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Department of Planning & Zoning**

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STAFF REPORT

2008-2009 North County Area Plans Review

SUPERVISOR DISTRICT: Providence

APR ITEM: 08-II-4V

NOMINATOR(S): Timothy S. Sampson, Attorney/Agent for Vienna Metro LLC

ACREAGE: 28.91 Acres

TAX MAP I.D. NUMBERS: 48-2 ((24)) B, C, D

GENERAL LOCATION: South of Vienna Transit Station, West of Hunters Branch
Condominiums

PLANNING AREA(S): II
District(s): Vienna
Sector: Lee (V1)
Special Area(s): Vienna Metro Station Area (Land Unit C)

ADOPTED PLAN MAP: Residential use at a density of 4-5 dwelling units per acre (du/ac)

ADOPTED PLAN TEXT: Residential use at a density of 4-5 du/ac; Option 1 for residential use at a density of 16-20 du/ac and 12-16 du/ac with conditions; Option 2 for Metro-oriented mixed-use up to an intensity of 2.25 FAR in core area with conditions

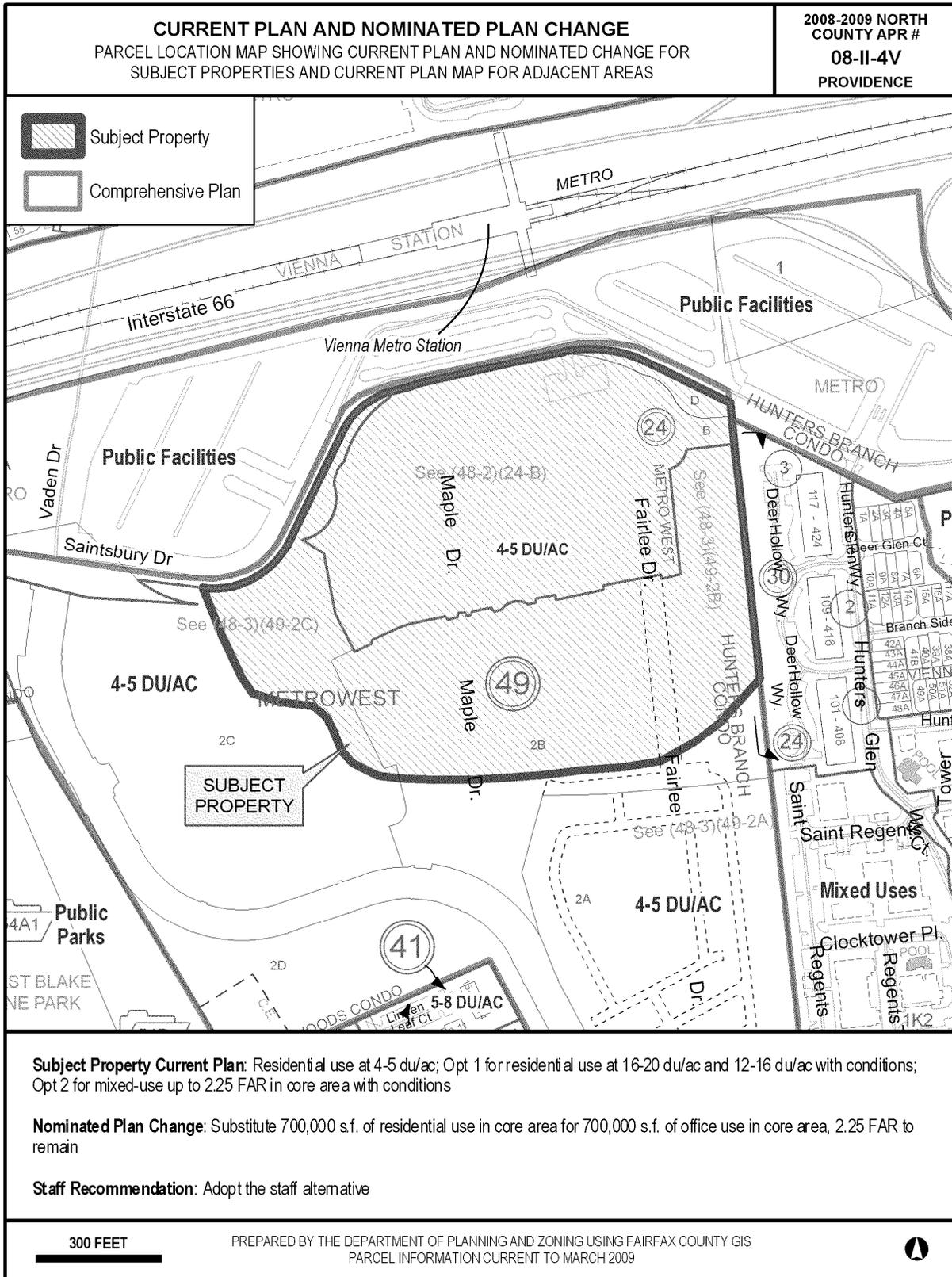
For complete Plan text see: <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/vienna.pdf>

PROPOSED PLAN AMENDMENT: Add option to increase office use by substituting 700,000 square feet (sq.ft.) of residential use in core area with 700,000 square feet (SF) of office use in core area. The current Plan intensity of 2.25 FAR and associated conditions would remain unchanged.

SUMMARY OF STAFF RECOMMENDATION

- Approve Nomination as submitted
- Approve Staff Alternative
- Retain Adopted Plan

Staff supports the nomination to substitute office use in lieu of planned residential use within the core area. Staff recommends additional text to encourage this additional office use to be located in areas most impacted by noise, where residential use is less appropriate. Staff also recommends that this substitution not degrade the vehicular level of service of the surrounding road network as compared to the adopted Plan option. The adopted Plan redevelopment conditions will remain unchanged.



CONTEXT

General Location:

The subject property is generally located south of the Vienna Transit Station and Saintsbury Drive, west of Hunter's Branch Condominiums, and east of the planned extension of Vaden Drive.

Existing and Planned Land Use and Zoning

Subject Property: The subject property is considered the approximately 23-acre core area of Land Unit C within the Vienna Transit Station Area (TSA) and is zoned Planned Residential Mixed-Use (PRM). It is the location of the former Fairlee subdivision and surface parking for the Vienna Metro station. The core area of Land Unit C is located within ¼ mile of the Vienna Metro Station platform and is planned for residential use at density of 4-5 dwelling unit per acre (du/ac) in the baseline recommendation, residential use at a density of 12-16 du/ac and 16-20 du/ac with conditions in the residential option, and primarily multi-family mixed-use development at an intensity up to 2.25 floor-area ratio (FAR) in the Metro-oriented mixed-use option. The final option includes, among others, conditions related to providing Affordable Dwelling Units (ADUs) and an age restricted housing component of approximately 145 units.

The nomination subject area consists of approximately 29 acres because the current Plan also recommends in the Metro-oriented mixed-use option that density credit for approximately five to six acres, generally considered the western portion of Land Unit C, would be utilized in the core area. These five to six acres would be dedicated for public purpose. The recommended intensity of 2.25 FAR is based on the additional land's inclusion. The nomination would not change this recommendation for the dedication.

Adjacent Areas:

North: The Vienna Metrorail Station is located to the north of the subject property and south of Interstate-66 and is planned for public facilities in Land Unit I in the Vienna TSA. This area is zoned R-1 and Planned Development Housing, PDH-20.

