



March 17, 2010

Mr. Walter Alcorn, Chairman  
 Tysons Review Committee  
 Fairfax County Planning Commission  
 12000 Government Center Parkway  
 Suite 330  
 Fairfax, VA 22035

**RE: *Transforming Tysons – Area-wide and District Recommendations  
 Draft Plan Amendment January 15, 2010***

Dear Mr. Alcorn:

My name is John Amatetti and I am at Principal at VIKA, Inc. The purpose of this letter is to document specific issues regarding the proposed area-wide and District recommended language under consideration for the Tyson's Corner Urban Center Comprehensive Plan Amendment.

I have been working in the field of site / civil engineering in the Washington Metropolitan DC area for 32 years, and I have been in charge of our Tyson's office since 1984. The office is located at located 8180 Greensboro Drive so I have some first hand knowledge of Tyson's Corner. My practice has focused primarily on work in Northern Virginia, including Fairfax, Arlington, and Loudoun Counties, as well as the District of Columbia.

I have been fortunate to work on the Tyson's Corner Comprehensive Plan with staff thru my involvement in the Demonstration Project currently under review with Fairfax County. During that process, and together with other members of the consultant team, I have formed some opinions and would like to point out some specific issues / concerns. I would like to touch on three (3) particular aspects of the recommendation that I feel should be considered or re-considered in the draft plan:

- Design Transportation Issues
- Parking Issues
- Zoning Plan Processing

**Design Transportation**

I have had the opportunity to preliminarily design and review the proposed grid of streets in a few of the land bays, and have identified the following facts and concerns:

- The road sections should consider multi-use lanes. Parking lanes that function as thru lanes during peak hours minimize roadway impact and footprint.
- The plan should re-evaluate the width and sections as they relate to function and pedestrian requirements.
- Reconsider roads classification that contain bike lanes. The introduction of bike lanes on both sides adds significant width to roads that have a width that must also be pedestrian oriented at intersections.
- The plan should review the grid of streets as it relates to specific engineering design constraints with respect to grades and sight distance in each land bay. Certain roads cannot meet reasonable design criteria and/or intersection design. The majority of roads in the land bay should be privately maintained to allow for design flexibility. The major roads could be public facilities but may require significant VDOT design waivers and/or exceptions. I have enclosed a memo, dated October 23, 2009, with this letter that outlines specific issues of concern.



**Parking**

- Tandem parking should be considered to meet all Ordinance requirements for current parking geometry in garages. The cost savings and reduced excavation impact on the environment is significant.
- The use of managed parking should be allowed for specific issues. This significantly reduces garage footprints, excavation and maximizes efficiency.

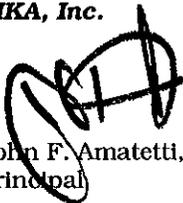
**Plan Processing**

- The use of a separate CDP/FDP process should be an option in the Tyson's zone.
- The CDP should establish zoning and use while specific phased individual final development plans can be prepared and for particular land bays.
- The new Planned Tyson's Corner Urban District (PTC) should allow maximum flexibility in urban design with respect to landscape, parking geometry, streetscape, and road configuration, use of private streets and urban / innovative detention and water quality technology without the application of zoning or PFM waivers and modifications.

I have enclosed a memo September 24, 2009 that identifies specific waivers that are typically required in zoning action that could be written into the new PTC Zoning Ordinance.

In summary, I thank you and the Committee for the opportunity to present my concerns / issues and would appreciate your consideration of my suggestions.

Sincerely,  
**VIKA, Inc.**



John F. Amatetti, PE  
Principal

JFA/jr

Enclosures: Typical Waivers and Modifications  
Benefits of Private Streets

## MEMORANDUM

TO: The Georgelas Group

FROM: Robert R. Cochran, LS

DATE: August 6, 2009 (Original Comments - Red)  
October 23, 2009 (Updated Comments - Blue)

**RE: Tysons Corner Demonstration Project  
Pros and Cons for Public Streets in Tysons  
VIKA #V7018C**

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### VDOT PROS

- We have a concern that allowing critical access streets to be private with the first development under consideration under the new Comp Plan recommendations for Tysons sets a poor precedent for securing public streets with future development proposals.
  - ▶ We should be looking at setting a good precedent for well designed, pedestrian friendly streets that will give Tysons a sense of place – a place for people not cars.
  
