction related to the hotel use. The applicant should amend the proffers to commit to a TDM reduction for the hotel use.

Reston Transportation Fund

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 cooperative 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. If the applicant does not revise the proffer to match the rate to be adopted by the Board this would be considered a major outstanding issue.

Areawide Recommendation: Environmental Stewardship, page 140: Includes recommendations on stormwater management, natural resources management, tree canopy goals, green buildings, and noise impacts. ***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 memo is provided as Appendices 11, 12 and 13.

Stormwater Management

The Comprehensive Plan expects that sites that have greater than 50 percent 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 must 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. The development plan indicates that the proposed stormwater management facilities meets these goals.

The capacity of the downstream conveyance system which includes the 913 Pond (Sheet 8), the series of the culverts under Sunset Hill 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 outcome and the findings of the drainage study are highlighted in a Report entitled "Task Order # 22 – Sunset Hill 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. Therefore, the extent of outfall analysis shall be extended to the existing culvert system under Sunset Hill. In addition, the applicant shall demonstrate that the subject development shall not exacerbate or worsen the flooding situation downstream. The outfall analysis for the subject site must adequately address flood protection downstream per Article 4 of the Stormwater Management Ordinance. In addition, the applicant shall demonstrate that a sufficient level of detention is provided on-site so that a reduction in the 100-year water surface

elevation (WSE) is achieved upstream of the inadequate culvert under Sunset Hill Road. A development condition has been proposed by staff to address this issue.

Transportation Noise

The Environment section of the Comprehensive Plan's Policy Plan contains recommended levels for transportation generated noise in residential settings. Specifically, 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. For homes impacted by a day-night average sound level (DNL) of 65-75 dBA, the Comprehensive Plan recommends mitigation.

The applicant's proffer statement includes a commitment to submit a noise study at the time of building plan submission for each new building. 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 Buildings

The applicant has provided commitments to meet the County's green building policy for the residential and non-residential uses at the appropriate levels recommend by Plan guidance. Staff recommended that the residential green building commitment be revised to describe the attainment of the base level of Leadership in Energy and Environmental Design (LEED) certification, as opposed to LEED - NC (New Construction). The applicant has revised the proffer to reflect this language; therefore this issue has been resolved.

Landscaping/Urban Forestry

Staff reviewed the existing trees on site and the proposed landscaping which are mostly along streetscapes and in open recreation areas. The applicant requests a modification for the transitional screening along the southern property line. Notwithstanding repeated comments that the building should be located further from the street to provide more planting space, staff accepts this modification. However, staff does request that turf grass not be planted in the landscape amenity panel along Sunrise Valley Drive. Staff recommends decorative grasses. The applicant has provided a proffered commitment to identify tree species, shrubs and ground cover best suited for planting along Sunrise Valley Drive and Wiehle Avenue, in consultation with UFMD. Therefore this issue has been addressed.

Staff notes that the tree pit detail does not meet VDOT requirements or Urban Forestry requirements, noting that the tree pit as depicted restricts root development. Staff recommended a revision of the planting detail to provide additional space. The applicant has committed to a proffer to provide tree pit details at site plan. Therefore, this issue has been resolved.

The applicant depicts numerous trees on the landscaping plan with a planting space of less than eight feet wide and therefore does not meet the minimum for a minimum of four feet between trees and barriers restrictive to root growth. Staff recommended that the applicant provide details at site plan to show how required soil volume and dimensions will be provided beneath paved surfaces. The applicant has committed to a proffer to provide tree pit details at site plan. Therefore, this issue has been resolved.

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 and has been addressed by the applicant.

ZONING ORDINANCE PROVISIONS

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

The Planned Development Commercial (PDC) District is established to encourage the innovative and creative design of commercial development. The district regulations are designed to accommodate preferred high density/intensity land uses which could produce detrimental effects on neighboring properties if not consistent with the recommendations of the adopted comprehensive plan and not strictly controlled as to location and design. The district regulations are further intended to insure high standards in the mix of uses, lay-out, design and construction of commercial developments; to include unique design elements and amenities; to encourage lot consolidation and the use of Transportation Demand Management techniques; and otherwise to implement the stated purpose and intent of this Ordinance. A rezoning application or development plan amendment 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 and mix of use, and does not exceed the intensity permitted 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 calls for transit station mixed use. The overall design proposed results in a mixed use development of an intensity that 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 surface parking for a nearby office building, a majority of the site was already impervious and 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' Office of Facilities Planning Services anticipates that the proposed multifamily residential dwellings with 500 units would generate 50 new students attending Sunrise Valley Elementary School, Hughes Middle School and South Lakes High School (Appendix 14). In order to address the need for capital improvements associated with the new students, a proffer contribution of \$587,450 (\$11,749 x 50) 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 from existing 8-inch and 12-inch water mains located onsite (Appendix 15).

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 must provide a sewer capacity analysis study to Wastewater Planning and Monitoring Division 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 16). Staff has proposed a development condition to address this concern.

Fire/Rescue Analysis: Staff analyzes 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. As Fairfax County increases in population density and roadways become more congested, it is a challenge for the Fire and Rescue Department (FRD) to meet emergency response time goals. 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 the developer provide the cost of preemption devices for four traffic signals (\$10K each) located along the primary travel route from the closest fire station (Appendix 17). The applicant has proposed a proffer contribution to satisfy this concern.

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 Plan 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 PDC District and the R-30 District would be the most similar conventional residential district and C-4 would be the most similar conventional commercial district.

R-30 (Residential Buildings A and B)		
	Zoning Ordinance	Proposed
Building Height	150 feet ¹	Building A – 100 feet Building B – 255 feet
Front Yard	25° ABP ² , but not less than 20 feet	Building A ³ – Wiehle Avenue - 20 feet - Sunrise Valley Drive - 29 feet Building B – Wiehle Avenue – 20 feet

1. Increase in height maybe approved by the Board of Supervisors if in harmony with the Comprehensive Plan

2. ABP (Angle Bulk Plane) requires 44 foot setback for Building A and 107 foot setback for Building B

3. Distance represented from the curb and not right-of-way

C-4 (Buildings C and D)		
	Zoning Ordinance	Proposed
Building Height	120 feet ¹	Building C – 275 feet Building D - 155 feet
Front Yard	20° ABP, but not less than 40 feet	Building C – Dulles Toll Road ⁴ – 20 feet Building D – Commerce Center Drive – 26 feet

4. Section 2-414 requires 75 foot setback. Waiver requested.

As depicted in the above tables the development does not meet the conventional district setbacks or height limits. However, as previously described the application is generally meeting the Comprehensive Plan expectations for uses, height, and setbacks.

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 26 percent open space. The applicant requests a modification of the loading spaces and a parking reduction, which are discussed in detail below.

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 and alleyways in the proposed development. However, the applicant has not committed to provide public access on the streets until Phase III of the development. 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

Dulles Toll Road Setback

The applicant is requesting a modification of Paragraphs 1A and 1B of Sect. 2-414 of the Zoning Ordinance to allow residential structures within 200 feet and office structures within 75 feet of Dulles Toll Road. The proposed residential/retail building, Building B, is shown on the CDP to be located approximately 55 feet from the Dulles Toll Road. The proposed office Building C, is shown on the CDP to be located 20 feet from Dulles Toll Road. Staff notes that the closest portion of the Dulles Toll Road to the site is actually an exit ramp to Wiehle Avenue and not the main throughway of the Dulles Toll Road. The applicant has committed to a noise study at the time of building plan for the construction of Building A, and further noise mitigation measures will be determined when the final plans for Building B and Building C are reviewed. The Comprehensive Plan encourages buildings to be located in close proximity to the Metro stations and in staff's opinion, the proposed buildings are properly located. Therefore, staff does not object to this request.

Corner Lot

The applicant is requesting a waiver of Sect. 2-505 of the Zoning Ordinance to allow buildings to be constructed to the streetscape building zone line on corner lots on public streets and lots with private street easements which may create a corner lot configuration. The locations affected by this waiver are on Wiehle Avenue and Sunrise Valley Drive; Wiehle Avenue and Street A; and Sunrise Valley Drive and the local street. The applicant has provided a streetscape that meets staff recommendations on both Wiehle Avenue and Sunrise Valley Drive that encourage the Comprehensive Plan recommendation of an urban streetscape. The applicant has not provided site distance analysis that demonstrate safe and adequate vehicular movements. Therefore staff does not support this waiver at this time.

Percentage of Dwelling Units

The applicant is requesting a modification of Paragraph 5 of Sect. 6-206 of the Zoning Ordinance to allow an increase of dwellings as a secondary use over the 50 percent limitation as may be shown on the CDP/FDP. The proposed residential development (Buildings A and B) accounts for approximately 39 percent of the total development; however, Buildings A and B are proposed to be part of the first two phases where

existing office uses would be 356,486 square feet and the proposed residential uses would be 550,000 square feet or 61% of Phase I and II development. Staff feels that the proposed development, including the existing uses and new uses meet the intent of the Comprehensive Plan by promoting a mixed use development near a metro transit station. Therefore, staff supports the requested modification.

Loading Spaces

The applicant is requesting a modification of Sect. 11-203 of the Zoning Ordinance of the minimum loading space requirements to permit two spaces per building instead of up to 5 spaces per the Zoning Ordinance. Staff has no objection to this request.

The applicant is requesting a modification of Paragraph 4 of Sect. 11-202 of the Zoning Ordinance, the required minimum distance of 40 feet of a loading space in proximity to drive aisles for multi-family dwelling units. The location of this waiver request is at the intersection of Wiehle Avenue and Street A, on the southern side of proposed Building B. Staff does not oppose the modification but notes that additional review of the proposed location will take place when Building B submits a Final Development Plan.

Length of Private Streets

The applicant is requesting a modification of Paragraph 2 of Sect. 11-302 of the Zoning Ordinance of the maximum length of private streets. Private Street A is proposed to extend from Wiehle Avenue, connect to the northern terminus of Street B and then connect to the existing private street in front of the Metro entrance and behind the existing parking garage on the northern portion of the site.

The approximate final size of this roadway well exceeds 600 feet as is the maximum length allowed by the Zoning Ordinance. Approximately 1,045 feet of Street A is onsite and the road extends further offsite to the west. However, staff feels that this roadway extension is vital to the vehicular access from Wiehle Avenue to the Metro station and also facilitates the onsite interior vehicular circulation. Therefore staff does not object to this request subject to the provision of public access being provided in Phase II of the development.

Transitional Screening and Barriers

The applicant is requesting a modification of Sections 13-304 and 13-305 of the Zoning Ordinance for the transitional screening and barrier requirements along Sunrise Valley Drive and between the office and multi-family buildings. The plan shows a single row of Category IV deciduous trees planted in the Sunrise Valley Drive right-of-way on the south side of Building A. The trees are supplemented with shrubs of approximately two feet in height and herbaceous species including turf grass. Staff believes that the modified streetscape as negotiated provides an adequate buffer to the single family uses to the south of the property. Therefore, staff does not object to this waiver request.

PARKING REDUCTION

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 18).

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 uses on site. The applicant is proposing 2,565 spaces, when 3,066 parking spaces are required for the residential, retail, office and hotels use. Pursuant to Paragraph 5A of Section 11-202 of the Zoning Ordinance, Land Development Services staff recommends that the Board of Supervisors approve a parking reduction of up to 16 percent (494 fewer spaces) for the subject Commerce Metro Center development, based on the site's walking distance to Wiehle-Reston East Metro Station, subject to the proposed conditions listed in Appendix 18 and summarized below.

- A minimum of 928 parking spaces shall be maintained at all times to serve the three existing office buildings
- At the completion of Phase I, a minimum of 1,168 parking spaces must be provided as follows:
 - 928 parking spaces to serve the office use
 - 240 spaces to serve up to 200 residential dwelling units.
- At the completion of Phase 2, a minimum of 1,546 parking spaces must be provided as follows:
 - 928 parking spaces to serve the existing office use,
 - 600 spaces to serve up to 500 residential dwelling units, and
 - 18 spaces to serve up to 4,000 square feet of GFA of new retail space.
- At the completion of Phase 3, a minimum of 2,377 parking spaces must be provided as follows:
 - 1,716 parking spaces to serve up existing and new office uses
 - 600 spaces to serve up to 500 residential dwelling units, and
 - 61 spaces to serve up to 14,000 sq. ft. of GFA of new retail space.
- At the completion of Phase 4 a minimum of 2,565 parking spaces must be provided as follows:
 - 1,716 parking spaces to serve up existing and new office uses
 - 600 spaces to serve up to 500 residential dwelling units,
 - 74 spaces to serve up to 17,000 square feet of retail space, and
 - 175 spaces to serve a hotel with up to 175 rooms.
- One vehicle space shall be reserved for each residential unit.
- For each phase of the development, at least 10 percent of the 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.
- 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

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

CONCLUSIONS

The applicant is requesting to amend existing Special Exception SE 94-H-049, previously approved for an increase in FAR, to permit the deletion of 11.58 acres. The remainder of the land area subject to the SE will remain unchanged and will comply with the provisions of the original special exception.

The applicant has requested the approval of a rezoning of 11.58 acres from the I-3 District to the PDC District. The proposal also includes retaining existing office buildings (Executive III, IV and V) totaling 356,496 square feet and the associated garage parking deck. The applicant proposes to remove the existing office surface parking and construct a 7-story, 100-foot tall residential building for 200 dwelling units, a 24-story 255-foot tall residential building (Building B) for 200 units, a 22-story, 275-foot tall office building (Building C) for 385,000 square feet and a 14-story, 165-foot tall hotel with 175 rooms and 133,000 square feet. Retail uses are proposed on the first floors of all buildings. The proposed FAR is 2.5 or 1.43 million square feet. The applicant is proposing 61 percent non-residential uses and 39 percent residential uses.

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. The applicant has adequately addressed site design issues including streetscapes and open space requirements. 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. Further, the applicant has satisfied environmental concerns by providing adequate tree planting and new landscaping. The applicant has also proffered to design the buildings using green building measures.

However, there remain several of outstanding issues. The applicant should demonstrate adequate site distance for the internal streets. The applicant should commit to construction of the entirety of the bike lane on Wiehle Avenue as part of one phase. The applicant should revise the proffers to commit to the provision of public access on the internal streets with Phase II of the development. The applicant should revise the proffers to limit the flexibility to move uses and intensity between the phases of development. The applicant should modify the proffers to commit to the provision of a non-residential contribution for workforce housing in accordance with the guidance of

the Comprehensive Plan. The applicant should revise the proffers for the Reston Road Fund to commit to the funding rate that will be determined by the Board of Supervisors.

RECOMMENDATIONS

Staff recommends approval of SEA 94-H-049 to permit the deletion of 11.58 acres from SE 94-H-049.

Staff recommends approval of RZ 2015-HM-011 and the associated conceptual development plan, subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends approval of FDP 2015-HM-011, subject to the proposed final development plan conditions contained in Appendix 2 and the Board of Supervisors approval of RZ 2015-HM-011 and the associated conceptual development plan.

Staff recommends approval of the following waivers and modifications:

- Modification of Paragraphs 1A and 1B of Section 2-414 of the Zoning Ordinance to allow residential structures within 200 feet and office structures within 75 feet of the combined Dulles International Airport Access Highway and Dulles Toll Road as shown on the CDP/FDP.
- Modification of Paragraph 5 of Section 6-206 of the Zoning Ordinance to allow an increase of dwellings as a secondary use over the 50 percent limitation as shown on the CDP/FDP.
- Modification of Section 11-203 of the Zoning Ordinance of the minimum loading space requirements to permit the loading spaces as shown the CDP/FDP.
- Modification of the minimum distance of 40 feet per Paragraph 4 of Section 11-202 of the Zoning Ordinance to permit the loading spaces as shown on the CDP/FDP.
- Waiver of Paragraph 2 of Section 11-302 of the Zoning Ordinance of the maximum length of private streets.
- Modification of Sections 13-304 and 13-305 of the Zoning Ordinance for the transitional screening and barrier requirements on the southern boundary line and between onsite uses to permit the landscaping as shown on the CDP/FDP.

Staff recommends denial of a waiver of Section 2-505 of the Zoning Ordinance to allow buildings to be constructed to the streetscape building zone line on corner lots on public streets and lots with private street easements which may create a corner lot configuration.

Staff recommends that the Board of Supervisors concur with the recommendation of staff and approve the Parking Reduction Request #24534-PKS-001-1, for an overall 16 percent reduction (494 fewer spaces) of the required parking, pursuant to Paragraph 5.A of Section 11-102 of the Zoning Ordinance, based on the proximity of a

mass transition station, subject to the conditions recommended by staff as outlined in the memorandum from Land Development Services dated August 24, 2016 and contained in Appendix 18 of the staff report.

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. FDP Proposed Development Conditions
3. Applicant's Statement of Justification
4. Affidavit- remove cover sheets
5. Residential Development Criteria/Guidelines for Transit-Oriented Development
6. Land Use Analysis
7. Office of Community Revitalization Analysis
8. Park Authority Analysis
9. FCDOT Transportation Analysis
10. VDOT Transportation Analysis
11. DPWES Analysis- Stormwater Management
12. Environmental Analysis
13. Urban Forestry Analysis
14. Fairfax County Public Schools Analysis
15. Fairfax County Water Analysis
16. Sanitary Sewer Analysis
17. Fire/Rescue Analysis
18. DPWES Analysis- Parking Reduction Study
19. Glossary

PROFFERS
RZ 2015-HM-011/SEA 94-H-049
September 12, 2016
COMMERCE METRO CENTER

PREAMBLE

Pursuant to Section 15.2-2303(A) of the Code of Virginia (1950, as amended) and Section 18-204 of the Zoning Ordinance of Fairfax County (1978, as amended), the property owners and the Applicant, for themselves and their successors and/or assigns (hereinafter referred to as the “Applicant”), hereby proffer that the development of the parcels under consideration and shown on the Fairfax County tax maps as Tax Map 17-4 ((12)) 11D4, 11D5 and 11D7 (collectively, the “Property”) shall be in accordance with the following conditions if, and only if, Rezoning application 2015-HM-011 (this “Rezoning”) is granted.

GENERAL

1. **Conceptual Development Plan.** The Property shall be developed in substantial conformance with the certain elements of Conceptual Development Plan (“CDP”) dated June 5, 2015 and revised through August 12, 2016, prepared by VIKA, Virginia LLC. The proffered elements of the CDP are limited to the grid of streets, the “cycle track” along Sunrise Valley Drive, the general location of the streets, the approximate size and shape of building footprints, the mix of uses, maximum gross floor area (GFA), the minimum and maximum building heights, the general quality and character of the streetscape to include landscape panels and street trees, the amount and general location and quality of urban park land/open space, and only a future amendment to such elements shall require a subsequent Conceptual Development Plan Amendment (“CDPA”) or Proffered Condition Amendment (“PCA”). Other elements of the CDP may be adjusted or modified with approval of future Final Development Plans (“FDPs”) in accordance with the provisions set forth in Section 16-402 of the Fairfax County Zoning Ordinance (the “Ordinance”). Such permitted adjustments or modifications shall include, but not be limited to final architecture, enhancements to landscape concepts, final design of plazas and public spaces and access to individual structures and parking garages.
2. **Minor Modifications.** Minor modifications to the proffered elements of the CDP may be permitted when necessitated by sound engineering or that may become necessary as part of FDP approval or final site design or engineering, pursuant to Section 16-403(4) of the Ordinance. Modifications to the CDP may also be made in response to requirements imposed by WMATA in connection with the design of access to the station platform and such requirements imposed by WMATA shall be further permitted provided the same are in substantial conformance with the CDP. Similarly, at the time of final site plan approval, the Applicant may make modifications to the configuration of the below grade parking and associated underground utilities from that shown on the FDP provided that the applicable parking requirements shall remain fulfilled and the proffered above grade building and landscape elements of the FDP shall remain in substantial conformance with the applicable FDP.
3. **Signs.** The Applicant further reserves the right to pursue a future Comprehensive Sign Plan (CSP). Such CSP shall not require an amendment to the CDP. Monument signs shall only be permitted if shown on an approved FDP. There shall be no monument signs for Buildings A and B in the building zone landscaped areas adjacent to Sunrise Valley Drive and Wiehle Avenue.

4. Declarations/Owners Associations. The Applicant shall cause the recordation of one or more declarations creating an owners' association ("OA") and as necessary, condominium owners' associations ("COA") or declarations of covenants and agreements dealing with the governance of maintenance and operation of the Property or other governance documents which will legally bind the Property, (collectively referred to as the "Governance Documents"). Such Governance Documents shall be prepared, be legally effective and recorded prior to the issuance of the first Non-Residential Use Permit ("Non-RUP") or Residential Use Permit ("RUP") for new construction shown on the CDP. The respective Governance Documents (including budgets provided in any offering or sale materials) shall specify the various proffer and maintenance obligations set forth in these Proffers, including the maintenance of certain streets, bicycle facilities, associated sidewalks and streetscapes, and site amenities such as, but not limited to, the publicly accessible park areas as well as funding, implementation and monitoring of the TDM program, as related to the Property. In addition, such OA responsibilities may also be administered by existing owners associations that bind the Property. Purchasers shall be advised in writing of these obligations, and other restrictions, prior to entering into a contract of sale, whether purchasing residential or commercial property. The Governance Documents shall be included in any offering, sale materials or contracts for any condominiums. Purchasers of land of buildings shall be advised of these obligations in the contract of sale.

EXISTING AND PROPOSED DEVELOPMENT

5. Existing and Proposed Development.
 - A. The Property is developed with three existing office buildings which contain approximately 356,496 square feet of GFA (Gross Floor Area), a structured parking garage, and surface parking lots (collectively, the "Existing Development"). The Existing Development shall also include all current and future by right and secondary uses in the three (3) existing structures that are otherwise permitted by these proffers. The Existing Development is shown on Sheets C-5 and C-6 of the CDP/FDP and may remain in operation in its current form as shown on the CDP/FDP. The Applicant may make minor modifications to the Existing Development and may secure site plans approvals and building permits for, and make interior and exterior improvements to, the Existing Development shown on the CDP/FDP without the need for a CDPA or FDPA in accordance with 16-403 of the Zoning Ordinance. Any work associated with Existing Development, to include but not be limited to, the issuance of building permits and Non-RUPs shall not serve to trigger any of the monetary or transportation/infrastructure obligations of these proffered conditions, or otherwise require physical changes to the structures, parking areas, landscaping or stormwater management facilities on the Property.
 - B. The Existing and Proposed Development may include all uses in the PDC District in 6-202, 6-203, 6-204 and 6-205 of the Zoning Ordinance, or otherwise permitted in the PDC District, subject to the development tabulations on Sheets C-2 and C-3 of the CDP (the "Development Tabulations") and these Proffers.

- C. Prior to implementation of the final phase of the approved development, commercial off-street parking may be provided in the existing parking areas on the Property associated with the Existing Development and as shown on the FDP as described in the off-street parking Proffer below.
 - D. The maximum gross floor area (“GFA”) permitted for the Proposed Development (Buildings A, B, C and D) on the Property is up to 1,097,189 square feet (the “Proposed Development”). The Proposed Development will be in addition to the Existing Development. The Proposed Development plus the Existing Development shall not exceed 1,453,685 square feet of GFA on the Property.
 - E. Any uses requiring special exception or special permit approval may be authorized without the need for a PCA or CDPA.
6. Final Development Plans.
- A. FDPs for the subject site shall be in substantial conformance with the CDP and these Proffers. FDPs approved for individual building sites on the Property shall establish the maximum GFA for each building within the limits established by these Proffers and the CDP. The specific GFA for each building shall be established at final site plan approval. If the amounts of GFA established with the final site plan approval is less than the amounts shown on the CDP, the excess GFA may be utilized in another building or building(s) within the Property provided: (1) the excess GFA can be accommodated within the maximum building height for the building utilizing the excess GFA as shown on the CDP; (2) the minimum building height for the building providing the excess GFA or dwelling units as shown on the CDP is maintained; (3) the reallocation of the excess GFA does not increase the amount of GFA associated with any one use by more than 25% from that shown on the approved CDP; and (4) FDP(s) or FDPA(s) for the applicable building(s) utilizing the excess GFA are approved.
 - B. Within Building A, the Applicant reserves the right to add additional principal or accessory retail uses to ground floor areas, provided that such uses shall not exceed 5,000 square feet, the building design remains in substantial conformance with the FDP and further subject to a demonstration that all applicable parking requirements are fulfilled.
 - C. In addition, the following information shall be provided with each FDP.
 - (i) Tabulations. A tabulation indicating the development status of all property subject to this Rezoning shall be provided with each FDP and site plan submitted for the Property. The tabulation shall include a listing of all existing buildings to remain and proposed buildings, along with the GFA, uses, final building heights, the location and configuration of vehicular access points and parking approved on the CDP, FDP and site plan as may be applicable. The tabulation shall identify the reassignment of any excess GFA (as compared with what was originally shown on the applicable CDP)

and shall be updated with each subsequent FDP and site plan approved for the Property.

- (ii) Tree Canopy Calculations. A tabulation indicating the tree canopy calculations of all property subject to this rezoning to be updated with each subsequent FDP, FDPA and site plan approved for the Property.
- (iii) TDM (Transportation Demand Management) Supplement. A copy of the previous TDM Annual Report, if available, to determine progress toward attaining TDM goals and any planned modifications to the TDM program.
- (iv) Functional Drawings/Sight Distances. Functional drawings to include proposed right-of-way lines associated with public streets; vehicular sight distance lines at all intersections within, and adjacent to, the FDP area overlaid on the Landscape Plan, and details with respect to utilities and/or vegetation conflicts with building entrances and/or intersections as presented on the CDP.
- (v) Utilities. Approximate location of existing and proposed utilities to serve the area of the FDP including the location of utility vaults, electrical vaults, stormwater management facilities and related access/maintenance overlaid on the Landscape Plan. Utility vaults shall not be installed in a manner that will prevent the use of proposed rights of way and sidewalks. Minor modifications to the same may be permitted to accommodate utility infrastructure.
- (vi) Proposed Uses. A list of proposed uses and demonstration of how such uses meet the applicable “Use Limitations” of the Ordinance.
- (vii) Streetscape. A graphic depiction of, and any adjustments to, the activated streetscape elements as provided in the Proffers below.
- (viii) Garage Treatments. Proposed parking garage façade treatments, if applicable.
- (ix) Landscaping. Detailed landscape plans.
- (x) Interim Conditions. Identification of specific proposed interim conditions within the FDP area and outside the FDP area.
- (xi) Phasing. Identification of specific proposed phased improvements in accordance with these Proffers and the intent of the phasing-related exhibits contained in the CDP (collectively, the “Phasing Exhibits”).
- (xii) Parks and Recreation. Specific park details, site amenities and substitute recreation facilities as provided in these Proffers.
- (xiii) Provisions for Bicycles and Buses. Bicycle parking, storage and bicycle

lane dimensions as provided in these Proffers, and location and general design of bus shelter(s), if any.

- (xiv) Parking Spaces. Refinement of the number of parking spaces as provided shown on the CDP; details, to the extent known, as to when tandem spaces and/or valet parking will be utilized in accordance with an approved parking reduction. A description and/or tabulation in the statement of justification discussing how the subject FDP and preceding FDPs are achieving the approved parking ratios as reflected on the CDP and any approved reductions shall be provided.
 - (xv) Parking Management. Prior to the dedication of public access easements for Streets A and B, the Applicant shall provide a Parking Control Plan at site plan review that shall be coordinated with and reviewed by DPZ and FCDOT. Such Plan shall be designed to provide reasonable safety and security for vehicle operations in each Phase based on the final configuration of parking areas, travel ways and entrances. Within the approved parking structure(s) there shall be appropriate signage and controls (i.e. gate, or similar devices) to reasonably segregate residential parking from office, commercial off-street and retail parking.
 - (xvi) Stormwater Management. Identification of specific stormwater management facilities as provided in the Proffers and Sheets C-15, C-16, C-17, C-18 and C-19 of the CDP and a tabulation showing the impact of the FDP implementation.
 - (xvii) Fencing. Identification of proposed fencing, walls, screening or barriers serving active recreational uses on roofs (limited to a maximum of 14 feet) and adjacent to streets that exceed seven (7) feet in height.
7. Development Phasing. Following the approval of the appropriate FDP, the Applicant shall construct the streets and provide pedestrian improvements, public accessible parks, private amenities and public accessible facilities on the Property in conjunction with the development of each new building in a manner that reflects the intent of that shown within the Phasing Exhibits contained in the CDP and as further described in these Proffers. Development may proceed in any order provided that each building provides the phasing conditions depicted on the Phasing Exhibits. Each phase of the project shall also comply with the minimum parking requirements of Article 11 of the Zoning Ordinance and/or the terms of any parking reduction that may be approved. Adjustments to the phasing may be approved with FDP approvals without the requirement for a PCA or CDPA, provided the adjustments do not materially adversely affect the other phases.
8. Fire Marshal Evaluation. The Applicant has coordinated the layouts depicted on the CDP with the Fire Marshal. Changes to the CDP and future FDPs may be permitted without the requirement for a CDPA in response to the review of site plans by the Fire Marshal, including adjustments to tree locations, the streetscape and perimeter building areas as necessary to allow for required emergency vehicle access provided such modifications are

in substantial conformance with the CDP, FDPs and these Proffers.

9. Festivals, Fairs, Kiosks or Similar Activities. The Applicant, or its designee, shall be permitted to operate festivals, fairs or similar activities, including, without limitation, farmers' markets and food vendors, on the Property, either in the interim surface parking lots or within publicly-accessible privately owned open spaces, including portions of the private streets/pedestrian ways. Such events shall not preclude reasonable pedestrian access to the Metro station. Portions of the private street network may be closed for such activities, provided that reasonable vehicular access on Streets A and B is maintained during peak a.m. and p.m. non-holiday weekday periods. The Applicant shall further be permitted to operate movable carts, which shall be defined as temporary transportable kiosks to that serve a general retail purpose. Such temporary kiosks shall not count toward GFA and shall not exceed 120 square feet for an individual kiosk. The Applicant shall coordinate with the Zoning Administrator regarding the issuance or approval of a temporary special permit as may be required under the Zoning Ordinance, which may include the establishment of an annual permit for continuing or seasonal events. The Applicant further reserves the right to operate food trucks in accordance with the applicable provisions of the Zoning Ordinance.

ARCHITECTURAL AND URBAN DESIGN

10. Architecture. The final architectural treatment and design of all buildings within the Proposed Development shall create a sense of identity and place, and shall create human scale through the use of unifying elements such as materials, textures, color, lighting, and landscaping as generally reflected on the materials and exhibits contained in the CDP.

Each FDP associated with the Proposed Development shall specify the building materials, architecture and specific features designed to activate streetscapes. As a compliment to that generally shown on the CDP, such features may include: (a) the use of recessed entries to commercial lobbies and/or the use of canopies or awnings, as may be appropriate, (b) the screening of loading and service areas with pull down door, and/or landscaping treatments; and (c) landscaping to reasonably screen and limit views into garage spaces.

Architectural plans, elevations, illustrations, materials and heights may be revised subsequent to CDP and FDP approval as a result of final architectural and engineering design, provided the quality of design remains in substantial conformance with that shown on the CDP and subsequent FDPs and as set forth in these Proffers, as determined by DPZ.

11. Parking Structures. The proposed new above ground parking for Building C shall incorporate uses or screening at the ground level so as to provide a pleasant and attractive design/experience along the streetscape. To that end, the new above grade parking structure shall either (1) incorporate an active layer of occupied space, including retail uses, residential dwellings or associated amenity spaces, offices or public uses at the ground level as depicted on the CDP and future FDPs; (2) be architecturally treated as depicted on an approved FDP; or (3) utilize landscaping/green screening, decorative material compatible with the architecture, or wall art to screen the garage areas from street view. Alternate garage façade treatments may be permitted with FDP approval. Any additional

levels of above-grade parking shall be integrated into the architecture of the tower above. Parking structure design features and materials shall be depicted on the FDP for review and approval.

12. **Building Height.** Building heights, as measured from the average site elevation to the roof (not including mechanical penthouse or rooftop facilities (pad, deck, club room etc.)), shall not be greater than the maximum heights identified for each building in the Development Tabulations. Building heights shall be refined with each FDP and the final height shall be determined at the time of site plan approval. All building penthouses and rooftop structures shall be integrated into the design of the building, and the height and extent of any rooftop penthouse (including any rooftop parapet, wall or fencing in excess of that permitted by the Zoning Ordinance) shall be provided on the FDP.
13. **Telecommunications Equipment.** Telecommunications equipment may be placed on the proposed residential and non-residential buildings' rooftops. Any such facilities must comply with the applicable requirements of the Ordinance and be screened and/or setback sufficiently from the perimeter of the roof and penthouse such that they are not visible from the surrounding streets at street level. Other screening measures may be used such as including the facilities as part of the architecture of the buildings, utilizing compatible colors, or employing telecommunication screening material and flush mounted antennas. Telecommunication equipment may also be architecturally integrated onto the facades of the buildings where necessary to ensure on-street and/or open space coverage.
14. **Screening of Dumpster, Fire Exits, Development.** Any dumpster not located within a parking structure shall be reasonably screened with a board on board fence or similar measure to limit its visibility from streets and public sidewalks. The same shall be reflected on the applicable FDP.

BUILDING PRACTICES

The requirements contained in Proffers 15-18 shall only be applicable to the Proposed Development.

15. **Residential Building Certifications.**
 - A. The Applicant shall include, as part of the building plan submission for any new residential building to be constructed on the Property, a list of specific credits within the project's registered version of the U.S. Green Building Council's Leadership in Energy and Environmental Design New Construction ("LEED®-NC") rating system, or other LEED rating system determined to be applicable by the U.S. Green Building Council ("USGBC"), or its equivalent (as determined by the Applicant and Fairfax County), that the Applicant anticipates attaining. All references herein to LEED-NC include both LEED-NC or its equivalent as determined by the Applicant and the County and all references to USGBC include the applicable equivalent agency.

