



APPLICATION ACCEPTED: June 20, 2006

APPLICATION AMENDED: July 5, 2007

PLANNING COMMISSION: May 21, 2008

# County of Fairfax, Virginia

---

May 8, 2008

## STAFF REPORT

APPLICATION CPA 86-C-121-2-3

### HUNTER MILL DISTRICT

**APPLICANT:** Reston Spectrum, LLLP and Harris Teeter Properties LLC

**ZONING:** PRC

**PARCEL(S):** 17-1 ((1)) 3K, 3P and 3Q

**ACREAGE:** 24.29 acres

**INTENSITY:** 0.7 FAR – Section 91, Spectrum South  
(maximum per approved Development Plan)  
0.5 FAR – Section 87, Spectrum North  
(maximum per approved Development Plan)  
[0.75 FAR of non-residential uses on total 24.29 acre site - (effective overall intensity)]

**DENSITY:** 50 du/ac – Section 91, Spectrum South  
49.97 du/ac – Section 87, Spectrum North  
[59.36 du/ac (1,442 multifamily units) on total 24.29 acre site - (effective overall density)]

**OPEN SPACE:** 30% (7.48 acres) on total 24.29 acre site  
[42% (3.76 acres) for Section 91, Spectrum South]  
[24% (3.71 acres) for Section 87, Spectrum North]

**PLAN MAP:** Mixed Use

---

Jack Thompson

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



Excellence \* Innovation \* Stewardship  
Integrity \* Teamwork \* Public Service

**PROPOSAL:**

Approval of an amendment to a Conceptual Plan to permit a mixed-use development containing a maximum of 789,546 square feet (SF) of non-residential uses and a maximum of 1,442 multifamily units.

**STAFF RECOMMENDATIONS:**

Staff recommends approval of CPA 86-C-121-2-3.

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

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

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

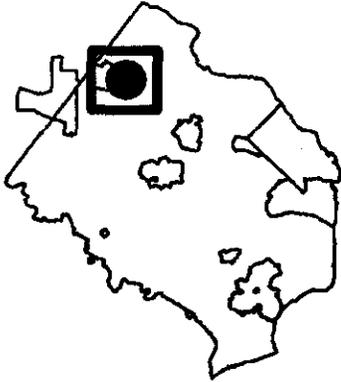
O:\jtho10\Spectrum CPA 86-C-121-2-3\CPA 86-C-121-2-3 Reston Spectrum LLLP Final Report May 6 2008 FINAL.doc



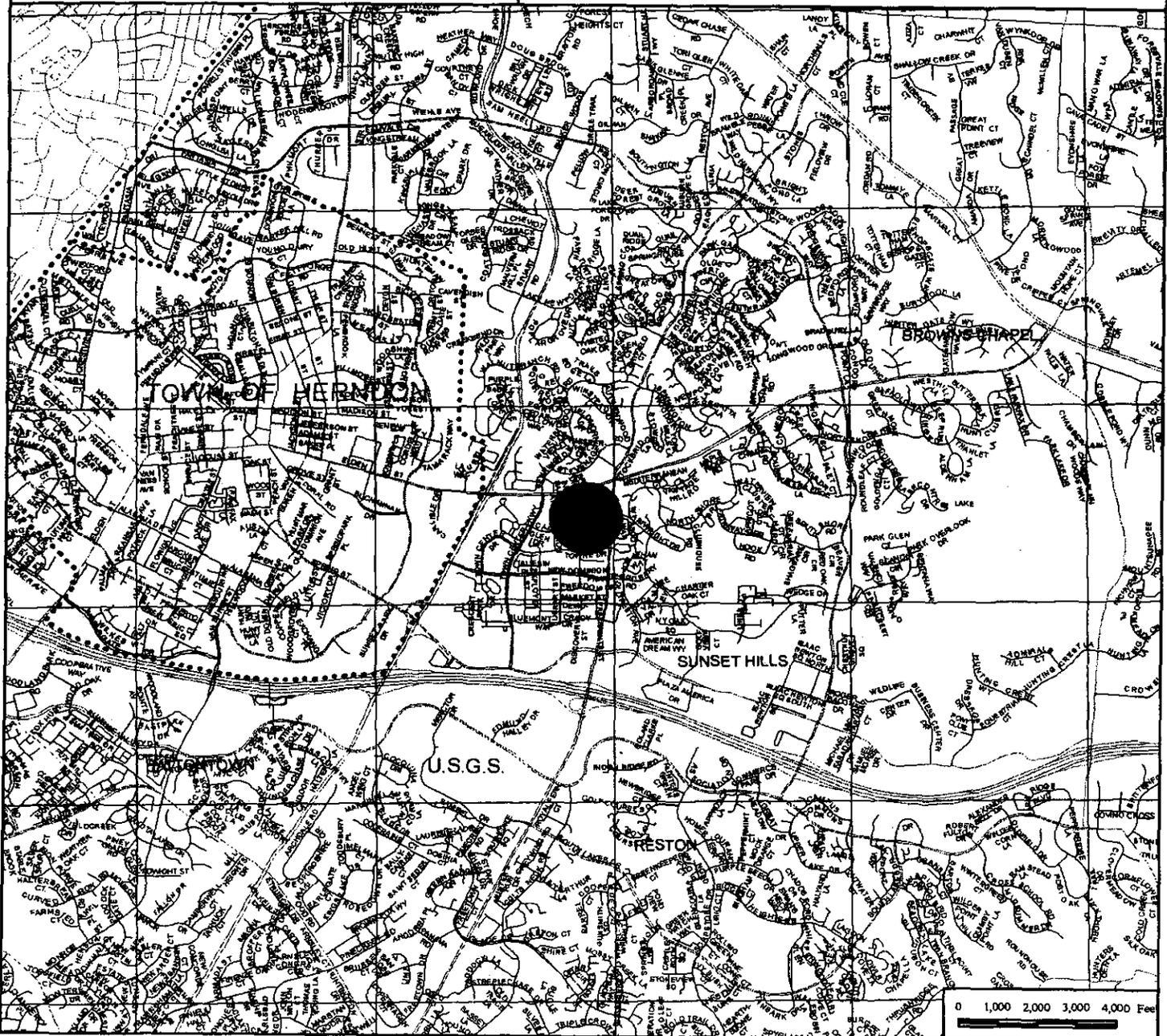
Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

# Conceptual Plan Amendment

CPA 86-C-121-2-3

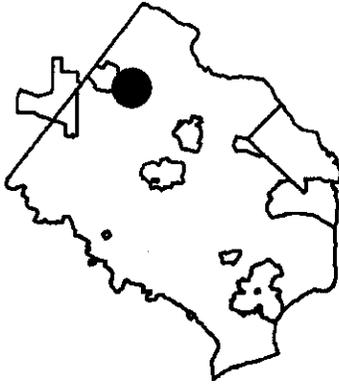


**Applicant:** RESTON SPECTRUM LLLP AND HARRIS TEETER PROPERTIES LLC  
**Accepted:** 06/20/2006 - AMENDED 07/05/2007  
**Proposed:** NON-RESIDENTIAL AND RESIDENTIAL USES  
**Area:** 24.29 AC OF LAND; DISTRICT - HUNTER MILL  
**Located:** SOUTHWEST QUADRANT OF THE INTERSECTION ON BARON CAMERON AVENUE AND RESTON PARKWAY  
**Zoning:** PRC  
**Map Ref Num:** 017-1- /01/ /0003K /01/ /0003P/01/ /0003Q

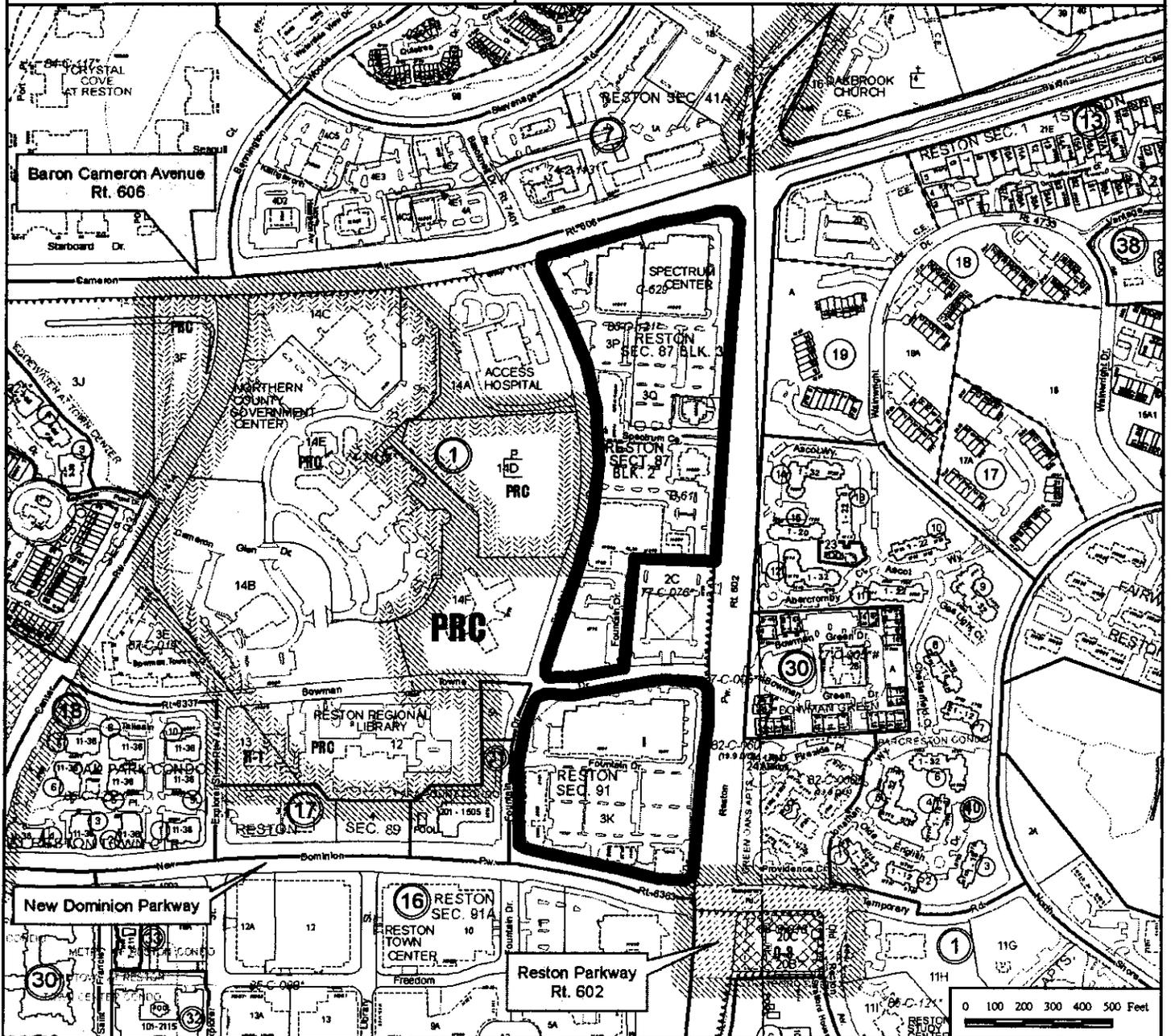


# Conceptual Plan Amendment

CPA 86-C-121-2-3



**Applicant:** RESTON SPECTRUM LLLP AND HARRIS TEETER PROPERTIES LLC  
**Accepted:** 06/20/2006 - AMENDED 07/05/2007  
**Proposed:** NON-RESIDENTIAL AND RESIDENTIAL USES  
**Area:** 24.29 AC OF LAND; DISTRICT - HUNTER MILL  
**Located:** SOUTHWEST QUADRANT OF THE INTERSECTION ON BARON CAMERON AVENUE AND RESTON PARKWAY  
**Zoning:** PRC  
**Map Ref Num:** 017-1-/01/ /0003K /01/ /0003P/01/ /0003Q



# CPA 86-C-121-3 TOWN CENTER CONCEPTUAL PLAN AMENDMENT THE SPECTRUM AT RESTON TOWN CENTER HUNTER MILL DISTRICT FAIRFAX COUNTY, VIRGINIA