- Publicly owned and maintained – snow removal and other maintenance.

Many well designed areas are based on private streets. Reston Town Center has private streets and is a positive example of this approach to development. Fairview Park South, Merrifield Town Center, and Towers Crescent are other good examples. Please note, not all streets are proposed to be private. The major access streets will be public streets.

We see public maintenance as critical for the following reasons:

1. It allows the jurisdiction to more readily modify the street area to address operational, safety, and other improvements
2. It allows the jurisdiction to control activities on the street to ensure the street operates as intended
3. It ensures that the street meets the appropriate design criteria and can be redesigned as warranted
4. It allows utility additions in the public interest to occur under the street by permission of a public entity
5. It allows law enforcement to enforce traffic laws
6. It ensures that design and public access will be available and flexible for transit, emergency, and other public access needs during the full life of the street
7. It allows the jurisdiction to establish and realize revenue from metered parking
8. Potential future maintenance by the County of a public street network under its own standards makes securing of public rights more of an imperative

If the road is private, it makes operation and maintenance of the road more cumbersome and subject to legal issues should unforeseen situations arise that are not covered in a maintenance agreement.

The streets in the Tysons grid are intended to be through streets that serve traffic beyond any specific site. They must be adequately sized and available for that purpose. For example, the roadway designated as 'Retail Street' is to be designed as a collector roadway (or avenue in an urban design framework). Given the intensity of the development and the focus of parking garage access for much of the development on it, the street must have the capability of accommodating this traffic. Other development beyond this site will need this roadway as well to fully integrate the subunit.

► Operations of streets can be controlled by proffer restrictions and requirements. Understand that streets are to be placed in "public street and utility easements" and the County will be a party to the easements and have control over law enforcement, design, and operation. This has been done successfully in Arlington County. Very few streets in Arlington are in fee simple right-of-way. The big difference here is that one or multiple Master Associations will maintain the streets in each land bay, which is precisely the outcome we desire. VDOT routinely will not allow any major utilities in streets. With respect to maintenance, we are proposing that the storm system be maintained by a master association to allow innovative design and materials. This is precisely the way Reston Town Center is organized and has been successful. The streets to be placed in public access easements insure maximum flexibility for the design to meet the County's planning desires and needs. The fact is VDOT will take years to accept streets in the system and will resist accepting ½ sections or phased construction. During these significant periods, a private organization needs to maintain the streets to avoid disputes.

■ Private owner's road maintenance association not required

As discussed in the first bullet, private maintenance of a critical through street presents concerns about unforeseen circumstances not covered in a maintenance and access agreement. An unanticipated consequence could also involve financial difficulties that lead to deferred maintenance or an inability to maintain the street to an adequate standard. A default of maintenance could well lead the County or State to step in and reconstruct the road requiring unanticipated large lump sum expenditures.

This circumstance occurred a number of years ago with Nutley Street between Route 29 and Route 50. The roadway serves a significant amount of through traffic. The roadway was privately maintained and the property management company did not properly maintain the road leading to its near total deterioration. The County and State stepped in to lead a reconstruction of the road and ultimate acceptance into the State system. However, it took several years and a great deal of negotiation and compromise to facilitate this process.

We are also concerned about a patchwork of privately maintained streets to serve a grid network maintained by a variety of owners to potentially differing standards. We should not have to negotiate the details of this with every property developer in Tysons. The development of standards in the context of public road design and maintenance provides consistency in design and operation. A private road network maintained by a multitude of private interests erodes this consistency.

Further, while we are dealing with a single entity now (Georgelas), it is inevitable that sale of properties will take place as development occurs making it more cumbersome to enforce agreements. This experience has been borne out in the Reston Town Center rezoning where it has proven more and more difficult to enforce proffered commitments because the property ownership is being parsed out and no individual property owner is willing to singularly conform to commitments or spur a collective conformance to them.

► Proffer structure is important and can be organized to address these issues. Proffers can be organized to have a Site Specific Section and a Tysons Area Section. The Nutley Street example was not associated with a planned development to my knowledge.

■ Ensures health and welfare of traveling public by ensuring design standards are met.

