APR Area Plans Review

2008-2009 NORTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

TYPE OR PRINT RESPONSES IN BLACK INK
Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

THIS BOX FOR STAFF USE ONLY
Date Received: _____
Date Accepted: _____
Planning District: _____
Special Area: _____

PART 1. NOMINATOR/AGENT INFORMATION

Name: Timothy S. Sampson, Attorney/Agent for Vienna Metro LLC Daytime Phone: 703-618-4135

Address: Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor, Arlington, VA 22201

Nominator E-mail Address: tsampson@arl.thelandlawyers.com

Signature of Nominator (NOTE: There can be only one nominator per nomination): Timothy S. Sampson

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter.) N/A

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
N/A

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: ☐ Dranesville ☐ Hunter Mill ☑ Providence ☐ Sully

Total number of parcels nominated: 3

Total aggregate size of all nominated parcels (in acres and square feet): 28.91* acres 1,259,320* square feet

Is the nomination a Neighborhood Consolidation Proposal? ☐ Yes ☑ No

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☑ Yes ☐ No

This nomination will not generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan.

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Metro-oriented mixed use (see attached).

b. CURRENT PLAN MAP DESIGNATION: Residential 4-5 DU/AC (reflecting the "residential baseline")

c. CURRENT ZONING DESIGNATION: Planned Residential Mixed Use

*This is the land area of the PRM Zoning District including reservations of density credit as approved in RZ 2003-PR-022.

Continued

NOMINATION FORM

d. PROPOSED COMPREHENSIVE PLAN DESIGNATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). The proposal is to add an option to the Land Unit C recommendations to allow additional office uses to be provided in lieu of approved residential on Tax Map Parcel 48-2 ((24)) B located in the northern portion of the Core Area of the Metro West development.

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) The development of this area would consist of 4-5 high-rise office and residential buildings served by structured parking and a street network. The development will look substantially as approved in the Metro West zoning. See attached Statement of Justification.

f. NON-RESIDENTIAL: Check the appropriate use

- ☐ Office
- ☐ Retail
- ☐ Government/Institutional
- ☐ Industrial
- ☐ Open Space
- ☑ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: 2.25 (1) TOTAL Gross Square Feet: 2,833,469 (1)

Categories	Percent of Total FAR (2)	Square feet (2)
Office	35%	1,000,000
Retail (1)	3%	80,000
Public Facility, Govt & Institutional	N/A	
Private Recreation/Open Space	N/A	
Industrial	N/A	
Residential*	62%	1,753,469
TOTAL	**100%**	2,833,469

**If residential is a component, provide the approximate number and size of each type of dwelling unit proposed in the chart below based on the approximate square footage.*

h. RESIDENTIAL COMPONENT (Select the appropriate density range proposed and complete the table to the right):

- ☐ .1 - .2 du/ac (5-10 acre lots)
- ☐ .2 - .5 du/ac (2-5 acre lots)
- ☐ .5 - 1 du/ac (1 – 2 acre lots)
- ☐ 1 - 2 du/ac
- ☐ 2 - 3 du/ac
- ☐ 3 - 4 du/ac
- ☐ 4 - 5 du/ac
- ☐ 5 - 8 du/ac
- ☐ 8 - 12 du/ac
- ☐ 12 - 16 du/ac
- ☐ 16 - 20 du/ac
- ☑ 20+ (specify 10 unit density range) 40 du/ac (3)

Residential Unit Types (3)			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse			
Low-Rise Multifamily (1-4 stories)	124	+1868	231,600
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)	1050	+1450	1,521,869
TOTAL:	1174		1,753,469

(1) Does not change from approved Plan.

(2) Assuming maximum office development under proposed option.

(3) Based on approved CDP/FDP and assuming maximum office development under proposed option.

Continued

PART 5: MAP OF SUBJECT PROPERTY

Attach a map clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8½ x 11 inches and clearly legible. Maps in color will not be accepted.

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

☑ The proposal would better achieve the Plan objectives than what is currently in the adopted Plan.

☐ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between May 1, 2008 and June 27, 2008 to:

Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505

Continued

Replacement Page

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
48-2 ((24)) B	N/A	Vienna Metro LLC c/o Clark Realty Capital LLC	4401 Wilson Blvd, Suite 600 Arlington, VA 22203	9.83	7007 3020 0000 6578 8872
48-2 ((24)) C Part		Pulte Home Corporation	10600 Arrowhead Drive Fairfax, VA 22030	18.76	7007 3020 0000 6581 0573
48-2 ((24)) D		Pulte Home Corporation	10600 Arrowhead Drive Fairfax, VA 22030	.32	7007 3020 0000 6581 0573

Nomination Form, Part 4 Attachment

fifty (50) foot buffer may be modified to twenty-five (25) feet in the southwestern portion of the site if the following standards are met:

1. Barriers and enhanced landscaping are provided along the common property line.

2. The height of the apartment buildings closest to the property line shall not exceed four (4) stories and shall be located no closer than 100 feet from the western property line.