### SITE DATA

**GENERAL ZONE:** PFC  
**SITE AREA:** 344,620 sq. ft. (7.86 acres)  
**SECTION 1:** 411,000 sq. ft. (9.38 acres)  
**SECTION 2:** 419,120 sq. ft. (9.53 acres)  
**SECTION 3:** 419,120 sq. ft. (9.53 acres)  
**TOTAL:** 1,249,240 sq. ft. (28.43 acres)  
**PROPOSED USE:** NON RESIDENTIAL & RESIDENTIAL  
**BUILDING DATA:**  
**SEE SHEET #2**

**OWNERS:**  
 RESTON SPECTRUM LLP HARRIS TETTER PROPERTIES LLC  
 11501 HURF COURT  
 KENNESINGTON, MD 20895  
 PH (301)-884-1500

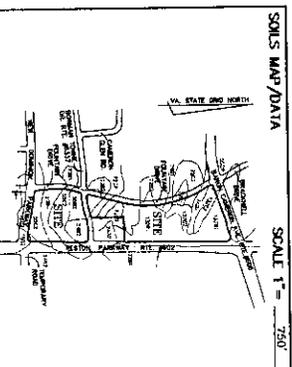
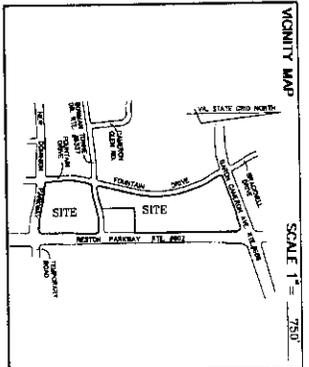
**DEVELOPER/ APPLICANT:**  
 LERNER ENTERPRISES  
 11501 HURF COURT  
 KENNESINGTON, MD 20895  
 PH (301)-884-1500

- ### SHEET INDEX
1. COVER SHEET
  - 1A. GENERAL NOTES
  2. EXISTING AND PROPOSED PERSPECTIVE MODELS
  3. OVERALL CONCEPT PLAN AND PERSPECTIVE MODEL
  4. TOWN CENTER CONCEPT PLAN AMENDMENT
  5. TOWN CENTER CONCEPT PLAN AMENDMENT
  6. EXISTING SITE CONDITIONS
  7. CONCEPT PERSPECTIVE MODELS
  8. CONCEPT PERSPECTIVE MODELS
  9. CONCEPT SECTIONS
  10. CONCEPT SECTIONS - PEDESTRIAN PATH THROUGH LAND BAY B
  - 10A. CONCEPT SECTIONS - PLAZA PEDESTRIAN PATH THROUGH LAND BAY A
  - 10B. CONCEPT SECTIONS - PLAZA PEDESTRIAN PATH THROUGH LAND BAY B
  11. CONCEPT SECTIONS - PEDESTRIAN PATH THROUGH LAND BAYS B & C
  - 11A. CONCEPT SECTIONS - PLAZA PEDESTRIAN PATH THROUGH LAND BAYS B & C
  12. PLAN LAND BAY A - LEVEL 1/2
  13. ROOF PLAN LAND BAY B - LEVEL 1/2
  14. PLAN LAND BAY B
  15. PLAN LAND BAY C - LEVEL 1/2
  16. PLAN LAND BAY C
  17. ROOF PLAN LAND BAY C
  18. LANDSCAPE PLAN
  19. RENDERED PERSPECTIVES
  20. RENDERED PERSPECTIVES
  21. RETAIL PLAN
  22. LANDSCAPE PLAN AND DETAILS
  23. PEDESTRIAN / BIKE / VEHICULAR ACCESS PLAN
  24. DETAIL PLANS AND SECTIONS
  25. DETAIL PLANS AND SECTIONS
  26. GROUND FLOOR PLAN
  27. NOISE CONTOUR PLAN
  28. FOUNTAIN DRIVE TURN LANE EXHIBIT
  - 28A. RESTON PARKWAY TURN LANE EXHIBIT
  29. DEVELOPMENT PLAN
  30. DEVELOPMENT PLAN
  31. MASTER CONCEPTUAL PLAN

Use Type	Number of Units
Single Family Detached	4,120
Single Family Attached	8,240
Medium Density Attached	12,360
Medium Density Attached	12,360
Total Units	37,080

Overall Calculation based on GFCZ count

Use Type	Number of Units	Number of Units (GFCZ)	Number of Units (GFCZ)
Single Family Detached	4,120	1,236	2,884
Single Family Attached	8,240	1,236	7,004
Medium Density Attached	12,360	1,236	11,124
Medium Density Attached	12,360	1,236	11,124
Total Units	37,080	5,004	32,076



SOUS ID	ZONE	PROPOSED	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD
1587	RESIDENTIAL	7.5K	4000	4000	4000	4000	4000
2012	RESIDENTIAL	7.5K	4000	4000	4000	4000	4000
5091/52	RESIDENTIAL	7.5K	4000	4000	4000	4000	4000
7291/73	RESIDENTIAL	7.5K	4000	4000	4000	4000	4000
7302	RESIDENTIAL	7.5K	4000	4000	4000	4000	4000
7303	RESIDENTIAL	7.5K	4000	4000	4000	4000	4000
7304	RESIDENTIAL	7.5K	4000	4000	4000	4000	4000
7305	RESIDENTIAL	7.5K	4000	4000	4000	4000	4000

COVER SHEET <b>THE SPECTRUM</b> HUNTER MILL DISTRICT FAIRFAX COUNTY, VIRGINIA	SCALE: AS NOTED CL: N/A	DATE: JUNE, 2006	SHEET 4 OF 11 PRELIM. 1722		<b>URBAN ENGINEERING &amp; ASSOC., INC.</b> CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS 7712 LITTLE AVENUE, SUITE 200 ANNANDALE, VIRGINIA 22003 (703) 842-8080	<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>REVISION APPROVED</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	REVISION APPROVED	DATE					
NO.	DATE	DESCRIPTION	REVISION APPROVED	DATE												





1000 W. STATE ST. SUITE 200  
 WASHINGTON, DC 20004  
 TEL: (202) 462-1100  
 FAX: (202) 462-1101  
 WWW.CMSSARCH.COM



**REDEVELOPMENT OF SPECTRUM**

DATE: 08/12

PROJECT NO: 08-001

CLIENT: MMS

LOCATION: SPECTRUM

DESIGNER: CMSS ARCHITECTS, P.C.

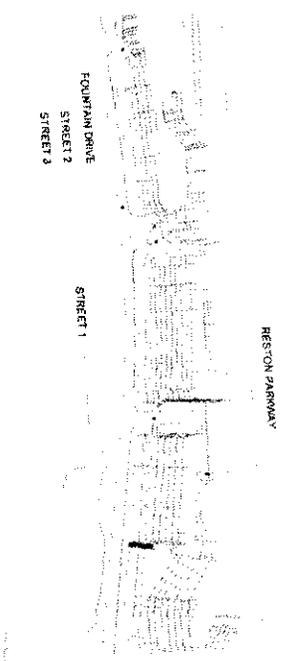
SCALE: 1/8" = 1'-0"

DATE: 08/12

**CONCEPT PERSPECTIVE MODELS**

FOR CONCEPTUAL PURPOSES ONLY

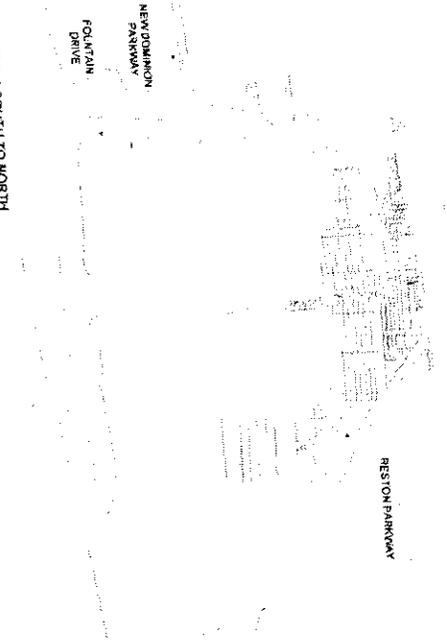
SKETCH 7 OF 31



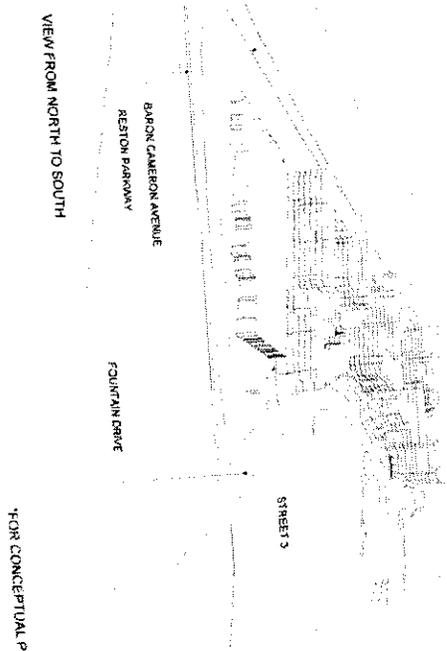
VIEW FROM WEST TO EAST



VIEW FROM EAST TO WEST

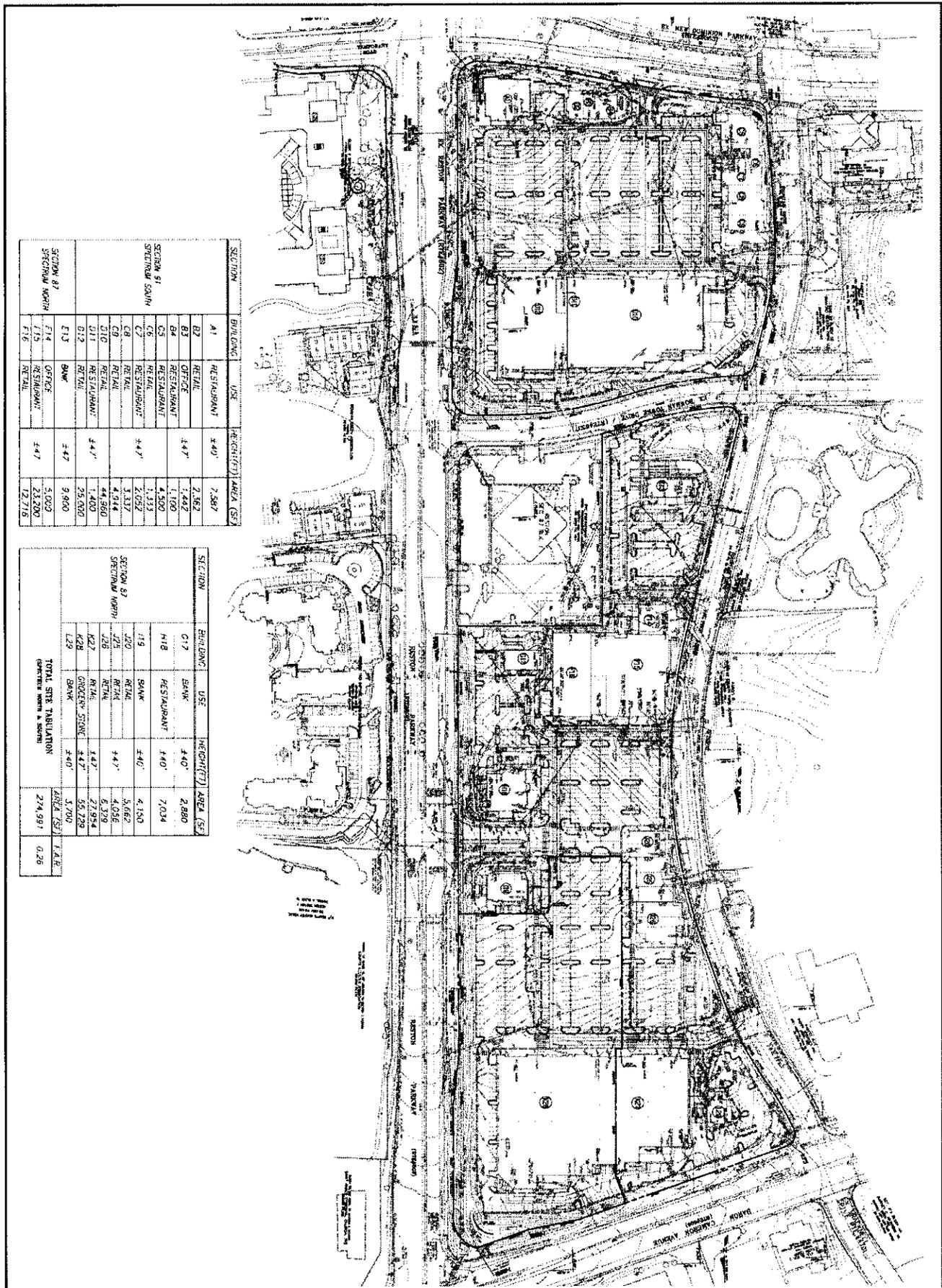


VIEW FROM SOUTH TO NORTH



VIEW FROM NORTH TO SOUTH





SECTION	BUILDING	USE	HEIGHT (FT)	AREA (SQ FT)
SECTION S1 SPECTRUM SOUTH	A1	RESTAURANT	4.47'	7,587
	B2	RETAIL	7.442'	7,442
	B3	OFFICE	4.47'	1,160
	B4	RESTAURANT	4.47'	4,500
	C5	RESTAURANT	4.47'	2,052
SECTION S2 SPECTRUM NORTH	C7	RESTAURANT	4.47'	1,333
	C8	RETAIL	3.337'	4,914
	C9	RETAIL	4.47'	4,980
	D10	RETAIL	4.47'	1,400
	D11	RESTAURANT	4.47'	25,000
	D12	RETAIL	4.47'	9,800
SECTION S3 SPECTRUM NORTH	E13	BANK	4.47'	5,009
	F14	OFFICE	4.47'	23,200
	F15	RESTAURANT	4.47'	12,716
F16	RETAIL			