► Design standards will be established and PFM and AASHTO standards will be utilized. This flexibility should not be constrained with VDOT rural standards. There is the reason most cities and many towns in Virginia maintain the majority of their own streets. VDOT often changes their criteria without much public or County input.

- Controls access to individual parcels; maintains operational integrity of mainlines.

The expected reaction to these comments will be an attempt at rationalization of the issues to create a proposal that works toward addressing our concerns. The baseline of any proposal put forth will necessarily cede significant latitude to the County and/or State to operate a roadway seen as critical to local traffic circulation. The review of such a proposal will necessarily be detailed as an exponential attempt to provide detail requires greater scrutiny. Even with an ability to address known variables, a private agreement may not be otherwise viable. Therefore, it is recommended that an option for public roadways (with exception of service accesses) be developed.

- ▶ Access criteria will be established in concert with the County and the planning process, not the VDOT permit process. This gives the County the proper development control. These streets are quasi-public with private maintenance under County Comprehensive Plan and Site Plan Control. VDOT does not control streets that are not "in the system." Putting them in the system will take years.

### **VDOT CONS**

- Lane widths will need to meet VDOT (12') requirements not just AASHTO (11') for width or a design exception will be needed which may or may not be approved.

While a design waiver (if less than 2% trucks) or exception will be necessary, VDOT has historically been supportive of 11 foot wide lanes even on their own projects. We are also pursuing 10 and 11 foot lanes on our cross-sections to be discussed with VDOT. We do not believe this is a significant issue.

Further, Paul Kraucunas (PK) of VDOT has stated that he believes that most, if not all, developer requests to reduce lane widths have been accepted by VDOT. AASHTO recognizes narrower lane widths, especially for lower speed facilities.

- ▶ This is a significant issue for Location and Design. 11-foot lanes require a local design waiver that must be reviewed by all four (4) VDOT Sections:
  - A. Land Development Section
  - B. Location and Design Section
  - C. Traffic Engineering Section
  - D. Permit Section

These waivers have not been routine in Arlington County. Less than 11-foot requires a design exception which must go to Richmond and are so difficult to obtain that the local VDOT office will not even forward applications for review. AASHTO standards do in fact allow narrower lanes and design speed flexibility. This is why we would rather meet these standards with concurrence by the County supported by PFM criteria.

- Parallel parking on certain streets restricted and alternate lane use restricted.

We believe that this is somewhat of a County issue with regard to enforcement of off-peak parking restrictions. We will continue to examine this issue. VDOT's new SSAR recognizes on-street parking as a traffic calming measure.

- ▶ Control of parking on a VDOT street is a VDOT issue. Lane usage is a VDOT traffic engineering issue. The County will have some say but not approval authority. I do not believe the Subdivision Street Manual has any applicability to this situation.

**RE: Tysons Corner Demonstration Project  
Pros and Cons for Public Street in Tysons  
VIKA #V7018C**

October 23, 2009

Page 4 of 8

- Pavers and cross walks alternative materials may have problems at permits.

Treatments within the pavement such as stamped asphalt have been approved by VDOT. There may also be a possibility that a non-standard alternative would be allowed with private maintenance of the crosswalk alone. This can be discussed.

- ▶ All non-standard street elements will require private maintenance. This will be the majority of the street cross-sections. This being the case, a master association makes the most sense. Otherwise, individual property owners will be able to maintain street to different standards. Elements will include:

- A. Bike Racks
- B. Street Lights
- C. Street Furniture
- D. Hardscape
- E. Landscape Tree Pits
- F. Crosswalks, etc.

The entire list is difficult to anticipate. VDOT has no standards for these elements. The county should develop streetscape standards for the Tyson's area and allow association maintenance.

- Cul-de-sac required for even a temporary terminus of a public street.

Under the new SSAR regulations cul-de-sacs are discouraged. VDOT is now looking for stub connections to provide the ability to distribute traffic from development. A minimal "T" intersection may be required in some instances.

- ▶ The issue is at transition between public and private areas. Hammerheads are just as out of place as cul-de-sacs in an urban street grid standard.

- Clear zone requirements may preclude / hinder the ability to plant street trees adjacent to the road, depending on design speed.