South and West: South and west of the subject property is the non-core area of Land Unit C. This area consists of vacant land and the former Fairlee subdivision, which contained single-family detached houses. The area is zoned PDH-12 and PDH-16. The Comprehensive Plan recommends several options for this area. The Residential Baseline recommends residential use at a density of 4-5 du/ac and open space with an option for residential use at a density of 5-8 du/ac with full consolidation of the Fairlee subdivision. The Plan also recommends a Residential Option, which recommends residential use at a density of 12-16 du/ac and 16-20 du/ac based on the achievement of conditions related to design, building height, open space, buffer, etc. The final option for Land Unit C recommends this area for open space and residential use at a density

of 12-16 du/ac and 8-12 du/ac with conditions related to parking, open space, affordable and elderly housing.

East Blake Lane Park, a public park; Saintsbury Plaza, an age-restricted senior housing development; and Circle Woods, a mix of multi-family and single-family attached dwelling units, are located to the south and west of the Land Unit C. These areas are zoned R-1 and R-8 and planned for public parks and residential use at 1-2, 2-3, and 5-8 du/ac. The southern boundary of Land Unit C abuts Lee Highway (Route 29) and vacant land exists across Lee Highway.

East: The Hunter's Branch development, which contains a mix of office, multi-family and single-family attached dwelling units, is located to the east of the subject property. It is planned for mixed-use development up to an intensity of 0.50 FAR and residential use at a density of 20-30 du/ac in Land Unit A of the Vienna TSA and zoned Planned Development Commercial (PDC).

PLANNING HISTORY

The Board of Supervisors adopted the current Comprehensive Plan on December 6, 2004 to recommend an option for Land Unit C of the Vienna TSA for a Metro-oriented, mixed-use redevelopment. This amendment, Plan Amendment (PA) S02-II-V2, consolidated the Plan recommendations for the former Land Unit C, Land Unit I, and the property between the Vienna Metro Station and Land Unit I, into the single area of an expanded Land Unit C. The amended Plan language for Land Unit C focuses the intense, mixed-use redevelopment in a core area, which is the subject area of the APR proposed nomination. PA S02-II-V2 resulted from a previous Area Plans Review nomination, APR item 01-II-4V that the Planning Commission denied due to the lack of consolidation and transportation concerns. PA S02-II-V2 was authorized when the consolidation was achieved. Concurrent with the evaluation and adoption of PA S02-II-V2 was the review of the Rezoning Application (RZ) 2003-PR-022, to implement the Metro-oriented, mixed-use Plan recommendations.

ADOPTED COMPREHENSIVE PLAN TEXT

The subject area is considered the core area of Land Unit C within the Vienna TSA, as mentioned in the General Location section. The core area is planned primarily for multi-family mixed-use development at an intensity up to 2.25 FAR, including Affordable Dwelling Units (ADUs) and an age restricted housing component of approximately 145 units.

For complete Plan text for Land Unit C, see Attachment 1.

NOMINATED PLAN AMENDMENT

The nomination proposes to replace up to 700,000 SF of planned residential use with up to 700,000 SF office use. The intensity would not change and has already been determined in the adopted Plan an intensity that is appropriate for a redevelopment within ¼ mile of a transit station.

ANALYSIS

The following analysis of the proposed APR nomination 08-II-4V assumes specific land use components and design, proffered with the approval of the RZ 2003-PR-022, dated March 21, 2006, as the basis for comparison.

Land Use: The Concept for Future Development identifies the subject property as part of the Vienna TSA, which is one of several transit-oriented, mixed-use activity centers in the county. The goals for development in these areas emphasize compatibility with the neighboring areas and the reduced reliance on the automobile through transit usage. Residents, employees, and visitors of these activity centers would have convenient access to jobs, housing, shopping, and recreation through a mixture of land uses and higher intensities. The proposed nomination, which would substitute up to 700,000 of planned residential use for an equivalent amount of office use, would maintain the maximum planned intensity of 2.25 FAR. This intensity is consistent with the Comprehensive Plan's guidelines for Transit Oriented Development, which encourage the placement of highest intensities close to transit.

The nomination would result in a reduction of the number of residential units in the core area to a minimum of 1,174 units: 124 low-rise multi-family and 1,050 mid/high-rise multi-family units. The maximum amount of office square feet would be increased up to 1,000,000 square feet. If this maximum substitution is utilized, then the primary use in the core area would remain as residential use, based on square feet (at least 62% residential use), and the majority of residential units in Land Unit C would remain in the core area (66% residential use), based on the maximum of 1,642 units in the core area and 2,248 units in the total development in RZ 2003-PR-022. The proposed land use mixture would continue to provide a live-work-shop-play environment in this situation. Furthermore, the additional office use would create more convenient access to employees who could take advantage of public transportation, especially if the new office use is located adjacent to Metro. In the Final Development Plan (FDP) from RZ 2003-PR-022, this area would be considered the general area of Building 7 (See Attachment 2).

The nomination does not propose to amend the conditions for redevelopment. Any redevelopment would need to meet the conditions for redevelopment in the core area, related to urban design, building height, orientation, parking, streetscapes, landscaping, plazas, community-serving retail use, and affordable and age-restricted housing. In regards to community-serving retail use, the current Plan recommends that 100,000 SF of this type of use

and other non-residential use should be located primarily within the core area. The nomination proposes a scenario with 80,000 SF of retail use. The proffer conditions include a range of 80,000-135,000 SF of retail and other non-residential uses within the core area and approximately 30,000 SF of public use in the land area to the west of the core area. The nomination does not propose to amend this condition and should continue to seek an amount of community-serving retail use above the minimum of the proffered range.

With respect to affordable housing, the adopted Plan recommends the replacement of affordable units that were lost with the redevelopment of the former Fairlee Subdivision and the provision of additional affordable dwelling units (ADUs), based on the Zoning Ordinance and the Residential Development Criteria in the Policy Plan. These ADUs would be distributed across the entire Land Unit C, including within the core area. The proffered rezoning complied with the Plan text. The current Plan text for the provision of ADUs would remain.

For age-restricting housing, the adopted Plan recommends that approximately 145 age-restricted units should be provided within the core area. The proffers for RZ 2003-PR-022 define that up to a total of 170 age-restricted units would be located in this area. This Plan text is proposed to and should remain the same as well.

Transportation: The Transportation Plan Map shows a new four lane collector through the nominated site and Lee Highway (Route 29) being improved to six lanes. No improvements are shown on the Trails Plan Map at this site; however, pedestrian and bike improvements to this area are stated in the Vienna Transit Station Area section of the Comprehensive Plan. Any redevelopment on the subject property should incorporate these transportation improvements, as currently planned and proposed.

The proposed office use could generate approximately 4,700 additional vehicle trips per day above the Comprehensive Plan, prior to any trip reductions being assumed. The nomination does not warrant a Virginia Department of Transportation (VDOT) Chapter 527 review because the nomination did not surpass the 5,000 additional trip threshold, as compared to the highest density recommended under the current Comprehensive Plan. The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit Comprehensive Plans and amendments to Comprehensive Plans that substantially affect transportation on state-controlled roads to the VDOT that are above this threshold. After transit and internal trip reductions are assumed, total vehicle trips per day could range from 3,000 to 3,900 additional trips based on the proposed change in use. During the peak hour, the nomination could have a significant effect on the traffic inbound during the morning and outbound during the evening.

The increase in traffic could adversely impact the surrounding roadway network; however, reverse use of the Metrorail Orange line by commuters heading west to the office development and substantial bus service to and from the west along the I-66 corridor would provide good transit access to the development. As described in the current Plan, the proposed development

should be able to achieve significant trip reductions for office and residential uses and take advantage of the reverse commuting opportunities. The current Plan recommends specific trip reductions for office and residential uses, and the nomination does not propose to amend these recommendations.