Except as otherwise provided below in Paragraph E as an alternative, a LEED or equivalent-accredited professional (the “LEED-AP”) who is also a professional engineer or architect shall provide certification statements at the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED-NC certification of the building.

- B. The Applicant shall designate the Chief of Environment and Development Review Branch (“EDRB”) of DPZ as a team member in the USGBC’s LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.
- C. Prior to building plan approval for the building to be constructed, the Applicant shall post a “green building escrow” in the form of cash or a letter(s) of credit from a financial institution acceptable to DPWES as defined in the Fairfax County Public Facilities Manual (“PFM”), in the amount of \$2.00/square foot of GFA, as shown on the approved site plan. This green building escrow shall be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of LEED-NC certification, by the USGBC, under the project’s registered version of the LEED-NC rating system or other LEED rating system determined, by the USGBC, to be applicable to each building. The provision to EDRB of documentation from the USGBC that each building has attained LEED-NC certification will be sufficient to satisfy this commitment.
- D. At the time LEED-NC certification is demonstrated to EDRB, the escrowed funds and/or letter(s) of credit shall be released to the Applicant.

If prior to bond extension, reduction or final bond release for the applicable building site, whichever occurs first, the Applicant provides to EDRB documentation demonstrating that LEED-NC certification for the building has not been attained but that the building has been determined by the USGBC to fall within three (3) points of attainment of LEED-NC certification, 50% of the green building escrow will be released to the Applicant; the other 50% will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of county environmental initiatives. If the certification is still in progress at the time of application for bond extension or reduction, which given the construction timelines associated with the Proposed Development there is the potential for multiple bond extensions or reductions prior to the Proposed Development’s completion, the time frame for the provision of the documentation described above shall be automatically extended to the time of the next bond extension or reduction. However, the documentation must be provided prior to the final bond release for the applicable building site.

If prior to bond extension, reduction or final bond release for the applicable building site, whichever occurs first, the Applicant fails to provide documentation to EDRB demonstrating attainment of LEED-NC certification or the Applicant provides

documentation demonstrating that the building has fallen short of LEED-NC certification by three (3) points or more, the entirety of the escrow for that building will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives. If the certification is still in progress at the time of application for bond extension or reduction, which given the construction timelines associated with the Proposed Development there is the potential for multiple bond extensions or reductions prior to the Proposed Development's completion, the time frame for the provision of the documentation described above shall be automatically extended to the time of the next bond extension or reduction. However, the documentation must be provided prior to the final bond release for the applicable building site.

- E. As an alternative to the actions outlined in the Paragraphs A, C and D above, the Applicant may choose at its sole discretion to pursue a certification level higher than LEED-NC, in which case the LEED-AP will provide certification statements at the time of building plan review confirming that the items on the list of specific credits will meet at least the minimum number of credits necessary to attain LEED-NC Silver certification.

Prior to building plan approval for the building to be constructed, the Applicant shall submit documentation to EDRB, regarding the USGBC's preliminary review of design-oriented credits in the LEED program. This documentation will demonstrate that the building is anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, will be sufficient to attain LEED-NC Silver certification. Under this alternative, the Applicant is not required to provide a "green building escrow" unless the Applicant fails to provide the above referenced documentation that the building is anticipated to attain LEED-NC Silver certification.

Prior to final bond release of each building site, the Applicant shall submit documentation to EDRB, confirming the status of LEED certification.

- F. As an alternative to the actions outlined in the Paragraphs A, C, D and E above, if applicable and if the project meets the eligibility criteria for the rating system, the Applicant may select, subject to EDRB approval, an alternate residential rating system such as Earth Craft, or the 2012 National Green Building Standard (NGBS) using the ENERGY STAR® Qualified Homes path for energy performance that may be implemented without an escrow. If one of the alternate residential rating systems listed herein is selected as an alternative to the previous paragraphs, the Applicant shall note the selected system and provide a completed checklist of the anticipated options to be pursued for the specified rating system at the time of site plan and building plan review. The Applicant shall demonstrate attainment of the selected certification from a rater recognized through the selected process prior to final bond release.

16. Non-Residential Building Certifications.

- A. The Applicant shall include, as part of the building plan submission for any new non-residential building to be constructed on the Property, a list of specific credits within the project's registered version of the U.S. Green Building Council's Leadership in Energy and Environmental Design Core and Shell ("LEED®-CS") rating system, or other LEED rating system determined to be applicable by the USGBC, or its equivalent (as determined by the Applicant and Fairfax County), that the Applicant anticipates attaining. All references herein to LEED-CS include both LEED-CS or its equivalent as determined by the Applicant and the County and all references to USGBC include the applicable equivalent agency.

Except as otherwise provided below in Paragraph E as an alternative, the LEED-AP shall provide certification statements at the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED-CS Silver certification of the building.

- B. The Applicant shall designate the Chief of EDRB as a team member in the USGBC's LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.
- C. Prior to building plan approval for the building to be constructed, the Applicant shall post a "green building escrow" in the form of cash or a letter(s) of credit from a financial institution acceptable to DPWES as defined in the PFM, in the amount of \$2.00/square foot of GFA, as shown on the approved site plan. This green building escrow shall be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of LEED-CS Silver certification, by the USGBC, under the project's registered version of the LEED-CS rating system or other LEED rating system determined, by the USGBC, to be applicable to each building. The provision to EDRB of documentation from the USGBC that each building has attained LEED-CS Silver certification will be sufficient to satisfy this commitment.
- D. At the time LEED-CS Silver certification is demonstrated to EDRB, the escrowed funds and/or letter(s) of credit shall be released to the Applicant.

If, prior to bond extension, reduction or final bond release for the applicable building site plan, whichever occurs first, the Applicant provides to EDRB documentation demonstrating that LEED-CS Silver certification for the building has not been attained but that the building has been determined by the USGBC to fall within three (3) points of attainment of LEED-CS Silver certification, 50% of the green building escrow will be released to the Applicant; the other 50% will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of county environmental initiatives. If the certification is still in progress at the time of application for bond extension or reduction, which given the construction timelines associated with the Proposed Development there is the potential for multiple bond extensions or reductions prior to the Proposed

Development's completion, the time frame for the provision of the documentation described above shall be automatically extended to the time of the next bond extension or reduction. However, the documentation must be provided prior to the final bond release.

If prior to bond extension, release or final bond release for the applicable building site plan, whichever occurs first, the Applicant fails to provide documentation to the EDRB demonstrating attainment of LEED-Silver certification or the Applicant provides documentation demonstrating that the building has fallen short of LEED-CS Silver certification by three (3) points or more, the entirety of the escrow for that building will be released to Fairfax County and will be posted to a fund within the County budget supporting implementation of County environmental initiatives. If the certification is still in progress at the time of application for bond extension or reduction, which given the construction timelines associated with the Proposed Development there is the potential for multiple bond extensions or reductions prior to the Proposed Development's completion, the time frame for the provision of the documentation described above shall be automatically extended to the time of the next bond extension or reduction. However, the documentation must be provided prior to the final bond release.

- E. As an alternative to the actions outlined in the Paragraphs A, C and D above, the Applicant may choose at its sole discretion to pursue a certification higher than LEED-CS Silver, in which case the LEED-AP will provide certification statements at the time of building plan review confirming that the items on the list of specific credits will meet at least the minimum number of credits necessary to attain LEED-CS Gold pre-certification.

Prior to building plan approval for the building to be constructed, the Applicant shall submit to EDRB documentation from the USGBC demonstrating that LEED Gold precertification under the Core and Shell program has been attained for that building. Under this alternative, the Applicant is not required to provide a "green building escrow" unless the Applicant fails to provide the above referenced documentation that the building is anticipated to attain LEED-CS Gold certification.

However, if the Applicant is unable to provide the precertification documentation prior to the building permit approval but does anticipate receiving the documentation prior to the attainment of the certification, the Applicant may, prior to the issuance of the building permit, post an escrow identical to the one described in Paragraph C above. This escrow will be released upon submission of the documentation to EDRB from the USGBC demonstrating that the building is anticipated to attain a sufficient number of credits to attain LEED Gold certification.

17. Interior Noise Attenuation. The Applicant shall submit interior noise studies, prepared by

a qualified acoustical consultant, at the time of building plan submission(s) to determine exactly what noise attenuation measures are needed reduce the interior DNL to no more 45 dBA for residential buildings and/or the hotel building. Such studies shall be submitted to EDRB for approval and to DPWES for information only and shall additionally notify the Chief of EDRB by letter that such submission has been made. Failure by the EDRB to review and respond to the Applicant within 60 days of receipt of a refined interior noise study shall be deemed approval of such study. Based on the findings of the studies, the Applicant shall show noise impacted areas on the site plan(s) and shall construct the applicable building(s) with the appropriate noise attenuation measures and materials to ensure compliance with the interior DNL limit of 45 dBA for residential or hotel units or 50 dBA for office development.

Based on the findings of the refined interior noise studies, the Applicant shall provide the following noise attenuation measures, unless otherwise modified by the findings of the refined interior noise studies.

- A. In order to reduce interior noise to a level of approximately 45 dBA Ldn, dwelling units and hotel units anticipated by the studies to be impacted by traffic noise having levels projected to be between 65 and 70 dBA Ldn shall be constructed with the following acoustical measures:
 - (i) Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 39.
 - (ii) Doors and glazing shall have a laboratory STC rating of at least 28 unless glazing constitutes more than 20% of any residential façade exposed to noise levels of 65 to 70 dBA Ldn. If glazing constitutes more than 20% of an exposed residential façade, then the glazing shall have a STC rating of up to 39 as dictated by the percent of glass.
 - (iii) 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.

- B. In order to reduce interior noise to a level of approximately 45 dBA Ldn, dwelling units and hotel units anticipated by the studies to be impacted by traffic noise through windows and walls having levels projected to be between 70 and 75 dBA Ldn shall employ the following acoustical measures:
 - (i) Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 45.
 - (ii) Doors and glazing shall have a laboratory STC rating of at least 34 unless glazing constitutes more than 20% of any residential façade exposed to noise levels of up to 75 dBA Ldn. If glazing constitutes more than 20% of an exposed residential façade, then the glazing shall have a STC rating of up to 45 as dictated by the percent of glass.

- (iii) All surfaces shall be sealed and caulked in accordance with methods approved by ASTM to minimize sound transmission.
 - C. In order to reduce interior noise to a level of approximately of 50 dBA Ldn, office units anticipated by the studies to be impacted by traffic noise levels projected to be between 70 and 75 dBA Ldn shall be constructed with the following acoustical measures:
 - (i) Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 39.
 - (ii) 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 70 to 75 dBA Ldn. If glazing constitutes more than 20% of an exposed façade, then the glazing shall have a STC rating of up to 39 as dictated by the percent of glass.
 - (iii) All surfaces shall be sealed and caulked in accordance with methods approved by the ASTM to minimize sound transmission.
- 18. Exterior Noise Attenuation. At the time of site plan approval associated with the outdoor plaza/amenity area adjacent to Buildings B and C, the Applicant shall confirm such area is not subject to exterior noise in excess of 65dBA Ldn as demonstrated in the Acoustical Analysis prepared by Polysonics, dated May 13, 2016 and submitted as part of the review of this rezoning. Minor modifications to the design and configuration of the Plaza shall be permitted as needed to comply with the requirements of this proffer.

Notification of Exterior Noise Levels. The Applicant shall notify potential tenants or purchasers of individual residential units with balconies, either in the lease or sales contract, that exterior noise levels may exceed 65 dBA, as may be applicable, which is the policy established by Fairfax County for outdoor recreation in residential areas impacted by high noise levels.

SITE DESIGN AND AMENITIES

- 20. Conceptual Landscape Plan. The CDP includes a conceptual landscape plan for the Property consisting of an overall plan and details regarding streetscapes, plazas, publicly accessible park areas, courtyards and private amenity areas. As part of subsequent FDP approvals, more detailed landscape plans for each building phase shall be provided in general conformance with the concepts included on Sheets L1 to L5 with adjustments permitted so long as the quality of the landscaping remains consistent with that shown on the CDP.

As part of the site plan submission for each building phase, the Applicant shall submit to the Urban Forestry Management Division (UFMD) of the Department of Public Works and Environmental Services (DPWES) for review and approval a detailed landscape plan that is in substantial conformance with the quantity and quality of plantings and materials

landscaping shown on the approved FDP and participate in a landscape pre-installation meeting prior to any planting on the site, and shall include, among other things, irrigation information, design details for tree wells and other similar planting areas on structures and along streets. These details shall include the composition of planting materials, methods for providing suspended pavement over tree root zones to prevent soil compaction, and methods for ensuring the viability of plantings on structures. Adjustments to the type and location of plantings shall be permitted to avoid conflicts with utilities and other site engineering considerations.

21. Streetscaping. Streetscaping shall be installed throughout the Property as conceptually illustrated on plan page adjustment C-10 and L1. Streetscaping elements may be adjusted at the time of FDP approval provided the quality of the streetscape and minimum clear sidewalks are consistent with that shown on the CDP.

A. Street Trees. Tree planting sites are set forth on the CDP, subject to revisions as may be approved on the FDP, at site plan review by the UFMD or necessitated by providing bus stop shelters, if any, clear zone requirements, etc. The Applicant shall retain the services of a certified arborist or Registered Consulting Arborist to monitor the design and inspect the planting of the street trees and shall notify UFMD in writing or by electronic mail no later than three business days prior to tree pit construction to allow for County inspection. Where minimum planting widths of 8 feet are not provided, structural cell technology, or other measures acceptable to UFMD, shall be used to satisfy the following specifications for all planting sites:

- (i) A minimum of 4 feet open surface width and 16 square feet open surface area for Category III and Category IV trees, with the tree located in the center of the open area, or as an option a grated covering of the open surface area as may be approved with the FDP;
- (ii) Where practical, a minimum rooting area of approximately 8 feet wide (may be achieved with techniques to provide un-compacted soil below hardscape areas within the pedestrian realm), with no barrier to root growth within four feet of the base of the tree;
- (iii) A minimum soil depth of four (4) feet as measured to the shallow most point of the tree pit as more specifically depicted in the tree planting details to be provided with submission of the site plan;
- (iv) Soil volume for Category III and Category IV trees (as defined in Table 12.19 of the PFM) shall be 700 cubic feet per tree for single trees, but may be reduced to a minimum of 400 cubic feet where necessary, such as where utility locations preclude greater soil volume. For two trees planted in a contiguous planting area, a total soil volume of at least 600 cubic feet per tree shall be provided. For three or more trees planted in a contiguous area, the soil volume shall equal at least 500 cubic feet per tree. A contiguous area shall be any area that provides root access and soil conditions favorable

for root growth throughout the entire area.

- (v) Soil specifications in planting sites shall be provided in the planting notes to be included in all site plan submissions;
- (vi) All shade trees shall be a maximum of 3 inches in caliper at the time of planting unless otherwise approved by UFMD; all flowering trees shall be a minimum of 2 inch caliper at the time of planting; and all new evergreen trees shall be a minimum of eight (8) feet in height at the time of planting; and,
- (vii) Street trees planted within existing utility easements that are removed to facilitate repairs of utilities in these easements shall be replaced.
- (viii) The Applicant shall also work with UFMD to identify tree species, shrubs and ground cover best suited for planting along Wiehle Avenue and Sunrise Valley Drive.

B. Non-Invasive Plant Materials. Invasive species, as defined by the PFM, shall not be used within the streetscape and landscaped open space areas.

C. Utility Locations. Utilities, including, but not limited to water, sanitary sewer and storm sewer utility lines, shall be installed within the street network to the maximum extent feasible as determined by DPWES or shall be placed in locations that do not conflict with the landscaped open space areas and streetscape elements shown on the CDP and/or subsequent FDP as determined by DPWES. If there is no other option, utilities may be placed within open space or streetscape areas provided that the long-term health of trees and other plantings is ensured by the provision of sufficient soil volume as shown on the CDP, as determined by the UFMD. Above ground utility cabinets shall not be placed within the cycle track or sidewalk areas reflected on the FDP for Building A along Wiehle Avenue or Sunrise Valley Drive. A conceptual utility plan shall be overlaid on the landscape plan submitted in the FDP. Adjustments to the type and location of plantings and the use of raised planters shall be permitted to avoid conflicts with utilities and other site engineering considerations. If at the time of site plan approval, street trees shown on the FDP are in conflict with existing or proposed utilities and alternative locations for the street trees satisfactory to UFMD cannot be accommodated, the Applicant shall modify the location of utilities to ensure that the trees shown on the FDP can be provided.

Maintenance access points to SWM Facilities and electric vaults beneath the streetscape shall be located outside of the clear pedestrian walkway zone of the streetscape to the extent feasible. If the access points must be located in the walkway zone, they shall be designed as a lift out panel with the same paving materials as the walkway (subject to ADA requirements), be flush with the walkway, and meet ADA accessibility requirements. These maintenance points shall be shown on each FDP.

- D. Sight Distance Considerations. Sight distance requirements shall be provided with the landscape plan submitted with each FDP, so as to identify and avoid conflicts with street tree locations. If determined at the time of site plan review that street tree locations conflict with sight distance requirements, the Applicant shall investigate whether limited pruning or minor adjustments to the locations of street trees will alleviate sight distance concerns. In the event VDOT does not approve the tree locations even after the changes anticipated above, the Applicant shall be permitted to relocate the affected street tree without the need for confirmation from DPZ, subject to approval by UFMD and coordination with DPZ. If the deleted street tree(s) result in a tree canopy below 10% on the Property, the street tree(s) must be accommodated in another location on the Property, as approved by DPZ in consultation with UFMD.
- E. Streetscape Furnishings, Materials and Lighting. Unified and high quality streetscape materials shall be provided and may include, but not be limited to, unit pavers, seat walls, tree space edging, lighting, traffic signal poles, benches, trash receptacles and other hardscape elements. A Streetscape Furnishing and Materials Plan shall be provided as part of all FDPs. These plans shall include general product information and approximate locations of furnishings and materials to be located in the streetscape between the building face and the curb, and in other public realm open spaces.
- All streetscape lighting shall be energy efficient. All on-site, outdoor and parking garage lighting shall not exceed that permitted under the Outdoor Lighting Standards of Section 14-900 of the Ordinance. All parking lot and building mounted security lighting shall utilize full cut-off fixtures. Recessed lighting shall be directionally shielded to mitigate the impact on the adjacent properties.
- F. Maintenance. The Applicant or UOA shall maintain and replace in-kind all pedestrian realm elements within the Proposed Development. The pedestrian realm includes all areas between the back of curb and the back of the building zone whether located within the public right-of-way or on private land with public access easements. The Applicant shall enter into the appropriate agreement, in a form approved by the Office of the County Attorney, with the County (or other public entity, as needed) to permit the Applicant to perform such maintenance. An alternative maintenance agreement, such as a Business Improvement District, may be entered into upon written agreement of both the County and the Applicant without the requirement for a PCA. Maintenance commitments include, but are not limited to:
- (i) All plantings including trees, shrubs, perennials, and annuals;
 - (ii) All associated irrigation elements;
 - (iii) All hard surfaces;

- (iv) All streetscape furnishings including benches, bike racks, trash and recycling receptacles and non-standard structures;
- (v) All lighting fixtures, poles and brackets;
- (vi) All non-VDOT standard sign posts, traffic signal poles, pedestrian signal poles, mast arms, signal heads and control boxes;
- (vii) Snow removal;
- (viii) Leaf removal;
- (ix) Trash, recycling and litter removal;
- (x) Decorative and structural retaining walls;
- (xi) Special drainage features, such a Low Impact Design facilities; and
- (xii) All urban park amenities including horticultural care, maintenance of all water features, irrigation, lighting, furnishings, paving, and art.

22. Interim Conditions and Standards. Due to the size of the Proposed Development and the time anticipated for its build-out, phased redevelopment may result in various interim conditions on the Property. Many of the anticipated interim conditions are identified on the Phasing Exhibits. At the time of FDP submission, the Applicant shall identify the specific proposed interim conditions within the FDP area and outside the FDP area and shall ensure such conditions provide reasonable pedestrian connections, vehicular circulation, temporary streetscaping and landscaping, public park treatments, and screening/treatment of exposed/partially complete above grade parking structures.

- A. If an interim condition/phase includes partial demolition of an existing structure, the FDP for that phase shall include all or a portion of the existing structure as necessary to ensure revisions to parking and on-site circulation for the existing structure are adequate.
- B. Interim conditions shall generally comply with the following general standards provided that the improvements are acceptable to Fairfax County, VDOT, and all other utility companies as may be appropriate:
 - (i) Provision of peripheral and interior parking lot landscaping in accordance with Article 13-203 of the Ordinance for interim surface parking lots, unless waived or modified at the time of FDP or site plan approval.
 - (ii) Application of a screening system (which may be removable) where new above grade garage structures are constructed that will be interior when later phases are complete are exposed at phase lines. This screening system shall be applied to all levels above grade and shall be composed of an architecturally designed system that may reflect basic architectural lines of

the permanent facades, and that shall partially obscure the new garage view from outside the garage until the next phase is constructed. The use of temporary art works as a part of the screening system shall also be considered as part of the interim screening system. The specific screening system to be utilized for each building shall be determined at the time of FDP approval and graphically depicted on the FDP. Alternate temporary garage screening may be approved with FDP approval.

- (iii) Grading and seeding of areas on the Property where existing improvements are removed to accommodate a portion of the Proposed Development, and are not scheduled to commence construction within 18 months.
- (iv) Where appropriate, provision of attractive temporary construction fencing, which may include public art, signage or wayfinding elements.
- (v) Any interim parking arrangements shall be accomplished by appropriate signage to direct tenants and residents to the proper locations.

TRANSPORTATION IMPROVEMENTS

23. Public Streets.

Public Streets and Right-of-Way. The Applicant shall dedicate street right-of-way in fee simple and with no encumbrances along the Property's frontage for Wiehle Avenue and Sunrise Valley Drive (the "Public Streets"), to the curb line or to such standard as may be approved on the applicable FDP. The Applicant shall further construct those improvements to Wiehle Avenue and Sunrise Valley Drive as shown on the applicable FDP and any associated alternatives contained within the same. All improvements proposed to Public Streets herein shall be subject to VDOT approval, subject to modifications/waivers as may be granted.

- A. Definition of Construct. For purposes of this Proffer "construct" shall mean that the committed road improvement is open to use by the public for travel whether or not the improvement has been accepted for maintenance by the state.
- B. Street Closures. Subject to VDOT's approval, the Applicant may temporarily close part or all of any public street to accommodate construction activity on the Property provided safe and adequate pedestrian and vehicular access is maintained.
- C. Phase I Public Street Improvements. With respect to the design of the intersection of Wiehle Avenue and Sunrise Valley Drive, the Applicant reserves the ability to implement that shown on the FDP or the "Alternative Intersection Exhibit" also shown on the FDP (inclusive of the landscaping, cycle track and sidewalk improvements in either option) in connection with the development of Building A provided the same is approved at site plan review in consultation with FCDOT and VDOT. In each option the transition from the existing or proposed off site sidewalk or pedestrian network to the proposed on site cycle track/sidewalk shall be

reasonably coordinated with FCDOT and VDOT at site plan review.

24. **Internal Streets.** The proposed private Internal Streets shall be developed as generally reflected on the CDP and subsequent FDPs, subject to modifications/waivers as may be granted.
- A. Definition of Construct. For purposes of this Proffer “construct” shall mean that the committed road improvement is open to use by the public for travel.
 - B. Naming. The Applicant reserves the right to provide different names for the streets than those shown on the CDP or FDP.
 - C. Parking Lanes. The Applicant shall provide on-street parking throughout the limits of the Property as generally located on the CDP or FDP.
 - D. Public Access Over Private Streets. The Applicant shall record a public access easement(s) over the internal streets in accordance with the intent of the access generally described on the Phasing Exhibits contained in the CDP and as further defined by an FDP. Public access to the private streets shall not be required until the applicable street is constructed and open to traffic. Such easements shall be in a form approved by the County Attorney and otherwise reflect these proffered conditions.
 - E. Street D. Exercising the FDP option to develop street D with a connection to Sunrise Valley Drive shall be subject to reasonable coordination with VDOT and FCDOT at the time of site plan review with respect to the relationship of garage access to Building A and Street D.
25. **VDOT Review.** In the event that VDOT review and approval requires modification to the configuration of any improvement shown on the CDP/FDP, such modifications shall be permitted subject to the same being in substantial conformance with the CDP/FDP and such modifications shall be reasonably coordinated with FCDOT.
26. **Removal of Traffic Island.** In connection with site plan approval for Building A, the Applicant shall reasonably coordinate with VDOT and FCDOT regarding the possible removal of the existing right turn island at Wiehle Avenue and Sunrise Valley Drive. If determined appropriate by and approved by VDOT, the Applicant shall remove the island and reconfigure the northwest corner of the intersection as shown on the FDP.
27. **WMATA Coordination.** In accordance with the Operations and Maintenance Agreement between the Board of Supervisors and the Washington Metropolitan Transit Authority (WMATA), the Applicant acknowledges the requirement for coordination as between WMATA and Fairfax County and WMATA review as a precursor to the issuance of site plans or building permits for work performed within the 50’ Coordination Zone that exists adjacent to WMATA easement or fee owned areas.

BICYCLE AND BUS FACILITIES, AND PEDESTRIAN IMPROVEMENTS

28. **Bike Share Station.** The Applicant shall provide a “bike share” station (up to 15 docks) in a location proximate to the Metro station platform. The final location shall be determined by the Applicant and/or the bike share provider in consultation with FCDOT. This obligation shall be fulfilled at the earliest practical time as a network of similar stations is also programmed in the Reston TSA. The specific timing of the installation shall be determined in further consultation with FCDOT. The Applicant’s obligation shall be specific to the cost of the installation of the Station. The Applicant shall not be responsible for the ongoing operation of the same.
29. **Bicycle Parking.** The Applicant shall provide bicycle racks and bike storage areas throughout the Property, including at least one location serving each approved building, the specific locations of which shall be determined at the time of FDP and/or site plan approval. At a minimum, residential uses shall provide one visitor space for every 25 units, and one long term space for every 3 units. Office uses shall provide one visitor space for every 20,000 square feet of GFA and one long term space for every 7,500 square feet of GFA. Principal retail use shall provide one visitor space for every 5,000 square feet of GFA and one employee space for every 12,500 square feet of GFA.
30. **Publicly Accessible Metro Paths.** The Applicant shall provide a variety of sidewalks, plaza spaces, and paths on the Property to link Metro to the public street network (the “Metro Paths”). The Metro Paths will be open and accessible to the public in the manner generally described on the Phasing Exhibits and/or the CDP. The Applicant shall retain the area(s) in fee simple, record public access easement(s) ensuring that the Metro Paths are open to the public for periods of time consistent with traditional operation of Metro; and provide for perpetual private maintenance. A wayfinding and signage system shall be developed at the time of building plan approval or CSP approval, whichever occurs first, to ensure the public can easily identify and access all publicly accessible Metro Paths. The wayfinding signs shall be installed by the Applicant concurrent with park construction.

The construction of the publicly accessible Metro Paths shall occur in phases as generally shown on the Phasing Exhibits, with adjustments permitted with FDP approval.

31. **Traffic Signal.** Concurrent with the submission of the first site plan for the approved development, the Applicant shall prepare and submit to VDOT the appropriate traffic signal warrant analysis for a traffic signal at the intersection of Centennial Park Drive and Sunrise Valley Drive. If the applicable warrants are met, the signal warrant study is approved by VDOT, and all design exceptions and waivers necessary for installation of the signal are approved by VDOT, then the Applicant shall install the signal prior to the first RUP or Non-RUP for the new development. If the warrants are not met, the Applicant shall resubmit the appropriate traffic signal warrant analysis as part of each subsequent site plan. If, upon completion of the final phase of the approved development signal warrants are not met, then the Applicant shall contribute to Fairfax County the sum of One Hundred Thousand Dollars (\$100,000.00) to be used for transportation improvements proximate to or benefitting the subject property. The Applicant’s obligation to install the signal shall be subject to the provisions of proffer 57 with respect to offsite rights of way and easements and the diligent pursuit of the same. Should the availability of off site right-of-way preclude the installation of the signal, the Applicant shall make the \$100,000.00

contribution referenced above.

32. **Marked Crosswalks.** The Applicant shall install marked pedestrian crosswalks at all signalized intersections adjoining the Property and at other locations as shown on an approved FDP, subject to VDOT approval.
33. **Reston Transportation Fund.** The Applicant shall provide a contribution of \$_____ for each residential unit and \$_____ for each square foot of new non-residential space constructed on the Property to Fairfax County for the Reston Transportation Fund. The contribution associated with each building shall be paid on or before the issuance of each initial RUP or Non-RUP for the subject building based on the actual GFA of non-residential space and/or the actual number of residential units in the building. This contribution shall not apply to any public-use facilities constructed on the Property. The amount due with each building 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 _____. **PER SQUARE FOOT NUMBERS WITHHELD PENDING FURTHER DISCUSSION WITH STAFF, CURRENT NUMBERS PROPOSED JEOPARDIZE THE FEASIBILITY OF THE OFFICE AND HOTEL USES.**

PARKING

34. **Zoning Ordinance Requirements.** Parking on the Property shall be provided in accordance with the parking requirements set forth in Article 11 of the Fairfax County Ordinance, or as may be reduced in accordance with a parking reduction approved by the Board of Supervisors, and as shown on the CDP. The exact number of spaces to be provided shall be refined with approval of FDPs and determined at the time of site plan approval based on the specific uses, number of residential units and bedroom mix. If changes in the mix of uses or bedroom mix result in parking greater than that anticipated on the CDP, the additional parking spaces shall be accommodated within the proposed parking structures, without increasing the height or mass of the above ground portion of any parking structure. In addition the Applicant reserves the right to pursue shared-parking arrangement as permitted by the Zoning Ordinance at the time of each FDP.
35. **Phasing of Parking.** Parking shall be provided in phases concurrent with development of the Property. A parking tabulation, prepared in accordance with Article 11 of the Zoning Ordinance and applicable parking reductions for the entire Property, shall be provided with each FDP and site plan for the Property. Required off-street parking spaces and loading spaces for an individual building need not be provided on the parcel on which the building is located, but shall be provided within the Property.
36. **Commercial Off-Street Parking.** Prior to implementation of the final phase of the approved development, commercial off-street parking may be provided in surface lots and/or parking garages on the Property. Should more than 300 daily spaces be allocated to commercial off street parking, the Applicant shall prepare and submit an Operational Analysis to

FCDOT demonstrating the additional commercial off street spaces do not create functional or operational issues, or conflict with any approved parking reduction. The use of the existing surface parking areas for Commercial off-street parking shall be deemed a component of the FDP for the Existing Development. Commercial off-street parking shall be deemed to be in general conformance with the CDP. Any establishment of commercial off-street parking facilities shall provide interim improvements as set forth in these Proffers and shall meet Ordinance peripheral and interior parking lot landscaping requirements, unless waived or modified. This parking shall be in addition to the permitted parking for the proposed uses on the Property.

37. **Parking Spaces along Streets.** On-street parking shall be provided on the private streets as generally shown on the CDP and as may be adjusted at the time of FDP and/or site plan approval. Parking on private streets may be restricted through appropriate signage or such other means as determined appropriate by the Applicant, and on-street parking spaces along any private streets, that otherwise are not required to satisfy the parking requirements may be used as temporary or short-term parking, car-sharing parking and/or similar uses.
38. **Parking/Loading Stipulations.**
 - A. The Applicant shall be permitted to install and maintain parking controls and/or fencing on its existing surface parking lots, without the requirement for a FDP, in order to control Metro-related parking by the general public. Such controls shall be designed and implemented based on the Parking Control Plan(s) required by Proffer 6C(xv) above. Pedestrian circulation on the Property shall not be unduly impeded by such fencing and/or parking controls. Such parking controls shall not otherwise impede the public access that is required over the internal streets as the same are constructed and public access easements are provided in accordance with these proffers.
 - B. The lease rates of parking spaces shall be “unbundled” from the lease rate of the individual rental dwelling units; meaning a unit’s lease rate shall be exclusive of parking costs.
39. **Future Parking Revisions.** The Applicant reserves the right to provide parking at revised rates as may be permitted by a future amendment to the Fairfax County Ordinance. Optional use of revised rates shall not require a CDPA or PCA, provided there is no increase in the size or height of above-grade parking structures.

TRANSPORTATION DEMAND MANAGEMENT FOR THE PROPOSED DEVELOPMENT

40. **Transportation Demand Management.** This Proffer sets forth for the proposed new development the programmatic elements of a transportation demand management program that shall be implemented by the Applicant, and subsequently, as appropriate, the property owner or Condominium Owners Association (COA), to encourage the use of transit (Metrorail and bus), other high-occupant vehicle commuting modes, walking, biking and teleworking, all in order to reduce automobile trips generated by the uses constructed on the Property.