Further discussion on an appropriate clear zone for various street types can continue however our urban design proposal to VDOT is reflective of the 5 foot clear zone already approved for Route 7 with the Metrorail extension. PK also indicates that if obstructions are located outside the VDOT r-o-w they are less of an issue.

- ▶ The actual street trees may not be set back 5 feet from curbs. VDOT will be concerned with ultimate trunk growth. They have recently changed these requirements as to where they measure clear zones from and have no real urban approach to clear zones. We are proposing speed limits that would make tree placement possible 4 feet from the curb, which is considered a barrier. This has been an Arlington County standard for many years. Clear Zone and sight distance exceptions may require a design exception not waivers and Richmond may need to be consulted. That has been our experience. VDOT Clear Zone requirements do not stop in the right-of-way line in the new VDOT roadway design standards.

- Garage not permitted under public right-of-way.

Effort should be made to keep garage footprints out of the proposed right-of-way. The proposed service streets appear to be heading toward a privately maintained status therefore these roadways can have the garage underneath. Also the garages may be able to be under sidewalks outside the street right-of-way.

Some preliminary effort has been undertaken by FCDOT to determine if there is some local standard in the US that allows garages under public right-of-way. Everything we have seen thus far bans garages underneath pavement due to concerns about fire equipment outriggers damaging the garage structure. It may also be difficult to run new utility lines and structures through existing garages. It would also limit the under-street activities that could occur. Other liability issues may become apparent.

- ▶ Below-grade inter-garage connections are an important traffic control function in urban areas. These inter-connections would not be allowed by VDOT under the right-of-way. Even permits for temporary tie-backs and sheeting are VDOT permit issues in urban areas and difficult to obtain. Garage extensions under roadways with proper allowances for utilities are routine in urban areas.

- Air rights are not reserved.

For what proposed roadways would you be seeking air rights?

- ▶ Air rights are reserved for inter building connections above grade. For example, a connection on the fifth floor between two buildings would not be allowed to span a VDOT right-of-way design exception approval by Richmond.

- Encroachments in right-of-ways are not permitted.

Uncertain what this implies. Please define what encroachments we are likely to see.

- ▶ Encroachments include minor façade elements, canopies, street seating, kiosks, street art, signage, etc. These are not permitted in VDOT right-of-ways.

- Utility alignments in right-of-way are restricted.

We have this as an agenda item on our urban design proposal to be discussed with VDOT. We would like placement of utilities within the street where possible, including County stormwater facilities. Under-street detention facilities seems like a non-starter at the moment (we did broach this to VDOT), but if it is absolutely necessary we could engage in a dialogue on that matter.

- ▶ Land development and permits control these issues. Permits will not take a street "in the system" if it has elements not specified in the Land Use Permit Manual. Major utilities are an issue, including dry utilities (electric, telephone, gas). Typically they require these utilities to be located outside right-of-way. This is currently an issue for Metro on Route 7 reconstruction.

- Street closure for public events is prohibited.

We are concerned about the ability of a private owner to arbitrarily close streets such as the proposed Retail and Condominium Avenues as they will become more essential to overall vehicular circulation as the area develops. The street needs to retain a subunit area function and not be seen as an ancillary use to the development. That being said, closure of the street for a very limited number of events doesn't seem to be an insurmountable issue. PK also indicates that VDOT does issue permits for street closures for festivals, parades, etc. if suitable MOT measures are put into place and there are no anticipated safety/access problems.

- ▶ Street closures should be controlled by proffers and Site Plan approval, not VDOT, in an urban grid development. Arlington County requires detailed Maintenance of Traffic Plans with Site Plan submissions.

**RE: Tysons Corner Demonstration Project  
Pros and Cons for Public Street in Tysons  
VIKA #V7018C**

October 23, 2009  
Page 6 of 8

■ Stringent geometric street standards.

As we have found with our effort to develop urban street cross-sections with VDOT, the VDOT Road Design Manual does provide a great deal of flexibility in design. Further, arguments can always be made beyond our design guidance (which is intended for general applicability) for alternative designs that may require design waivers or exceptions. Nobody here believes that our urban street efforts are the ultimate design. My suggestion for this and many other concerns expressed here is to make proposals in the context of a public network and we can discuss specifics with VDOT. PK also follows by stating that he believes that VDOT has been very flexible within any reasonable expectation in regards to design standards.