SECTION	BUILDING	USE	HEIGHT (FT)	AREA (SQ FT)
SECTION S1 SPECTRUM SOUTH	C17	BANK	4.47'	2,880
	H18	RESTAURANT	4.47'	7,034
SECTION S2 SPECTRUM NORTH	I19	BANK	4.47'	4,150
	J20	RETAIL	4.47'	5,662
	J25	RETAIL	4.47'	4,056
	K26	RETAIL	4.47'	6,378
	K27	RETAIL	4.47'	27,954
	K28	OFFICE/STOCK	4.47'	55,728
TOTAL SITE TABULATION (EXCLUDING NORTH & SOUTH)			4.47'	274,981
				0.26

SHEET OF 31 PLAN NO. PHEIL-1772	<b>EXISTING SITE CONDITIONS</b> <b>THE SPECTRUM</b> HUNTER MILL DISTRICT FAIRFAX COUNTY, VIRGINIA			<b>URBAN ENGINEERING &amp; ASSOC., INC.</b> CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS 711 LITTLE RIVER TURNPIKE ANNAPOLIS, VIRGINIA 22005 (703) 642-8000	PLAN DATE No. 2000 No. 2001 No. 2002 No. 2003 No. 2004 No. 2005 No. 2006 No. 2007 No. 2008 No. 2009 No. 2010	REVISION APPROVED BY DIVISION OF DESIGN REVIEW
	SCALE: 1"=40' C.I. 2	DATE: JUNE 2006				

1. All building envelopes shall be finished with a minimum of 1/2" gypsum board... 2. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

3. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 4. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

5. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 6. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

7. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 8. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

9. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 10. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

11. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 12. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

13. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 14. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

15. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 16. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

17. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 18. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

19. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 20. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

21. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 22. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

23. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 24. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

25. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 26. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

27. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 28. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

29. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 30. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

31. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 32. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

33. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 34. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

35. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 36. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

TOWN DEVELOPER CONCEPT PLAN AMENDMENTS

The applicant requests the right to file and have approved amendments to the Concept Plan on the Property as set forth, as amended, as shown by the Zoning Approval and the Traffic County Zoning Ordinance.

1. The applicant requests the right to file and have approved amendments to the Concept Plan on the Property as set forth, as amended, as shown by the Zoning Approval and the Traffic County Zoning Ordinance.

2. The applicant requests the right to file and have approved amendments to the Concept Plan on the Property as set forth, as amended, as shown by the Zoning Approval and the Traffic County Zoning Ordinance.

3. The applicant requests the right to file and have approved amendments to the Concept Plan on the Property as set forth, as amended, as shown by the Zoning Approval and the Traffic County Zoning Ordinance.

4. The applicant requests the right to file and have approved amendments to the Concept Plan on the Property as set forth, as amended, as shown by the Zoning Approval and the Traffic County Zoning Ordinance.

5. The applicant requests the right to file and have approved amendments to the Concept Plan on the Property as set forth, as amended, as shown by the Zoning Approval and the Traffic County Zoning Ordinance.

GENERAL NOTES

1. All building envelopes shall be finished with a minimum of 1/2" gypsum board... 2. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

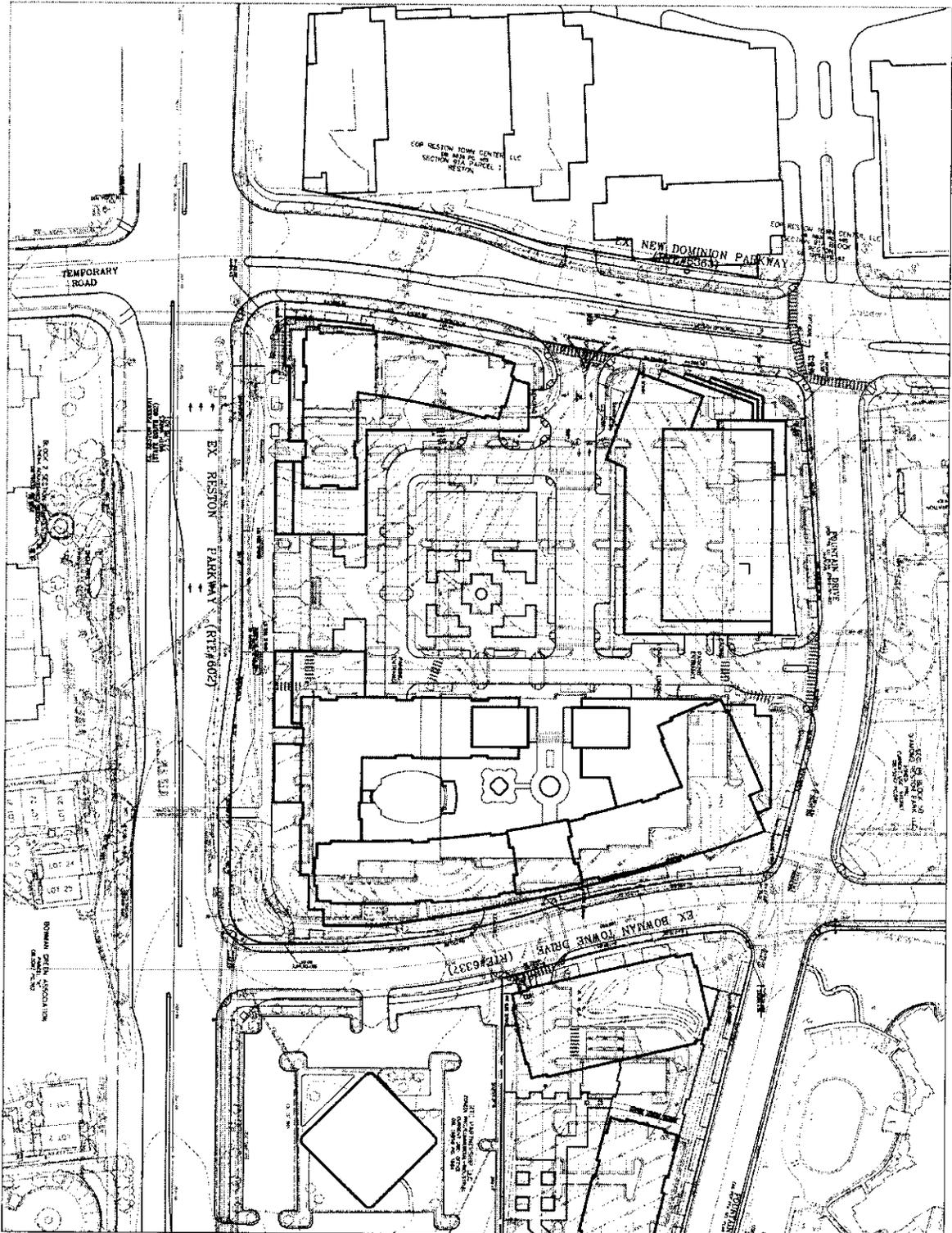
3. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 4. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

5. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 6. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

7. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 8. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

9. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 10. All exterior walls shall be finished with a minimum of 1/2" gypsum board...

11. All exterior walls shall be finished with a minimum of 1/2" gypsum board... 12. All exterior walls shall be finished with a minimum of 1/2" gypsum board...



FOR CONTINUATION SEE SHEET #5

TOWN CENTER CONCEPT PLAN AMENDMENT

**THE SPECTRUM**  
 HUNTER MILL DISTRICT  
 FAIRFAX COUNTY, VIRGINIA



**URBAN ENGINEERING & ASSOC., INC.**

CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS  
 7712 LITTLE RIVER TURNPIKE  
 ANNANDALE, VIRGINIA 22025 (703) 642-8080

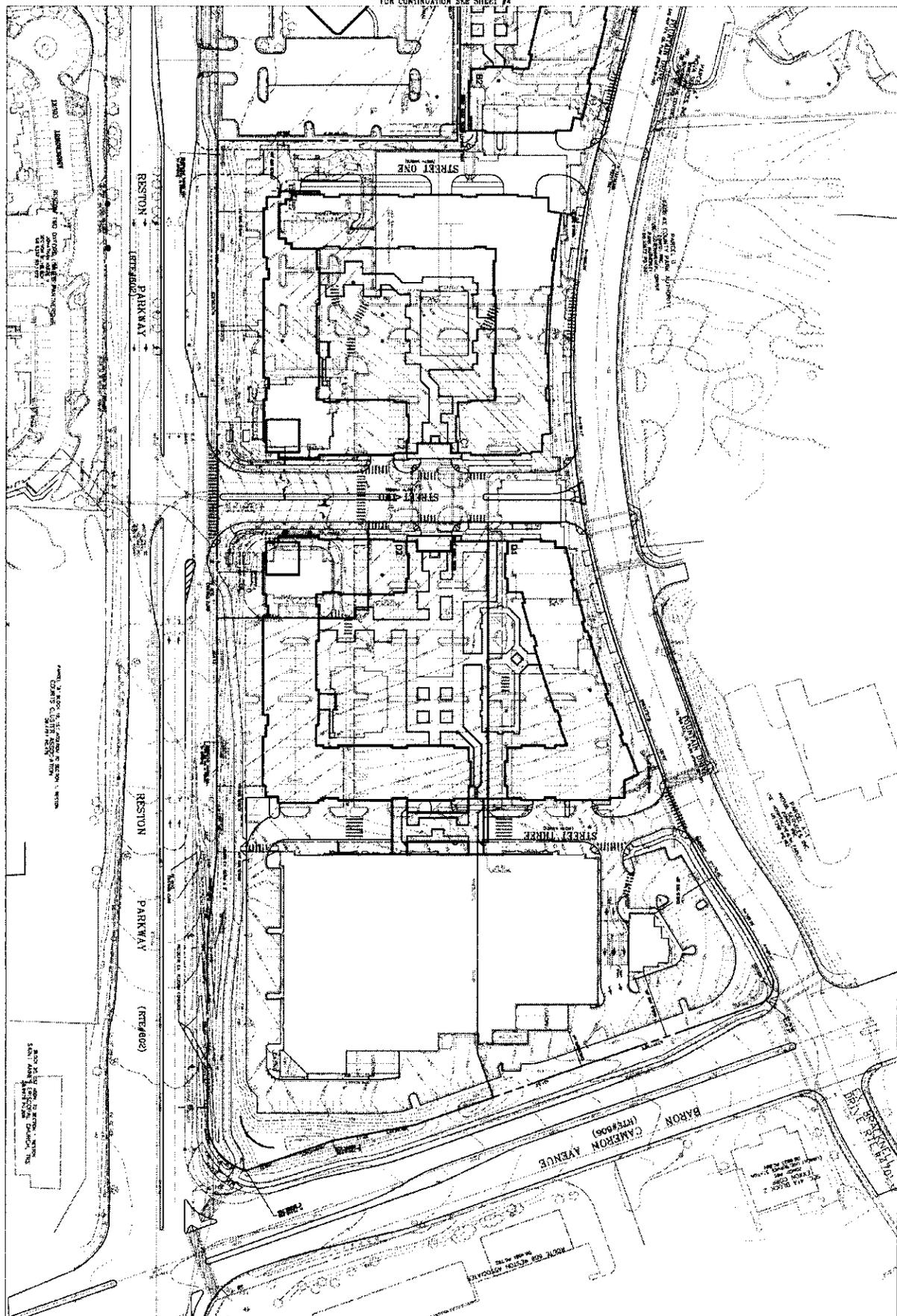
NO.	DATE	DESCRIPTION	REV. BY	APPROVED	DATE