- A. Definitions. For purposes of this Proffer, "Stabilization" shall be deemed to occur one (1) year following issuance of the last initial RUP or Non-RUP for the final new building to be constructed on the Subject Property. "Pre-stabilization" shall be deemed to occur any time prior to Stabilization.
- (i) Transportation Demand Management Plan. Concurrent with submission of the initial site plan for the approved development the Applicant shall prepare and submit to FCOT a Transportation Demand Management Plan, (the "TDM Plan"). The TDM Plan will adapt over time to respond to the changing transportation related circumstances of the Subject Property, the surrounding community and the region, as well as to technological and/or other improvements, all with the objective of meeting the trip reduction goals as set forth in these Proffers. Accordingly, modifications, revisions, and supplements to the TDM Plan as coordinated with FCDOT can be made without the need for a PCA provided that the TDM Plan continues to reflect the proffered elements of the TDM Program as set forth below.
 - (ii) Transportation Management Association. The Applicant shall participate in or otherwise become associated with a larger Transportation Management Association, should one be established for this area.
 - (iii) Trip Reduction Goals. The objective of the TDM Plan shall be to reduce the number of weekday peak hour vehicle trips generated by the residential and office uses located within the Property through the use of strategies including, but not limited to, mass transit and ridesharing. In addition, the implementation of enhanced pedestrian and bicycle connections/facilities will provide safe and convenient access to nearby Metrorail and bus facilities thereby encouraging commuting options other than the automobile to residents, employees and visitors to the Property.
 - (i) Baseline. The baseline number of weekday peak hour residential and office vehicle trips for the proposed units within the Property against which the TDM Goals (as defined in subparagraph C.ii) will be measured, [shall be derived] upon the number of residential units and office GFA site plan approved, constructed and occupied on the Property as part of the proposed development at the time traffic counts are conducted in accordance with subparagraph H.1. or as qualified below and using the trip generation rates/equations applicable to such residential and office uses as set forth in the Institute of Transportation Engineers, Trip Generation, 9th Edition for Land Use Code = 220 and 710 respectively. In the event at Build Out, the Applicant has constructed fewer than 500 multifamily residential units as part of the proposed development, then the Baseline Trip generation numbers applicable upon Build Out shall be calculated as if 500 residential units had actually been constructed as reflected in the Traffic Impact Study for the Applicant prepared by Gorove/Slade dated February 12, 2016. In the

event at Build Out, the Applicant has constructed fewer than 375,000 square feet of new office as part of the proposed development, then the Baseline Trip generation numbers applicable upon Build Out shall be calculated as if 375,000 square feet of new office had actually been constructed as reflected in the Traffic Impact Study for the Applicant prepared by Gorove/Slade dated February 12, 2016.

- (ii) TDM Goal. The TDM strategies shall be utilized to reduce the P.M. peak hour vehicular trips by a minimum of twenty-five percent (25%) following the implementation of Phases I and 2 (Buildings A and B) and forty-five percent (45%) following the implementation of Phase 3 (Building C) for the new residential and office uses.

- (iv) 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.
 - 1. TDM Program Manager. The applicant shall appoint and continuously employ, or cause to be employed, a TDM Program Manager (TPM) for Subject Property/COA. If not previously appointed, the TPM shall be appointed by no later than sixty (60) days after the issuance of the first building permit for the first new building to be constructed on the Subject Property. The TPM duties may be part of other duties associated with the appointee. The TPM shall notify FCDOT in writing within 10 days of the appointment of the TPM. Thereafter the AG shall do the same within ten (10) days of any change in such appointment.

 - 2. Annual Report and Budget. The TPM shall prepare and submit to FCDOT an initial TDM Work Plan ("TDMWP") and Annual Budget no later than 180 days after issuance of the first building permit for the first new building on the Subject Property. Every calendar year after the first issuance of RUP or Non-RUP, and no later than February 1 of each year, the TPM shall submit an Annual Report, based on a report template provided by FCDOT, which may revise the Annual Budget in order to incorporate any new construction on the Subject Property.

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.

3. TDM Account. 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 TDMWP and TDM Budget. All interest earned on the principal shall remain in the TDM Account and shall be used by the TPM for TDM purposes.

Funding of the TDM Account shall be in accordance with the budget for the TDM Program elements to be implemented in a year's TDMWP. In no event shall the TDM Budget exceed \$50,000 (this amount shall be adjusted annually from the date of rezoning approval for the Subject Property (the "Base Year")) and shall be adjusted on each anniversary thereafter of the Base 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.

4. TDM Remedy Fund. At the same time the TPM creates and funds the TDM Account, the TPM shall establish a separate interest bearing account (referred to as the "TDM Remedy Fund") with a bank or other financial institution qualified to do business in Virginia. Funding of the TDM Remedy Fund shall be made one time on a building by building basis at the rate of \$0.20 per gross square foot of new office uses and \$0.10 per gross square foot of new residential uses on the Subject Property. Funding shall be provided by the building owners prior to the issuance of the first initial RUP or Non-RUP for each applicable new building. This amount shall be adjusted annually from the date of rezoning approval of the Subject Property (the "Base Year") and shall be adjusted on each anniversary thereafter of the Base Year as permitted by VA. Code Ann. Section 15.2-2303.3. Funds from the TDM Remedy Fund shall be drawn upon only for purposes of immediate need for TDM funding and may be drawn on prior to any TDM Budget adjustments as may be required.
5. TDM Incentive Fund. The "TDM Incentive Fund" is an account into which the building owners, through the TPM, shall deposit contributions to fund a multimodal incentive program for initial purchasers/lessees. Such contributions shall be made one time on a building by building basis at the rate of \$0.02 per gross square foot

of new office or residential uses to be constructed on the Subject Property and provided prior to the issuance of the first RUP or Non-RUP for each individual building. In addition to providing transit incentives, such contributions may also be used for enhancing/providing multimodal facilities within and proximate to the Subject Property.

6. Monitoring. The TPM shall verify that the proffered trip reduction goals are being met through the completion of Person Surveys, Vehicular Traffic Counts of residential and/or office uses and/or other such methods as may be reviewed and approved by FCDOT. The results of such Person Surveys and Vehicular Traffic Counts shall be provided to FCDOT as part of the Annual Reporting process. Person Surveys and Vehicular Traffic Counts shall be conducted for the Subject Property beginning one year following issuance of the final initial RUP or Non-RUP for the first new building to be constructed on the Subject Property. Person 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 Subject 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, Person Surveys and Vehicular Traffic Counts shall thereafter be provided every five (5) years. Notwithstanding the aforementioned, at any time prior to or after Stabilization, FCDOT may suspend such Vehicle Traffic Counts if conditions warrant such.

(v) Remedies.

1. If the Maximum Trips After Reduction for the Subject Property is exceeded as evidenced by the Vehicular Traffic Counts outlined above, then the TPM shall meet and coordinate with FCDOT to address, develop and implement such remedial measures as may be identified in the TDM Plan and annual TDMWP.
 - a. Such remedial measures shall be funded by the Remedy Fund, as may be necessary, and based on the expenditure program that follows:

Maximum Trips Exceeded	Remedy Expenditure
Up to 1%	No Remedy needed
1.1% to 3%	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

- b. There is no requirement to replenish the TDM Remedy Fund at any time. Upon expiration of the Applicant Control Period, the Applicant shall transfer any funds remaining in the Remedy Fund to the COA or successor developer/management company for TDM purposes.
- (vi) Additional Trip Counts. If an Annual Report indicates that a change has occurred that is significant enough to reasonably call into question whether the applicable vehicle trip reduction goals are continuing to be met, then FCDOT may require the TPM to conduct additional Vehicular Traffic Counts (pursuant to the methodology set forth in the TDM Plan) within 90 days to determine whether in fact such objectives are being met. If any such Vehicular Traffic Counts demonstrate that the applicable vehicle trip reduction goals are not being met, then the TPM shall meet with FCDOT to review the TDM strategies in place and to develop modifications to the TDM Plan to address the surplus of trips.
- (vii) Review of Trip Reduction Goals. At any time and concurrent with remedial actions and/or the payment of penalties as outlined herein, the Applicant may request that FCDOT review the vehicle trip reduction goals established for the Subject Property and set a revised lower goal for the Subject Property consistent with the results of such surveys and vehicular traffic counts provided for by this Proffer. In the event a revised lower goal is established for the Subject Property, the Maximum Trips After Reduction shall be revised accordingly for the subsequent review period without the need for a PCA.
- (viii) Continuing Implementation. The TPM shall bear sole responsibility for continuing implementation of the TDM Program and compliance with this

Proffer. The TPM shall continue to administer the TDM Program in the ordinary course in accordance with this Proffer including submission of Annual Reports.

- (ix) Notice to Owners. All owners of the Subject Property shall be advised of the TDM Program set forth in this Proffer. The then current owner shall advise all successor owners and/or developers of their funding obligations pursuant to the requirements of this Proffer prior to purchase and the requirements of the TDM Program, including the annual contribution to the TDM Program (as provided herein), shall be included in all initial and subsequent purchase documents.
 - (x) Enforcement. If the TPM fails to timely submit a report to FCDOT as required by this Proffer, the TPM will have sixty (60) days within which to cure such violation. If after such sixty (60) day period the TPM has not submitted the delinquent report, then the applicant shall be subject to a penalty of \$75 per day not to exceed \$27,375 for any one incident. Such penalty shall be payable to Fairfax County.
41. Existing Building/Development. Certain components of the TDM Plan are applicable to and would benefit the Existing Development on the Property. The TPM shall make available information on those components to such Existing Development. Such uses shall not however be subject to the TDM requirements above, nor will penalties be assessed against the Existing Development.
42. Transportation Demand Management for Retail/Service/Hotel Uses. Certain components of the TDM Plan are applicable to and will benefit the proposed retail/hotel uses on the Property. Therefore, the Applicant shall provide an additional TDM program that is tailored to specifically serve the Retail/Service/Hotel Uses (the "Retail/Service/Hotel TDM Program"). In no event will monitoring or penalties be assessed against the Retail/Service/Hotel Uses, which may be established on the Property.

AFFORDABLE/WORKFORCE HOUSING

43. Affordable Dwelling Units. If required by the provisions of Part 8 of Article 2 of the Ordinance, Affordable Dwelling Units ("ADUs") shall be provided pursuant to said regulations unless modified by the ADU Advisory Board.
44. Workforce Dwelling Units. In addition to any ADUs that may be required pursuant to these Proffers, the Applicant shall also provide for-sale and/or rental housing units on the Property in accordance with the Board of Supervisors Workforce Dwelling Unit Administrative Policy Guidelines with the further provision that the required WDU units are priced to serve households with incomes that are up to 70%, 100% and 120% of the Area Median Income (AMI) for the Washington Standard Metropolitan Statistical Area as specified annually by the Department of Housing and Community Development. Workforce Dwelling Units ("WDUs") shall be provided such that the total number of ADUs, if any, plus the total number of WDUs results in not less than fifteen percent (15%)

of the total residential units constructed as part of the Proposed Development. For all dwelling units constructed on the Property, the 15% applies to the total number of dwelling units to be constructed in that portion of the proposed development. If ADUs are provided in the development, both the ADUs and the ADU bonus units shall be deducted from the total number of dwelling units on which the WDU calculation is based.

The WDUs generated by each residential rental building on the Property shall be provided within said building. The Applicant reserves the right to provide WDUs associated with for-sale condominiums as rental units in the residential rental buildings on the Property, provided that RUPs shall not be issued for more than seventy-five percent (75%) of the total number of condominiums until such time as RUPs have been issued for at least seventy-five percent (75%) of the associated WDUs in the rental building, or such later date as may be determined by the Zoning Administrator. The WDUs shall have a size and bedroom mix similar to that provided in the market rate units of the building in which they are located. Additionally, in the event that parking spaces are guaranteed to be made available for lease to individual market rate dwelling units, at least one (1) parking space shall be made available for lease by each ADU and/or WDU.

Notwithstanding the foregoing, the Applicant reserves the right to enter into a separate binding written agreement with the appropriate Fairfax County agency as to the terms and conditions of the administration of the WDUs following approval of this Application. Such an agreement shall be on terms mutually acceptable to both the Applicant and Fairfax County and may occur after the approval of this Application. Neither the Board of Supervisors nor Fairfax County shall be obligated to execute such an agreement. If such an agreement is executed by all applicable parties, then the WDUs shall be administered solely in accordance with such an agreement and the provisions of this Proffer as it applies to WDUs shall become null and void. Such an agreement and any modifications thereto shall be recorded in the land records of Fairfax County.

45. Non-Residential Contribution for Workforce Housing. For new office or hotel buildings to be constructed on the Property, the Applicant shall select, within their sole discretion, one of the following two options for contributing toward the provision of affordable and/or workforce housing within the Reston Corridor. These contributions shall be made to the Board of Supervisors to be deposited in a specific fund to be used solely for this purpose within the Reston Corridor and shall be payable at the time of issuance of the Non-RUPs for new office or hotel buildings constructed on the Property. The options shall consist of either (i) a one-time contribution of \$_____ for each square foot of GFA of new office or hotel use excluding any ground floor retail/services uses and public uses, or (ii) an annual contribution of \$_____ for each square foot of GFA of new office or hotel use excluding any ground floor retail/services uses, educational, institutional and public uses continuing for a total of sixteen (16) years. Contributions commitments under this Proffer shall not apply to the Existing Development. **PER SQUARE FOOT NUMBERS WITHHELD PENDING FURTHER DISCUSSION WITH STAFF, CURRENT NUMBERS PROPOSED JEOPARDIZE THE FEASIBILITY OF THE OFFICE AND HOTEL USES.**

PARKS AND RECREATIONAL FACILITIES

46. Publically Accessible Parks. The Applicant shall provide private park space on the Property that will be open and accessible to the public as depicted on the CDP. For those at grade areas identified on the CDP, the Applicant shall retain the area(s) in fee simple, record public access easement(s) ensuring that the park space is open to the public for reasonable periods of time and provide for perpetual private maintenance.

The varieties and quantity of recreational facilities and amenities provided in the publicly accessible parks shall generally follow that shown on the CDP, but the recreational facilities and amenities to be provided shall be subject to refinement and adjustment at the time of FDP and site plan approval. The construction of the publicly accessible parks shall occur in phases as generally shown on the Phasing Exhibits with further adjustments allowed at the time of FDP approval.

47. Private Park Space. In addition to the publically accessible parks described in the proffer above, the Applicant shall provide private park space as generally shown on the CDP. Specific details and amenities to be provided in these private park spaces shall be determined at the time of FDP for the applicable building, however, the design of the private park spaces may be revised at the time final site plan and building permit approval provided the type, quality, and quantity of the amenities identified on the FDP are provided. Construction of the private parks shall be concurrent with the development of each building.

48. Amenities and Facilities for Residents. The Applicant shall provide on-site recreational facilities for the future residents of the Property. Pursuant to Paragraph 2 of Section 6-110 and Paragraph 2 of Section 16-404 of the Ordinance regarding developed recreational facilities, the Applicant shall expend a minimum of \$1,800.00 per market-rate and workforce residential unit on such recreation facilities. Prior to final bond release for the Property, the balance of any funds not expended on-site, as determined by DPWES shall be contributed to the Fairfax County Park Authority for the provision of recreation facilities serving Reston.

The specific facilities and amenities to be provided for each individual residential building or shared between two or more buildings shall be determined at the time of FDP approval and provided concurrent with construction of the individual residential buildings. Amenities to be provided may include, but not be limited to:

- A. Private exterior recreational areas/courtyards to be provided on the ground level, the upper level of the parking podiums and/or the roof level (which may be the same as the private park spaces in Proffers above), to include, but not be limited to seating areas, walking paths, specialty landscaping, lawn areas, hardscape areas, passive recreation areas, and swimming pools;
- B. Clubroom(s) for community gatherings;
- C. Media/entertainment center(s); and

- D. Fitness center(s) with exercise equipment such as stationary bikes, treadmills, weight machines, free weights, etc. and/or sports courts.
49. Offsite Field Contribution. At the time of the issuance of the first Non-RUP or RUP, as may be applicable, for each new building, the Applicant shall contribute to the Fairfax County Park Authority the sum of \$1.72 per square foot of approved development reflected on the applicable site plan. Such funds shall be used for the construction of athletic fields in locations that logically serve the approved development and the collective transit station area. The specific allocation of funds shall occur in consultation with the Hunter Mill District Supervisor. The Applicant further reserves the right to re-allocate a portion of this required contribution to the Reston Association subject to being notified of a mutual agreement between Fairfax County and the Reston Association to accomplish such re-allocation.
50. Public Art. The Applicant shall install public art in _one or more of the locations generally shown as “Potential Areas for Art” on the CDP. Such public art shall be installed concurrent with the development of the applicable public space as required by the phasing obligations of these proffers. The type and design of such art shall be at the discretion of the Applicant, but shall be done in coordination with IPAR.

PUBLIC FACILITIES

51. Public School Contribution. Per the Residential Development Criteria Implementation Motion adopted by the Board of Supervisors on September 9, 2002, as revised, the Applicant shall contribute \$11,749 per expected student (based on a ratio of 0.100 students per residential unit) to the Fairfax County School Board to be utilized for capital improvements to schools that any students generated by the Property will attend. Such contribution shall be made prior to the issuance of the first RUP for each residential building and shall be based on the actual number of dwelling units built in each building.

If, prior to site plan approval for the respective residential buildings, Fairfax County should modify, on a county-wide basis, the expected ratio of students per subject multi-family unit or the amount of the contribution per student, the amount of the contribution shall be modified for that building to reflect the then current ratio and/or contribution. If the County should decrease the ratio or contribution amount, the amount of the contribution shall be decreased to reflect the current ratio and/or contribution.

52. Fire Department Contribution. The Applicant shall contribute a total of \$40,000 (4 preemption devices at \$10,000) to Fairfax County toward the cost of a preemptive devices on nearby traffic signals. The contribution shall be paid upon site plan approval for the first building to be constructed on the Property.

STORMWATER MANAGEMENT

53. Stormwater Management.

- A. Stormwater Management ("SWM") measures for the Property shall be designed to protect receiving waters downstream of the site by utilizing Runoff Reduction strategies. This approach shall, to the maximum extent practicable, subject to the determination of the Department of Public Works and Environmental Services (DPWES), meet the requirements of the Reston Master Plan for all new buildings constructed on the Property.
- B. Plans submitted subsequent to this rezoning shall identify the use of certain Low Impact Development ("LID") techniques that will aid in runoff volume reduction and promote reuse throughout the site. As a part of the LID techniques proposed, the Applicant shall provide, as applicable, vegetated roofs both intensive and/or extensive, bio-retention (traditional and urban) areas, soil amendments, dry swales, pervious hardscapes/streetscapes, and/or infiltration.

Additionally, the SWM facilities shall be designed to accommodate not just the requirements of the Fairfax County Stormwater Management Ordinance (Chapter 124 of the County Code), but also strive to preserve and/or improve the pre-developed (existing) runoff volumes and reduce pollutant runoff, to the maximum extent practicable, as contemplated within the Reston Master Plan such that:

- i. 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.
 - ii. 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.
 - iii. 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.
- C. At the time of each FDP, the Applicant shall provide calculations for that phase showing the proposed volume reductions and shall work cooperatively with DPWES and DPZ to ensure that the stormwater management measures that would be sufficient to meet the requirements of the aforementioned Reston Master Plan will be provided to the maximum extent practicable. Supporting information shall be included, as part of each FDP submission, that is of sufficient detail, subject to

DPWES's determination in coordination with the Environment and Development Review Branch of DPZ, to demonstrate the viability of the proposed stormwater management strategy for the area subject to the FDP. This information shall include the following:

- (i) For any BMP involving infiltration of water into the ground, soil testing information documenting that the soil will be able to support the proposed infiltration measure(s).
 - (ii) For any measure involving storage and reuse of stormwater runoff, documentation supporting assumed levels of water usage.
- D. The requirements of Paragraph B may be met on an individual building basis (to include consideration of any associated parking, roadway and/or courtyard areas) or be based upon the total area of the Property. Extended detention facilities and extended release techniques may be used to augment the proposed volume reductions. It is further understood that interim or temporary SWM and BMP measures may be required during any interim phase of the Proposed Development.

Each FDP shall include the preliminary location and design of the potential SWM facilities including the access points to underground vaults. Access points, detailed at the time of FDP, shall be located outside of the landscape amenity panel and sidewalk zone of the streetscape.

- E. With each site plan, the Applicant shall provide refined calculations illustrating conformance with the proposed volume reductions shown on the FDP. The specific SWM facilities shall be determined at the time of site plan, and as may be approved by the DPWES. While it is anticipated that compliance with the Reston Master Plan will be confirmed at site plan, the Applicant reserves the right to utilize any combination of LID measures (existing and future) to meet this goal, subject to the review and approval of DPWES. Similarly, if all other County suggested stormwater alternatives have been attempted and the off-site alternatives are not permitted by VDOT, the Applicant reserves the right to over detain the runoff from a one-inch rainfall to a release rate that mimics that of a "good" forested condition.

Where it is the Applicant's intent to use a rainwater harvesting system ("RWHS") for stormwater credit, variations in reuse water demand may create fluctuations in draw down of the RWHS tank(s). If storage time will exceed 10 days, due to seasonal variation in demand, the Applicant shall have the right to discharge excess volumes off site during non-rainfall periods in a manner and at release rates as allowed by the PFM or as approved by the Director of DPWES. To the extent practicable, such discharges shall mimic release rates from a good forested condition for a significant majority of rainfall events, and/or excess volume shall be directed to other facilities using a "treatment train" approach, if possible, as approved by the Director of DPWES. If for any reason the designed dedicated end use(s) becomes unavailable because of some change, the Applicant shall provide

an approved alternative end use or install a properly designed BMP treatment system to achieve runoff reduction and treatment of the runoff.

- F. The adequate outfall requirements (Channel protection/Flood protection) for each subsequent site plan shall be in accordance with section 124-4-4 of the Stormwater Management Ordinance and the limits of analysis shall be determined as applicable at site plan.

MISCELLANEOUS

54. **Metrorail Tax District Buyout for Certain Residential Uses.** At least sixty days prior to registration with the Common Interest Community Board of any residential condominium documents that would change the use of all or any portion of the Property that either i) is zoned to permit multi-family residential use but is not yet used for that purpose or ii) from use as a multi-family residential real property that is primarily leased or rented to residential tenants or other occupants by an owner who is engaged in such a business, in either case therefore taxable for purposes of the now existing Phase I Dulles Rail Transportation Improvement District (the "Phase I District") to a use that is not subject to the Phase I District tax, the Applicant shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to register such condominium documents for that portion of the Property. Prior to registering the condominium documents, the Applicant shall pay to Fairfax County a sum equal to the then-present value of Phase I District taxes estimated by the County to be lost as a result of that change in use.
55. **Zoning Administrator Consideration.** Notwithstanding the foregoing, upon demonstration by the Applicant that, despite diligent efforts or due to factors beyond the Applicant's control, the required improvements proffered have been delayed (due to, but not limited to an inability to secure necessary permission for utility relocations and/or VDOT approval for traffic signals, etc.) beyond the timeframes specified, the Zoning Administrator may agree to a later date for completion of these improvement(s).
56. **Improvements to WMATA Property.** The Applicant shall diligently pursue the rights, permission, authorization or easements needed to construct the site improvements and landscaping generally shown on the property currently owned by the Washington Metropolitan Transit Authority (WMATA) and generally parallel to the northern boundary of the property. For the purpose of this proffer, such diligent pursuit shall mean: making the necessary requests in writing; drafting appropriate legal documents, deeds, easements and plats; and responding to commercially reasonable feedback from WMATA. The Applicants obligations shall be further qualified by proffer 57 below.
57. **Offsite Improvements.** The Applicant's obligation for any offsite improvement including, but not limited to improvements to the WMATA property, plantings in the Wiehle Avenue median, improvements at the intersection of Sunrise Valley Drive and Wiehle Avenue and the traffic signal at Centennial Park Drive shall be subject to the Applicant securing all necessary rights of way, easements and permission at no cost from affected owners beyond

routine administrative and permitting costs. The Applicant shall diligently pursue such easements, rights of way and permission. Notwithstanding such diligent pursuit, if the Applicant is unable to obtain such necessary right of way, easements for permission, he/she shall be relieved of any further obligation to construct such offsite improvement.

58. **Universal Design.** A minimum of five percent (5%) of the total multifamily dwelling units shall be designed and constructed with the ability to be modified, if necessary, for a particular tenant, to add: front entrance doors that are a minimum of 36” wide; light switches, electrical outlets, thermostats, and other environmental controls in accessible locations; reinforcements in bathroom walls to allow for the installation of grab bars; elevated (comfort height) toilets and lever door handles on all hinged doors.
59. **Adjustment in Contribution Amounts.** All monetary contributions, except as may be further specified in these Proffers, shall adjust on a yearly basis from the base month of January 2017 and change effective each January 1 thereafter, as permitted by Virginia State Code Section 15.2-2303.3.
60. **Advanced Density Credit.** Advanced density credit is reserved consistent with the provisions of the Fairfax County Ordinance for all eligible dedications described herein or as may be required by Fairfax County or VDOT.
61. **Severability.** Pursuant to Section 18-204 of the Ordinance, any portion of the Property may be the subject of a proffered condition amendment (“PCA”), Special Exception (“SE”), Special Permit (“SP”), or Final Development Plan Amendment (“FDPA”) without joinder and/or consent of the owners of the other portions of the Property, provided that such PCA, SE, SP or FDPA does not materially adversely affect the other phases. Previously approved zoning applications applicable to the balance of the Property that is not the subject of such a PCA, SE, SP or FDPA shall otherwise remain in full force and effect.
62. **Successors and Assigns.** These Proffers will bind and inure to the benefit of the Applicant and their successors and assigns. Each reference to “Applicant” in this proffer statement shall include within its meaning and shall be binding upon Applicant’s successor(s) in interest and/or the owners from time to time of any portion of the Property during the period of their ownership. Once portions of the Property are sold or otherwise transferred, the associated Proffers become the obligation of the purchaser or other transferee and shall no longer be binding on the seller or other transferee. With respect to any portion of the Property subject to a COA, the COA shall have liability for performance of any applicable Proffers, but not the individual condominium owners.
63. **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.

[SIGNATURE ON NEXT PAGE]

CESC Commerce Executive Park LLC
Title Owner of Tax Map Numbers 17-4-((12))-11D4,
11D5 and 11D7

By: _____
Name: _____
Title: _____

Proposed Final Development Plan Conditions

FDP 2015-HM-011

CESC Commerce Executive Park, L.L.C,

September 12, 2016

If it is the intent of the Planning Commission to approve FDP 2015-HM-011 located at Tax Map Parcels 17-4 ((12)) 11 D4, 11D5, 11D7, 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 "Commerce Metro Center, Conceptual Development Plan, Final Development Plan, and Special Exception Amendment," as submitted by Vika Virginia, LLC consisting of 90 sheets, dated June 5, 2015 as revised through August 12, 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 not 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.

STATEMENT OF JUSTIFICATION

Commerce Metro Center

CESC Commerce Executive Park LLC

Tax Map Numbers 17-4-((12))-11D4, 11D5 and 11D7 (the "Site")

June 5, 2015

July 21, 2015 (Revised)

July 31, 2015 (Revised)

December 18, 2015 (Revised)

September 12, 2016 (Revised)

I. INTRODUCTION

This application is filed on behalf of CESC Commerce Executive Park LLC (the "Applicant" or "Vornado") to create a more urban oriented neighborhood, focused on an enhanced transit community lifestyle. Prominently located adjacent to the Wiehle Metro Station, the Site offers extraordinary opportunity to introduce residential, hotel, retail and additional office and create a more vibrant mix of uses.

The proposal is for a strong urban framework organized around a Central Plaza as the basis for optimizing building and spatial energy by emphasizing engaging plaza spaces, creating pedestrian corridors of connectivity and providing transit serving design features that create place. This pedestrian foundation will effectively unlock Metro accessibility for a critical area of Reston, by creating transformation that is both system based and sensitive to the human experience and will allow for a memorable transit neighborhood to emerge as a compelling place for people.

In order to achieve this urban framework, the Applicant proposes to rezone the Property from the I-3 Light Intensity Industrial District to the Planned Development Commercial ("PDC") District to permit the development approximately 500 new dwelling units, a hotel with approximately 175 rooms, a new trophy office building of approximately 375,000 square feet, and complementary retail/active uses integrated into the ground floor to enrich the pedestrian experience. In addition, the proposal will retain the existing office buildings (totaling 356,496 sq. ft.). The Application will include a concurrent Conceptual and Final Development Plan (CDP/FDP) to provide the appropriate tools to fully evaluate the proposal, with a full FDP for the anticipated first phase (Building A), and a phasing plan will be established with the CDP for implementation of future phases/FDPs. With the existing uses, the proposed FAR is 2.46.¹

¹ Future FDPAs may increase the FAR to 2.5, as shown on the CDP/FDP tabulations.

II. BACKGROUND

A. Existing Context

The Site is highly strategic and represents one of the last remaining opportunities in Fairfax County that is directly adjacent to an entrance to an already established Silver Line Station. Situated near the confluence of the Dulles Toll Road, Wiehle Avenue and Sunrise Valley Drive, this Property has the unique opportunity to serve as a premiere gateway development as well as anchoring the southern entrance to Metro for decades to come. The Site is commonly referred to as the Executive III, IV, V Buildings within the office park formerly known as Commerce Executive Park and recently renamed Commerce Metro Center, with a tax map numbers of 17-4-((12))-11D4, 11D5 and 11D7 (the "Property" or "Site").

The Property is governed by the recently adopted Reston Master Plan and is bounded by Sunrise Valley Drive to the south, Wiehle Avenue to the east, the Dulles Toll Road and Metro to the north, and the remainder of Commerce Metro Center to the west. The Property is currently developed with three six-story office buildings and largely surface parking, but is surrounded by similar existing office development, including four additional owners within Commerce Metro Center, including an office condominium building.

The existing conditions are also important to evaluating this proposal as the Property is zoned I-3, Light Industrial District, without any proffered conditions. The current zoning permits a single use office park that has largely existed on Site since the late 1990s. As to be expected of office development of that era, the park is characterized by large surface parking lots and only minimal amounts of landscaping with none of the complementary residential, retail and commercial uses that characterize other redevelopment sites directly adjacent to Metro.

The Property offers the opportunity to implement multiple planning objectives. In addition to the general benefits from the mixed-use concept, the application facilitates the extension of the pedestrian network which will further reinforce the street network, minimizes the traffic impact on the surrounding communities, and provides an important link to the Metro for all of south Reston.

B. Current Comprehensive Plan

The Property is located within the South Subdistrict of the Wiehle Station TOD District in the Comprehensive Plan, and is designated as Transit Station Mixed Use. Under the redevelopment option, and in summary form, areas designated for Transit Station Mixed Use are planned for intensity between 1.5 FAR and 2.5 FAR, with a goal of development proposal typically achieving a 50% mix between residential and non-residential uses. However the Plan specifically acknowledges that Commerce Metro

Center presents a challenge to achieving the desired use mix given the extent of the existing office environment.

III. OBJECTIVES OF THE PROPOSAL

The newly adopted Comprehensive Plan has been distilled to several objectives by the Applicant, which, as described in more detail below, this Application fulfills.

A. Integration of Uses

Mixed-use has always been encompassed in the goals of the Comprehensive Plan. The proposed project represents a true integration of office, hotel, retail and residential uses. This level of integration has not always been fully realized in the Reston corridor, especially given the presence of the Reston Center for Industry and Government ("RCIG") covenants that existed until January 2011 which prohibited residential development. Further, the mixed-use nature of the project provides additional benefits including the more efficient use of public infrastructure, reduced trip generation by co-locating employment, residential, and shopping opportunities, and maintaining a sense of place by creating a development which will be utilized during the entire day and by the larger community.

B. Pedestrian Oriented and Pedestrian Friendly

Given the Site's proximity to Metro, another keystone in crafting this proposal is to create a transit community lifestyle and maximize the integration of the uses with the Metro Station while providing links to the larger Reston community. Central to this concept is the creation of development that will be oriented at a pedestrian scale, including a carefully crafted hierarchy of pedestrian plazas, pocket parks, streetscaping, sidewalks and open space all designed to encourage pedestrian use of the Property, both by future residents of the project and the surrounding community. Fundamentally, this pedestrian orientation and linkages to the larger community reinforce a sense of place that will put the pedestrian first. In addition, the location of the proposed pedestrian entrances and pocket parks create a natural visual connection with the established surrounding community, reinforcing the pedestrian accessibility of the Property.

C. Retention of the Existing Office Component

As noted above, given that the site has functioned as a largely successful office environment, the Applicant recognizes that retaining the three existing successful office buildings will be integral for the success of this proposal. Thus, this rezoning represents an unparalleled opportunity to retain a signature office component while introducing a mix of uses that will provide an appropriate transition from the surrounding uses to Metro itself.

D. Adding Significant Residential Development

As explicitly acknowledged in the Comprehensive Plan, the residential component being introduced by this rezoning represents the opportunity to create the needed housing opportunities in close proximity to transit, also creating a better balance between the location of jobs and housing. The proposed development will provide a residential product that compliments the surrounding development, both in terms of general architectural style and product type, while creating a differentiated market option within the community. This will create the opportunity for more residents to remain in the area, further enhancing the vitality of the community and helping reinforce a sense of place.

IV. PROPOSAL

In order to best accomplish the objectives above, the Applicant has carefully crafted a development plan that emphasizes high-quality design and true integration of uses, coupled with some limited flexibility to respond to market demands as the community matures. The proposed uses are described below:

A. Overview

Fundamentally the Applicant proposes to orient the development to maximize the pedestrian linkages and introduce among other things a significant residential component. In order to achieve this urban framework, this application proposes to rezone the Property from the I-3 Light Intensity Industrial District to the PDC District to permit the development of approximately 500 new dwelling units, a hotel with approximately 175 rooms, a new trophy office building of approximately 375,000 square feet, and complementary retail/active uses integrated into the ground floor to enrich the pedestrian experience. In addition, the proposal will retain the existing office buildings (totaling 356,496 sq. ft.). Of the approximately 1.107 million square feet of new development proposed, approximately 700,000 (64%) will be non-office development – Residential Buildings A and B and the hotel (Building D) – which will result in a significant re-balancing of the uses to achieve the goal of the Comprehensive Plan.

B. Office Component

Using the Central Plaza and accompanying pedestrian framework as the “backbone” for the proposed design, the development is anchored with a new trophy office building of approximately 375,000 square feet (Building C) directly at the foot of the Metro bridge. This location is critical as the proposed new building provides an opportunity for iconic architecture to be introduced to Commerce Metro Center. The building location is an ideal site as it takes advantage of the visibility of the Toll Road,

with the residential uses and Central Plaza located on the remainder of the site. While we anticipate many workers will use transit, the building will be served by an integrated parking garage appropriate for a transit location.

In addition to the new building, the project retains a significant existing office component (Executive Building III, IV and V) that responds to the site's history and complements the overall development. These buildings are integrated into the development by the network of pedestrian plazas, pedestrian crossings, common landscaping and architectural themes as well as the internal circulator road.