- ▶ It is likely that VDOT will not issue blanket waivers and exceptions to design standards. Small issues like parking nubs can take months to process. Each Site Plan will be required to obtain individual waivers or exceptions and they are all subject to VDOT revisions to their standards and specifications. Remember that all deviations must be approved by all four (4) divisions. Recognize that VDOT changes standards routinely.

■ Pavement section alternatives and construction phasing restricted.

Please explain specifically what your concern is with this.

- ▶ Pavement Sections may include stamped concrete, stamped asphalt, colored asphalt, pavers, etc. These are not permitted by VDOT. VDOT will not take portions of streets "in the system." Certain streets may have to remain "private" and under bond for many years. This is what happened at Nutley Street to my knowledge. This is not acceptable in the urban grid developments.

■ Street light types are restricted.

Please provide details as to what is restricted. Is it related to clear zone/breakaway posts? Does VDOT have specific design criteria for light posts? Is there any mechanism for waiving a standard? It is my understanding that the County has some involvement in street lighting. Is it a County issue?

- ▶ VDOT recognizes cobra head type street lights. Other street light fixtures must be privately maintained and cobra heads will be installed even if ornamental lights are installed.

■ Maintenance of Traffic Plans tightly controlled.

As with the discussion under street closure above, the County would be very concerned that MOT plans meet state standards for safety and operation of the roadway. We all have witnessed maintenance closures on private streets that have minimal or no MOT effort. This is highly undesirable and one of our strongest arguments for public streets.

- ▶ Maintenance of Traffic Plans can be proffered to the VDOT work zone requirements and required to be submitted with the Site Plan for County review. Pedestrian safety can be addressed by these plans directly with the County. This separate plan is routinely required by Arlington County by entitlement development conditions.

■ Use of right-of-way during construction tightly restricted.

For what purposes would the right-of-way be used during construction? Please provide details.

- ▶ In the urban environment, often sidewalk areas must be occupied with construction trailers and staging areas. Sidewalk protection is an important issue and can be addressed in Maintenance of Traffic Plans / Construction Staging Plans to be submitted to the County by entitlement conditions.

- Suburban Access Management Regulations prohibit urban street grids.

We have discussed the proposed grid with VDOT representatives. The key element of your proposal is that the number of vehicular access points to Route 7 are reduced (potentially eliminated altogether). The street design of the remainder of the development also minimizes entrances and generally sets them back an appropriate distance from the intersection (with possible exception of the street connection to serve the kiss-n-ride lot). Your development is not incompatible with the goals of access management. Urban design such as yours actually fosters the goal of access management.

- ▶ The Tyson's internal grid does not comply with VDOT Access Management requirements if they are public streets.

- Traffic calming devices not subject to VDOT waivers.

What traffic calming devices are being proposed? We would like to review and discuss proposals.

- ▶ Parking nubs and elevated crosswalk humps may be employed. These are not permitted by VDOT without waivers.

- Type of drainage structures restricted.

It is assumed that this refers to storm water detention under streets. There are perhaps other design issues as well regarding transmittal of storm water under VDOT maintained roadways. PK has also indicated that the new SSAR allows SWM/BMP structures with the r-o-w under permit. More detail on this should be discussed.

Further, mechanisms to minimize runoff and the need for underground detention should be explored thoroughly. Discussions have already taken place by the interested owners regarding sustainability. A long list of possibilities was presented in the public space presentation. These can reduce the need for extensive facilities.

- ▶ We are referring to tree pit BMP structures, pervious pavers, and the use of non-standard VDOT inlets that meet LID and sustainability goals.

- Use of sidewalks for café seating restricted.

If the sidewalks are privately owned and maintained, this should not be a significant issue.

- ▶ This is true.

- Signage restricted.

A proposed signage plan should be presented for staff review. Regulatory, directional, and other such street signage will need to meet MUTCD requirements and will likely be maintained by VDOT or the County. There will certainly be interest from a design perspective regarding signage intended for 'internal' development activities if this is what is being proposed for the area. Given that this development is part of the greater whole of both the subunit and the Tysons Urban

Center, thematic signage or pole banners relating to the entire subunit is foreseeable (rather than just this specific development).

- ▶ Private signage in right-of-way is not permitted.

- VDOT design speeds are preset.