SCALE: 1"=50'  
 CL 7  
 DATE: JUNE, 2006

DATE: JUNE, 2006

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

FOR CONTINUATION SEE SHEET #4



<p>1:25,000 SHEET 5 OF 31 MAY 17, 2006</p>	<p>TOWN CENTER CONCEPT PLAN AMENDMENT</p> <p><b>THE SPECTRUM</b> HUNTER MILL DISTRICT FAIRFAX COUNTY, VIRGINIA</p> <p>SCALE: 1"=50'      CL 7      DATE: JUNE, 2006</p>			<p>PLAN DATE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>NO.</td> <td>DATE</td> <td>DESCRIPTION</td> <td>REV. BY</td> <td>APPROVED</td> <td>DATE</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION	REV. BY	APPROVED	DATE						
NO.	DATE	DESCRIPTION	REV. BY	APPROVED	DATE											
<p>URBAN ENGINEERING &amp; ASSOC., INC.</p> <p>CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS</p> <p>718 LITTLE BEVER TURNPIKE ANNANDALE, VIRGINIA 22003 (703) 842-0000</p>		<p>REVISION APPROVED BY DIVISION OF DESIGN REVIEW</p>														



1000 JACKSON DRIVE  
 SUITE 200  
 ARLINGTON, VIRGINIA 22202  
 FAX: (703) 441-8800

DATE: 02/24/08  
 PROJECT: REDEVELOPMENT OF SPECTRUM  
 DRAWING: CONCEPT SECTIONS THROUGH LAND BAY A



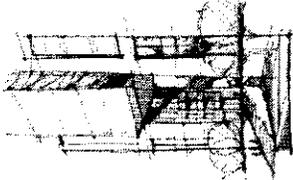
DATE: 02/24/08  
 PROJECT: REDEVELOPMENT OF SPECTRUM  
 DRAWING: CONCEPT SECTIONS THROUGH LAND BAY A

REDEVELOPMENT OF SPECTRUM

CONCEPT SECTIONS THROUGH LAND BAY A  
 PLAZA PERISTYLE PATH

CONCEPT SECTIONS THROUGH LAND BAY A

SCALE: 1/32" = 1'-0"



PARKING GARAGE

PARKING GARAGE

PARKING GARAGE

SCALE: 1/32" = 1'-0"

FOUNTAIN DRIVE

LAND BAY A

LAND BAY B

BOWMAN TOWNE DRIVE

RESIDENTIAL

RETAIL

NON RESIDENTIAL

R1

LOADING  
 ← PARKING ENTRANCE  
 →

LOADING

PUBLIC ELEV

PLAZA PERISTYLE PATH

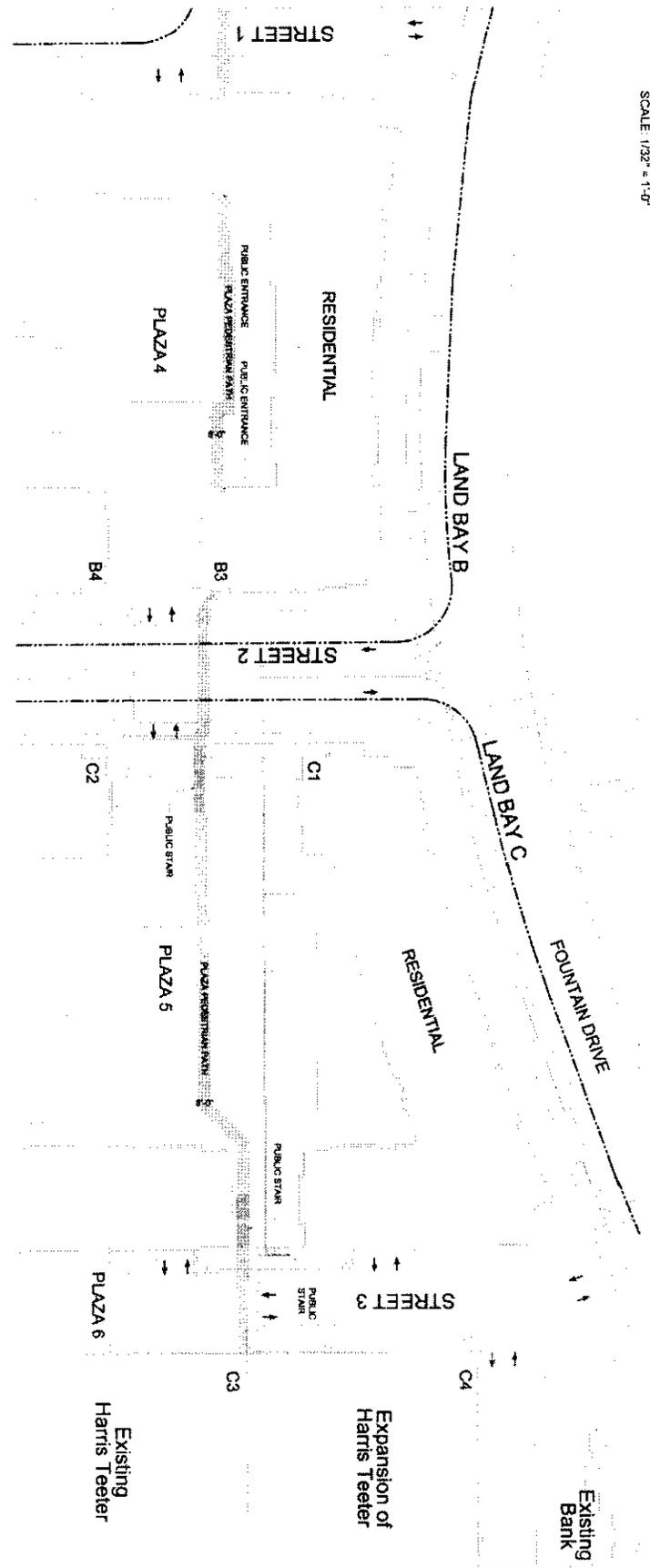
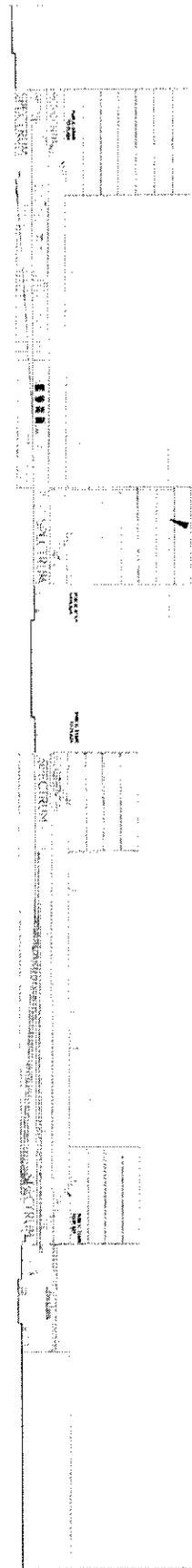
PUBLIC STAIR

SCALE: 1/32" = 1'-0"

FOR CONCEPTUAL PURPOSES ONLY

SHEET 10A OF 31





SCALE 1/32" = 1'-0"

FOR CONCEPTUAL PURPOSES ONLY



1001 HIGHLAND AVENUE  
 SUITE 200  
 ST. LOUIS, MISSOURI 63103  
 TEL: 314.433.4455  
 FAX: 314.433.4455



**REDEVELOPMENT OF SPECTRUM**

PROJECT NO. 18-0001  
 18-0001-01  
 18-0001-02  
 18-0001-03  
 18-0001-04  
 18-0001-05  
 18-0001-06  
 18-0001-07  
 18-0001-08  
 18-0001-09  
 18-0001-10  
 18-0001-11  
 18-0001-12  
 18-0001-13  
 18-0001-14  
 18-0001-15  
 18-0001-16  
 18-0001-17  
 18-0001-18  
 18-0001-19  
 18-0001-20  
 18-0001-21  
 18-0001-22  
 18-0001-23  
 18-0001-24  
 18-0001-25  
 18-0001-26  
 18-0001-27  
 18-0001-28  
 18-0001-29  
 18-0001-30  
 18-0001-31  
 18-0001-32  
 18-0001-33  
 18-0001-34  
 18-0001-35  
 18-0001-36  
 18-0001-37  
 18-0001-38  
 18-0001-39  
 18-0001-40  
 18-0001-41  
 18-0001-42  
 18-0001-43  
 18-0001-44  
 18-0001-45  
 18-0001-46  
 18-0001-47  
 18-0001-48  
 18-0001-49  
 18-0001-50  
 18-0001-51  
 18-0001-52  
 18-0001-53  
 18-0001-54  
 18-0001-55  
 18-0001-56  
 18-0001-57  
 18-0001-58  
 18-0001-59  
 18-0001-60  
 18-0001-61  
 18-0001-62  
 18-0001-63  
 18-0001-64  
 18-0001-65  
 18-0001-66  
 18-0001-67  
 18-0001-68  
 18-0001-69  
 18-0001-70  
 18-0001-71  
 18-0001-72  
 18-0001-73  
 18-0001-74  
 18-0001-75  
 18-0001-76  
 18-0001-77  
 18-0001-78  
 18-0001-79  
 18-0001-80  
 18-0001-81  
 18-0001-82  
 18-0001-83  
 18-0001-84  
 18-0001-85  
 18-0001-86  
 18-0001-87  
 18-0001-88  
 18-0001-89  
 18-0001-90  
 18-0001-91  
 18-0001-92  
 18-0001-93  
 18-0001-94  
 18-0001-95  
 18-0001-96  
 18-0001-97  
 18-0001-98  
 18-0001-99  
 18-0001-100

CONGEN SECTIONS - PLAZA REDEVELOPMENT THROUGH LAND BAYS B & C

DATE: 05/20/2018  
 TIME: 10:00 AM  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO. 18-0001  
 SHEET NO. 01 OF 31



10000 W. LITTLEFIELD  
 SUITE 200  
 FORT WORTH, TEXAS 76137  
 TEL: (817) 339-8800  
 FAX: (817) 339-8805



**REDEVELOPMENT OF SPECTRUM**

DATE: 08-20-09

PROJECT: SPECTRUM

OWNER: SPECTRUM

DESIGNER: CMSS ARCHITECTS, P.C.

ARCHITECT: DENNIS M. SMITH, P.E.

REGISTERED PROFESSIONAL ENGINEER

STATE OF TEXAS

LICENSE NO. 10000

**PLAN - LAND BAY A LEVELS 1-2**

DATE: 08-20-09

PROJECT: SPECTRUM

OWNER: SPECTRUM

DESIGNER: CMSS ARCHITECTS, P.C.

ARCHITECT: DENNIS M. SMITH, P.E.

REGISTERED PROFESSIONAL ENGINEER

STATE OF TEXAS

LICENSE NO. 10000

**REDEVELOPMENT OF SPECTRUM**

DATE: 08-20-09

PROJECT: SPECTRUM

OWNER: SPECTRUM

DESIGNER: CMSS ARCHITECTS, P.C.

ARCHITECT: DENNIS M. SMITH, P.E.