The following table shows the impact of the vehicular trips for the proposed development:

Trip Generation Estimates for APR 08-II-4V

Providence District

Current Comprehensive Plan

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average Daily
		In	Out	In	Out	
Office (710)	300,000	397	54	71	344	3,109
Retail (820)	80,000	92	53	259	281	5,874
Res Apts (220)	124	20	50	56	36	896
Res. High-Rise (222) Bldg. #1	314	24	71	69	44	1,439
Res. High-Rise (222) Bldg. #2	314	24	71	69	44	1,439
Res. High-Rise (222) Bldg. #3	272	21	62	61	39	1,278
Res. High-Rise (222) Remainder	618	<u>46</u>	<u>139</u>	<u>128</u>	<u>82</u>	<u>2,525</u>
Total		624	500	712	870	16,560

Proposed Development

Development Type	Sq Ft/Units	AM Peak Hour		PM Peak Hour		Average Daily
		In	Out	In	Out	
Office (710) Bldg. #1	300,000	397	54	71	344	3,109
Office (710) Bldg. #2	350,000	450	61	80	391	3,500
Office (710) Bldg. #3	350,000	450	61	80	391	3,500
Retail (820)	80,000	92	53	259	281	5,874
Res Apts (220)	124	20	50	56	36	896
Res. High-Rise (222) Bldg. #1	432	33	98	92	59	1,876
Res. High-Rise (222) Remainder	618	<u>46</u>	<u>139</u>	<u>128</u>	<u>82</u>	<u>2,525</u>
Total		1,488	516	766	1,583	21,280

Net Impact of Proposed

Amendment Above Comp Plan	In	Out	In	Out	Trips
	864	16	54	714	4,720

¹⁾ Trip rate formulas are from the Institute of Traffic Engineers (ITE) Book 7th Edition, 2003

²⁾ Trip rate formulas are used based on the approximate number of buildings and their associated sizes for the site. Should the number or size of the buildings change, the total net trip impact of the Proposed Amendment could vary.

³⁾ Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

The FCDOT requested that the nominator provide additional traffic impact analysis to the County during this Plan Amendment review, due to the fact that the proposed nomination could increase vehicle trips by approximately more than 25% of what is currently allowed under the Comprehensive Plan. This additional work also was needed to respond to a condition recommended by the Providence Task Force at their meeting on December 1, 2008, which stated that the redevelopment should not degrade the level of service from what is currently approved. The nominator submitted the additional transportation information in the form of an intersection volume study, dated February 18, 2009.

The scope of the intersection volume study was limited to an analysis of the traffic volume at the four most impacted intersections, resulting from the nomination. Four intersection approach volumes that represented the road network were compared in three scenarios. Each scenario showed varying effects on the identified intersections as a result of different background traffic, trip reductions, and land use analyzed. The three scenarios were defined as follows:

Scenario One:

- Results from the 2005 rezoning traffic study (rezoning case # 2003-PR-022).
- Trip reductions for residential and office were 33% and 8.5%, respectively.
- *Reason:* Provides for a base case comparison against the other two scenarios.

Scenario Two:

- Same regional growth and trip reductions as Scenario One.
- The new land use from the APR nomination was added to this scenario to obtain site generated trips and total trips.
- *Reason:* Provides a comparison of only the proposed land use in the nomination to Scenario One while holding all other variables constant.

Scenario Three:

- Lower regional and existing volumes based on new background data from the nominator.
- The proffered trip reductions of 47% for residential and 25% for office were applied to this APR nomination to obtain site generated trips and total trips.
- *Reason:* Provides the nominator with an opportunity to present new background data to demonstrate that the intersections studied can accommodate the increase in vehicle trips from the proposed change in land use.

The results of the study demonstrate that the site generated traffic would increase when comparing Scenario Three to Scenario One. The increase is from 8% to 34% depending on the intersection and peak hour. The percentage increase is shown in Attachment 3. While this result is significant, the nominator has demonstrated that this additional site traffic can be accommodated on the road network due to the adjusted regional growth presented in Scenario Three. Scenario Three also shows that the Vaden Drive/Saintsbury Drive intersection in the AM peak hour has increased traffic due to this change in land use. The nominator states that the increase in trips would have no significant impact on the intersection operations because the trips will be distributed over all four approaches. FCDOT is concerned with the increase in trips at this intersection and recommends additional analysis during the subsequent zoning evaluation. This additional study should determine, for example, which intersection approach, if any, would have a significant increase in trips that could warrant additional improvements.

Further analysis also should evaluate the background assumptions of pipeline trips (trips resulting from development that is approved but not built), regional growth, and adjusted existing volumes, as well as the trip reductions for the nomination used in Scenario Three. These assumptions and reductions are different than what was agreed to in the 2005 rezoning traffic impact analysis. The background trips in Scenario Three were agreed upon for planning purposes

in order to examine the potential impacts that this development could have on the four identified intersections. They should be independently verified by FCDOT at the time of any zoning evaluation. If the assumptions are not accepted by FCDOT, then the additional trips generated by this site could have a significant effect on the four intersections.

This effect is demonstrated when Scenario Two is compared to Scenario One. Depending on the intersection, site generated trips could increase by 27% to 64% if the assumptions from the 2005 TIA are not changed. This increase is shown in Attachment 3. The Vaden Drive/Saintsbury Drive intersection could experience trip increases of approximately 20% when background trips as well as site generated trips are both included. While it is unknown if the site will generate this amount of traffic, Scenario Two should be evaluated for possible inclusion in the traffic impact analysis at the time of zoning evaluation.

Environment: No Resource Protection Area (RPA) or Environmental Quality Corridor (EQC) is present on the subject area. As the current Plan states, any new development of the area should incorporate landscaping to improve water quality and provide shade and screening for the proposed future development and achieve the conditions of the adopted Plan. The nomination is not proposing that any of the Plan recommendations for the environment be amended.

With regard to noise, the nomination does not specify the location of the residential use to be replaced. However, given the proximity to Interstate-66, residential development near the Interstate, would be subjected to noise levels which may exceed 75 dBA DNL. The proposed substitution of residential use for office use at this location could be appropriate as it is not considered a noise-sensitive use.

Finally, as the subject property is located within a Transit Station Area, redevelopment should achieve green building standards, as described in the Policy Plan. Furthermore, the adopted Area Plan language for Land Unit C of the TSA, which is not proposed to be changed, describes the conditions for redevelopment to include such features as Low Impact Development (LID) techniques, innovative stormwater management techniques, green roofs, porous pavers, energy efficient design and construction, and tree preservation and transplantation.

Schools: The proposed nomination is located within the Mosby Woods or Marshall Road Elementary Schools (ES), Jackson Middle School (MS), and Oakton High School (HS) boundaries. In reviewing the nomination, Fairfax County Public Schools (FCPS) has included both Mosby Woods ES and Marshall Road ES, since there was discussion during RZ 2003-PR-022 as to whether the boundary line should shift from Mosby Woods to Marshall Road ES.

A capacity deficit currently is anticipated at Jackson MS and Oakton HS in the projections for the 2013-2014 School Year. The deficit is exacerbated by two rezoning applications (RZ) that have been approved but not yet constructed. RZ 2005-PR-041 in the nearby Merrifield Area will generate an additional 20 students in Jackson MS, and the remaining units within the non-core

area of Land Unit C from RZ 2003-PR-022, adjacent to the subject property, will generate 106 additional students in the three affected schools. The proposed nomination would reduce the number of students entering the affected schools, as compared to the approved rezoning. The nomination would generate 28 fewer students than the core area of the approved rezoning, 106 and 134 students, respectively.