3. The twenty-five (25) foot buffer shall be undisturbed.

Because of the site's topography, development should be integrated with the land forms to reduce visual impacts to adjacent residential areas.

Land Unit B

This land unit of about 34 acres is planned for residential use at 5-8 dwelling units per acre. It is comprised entirely of the Circle Woods townhouses. This is a stable residential community that should be protected from any adverse impact that might be associated with any future development to the north (Land Unit C) or redevelopment to the east (Land Unit I).

Land Unit C

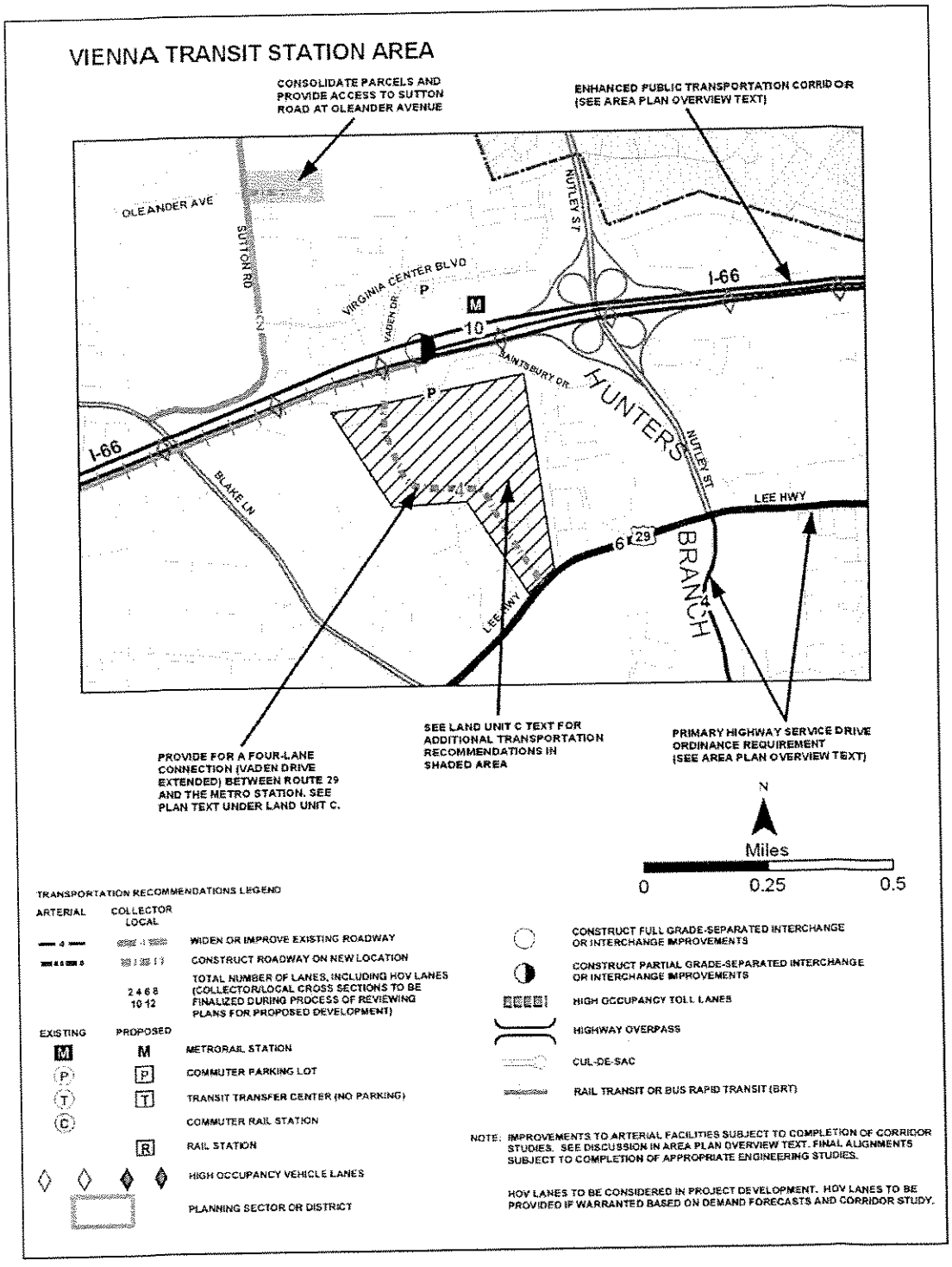
This land unit is approximately 70 acres in size and includes portions of East Blake Lane Park, a significant amount of vacant land and the former Fairlee subdivision, an older residential neighborhood adjacent to the Metro station that contained 61 single-family detached houses, a parsonage and a church. 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 8. 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
VIENNA TRANSIT STATION AREA
V1, V5 COMMUNITY PLANNING SECTORS

FIGURE 8

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 8, 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 9.