C. Residential Component

The residential component is sized to provide the "critical mass" to support the office and retail uses and also offers significant product differentiation. The Applicant proposes approximately 500 multiple family units in two buildings of varying heights and product types. The most northern residential building (Building B) closest to the Metro station will be high-rise with approximately 300 dwelling unit (up to 24 stories above grade including parking) and a shared parking garage with the southern residential building (Building A). The southern residential building will have the potential approximately 200 dwelling units and will be a mid-rise product (up to 9 stories above grade including parking).

Each of the residential buildings will be of high-quality design and materials. While the buildings offer a height and design that provides differentiation from current products in the market, all of the residential buildings are designed to provide a more narrow profile and transition in heights to the neighboring residential community, while contributing to the creation of a more urban design along Wiehle Avenue. This reduces the visual impact of the mass of these buildings and creates usable areas of common open space which may be utilized by the community at large. The layout of the residential buildings also maximizes the usable public open space of the Property.

D. Complementary Retail and Hotel

The amount of proposed retail and active ground floor uses is proper and essential to creating the desired "active" streetscape. The proposed retail component is intended to enhance the residential and office uses, create on-site eating and shopping opportunities for residents and workers, which will enhance the vitality of the development while reducing the need for additional off-site car trips.²

² As shown on the CDP/FDP, the proposed secondary complementary uses may be located in the new building as well as the existing to assist in achieving activation of the pedestrian experience. In addition, as most of the parking (both above and below ground) will be built in a single phase with the first building constructed, the Applicant specifically reserves the right to use such interim excess parking as a commercial off-street parking use.

Building D is proposed as a hotel of approximately 175 rooms (up to 14 stories in height), which will help balance the uses on the site while providing additional activity during off-peak evening and weekend hours. The hotel also helps achieve the goals of the Comprehensive Plan in achieving a better mix of uses.

E. Transportation

As noted above, the Applicant proposes significant improvements to the pedestrian network in order to put the pedestrian first. This will be accomplished by providing critical pedestrian connections identified in the Comprehensive Plan, most notably the connections from Wiehle Avenue to the Metro bridge and enhanced links from the site to the remainder of the office park.

To the extent permitted by VDOT and FCDOT, the project envisions the internal street network as effectively a pedestrian-oriented mews, complete with broad sidewalks, street trees, and enhanced crosswalks, which will differentiate the project while enhancing the retail and residential components. Strategic improvements to the signalization at the intersections Wiehle and Sunrise Valley Drive are also envisioned as well to allow for safer and more efficient access to the Property and Metro. All of the proposed street improvements will include sidewalks and landscaping to compliment the proposed architectural style of the project and to provide enhanced pedestrian connections.

V. Special Exception Amendment Justification

The existing Special Exception (94-H-049) (the "SE") applies to entirety of the Commerce Metro Center office development. The SE was solely to allow the FAR that would have otherwise been "grandfathered" under the Industrial Downzoning provisions in the early 1990s (a Category 6 SE for additional FAR – no for a proposed use). That additional FAR was used to support a building not included in this application. Thus, this SE Amendment is solely to delete the application area from the SE. As shown on the SEA Plat, the remainder of the land area subject to the SE will be unchanged and will otherwise fully comply with all provisions of original SE. The tabulations demonstrating this compliance are present in this table below and shown on sheet C-17 of the plat.

ORIGINAL AREA

TOTAL LAND AREA ORIGINAL APPLICATION: (Includes density credit)	1,194,113	27.4131 ACRES
TOTAL GROSS FLOOR AREA ORIGINAL APPLICATION	596,911 GFA	
FAR ORIGINAL APPLICATION	0.50	

(Source 3488-SP-06 Final As-Built 1/29/07)

<u>COMMERCE METRO CENTER</u> (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
<u>LAND AREAS/GROSS FLOOR AREAS</u>	<u>OPTION (With VNO Rezoned)</u>	
ORIGINAL	1,194,113	596,911 GFA
COMMERCE (VNO)	<u>-581,474</u>	<u>-356,496 GFA</u>
SUBTOTAL REMAINDER	612,639	240,415 GFA
FAR REMAINDER		0.39

Fundamentally, as these tabulations show, no new construction is proposed with this SEA application and the SEA Plat merely reflects the new limits of the original SE. The revised SEA Plat also has the appropriate tabulations demonstrating the remainder of the SE will not be adversely impacted by deleting the land area associated with this application.

Also, as required by the Zoning Ordinance, there are no known hazardous or toxic substances as set forth in Title 40 of the Code of Federal Regulations Part 116.4, 302.4 and 355, and/or all hazardous waste as set forth in Virginia Department of Environmental Quality hazardous waste regulations, and/or Petroleum Products as defined in Title 40 of the Code of Federal Regulations Part 280, that will be generated, utilized, stored, treated and/or disposed of on site.

The proposed development will conform to all ordinances that apply, including any regulations or standards or conditions that apply, except where a waiver or modification has been specifically requested on sheet C-2 and sheet C-3 of the CDP/FDP.

Waiver of Special Exception Requirements

Further, the original SE was not for a use, rather solely for additional FAR (Category 6 under Section 9-618). Since no new construction is proposed as part of this SEA, and the the proposed SEA is simply deleting land area and the original SE was simply for additional FAR, the referenced requirements for the statement of justification, 9-011(7)(A-I) are simply not applicable.

Also providing the traditional Special Exception materials, such as on-site photographs of the remainder SE area or providing SE Plat requirements on the remainder area, is moot as it all remains unchanged from the approved original SE. As such we are requesting a waiver of strict application of those requirements in favor of the information provided on the CDP/FDP/SEA Plat.

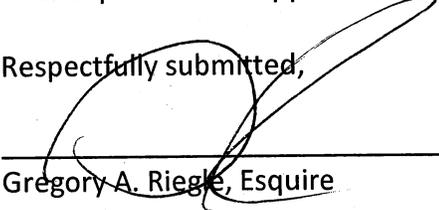
VI. Proposed Waivers and Modifications

The proposed list of Modifications and Waivers are contained within the CDP/FDP.

VII. CONCLUSION

The proposed development is consistent with identified objectives, the general goals of the Wiehle Station section of the Comprehensive Plan, the PDC District recommendations, and the Residential Development Criteria. The development of the Property provides a unique opportunity to create an integrated mixed-use project that will serve as a true gateway and anchor for all of south Reston. For all of the aforementioned reasons, the Applicant respectfully requests the Staff and the Planning Commission to endorse, and the Board of Supervisors to approve this rezoning request.

Respectfully submitted,



Gregory A. Riegler, Esquire

SPECIAL EXCEPTION AFFIDAVIT

DATE: AUG 23 2016
 (enter date affidavit is notarized)

131158a

I, Gregory A. Riegler, 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
 (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)
CESC Commerce Executive Park L.L.C. Agent: Mitchell N. Schear Michael J. Novotny	c/o Vornado Realty Trust 210 Route 4 East Paramus, NJ 07652	Applicant/Title Owner of Tax Map 17-4 ((12)) 11D4, 11D5, 11D7
VIKA, Incorporated Agent: Robert R. Cochran	8180 Greensboro Drive, Suite 200 Tysons, VA 22102	Engineer/Agent for Applicant
VIKA Virginia, LLC Agent: Robert R. Cochran	8180 Greensboro Drive, Suite 200 Tysons, VA 22102	Engineer/Agent for Applicant

(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)DATE: AUG 23 2016131158a

(enter date affidavit is notarized)

for Application No. (s): SEA 94-H-049

(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)
Gorove/Slade Associates, Inc. Agent: Christopher M. Tacinelli	3914 Centreville Road, Suite 330 Chantilly, VA 20151	Transportation Engineer/Agent for Applicant
KTGY Group, Inc. Agent: Rohit Anand	8609 Westwood Center Drive, Suite 600 Tysons, VA 22182	Architect/Agent for Applicant
McGuireWoods LLP Agents: Scott E. Adams David R. Gill Jonathan P. Rak Gregory A. Riegle Kenneth W. Wire Sheri L. Akin Lori R. Greenlief	1750 Tysons Boulevard, Suite 1800 Tysons, VA 22102	Attorney/Agent for Applicant Attorney/Agent Attorney/Agent Attorney/Agent Planner/Agent Planner/Agent
Studio39 Landscape Architecture, P.C. Agent: Joseph J. Plumpe	6416 Grovedale Drive, Suite 100-A Alexandria, VA 22310	Landscape Architect/Agent for Applicant

(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: AUG 23 2016
(enter date affidavit is notarized)

13158a

for Application No. (s): SEA 94-H-049
(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) CESC Commerce Executive Park L.L.C.
c/o Vornado Realty Trust
210 Route 4 East
Paramus, NJ 07652

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)

Vornado Realty L.P., sole member (1)

(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: AUG 23 2016
(enter date affidavit is notarized)

131158a

for Application No. (s): SEA 94-H-049
(enter County-assigned application number (s))

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

VIKA, Incorporated
8180 Greensboro Drive, Suite 200
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	Jeffrey B. Amateau
Charles A. Irish, Jr.	Kyle U. Oliver
Harry L. Jenkins	P. Christopher Champagne
Robert R. Cochran	Michael D. Benton
Mark G. Morelock	Edmund J. Ignacio

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	Jeffrey B. Amateau
Charles A. Irish, Jr.	Kyle U. Oliver
Harry L. Jenkins	P. Christopher Champagne
Robert R. Cochran	Michael D. Benton
Mark G. Morelock	Edmund J. Ignacio

(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: AUG 23 2016
(enter date affidavit is notarized)

131158a

for Application No. (s): SEA 94-H-049
(enter County-assigned application number (s))

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

Gorove/Slade Associates, Inc.
3914 Centreville Road, Suite 330
Chantilly, VA 20151

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Christopher M. Tacinelli
Chad A. Baird
Daniel B. VanPelt
Erwin N. Andres
Tushar A. Awar

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

KTGY Group, Inc.
8609 Westwood Center Drive, Suite 600
Tysons, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Jill D. Williams
Patricia A. Esser
Chris S. Texter
David R. Senden

(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: AUG 23 2016
(enter date affidavit is notarized)

13158a

for Application No. (s): SEA 94-H-049
(enter County-assigned application number (s))

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

(2) Vornado Realty Trust
210 Route 4 East
Paramus, NJ 07652

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)

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

Studio39 Landscape Architecture, P.C.
6416 Grovedale Drive, Suite 100-A
Alexandria, VA 22310

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)

Joseph J. Plumpe

(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: AUG 23 2016
(enter date affidavit is notarized)

131158a

for Application No. (s): SEA 94-H-049
(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)

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons, VA 22102

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

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

Equity Partners of McGuireWoods LLP

- | | | |
|-------------------------|--------------------|---------------------|
| Adams, John D. | Barrett, John M. | Brose, R. C. |
| Allen, Joel S. | Becker, Scott L. | Burk, Eric L. |
| Anderson, Arthur E., II | Belcher, Dennis I. | Busch, Stephen D. |
| Anderson, James M., III | Bell, Craig D. | Cabaniss, Thomas E. |
| Anderson, Mark E. | Bilik, R. E. | Cairns, Scott S. |
| Andre-Dumont, Hubert | Blank, Jonathan T. | Capwell, Jeffrey R. |
| Atty, Lisa A. | Boardman, J. K. | Cason, Alan C. |
| Bagley, Terrence M. | Brenner, Irving M. | Chaffin, Rebecca S. |
| Barger, Brian D. | Brooks, Edwin E. | Chapman, Jeffrey J. |

(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: AUG 23 2016
(enter date affidavit is notarized)

131158a

for Application No. (s): SEA 94-H-049
(enter County-assigned application number (s))

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

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons, VA 22102

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

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

Clark, Jeffrey C.
Cockrell, Geoffrey C.
Collins, Darren W.
Covington, Peter J.
Cramer, Robert W.
Cromwell, Richard J.
Culbertson, Craig R.
Cullen, Richard (nmi)
Daglio, Michael R.
De Ridder, Patrick A.
Dickerman, Dorothea W.
DiMattia, Michael J.
Dooley, Kathleen H.
Dossa, Mehboob R.
Downing, Scott P.
Edwards, Elizabeth F.
Ensing, Donald A.
Evans, Gregory L.
Evans, Jason D.
Ey, Douglas W., Jr.
Farrell, Thomas M.
Feller, Howard (nmi)
Finger, Jon W.
Finkelson, David E.
Foley, Douglas M.

Fox, Charles D., IV
Franklin, Ronald G.
Fratkin, Bryan A.
Freedlander, Mark E.
Freeman, Jeremy D.
Fuhr, Joy C.
Gambill, Michael A.
Glassman, Margaret M.
Gold, Stephen (nmi)
Goldstein, Philip (nmi)
Grant, Richard S.
Greenberg, Richard T.
Greene, Christopher K.
Greenspan, David L.
Gresham, A. B.
Grieb, John T.
Haas, Cheryl L.
Hampton, Charles B.
Harmon, Jonathan P.
Harmon, T. C.
Hartsell, David L.
Hatcher, J. K.
Hayden, Patrick L.
Hayes, Dion W.
Hedrick, James T., Jr.

Hilton, Robert C.
Horne, Patrick T.
Hornyak, David J.
Hosmer, Patricia F.
Howard, Justin D.
Hughes, John L., Jr.
Jackson, J. B.
Jewett, Bryce D., III
Jordan, Hilary P.
Justus, J. B.
Kahn, Brian A.
Kanazawa, Sidney K.
Kane, Matthew C.
Kang, Franklin D.
Kannensohn, Kimberly J.
Katsantonis, Joanne (nmi)
Keeler, Steven J.
Kelly, Brian J.
Kilpatrick, Gregory R.
King, Donald E.
Kobayashi, Naho (nmi)
Konia, Charles A.
Kratz, Timothy H.
Kromkowski, Mark A.
Krueger, Kurt J.

(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: AUG 23 2016
(enter date affidavit is notarized)

131158a

for Application No. (s): SEA 94-H-049
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons, VA 22102(check if applicable) The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g.,
General Partner, Limited Partner, or General and Limited Partner)

Kutrow, Bradley R.	McIntyre, Charles W.	Pryor, Robert H.
La Fratta, Mark J.	McKinnon, Michele A.	Pumphrey, Brian E.
Lamb, Douglas E.	McLean, David P.	Pusateri, David P.
Lapp, David R.	McLean, J. D.	Rak, Jonathan P.
Lias-Booker, Ava E.	McNab, S. K.	Reid, Joseph K., III
Link, Vishwa B.	McRill, Emery B.	Richardson, David L.
Little, Nancy R.	Michalik, Christopher M.	Riegle, Gregory A.
Long, William M.	Milanti, Peter A.	Riley, James B., Jr.
Lukitsch, Bethany G.	Miller, Amy E.	Riopelle, Brian C.
Maddock, John H., III	Moldovan, Victor L.	Roach, Derek A.
Mandel, Michael D.	Muckenfuss, Robert A.	Roberts, Manley W.
Manning, Amy B.	Mullins, P. T.	Roeschenthaler, Michael J.
Marianes, William B.	Murphy, Sean F.	Rogers, Marvin L.
Marshall, Gary S.	Nahal, Hardeep S.	Rohman, Thomas P.
Marshall, Harrison L., Jr.	Natarajan, Rajsekhar (nmi)	Ronn, David L.
Marsico, Leonard J.	Neale, James F.	Rosen, Gregg M.
Martin, Cecil E., III	Nesbit, Christopher S.	Russo, Angelo M.
Martin, George K.	Newhouse, Philip J.	Rust, Dana L.
Martinez, Peter W.	O'Grady, John B.	Satterwhite, Rodney A.
Mason, Richard J.	Oakey, David N.	Scheurer, Philip C.
Mathews, Eugene E., III	Older, Stephen E.	Schewel, Michael J.
Mayberry, William C.	Oostdyk, Scott C.	Sellers, Jane W.
McDonald, John G.	Padgett, John D.	Sethi, Akash D.
McFarland, Robert W.	Perzek, Philip J.	Shelley, Patrick M.
McGinnis, Kevin A.	Phillips, Michael R.	Simmons, L. D., II

(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: AUG 23 2016
(enter date affidavit is notarized)

131158a

for Application No. (s): SEA 94-H-049
(enter County-assigned application number (s))

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

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons, VA 22102

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

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

- | | |
|------------------------------------|---------------------------|
| Slone, Daniel K. | Walker, Thomas R. |
| Spahn, Thomas E. | Walker, W. K., Jr. |
| Spitz, Joel H. | Walsh, Amber M. |
| Spitzer, Mark A. | Westwood, Scott E. |
| Spivey, Angela M. | Whelpley, David B., Jr. |
| Stallings, Thomas J. | White, H. R., III |
| Steen, Bruce M. | White, Walter H., Jr. |
| Steggerda, Todd R. | Wilburn, John D. |
| Stein, Marta A. | Williams, Steven R. |
| Stone, Jacquelyn E. | Woodard, Michael B. |
| Swan, David I. | Wren, Elizabeth G. |
| Symons, Noel H. | |
| Tarry, Samuel L., Jr. | |
| Taylor, R. T. | |
| Thanner, Christopher J. | *Does not own 10% or more |
| Thornhill, James A. | of McGuireWoods LLP |
| Van Horn, James E. | |
| Vance, Robin C. | |
| Vaughn, Scott P. | |
| Vick, Howard C., Jr. | |
| Viola, Richard W. | |
| Visconsi Law Corporation, John R.* | |
| Wade, H. L., Jr. | |
| Walker, Barton C. | |
| Walker, John T., IV | |

(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: AUG 23 2016
(enter date affidavit is notarized)

13158 a

for Application No. (s): SEA 94-H-049
(enter County-assigned application number (s))

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

(1) Vornado Realty L.P.
210 Route 4 East
Paramus, NJ 07652

(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:

Vornado Realty Trust (2)

Limited Partners (none of which own 10%
or more of Applicant/Title Owner):

- Kaempfer Partners
- Rosslyn Plaza
- High Point Partners
- Newkirk Partners
- Crystal Gateway
- Kennedy Partners
- 2101 L Street Partners
- Mendik Partners
- 770 Broadway Partners
- RD Management
- East Side Subsidiary LLC
- Franconia Associates LP
- Various OPP Unit Holders
- Various LTIP Unit Holders

(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: AUG 23 2016
(enter date affidavit is notarized)

131158a

for Application No. (s): SEA 94-H-049
(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.

SPECIAL EXCEPTION AFFIDAVIT

DATE: AUG 23 2016
(enter date affidavit is notarized)

131158a

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:

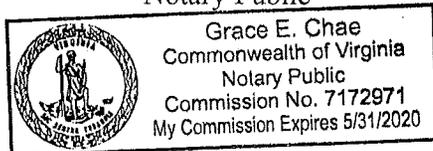
(check one) [] Applicant [x] Applicant's Authorized Agent

Gregory A. Riegle, Esquire
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 23rd day of August 2016, in the State/Comm. of Virginia, County/City of Fairfax

Grace E. Chae
Notary Public

My commission expires: 5/31/2020



REZONING AFFIDAVIT

DATE: AUG 23 2016
(enter date affidavit is notarized)

131235a

I, Gregory A. Riegler, 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-011
(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)
CESC Commerce Executive Park L.L.C. Agent: Mitchell N. Schear Michael J. Novotny	c/o Vornado Realty Trust 210 Route 4 East Paramus, NJ 07652	Applicant/Title Owner of Tax Map 17-4 (12) 11D4, 11D5, 11D7
VIKA, Incorporated Agent: Robert R. Cochran	8180 Greensboro Drive, Suite 200 Tysons, VA 22102	Engineer/Agent for Applicant
VIKA Virginia, LLC Agent: Robert R. Cochran	8180 Greensboro Drive, Suite 200 Tysons, VA 22102	Engineer/Agent for Applicant

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued on a "Rezoning Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

Rezoning Attachment to Par. 1(a)

DATE: AUG 23 2016
(enter date affidavit is notarized)

131235a

for Application No. (s): RZ/FDP 2015-HM-011
(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)
Gorove/Slade Associates, Inc. Agent: Christopher M. Tacinelli	3914 Centreville Road, Suite 330 Chantilly, VA 20151	Transportation Engineer/Agent for Applicant
KTGY Group, Inc. Agent: Rohit Anand	8609 Westwood Center Drive, Suite 600 Tysons, VA 22182	Architect/Agent for Applicant
McGuireWoods LLP Agents: Scott E. Adams David R. Gill Jonathan P. Rak Gregory A. Riegle Kenneth W. Wire Sheri L. Akin Lori R. Greenlief	1750 Tysons Boulevard, Suite 1800 Tysons, VA 22102	Attorney/Agent for Applicant Attorney/Agent Attorney/Agent Attorney/Agent Planner/Agent Planner/Agent
Studio39 Landscape Architecture, P.C. Agent: Joseph J. Plumpe	6416 Grovedale Drive, Suite 100-A Alexandria, VA 22310	Landscape Architect/Agent for Applicant

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

REZONING AFFIDAVIT

AUG 23 2016

DATE: _____
(enter date affidavit is notarized)

131235a

for Application No. (s): RZ/FDP 2015-HM-011
(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)

CESC Commerce Executive Park L.L.C.
c/o Vornado Realty Trust
210 Route 4 East
Paramus, NJ 07652

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)

Vornado Realty L.P., sole member (1)

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

Steven Roth, President	Alan J. Rice, Asst. Secretary
Joseph Macnow, EVP	
Mitchell N. Schear, EVP	
Gregory R. Redding, Secretary	

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

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

Rezoning Attachment to Par. 1(b)

DATE: AUG 23 2016
(enter date affidavit is notarized)

131235a

for Application No. (s): RZ/FDP 2015-HM-011
(enter County-assigned application number (s))

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

VIKA, Incorporated
8180 Greensboro Drive, Suite 200
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	Kyle U. Oliver	Michael D. Benton
Charles A. Irish, Jr.	Mark G. Morelock	Edmund J. Ignacio
Harry L. Jenkins	Jeffrey B. Amateau	
Robert R. Cochran	P. Christopher Champagne	

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 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	Kyle U. Oliver	Michael D. Benton
Charles A. Irish, Jr.	Mark G. Morelock	Edmund J. Ignacio
Harry L. Jenkins	Jeffrey B. Amateau	
Robert R. Cochran	P. Christopher Champagne	

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

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

Rezoning Attachment to Par. 1(b)

DATE: AUG 23 2016
(enter date affidavit is notarized)

131235a

for Application No. (s): RZ/FDP 2015-HM-011
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Gorove/Slade Associates, Inc.
3914 Centreville Road, Suite 330
Chantilly, VA 20151

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Christopher M. Tacinelli Tushar A. Awar
Chad A. Baird
Daniel B. VanPelt
Erwin N. Andres

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)

KTGY Group, Inc.
8609 Westwood Center Drive, Suite 600
Tysons, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Chris S. Texter
Jill D. Williams
Patricia A. Esser
David R. Senden

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

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

Rezoning Attachment to Par. 1(b)

DATE: AUG 23 2016
(enter date affidavit is notarized)

131235a

for Application No. (s): RZ/FDP 2015-HM-011
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
(2) Vornado Realty Trust
210 Route 4 East
Paramus, NJ 07652

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)

=====

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)
Studio39 Landscape Architecture, P.C.
6416 Grovedale Drive, Suite 100-A
Alexandria, VA 22310

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)

Joseph J. Plumpe

=====

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: AUG 23 2016
(enter date affidavit is notarized)

131235 a

for Application No. (s): RZ/FDP 2015-HM-011
(enter County-assigned application number(s))

I(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)

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons, VA 22102

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

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

Equity Partners of McGuireWoods LLP

- | | | |
|-------------------------|--------------------|---------------------|
| Adams, John D. | Barrett, John M. | Brose, R. C. |
| Allen, Joel S. | Becker, Scott L. | Burk, Eric L. |
| Anderson, Arthur E., II | Belcher, Dennis I. | Busch, Stephen D. |
| Anderson, James M., III | Bell, Craig D. | Cabaniss, Thomas E. |
| Anderson, Mark E. | Bilik, R. E. | Cairns, Scott S. |
| Andre-Dumont, Hubert | Blank, Jonathan T. | Capwell, Jeffrey R. |
| Atty, Lisa A. | Boardman, J. K. | Cason, Alan C. |
| Bagley, Terrence M. | Brenner, Irving M. | Chaffin, Rebecca S. |
| Barger, Brian D. | Brooks, Edwin E. | Chapman, Jeffrey J. |

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

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

Rezoning Attachment to Par. 1(c)

DATE: AUG 23 2016
(enter date affidavit is notarized)

131235a

for Application No. (s): RZ/FDP 2015-HM-011
(enter County-assigned application number (s))

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

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons, VA 22102

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

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

Clark, Jeffrey C.
Cockrell, Geoffrey C.
Collins, Darren W.
Covington, Peter J.
Cramer, Robert W.
Cromwell, Richard J.
Culbertson, Craig R.
Cullen, Richard (nmi)
Daglio, Michael R.
De Ridder, Patrick A.
Dickerman, Dorothea W.
DiMattia, Michael J.
Dooley, Kathleen H.
Dossa, Mehboob R.
Downing, Scott P.
Edwards, Elizabeth F.
Ensing, Donald A.
Evans, Gregory L.
Evans, Jason D.
Ey, Douglas W., Jr.
Farrell, Thomas M.
Feller, Howard (nmi)
Finger, Jon W.
Finkelson, David E.
Foley, Douglas M.

Fox, Charles D., IV
Franklin, Ronald G.
Fratkin, Bryan A.
Freedlander, Mark E.
Freeman, Jeremy D.
Fuhr, Joy C.
Gambill, Michael A.
Glassman, Margaret M.
Gold, Stephen (nmi)
Goldstein, Philip (nmi)
Grant, Richard S.
Greenberg, Richard T.
Greene, Christopher K.
Greenspan, David L.
Gresham, A. B.
Grieb, John T.
Haas, Cheryl L.
Hampton, Charles B.
Harmon, Jonathan P.
Harmon, T. C.
Hartsell, David L.
Hatcher, J. K.
Hayden, Patrick L.
Hayes, Dion W.
Hedrick, James T., Jr.

Hilton, Robert C.
Horne, Patrick T.
Hornyak, David J.
Hosmer, Patricia F.
Howard, Justin D.
Hughes, John L., Jr.
Jackson, J. B.
Jewett, Bryce D., III
Jordan, Hilary P.
Justus, J. B.
Kahn, Brian A.
Kanazawa, Sidney K.
Kane, Matthew C.
Kang, Franklin D.
Kannensohn, Kimberly J.
Katsantonis, Joanne (nmi)
Keeler, Steven J.
Kelly, Brian J.
Kilpatrick, Gregory R.
King, Donald E.
Kobayashi, Naho (nmi)
Konia, Charles A.
Kratz, Timothy H.
Kromkowski, Mark A.
Krueger, Kurt J.

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

Rezoning Attachment to Par. 1(c)

DATE: AUG 23 2016
(enter date affidavit is notarized)

131235 a

for Application No. (s): RZ/FDP 2015-HM-011
(enter County-assigned application number (s))

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

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons, VA 22102

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

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

- | | | |
|----------------------------|----------------------------|----------------------------|
| Kutrow, Bradley R. | McIntyre, Charles W. | Pryor, Robert H. |
| La Fratta, Mark J. | McKinnon, Michele A. | Pumphrey, Brian E. |
| Lamb, Douglas E. | McLean, David P. | Pusateri, David P. |
| Lapp, David R. | McLean, J. D. | Rak, Jonathan P. |
| Lias-Booker, Ava E. | McNab, S. K. | Reid, Joseph K., III |
| Link, Vishwa B. | McRill, Emery B. | Richardson, David L. |
| Little, Nancy R. | Michalik, Christopher M. | Riegle, Gregory A. |
| Long, William M. | Milanti, Peter A. | Riley, James B., Jr. |
| Lukitsch, Bethany G. | Miller, Amy E. | Riopelle, Brian C. |
| Maddock, John H., III | Moldovan, Victor L. | Roach, Derek A. |
| Mandel, Michael D. | Muckenfuss, Robert A. | Roberts, Manley W. |
| Manning, Amy B. | Mullins, P. T. | Roeschenthaler, Michael J. |
| Marianes, William B. | Murphy, Sean F. | Rogers, Marvin L. |
| Marshall, Gary S. | Nahal, Hardeep S. | Rohman, Thomas P. |
| Marshall, Harrison L., Jr. | Natarajan, Rajsekhar (nmi) | Ronn, David L. |
| Marsico, Leonard J. | Neale, James F. | Rosen, Gregg M. |
| Martin, Cecil E., III | Nesbit, Christopher S. | Russo, Angelo M. |
| Martin, George K. | Newhouse, Philip J. | Rust, Dana L. |
| Martinez, Peter W. | O'Grady, John B. | Satterwhite, Rodney A. |
| Mason, Richard J. | Oakey, David N. | Scheurer, Philip C. |
| Mathews, Eugene E., III | Older, Stephen E. | Schewel, Michael J. |
| Mayberry, William C. | Oostdyk, Scott C. | Sellers, Jane W. |
| McDonald, John G. | Padgett, John D. | Sethi, Akash D. |
| McFarland, Robert W. | Perzek, Philip J. | Shelley, Patrick M. |
| McGinnis, Kevin A. | Phillips, Michael R. | Simmons, L. D., II |

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

Rezoning Attachment to Par. 1(c)

DATE: AUG 23 2016
(enter date affidavit is notarized)

131235 a

for Application No. (s): RZ/FDP 2015-HM-011
(enter County-assigned application number (s))

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

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons, VA 22102

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

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

Slone, Daniel K.
Spahn, Thomas E.
Spitz, Joel H.
Spitzer, Mark A.
Spivey, Angela M.
Stallings, Thomas J.
Steen, Bruce M.
Steggerda, Todd R.
Stein, Marta A.
Stone, Jacquelyn E.
Swan, David I.
Symons, Noel H.
Tarry, Samuel L., Jr.
Taylor, R. T.
Thanner, Christopher J.
Thornhill, James A.
Van Horn, James E.
Vance, Robin C.
Vaughn, Scott P.
Vick, Howard C., Jr.
Viola, Richard W.
Visconsi Law Corporation, John R.*
Wade, H. L., Jr.
Walker, Barton C.
Walker, John T., IV

Walker, Thomas R.
Walker, W. K., Jr.
Walsh, Amber M.
Westwood, Scott E.
Whelpley, David B., Jr.
White, H. R., III
White, Walter H., Jr.
Wilburn, John D.
Williams, Steven R.
Woodard, Michael B.
Wren, Elizabeth G.

*Does not own 10% or more
of McGuireWoods LLP

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

Rezoning Attachment to Par. 1(c)

DATE: AUG 23 2016
(enter date affidavit is notarized)

131235 a

for Application No. (s): RZ/FDP 2015-HM-011
(enter County-assigned application number (s))

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

(1) Vornado Realty L.P.
210 Route 4 East
Paramus, NJ 07652

(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:

Vornado Realty Trust (2)

Limited Partners (none of which own 10%
or more of Applicant/Title Owner):

- Kaempfer Partners
- Rosslyn Plaza
- High Point Partners
- Newkirk Partners
- Crystal Gateway
- Kennedy Partners
- 2101 L Street Partners
- Mendik Partners
- 770 Broadway Partners
- RD Management
- East Side Subsidiary LLC
- Franconia Associates LP
- Various OPP Unit Holders
- Various LTIP Unit Holders

(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: AUG 23 2016
(enter date affidavit is notarized)

131235 a

for Application No. (s): RZ/FDP 2015-HM-011
(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: AUG 23 2016
(enter date affidavit is notarized)

131235a

for Application No. (s): RZ/FDP 2015-HM-011
(enter County-assigned application number(s))

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

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

NONE

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

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

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

WITNESS the following signature:

(check one)

[] Applicant



[x] Applicant's Authorized Agent

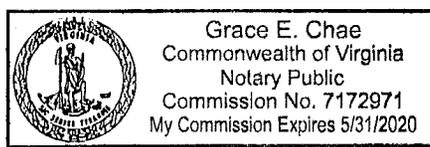
Gregory A. Riegle, Esquire

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

Subscribed and sworn to before me this 23rd day of August 20 16, in the State/Comm. of Virginia, County/City of Fairfax.

Grace E. Chae
Notary Public

My commission expires: 5/31/2020



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: February 9, 2016

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Denise M. James, Chief *DMJ*
Environment and Development Review Branch, DPZ

SUBJECT: Land Use Analysis:
RZ/FDP 2015-HM-011/SEA-94-H-049, CESC Commerce Executive Park, L.L.C.
(Vornado)

This memorandum, prepared by Faheem Darab, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the development plans dated June 5, 2015 as revised through December 18, 2015; and proffers dated December 18, 2015. 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, CESC Commerce Executive Park, L.L.C. ("Vornado"), is requesting a rezoning and final development plan (FDP) with a concurrent Special Exception Amendment (SEA). The requested rezoning and SEA is for approximately 11.58 acres located on tax map parcels 17-4 ((12)) 0011D4, 0011D5 and 0011D7. The rezoning application proposes a change from the existing I-3 Light Intensity Industrial District to the PDC Planned Development Commercial District. The SEA would remove the application properties from an existing Special Exception (SE 94-H-049) that applies to the entirety of the Commerce Executive Office Park. The SE allows for a higher FAR, and removing the application properties will keep the remainder of the office park subject to the SE unchanged and fully in compliance with all provisions of the original SE. The rezoning proposes to create an urban, transit-oriented neighborhood immediately adjacent to the Wiehle-Reston East Metro Station. The proposal is to retain three existing office buildings and an associated parking structure, while replacing surface parking lots with additional office uses, and new uses including hotel, residential and ground floor retail. The development plans also show associated infrastructure including public plazas, recreational amenities, street connections and streetscaping. The proposed intensity is 2.46 FAR and the mix of uses would be an approximately 60-40 split between non-residential and residential uses.