Parks and Recreation: The Fairfax County Park Authority (FCPA) has no comment on this application, as the application does not propose to change any of the existing Comprehensive Plan language associated with *Pedestrian Circulation* and/or *Parks, Open Space and Public Facilities* for Land Unit C of the Vienna Transit Station Area.

RECOMMENDATION

Staff supports the nomination to allow the flexibility to substitute office use in lieu of planned residential use within the core area. Additional office use, located adjacent to Metro, could promote transit usage and reverse commuting, take advantage of Transportation Demand Management (TDM) techniques, and alleviate the transportation-generated noise concern of residential use near Interstate-66. As proposed, all of the conditions for redevelopment, recommended in the current Plan, related to affordable and age-restricted housing, community-serving uses, urban design, streetscape and landscape improvements, TDMs, etc., would remain. Staff would recommend, however, the addition of text to encourage the additional office use be located in areas most impacted by noise to avoid placement of residential buildings in these areas. Also, staff supports the Task Force alternative related to transportation, which recommends that the redevelopment would not degrade the level of service of the surrounding road network from what is approved in the rezoning.

In regards to transportation, the nomination does not propose to amend the conditions for redevelopment or road improvements. However, additional analysis of the proposed option should be completed during the subsequent zoning evaluation of this Plan amendment. Particular attention should be paid to the Vaden Drive and Saintsbury Drive intersection. The varying background assumptions and trip reductions, similar to the intersection volume study completed February 2009, should be verified and possibly included in the traffic analysis at the time of rezoning.

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, as amended through 1-26-2009, Land Unit C, page 26:

“Office/Hotel Use – The office component of the mixed-use option should be at least 125,000 gross square feet in size but not exceed a total of approximately 300,000 gross square feet not including store front professional offices and live-work units (the combination of a private residence with professional office,

retail, or other non-residential use) that may be located in the ground floors of other buildings. Office use should be located close to the Metro Station to encourage transit usage by office workers and should provide for effective TDM measures. Vehicular access to the office use should be from internal roadways that connect to Sainsbury Drive. A hotel could be provided in addition to or as an alternative to the office or residential use.

As an option, up to 700,000 square feet of planned residential use may be replaced with up to 700,000 square feet of office use in the core area, for a total of up to 1,000,000 square feet of office use in the core area. Priority should be given to the location of this additional office use in areas that could be affected by noise, such as areas closest to Interstate-66. Redevelopment that utilizes this option should achieve the same conditions for development as compared to the original option

Residential Use – The residential component of the mixed-use option should not exceed a total of 2,250 dwelling units including all ADU, elderly and bonus units. A mix of housing types should be provided including single family attached and various types of multifamily units. An elderly and active adult housing component should be incorporated into the development. In order to maximize transit usage, approximately 70 percent or more of the residential units should be located within the Core Area, unless the option for office use is utilized. In this case, if the option for office use substitution is made, then at least 60 percent of the land use within the core area should remain as residential use and the majority of the residential units in Land Unit C should remain located in the core area. In addition, the residential component of the project should be designed in a manner that facilitates the use of vanpools, carpools and bicycles (See “Transportation”, below). A portion of the market-rate and affordable units should be designed and provided as accessible units.”

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, as amended through 1-26-2009, Land Unit C, page 32-34:

“Transportation –

...

Capacity, Circulation, and Access Detailed traffic impact analyses should be done at selected intervals (identified at time of rezoning or other zoning evaluation) to determine the improvements required to mitigate the impacts of the proposed development on the transportation system. Particular attention should be paid to the Vaden Drive and Sainsbury Drive intersection. These impact analyses at the time of rezoning should include roads, transit and pedestrian system, and should be both an intersection analysis, as well as a cordon analysis that includes the roads surrounding the development. In addition, these impact analyses should demonstrate, in coordination with WMATA and Fairfax County, that sufficient existing and planned capacity should be available at the Vienna Metro Station to serve the additional ridership generated by the residential component of the development at build out. In order for the option for an office substitution to be implemented, a similar transportation analysis should be completed that takes into consideration the proposal, the assumptions utilized in the original analysis, and any changes to these assumptions. The analysis should demonstrate that the option would not degrade the level of vehicular service as compared to the original option.

....

Transportation Demand Management (TDM)

...

The TDM program will be evaluated initially in at least three stages during the development process; first at the time of rezoning, second before and during construction and third after project completion or “build

out.” The TDM program also should be verified if amendments to the rezoning are proposed. In the first stage of evaluation, at the time of rezoning, a development application should demonstrate that TDMs will be provided to achieve the peak hour trip reduction goals stated above. If it is determined that the trip reduction goals as stated above are infeasible, the maximum office square footage and/or residential density should be reduced by an amount equal to the unachieved portion of the peak hour trip reductions. Once TDM levels are established at the rezoning stage, the TDM program must address interim stages of development to validate that the approved density can be accommodated. In the second stage of evaluation...”

Note: The Comprehensive Plan Map will not change.

Attachment 1**Complete Comprehensive Plan Text for Land Unit C of Vienna Transit Station Area**

Fairfax County Comprehensive Plan, 2007 Edition, Area II, Vienna Planning District, as amended through 1-26-2009, Vienna Transit Station Area, Land Use Recommendations, pages 21-36:

“Land Unit C

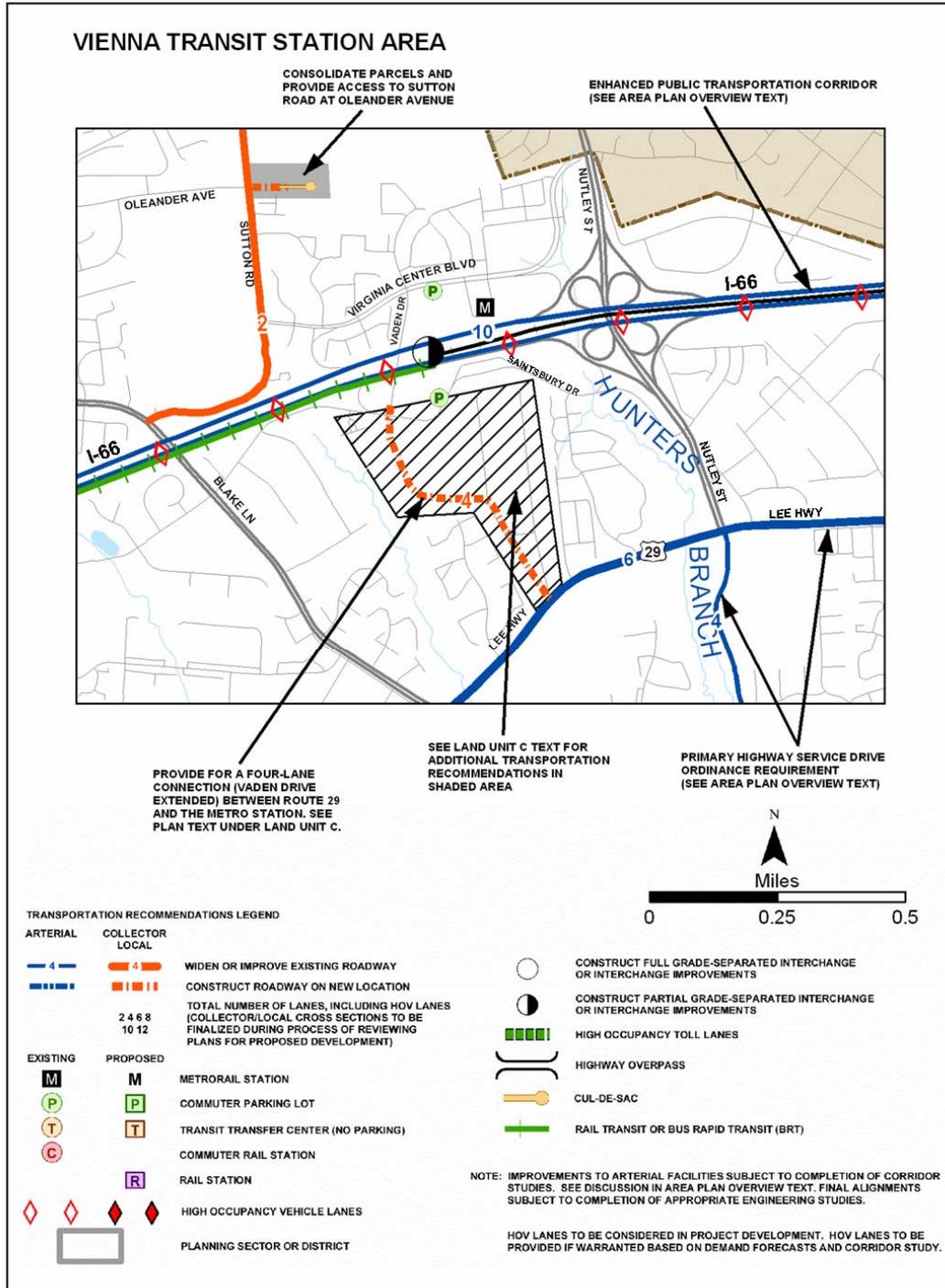
This land unit is approximately 70 acres in size and includes portions of East Blake Lane Park, a significant amount of vacant land and the former Fairlee subdivision, an older residential neighborhood adjacent to the Metro station that contained 61 single-family detached houses, a parsonage and a church.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