REGISTERED PROFESSIONAL ENGINEER

STATE OF TEXAS

LICENSE NO. 10000



**PLAN - LAND BAY A - LEVELS 1-2**  
 SCALE: 1"=50'



DATE: 05/20/07  
 PROJECT: RESTON  
 CLIENT: P. K. KIMBLE & COMPANY, RESTON, VA  
 ARCHITECT: MMS ARCHITECTS, P.C.  
 11700 MARKET CENTER DRIVE, SUITE 200  
 RESTON, VA 20190  
 TEL: 703.791.1100  
 FAX: 703.791.1101  
 WWW.MMSARCHITECTS.COM

REDEVELOPMENT OF SPECTRUM

DESIGNED BY: MMS ARCHITECTS, P.C.  
 DRAWN BY: MMS ARCHITECTS, P.C.  
 CHECKED BY: MMS ARCHITECTS, P.C.  
 DATE: 05/20/07



CMSS ARCHITECTS, P.C.  
 11700 MARKET CENTER DRIVE, SUITE 200  
 RESTON, VA 20190  
 TEL: 703.791.1100  
 FAX: 703.791.1101  
 WWW.MMSARCHITECTS.COM



11250 W. 12TH AVENUE  
 SUITE 200  
 DENVER, COLORADO 80202  
 TEL: 303.755.1100  
 FAX: 303.755.1101

DATE: 07/20/07  
 DESIGNER: [Signature]  
 CHECKED: [Signature]  
 PROJECT NO.: 07-001  
 DRAWING NO.: 07-001-RP-08



DATE: 07/20/07  
 DESIGNER: [Signature]  
 CHECKED: [Signature]  
 PROJECT NO.: 07-001  
 DRAWING NO.: 07-001-RP-08

**REDEVELOPMENT  
 OF  
 SPECTRUM**

11250 W. 12TH AVENUE  
 SUITE 200  
 DENVER, COLORADO 80202  
 TEL: 303.755.1100  
 FAX: 303.755.1101

DATE: 07/20/07  
 DESIGNER: [Signature]  
 CHECKED: [Signature]  
 PROJECT NO.: 07-001  
 DRAWING NO.: 07-001-RP-08

11250 W. 12TH AVENUE  
 SUITE 200  
 DENVER, COLORADO 80202  
 TEL: 303.755.1100  
 FAX: 303.755.1101

11250 W. 12TH AVENUE  
 SUITE 200  
 DENVER, COLORADO 80202  
 TEL: 303.755.1100  
 FAX: 303.755.1101

SHEET 15 OF 31



**ROOF PLAN - LAND BAY B**  
 SCALE: 1"=50'

ROOF PLAN







1520 HICKORY DRIVE  
 SUITE 200  
 FARMINGTON, CT 06031  
 TEL: 860.646.4878

DAVE  
 1520 HICKORY DRIVE  
 SUITE 200  
 FARMINGTON, CT 06031  
 TEL: 860.646.4878



DATE: 02/20/03  
 PROJECT: 0200000  
 CLIENT: 0200000  
 DESIGNER: 0200000  
 ARCHITECT: 0200000  
 ENGINEER: 0200000  
 PLANNING & DESIGN: 0200000  
 LANDSCAPE ARCHITECT: 0200000  
 INTERIOR ARCHITECT: 0200000  
 HISTORIC PRESERVATION: 0200000  
 ENVIRONMENTAL: 0200000  
 TRANSPORTATION: 0200000  
 UTILITIES: 0200000  
 CONSTRUCTION: 0200000  
 OPERATIONS & MAINTENANCE: 0200000

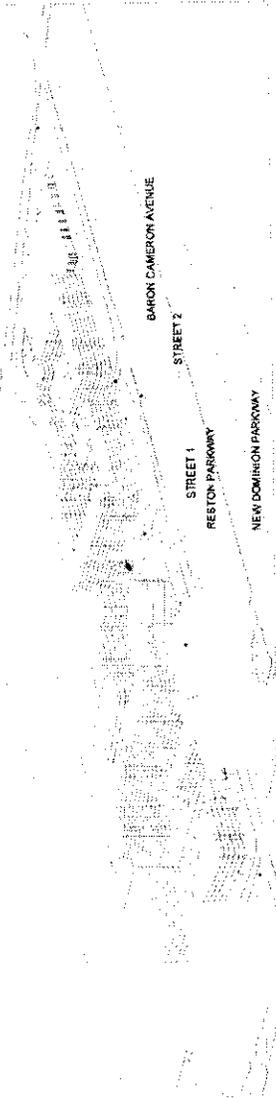
REDEVELOPMENT  
 OF  
 SPECTRUM

1520 HICKORY DRIVE  
 SUITE 200  
 FARMINGTON, CT 06031  
 TEL: 860.646.4878

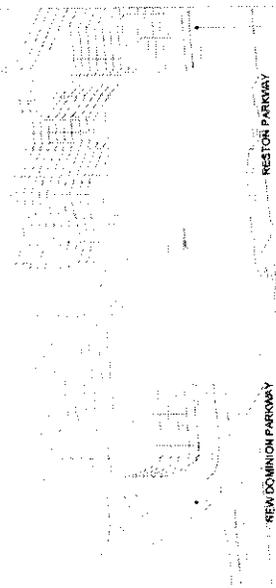
DAVE  
 1520 HICKORY DRIVE  
 SUITE 200  
 FARMINGTON, CT 06031  
 TEL: 860.646.4878

CONCEPT PERSPECTIVE  
 MODELS

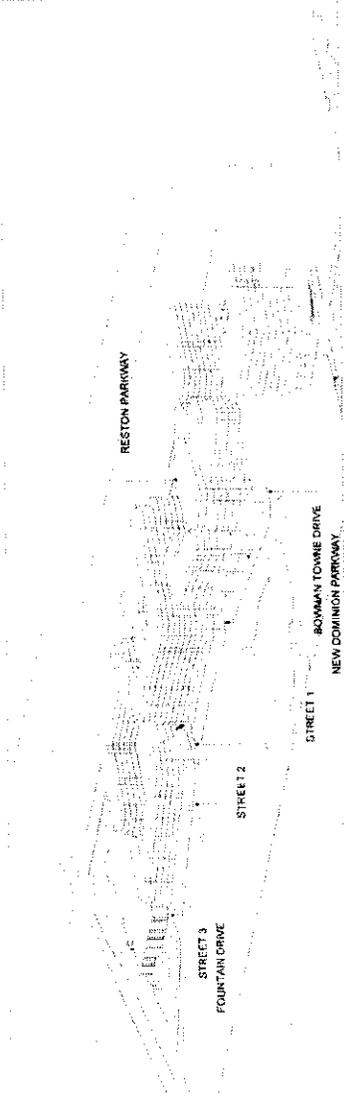
DATE: 02/20/03  
 PROJECT: 0200000  
 CLIENT: 0200000  
 DESIGNER: 0200000  
 ARCHITECT: 0200000  
 ENGINEER: 0200000  
 PLANNING & DESIGN: 0200000  
 LANDSCAPE ARCHITECT: 0200000  
 INTERIOR ARCHITECT: 0200000  
 HISTORIC PRESERVATION: 0200000  
 ENVIRONMENTAL: 0200000  
 TRANSPORTATION: 0200000  
 UTILITIES: 0200000  
 CONSTRUCTION: 0200000  
 OPERATIONS & MAINTENANCE: 0200000



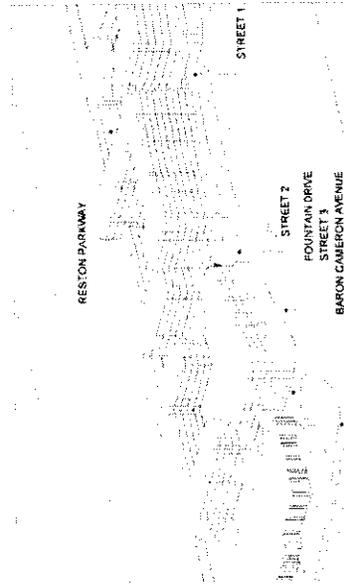
OVERALL VIEW FROM SOUTHEAST



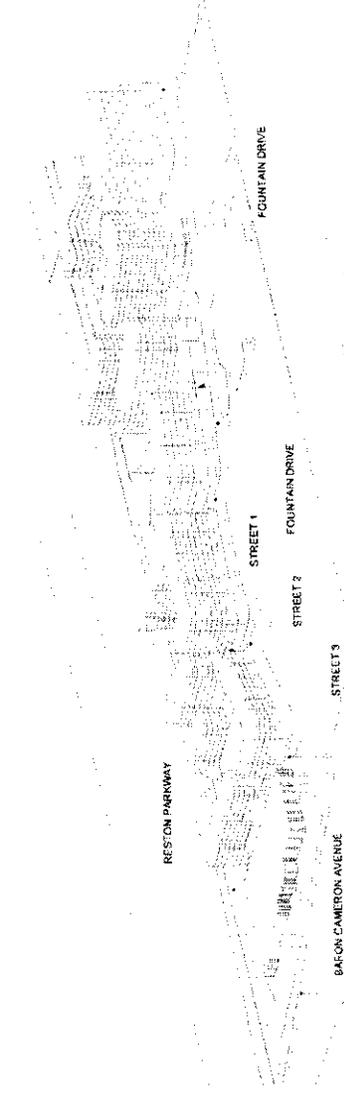
VIEW AT INTERSECTION OF NEW DOMINION PARKWAY & RESTON PARKWAY



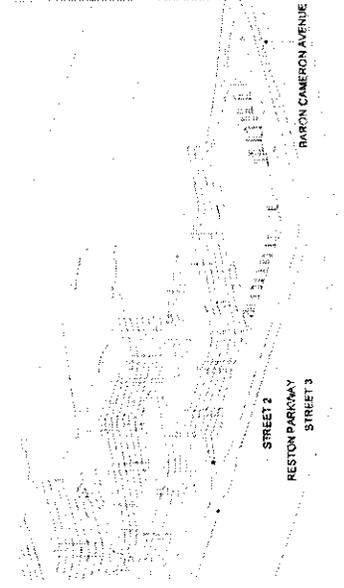
OVERALL VIEW FROM SOUTHWEST



VIEW AT INTERSECTION OF FOUNTAIN DRIVE & BARON CAMERON AVENUE



OVERALL VIEW FROM NORTHWEST



VIEW AT INTERSECTION OF RESTON PARKWAY & BARON CAMERON AVENUE



1000 WEST 10TH AVENUE  
SUITE 500  
DENVER, COLORADO 80202  
TEL: 303.733.8888  
WWW.CMSSARCHITECTS.COM



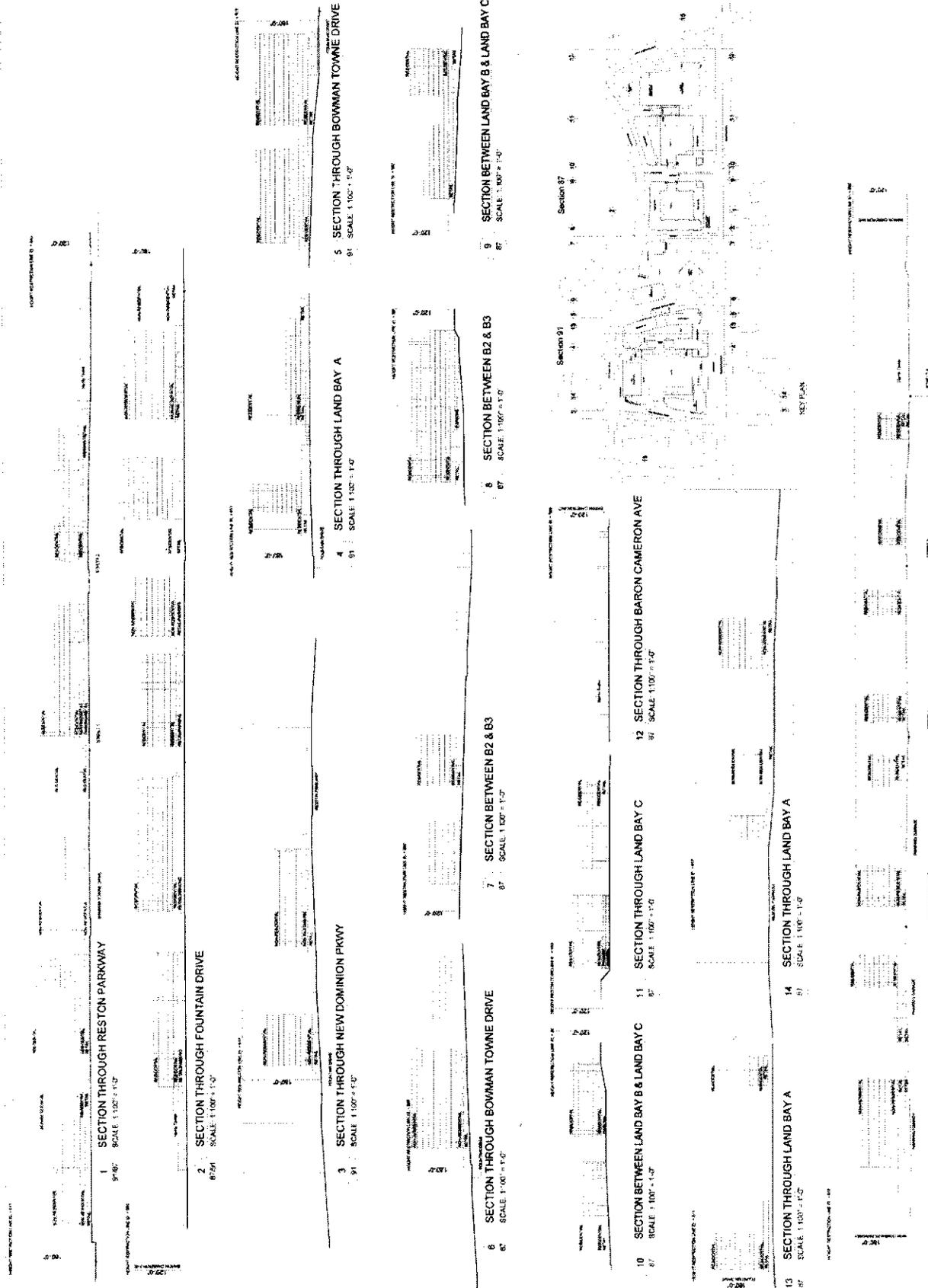
DATE: 02-20-09  
PROJECT: REDEVELOPMENT OF SPECTRUM  
DRAWN BY: J. HARRIS  
CHECKED BY: J. HARRIS  
DATE: 02-20-09