- The area that is within ¼ mile of the station platform (the Core Area) consists of approximately 23 acres and is planned for a primarily multi-family mixed use development at a FAR of up to 2.25, including Affordable Dwelling Units (ADUs) and an age restricted housing component of approximately 145 units. Density credit for approximately five to six acres of land, that has or that will be dedicated for public purposes, (generally located west of Vaden Drive extended and north of the Circle Woods community) can be utilized in this portion of the site. The Core Area should be characterized by the tallest buildings; off-street parking should be provided in above and below grade structures; streetscape and plazas should be well integrated into the development to serve the residents, as well as the general public; and, other landscaped open space areas should be incorporated to provide an alternative to the paved surfaces.

- The area west of the Core Area consists of approximately 12.5 acres and is planned for 12 - 16 dwelling units per acre; the northernmost approximately 3.5 acres of this area can be developed with up to 230 units of elderly housing, provided that 15% of these units are provided as ADUs. The area west of the Core should be characterized by low to mid-rise multi-family dwelling units, including stacked townhouse units, with off-street parking provided in above and below grade structures and in garages. Open space amenity areas should be functionally integrated into the area in order to provide recreational opportunities for residents of the development, as well as a visual amenity for those walking or driving through the development.

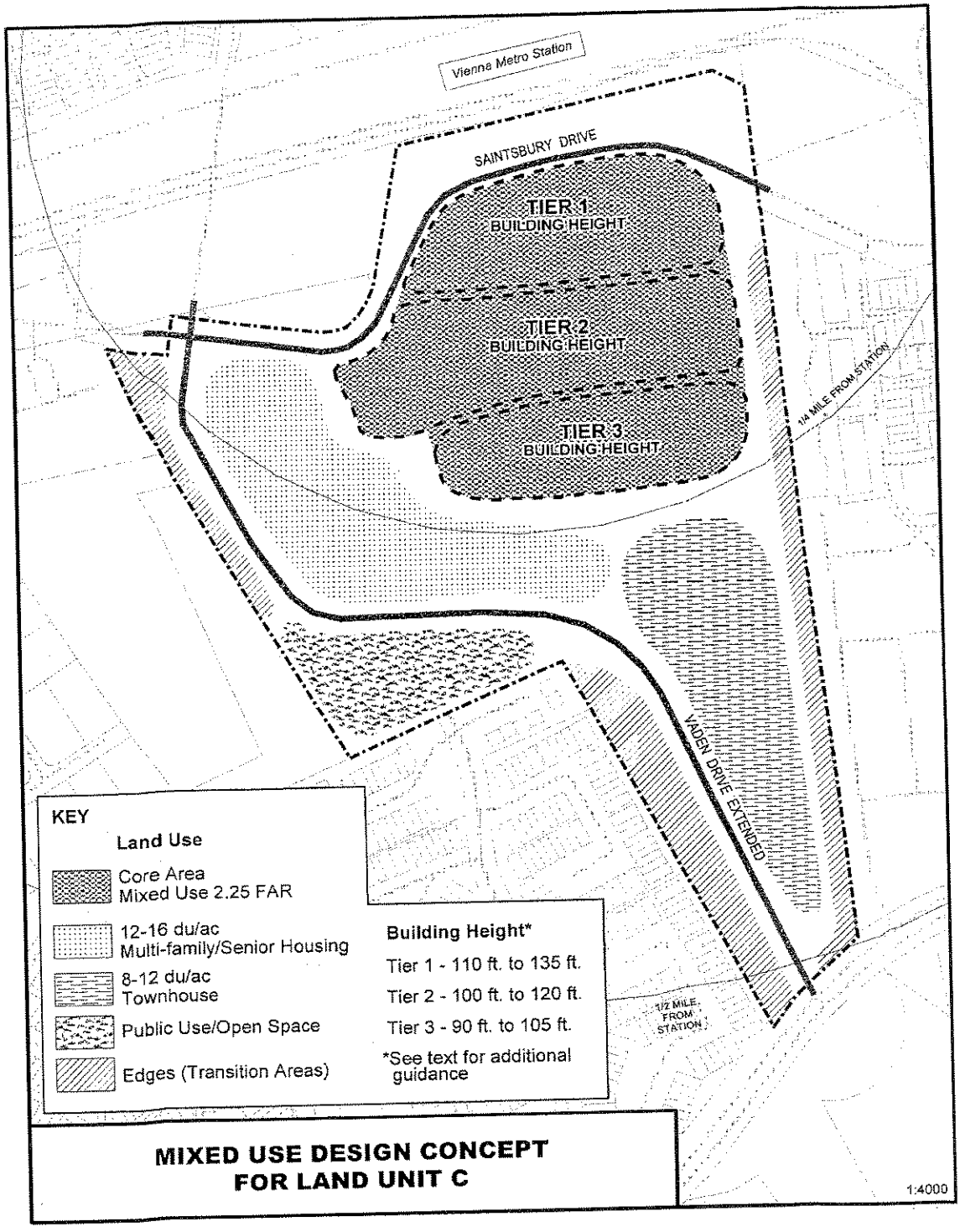

Vienna Metro Station
SAINTSBURY DRIVE
TIER 1
BUILDING HEIGHT
TIER 2
BUILDING HEIGHT
TIER 3
BUILDING HEIGHT
1/4 MILE FROM STATION
VADEN DRIVE EXTENDED
1/2 MILE FROM STATION
KEY
Land Use
Core Area
Mixed Use 2.25 FAR
12-16 du/ac
Multi-family/Senior Housing
8-12 du/ac
Townhouse
Public Use/Open Space