Residential Baseline

The baseline recommendation for this land unit is residential use at 4-5 dwelling units per acre as shown on the Plan Map. The area that comprises the former Fairlee subdivision is planned at a higher density of 5-8 dwelling units per acre if the full consolidation of this subdivision is achieved in accordance with the Policy Plan’s Guidelines for Neighborhood Redevelopment.

A portion of the land unit along Saintsbury Drive has been approved for age-restricted, multi-family residential use. A portion of East Blake Lane Park is located in this land unit and is planned for public park use. Absent its inclusion into the Metro-oriented Mixed-Use Option, the WMATA parcel located south of Saintsbury Drive is planned for open space and the limited surface parking that currently exists.

At the residential baseline density, it is anticipated that access will be provided by the existing local streets, although the development of new streets could be provided. Right-of-way should be dedicated to Fairfax County for the future road connection between Route 29 and Vaden Drive as shown on Figure 9. Pedestrian access to the Metro station area is a key feature of development of this land unit and should be provided as part of any future development. This pedestrian access should include a connection with the W&OD/Fairfax City Connector Trail.



TRANSPORTATION RECOMMENDATIONS FIGURE 9
 VIENNA TRANSIT STATION AREA
 V1, V5 COMMUNITY PLANNING SECTORS

Residential Option

As an option, if the former Fairlee subdivision is consolidated with the undeveloped parcels to the west, higher density residential use may be appropriate if the following conditions are met:

- The overall density will be calculated based on a density range of 16-20 dwelling units per acre for the former Fairlee subdivision and 12-16 dwelling units per acre for the remaining portion of the consolidation;
- Densities should taper down from the area closest to the Metro station towards Route 29 and the Circle Woods subdivision to encourage transit usage and to provide an effective transition to existing residential areas;
- Building heights should not exceed 65 feet;
- Substantial usable open space should be provided for the residents of the new development. In addition, land should be dedicated to enlarge East Blake Lane Park;
- A 50-foot buffer should be provided to adjacent development;
- Development should preserve the natural vegetation and environmental amenities of the site to the extent feasible given the planned density;
- Adequate outfall and storm water management (SWM) that fully mitigates the impact of development should be provided;
- The impact of development on schools should be mitigated. The applicant should work with the community and Fairfax County Public Schools to identify the appropriate commitments to address projected impacts;
- Affordable housing should be provided either through compliance with the Affordable Dwelling Unit Ordinance or an appropriate proffer of land or units for affordable housing; and,
- Coordinated circulation and access should be provided as shown on Figure 9, including dedication and construction of the four-lane connector road (Vaden Drive Extended) between Route 29 and the Metro Station.

Metro-oriented Mixed-use Option

This land unit represents an excellent opportunity to promote transit oriented mixed-use development at the Vienna Metro station. To achieve this, the fully consolidated Fairlee subdivision and undeveloped parcels to the west should be consolidated with property owned by the Washington Metropolitan Area Transit Authority (WMATA) located south

of Saintsbury Drive adjacent to Fairlee. Including WMATA's property within the overall development will allow for a better integration of land uses with the transit station. A coordinated development, in partnership with WMATA, will provide the opportunity to enhance pedestrian access by making changes to the location of some station facilities. Absent inclusion of the WMATA property into the Metro-oriented Mixed-Use Option, the WMATA parcel is planned for open space and the limited surface parking that currently exists.

This mixed-use option, which includes residential and non-residential uses, encourages the creation of a land use pattern that supports mass transit by locating housing, retail and employment uses within walking distance of the rail station. Development should include residential, retail, service and public uses and should be concentrated in the area that is within 1/4 mile of the Metro station platform, as set forth below. Office use may be appropriate with an effective Transportation Demand Management (TDM) program and with its associated parking limited as set forth below under "Parking". Hotel use may also be appropriate. The entire proposed development must address a number of development elements or conditions related to such things as design, transportation, pedestrian circulation, affordable housing, and public facilities, as discussed below.

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

The proposed transit-oriented mixed-use development is envisioned to be divided into four areas as shown on Figure 10.