We have seen flexibility in design speeds and feel confident that a street design and speed compatible with urban development can be achieved on a publicly maintained road network. PK adds that VDOT standards provide more flexibility than most counties. In addition, the posted speed is often dependent on speed studies and actual operating speed.

- ▶ Internal streets should be designed on a case-by-case basis as to length and trips. VDOT road classifications are not consistent with the Comprehensive Plan goals.

- Signalization warrants are required.

Yes, they are. Are there locations where it is believed that 'unwarranted' signals are desired? If so, please locate them. In preliminary discussions with VDOT regarding the proposed grid, it was acknowledged by them that the major street intersections are likely to be signalized.

- ▶ Signals cannot be installed until warrants are met. Warrants can not often be analyzed until properties are occupied. This is problematic in the urban environment. Pedestrian signals are a very important issue at designated locations.

- Quality of roadway maintenance.

We understand your concern about the aesthetic quality of the street as well as proper upkeep of the roadbed. The urban cross-section design that has been discussed puts maintenance of the pedestrian landscape largely in private hands which will contribute a great deal to the overall aesthetic of street life. Perhaps a mechanism of private supplemental funding of public maintenance could be determined for roadbed maintenance. PK adds that VDOT may be able to enter into an agreement that allows for some supplemental private maintenance of the roadbed.

Part of the purpose of the proposed grid network in Tysons is to better distribute traffic expected with high density development. It must function to accommodate this. The best means to assure this function is a public street network that can be optimized when necessary to perform its function and where traffic laws can be enforced to ensure operational capability. Further, public control allows for changes to the street network to benefit the public as a whole, whether these are changes to alleviate traffic issues or changes to the street to make it more bike or pedestrian friendly.

A patchwork of streets under different private ownership groups is not what we want in Tysons. There are too many variables to maintain a functional network. In this subunit specifically, the grid will not come online for many years and adjustments to the streets is likely to be necessary or desirable as it evolves. The best maintenance and access agreement cannot foresee the needs for the street 10, 20, 30 years from now. Streets undergo an evolutionary process that requires the flexibility of the public domain to fully accommodate.

- ▶ Maintenance should be by a private association, not individual owners.

**DEMONSTRATION PROJECT**  
**TYPICAL WAIVERS AND MODIFICATIONS**

**VIKA #V7018C**

**SEPTEMBER 24, 2009**

1. Waiver of the transitional yard screening and barrier requirements pursuant to Zoning Ordinance Section 13-305 Paragraphs (1) and (6) between the multi-family residential uses and office / commercial uses within the development.
2. Modification to transitional screening requirements to allow existing vegetation to serve as transitional screening and buffer requirements pursuant to Zoning Ordinance Section 13-305 Paragraph (3).
3. Pursuant to Paragraph 11 of Section 13-305 of the Zoning Ordinance, a modification of transitional screening and waiver of barrier requirements is requested along the major thoroughfares and interstate highways to that shown on the CDP/FDP.
4. Pursuant to Paragraph 3 of Section 13-305, a modification of transitional screening and waiver of the barrier requirements allowing the DAAR frontage.
5. Modification of the peripheral landscaping requirements of the Zoning Ordinance pursuant to Section 13-203 Paragraph (3) for above grade parking structures due to the urban nature of the site.
6. Modification of the interior parking lot landscaping requirements of the Zoning Ordinance Section 13-202 Paragraph (6) on all parking structures to that shown on the CDP/FDP.
7. In keeping with the urban concept of this development, a modification of PFM standard 12-0702 1B (2) is requested to permit the reduction of the minimum planting area for trees planted to satisfy the tree cover requirement to reduce the width from eight (8) ft. to a minimum of five (5) ft. as shown on the CDP/FDP and as provided in the proffers. Structural soils will be implemented to enhance survivability of the trees subject to his modification request. Refer to the typical street sections for the graphic planting plan.
8. Modification of the Tyson's Corner Urban Center streetscape design in favor of that shown on the CDP/FDP.
9. Waiver and/or modification of all trails and bike trails in favor of the streetscape and on-road bike trail system shown on the CDP/FDP.
10. Waiver to allow a portion of a non-residential buildings within 75 feet of the DAAR / I-495 ramp right-of-way per Section 2-414, paragraphs 1.B and 3 of the Zoning Ordinance.
11. A modification to Section 2-414 – Yard Regulations, for lot abutting certain principal arterial highways to allow the 200 ft. setback for residential buildings to be measured from the abutting main roadway's edge of pavement of the main travel lanes rather than the right-of-way line or roadway edges of exit or entrance ramps from an interstate highway or the DAAR.