Edges (Transition Areas)
Building Height*
Tier 1 - 110 ft. to 135 ft.
Tier 2 - 100 ft. to 120 ft.
Tier 3 - 90 ft. to 105 ft.
*See text for additional guidance
MIXED USE DESIGN CONCEPT
FOR LAND UNIT C
1:4000

FIGURE 9

- The area south of the Core Area consisting of approximately 16 acres is planned for 8 – 12 dwelling units per acre. This area should be characterized by townhouse and/or stacked townhouse units. Off-street parking should be primarily within individual garages. A landscaped "village green" as well as other landscaped open space areas should be well integrated into this portion of the site.

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

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

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

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

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

There should be no drive-through uses.

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

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

pavers, energy efficient design and construction techniques, and tree preservation and transplantation.

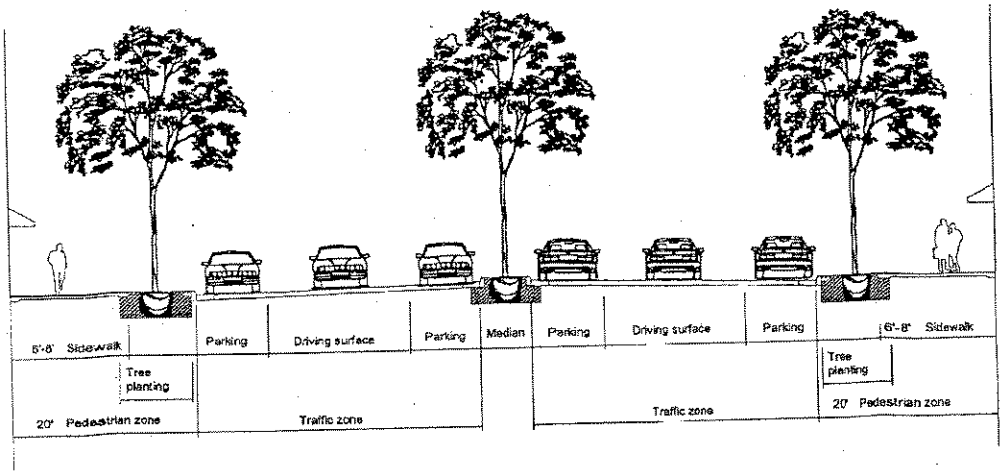
Trees, Landscaping and Streetscape – A comprehensive landscape plan should be provided which identifies the location and types of trees, flowers and shrubs that will be provided throughout the proposed development. Landscaping should be provided that is attractive in all seasons and provides shade to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

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

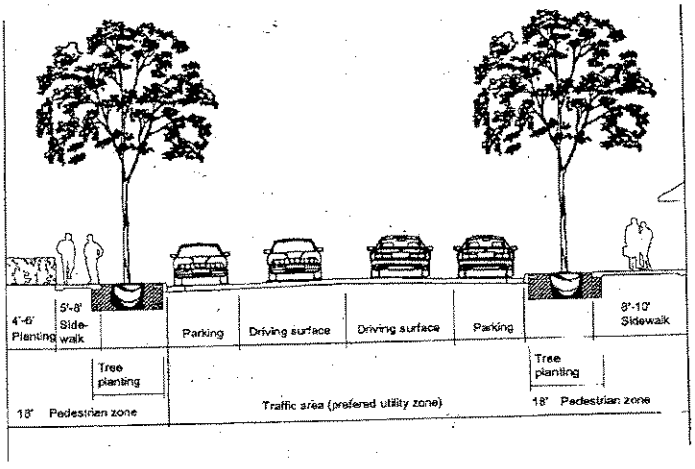
Parking - Most off-street parking should be located behind or beneath the buildings. In order to promote the use of mass transit, parking for the multi-family and office uses should not exceed a ratio that is 10% higher than the minimum Zoning Ordinance requirements, not including parking spaces allocated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