LOCATION AND CHARACTER OF THE AREA

The subject property is located in the Wiehle-Reston East Transit Station Area. The site is in the Wiehle Station South Sub-district, in the southwestern intersection of Wiehle Avenue and the Dulles Toll Road. The site is planned for Transit Station Mixed Use. The subject property is bordered to the north by the Dulles Toll Road, and land zoned I-3 and developed with offices to the west and south. Land to the east, on the other side of Wiehle Avenue is also zoned I-3 and developed with office use. A portion of the subject property faces land to the south of Sunrise Valley Drive that is zoned PRC and developed with single family detached residential in the Hampton Meadows residential cluster.

COMPREHENSIVE PLAN CITATIONS:

The Comprehensive Plan Communitywide Recommendations for Reston may be accessed here:
<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/reston.pdf>

The Comprehensive Plan Areawide Recommendations for the Reston Transit Station Areas may be accessed within the same document, here:
<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, pages 103 – 107, the Reston TSA Areawide recommendations offer a summary of much of the Areawide Plan guidance called “Development Review Performance Objectives” summarized below:

“Development Review Performance Objectives

All development proposals 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 Transit Station Areas (TSAs)...
- Provide Urban Parks and other Recreational Amenities throughout the TSAs...
- 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...
- Protect Existing Low Density Residential Areas...”

The Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, as amended through October 20, 2015, pages 157-158, the subject property's Subdistrict recommendations state:

“South Subdistrict

...

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.”

COMPREHENSIVE PLAN MAP: Office

LAND USE ANALYSIS

Land Use Mix and Intensity

Vornado is seeking to redevelop the subject property under the Redevelopment Option in the South Subdistrict of the Wiehle Station TOD District. The Redevelopment Option for the

subject property recommends the Transit Station Mixed Use land use category which includes an approximately 50-50 split of non-residential and residential use calculated across the Subdistrict's entire Transit Station Mixed Use area (p. 96). The proposal is for approximately 60% non-residential use and 40% residential use, which is a little more heavily weighted towards non-residential use than the Plan recommendation. This proposed land use mix results from the retention of several existing office buildings, as well as the proposed new office and hotel buildings. The mix of uses is in general conformance with the Plan recommendation given that the retention of the existing office uses makes it difficult to precisely achieve the recommended mix and more importantly that the proposed layout of the uses is in general conformance with Plan recommendations, with non-residential uses closest to the Metro and each other, while the residential uses are further from Metro and border adjacent residential neighborhoods. The proposal should show how much retail is proposed as part of each building (sheet C-3) and how the mix of uses relates to any requested parking reductions.

In addition, notes on the plan set (sheet C-2's note #23) seems to allow wide latitude for changes to the proposed number of dwelling units, building square footages, cellar space square footages and the addition of accessory and secondary uses during site planning. Vornado should remove or modify this note to be more specific and/or limited, such as "...reserve the right to make *minor* modifications to overall number of dwelling units..."

The proposed 2.46 FAR approaches the recommended maximum 2.5 FAR intensity for the subdistrict. This intensity is appropriate given the site's proximity to the Metro. The SEA proposes to remove the subject property, approximately 11 acres, from the approximately 27 overall acres of the original SE. The SE allowed up to 0.50 FAR, while under the SEA, the remaining acreage would result in under 0.40 FAR. This FAR is well below the recommended 2.5 FAR, as well as the baseline Plan recommendation for 0.50 FAR office use.

Vornado indicates that they have previously dedicated right-of-way for some public use. This previous dedication is included in their acreage used to determine allowed intensity for the site. There are questions remaining about this dedication. The proposal should state more clearly where the dedication is, what it was dedicated for and when.

Site Design

Metro Pavilion Transition: The site directly abuts the Wiehle Metro Station's southern pavilion. In the latest plan sets, the space directly in front of the Metro pavilion and proposed Building C is convenient for cars, while hostile to pedestrians and people on bicycles. This plan set retains Street A directly in front of the Metro pavilion and Building C while directing pedestrians leaving the Metro pavilion down a large flight of stairs and a circuitous ADA ramp that leads to a steep sidewalk directly abutting the street with a large windowless concrete wall. Pedestrians are then faced with conflicts from Building C's loading docks, parking garage entrances and exits. The Comprehensive Plan, in the Community-wide Urban Design guidance clearly states that pedestrian connections should be prioritized over other modes of transport. Similar guidance regarding the importance of convenient and safe pedestrian connectivity is found in the Transit Station Area's Development Review Performance Objectives (p. 103) and Urban Design section (p. 111). This is especially true directly adjacent to the Metrorail

pavilions. The proposed design falls short of conformance with this key Comprehensive Plan guidance.

The proposal should provide pedestrians coming from Metro with a convenient, safe and attractive space welcoming them into the site. One possible solution is to separate pedestrians from this short stretch of Street A and keep them elevated above the hostile environment below via an expanded restaurant terrace connecting along (but above) Street A to the site's central public plaza. This solution may require a minor setback of the ground floor of Building C closest to the central public plaza in order to create space for this significant pedestrian path. The floors of Building C above this pedestrian space could maintain their currently proposed footprints, essentially cantilevering over this small pedestrian space. Typically staff desires to keep pedestrian activity at the street level. But in this particular instance, given Vornado's desired retention of existing buildings, and their stated limitations on significant redesign of Buildings C and B's footprints or positioning within the site, as well as steep site topography, these desires and limitations result in the optimal solution likely being an expanded restaurant terrace to serve pedestrians. The intention is for this pedestrian space to primarily serve as a transition from Metro into the heart of the site, the central public plaza.

Building A Design: Building A, fronting on Sunrise Valley Drive is proposed for 9 stories and up to 100' in height. Directly across Sunrise Valley Drive is a neighborhood of single family detached houses. The Comprehensive Plan guidance regarding building height and transitions (TSA Urban Design, p. 111) states that in order to respect surrounding neighborhoods, proposals should, "Concentrate the tallest buildings and highest land use intensities closest to Metro stations [and] [t]ransition building heights to be compatible with lower density neighborhoods in the surrounding community."

The proposal should do several things to address building height and a transition from intense, transit-oriented development north of Sunrise Valley Drive to the low density residential development south of Sunrise Valley Drive. First, the mass of Building A along Sunrise Valley Drive should be broken up physically, via the placement of the building's pool terrace on the south side of the building, or with other similar solutions. Secondly, to aid in transitioning from TOD development to low density residential, landscaping and vegetation should be strategically used to provide for a "softer" edge to the 9 story building along Sunrise Valley Drive by providing the "Reston-specific" streetscape along Sunrise Valley Drive. This streetscape provides for a wider landscape amenity panel with more and (ultimately) larger trees to create a better transition to the single family detached on the south side of Sunrise Valley Drive. This concern remains outstanding

Streetscape

No streetscape sections are shown with dimensions. Sheet C-9 refers to the landscape sheets for streetscape dimensions/details and these sheets are missing all sections. The proposal should provide streetscape sections, including dimensions, in accordance with Comprehensive Plan recommendations.

A redesign is needed of Sunrise Valley Drive and its streetscape based upon staff discussions regarding street and streetscape design along the length of Sunrise Valley Drive from Reston Parkway to Wiehle Avenue. The specific design hasn't been communicated to Vornado yet, as design details are being worked out among county staff.

Open Space Phasing and Pedestrian Amenities

Publicly Accessible Open Space, as defined in the Comp. Plan, is not addressed in the plans. It is unclear if they are meeting the recommended 20%. The proposal should add information about publicly accessible open space to sheet C-3's other open space info.

The first phase of development doesn't appear to provide any public open space, nor does it provide a safe pedestrian connection from Building A to the Metro. Residents of Building A, as currently designed, would need to walk across a parking lot, without any sidewalks, to access Metro. During the first, and subsequent phases of the development, public open space should be provided along with sidewalks or pedestrian paths from the buildings to Metro. This concern remains outstanding.

Affordable/Workforce Housing

The proposal provides the Comprehensive Plan recommended 15% workforce housing commitment (p. 105) based upon the proposed 2.5 FAR. The applicant is encouraged, however, to provide commitments to lower income tiers as part of this affordable housing commitment in line with the Reston Vision and Planning Principles, which envisions housing for all incomes.

Trail

The Comprehensive Plan recommends a major multiuse trail along the Dulles Toll Road. The proposal should include this trail, along the very northern portion of the site, away from the existing parking garages that are proposed to remain. This will minimize pedestrian and bicyclist conflicts with vehicles. In addition, access to the Metro pavilion from the west should be provided from the west side of the pavilion terrace as part of the redesign of the pedestrian/bicyclist space adjacent to the Metro pavilion and Building C.

Architectural and Building Design

The Comprehensive Plan anticipates redevelopment of the highest caliber in terms of architectural design. The applicant should provide elevations, perspectives, sections and details of the proposed buildings and open spaces to demonstrate the achievement of architectural and design excellence.

Universal Design

As part of achieving the Reston Vision, the Comprehensive Plan recommends developer commitments to provide universally designed residential units above and beyond current

policies and regulation requirements. Incorporating these designs into proposals up front incur minimal costs, while serving a large and growing demographic of the community. The applicant should provide a commitment to including such units.

Public Art

The Comprehensive Plan recognizes that public art has been a component of the effort to achieve quality urban design in Reston since the community's inception. The applicant should make a commitment to provide for public art.

Coordinated Development

The Comprehensive Plan recommends that development proposals ensure that projects will function in a compatible, well-designed, efficient manner, that they are compatible with development on adjacent properties, and that they do not preclude adjacent parcels from developing in conformance with the Plan. The applicant is proposing to retain three existing office buildings along with their associated structured parking, which causes significant design issues.

Due to this, as well as other design challenges, the applicant should coordinate redevelopment with the other current application, Lincoln, along with other willing landowners in Commerce Executive office park. In the Wiehle Transit Station Area's northeast quadrant, this type of coordination is already taking place among numerous landowners at various stages of redevelopment or contemplated redevelopment. Vornado's coordination should address a number of Comprehensive Plan recommendations that affect more than just this individual application property. These recommendations include:

- a) Providing a viable connected street network
- b) Providing a logical open space network & recreational amenities
- c) Providing a connected, convenient pedestrian & bike network, including identifying hierarchies
- d) Providing a logical network of streetscape designs, including how the Sunrise Valley Drive corridor will be addressed

CONCLUSION

The development proposal as currently submitted has several issues that should be resolved, including pedestrian friendly site design closest to Metro, meeting the Comprehensive Plan's streetscape recommendations, building and site design respectful of the existing residential community to the south, coordination with adjacent development to address numerous issues identified in this memo, and further commitments recommended by the Comprehensive Plan but not included in the current proposal. The development proposal's iterations have shown progress and staff anticipates continued work with the applicant to address the outstanding issues. However, as currently submitted, staff finds that the application is not in conformance with the Comprehensive Plan.



County of Fairfax, Virginia

MEMORANDUM

DATE: August 8, 2016

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Denise M. James, Chief *DMJ*
Environment and Development Review Branch, DPZ

SUBJECT: Land Use Analysis Addendum: RZ/FDP 2015-HM-011/SEA-94-H-049,
Commerce Executive Park, L.L.C. (Vornado)

This addendum, prepared by Faheem Darab, is based on staff's review of the revised Concept Development Plan (CDP), Final Development Plan (FDP) and Special Exception Amendment (SEA) submitted by the applicant on July 8, 2016 and proffers dated July 8, 2016.

BACKGROUND

The Comprehensive Plan Land Use Analysis dated February 9, 2016, concluded that the development proposal had numerous outstanding issues and was not in substantial conformance with the Comprehensive Plan. Those outstanding issues and their resolutions are summarized below.

DISCUSSION

Land Use

Issue: Staff requested that the applicant indicate how much retail is proposed as part of each building.

Resolution: The application now indicates that 17,000 total square feet of retail is proposed. This retail use is spread throughout 3 buildings, including Buildings B and C closest to Metro and the central plaza, as well as Building D, the hotel. There is also a note allowing additional retail use which would replace the proposed office, residential or hotel square footage if implemented (see sheets C-3 and A101). This resolution is in conformance with the Comprehensive Plan.

Issue: Staff requested that the applicant indicate how the mix of uses relates to any requested parking reductions.

Resolution: Table 1.3 (sheet C-3) of the development plan provides the requested information satisfactorily.

Issue: Staff had noted that the development plan notes and proffers allowed too much variability in the proposed mix of uses (See Plan Sheet C-2, note 23 and C-3, note 1). Staff requested that the applicant provide more specific and/or limited language such as "...reserve the right to make *minor* modifications to overall number of dwelling units..."

Resolution: The plan notes are unchanged in response to staff comment. The language allows too much variability for uses in one building to shift to another building which may create conflict with numerous Plan objectives, none of which were analyzed during the review of this proposal. In addition, proffer #6 also allows for too much variability regarding mix of uses. The current notes allow for potential conflicts with Comprehensive Plan guidance regarding mix of uses and are therefore not in conformance with the Comprehensive Plan. This issue remains outstanding.

Issue: More than 1.5 acres of density credit are applied to the project. The proposal should state more clearly where the dedication is, what it was dedicated for and when.

Resolution: The requested information was provided satisfactorily (see Plan Sheet C-5).

Open Space & Phasing

Issue: Staff had noted that it was unclear if the proposal addressed the recommended 20% publicly accessible open space.

Resolution: The requested information has not yet been provided. The proposal should add information about publicly accessible open space to sheet C-3's tabulation for open space, along with a graphic depicting what areas they've included within their calculation for publicly accessible open space. The lack of information allows for potential conflicts with Comprehensive Plan guidance regarding publicly accessible open space. This concern remains outstanding.

Issue: Staff had noted that the first phase of development did not provide for any public open space, nor provide for a safe, comfortable pedestrian connection from Building A to the Metro.

Resolution: The phasing plan (L-6) now provides public open space in the form of a volleyball court and other recreational amenities. In addition, improved sidewalks, street trees and other landscaping now provide a safe and comfortable pedestrian connection to Metro during the early phases of development. This resolution is in conformance with the Comprehensive Plan.

Site Design

Issue: Staff had expressed the concern that the pedestrian transition from the Metro pavilion to the central plaza was potentially inconvenient, uncomfortable and unsafe for pedestrians.

Resolution: The applicant focused on this concern. As a result of working with staff, the transition was redesigned as a raised terrace along Building C connecting the Metro pavilion to the central plaza. The Metro pavilion is about 6-8 feet below the terrace and central plaza, but due to several fixed points on the site, the terrace and plaza cannot be lowered further. An ADA accessible ramp is available, resulting in an additional short distance to connect Metro to the terrace and central plaza. Outdoor dining activates the terrace, while an arcade under a portion of Building C provides for additional space for pedestrians. This resolution is in conformance with the Comprehensive Plan.

Architectural and Building Design

Issue: Building A was initially proposed for 9 stories and up to 100 feet in height, sitting directly across from single family detached houses on the south side of Sunrise Valley Drive. Massing, vegetated buffers and a wider streetscape should be provided to soften the visual impact of this building on the single family neighborhood across Sunrise Valley Drive.

Resolution: The plans (both CDP and FDP) now show Building A as a 7 story building of approximately 70 feet in height. But both the CDP and FDPs label the building as 100 feet maximum height. All sheets should be edited to reflect the proposed 7 story building's true height of around 70 feet. To further address the height issue, the building has been pushed further back from Sunrise Valley Drive for the addition of a two way cycle track. This distance from the road further addresses the height issue. Finally, the mass of the building has been broken up vertically and horizontally along Sunrise Valley Drive. This resolution is in conformance with the Comprehensive Plan.

Streetscape

Issue: No streetscape sections were initially shown with dimensions.

Resolution: Streetscape sections have been provided.

Issue: A redesign of Sunrise Valley Drive and its streetscape is needed to properly address as many Comprehensive Plan objectives as possible.

Resolution: Sunrise Valley Drive and its associated streetscape have been redesigned to incorporate a two-way, off-road cycle track and a sidewalk. After several design iterations, this resolution is in conformance with the Comprehensive Plan and provides an excellent facility for the applicant's property, as well as the wider community and larger bicycle and pedestrian network.

Affordable/Workforce Housing & Universal Design

Issue: The applicant is encouraged to provide commitments to lower income tiers as part of this affordable housing commitment in line with the Reston Vision and Planning Principles, which envisions housing for all incomes.

Resolution: The applicant has not provided a commitment to lower income tiers, despite seeking the maximum intensity allowed under the Plan. This concern remains outstanding.

Issue: WDUs should be of similar size to market units.

Resolution: The issue has been addressed in proffer #41. This resolution is in conformance with the Comprehensive Plan.

Issue: Proffer # 42 excludes new hotel use from contributing towards ADUs or WDUs. The Reston Plan does not exclude this use from affordable housing contributions. In addition, the non-residential contribution towards affordable housing should indicate \$3/square foot for a one-time payment or \$.25/square foot for an annual payment.

Resolution: Proffer #42 should include hotel use contributions towards affordable housing, along with the specific dollar amounts. This resolution is not in conformance with the Comprehensive Plan and remains outstanding.

Issue: As part of achieving the Reston Vision, the Comprehensive Plan recommends developer commitments to provide universally designed residential units.

Resolution: Proffer # 54 provides for at least 5% of units to include universal design elements. This resolution is in conformance with the Comprehensive Plan.

CONCLUSION

Numerous issues raised in the February 9th memo have been satisfactorily addressed by the applicant. There remain, however, several deficiencies as identified in this addendum. To address these issue, the applicant should:

- Provide limitations on the development plan notes & proffers which presently allow too much variability for mix of uses that could create Comprehensive Plan conformance issues.
- Provide the requested information for publicly accessible open space.
- Provide for a commitment to lower income tiers for WDUs.
- Provide for non-residential contributions to affordable housing to include hotel use.



County of Fairfax, Virginia

MEMORANDUM

DATE: August 8, 2016

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

FROM: *Barbara A. Byron*
Barbara A. Byron, Director
Office of Community Revitalization

SUBJECT: Commerce Metro Center (Vornado)
RZ/FDP 2015-HM-011
SEA 94-H-049

The Office of Community Revitalization (OCR) has reviewed the plan set and draft proffered conditions for the above referenced case, both dated July 8, 2016. The application requests to rezone an 11.58 acre property from the I-3 District to the PDC District, to allow redevelopment of an existing office park into a mixed use development.

The rezoning application proposes to retain the three existing office buildings and an existing parking garage, and add four new buildings: an office building, a hotel and two residential buildings. A small amount of ground-floor retail is shown in the new office, hotel and one of the residential buildings. The new and existing uses will be served by a new public street system connecting through the site; all parking will be located in above and below ground parking garages. The proposed final development plan covers the entire site, but proposes to add only one residential building, Building A, as well as interim park spaces and pedestrian pathways. The concurrent special exception amendment is to delete this land area from an SE for an increase in FAR.

In addition to the new buildings, the application proposes a network of private streets connecting to the existing, internal office park streets and the external road network. Park space is provided in several internal plazas; an at-grade park along the entrance drive; and, an elevated plaza adjacent to the southern entrance to the Wiehle-Reston East Metro Station. This application is generally in conformance with urban design guidance in the Comprehensive Plan; however, the following recommendations are offered for consideration:



Office of Community Revitalization
12055 Government Center Parkway, Suite 1048
Fairfax, VA 22035
703-324-9300, TTY 711
www.fcrevit.org

1. Streetscape Dimensions:

- a. *Sunrise Valley Drive:* the streetscape section as currently proposed includes a 5' landscape amenity panel (LAP), a 9' two-way bicycle facility, a 2' buffer (between bike facility and sidewalk), an 8' sidewalk and a 5' building zone. Staff recommends the building zone be increased to allow for residential stoops. This would activate the streetscape, and ensure that the development does not feel like it is 'turning its back' to the surrounding area, especially the residential development to the south across Sunrise Valley Drive.
- b. *Wiehle Avenue:* the streetscape section as currently proposed includes an 8' LAP, an 8' sidewalk, and a 4' minimum building zone. In addition, the applicant proposes to add trees to the existing median along the northern portion of the street segment. While the LAP and building zone meet the minimum requirements of the Comprehensive Plan, staff would prefer to see additional space allocated to the landscape areas along Wiehle Avenue. This would provide better continuity with the character of development in the greater Reston area, which generally provides for significant buffering along major roads. The expectation is not to completely mimic the buffered character of Reston developments, but rather to provide a transition into the urban transit station areas.

Additionally, the proposal should demonstrate interim bike circulation treatment along Wiehle Avenue, if the proposed bike lane will not be installed with Phase 1, Building A. It is unclear from the proposal if the bike lane will be installed with Phase 1.

- c. *Interior Streets:* Interior streets should meet the recommendations for streetscape along local streets (8' LAP, 6' sidewalk, 4-12' building zone). While the sidewalks provided meet the recommended minimums, in a number of places a lesser, or no, LAP is provided, and street trees are placed in small bumpouts that do not appear to have sufficient area to support the proposed trees. The applicant should, at a minimum, provide documentation that the soil volumes provided for all trees are sufficient for the survival of the trees. In addition, while some modification may be appropriate to accommodate existing buildings, the applicant should provide a continuous landscape amenity panel on interior streets meeting the recommendations of the Plan.

2. Pedestrian Access from the Metro Station:

The Metro Plaza should serve as a gateway for pedestrians and bicyclists using the station. Major pedestrian pathways through the site should be designed to accommodate heavy foot traffic; architectural treatments along these areas should be pleasant, attractive and interesting for pedestrians.

- a. While the preferred pedestrian path from the Metro is at the upper level, along the terrace fronting Building C, a six foot wide sidewalk has been (appropriately) provided at the street level as well. Detailed landscape plans, street sections and elevation drawings should be provided to describe the pedestrian experience on this lower walkway (while perspectives have been included, they do not show the vehicular access into Building C, and therefore do not fully demonstrate the pedestrian experience.) The applicant has

proffered to provide art detailing along the garage façade along this sidewalk, and should (at a minimum) proffer to an acceptable level of pedestrian amenities and landscaping to be demonstrated at the time an FDP is submitted for Building C.

- b. As noted, the preferred pedestrian path from the Metro is at the upper level, along the terrace fronting Building C. While additional details have been provided, and it appears that sufficient area is available for this pathway, detailed landscape/hardscape plans should be provided to describe the pedestrian experience on this upper walkway. The locations of building entries, stairs, and seating areas should be included. At a minimum, the applicant should proffer to an acceptable level of pedestrian amenities and landscaping/hardscaping to be demonstrated at the time an FDP is submitted Building C.
- c. Insufficient details are provided to demonstrate the quality of the pedestrian experience along the garage on the northern face of Building C (adjacent to the DAAR). While the applicant has proffered to provide garage screening details at the time of FDP, building elevations would be desirable at this time to demonstrate what it feels like to be in this area (which includes both a pedestrian path and park space). Additional landscaping and screening techniques may be necessary to improve the area.
- d. The existing loading and service areas for Executive Buildings III and V are located along the pedestrian path to Metro provided in Phase 1 with the FDP for Building A. These loading and service areas should be screened, and the existing dumpsters relocated behind the screening. While the FDP appears to show some fencing around the dumpsters (in plan view) it is difficult to assess what is being proposed without elevations or more detailed drawings.

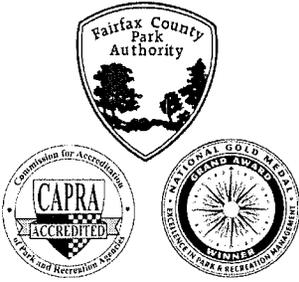
3. Other Comments:

- a. The applicant should describe strategies to utilize the environment (i.e. site features, solar access, natural resources) to benefit the overall development.
- b. The utilities plan should show the underground vaults for all buildings (potential location shown only for Building A). At a minimum, the proffers should stipulate that electric transformers will be located within a building or garage, or underground in a location that does not impact public rights-of-way, pedestrian paths, or proposed landscaping or open spaces.
- c. The CDP shows a drop-off court between the proposed hotel (Building D) and the existing office, Commerce Executive IV. While this is not included in the first FDP, the applicant should provide additional details to indicate how this space will be an active park or plaza rather than simply a vehicular drop off. Alternatively, the proffers could commit to specific features or functions to be included in the area, with details to be provided at the time of FDP.

cc. Laura Arseneau; ZED-DPZ
Tracy Strunk; Deputy Director, OCR
OCR Files

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: July 20, 2016

SUBJECT: RZ/FDP 2015-HM-011 with SEA 94-H-049, Commerce Metro Park - **Revised**
Tax Map Numbers: 17-4 ((12)) 11D4, 11D5, 11D7

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan and draft proffers dated July 8, 2016 for the above referenced application. This memo replaces earlier memos dated October 2, 2015 and February 2, 2016 for the subject application. The Development Plan shows 500 new dwelling units and 518,000 square feet of new commercial uses on an 11.58-acre parcel to be rezoned from I-3 to PDC 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 875 new residents and about 1,727 new employees to 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.

Reston Transit Station Area (TSA) recommendations in the Area III Plan describe the importance of urban parks, trails, and other recreational amenities. Recommendations regarding provision of parks are described in Areawide recommendations (Land Use; Development Review Performance Objectives; and Urban Parks, Recreation Facilities and Cultural Facilities) as well as in individual Transit Station Areas. The subject site is located within the South Subdistrict of the Wiehle-Reston East TSA, adjacent to the Metrorail station on the south side of the Dulles Toll Road.

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 through 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). Redevelopment in the TSAs and Village Centers should address these needs by utilizing guidance from the Urban Parks Framework.

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. 155).

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, there is a need for 1.49 acres of urban parkland onsite. The plan shows 1.52 acres of new onsite urban park space to be provided in phases as each new building is developed. The onsite park network consists of five pocket parks and one civic plaza that is designed to draw pedestrians into the site from Wiehle Avenue and lead them to the Metro station. The new park spaces include the following:

Park 1 – 28,350 sq. ft. park, designed as a Civic Plaza between Buildings B and C with both hardscape and landscaped areas, retaining walls and seat walls, seating areas, planter boxes, small ornamental trees, larger trees, and a low water feature. This park should also include an interactive work of art to enliven and activate the space.

Park 2 – 6,250 sq. ft. pocket park located adjacent to Existing Building IV and opposite the Metro entrance with hardscape and terraced retaining walls.

Park 3 – 9,250 sq. ft. pocket park located adjacent to Existing Building IV, in front of the building's main entrance that is designed primarily a hardscape plaza with ornamental trees.

Park 4 – 4,800 sq. ft. pocket park located adjacent to Existing Building III, in front of the building's main entrance with hardscape, terraced seating, and small ornamental trees.

Park 5 – 9,100 sq. ft. pocket park located adjacent to existing offsite building (not part of the application) and across from Building D with hardscape and lawn areas, seating, and small ornamental trees.

Park 6 – 8,550 sq. ft. pocket park adjacent to the Metro Station is a large, unprogrammed hardscape area. As currently designed, this park is simply a “pass through” space. At a minimum, seating options should be included. Other recommended amenities include shade structures, planter boxes, and public art.

The subject property is immediately adjacent to the Reston-Wiehle Metrorail station. The proposed development provides an opportunity to “establish a sense of place” as recommended in the Comprehensive Plan. Urban parks and plazas should be an integral part of the placemaking; the revised development plan is an improvement over earlier plan submissions towards achieving this goal. The Comprehensive Plan for the Reston TSA also recommends incorporation of public art into public park spaces. The pedestrian circulation plan (Sheet L2) notes that the Civic Plaza (Park 1) and three of the pocket parks (Parks 3, 5, & 6) are potential locations for public art. In accordance with Comprehensive Plan guidance, the Civic Plaza should serve an enhanced placemaking function. Towards this end, staff requests that the applicant make a firm commitment to include a unique and interactive central focal point that has some vertical height (for visibility). Examples include interactive sculpture, musical features, a vertical fountain, or interactive and/or climbable play feature.

The remaining onsite parks are designed primarily as small, passive spaces with seating and ornamental trees. These spaces are oriented to commercial uses and function in part as building entry zones or as private café seating areas. There are no onsite parks designed specifically to serve the neighborhood park and recreation needs of the future residents of Buildings A and B. A Final Development Plan (FDP) for building A only is provided and the draft proffers defer details on design and amenities for the onsite public parks to FDP and/or Site Plan approval, without any commitment to the types and quantities of facilities and amenities to be provided. Therefore, it is difficult to evaluate how well the onsite parks will meet the needs generated by the proposed development.

Evaluation – The proposed development generates a need for 1.49 acres of urban parkland onsite. The plan shows 1.52 acres of new onsite urban park space to be provided in phases as each new building is developed. The largest park space, designed as a Civic Plaza, could benefit from the addition of a unique and interactive central focal point that has some vertical height (for

visibility). Examples include interactive sculpture, musical features, a vertical fountain, or interactive and/or climbable play feature. The remaining onsite pocket parks are designed primarily as small, passive spaces. There are no onsite parks designed specifically to serve the neighborhood park and recreation needs of the future residents of Buildings A and B. Due to a lack of design detail and proffer commitments, it is difficult to evaluate how well the onsite parks will meet the needs generated by the proposed development.

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. 146)

With approximately 1.1 million square feet of new proposed GFA, the development generates the need for 0.50 athletic fields. Through retrofitting, the roof of the existing large parking deck could be used to meet athletic field needs onsite. If a contribution is sought in lieu, using an established rate of \$1.72 per sf GFA based on the recent average market value of land in the corridor and typical expense of athletic field improvements, the applicant would be asked to contribute \$1,887,165 toward athletic field construction to serve the Reston area. The development plan does not show an athletic field onsite. Draft Proffer 46 demonstrates a commitment to offset athletic field needs through a contribution of \$1.72 square foot of approved development. No timing trigger is indicated and staff recommends a lump sum equivalent to the GFA for each building multiplied by \$1.72 per square foot to be paid at the issuance of the first RUP or Non-RUP for each building.

Evaluation – The development generates the need for 0.50 athletic fields. The application should provide an athletic field onsite or contribute \$1.72 per sf GFA or \$1,887,165 to the Park Authority for athletic field construction to serve the Reston area. Draft Proffer 46 demonstrates a commitment to offset athletic field needs through a contribution of \$1.72 square foot of approved development. No timing trigger is indicated and staff recommends a lump sum equivalent to the GFA for each building multiplied by \$1.72 per square foot to be paid at the issuance of the first RUP or Non-RUP for each building.

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 ½ sport court and one small playground/tot lot or playable art feature. No permanent recreational facilities are identified on the development plan. Sheets L-6 and FDP 2.02 show a temporary volley ball court in an interim park space to the north of Building A. This space and the volleyball court will be removed when Building B is constructed.

Evaluation – The proposed redevelopment plan generates a need for ½ sport court and one small playground/tot lot or playable art feature. No recreational facilities are identified on the development plan, therefore the applicant should make a commitment to provide these facilities and show them on the development plan. Park 5 would be a suitable location for the inclusion of neighborhood serving recreational facilities.

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 500 residential units. If no ADUs are provided, the Ordinance-required amount to be spent on-site is \$900,000. 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. Draft Proffer 45 indicates any such funds would be contributed to the Fairfax County Board of Supervisors.

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 500 non-ADU units proposed, the Ordinance-required amount to be spent on-site is \$900,000. 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.

Natural Resources Impact

All landscaping to be installed should be of non-invasive species to protect the environmental health of county parkland. There is an opportunity in this application to provide landscaping that is attractive, filters pollutants and serves an ecosystem function simultaneously. Species should ideally be native to Fairfax County to provide the greatest ecosystem benefit to the county.

1. Common invasive plant species in Northern Virginia are included on the following list:
<http://alexandriava.gov/uploadedFiles/recreation/parks/InvasiveExoticPlantsThatThreatenParksinAlexandria.pdf>

2. The Invasive Plant Atlas of the United States may include less common species that are not on the above list: <http://www.invasiveplantatlas.org/> (search by type).
3. Native alternatives can be found in Native Plants for Conservation, Restoration, and Landscaping, Virginia Piedmont Region (VA DCR):
http://www.dcr.virginia.gov/natural_heritage/documents/pied_nat_plants.pdf
4. If there is a question as to whether a species is native to Fairfax County, the applicant should check the Digital Atlas of Virginia Flora at <http://vaplantatlas.org>.

Evaluation – All landscaping to be installed should be of non-invasive species to protect the environmental health of county parkland. Species should ideally be native to Fairfax County to provide the greatest ecosystem benefit

SUMMARY OF RECOMMENDATIONS

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

- The proposed development generates a need for 1.49 acres of urban parkland onsite. The plan shows 1.52 acres of new onsite urban park space to be provided in phases as each new building is developed. The largest park space, designed as a Civic Plaza, could benefit from the addition of a unique and interactive central focal point that has some vertical height (for visibility). Examples include interactive sculpture, musical features, a vertical fountain, or interactive and/or climbable play feature.
- The remaining onsite pocket parks are designed primarily as small, passive spaces. There are no onsite parks designed specifically to serve the neighborhood park and recreation needs of the future residents of Buildings A and B. Due to a lack of design detail and proffer commitments, it is difficult to evaluate how well the onsite parks will meet the needs generated by the proposed development.
- The development generates the need for 0.50 athletic fields. The application should provide an athletic field onsite or contribute \$1.72 per sf GFA or \$1,887,165 to the Park Authority for athletic field construction to serve the Reston area. Draft Proffer 46 demonstrates a commitment to offset athletic field needs through a contribution of \$1.72 square foot of approved development. No timing trigger is indicated and staff recommends a lump sum equivalent to the GFA for each building multiplied by \$1.72 per square foot to be paid at the issuance of the first RUP or Non-RUP for each building.
- The proposed redevelopment plan generates a need for ½ sport court and one small playground/tot lot or playable art feature. No recreational facilities are identified on the development plan, therefore the applicant should make a commitment to provide these facilities and show them on the development plan. Park 5 would be a suitable location for the inclusion of neighborhood serving recreational facilities.
- 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 500 non-ADU units

proposed, the Ordinance-required amount to be spent on-site is \$900,000. 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.

- All landscaping to be installed should be of non-invasive species to protect the environmental health of county parkland. Species should ideally be native to Fairfax County to provide the greatest ecosystem benefit.