**REDEVELOPMENT OF SPECTRUM**

PROJECT: SPECTRUM  
1000 WEST 10TH AVENUE  
DENVER, COLORADO 80202  
PHONE: 303.733.8888  
FAX: 303.733.8888

CONCEPT SECTIONS

SCALE: 1/8" = 1'-0"  
DATE: 02-20-09



FOR CONCEPTUAL PURPOSES ONLY



CMSS ARCHITECTS, PC  
 1000 WEST 10TH AVENUE  
 SUITE 200  
 DENVER, COLORADO 80202  
 TEL: 303.733.4444  
 FAX: 303.733.4445

PROJECT: REDEVELOPMENT OF SPECTRUM  
 ARCHITECT: CMSS ARCHITECTS, PC  
 DESIGN: 11/15/2006  
 DATE: 11/15/2006



DATE: 08/15/07  
 PROJECT: REDEVELOPMENT OF SPECTRUM  
 ARCHITECT: CMSS ARCHITECTS, PC  
 DESIGN: 11/15/2006  
 DATE: 11/15/2006

REDEVELOPMENT OF SPECTRUM

ARCHITECT: CMSS ARCHITECTS, PC  
 1000 WEST 10TH AVENUE  
 SUITE 200  
 DENVER, COLORADO 80202  
 TEL: 303.733.4444  
 FAX: 303.733.4445

CONCEPT SECTIONS  
 THROUGH THE PEDESTRIAN  
 PATH THROUGH LAND BAY  
 B

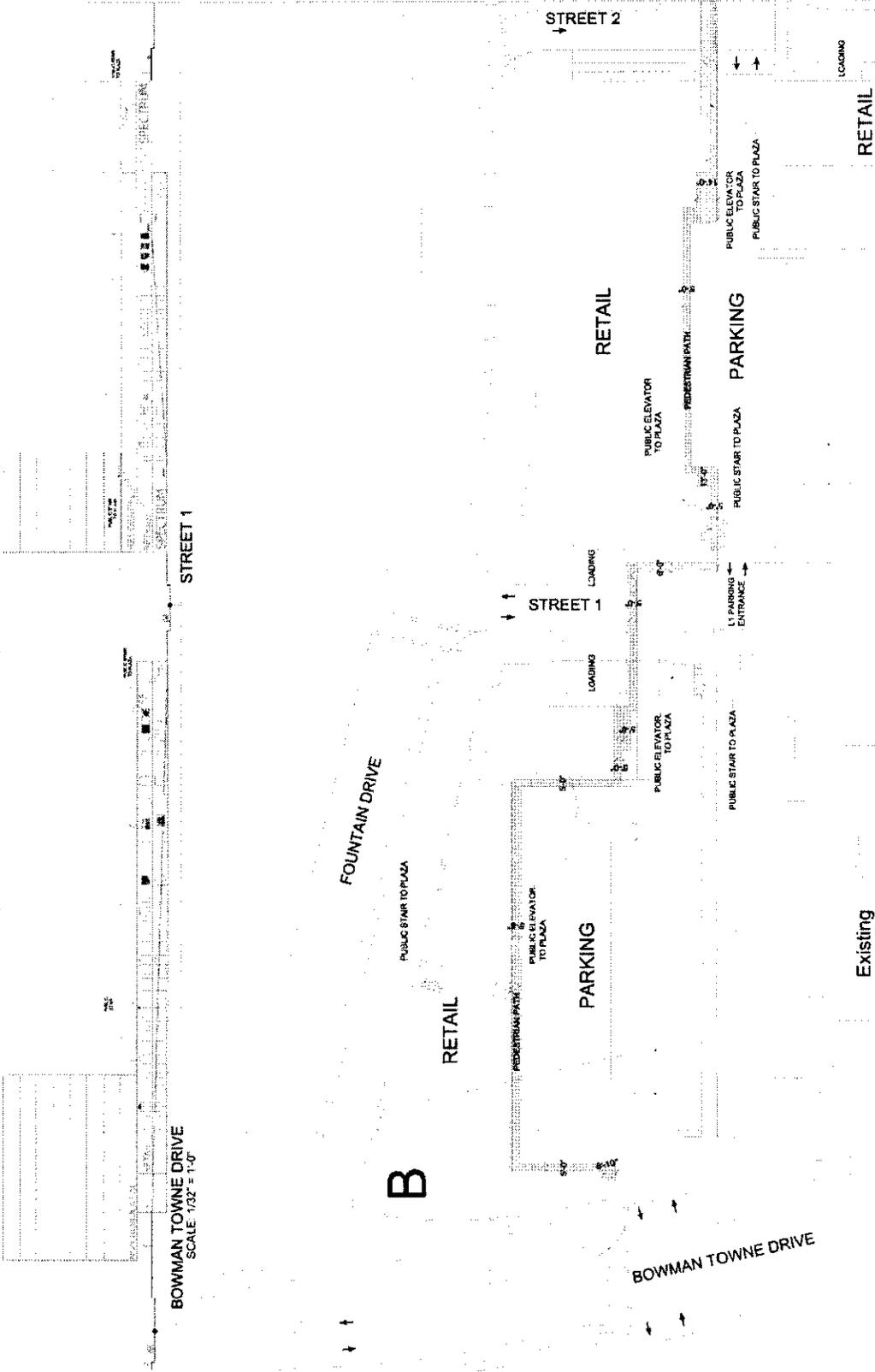
PROJECT NO.: 06-001  
 ALL DIMENSIONS ARE IN FEET AND INCHES  
 UNLESS OTHERWISE NOTED  
 THROUGHOUT THIS DRAWING



INTERIOR PEDESTRIAN PATH-CONCEPT SKETCH



INTERIOR PEDESTRIAN PATH-CONCEPT SKETCH



Existing



1000 EAST 10TH AVENUE  
 SUITE 200  
 DENVER, COLORADO 80202  
 PHONE: (303) 733-9675  
 FAX: (303) 733-9675

FOR  
 SCHEDULED  
 PROJECTS: 1000 EAST 10TH AVENUE  
 DENVER, COLORADO 80202  
 PHONE: (303) 733-9675  
 FAX: (303) 733-9675



DATE: 08/2007  
 REVISION: 08/2007  
 PROJECT: REDEVELOPMENT OF SPECTRUM  
 CLIENT: SPECTRUM ENERGY SERVICES  
 ARCHITECT: CMSS ARCHITECTS, PC  
 PROJECT LOCATION: 1100 WEST 10TH AVENUE, DENVER, CO 80202  
 PROJECT NUMBER: 07-001  
 PROJECT PHASE: PRELIMINARY DESIGN  
 PROJECT STATUS: IN PROGRESS

REDEVELOPMENT  
 OF  
 SPECTRUM

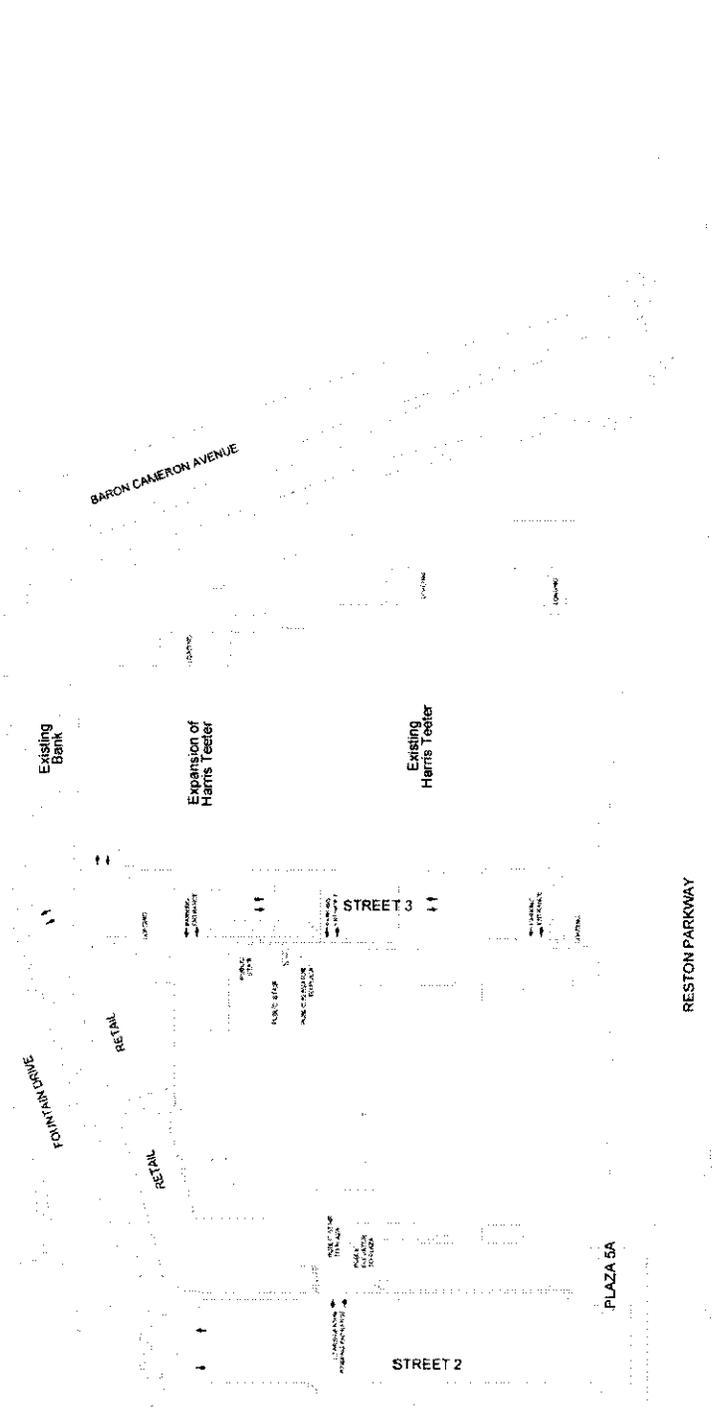
ARCHITECT: CMSS ARCHITECTS, PC  
 PROJECT NUMBER: 07-001

PROJECT LOCATION:  
 1100 WEST 10TH AVENUE  
 DENVER, CO 80202  
 PROJECT NUMBER: 07-001

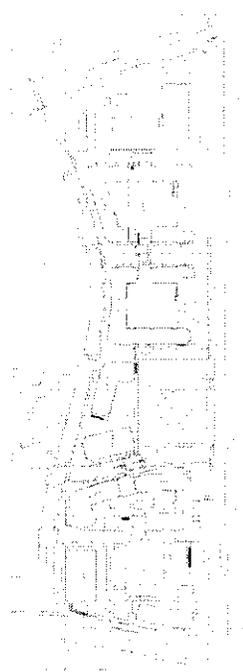
PLAN - LAND BAY C - LEVELS 1,2

PROJECT NO.: 07-001  
 ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED  
 DRAWN BY: CMSS ARCHITECTS, PC

SHEET 16 OF 35



PLAN - LAND BAY C - LEVELS 1,2  
 SCALE: 1/8"=1'-0"