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

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



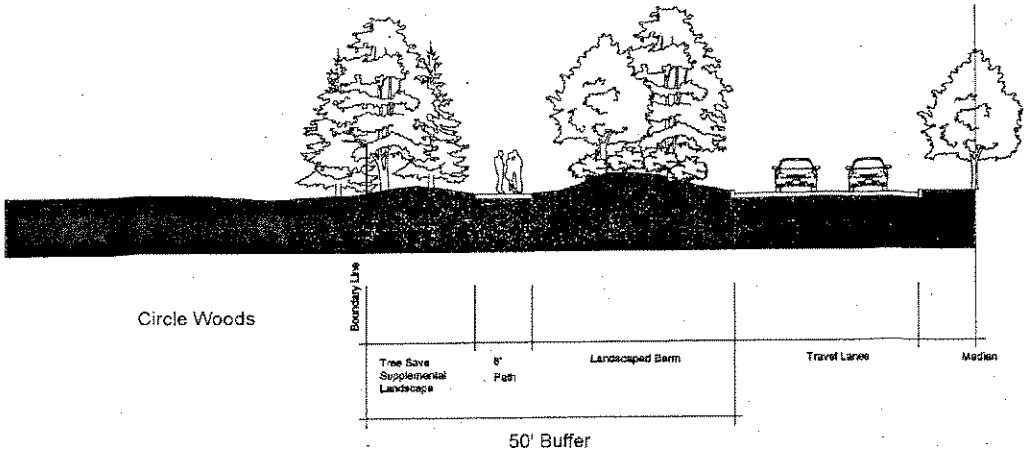
DIVIDED ROAD



UNDIVIDED ROAD

STREETSCAPE CONCEPTS

FIGURE 10



BUFFER ADJACENT TO VADEN DRIVE EXTENSION

gi_cptg...

FIGURE 11

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.

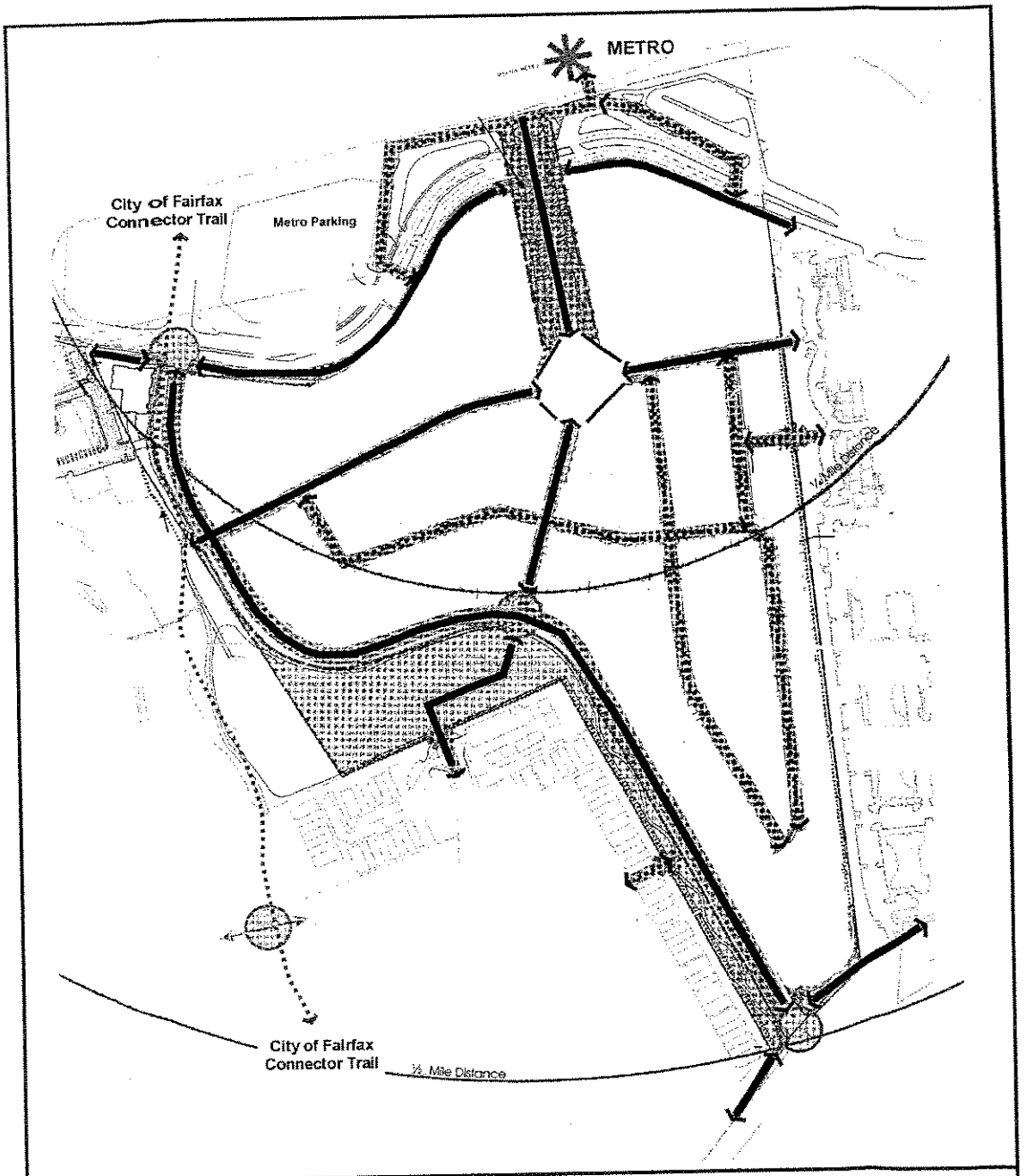
Parks, Open Space and Public Facilities – To enhance the quality of this development and to meet the recreation needs of residents, substantial, usable open space and other on-site facilities should be an integral part of the proposed mixed-use development. Open lawn areas, urban parks, plazas and courtyards 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