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 L. Dorlester
DPZ Coordinator: Laura Arsenau

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 Arsenau, Planner III, Zoning Evaluation Division, DPZ
Chron File
File Copy



County of Fairfax, Virginia

MEMORANDUM

DATE: August 23, 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-011
SE 94-H-049

SUBJECT: RZ / FDP 2015-HM-011
SEA 94-H-049

CESC Commerce Executive Park, LLC (Vornado - Commerce Metro Center)
11400 & 11440 Commerce Park Drive; 1850 Centennial Park Drive
Tax Map: #17-4 ((12)) 11D4, 11D5, 11D7

This department has reviewed the subject application including the Conceptual Development Plan (CDP), the Final Development Plan (FDP) and Special Exception Amendment dated June 5, 2016, as revised through August 12, 2016. Staff has also reviewed the proffers dated July 8, 2016. We offer the following comments on the various items submitted:

Comprehensive Plan/Transportation Plan Map:

The applicant's proposed street network meets the intent of Comprehensive Plan's transportation network for the Reston Transit Station Areas. In order to implement the proposed street network, the applicant is converting a number of the existing parking lot drive aisles to a formal curb and gutter roadway design. This approach limits the ability to provide a public roadway as it would not meet design standards in order to be accepted into the state system. Therefore, the applicant has agreed to provide public access easements for all the proposed roadways and the pedestrian paths for this development in order to facilitate public access through the site. Staff feels this connected roadway system addresses the grid of streets recommended on this parcels. However, there are some remaining issues related to safety and operations that are articulated in the comments below.

Access/Traffic Operations:

Wiehle Ave Frontage Improvements & Access:

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot



- Staff recommended improvements to the Wiehle Avenue/Sunrise Valley Drive intersection to rectify the hostile pedestrian environment created by the existing free flow right turn lane on southbound Wiehle Avenue. The applicant has provided an alternate design exhibit on Sheet C-7 of the CDP that depicts the removal of the free flow right turn lane. The applicant analyzed this improvement in the Traffic Impact Analysis (TIA) submitted for this application. Given the volume of traffic the free flow right is able to accommodate, removing it would create a queue length of more than 2,000 feet, which would spill back past the off-ramp for the Dulles Toll Road. VDOT was not willing to accept this substantial impact. However, given this is a phased application, FCDOT wanted to retain its recommendation for the improvement so that it could be reassessed as the site develops and as other improvements, like the Soapstone Overpass, reach a higher level of design in order to demonstrate to VDOT that the impact to the high volume of vehicles using Wiehle Avenue can be offset or mitigated to an acceptable level.
- As part of the FDP Plan and the first phase of the development, the applicant included partial improvements to the Wiehle Avenue roadway. Staff recommends all of the Wiehle Avenue improvements be completed together in one phase in order to avoid installing partial facilities like the on-road bicycle lane shown on southbound Wiehle Avenue on Sheet FDP 0.02 of the plan set.
- The applicant has proposed a new right-in/right-out access point from Wiehle Avenue to provide access through the site to connect to the proposed internal roadways. A right turn lane is required and depicted on the plan sheets. One of the remaining concerns related to safety and operations pertains to the location of the garage entrance for Building B and its proximity to the new Wiehle Avenue access point. Staff recommended the parking garage entrance and the loading dock be relocated. If not relocated, then the parking garage entrance would have to be restricted to an entrance only given the complete lack of sight distance for vehicles exiting the garage to see vehicles entering the site off Wiehle Avenue. The other conflict with the design relates to the loading dock adjacent to the parking garage entrance. As designed, trucks would have to back into the loading area simultaneously with vehicles entering the site from Wiehle Avenue. If the loading entrance is not relocated then it too would need to be strictly limited to resident loading only and not retail uses. The applicant would also need to restrict the time of day in which the loading area can be used, specifically outside the peak hours for the various uses on site and potentially using a reservation system.

Sunrise Valley Drive Frontage Improvements & Access:

Similar to the concern raised for the proposed Wiehle Avenue right-in/right out noted above, staff has raised issues regarding the proposed right-in/right-out access from Sunrise Valley Drive shown in the alternative roadway exhibit for Street D on Sheet C-7 of

the CDP and Sheet FDP 0.02 of the plan set. This optional roadway connection creates safety and operational issues pertaining to adequate sight distance, grading issues, and rear collision conflicts between the turning vehicles and westbound through vehicles. Unless the garage and loading entrances are relocated to Street C, staff would not support installation of this access point as depicted in the exhibit.

Parking Reduction:

A parking reduction request was submitted concurrently with the rezoning application. As part of the Traffic Impact Analysis, the applicant included an analysis of commercial off-street parking for 300 vehicles to be potentially established during the interim phases of development. This would allow paid parking for the Wiehle- Reston East station within the property. Staff does not object to the proposal, however we recommend that the commercial off-street parking for metro riders not exceed 300 parking spaces in order to comply with the TIA analysis. If the applicant wishes to increase this amount then the applicant should proffer to submit a supplemental analysis to determine if an increase in parking will impact the surrounding public roadways. We further recommend that, until full build out, the commercial off-street parking be reduced if it creates a negative impact to the proposed parking supply identified in the parking reduction request.

Phasing & Interim Conditions:

This site is currently gated off at two access points in order to control the surface parking lot and parking garage spaces for the existing tenants and to preclude Wiehle-Reston East metro riders who want to avoid the parking fees at the metro station garages. Given the applicant intends to convert existing surface parking lot drive aisles into roadways for site circulation and provide public access easements on these roadways, the phasing of these easements and site development has caused concern regarding the potential impacts to traffic operations and safety, specifically in Phase 2 when the access point from Wiehle Avenue is open to traffic. Staff recommends that once the Wiehle Avenue access point is open to traffic, that gated access be removed from the drive aisles and roadways and that the surface spaces be controlled by other measures like parking permits and towing enforcement. Gating off access to the on-site network defeats the intent to open the site network to vehicular traffic, which is important for station access. The applicant's proposal to retain the gates creates impacts to Wiehle Avenue that transportation staff is not willing to support.

The applicant is showing bicycle and pedestrian access between Sunrise Valley Drive and Wiehle Avenue and the metro station on the phasing plans. The proffers will need to reinforce this including committing to easements for these pathways and ensuring they are available during construction stages as well.

Metro Plaza Design & Coordination:

Given the applicant has proposed changes to the metro station platform which is owned by WMATA, those improvements will have to be submitted for review and approval through WMATA's Joint Development and Adjacent Construction (JDAC) Program. In addition, an agreement was established between the Board of Supervisors and WMATA that any improvements located within a 50-foot perimeter of a WMATA easement are also subject to review and comment by WMATA. The coordination with WMATA needs to occur at site plan, therefore language should be included in the proffer package to ensure this occurs.

Pedestrian & Bicycle:

County staff is in the process of designing a 10-foot shared use path along the north side of Sunrise Valley Drive that extends from Soapstone Drive/Association Drive to Preston White Drive/South Lakes Drive (Co. Project # 1400074-2012 / VDOT UPC #103285). This project has been coordinated with this application as well as three other rezoning applications located to the west of this property. The applicant has provided a design that would accommodate separated pedestrian and bicycle cycletrack facilities along the site frontage and would tie into the county project. This design was provided, at staff's recommendation, in order to address the on-road bicycle lanes on Sunrise Valley Drive recommended in the Bicycle Master Plan.

In order to provide alternate modes of transportation and given the requested parking reduction request, the applicant has proffered to provide funding in order to purchase a bikeshare station to serve this site.

Transportation Demand Management (TDM):

To promote alternatives to single-occupant vehicle (SOV) travel the applicant has proffered to establish a TDM program for this redevelopment. The applicant needs to revise the proffer to include the individual trip reduction goals for the proposed uses that were used in the TIA rather than proffering to a minimum reduction goal created by averaging the various reduction percentages. The TIA identified a 45% residential trip reduction goal (25% in the first phase), a 45% office trip reduction goal and a 30% hotel trip reduction goal.

Reston Transportation Fund:

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". We believe the applicant should commit to contribute to the Reston Fund currently being established to in order to address the Reston Master Plan guidance.

Proffers:

Staff has provided, under separate cover, comments on the proffers dated July 8, 2016 pertaining to roadway, bicycle, pedestrian and potential bus stop improvements on Wiehle Avenue and Sunrise Valley Drive, timing of the public access easements throughout the site, commercial off-street parking limitations, traffic signal at Centennial Park Drive, coordination with WMATA for metro station modifications and impacts, TDM and the transportation road fund contribution.

cc: Laura Arseneau, DPZ-ZED

MAD/EAI



DEPARTMENT OF TRANSPORTATION

Charlie Kilpatrick
COMMISSIONER

4975 Alliance Drive
Fairfax, VA 22030

July 22, 2015

To: Ms. Barbara Berlin
Director, Zoning Evaluation Division

From: Paul J. Kraucunas, P.E.
Land Development Program Manager

Subject: **RZ/FDP 2015-HM-011, SEA 94-H-049, Commerce Metro Center**

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 revised plans dated July 8, 2016 and offers the following comments.

Sheet C-7

1. For safety reasons the vehicle and truck entrances to Building B at Street A OR the right-in access from Wiehle Avenue needs to be eliminated.
2. If the right-in access from Wiehle Avenue is to remain the Sight Distance for this entrance needs to be shown, particularly in relationship to the proposed landscaping.
3. An Access Management Exception will be required for the proposed entrance on Wiehle Avenue due to its proximity to the Dulles Toll Road interchange.
4. Provide traffic volumes and posted speeds for Wiehle Avenue and Sunrise Valley Drive.
5. The bike lane along Wiehle Avenue should be extended all away around the corner to the cycle track. Sufficient width for bicyclist and vehicles should be provided between the corner radius and the islands.
6. Will the proposed landscaping near the intersection of Wiehle Avenue and Sunrise Valley Drive block the view of pedestrians wishing to cross Wiehle Avenue or the view for bicyclist and vehicles from seeing if pedestrians are waiting to cross? The typically 3.5' landscape height may obstruct the view of children. Appropriate sight distance exhibits need to be provided for each user.
7. The proposed 10' shared use path in front of the existing bank does not meet VDOT standards and should be eliminated.
8. The bike lane along the alternative intersection at Wiehle Avenue should be extended all away around the corner and past the curb ramp on Sunrise Valley Drive.
9. The cycle track shown on the proposed alternative intersection at Wiehle Avenue should not extend east of the curb ramp so bicyclist do not interfere with the pedestrians and the pedestrians can reach the curb ramp without crossing the cycle track.

10. For safety reasons the vehicle and truck entrances to Building A need to be eliminated if the proposed Alternative Street D is constructed.
11. Provide Sight Distance for Alternative Street D.
12. The existing traffic signal at the intersection of Wiehle Avenue and Sunrise Valley Drive will require a Signal Modification.

Sheet A104

13. Why does this sheet show access to the garage only in front of Building C when many of the other drawings show another access in front of Building B, near Wiehle Ave.?

FDP Sheets

14. Why doesn't the FDP show ALL the buildings on site when the application is combined with the CDP? The cover sheet does not indicate that the FDP is only for Building A. This "limited" FDP should be a standalone submission. Combining the two is very confusing.

Sheet FDP 0.02

15. Provide traffic volumes and posted speeds for Wiehle Avenue and Sunrise Valley Drive.
16. The bike lane along Wiehle Avenue should be extended all away around the corner to the cycle track. Sufficient width for bicyclist and vehicles should be provided between the corner radius and the islands.
17. Will the proposed landscaping near the intersection of Wiehle Avenue and Sunrise Valley Drive block the view of pedestrians wishing to cross Wiehle Avenue or the view for bicyclist and vehicles from seeing if pedestrians are waiting to cross? The typically 3.5' landscape height may obstruct the view of children.
18. The proposed 10' shared use path in front of the existing bank does not meet VDOT standards and should be eliminated.
19. The bike lane along the alternative intersection at Wiehle Avenue should be extended all away around the corner and past the curb ramp on Sunrise Valley Drive.
20. The cycle track shown on the proposed alternative intersection at Wiehle Avenue should not extend east of the curb ramp so bicyclist do not interfere with the pedestrians and the pedestrians can reach the curb ramp without crossing the cycle track.
21. For safety reasons the vehicle and truck entrances to Building A need to be eliminated if the proposed Alternative Street D is constructed.
22. Provide Sight Distance for Alternative Street D.
23. The existing traffic signal at the intersection of Wiehle Avenue and Sunrise Valley Drive will require a Signal Modification.

Sheet FDP 2.05

24. The tree pit detail for all public streets needs to be revised to provide at least 18' of compacted subgrade behind the curb, sloping 1:1 or flatter to the base of the tree pit. A root barrier should be provided between this and the planting soil/drainage layer.

cc: Laura Arseneau, ZED
Elizabeth Iannetta, FCDOT
Michael Davis, FCDOT
Noreen Maloney, VDOT



County of Fairfax, Virginia

MEMORANDUM

DATE: August 5, 2016 REVISIED

TO: Nick Rogers, AICP, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Clinton Abernathy, Engineer IV
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: RZ/FDP 2015-HM-011 and SEA 94-H-049, CESC Commerce Executive Park, Tax Map #017-4-12-0011-D4, D5 & D7, Hunter Mill District

We have reviewed the subject application we offer the following comments:

1. As the subject development is governed by the recently adopted Reston Master Plan, the applicant need to provide detailed compliance narrative with following storm water management narrative requirements per the adopted February 11, 2014 Reston Master Plan:
 - a. 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.
 - b. 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.



2. Adequacy of Outfall: The capacity of the downstream conveyance system which includes the 913 Pond (Sheet 8), the series of the culverts under Sunset Hill 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 outcome and the findings of the drainage study are highlighted in a Report entitled "Task Order # 22 – Sunset Hill 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. Therefore, the extent of outfall analysis shall be extended to the existing culvert system under Sunset Hill. In addition, the applicant shall demonstrate that the subject development shall not exacerbate or worsen the flooding situation downstream. The outfall analysis for the subject site must adequately address flood protection downstream per Article 4 of the Stormwater Management Ordinance. In addition, the applicant shall demonstrate that a sufficient level of detention is provided on-site so that a reduction in the 100-year WSE is achieved upstream of the inadequate culvert under Sunset Hill Road.

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

cc: Fred Rose, Chief, Watershed Planning & Assessment Branch, Storm water Planning Division, DPWES
Shahab Baig, Chief, North Branch, SDID, DPWES
Clinton Abernathy, Senior Engineer IV, SDID, DPWES
Zoning Application File



County of Fairfax, Virginia

MEMORANDUM

DATE: February 9, 2016

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Denise M. James, Chief *DMJ*
Environment and Development Review Branch, DPZ

SUBJECT: ENVIRONMENTAL ASSESSMENT for: **RZ/FDP 2015-HM-011**
Commerce Metro Center **SEA -H-049**

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 December 18, 2015. 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 and special exception amendment and proffered commitments for the approximately 11.58 acre subject property, as well as a final development plan review for Building A. The site is generally situated southwest of the intersection of Wiehle Avenue and the Dulles Airport Access Road (DAAR) and immediately north of Sunrise Valley Drive. The subject application proposes a transit oriented, mixed use development located on approximately 11.58 acres. The property is currently zoned I-3, Industrial, light intensity, and it is developed with three six-story office buildings (to be retained) which are surrounded by surface parking lots. The applicant proposes to rezone the development to the PDC (Planned Development Commercial) district in order to redevelop the site to include approximately 500 dwelling units, support retail uses, a hotel and a new office tower.

Water Quality Protection and Stormwater Management Best Management Practices:

The 11.58 acre subject property is situated within the Difficult Run watershed. The site is currently intensely developed with an existing office park in the Wiehle-Reston East Transit Station Area (TSA) of Reston, South Subdistrict. The site is located south of the Dulles Airport Access Road, west of Wiehle Avenue and north of Sunrise Valley Drive.

The stormwater narrative on sheet C-14 of the current development plan indicates that an existing detention system was designed to meet the stormwater detention requirements for this site, as identified by County Site Plan 3488-SP-02. The proposed stormwater management program for this mixed use development will use a rainwater harvesting system that will capture and reuse the 2 year storm event. The narrative further states that impervious surface will increase with the proposed plan and that this proposal qualifies as a redevelopment under the Stormwater Management Ordinance, Chapter 124 of the County Code. While the narrative alludes to a comprehensive stormwater management plan for this development, the development plan is unclear and inconclusive. For example, sheet C-13 of the development is entitled Stormwater Management /Best Management Practice (SWM/BMP) Map, but no legend describing the different proposed measures accompanies this map. Both the stormwater narrative and Proffer 42 generally describe that the development will meet the requirements of Public Facilities Manual and the Stormwater Management Ordinance. However, neither the statement of justification, nor the proffers incorporate an explanation about how this application intends to address the *Environmental Stewardship* goals of the Reston Comprehensive Plan. Staff encourages the applicant to elaborate on the stormwater program in all relevant aspects of this application including the statement of justification, the development plan and the proffers. In addition, the applicant is encouraged to provide more detail regarding the actual location, installation and construction phasing of the all stormwater management facilities for this development to demonstrate how the proposed low impact development techniques will retain and treat runoff onsite.

Transportation Generated Noise: The Policy Plan guidance recommends that interior noise levels for new residential development and other noise sensitive uses should not exceed DNL 45 dBA in interior areas and 65 dBA for outdoor recreational areas. This mixed use development which includes new residential and a hotel is located in an area surrounded by a number of significant sources of transportation generated noise, including of the Dulles Airport Access Road (DAAR), the Silver Line Metro and Wiehle Avenue. The applicant is strongly encouraged to provide an acoustical study at this stage of the development review process in order to inform the applicant and staff what the current and projected noise levels are on this site. An acoustical analysis has not yet been provided for this application.

The applicant has provided Proffer 17 which generally commits to provide noise attenuation for the development and acoustical studies at the time of building plan submission for each new building. Staff recommends a few minor revisions to the proffer, as well as a commitment to ensure that transportation generated noise in outdoor recreational areas will not exceed 65 decibels, as recommended in the Comprehensive Plan.

Green Building: Proffers 15 & 16 provide commitments to meet the county's green building policy for the residential and non-residential uses at the appropriate levels recommend by Plan guidance. Staff recommends that the residential green building commitment (15) be revised to describe the attainment of the base level of Leadership in Energy and Environmental Design (LEED) certification, as opposed to LEED – NC (New Construction). This clarification would eliminate a future interpretation if the program names change between now and when the future buildings are either registered with United States Green Building Council (USGBC) or built.

Preservation/Restoration: This redevelopment is proposed to occur within an existing office park which is highly impervious. As part of this redevelopment proposal, the applicant has provided phased landscape plans which propose to increase landscaping and vegetation over time. However, staff encourages the applicant to find more opportunities for landscaping, wherever possible. 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: July 29, 2016

TO: Laura Arseneau, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Hugh C. Whitehead, Urban Forester III *HWN*
Forest Conservation Branch, DPWES

SUBJECT: Commerce Metro Center; RZ/FDP 2015-HM-011

I have reviewed the above referenced rezoning case application, consisting of the CDP/FDP/SEA, stamped as received by the Zoning Evaluation Division on July 8, 2016; and draft proffers also dated July 8, 2016. The following comments are based on this review and a site visit conducted during review of a previous submission of this plan.

1. **Comment:** A waiver/modification of the requirement for transitional screening 1 is requested with this application. The Zoning Ordinance requires a 25-foot wide screening yard along the south side of the subject property to screen the multi-family use in Residential Building A from the single-family attached use on the south side of Sunrise Valley Drive. The Applicant requests that the requirement be modified to landscaping shown in the CDP/FDP. The plan shows a single row of Category IV deciduous trees planted in the Sunrise Valley Drive right-of-way on the south side of Building A. The trees are supplemented with shrubs to approximately two feet in height and herbaceous species (see images on Sheet L-13 of the plan), including turf grass. Turf grass, with its dense root mat, competes with trees for available water and nutrients and should not be permitted in these restricted planting beds where conditions can already be stressful.

Recommendation: Disallow turf grass in the LAP along Sunrise Valley Drive and Wiehle Avenue.

2. **Comment:** Tree Pit Detail, 4/L-10 does not provide an inclined slope adjacent to the roadway, which VDOT requires for compaction of the sub-base for the road. Given the proposed placement of the tree and this requirement for compaction, the distance to the restrictive barrier is less than two feet. This does not satisfy the requirement for four feet between the tree and any restrictive barrier and provides very little space for root development which will likely compromise stability of the tree as it grows larger.

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



Recommendation: Require revision of the planting detail to provide greater separation between trees and barriers restrictive to root growth.

3. **Comment:** Tree Pit Detail, 4/L-10, is titled "Wiehle Ave. and Sunrise Valley Dr." Tree spaces in along these two roadways are different and cannot be represented with the same detail.

Recommendation: Provide details specific to each of the streets for Sunrise Valley Dr. and Wiehle Ave.

4. **Comment:** Numerous tree planting spaces throughout the site are less than less eight feet wide and details are not provide to show how required soil volume and dimensions might be provided beneath paved surfaces. These areas include street trees as well as trees in urban parks.

Recommendation: Require details for any planting space less than eight feet wide and for which the minimum planting area requirement is not met.

5. **Comment:** The applicant requests a modification of the area on which the 5 percent requirement for interior parking lot landscaping is based to exclude areas of the private street and the exposed surface of the parking deck. The request refers to L-1 where no further clarification appears to be provided.

Recommendation: Require a calculation to include all areas required to be counted as parking lot as stated in PFM 12-0514, establishing the canopy area that would be needed to meet the requirement. Trees provided adjacent to the parking garage canopy often be counted toward meeting the requirement for parking lot landscaping. UFMD staff can provide consultation on how the applicant can plant available qualifying spaces to satisfy this requirement to the fullest extent possible.

6. **Comment:** Proffer 21.A(ii) has been edited to insert the words: "Where practical, a minimum rooting area of approximately 8 feet wide..." Rooting spaces at least eight feet wide are the requirement and shall be achieved at surface level or with techniques to provide the required width and volume of un-compacted soil below paved surfaces.

Recommendation: Require the underlined words above to be deleted from the proffer.

7. **Comment:** The potential for successful landscape implementation would be improved for this site with the inclusion of additional proffers to ensure the planting of appropriate species and improve soil conditions following construction activity.



Recommendation: Recommend the following proffer language to ensure effective tree planting:

Landscape Planting Pre-installation Meeting. Prior to installation of any plants to meet the requirements of the approved landscape planting plan, the contractor/developer shall coordinate a pre-installation meeting on the site with the landscape contractor, UFMD staff, and any additional appropriate parties. Any proposed changes to planting locations, tree/shrub planting sizes, and substitutions for species shown on the approved plan shall be reviewed and must be approved by UFMD staff prior to planting. The installation of plants not approved by UFMD may require the submission of a revision to the landscape plan or removal and replacement with approved trees/shrubs prior to bond release.

Mitigation of Soil Compaction: For planting areas that have been previously compacted or otherwise disturbed, the soil shall be properly prepared (tilled and amended as needed based on soil samples) to a depth of 18 inches prior to installation of landscape plant material. Soil within individual planting holes shall not be amended. Specifications for treatment of soil shall be included in the landscape plan as part of the first and all subsequent submissions of the site plan.

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

HCW/
UFMDID #: 203003

cc: DPZ File





FAIRFAX COUNTY
PUBLIC SCHOOLS

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

August 21, 2015

RECEIVED
Department of Planning & Zoning

AUG 27 2015

Zoning Evaluation Division

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

FROM: Aimee Holleb, Assistant Director *AH*
Office of Facilities Planning Services

SUBJECT: RZ/FDP 2015-HM-011, CESC Commerce Executive Park, L.L.C.

ACREAGE: 11.57

TAX MAP: 17-4((12))-11D4, 11D5, and 11D7

PROPOSAL:

The rezoning application requests to rezone the site from the I-3 District to the PDC District. The proposal would permit a maximum of 500 Mid/High-rise Multi-family units. The site currently contains three office buildings and a parking garage which are proposed to remain.

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 2015-2016	Capacity Balance 2015-2016	Projected Enrollment 2019-20	Capacity Balance 2019-20
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)

Project 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	Proposed # of units	Proposed Student yield
Elementary	.056	500	28
Middle	.016	500	8
High	.028	500	14

50 Total

2013 Countywide student yield ratios (November 2014)

RECOMMENDATIONS:

Proffer Contribution

A net of 50 new students is anticipated (28 Elementary, 8 Middle, and 14 High). Based on the approved Residential Development Criteria, a proffer contribution of \$587,450 (50 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 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 developer proffer notification be provided to FCPS when development is likely to occur or when a site plan has been filed with the County. This will allow the school system adequate time to plan for anticipated student growth to ensure classroom availability.

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

**Projects also served by Sunrise Valley Elementary School*

AJH/sm

Attachment: Locator Map

cc: Pat Hynes, Chairman, School Board Member, Hunter Mill District
 Jane Strauss, School Board Member, Dranesville District
 Kathy Smith, School Board Member, Sully District
 Ted Velkoff, School Board Member, At-Large
 Ilryong Moon, School Board Member, At-Large
 Ryan McElveen, 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



FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

**PLANNING & ENGINEERING
DIVISION**

Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

August 13, 2015

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

Re: FDP/RZ 2015-HM-011
Commerce Metro Center
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 existing 8-inch and 12-inch water main located onsite. 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, Chief, Site Plan Review at (703) 289-6385.

Sincerely,

A handwritten signature in black ink, appearing to read "Gregory J. Prelewicz".

Gregory J. Prelewicz, P.E.
Manager, Planning Department

Enclosure



County of Fairfax, Virginia

MEMORANDUM

DATE: September 15, 2015

TO: Megan Duca
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.: SEA 94-H-049, Concurrent with RZ/FDP 2015-HM-011**
Tax Map No.: 017-4-((12))-0011-D4, D5, & D7

The above referenced zoning application is within Wielhe-Reston East Transit Station Area. 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 Transit Station Area which its site contributes flow to. If it is determined that any of the lines within the area 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.





County of Fairfax, Virginia

MEMORANDUM

DATE: September 14, 2015

TO: Megan Duca
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-011 concurrent with SEA 94-H-049 (CESC Commerce Executive Park, LLC)

The Fire and Rescue Department (FRD) is providing the following comments on the referenced rezoning application.

Current Fire and Rescue Service Delivery

The Commerce Executive Park, 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. The attached map identifies the travel routes from the two closest fire stations.

Emergency Response Impact of Proposed Development

The proposed Commerce Executive Park, LLC development consists of two high-rise residential buildings with a maximum of 500 multi-family dwelling units, a hotel with about 175 rooms, a 375,000 square foot office building, and complimentary retail use. The proposed development may result in an increase in residential population of 1,250.

FRD analyzes 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. In CY2015, the Reston Fire and Rescue Station responded to 3,337 incidents, an average of nine calls per day. The potential impact on emergency services of an additional 1,250 residential population can be handled by the existing fire stations. Although an increase in call volume from one rezoning case may not exceed a fire station's workload capacity, multiple rezoning cases in a station's response area could significantly impact that station's availability and overall response times to emergency incidents.

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.

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Serving Our Community

Fire and Rescue Department
4100 Chain Bridge Road
Fairfax, VA 22030
703-246-2126
www.fairfaxcounty.gov/fire



Traffic Signal Preemption Equipment for Emergency Responders:

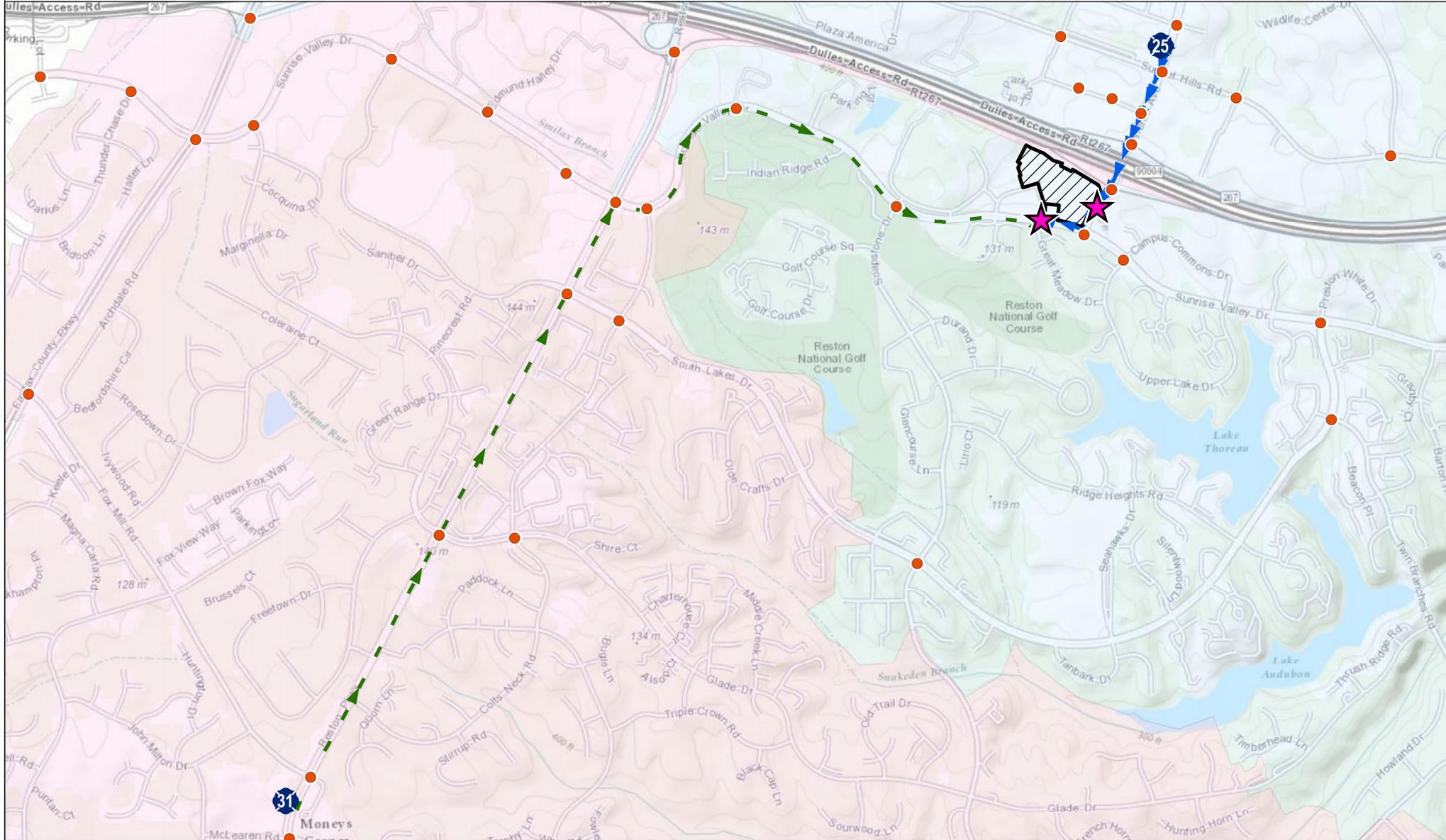
As Fairfax County increases in population density and roadways become even more congested, it is a challenge for the FRD to meet emergency response time goals. Therefore, the FRD is aggressively pursuing installation of preemption equipment on traffic signals throughout the county to improve response times to emergency incidents. Traffic preemption also improves both civilian and firefighter safety by reducing the potential for accidents at intersections.

In summary, the proposed development of 500 new residential dwelling units could have an impact on Fire and Rescue services of additional incidents per year. Although the existing fire stations can absorb this higher call volume, multiple new developments in a station's area could significantly impact response times to all emergency incidents. Therefore, the FRD requests the developer proffer the cost of preemption devices for four traffic signals (\$10K each) located along the primary travel route from the closest fire station (FS25.)

Please contact me at 703-246-3889 if you have any questions regarding the comments.



FRD Commerce Metro Center Study



-  Access Points
-  Property Boundary
-  Fire Stations
-  VDOT Traffic Signals

-  Route: Station 25 to Access Point
 -  Route: Station 31 to Access Point
- First Due Boundaries
- | | |
|-----|-----|
| 425 | 431 |
|-----|-----|

FRD-GIS. Current as of: 8/17/2015





County of Fairfax, Virginia

MEMORANDUM

DATE: August 24, 2016

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

FROM: *BEP*
fx William D. Hicks, Director
Land Development Services

SUBJECT: Commerce Metro Center; Rezoning (RZ) 2015-HM-011; Final Development Plan (FDP) 2015-HM-011 and Special Exception Amendment (SEA) 94-H-049; Tax Map #017-4-12-0011-D4, 0011-D5 and 0011-D7; Hunter Mill District

REFERENCE: Request for Board of Supervisors approval of Parking Reduction and Study #24534-PKS-001-1 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 24534-PKS-001-1, dated revised July 15, 2016, from Christopher Tacinelli, P.E., Gorove/Slade (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-011 and SEA 94-H-049. Staff's analysis is also based on a review of the Conceptual Development Plan (CDP)/FDP revised July 8, 2016, and draft Proffer statement revised July 8, 2016, submitted in conjunction with the subject applications.

RECOMMENDATION:

Staff recommends that the Board approve a parking reduction of 16 percent (494 fewer spaces) for the subject Commerce Metro Center 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 approved the requested reduction subject to the following conditions:

1. A minimum of 928 parking spaces shall be maintained at all times, including during construction, to serve the 356,496 square feet (sq. ft.) of gross floor area (GFA) in the three existing office buildings.
2. At the completion of Phase I, a minimum of 1,168 parking spaces must be provided as follows:



- 928 parking spaces to serve the 356,496 sq. ft. of GFA of existing office use, and
 - 240 spaces to serve up to 200 residential dwelling units.
3. At the completion of Phase 2, a minimum of 1,546 parking spaces must be provided as follows:
 - 928 parking spaces to serve the 356,496 sq. ft. of GFA of existing office use,
 - 600 spaces to serve up to 500 residential dwelling units, and
 - 18 spaces to serve up to 4,000 sq. ft. of GFA of retail space.
 4. At the completion of Phase 3, a minimum of 2,377 parking spaces must be provided as follows:
 - 1,716 parking spaces to serve up to 731,496 sq. ft. of GFA of office use,
 - 600 spaces to serve up to 500 residential dwelling units, and
 - 61 spaces to serve up to 14,000 sq. ft. of GFA of retail space.
 5. At the completion of Phase 4 (ultimate built-out), a minimum of 2,565 parking spaces must be provided as follows:
 - 1,716 parking spaces to serve up to 731,496 sq. ft. of GFA of office use,
 - 600 spaces to serve up to 500 residential dwelling units,
 - 74 spaces to serve up to 17,000 sq. ft. of GFA of retail space, and
 - 175 spaces to serve a hotel with up to 175 rooms.
 6. A minimum of 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 shall clearly identify how the parking spaces for residents will be secured for residential use only.
 7. For each phase of the development, at least 10% of the 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.
 8. 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.
 9. Any additional uses not cited in Conditions 1 through 5 shall provide parking in accordance with the provisions of the Zoning Ordinance.
 10. The current owners, their successors, or assigns of the parcels identified as Tax Map Numbers 017-4-12-0011-D4, 0011-D5 and 0011-D7, 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.