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

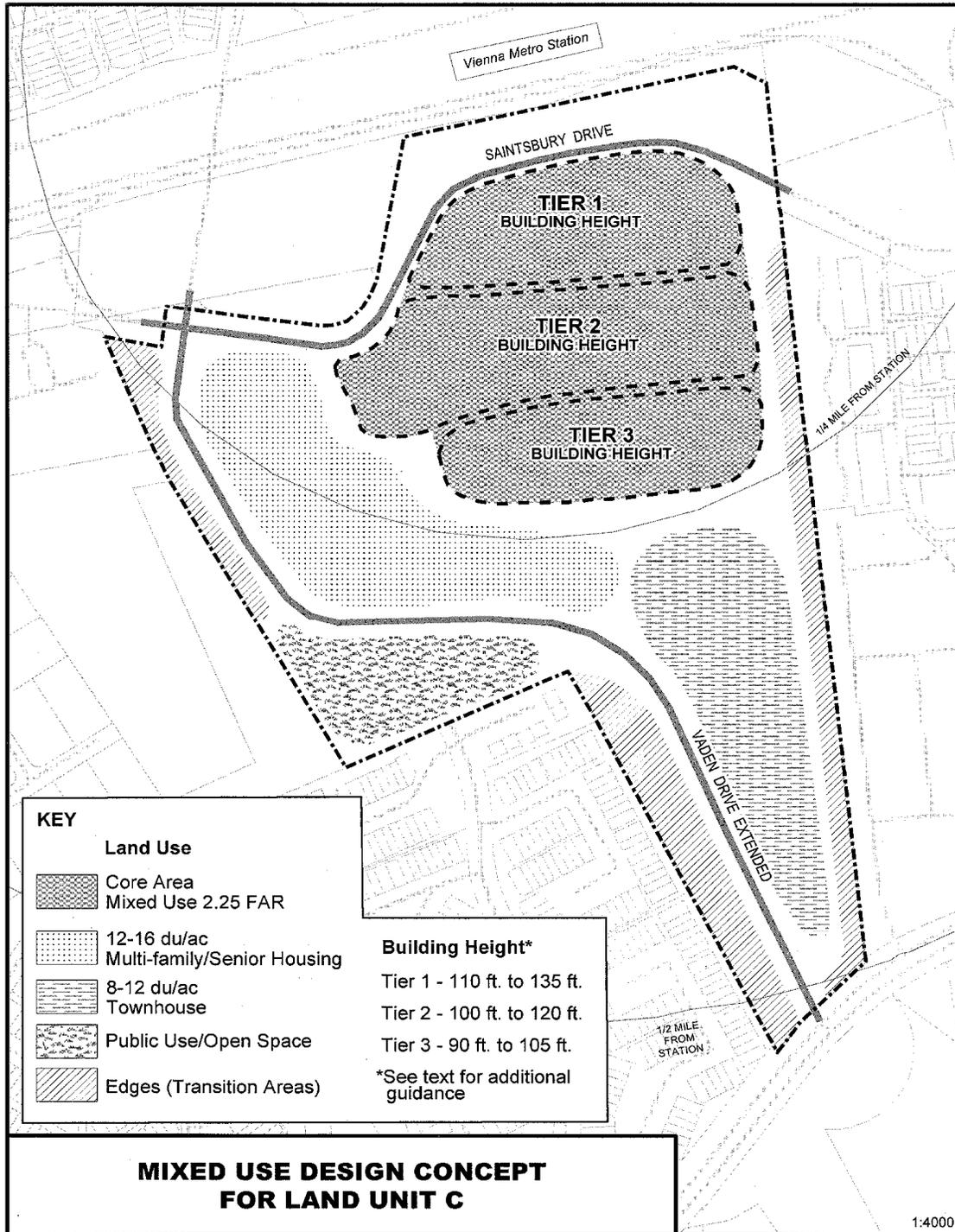


FIGURE 10

- The area south of the Core Area consisting of approximately 16 acres is planned for 8 – 12 dwelling

units per acre. This area should be characterized by townhouse and/or stacked townhouse units. Off-street parking should be primarily within individual garages. A landscaped “village green” as well as other landscaped open space areas should be well integrated into this portion of the site.

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

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

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

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

Retail, Service, Institutional and Other Uses – It is essential that non-residential, non-office uses be incorporated into the development throughout the build-out of the multifamily residential and office development, particularly in the “town center” and “main street” portions of the Core Area. To that end, a total of at least 100,000 gross square feet of retail, service and institutional uses should be provided to serve the employees, transit users and residents of the area. These uses should be located primarily in the ground floors of the buildings that front the “town center” and “main street” portions of the Core Area. Such uses should be phased to the phases of the development. The provision of a full-service grocery store, at least 15,000 gross square feet in size, within a Core Area building is critical to the success of the Metro-oriented Mixed Use Option (convenience retail or a quick service food store will not satisfy this condition). Other such retail, service and institutional uses may include financial institutions, full-service restaurants, delis and other food services, bookstores, boutiques, a pharmacy, dry cleaners, and other personal service establishments, health clubs, professional storefront offices, live-work units, and institutional, cultural, recreational, governmental and other service uses. In order to create a street presence, these uses should be

primarily incorporated into the design of the lower floors of non-residential and residential buildings and should have direct public access and display windows oriented towards pedestrian walkways, and, where appropriate, to vehicular drives and/or streets. In addition, the ground level of above grade parking structures should contain store front non-residential uses to the maximum extent feasible. A child care center(s) should be provided within the development to serve both the residents of the community and transit riders.

There should be no drive-through uses.

Building Height - Development should be concentrated within the Core Area with maximum building heights as shown on Figure 10 and as described in the following text. Buildings closest to the Metro Station should be the tallest buildings on the site, with other buildings tapering down as they become further from the Metro station. The first tier of buildings closest to the Metro Station should be no greater than 110 feet in height. If retail and/or other non-residential uses are located in the first floor of buildings in this first tier, such building(s) may be 135 feet in height. However, if a grocery store is located in one of the buildings closest to the Metro platform, that building may be up to 150 feet in height, to the extent that additional height is needed to accommodate this use. Buildings located in the second tier of the Core Area should be no greater than 100 feet in height unless retail and/or other non-residential uses are located in the first floor, in which case building height may be increased to 120 feet. Building heights located in a third tier should be no greater than 90 feet and, if other retail and/or non-residential uses are located in the first floor of buildings in the third tier, then building heights may be increased up to 105 feet. To provide visual interest, building heights should not be uniform in the Core Area. Outside the Core Area, heights should transition downwards to be compatible with existing residential areas, with buildings ranging from 35 to 75 feet in height. Elderly housing may be located in buildings up to 75 feet in height outside the Core Area and up to 105 feet if located inside the Core Area. Buildings adjacent to the Hunters Branch community should be at a comparable height of approximately 52 feet and those west of Vaden Drive Extended adjacent to Circle Woods should be no more than 35 feet in height.

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

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

A detailed streetscape plan should be provided for Vaden Drive, Saintsbury Drive and the major internal roadways within the development. This streetscape plan should detail the types and location of street trees, sidewalk/trail dimensions and general location and types of pedestrian amenities and should generally conform to the concepts shown in Figures 11 and 12. Sidewalks should be sufficiently wide to accommodate pedestrians, as well as to provide sufficient space for activities such as window shopping, seating, and outdoor dining.

Parking - Most off-street parking should be located behind or beneath the buildings. In order to promote the use of mass transit, parking for the multi-family and office uses should not exceed a ratio that is 10% higher than the minimum Zoning Ordinance requirements, not including parking spaces allocated to support TDM programs such as car sharing (e.g. FlexCar/ZipCar), car/van pool and fleet vehicles, shuttle vans/buses and the like. In order to be transit and pedestrian friendly, parking structures should generally be internal to the site and not oriented towards the Metro Station. If not located beneath the buildings, parking structures should be integrated into the development through the incorporation of other uses where feasible into the

structure and through the use of architectural features and landscaping. Green roof elements and similar features should be incorporated into the design. Visitor parking should be convenient and well distributed throughout the site. Consideration should be given to the provision of parking spaces dedicated for Metro use in the parking structures near the Metro station, provided that primary access for any Metro parking is from Saintsbury Road or other parallel roadways. In addition, temporary surface parking may be provided for Metro patrons.