CONCEPTUAL PEDESTRIAN PATHWAYS AND CONNECTIONS

FIGURE 12

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

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

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

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

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

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

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

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

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

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

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

Employer, Homeowner and Tenant Association TDM Measures

Alternative Transportation Services

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

Support Facilities/Programs

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

Pricing Programs

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

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

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

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

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

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

Partnership with WMATA The success of this Metro-oriented Mixed-Use Option will depend in large measure on an effective partnership between the developer, WMATA and

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

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

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

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

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

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

APR Nomination for Metro West Parcels 1, 2 part, & 3
Tax Map 48-2 ((24)) B, C part & D (the "Property")

Statement of Justification

This Nomination proposes an option to adjust the balance of the mix of uses approved within Tax Map 48-2 ((24)) B located in the northern portion of the Core Area of the Metro West development in furtherance of the Comprehensive Plan's Transit-Oriented Development objectives. Specifically, the Nomination would provide an option to convert approved residential gross floor area into additional office gross floor area, to provide up to a maximum of 1,000,000 square feet of office use in the Core Area. The Comprehensive Plan currently limits office use to a maximum of 300,000 gross square feet, so this nomination would allow up to 700,000 square feet of additional office gross floor area to replace up to 700,000 square feet of residential uses, representing up to 468 multiple family dwelling units.

The proposed option would change only the allowed use; all other recommendations of the current Comprehensive Plan would remain. There would be no change to the maximum allowable density or to any of the design recommendations. Subsequent proffered condition amendment application(s) would have to demonstrate compliance with all Comprehensive Plan recommendations and account for the conversion of use from residential to office with respect to traffic mitigation and transportation demand management.

The Property that is the subject of this nomination consists of approximately 28.91 acres of land (including reservations of density credit) located to the south of the Vienna-Fairfax-GMU Metro Station. It comprises the northernmost portion of the Metro West development approved by the Board of Supervisors pursuant to RZ 2003-PR-022 in March 2006. A copy of Sheet 4 of the approved Conceptual Development Plan/Final Development Plan is enclosed, depicting the general area of the Property subject to this Nomination.

The Metro West development was approved pursuant to the "Metro-oriented Mixed-use Option" for Land Unit C within the Vienna Transit Station Area, of the Vienna Planning District within Area II of the Comprehensive Plan. The Metro-oriented Mixed-use Option is intended to create a land use pattern that supports and encourages the use of mass transit. It "represents a highly integrated vision, whose synergy lessens the impacts of development ... by creating conditions that minimize the need for automobile use." In keeping with the Policy Plan, the Metro-oriented Mixed-use Option:

- encourages growth and development to occur in a location and in a manner which enhances community identity and is supported by the availability of transportation and public facilities (See Policy Plan, Land Use Objective 1, Policy b.);