11. 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.
12. 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.
13. 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.
14. 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 #13 has not been satisfied.

TIMING:

Board action is requested as a separate motion following the public hearings for RZ 2015-HM-011 and SEA 94-H-049.

BACKGROUND:

The proposed Commerce Metro Center mixed-use development is the subject of pending applications RZ/FDP 2015-HM-011 and SEA 94-H-049. The applicant is proposing a mixed-use development to be constructed in four phases, with the development, at full buildout, consisting of two multi-family residential high-rise buildings with up to a total of 500 dwelling units; an additional office building of up to 375,000 square feet of GFA; retail uses of up to 17,000 sq. ft. of GFA; and a hotel with up to 175 rooms. The application property also includes three existing office buildings, totaling 356,496 sq. ft. of GFA, and an existing parking structure that are proposed to remain. The proposed mixed-use development is immediately adjacent to 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 800 parking spaces would be required for the proposed 500 multi-family dwelling units; 1,994 spaces for the total 731,496 sq. ft. of GFA of existing and proposed office buildings; 191 parking spaces for the 175 room hotel; and 74 spaces for the 17,000 sq. ft. of GFA of retail space.

The applicant is requesting an overall 16% reduction (494 fewer spaces) in the total required off-street parking for the proposed mixed-use development at final buildout, based on the site's proximity to a mass transit station. More specifically by use, the request is for a parking reduction of up to 13% for the existing office, 19% for the proposed office, 25% for the

residential use, and 8% for the hotel. A reduction of the minimum required parking spaces for the retail uses is not proposed. The applicant is proposing a minimum of 2,565 on-site, off-street parking spaces at full buildout, primarily within parking garages located below the high-rise buildings, to serve the proposed development, as shown in the Parking Tabulation (Table 1.3) on sheet C-3 of the Conceptual Development Plan. The restricted parallel parking spaces located along the on-site private streets, as described in Proffer 34, were not counted as off-street parking spaces for the purposes of the parking tabulation. The parking request and study (Attachment A) includes tabulations for each of the four phases of the development showing the proposed minimum number of off-street parking that will be provided. A comparison of the Code required parking and proposed parking at ultimate build-out is below.

Land Use	Size	Rate Required by Code	Minimum Number of Spaces Required by Code	Proposed Reduction	Proposed Minimum Number of spaces	Proposed Minimum Rate
Residential	500 dwelling units	1.6 spaces per unit	800	25%	600	1.2 spaces per unit
Office (existing)	227,516 sq. ft. of GFA (in two buildings)	3.0 spaces per 1000 sq. ft. of GFA for buildings greater than 50,000 but less than 125,000 sq. ft. of GFA	683	13%	592	2.6 spaces per 1000 sq. ft. of GFA
Office (existing)	128,980 sq. ft. of GFA	2.6 spaces per 1000 sq. ft. of GFA for buildings of 125,000 sq. ft. of GFA or more	336	0%	336	2.6 spaces per 1000 sq. ft. of GFA
Office (proposed)	375,000 sq. ft. of GFA	2.6 spaces per 1000 sq. ft. of GFA	975	19%	788	2.6 spaces per 1000 sq. ft. of GFA
Hotel	175	1 space per rental unit plus 4 spaces per 50 rental units, plus such spaces as are	191	8%	175	1 space per rental unit

		required for eating establishments, assembly rooms and affiliated facilities as determined by the Director				
Retail	17,000 sq. ft. of GFA	4.3 spaces per 1000 sq. ft. of GFA	74	None requested	74	4.3 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 #24534-PKS-001-1, revised July 15, 2016, from Christopher Tacinelli, P.E., Grove/Slade

cc: Thomas P. Biesiadny, Director, Fairfax Department of Transportation
 Paul Shirey, Director, Code Development and Compliance, LDS
 Jeremiah Stonefield, Engineer IV, SCRCD, LDS



3914 Centreville Road
Suite 330
Chantilly, VA 20151
703.787.9595

MEMORANDUM

To: Jerry Stonefield
DPWES

From: Christopher Tacinelli, P.E.
Maria Lashinger, P.E.
Kayla Ord

Date: July 15, 2016

Subject: Response to Comments – Commerce Metro Center Parking Reduction Study
Parking Study #24534-PKS-001-1, RZ 2015-HM-011

The following memo provides comment responses to the comments generated by FCDOT dated July 6, 2016 and DPWES dated July 7, 2016 for The Commerce Metro Center Parking Reduction Study prepared April 25, 2016.

FCDOT Comments dated July 6, 2016

- 1. Introduction:** Based on recent plan revisions, the proposed RI/RO entrance from Sunrise Valley Drive will be an alternative and not constructed during the first FDP for the site. Staff recommends this entrance be referenced as an alternate future entrance.

Response: The study has been updated to reference the proposed RI/RO on Sunrise Valley Drive as an alternate future entrance. (Page 1)
- 2. Existing Transit Accessibility:** Staff recommends language be added to address the pending changes to the existing transit service when Phase 2 of the Silver Line opens. For instance, the bus routes will be adjusted, and the temporary WMATA bus depot will be removed once the Wiehle East station is no longer the end of the rail line.

Response: Text regarding the changes to transit once Phase 2 of the Silver Line opens has been added to the study. (Page 2)
- 3. Figure 3 (Pedestrian and Bicycle Connectivity):** Recommend this Figure be either upgraded or reference that the final plan may have differences between what is shown in this graphic versus what gets approved for the zoning case.

Response: Figure 3 has been updated to reflect what is being approved for the zoning case. (Page 4)
- 4. Future Bicycle Improvements:** Staff inquired about a commitment to provide a future bike share station based on the varying language in this section versus the language in the conclusions. In the most recent copy of proffers staff reviewed a bike share station was not discussed.

Response: In the most recent proffers, dated July 8, 2016, proffer #55 discusses the provision of a bike share station.
- 5. Proposed Phasing:** Staff noted that report was well thought out in terms of how the applicant believes the application will be phased and how the parking will be addressed. Has any thought been given to any fatal flaws in

Commerce Metro Center - Response to Comments
July 15, 2016

2

the parking plan if the buildings are built in a different order- particularly if the hotel is built in an earlier phase, given the proffers would allow for flexibility in the order of development? The applicant may want to take a look to make sure there are no huge issues with the parking supply if some of the buildings are brought online ahead of time.

Response: The detailed phasing in the report represent the most likely scenario. The early phases all show surplus of the proposed minimum requirements, and in no scenario is it anticipated that the parking provided would fall below the proposed minimum required.

6. **Hotel parking rate:** The report calls for 1 parking space per hotel key. Staff was unclear how that would work if guests requested more than one key, which is typical.

Response: The references to a hotel key have been replaced with a hotel room.

7. **Commercial Parking for Metro riders:** Staff had asked for more clarification on how this factors into the parking assessment. During a discussion with the applicant it was noted that the Comstock development was allowed to provide metro parking up until the final buildout when the parking would be needed for the development. Staff would need to go back to see how this was dealt with and anticipates more discussion on this topic in the proffer language as this case moves forward.

Response: Comment noted.

8. **Phasing of development and restricted access on site:** During a discussion with the applicant, in regards to the existing gate controls on the parking lot drive aisles, some thought may been needed in terms of when the existing gate controls should be removed and then how to deal with the remaining surface spaces. The existing access controls aren't envisioned to be removed until phase 3 when the public roadway easements come into place. There was a concern that there would be conflicts with access with the Wiehle Ave access in Phase 2. The applicant was going to give it more thought and discuss the issue again with staff.

Response: Comment noted.

DPWES Comments dated July 7, 2016

1. The parking study must include a certification to the accuracy of the count of the existing spaces, and that the existing spaces meet current requirements, such as configuration and dimensions, and are available for parking vehicles, i.e., not blocked or otherwise permanently occupied with other items, such as dumpsters.

Response: Individual field counts were conducted by multiple offices and personnel throughout April, 2016. The existing spaces meet current requirements and are available for parking vehicles. (Page 9)

2. DPWES will include in the recommended approval conditions for the mixed-use development that the parking spaces designated for the residential uses will be physically separated from the other uses (e.g., retail or office), so that the residents are not competing for parking spaces. The location of proposed physical barrier, such as a control arm, or separation should be determined with the rezoning, and the layout shown on the FDP, rather than deferred to the time of final Site Plan design, to improve the effectiveness and efficiency of the separation.

Response: The proffers, dated July 8, 2016, state that there shall be appropriate signage and controls to reasonably segregate residential parking from office, commercial off-street, and retail parking. (Page 11)

Commerce Metro Center - Response to Comments
July 15, 2016

3

3. Please ensure the revised Parking Reduction Request reflects the latest versions of the CDP/FDP and Proffers submitted (anticipated July 8) in conjunction with the pending RZ/FDP & SEA applications.

Response: The study reflects the current CDP/FDP, dated July 8, 2016. (Page 1)

4. The parking study must address the parking supply and demand during construction of the different phases as shown on the CDP. In addition, please also indicate and describe the potential impacts of the possible establishment of commercial parking, including, but not limited to, the number of spaces that would be made available for commercial parking users, and the provisions to ensure an adequate supply of parking is maintained to serve the on-site uses.

Response: Tables 1-4 and Figures 6-9 show the detailed phasing analysis, including the construction impact. As shown, the minimum requirements are not met until full build-out, and the surplus spaces could be used for construction demand in the interim. As the phasing plan shows, on-street parking will be provided. These spaces aren't accounted for in the parking reduction study and are above and beyond the proposed number of spaces.

Parking Reduction Study

Commerce Metro Center

Reston, Virginia

September 29, 2015

Revised: April 25, 2016

Revised: July 15, 2016



Prepared for:

Vornado/Charles E. Smith
2345 Crystal Drive, Suite 100
Arlington, VA 22202

Prepared by:



GOROVE / SLADE

Transportation Planners and Engineers

1140 Connecticut Avenue NW
Suite 600
Washington, DC 20036
Tel: 202.296.8625
Fax: 202.785.1276

3914 Centreville Road
Suite 330
Chantilly, VA 20151
Tel: 703.787.9595
Fax: 703.787.9905

15125 Washington Street
Suite 316
Haymarket, VA 20169
Tel: 703.787.9595
Fax: 703.787.9905

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INTRODUCTION

This study provides justification for a reduction in parking for the proposed Commerce Metro Center redevelopment based on the site's **proximity to mass transit** and Fairfax County Zoning Ordinance Section 11-102.5. The site is located in Fairfax County, Virginia in the northwest corner of the intersection of Sunrise Valley Drive and Wiehle Avenue in the Upper Potomac Planning District and is part of the Reston Wiehle-Reston East Transit Station Area, Transit Oriented Development Area, South Subdistrict. Access to the site will be provided via the intersection of Sunrise Valley Drive and Centennial Park Drive with secondary access provided via Commerce Park Drive and Association Drive. Right-in, right-out access is planned in the future on Wiehle Avenue between Sunrise Valley Drive and the Dulles Toll Road Eastbound Ramps. There is also an alternate future right-in, right-out on Sunrise Valley Drive between Centennial Park Drive and Wiehle Avenue. The site is located immediately adjacent to the Wiehle-Reston East Metro Station as shown on Figure 1.

The site is currently occupied by 365,496 sf of office that is to remain. The site is proposed to be redeveloped with an addition of up to 500 residential units, up to 375,000 sf of office, up to 17,000 sf of retail, and an up to 175 room hotel. This study reflects the latest CDP/FDP, dated July 8, 2016.



Figure 1: Site Location Map

PROXIMITY TO MASS TRANSIT

The site is located immediately adjacent to the existing Wiehle-Reston East Metrorail Station on the Silver Line. In its existing condition, this station is the end of the Silver Line, but Phase 2 of the Silver Line extension will include the opening of six (6) new Metrorail stations west of the Wiehle-Reston East Station.

Fewer parking spaces than would be required in the Fairfax County Zoning Ordinance will be necessary to accommodate future on-site parking demand because of the site's proximity to the Wiehle-Reston East Station. A parking reduction would not adversely affect the surrounding areas as the site is bound by Wiehle Avenue to the east, private parking lots to the west, a residential permit parking district to the south, and on-street parking is prohibited on Sunrise Valley Drive and Wiehle Avenue.

The Commerce Metro Center redevelopment requests a parking reduction based on the site's proximity to mass transit and Section 11-102.5 of the Fairfax County Zoning Ordinance. A mode-shift from single-occupancy vehicle (SOV) travel to transit can be expected for developments that are close to mass transit. Section 11-102.5 of the Zoning Ordinance states the following:

"Within the area in proximity to a mass transit station, which station either exists or is programmed for completion within the same time frame as the completion of the subject development, or along a corridor served by a mass transit facility, which facility is conveniently accessible to the proposed use and offers a regular scheduled service, the Board may, subject to conditions it deems appropriate, reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part. Such reduction may be approved when the applicant has demonstrated to the Board's satisfaction that the spaces proposed to be eliminated are unnecessary based on the projected reduction in the parking demand resulting from the proximity of the transit station or mass transit facility and such reduction in parking spaces will not adversely affect the site or the adjacent area."

The Commerce Metro Center site is located directly adjacent to the Wiehle-Reston East Metro Station (Silver Line), is served by 25 bus routes, and is within a quarter mile of six (6) bus stops.

The following sections describe the existing transit facilities available for the site.

Existing Transit Accessibility

The Commerce Metro Center site is located directly adjacent (<1/8 mile) to the Wiehle-Reston East Metro Station (Silver Line), a mass transit facility with regularly scheduled service as noted in the Zoning Ordinance language above. The site is served by 25 bus routes under existing conditions, and there are six (6) bus stops within a quarter mile of the site. A WMATA metro bus depot is currently located on the site's northern property line, and a bus stop is located in the northwest quadrant of the intersection of Sunrise Valley Drive and Centennial Park Drive. When Phase 2 of the Silver Line opens, it is anticipated that some bus routes will be adjusted and the WMATA bus depot will be removed. The existing transit facilities in the vicinity of the site are shown in Figure 2.

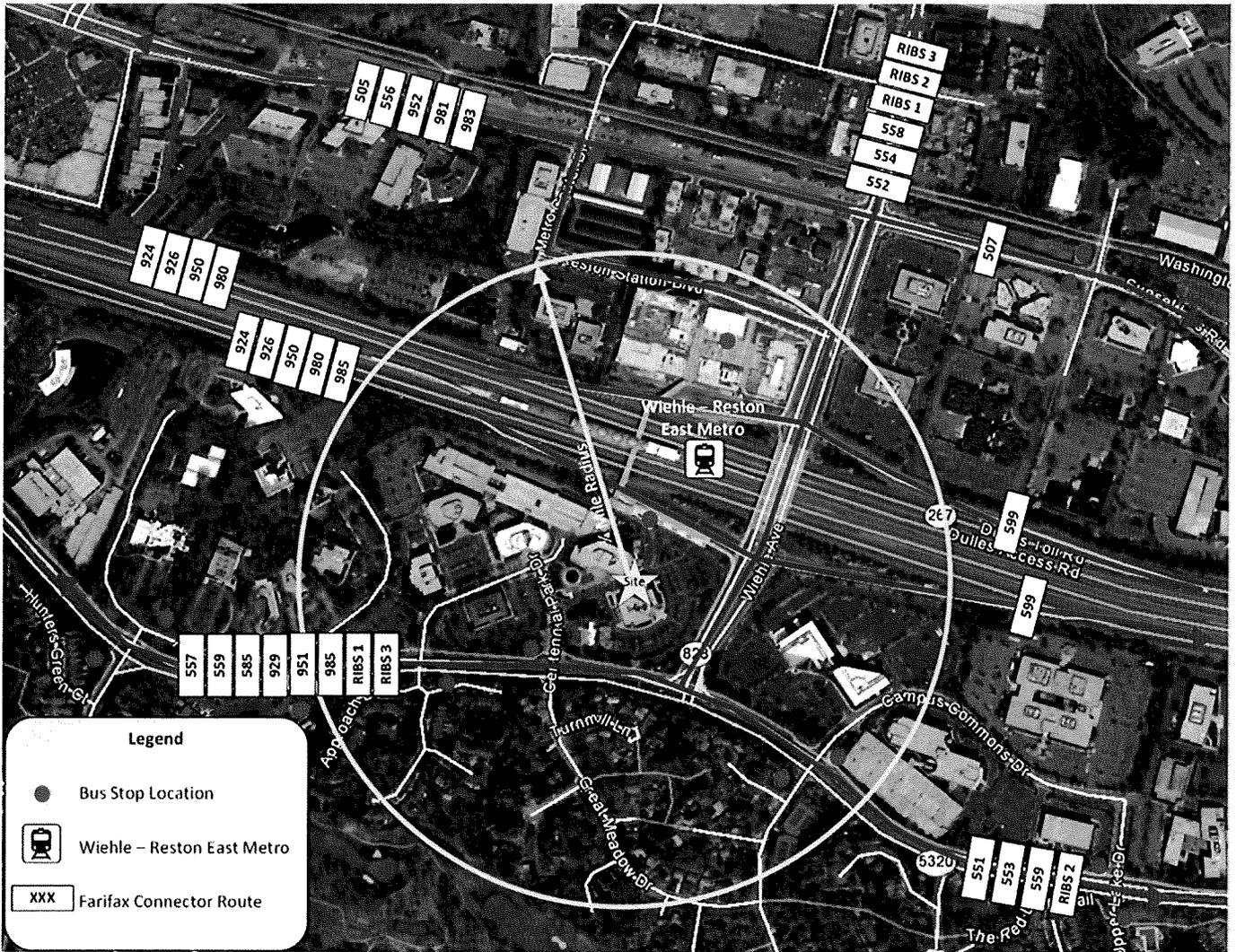


Figure 2: Existing Transit Facilities

Transportation Demand Management Measures

This parking reduction request is not based on TDM measures; however, a Transportation Demand Management (TDM) program will be included with the proffers for this site and further justifies the request for a parking reduction. The strategies included in the TDM plan will work together to provide transportation options to residents, employees, and patrons of the development, and the mix of land uses will benefit from the elements of a TDM plan as outlined below.

Recommended TDM Goals

The Comprehensive Plan for the Wiehle-Reston Transit Station Area (TSA) recommends a goal of reducing single occupant vehicle trips by 35 to 45 percent for office and residential uses within a quarter mile of a metro station. The guidelines note that the baseline percentages are based on inherent reductions from ITE trip rates observed in Fairfax County without any formal TDM program elements in place. The higher TDM goals “should be considered for developments in areas of high existing or planned urban accessibility, located close to and with easy and convenient pedestrian access to transit stations (<1/4 mile for rail, <1/8 mile for bus service), and in a walkable, mixed-use environment. Mixed-use development supports higher levels of vehicle trip reduction due to internal trip capture and as well as to walk and bicycle trips within the

development or to adjacent developments. A project with TDM that is part of a larger mixed-use development may, therefore, support greater vehicle trip reductions than a smaller, single-use, stand-alone project that implements the same site-level TDM measures.”

The Traffic Impact Study (TIS), which was scoped with VDOT and Fairfax County DOT, assumed a mode split/TDM reduction of 45 percent for residential and office uses, which is on the upper end of the range of recommended TDM goals.

Walkability

Developments located in areas with significant, high-quality pedestrian and bicycle infrastructure are likely to have a higher rate of non-motorized travel than developments in areas lacking this infrastructure.

The overall pedestrian network surrounding the project site is generally well established, with sidewalks on both sides of nearly all roadway segments and crosswalks at most signalized intersections and minor street approaches.

Future buildout of the Commerce Metro Center development will increase the pedestrian connectivity in the area and increase pedestrian accessibility to and from the Wiehle-Reston East Metrorail Station as shown on Figure 3.

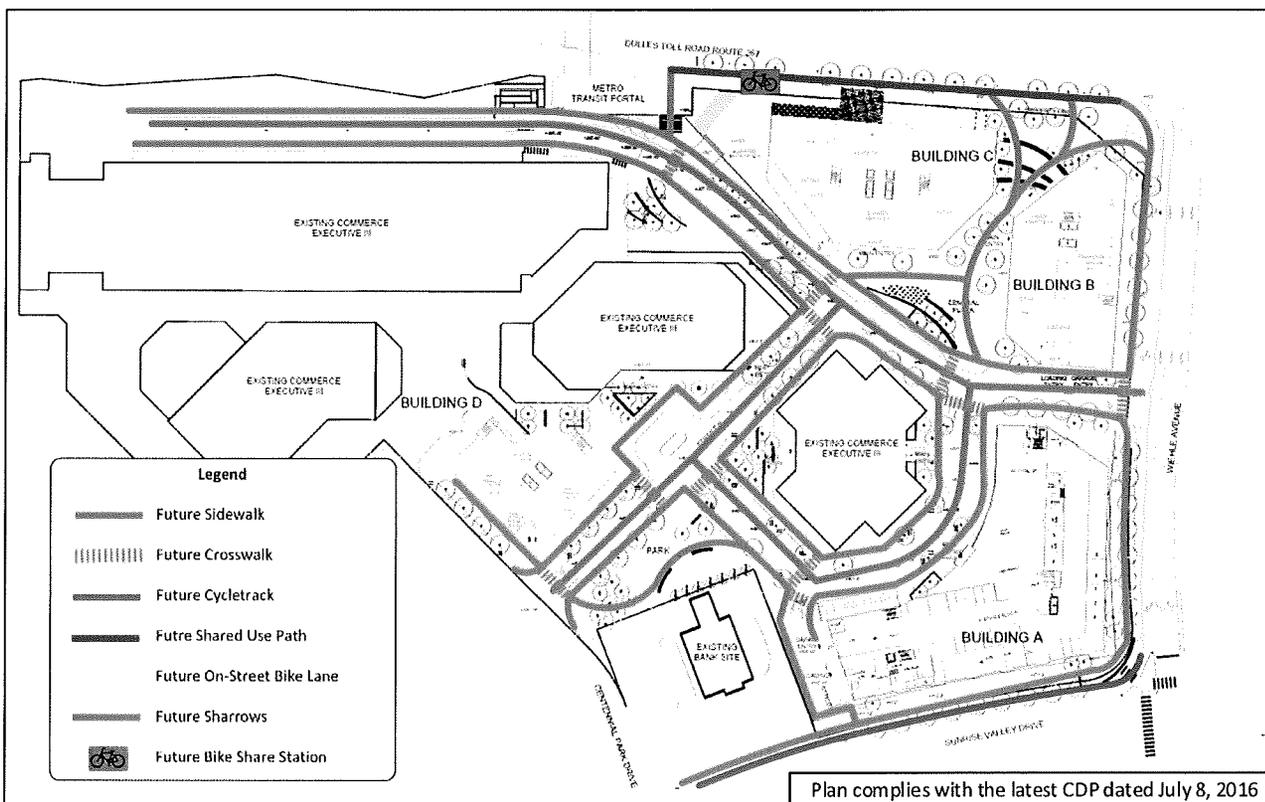


Figure 3: Pedestrian and Bicycle Connectivity

Future Bicycle Improvements

The Fairfax County Comprehensive plan recommends that Sunrise Valley is planned to have a five (5) to six (6) foot on-road bike lane in each direction in the future. A shared use path is also planned along the northern boundary of the site to connect Wiehle Avenue to the future metro stations to the west. Fairfax County's Comprehensive Plan bicycle facilities map for the Wiehle-Reston East Transit Station Area is shown on Figure 4.

The Countywide Bicycle Master Plan, which was approved in October 2014, provides additional detail for the bicycle facilities planned for the area and makes recommendations similar to those in the Comprehensive Plan. The Countywide Bicycle Master Plan is shown on Figure 5.

As requested by Fairfax County staff, the CDP/FDP for the proposed development will accommodate the now required cycle track along the site's frontage on Sunrise Valley Drive. A bike lane is also proposed along Wiehle Avenue and included in the plan. A future bike share station and bicycle parking facilities will be provided.

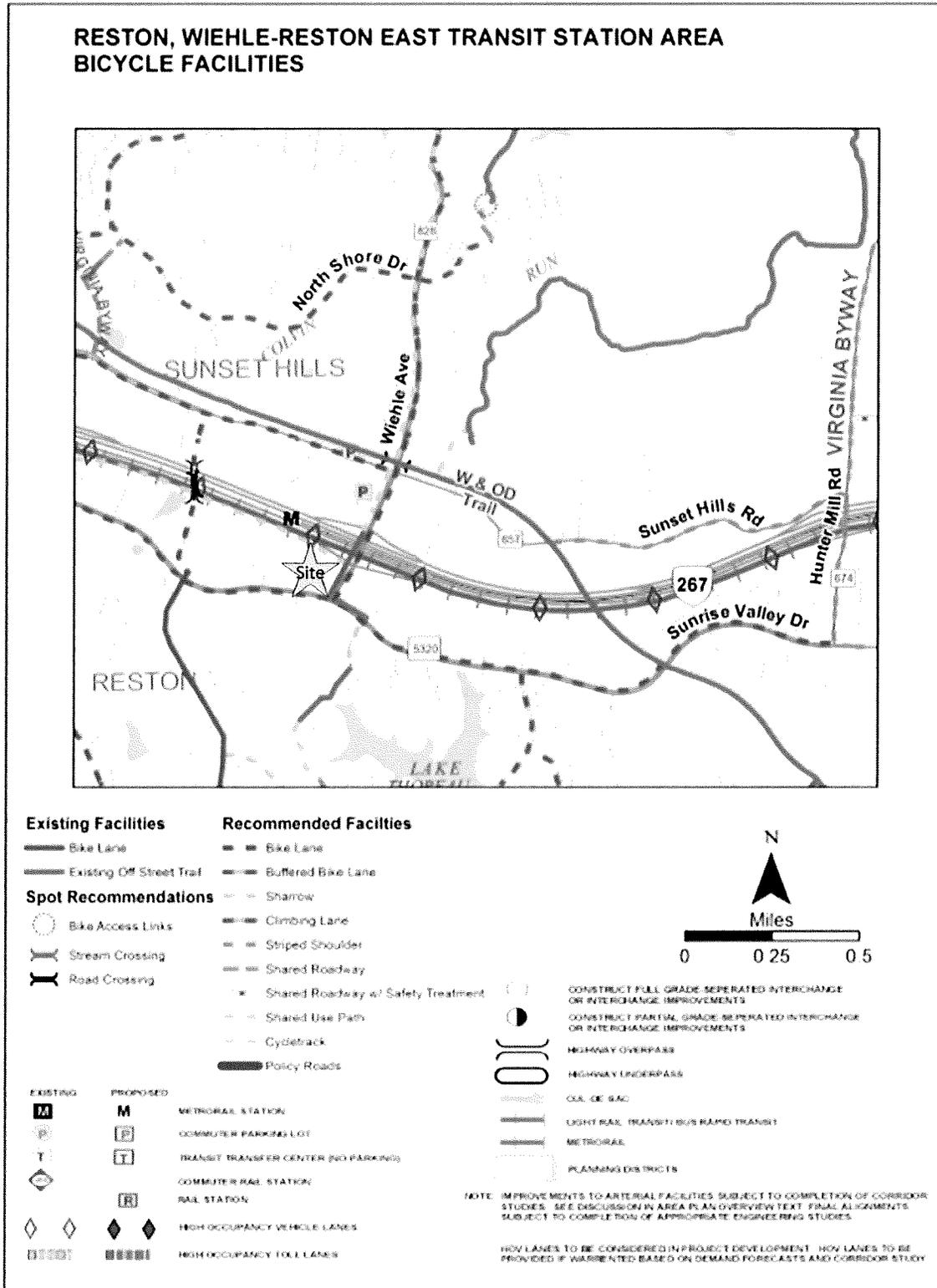
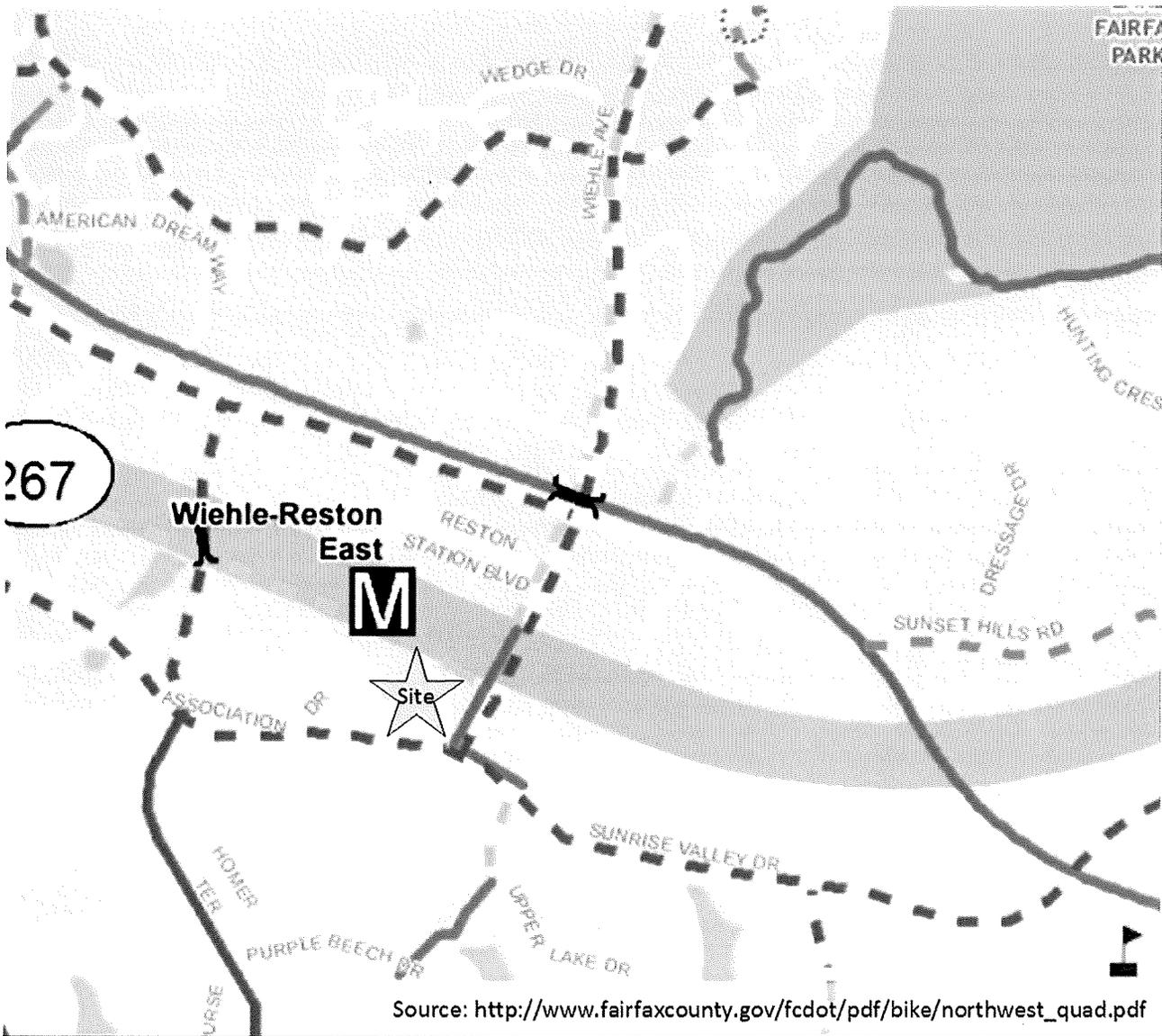


Figure 4: Wiehle-Reston East Transit Station Area Bicycle Facilities Map (Source: Fairfax County Comprehensive Plan)



Source: http://www.fairfaxcounty.gov/fcdot/pdf/bike/northwest_quad.pdf

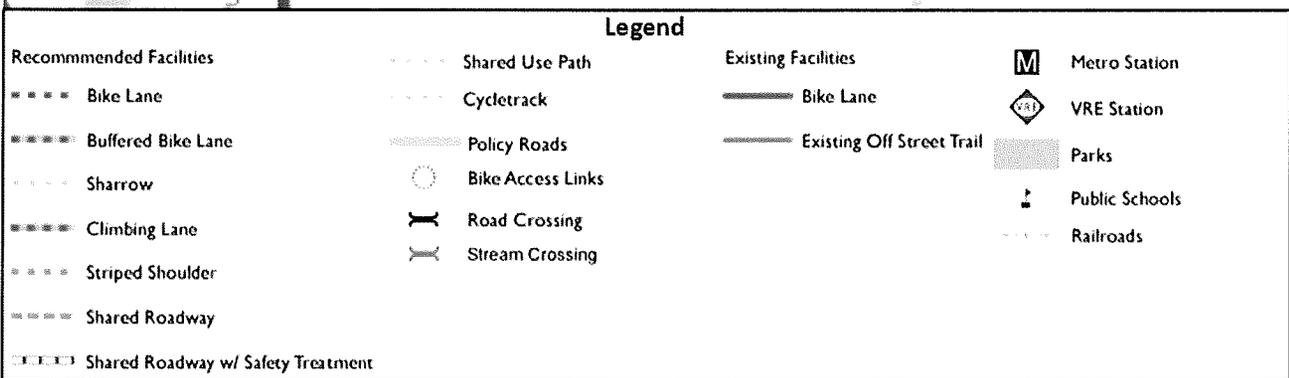


Figure 5: Countywide Bicycle Master Plan (Source: Fairfax County)

Carsharing

Carshare services allow members access to vehicles, without the need to purchase and maintain their own. As part of the proposed development, up to four (4) parking spaces may be made available to a carshare service, such as Zipcar. According to *Parking Management Best Practices*, one carshare vehicle has the potential to reduce on-site parking demand by five (5) to 10 percent if the carsharing service is located within one-quarter mile of the site, or reduce 4 – 8 parking spaces for each carshare vehicle located in a building. When applied to the Commerce Metro Center development, four (4) Zipcar spaces could conservatively reduce the on-site parking demand by 20 spaces or one percent of the total required spaces.