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

The grading associated with the redevelopment of Land Unit C should be done in a manner that best manages stormwater. An underground SWM facility should be provided to help

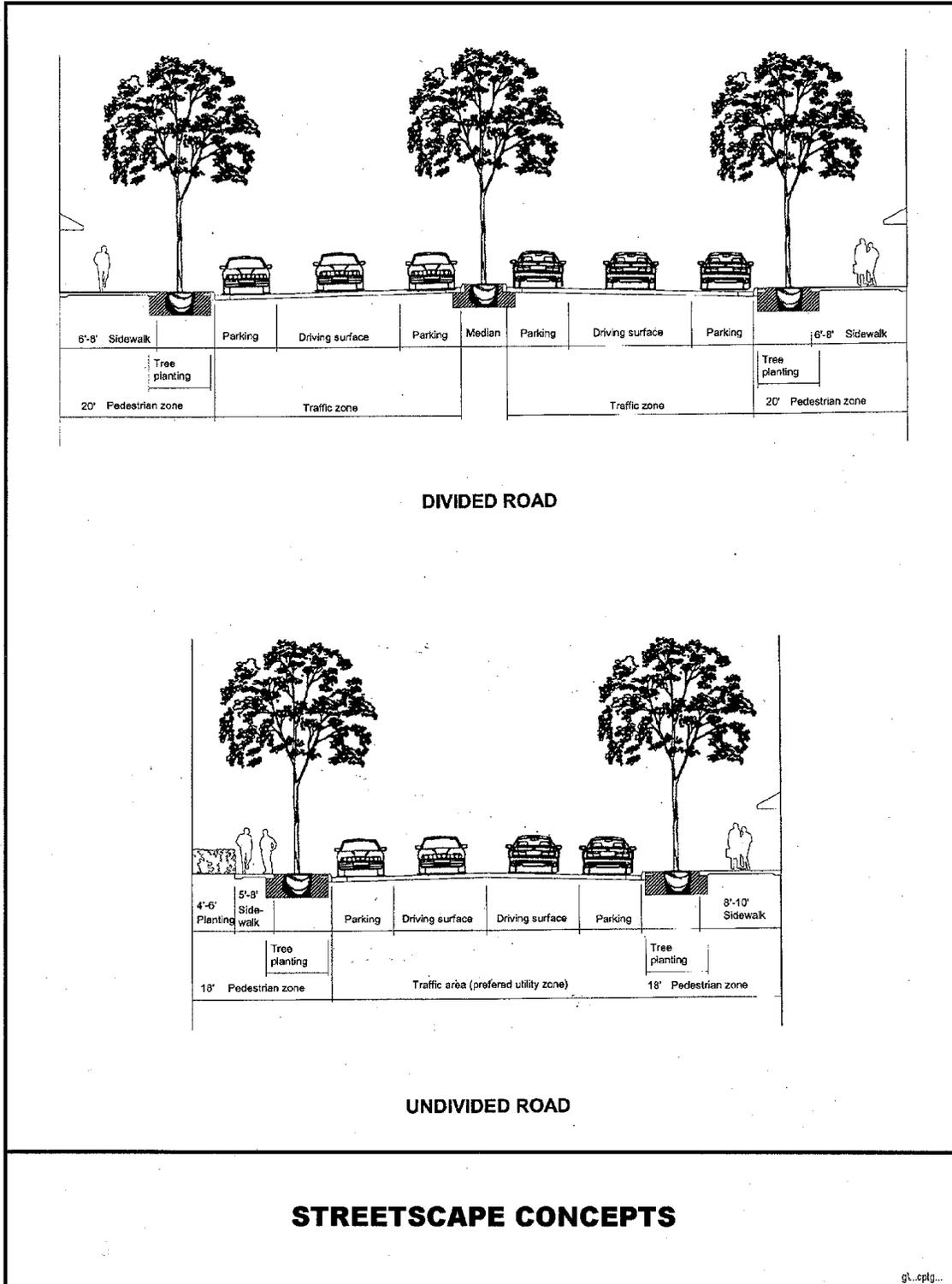


FIGURE 11

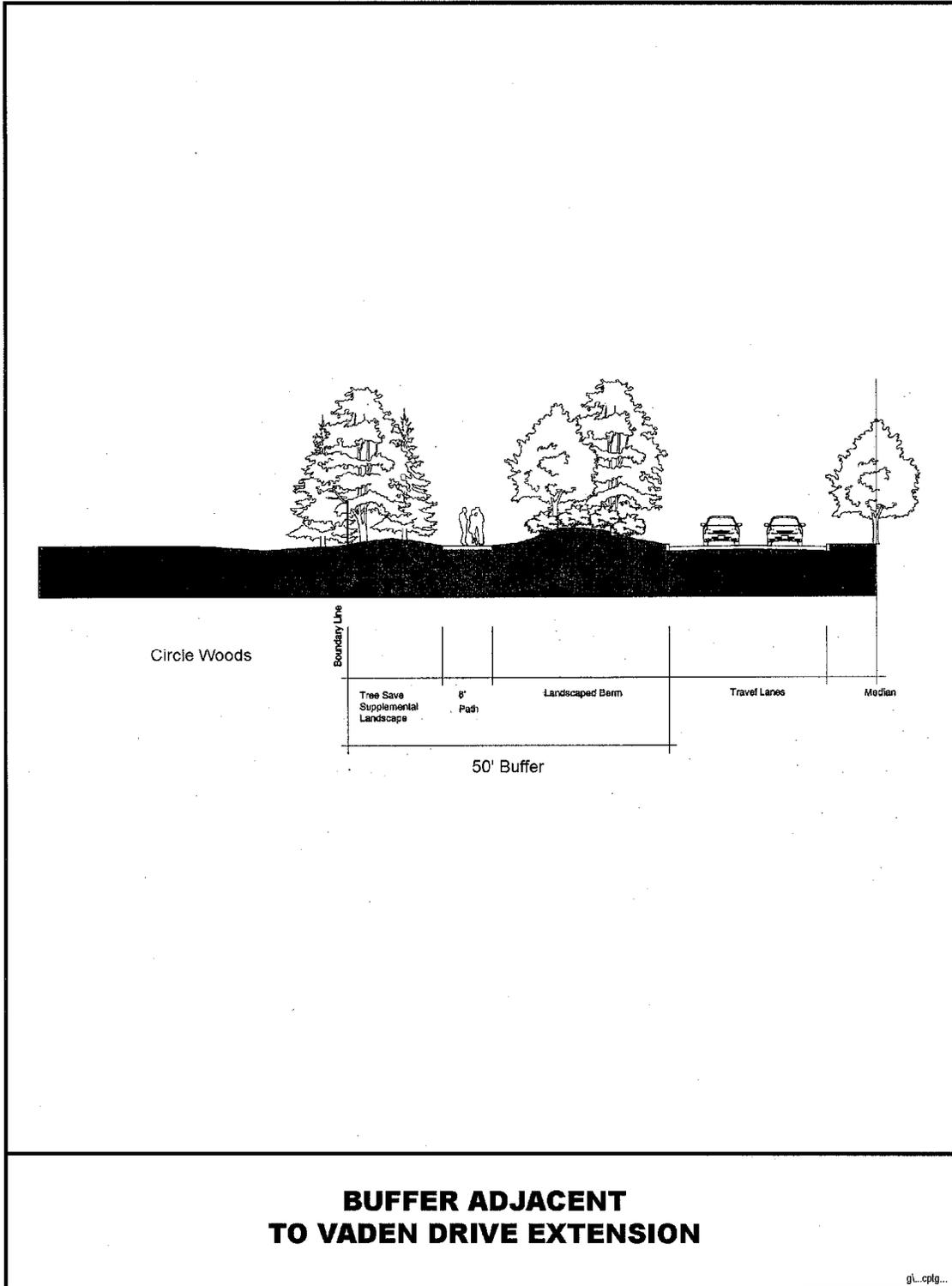


FIGURE 12

regulate the flow of water into Hunters Branch. SWM facilities may need to exceed the minimum standards in the Public Facilities Manual.