KEY PLAN



1001 FLORENCE AVENUE  
 SUITE 400  
 RESTON, VIRGINIA 20190  
 TEL: 703-441-6225  
 FAX: 703-441-6225

CLIENT: HARRIS TELEVISION  
 PROJECT: HARRIS TELEVISION  
 1001 FLORENCE AVENUE  
 RESTON, VIRGINIA 20190



DATE: 09/25/00  
 REVISION: 1. CORRECTED PERMITS  
 2. CORRECTED PERMITS  
 3. CORRECTED PERMITS  
 4. CORRECTED PERMITS  
 5. CORRECTED PERMITS  
 6. CORRECTED PERMITS  
 7. CORRECTED PERMITS  
 8. CORRECTED PERMITS  
 9. CORRECTED PERMITS  
 10. CORRECTED PERMITS  
 11. CORRECTED PERMITS  
 12. CORRECTED PERMITS  
 13. CORRECTED PERMITS  
 14. CORRECTED PERMITS  
 15. CORRECTED PERMITS  
 16. CORRECTED PERMITS  
 17. CORRECTED PERMITS  
 18. CORRECTED PERMITS  
 19. CORRECTED PERMITS  
 20. CORRECTED PERMITS

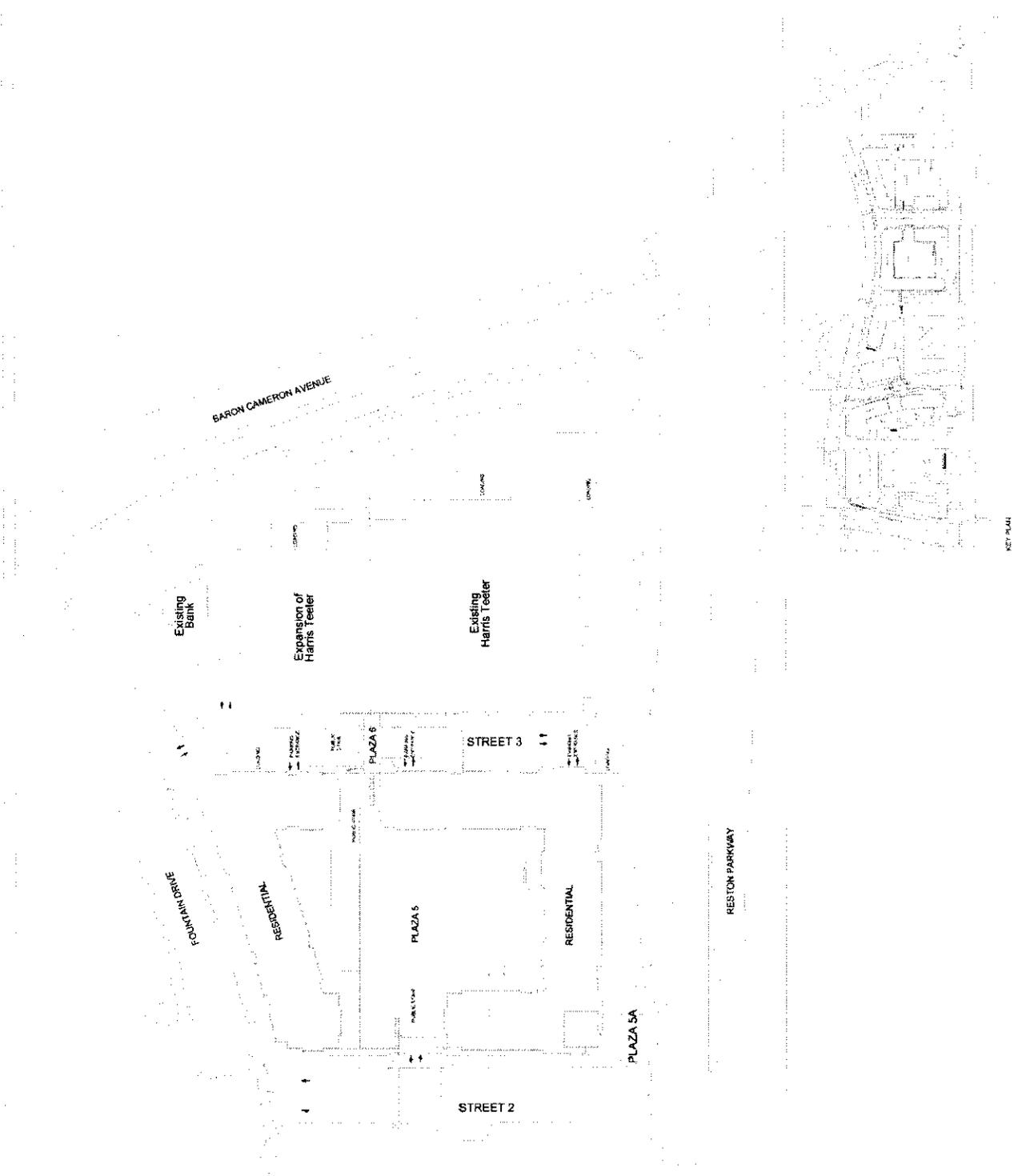
REDEVELOPMENT  
 OF  
 SPECTRUM

ARCHITECT: CMSS ARCHITECTS, PC  
 1001 FLORENCE AVENUE  
 SUITE 400  
 RESTON, VIRGINIA 20190  
 TEL: 703-441-6225  
 FAX: 703-441-6225

ROOF PLAN - LAND BAY C

PROJECT NO: 99-001-001  
 ALL DIMENSIONS ARE IN METERS  
 UNLESS OTHERWISE SPECIFIED  
 DIMENSIONS ARE TO FACE UNLESS  
 OTHERWISE SPECIFIED

SHEET 17 OF 31



ROOF PLAN - LAND BAY C  
 SCALE: 1"=50'

NET PLAN





DATE: 08/09  
REVISION: 1  
PROJECT: REDEVELOPMENT OF SPECTRUM  
1000 NORTH LITTLEFIELD  
AUSTIN, TEXAS 78701  
ARCHITECT: CMIS ARCHITECTS, PC  
1000 N. LITTLEFIELD SUITE 200  
AUSTIN, TEXAS 78701  
TEL: 512.476.0800  
WWW.CMISARCHITECTS.COM

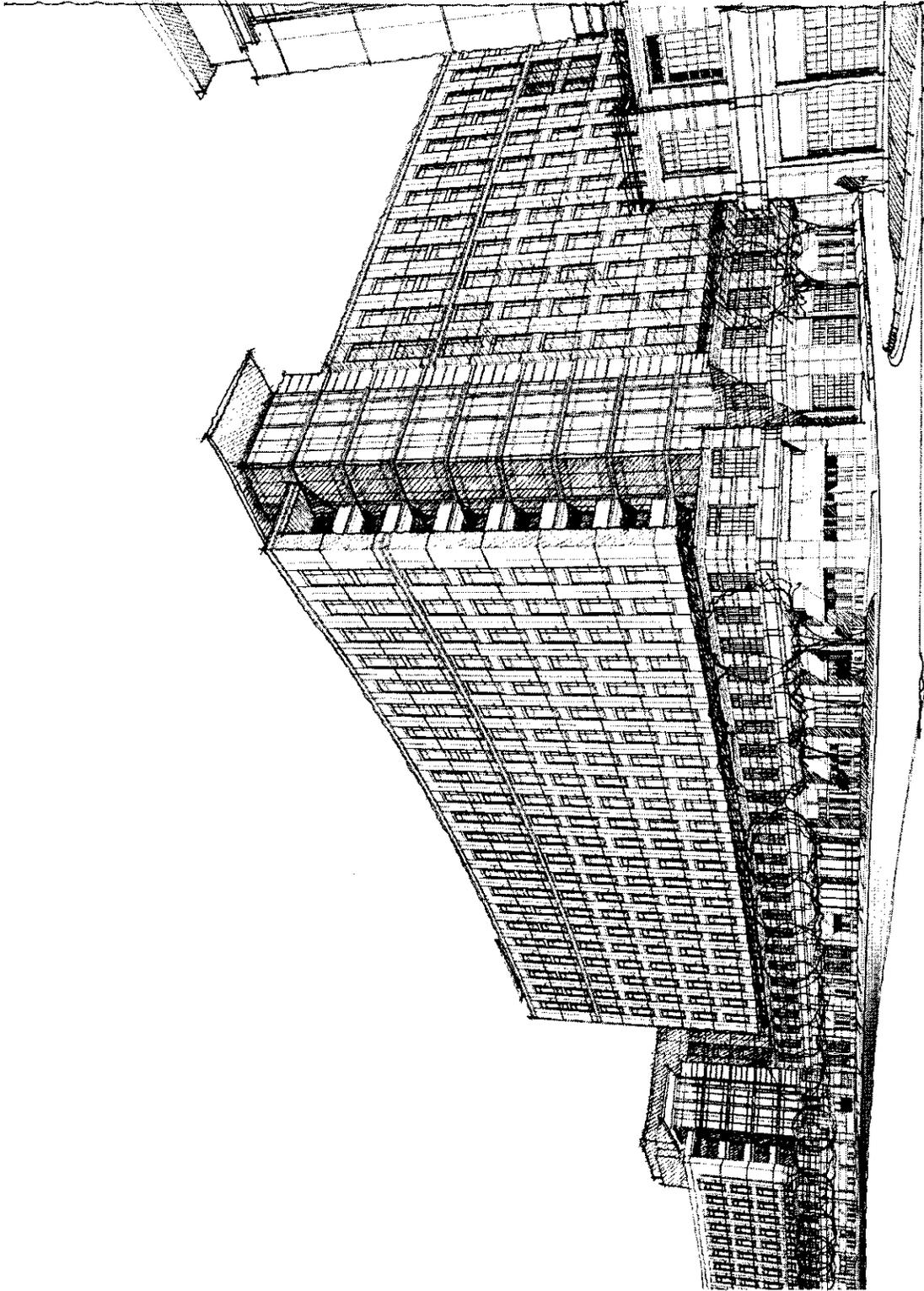
**REDEVELOPMENT  
OF  
SPECTRUM**

ARCHITECT: CMIS ARCHITECTS, PC  
1000 N. LITTLEFIELD SUITE 200  
AUSTIN, TEXAS 78701

DATE: 08/09  
REVISION: 1  
PROJECT: REDEVELOPMENT OF SPECTRUM  
1000 NORTH LITTLEFIELD  
AUSTIN, TEXAS 78701  
TEL: 512.476.0800  
WWW.CMISARCHITECTS.COM

RENDERED  
PERSPECTIVES

PROJECT: REDEVELOPMENT OF SPECTRUM  
1000 NORTH LITTLEFIELD  
AUSTIN, TEXAS 78701  
TEL: 512.476.0800  
WWW.CMISARCHITECTS.COM



RENDERING - STREET SCENE (INTERSECTION OF BOWMAN TOWNE DRIVE & FOUNTAIN DRIVE)  
(FOR CONCEPTUAL PURPOSES ONLY)