An example of local jurisdictions using carsharing to reduce the need for multiple vehicle ownership, or in some cases the need for vehicle ownership at all, the City of Alexandria’s Braddock Road Metro Neighborhood Plan recommends that a parking reduction of five (5) spaces for each on-site car-sharing space should be allowed within the Braddock Area, not to exceed 20 percent of the total required spaces.

TOD Car Ownership

According to *Effects of TOD on Housing, Parking, and Travel* (Transit Cooperative Research Program (TCRP), 2008), TOD households typically own fewer cars because they have smaller households, and because they may forgo extra cars due to transit’s proximity. TOD households are almost twice as likely to not own any car, and own almost half the number of cars of other households.

This report states that according to the 2000 Census, more than 12% of Arlington County households are without a vehicle. The proportion of carless households is even higher in Arlington County’s increasingly urban Metro corridors – approaching 20%. In several smaller communities along the Metro system across the Potomac River in Maryland - such as Takoma Park and Silver Spring, to cite two examples – there is also a high proportion of carless households: 16.2% in Takoma Park and 15.5% in Silver Spring.

The lack of car ownership in TOD households supports the reduction of residential parking as the newly proposed development would realize vehicle ownership reductions similar to other TOD locations in the area.

EXISTING PARKING SUPPLY

The existing Commerce Metro Center site is occupied by 359,496 sf of office space. The total number of existing parking spaces is 1,196, inclusive of handicap spaces, in both an existing parking garage that is to remain and surface parking spaces which will be removed during the redevelopment.

The number of existing parking spaces were independently field verified by multiple offices and personnel throughout April, 2016. The existing spaces meet current requirements and are available for parking vehicles.

FUTURE PARKING SUPPLY

Future development will be constructed in phases with final buildout anticipated for the year 2025. The future parking supply and parking locations described in subsequent sections are discussed below by phase. All future parking spaces will be located within 500 feet walking distance of a building entrance.

Phase I Parking

Phase I of the proposed redevelopment includes construction of Building A, a residential building consisting of up to of 200 multi-family residential units. The proposed future supply ratio for residential uses on site is minimum 1.2 spaces per unit; therefore, up to 240 parking spaces will be provided for the future residential building. At least one space per unit will be reserved parking.

During construction of Phase I, approximately 167 surface spaces will be removed, but due to the phasing of construction on site, a total of up to 414 spaces will be added underground with the construction of Building A.

The existing office buildings will continue to utilize the existing parking garage and surface parking spaces as well as the additional capacity available in the underground parking structure built with Building A. Future residents of Building A will park directly under their residential unit in the underground structured parking.

Phase II Parking

Phase II of the proposed redevelopment includes construction of Building B, a second residential building consisting of up to 300 residential units and up to 4,000 SF of ground floor retail. Construction of Building B brings the on-site residential total up to 500 units. Assuming a future parking supply minimum ratio of 1.2 spaces per unit, up to 600 future parking spaces will be provided for the future residential buildings. At least one space per unit will be reserved parking.

Building B will also contain up to 4,000 SF of ground floor retail. The future minimum parking supply ratio of 4.3 spaces per 1,000 SF is consistent with the Fairfax County Zoning Ordinance and will require up to 18 parking spaces for the Phase II retail.

In order to accommodate construction of Phase II, a total of approximately 246 surface spaces will be removed, inclusive of those spaces removed in Phase I, but again due to the phasing of construction on site, a total of up to 920 spaces will be added underground with the construction of Buildings A and B.

In Phase II, the existing office buildings will continue to utilize the existing parking garage and surface parking spaces as well as the additional capacity available in the underground parking structure built below Buildings A and B. Future residents of Buildings A and B will park directly under their residential unit in the underground, structured parking. Retail patrons will have the option of parking in the existing surface lot or in the underground, structured parking.

Phase III Parking

Phase III of the proposed redevelopment includes construction of Building C, a new up to 375,000 SF office building with up to 10,000 SF of ground floor retail. In order to seek consistency with the Reston Transit Station Area Comprehensive Plan parking levels, the proposed new office development provides a parking supply minimum ratio of 2.1 spaces per 1,000 SF resulting in a parking supply of up to 788 spaces provided for the new office building.

Building C also includes an additional up to 10,000 SF of ground floor retail. Together with the Phase II, Phase III will consist of a total of up to 14,000 SF of retail. Assuming the required minimum parking ratio of 4.3 spaces per 1,000 SF, up to 61 future parking spaces will be provided for the Phase III retail.

In order to accommodate construction of Phase III, a total of approximately 372 surface spaces will be removed, inclusive of those spaces removed in Phase I and Phase II. A total of up to 1,723 spaces will be added underground with the construction of Buildings A, B and C.

The existing office buildings will continue to utilize the existing parking garage as well as the additional capacity available in the underground parking structure. Future office tenants and retail users of Building C will park directly under the building in the underground structured parking.

Phase IV Parking

Phase IV of the proposed redevelopment includes construction of Building D, a new up to 175 room hotel with up to 3,000 SF of ground floor retail. A future hotel minimum parking supply ratio of 1 space per room is proposed; therefore, up to 175 future parking spaces will be provided and reserved for the hotel.

Phase IV also includes an additional up to 3,000 SF of retail. Together with the Phase II and Phase III, Phase IV will consist of a total of up to 17,000 SF of retail. Assuming the minimum required parking ratio of 4.3 spaces per 1,000 SF, a total of up to 74 future parking spaces will be provided for retail uses on-site.

In Phase IV, the existing office buildings will continue to utilize the existing parking garage as well as the additional capacity available in the underground parking structure. Building D hotel and retail patrons will utilize a new structured parking garage located directly under Building D.

PARKING REDUCTION

Zoning Ordinance Comparison

Phase I

Three (3) office buildings exist on site and will remain including Executive III (106,244 SF), Executive IV (121,272 SF) and Executive V (128,980 SF). The Zoning Ordinance requirement for Executive III and IV is 3.0 spaces per 1,000 SF, and the requirement for Executive V is 2.6 spaces per 1,000 SF.

The three existing office buildings each have a proposed minimum rate of 2.6 spaces per 1,000 SF in the future representing a reduction from the Zoning Ordinance requirements for Executive III and IV. The proposed ratio for the existing office buildings remains consistent throughout each phase of development.

Fairfax County's Zoning Ordinance requires a minimum rate of 1.6 spaces per dwelling unit. Based on the County's current requirements, the proposed up to 200 residential units would require up to 320 parking spaces. The proposed residential parking supply ratio is 1.2 spaces per dwelling unit, and up to 240 parking spaces are proposed for residents. The reduction of up to 80 parking spaces represents a parking reduction of 25 percent compared to the County's requirements. At least one (1) space per unit will be reserved for residents. The proffers, dated July 8, 2016, state that there shall be appropriate signage and controls to reasonably segregate residential parking from office, commercial off-street, and retail parking.

No reductions will be made to the required number of handicap spaces as shown in Table 1.

The total estimated spaces provided on-site in Phase I represents a surplus over the Zoning Ordinance requirement as shown in Table 1.

Table 1: Phase I Parking Supply¹

Land Use	Development Size	Zoning Ordinance		ADA Requirements		Proposed				% Difference From ZO	
		Required Minimum Ratio	Required Spaces	Standard Spaces	Required Handicap Spaces	Proposed Minimum Ratio	Proposed Spaces	Proposed Standard Spaces	Proposed Handicap Spaces		
Executive III	106,244 SF	3.0/1,000 SF	319	311	8	2.6/1,000 SF	276	268	8	-13%	
Executive IV	121,272 SF	3.0/1,000 SF	364	356	8	2.6/1,000 SF	316	308	8	-13%	
Executive V	128,980 SF	2.6/1,000 SF	336	328	8	2.6/1,000 SF	336	328	8	0%	
Residential	up to 200 DU	1.6/unit	320	312	8	1.2/unit	240	232	8	-25%	
Total			1,339	1,307	32		1,168	1,136	32		
Existing Spaces							1,196				
Existing Surface Spaces Removed for Construction							(167)				
New Spaces Added Phase I							414				
Total Provided							1,443				8%
Surplus Spaces							275				

1. Proposed spaces are approximate and based on conceptual designs. Minimum parking ratios will be provided based on final DU's and SF built.

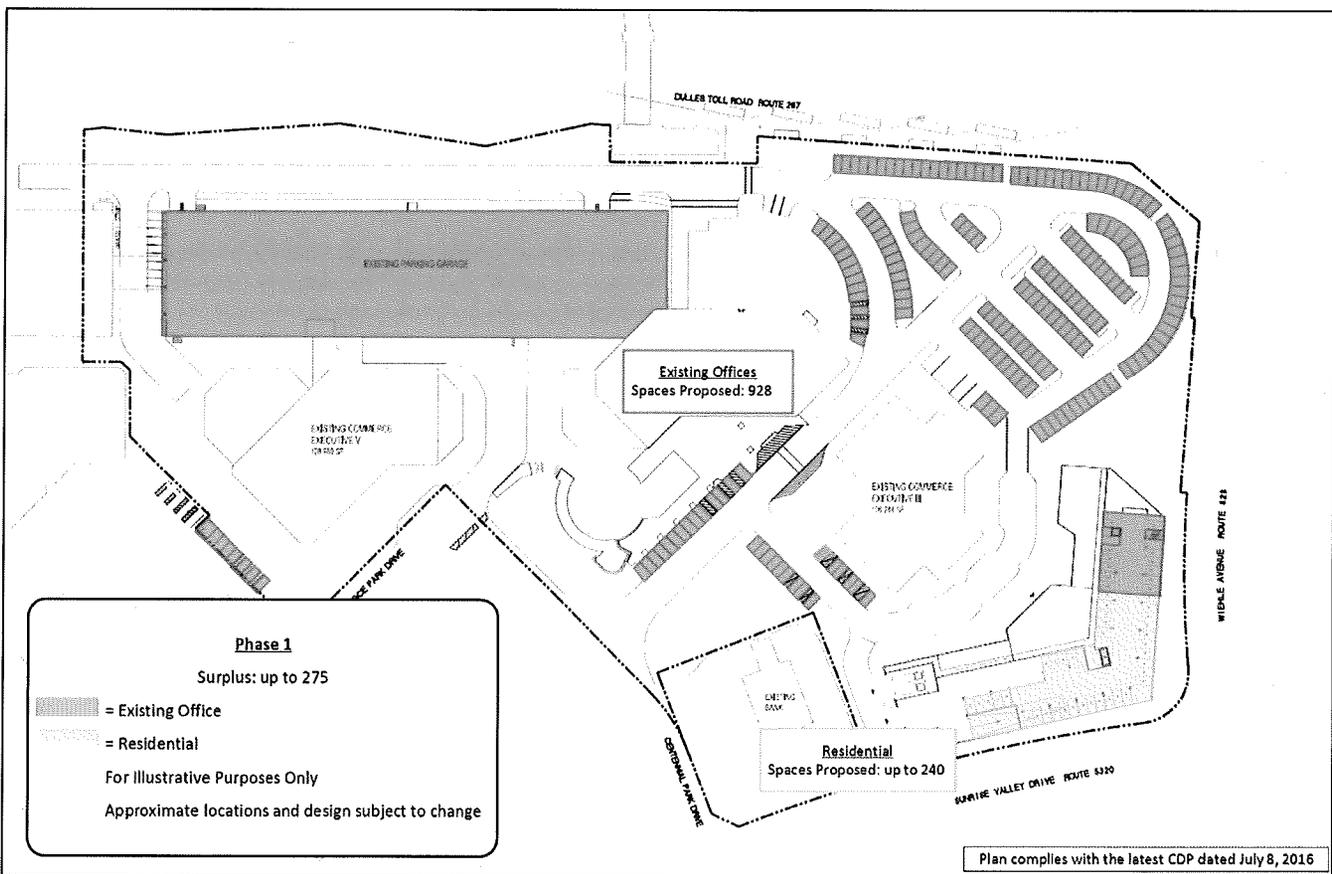


Figure 6: Phase I Parking

Phase II

As previously mentioned, each of the three existing office buildings will have a proposed minimum rate of 2.6 spaces per 1,000 SF.

Fairfax County's Zoning Ordinance requires a minimum rate of 1.6 spaces per dwelling unit. Based on the County's current Zoning Ordinance requirements, the total proposed up to 500 residential units would require up to 800 total parking spaces. The proposed residential parking supply ratio is 1.2 spaces per dwelling unit, and up to 600 parking spaces are proposed for residents. The reduction of up to 200 parking spaces represents a parking reduction of 25 percent compared to the County's requirements. At least one (1) space per unit will be reserved for residents.

Fairfax County's Zoning Ordinance requires a minimum rate of 4.3 spaces per 1,000 SF of retail space. Based on the County's current Zoning Ordinance requirements, the up to 4,000 SF of proposed retail in Phase II would require 18 parking spaces. No reduction is requested for retail uses.

As previously mentioned, no reductions will be made to the required number of handicap spaces as shown in Table 2.

The total estimated spaces provided on-site in Phase II represents a surplus over the Zoning Ordinance Requirements as show in Table 2.

Table 2: Phase II Parking Supply¹

Land Use	Development Size	Zoning Ordinance		ADA Requirements		Proposed				% Difference From ZO	
		Required Minimum Ratio	Required Spaces	Standard Spaces	Required Handicap Spaces	Proposed Minimum Ratio	Proposed Spaces	Proposed Standard Spaces	Proposed Handicap Spaces		
Executive III	106,244 SF	3.0/1,000 SF	319	311	8	2.6/1,000 SF	276	268	8	-13%	
Executive IV	121,272 SF	3.0/1,000 SF	364	356	8	2.6/1,000 SF	316	308	8	-13%	
Executive V	128,980 SF	2.6/1,000 SF	336	328	8	2.6/1,000 SF	336	328	8	0%	
Residential	up to 500 DU	1.6/unit	800	784	16	1.2/unit	600	584	16	-25%	
Retail	up to 4,000 SF	4.3/1,000 SF	18	17	1	4.3/1,000 SF	18	17	1	0%	
Total			1,837	1,796	41		1,546	1,505	41		
Existing Spaces							1,196				
Existing Surface Spaces Removed for Construction							(246)				
New Spaces Added Phases I-II							920				
Total Provided							1,870				2%
Surplus Spaces							324				

1. Proposed spaces are approximate and based on conceptual designs. Minimum parking ratios will be provided based on final DU's and SF built.

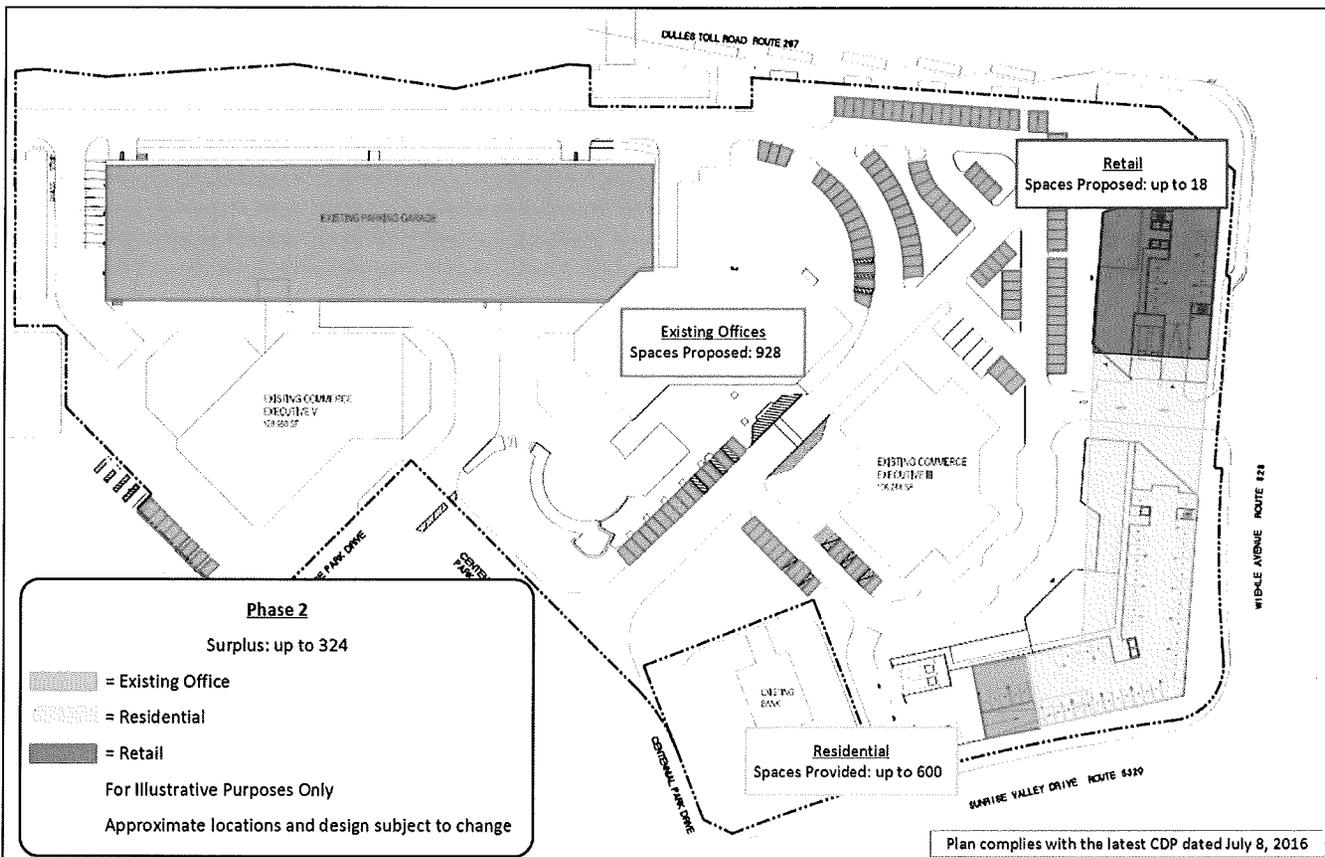


Figure 7: Phase II Parking

Phase III

As discussed in previous phases, the three existing office buildings will have a proposed minimum rate of 2.6 spaces per 1,000 SF, and the residential development proposes a minimum rate of 1.2 spaces per dwelling unit.

Fairfax County's Zoning Ordinance requires a minimum rate of 2.6 spaces per 1,000 SF of office space for buildings of 125,000 SF gross floor area or more. Based on the County's current code requirements for the up to 375,000 SF proposed office building, up to 975 parking spaces would be required. The future office building is proposed to be parked at a ratio of 2.1 spaces/1,000 SF as recommended in the Fairfax County Comprehensive Plan for the Wiehle-Reston Transit Station Area. This proposed ratio yields a parking supply of up to 788 spaces for the proposed office building or up to 187 spaces (19 percent) less than the County's requirement.

Fairfax County's Zoning Ordinance requires a minimum rate of 4.3 spaces per 1,000 SF of retail space. Based on the County's current Zoning Ordinance requirements, the up to 14,000 SF of proposed retail in Phase III would require 61 parking spaces. No reduction is requested for retail uses.

No reductions will be made to the required number of handicap spaces as shown in Table 3.

The total estimated spaces provided on-site in Phase III represents a total site reduction of 11 percent over the Zoning Ordinance requirements as shown in Table 3.

Table 3: Phase III Parking Supply¹

Land Use	Development Size	Zoning Ordinance		ADA Requirements		Proposed				% Difference From ZO	
		Required Minimum Ratio	Required Spaces	Standard Spaces	Required Handicap Spaces	Proposed Minimum Ratio	Proposed Spaces	Proposed Standard Spaces	Proposed Handicap Spaces		
Executive III	106,244 SF	3.0/1,000 SF	319	311	8	2.6/1,000 SF	276	268	8	-13%	
Executive IV	121,272 SF	3.0/1,000 SF	364	356	8	2.6/1,000 SF	316	308	8	-13%	
Executive V	128,980 SF	2.6/1,000 SF	336	328	8	2.6/1,000 SF	336	328	8	0%	
New Office	up to 375,000 SF	2.6/1,000 SF	975	956	20	2.1/1,000 SF	788	768	20	-19%	
Residential	up to 500 DU	1.6/unit	800	784	16	1.2/unit	600	584	16	-25%	
Retail	up to 14,000 SF	4.3/1,000 SF	61	58	3	4.3/1,000 SF	61	58	3	0%	
Total			2,855	2,793	63		2,377	2,314	63		
Existing Spaces							1,196				
Existing Surface Spaces Removed for Construction							(372)				
New Spaces Added Phases I - III							1,723				
Total Provided							2,547				-11%
Surplus Spaces							170				

1. Proposed spaces are approximate and based on conceptual designs. Minimum parking ratios will be provided based on final DU's and SF built.

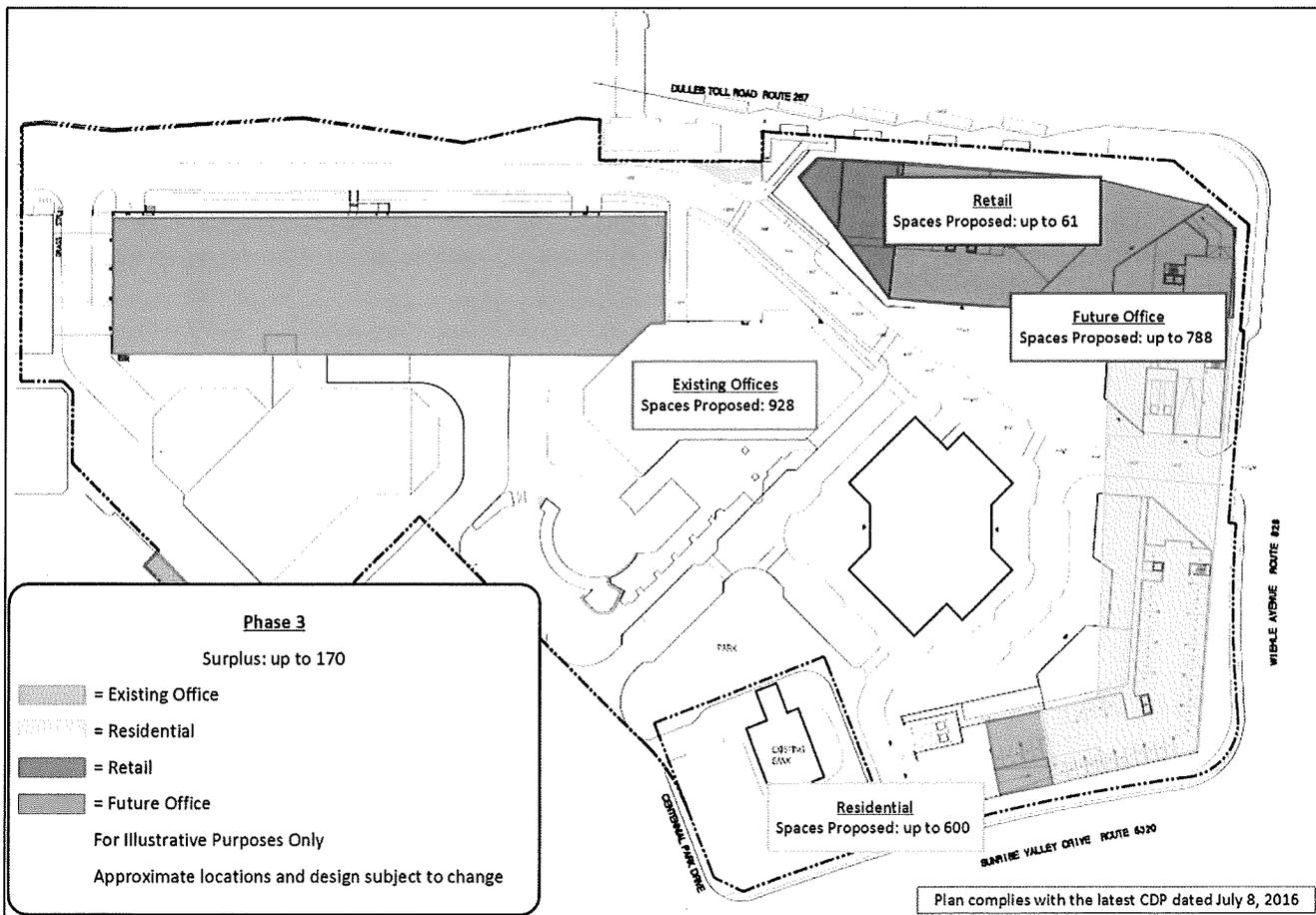


Figure 8: Phase III Parking

Phase IV

Fairfax County's Zoning Ordinance requirement for hotel uses is minimum 1.0 space per unit plus 4 spaces per 50 units plus additional spaces as determined. Based on the County's current code requirements, the proposed up to 175 units would require up to 191 parking spaces. The proposed parking supply ratio is 1 space per room, and up to 175 parking spaces are proposed for the future hotel. The up to 175 provided parking spaces is an up to 16 space reduction from the Zoning Ordinance requirement. The reduction of up to 16 parking spaces represents a parking reduction of eight (8) percent compared to the County's requirement.

As shown in the previous phases, the three existing office buildings will have a minimum proposed rate of 2.6 spaces per 1,000 SF, the residential development will have a proposed minimum rate of 1.2 spaces per dwelling unit, and the future office will have a proposed minimum rate of 2.1 spaces per 1,000 SF. The proposed office building ratio is consistent with the recommended ratios in the Fairfax County Comprehensive Plan for development with the Transit Station Areas.

Fairfax County's Zoning Ordinance requires a minimum rate of 4.3 spaces per 1,000 SF of retail space. Based on the County's current Zoning Ordinance requirements, the up to 17,000 SF of proposed retail in Phase II would require 74 parking spaces. No reduction is requested for retail uses.

No reductions will be made to the required number of handicap spaces as shown in Table 4.

The total spaces provided on-site at Phase IV full buildout represents a total site reduction of 16 percent over the Zoning Ordinance requirements as shown in Table 4.

Table 4: Phase IV Parking Supply¹

Land Use	Development Size	Zoning Ordinance		ADA Requirements		Proposed				% Difference From ZO	
		Required Minimum Ratio	Required Spaces	Standard Spaces	Required Handicap Spaces	Proposed Minimum Ratio	Proposed Spaces	Proposed Standard Spaces	Proposed Handicap Spaces		
Executive III	106,244 SF	3.0/1,000 SF	319	311	8	2.6/1,000 SF	276	268	8	-13%	
Executive IV	121,272 SF	3.0/1,000 SF	364	356	8	2.6/1,000 SF	316	308	8	-13%	
Executive V	128,980 SF	2.6/1,000 SF	336	328	8	2.6/1,000 SF	336	328	8	0%	
New Office	up to 375,000 SF	2.6/1,000 SF	975	956	20	2.1/1,000 SF	788	768	20	-19%	
Residential	up to 500 DU	1.6/unit	800	784	16	1.2/unit	600	584	16	-25%	
Hotel	up to 175 Rooms	1/room + 4/50 rooms + additional as determined	191	185	6	1/room	175	169	6	-8%	
Retail	up to 17,000 SF	4.3/1,000 SF	74	71	3	4.3/1,000 SF	74	71	3	0%	
Total			3,059	2,991	69		2,565	2,496	69		
Existing Spaces								1,196			
Existing Surface Spaces Removed for Construction								(372)			
Spaces Added Phases I - IV								1,741			
Total Provided								2,565			-16%
Surplus Spaces								0			

1. Proposed spaces are approximate and based on conceptual designs. Minimum parking ratios will be provided based on final DU's, Hotel Rooms, and SF built.

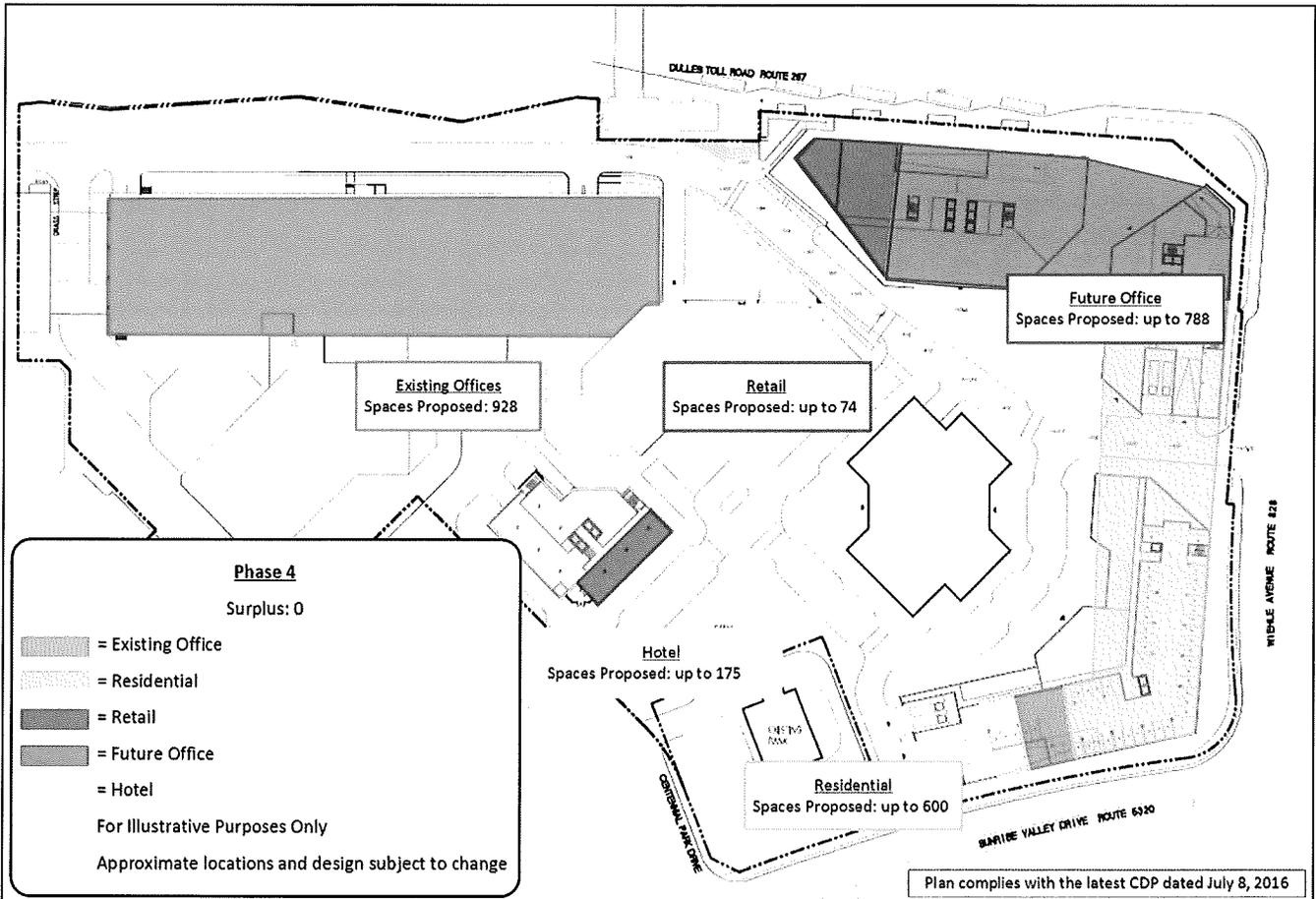


Figure 9: Phase IV Parking

The requested parking reductions are summarized in Table 5.

Table 5: Parking Reduction Requested

Use	Proposed Minimum Ratio	Reduction Requested
Residential	1.2/unit	-25%
Existing Office	2.6/1,000 SF	-9%
New Office	2.1/1,000 SF	-19%
Hotel	1/Room	-8%
Retail	4.3/1,000 SF	0%

CONCLUSIONS

This study provides the justification of the reduction in parking for the Commerce Metro Center development based on the site's proximity to mass transit (Wiehle-Reston East Metro Station) and Zoning Ordinance Section 11-102.5.

1. The Zoning Ordinance allows parking reductions for sites that are proximate to mass transit. The Commerce Metro Center site is located directly adjacent (<1/8 mile) to the Wiehle-Reston East Metro Station and is additionally served by 25 bus routes and 6 bus stops within a quarter mile of the site.
2. Future buildout of the Commerce Metro Center development will increase the pedestrian connectivity in the area and increase pedestrian accessibility to and from the Wiehle-Reston East Metrorail Station.
3. The proposed development will accommodate a new cycle track along the site's frontage on Sunrise Valley Drive and a bike lane on Wiehle Avenue, thereby increasing bicycle connectivity in the vicinity of the site. The proposed plan also reserves space for a future bike share station and bicycle parking facilities.
4. Phase I and Phase II of the Commerce Metro Center will provide surplus parking on-site when compared to the Zoning Ordinance requirements.
5. The following parking supply ratios are proposed based on the site's proximity to the Wiehle-Reston East Metro Station
 - a. Residential: 1.2 spaces per unit (25 percent reduction)
 - b. Office:
 - i. Existing Buildings: 2.6 spaces per 1,000 SF (9 percent reduction)
 - ii. Future Office Building: 2.1 spaces per 1,000 SF (19 percent reduction, but consistent with Comprehensive Plan recommendations)
 - c. Hotel: 1 space per room (8 percent reduction)
 - d. No reduction is requested for retail uses.

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Abbreviations Commonly Used in Staff Reports

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