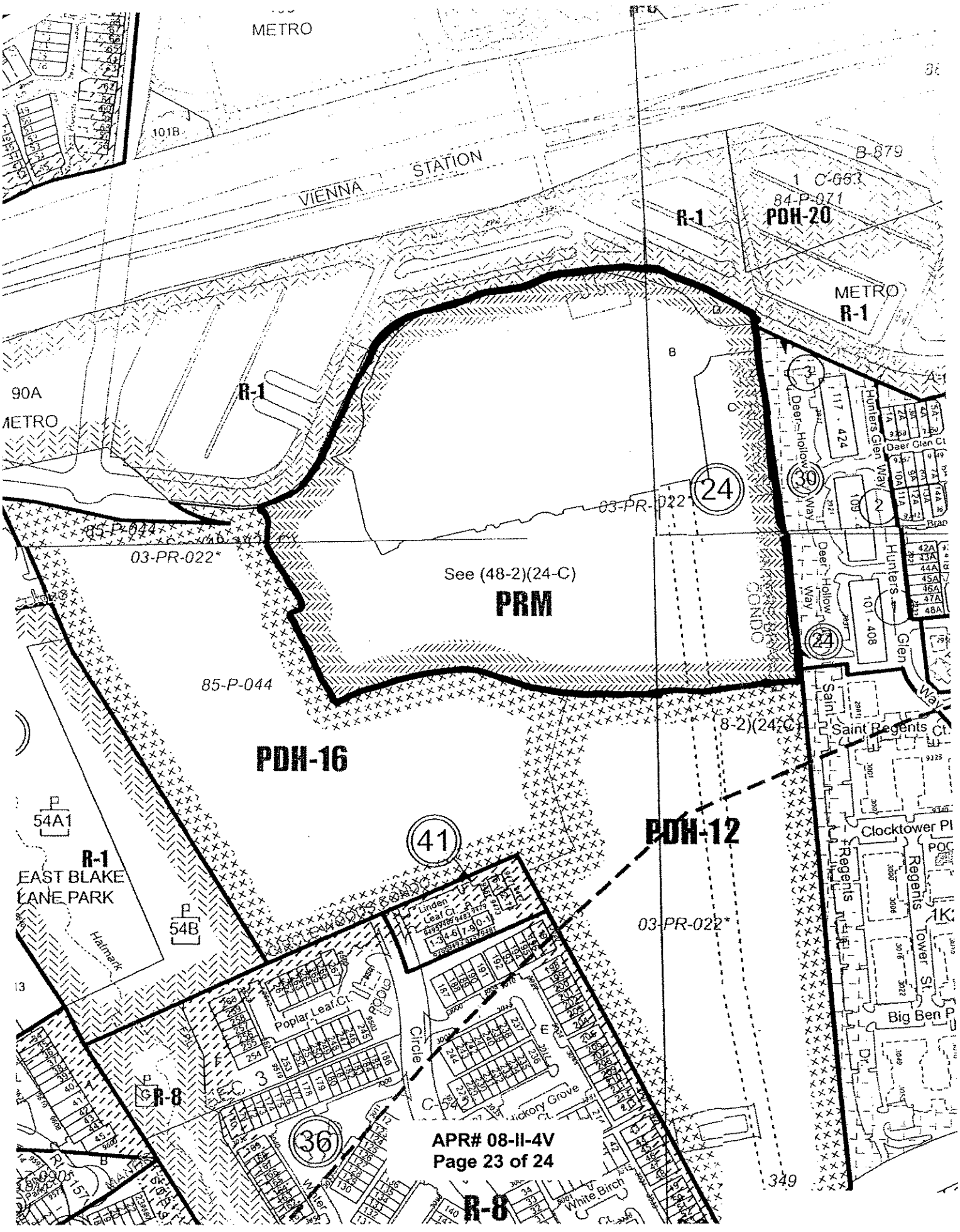
- promotes and encourages mixed-use development (See Policy Plan, Land Use Objective 2, Policies a., b. and c.);
- encourages a land use pattern which increases transportation efficiency, encourages transit use and decreases automobile dependency (See Policy Plan, Land Use Objective 6, Policies a. and b.); and
- encourages the concentration of higher levels of development intensity in areas of "transportation advantage" (See Policy Plan, Land Use Objective 12, Policy a.)

Following the Metro West approvals, the Board of Supervisors adopted Appendix 11 of the Policy Plan which sets forth "Guidelines for Transit-Oriented Development". Guideline # 4 of Appendix 11 addresses the mix of uses, providing guidance to, in part:

> *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 option proposed by this nomination is well justified in that it furthers the objectives for the Property as set forth in the Comprehensive Plan as enumerated above. Creating an effective mix of uses is one of the critical elements of the transit-oriented development the Comprehensive Plan envisions for the Property. Providing an option to adjusting the balance of uses at Metro West to provide more office use (and less residential use) would further the Plan objectives in a number of respects. Among other things, an option for additional office would promote greater transit efficiency with more "reverse commute" Metro trips to the site. It would also increase the daytime population on the Property, which would substantially benefit a strong retail presence among the mix of uses. It would also increase the opportunity for people to both live and work on site and thus further reduce vehicle trips.