**RE: Demonstration Project  
Typical Waivers and Modifications  
VIKA #V7018C**

September 24, 2009  
Page 2 of 3

12. Pursuant to Section 11-201, Paragraph (4) and Section 11-203 of the Zoning Ordinance, a modification of the loading space requirements for multi-family dwelling units and office/commercial use in favor of that which is shown on the CDP/FDP.
13. The applicant requests modification of Section 7-0802.2 of the PFM and Section 11.102.12 of the Zoning Ordinance to allow for the projection, by no more than 4%, of the stall area of structural columns into parking stalls in parking structures. Such parking spaces shall count toward the number of parking spaces required by the Zoning Ordinance.
14. The applicant requests a modification of the parking geometric standards of Section 11-102.12 of the Zoning Ordinance to allow for 75 degree angled parking.
15. A modification of Public Facilities Manual (PFM) Section 7-0800 and Zoning Ordinance Section 11-102 Paragraph (12) to allow tandem spaces with valet services for non-residential uses. Such stacked parking spaces, in accordance with Section 11-101 Paragraph (1), shall count toward required parking specified in the Zoning Ordinance.
16. A modification to Section 11-103, minimum required parking spaces for residential uses and Section 11-104, minimum required parking spaces for all commercial and related uses to allow a parking space reduction per a shared parking study which accompanies this application as provided by Section 11-102, Paragraph (5).
17. Pursuant to Paragraph 5 of Section 11-102 of the Zoning Ordinance, a modification of the parking requirements to that shown on the CDP/FDP when within an area in proximity to a mass transit station.
18. A modification of the PFM Section 7-0800 to permit 18 foot alleys and ramps for vehicular access and circulation in areas indicated on the CDP/FDP with no parking.
19. Waiver of the maximum length of private streets as provided in Paragraph 2 of Section 11-302 of the Zoning Ordinance to allow private streets in excess of 600 ft. in length.
20. Waiver of service road along Route 7 and Route 123.
21. A waiver of Section 17-201 Paragraph (3) of the Zoning Ordinance to provide additional inter-parcel connection to adjoining parcels other than those specifically identified on the CDP/FDP.
22. The applicant requests a determination of Zoning Ordinance Section 17-201 Paragraph (4) requiring any further dedication and construction of widening for existing roads beyond that which is indicated on the CDP/FDP. Dedication and improvements shown on the CDP/FDP shall be deemed to meet all Comprehensive Plan Policy Plan requirements.
23. A waiver to allow stormwater management (SWM) and Best Management Practices (BMPs) to be satisfied by underground systems for the proposed residential development, as referenced in Section 6-0303.8 of the PFM.

**RE:     *Demonstration Project***  
***Typical Waivers and Modifications***  
***VIKA #V7018C***

September 24, 2009  
Page 3 of 3

24.     The applicant requests a waiver of the 10-year Tree Canopy requirements as set out in PFM Section 12-0509 due to the overall urban nature and intensities in this area. The waiver is requested in favor of the Tysons Corner Urban Center Areawide and District Recommendations pertaining to urban design guidelines as it relates to streetscape design. These guidelines layout the intent of trees, landscaping and streetscapes in Tysons Corner and are specified on the CDP/FDP.
  
25.     The applicant requests a modification from the Tree Preservation Target. This modification is permitted based on two (2) allowable deviations in the Fairfax County Public Facilities Manual. The first is § 12-0507.3A(1), which states, "Meeting the Tree Preservation Target would preclude the development of uses or densities otherwise allowed by the Zoning Ordinance." The second is § 12-0507.3A(3), which states, "construction activities could be reasonably expected to impact existing trees or forested areas used to meet the tree preservation target to the extent they would not likely survive in a healthy and structurally sound manner for a minimum of 10-years in accordance with the post-development standards for trees and forested areas provided in § 12-0403." Specific trees to be preserved are identified on the CDP/FDP.