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

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

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

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

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

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

Pedestrian Circulation – A pedestrian circulation plan should be provided that directly connects the development to the Metro property and to the station's platform and provides

pedestrian connections to Circle Woods and Hunters Branch (see Figure 13). Particular attention should be given to providing safe pedestrian connections across Vaden Drive and across Lee Highway at Vaden Drive and across the Lee Highway and Nutley Street intersection. The development should have sidewalks on both sides of all major internal streets and unrestricted pedestrian access, so that pedestrian circulation around and through the development will be enhanced and not impeded. Pedestrian connectivity should be provided between the development and neighboring communities to the extent that those existing communities wish to avail themselves of this amenity. The development should provide streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity; paths should be well lighted for pedestrian safety. The W&OD/City of Fairfax Connector trail should be realigned and access to the trail from adjoining residential neighborhoods for pedestrians and bicycles, and all modes normally permitted on such trails should be provided. Trees should be provided on both sides of the City of Fairfax Connector Trail that is located within East Blake Lane Park adjacent to the area where the trail is to be realigned. A pedestrian bridge across Hatmark Branch in East Blake Lane Park should be provided to improve trail usage and access to Metro.

Transportation – It is essential that the impacts of the development allowed under this option be offset through a combination of additional roadway and transit capacity, roadway and pedestrian circulation and access improvements, and effective transportation demand management (TDM) measures.

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

In order to facilitate efficient internal circulation and access to the Metro station, development of a four-lane divided roadway connecting Route 29 and the Metro station (Vaden Drive extended), as shown in Figure 9, should be constructed with the first phase of development. No vehicular connection should be provided between Circle Woods Drive and Vaden Drive. Vaden Drive should be developed as a boulevard with a landscaped median to provide safe refuge for pedestrian crossings. This roadway should be designed in such a manner as to foster low vehicular speeds, facilitate safe pedestrian crossings in designated locations, and minimize grading into East Blake Lane Park. In addition, turn lanes should be minimized as a way to reduce the crossing distances for pedestrians. Any retaining walls associated with the construction of the road should be low in height, terraced with vegetation provided on the terrace areas, and located in such a manner as to not interfere with pedestrian access from the park to the development and to the transit station.

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

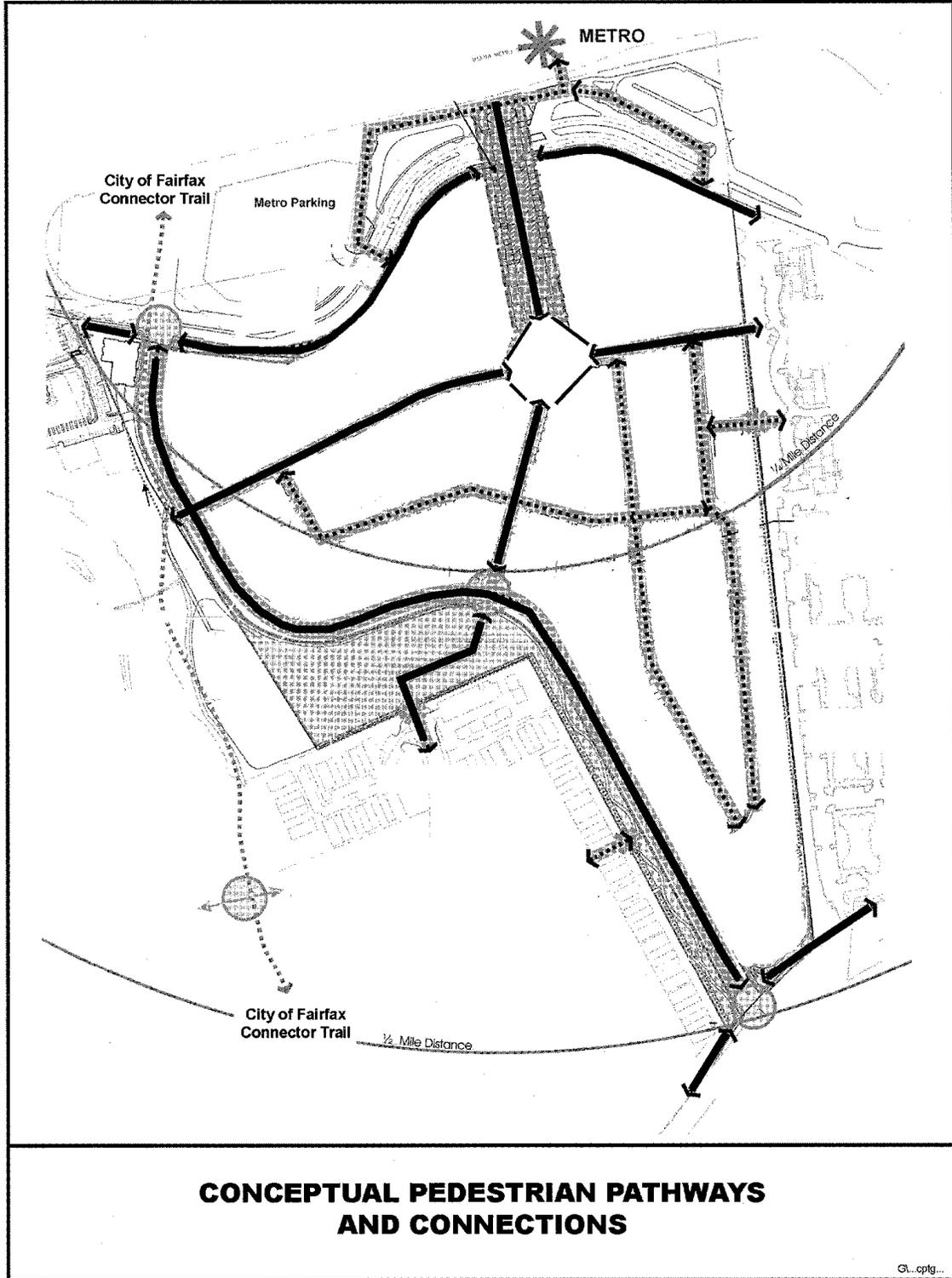


FIGURE 13

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

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

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

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

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

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

Employer, Homeowner and Tenant Association TDM Measures

Alternative Transportation Services

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

Support Facilities/Programs

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

Pricing Programs

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

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

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

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

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

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

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

road will be accepted by VDOT for incorporation into its system. This will relieve WMATA of the responsibility for future upkeep and maintenance of this facility.

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

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

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

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

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

Attachment 3

Site Trip Volumes for APR 08-II-4V Intersection Volume Study

				Difference	Difference	Difference	% Diff	% Diff	% Diff
Intersection	Scenario I	Scenario II	Scenario III	Sc II to Sc I	Sc III to Sc I	Sc III to Sc II	Sc II to Sc I	Sc III to Sc I	Sc III to Sc II
Nutley/Route 29									
Am Peak Hour Trips	198	307	247	109	49	-60	55%	25%	-24%
PM Peak Hour Trips	323	411	348	88	25	-63	27%	8%	-18%
Nutley/Saintsbury									
Am Peak Hour Trips	170	259	210	89	40	-49	52%	24%	-23%
PM Peak Hour Trips	282	391	321	109	39	-70	39%	14%	-22%
Vaden/Saintsbury									
Am Peak Hour Trips	602	984	805	382	203	-179	63%	34%	-22%
PM Peak Hour Trips	901	1,415	1,202	514	301	-213	57%	33%	-18%
Vaden Ext/Route 29									
Am Peak Hour Trips	259	426	347	167	88	-79	64%	34%	-23%
PM Peak Hour Trips	407	532	452	125	45	-80	31%	11%	-18%
Total Trips									
Am Peak Hour Trips	1,229	1,976	1,609	747	380	-367	61%	31%	-23%
PM Peak Hour Trips	1,913	2,749	2,323	836	410	-426	44%	21%	-18%