Identifying the right balance in the mix of uses is a challenging and iterative process. This nomination will provide a greater opportunity for the right balance to be achieved and for that reason would better achieve the Comprehensive Plan objectives for the Property than what is currently in the adopted Plan.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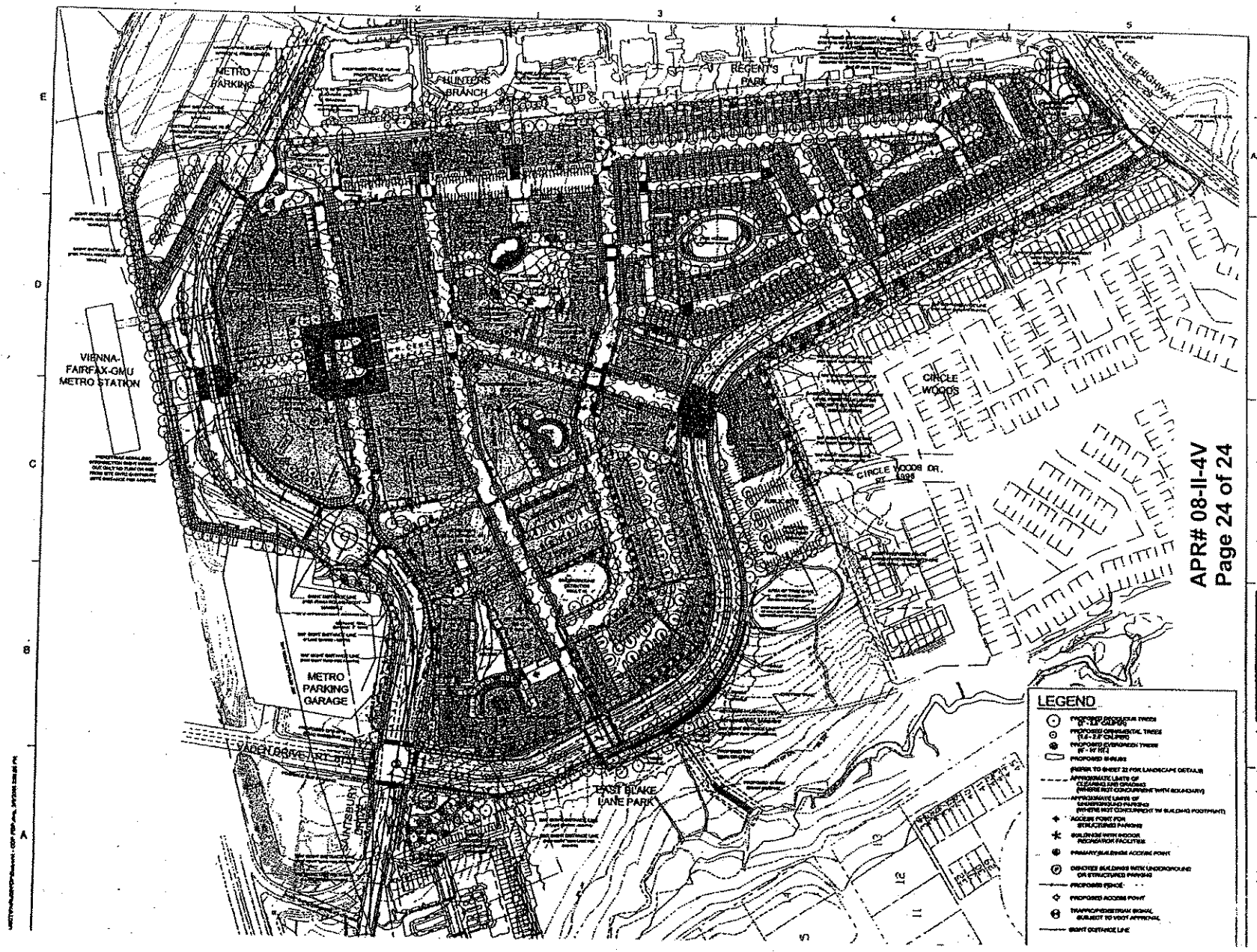
Replacement Page



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Dewberry

Dewberry & Davis LLC

VIKA

THE LESSARD ARCHITECTURAL GROUP, IN

EDAW

BURT, HILL

PULTE/ METRO WEST
CONCEPTUAL/FINAL DEVELOPMENT PLAN
PZ 2003-PR-022
PROVIDENCE DISTRICT

SEAL

SCALE 0 100' 200'

No.	DATE	BY	Description
13	03.07.06	[illegible]	
11	12.16.05	[illegible]	
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9	11.07.05	[illegible]	
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3	03.15.04	[illegible]	
2	12.16.03	[illegible]	
1	11.05.03	[illegible]	

REVISIONS

DRAWN BY [illegible]
APPROVED BY [illegible]
CHECKED BY [illegible]
DATE 03/31/03

TITLE
PULTE/METRO WEST
CDP / FDP

PROJECT NO. M-10401

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