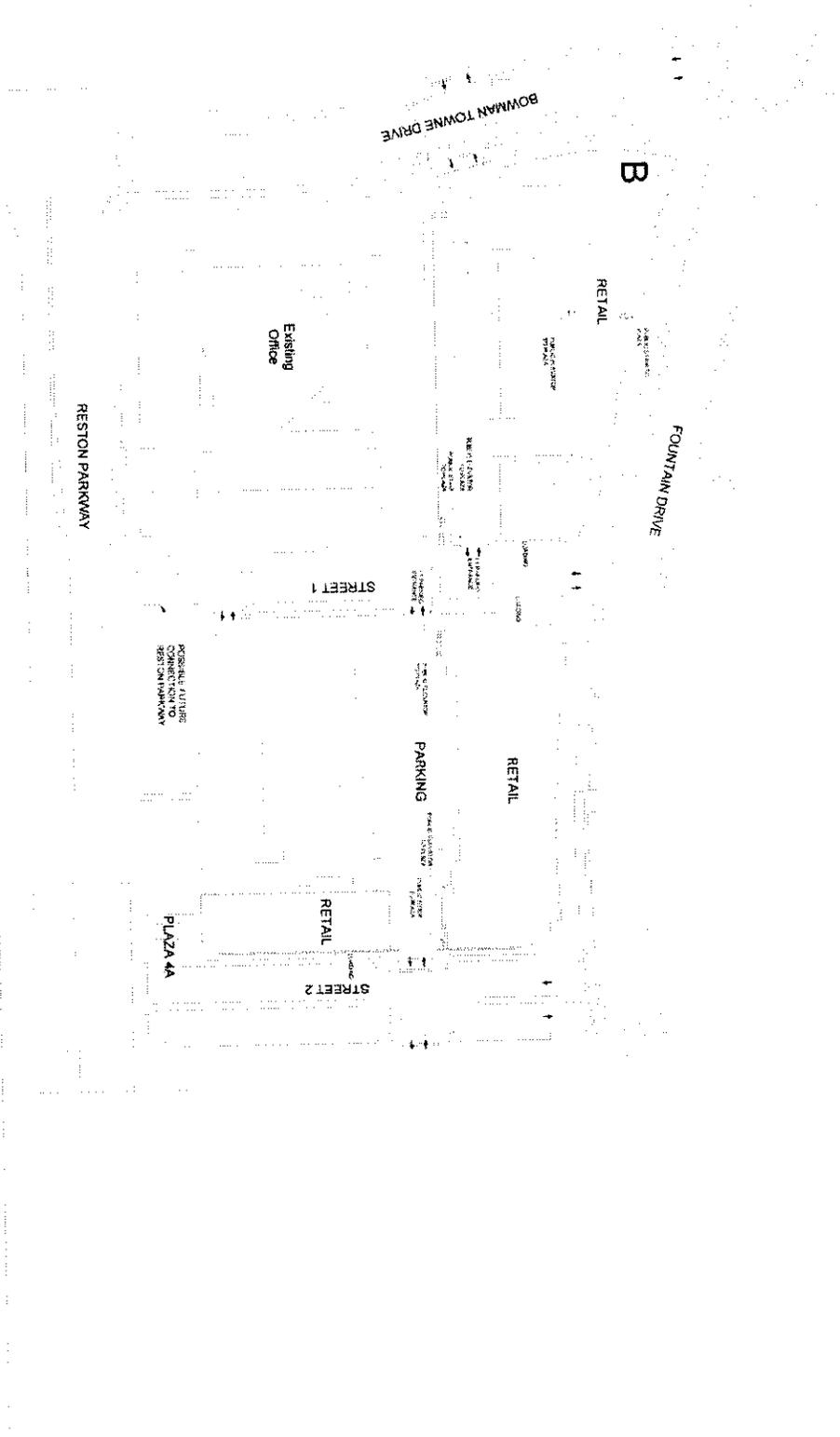


**REDEVELOPMENT OF SPECTRUM**

ARCHITECT: CMISS ARCHITECTS, PC  
 11000 FOUNTAIN DRIVE, SUITE 100  
 RESTON, VA 20190  
 TEL: 703.441.1100  
 WWW.CMISSARCH.COM

PLAN - LAND BAY B  
LEVELS 12

SHEET 14 OF 31

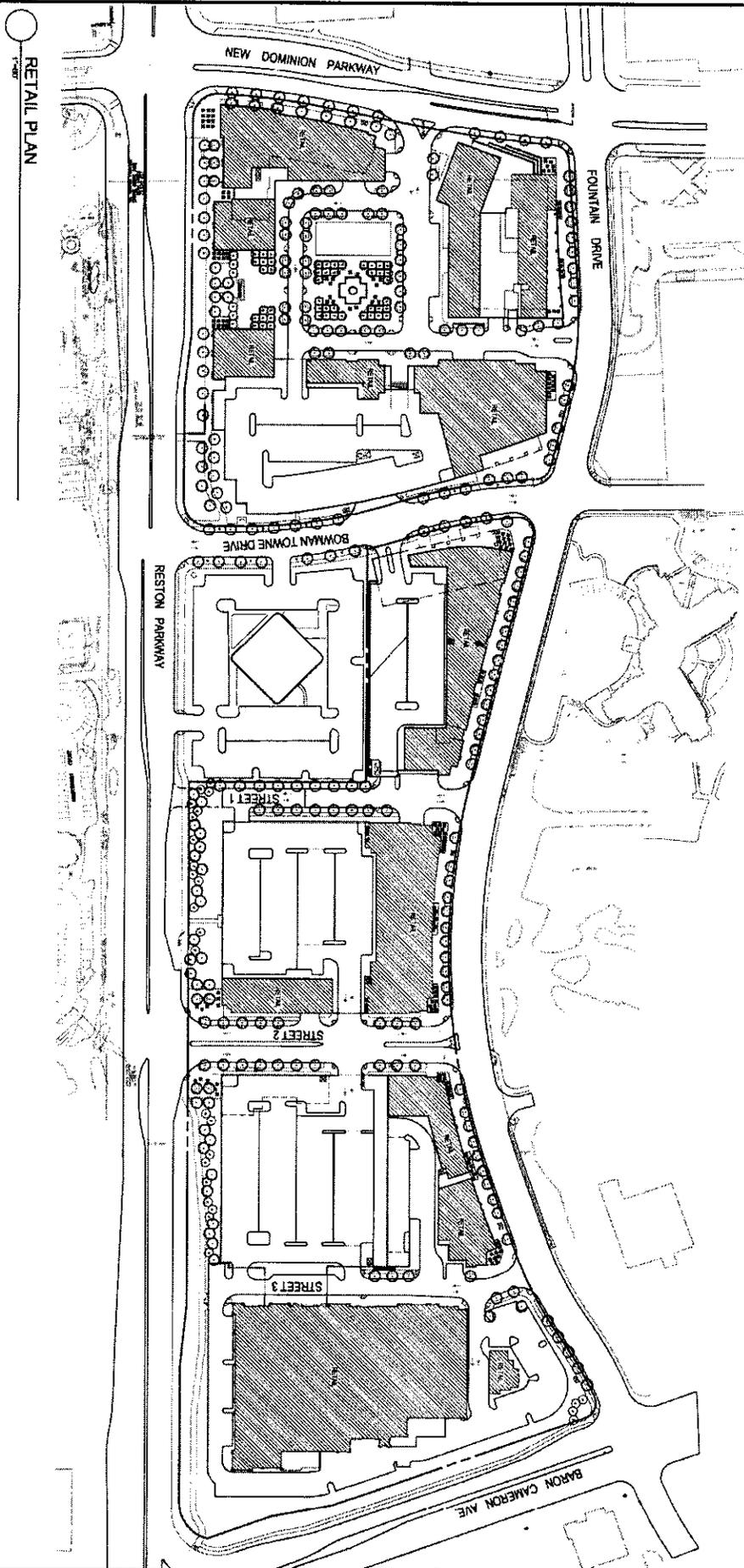


PLAN - LAND BAY B LEVELS 12  
SCALE 1/8"=1'-0"

KEY PLAN







RETAIL PLAN

RETAIL PLAN  
**THE SPECTRUM**  
 HUNTER MILL DISTRICT  
 FAIRFAX COUNTY, VIRGINIA



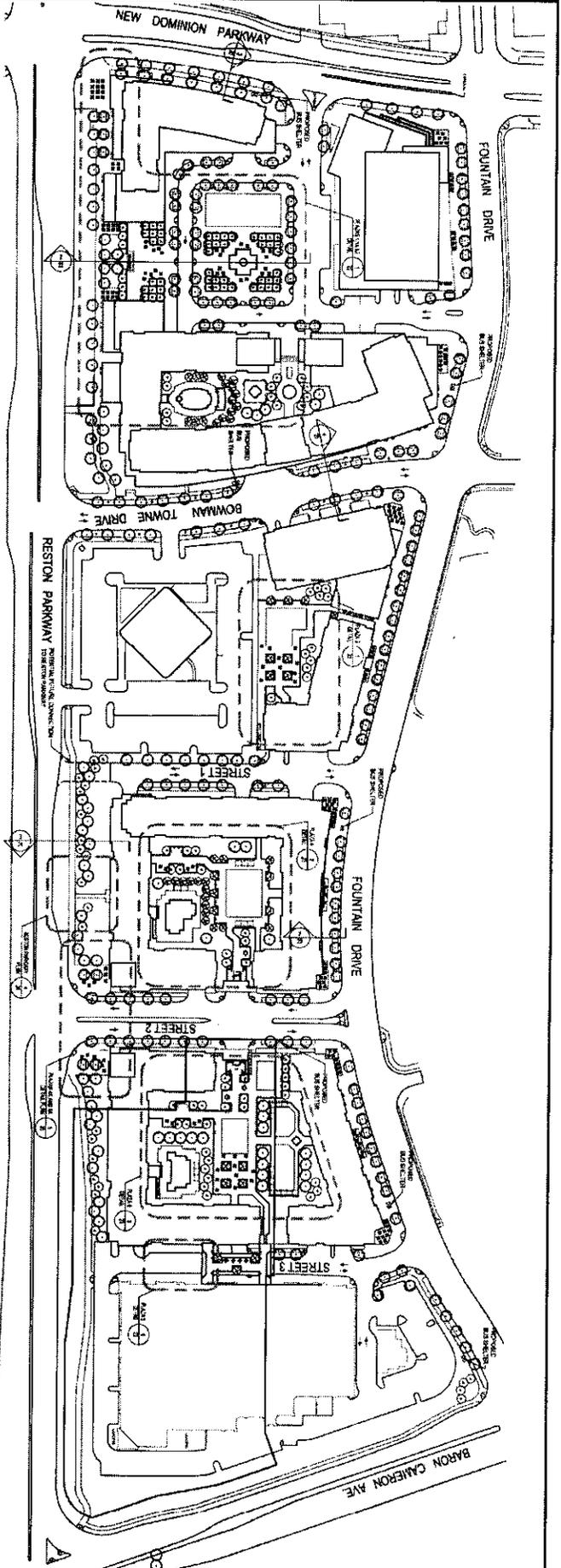
**URBAN ENGINEERING & ASSOC., INC.**  
 CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS  
 7712 LITTLE RIVER TURNPIKE  
 ANNANDALE, VIRGINIA 22003 (703) 642-8000

NO.	DATE	DESCRIPTION	DESIGNED BY	APPROVED BY	DATE

FILE NO. 21-11  
 SHEET 21 OF 31  
 RETAIL PLAN

SCALE: 1"=40'      C.I. N/A      DATE: JUNE, 2006

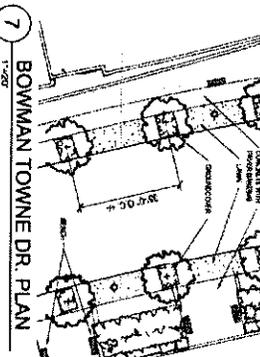
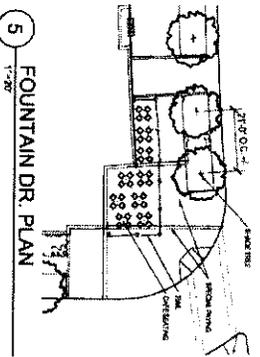
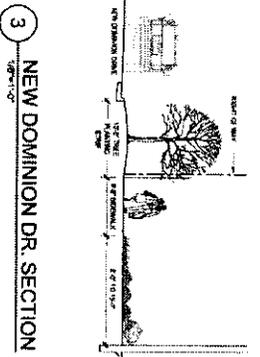
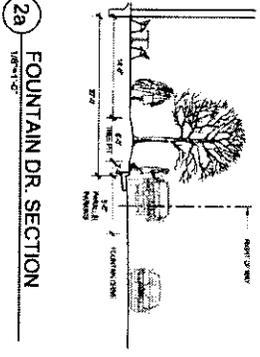
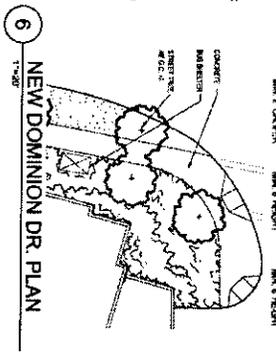
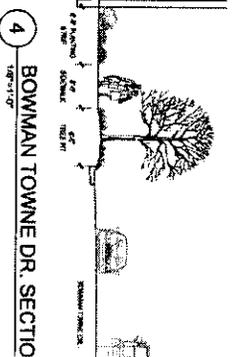
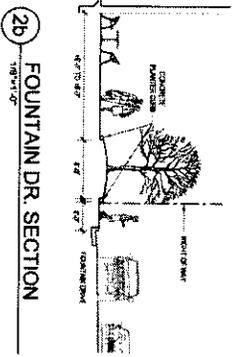
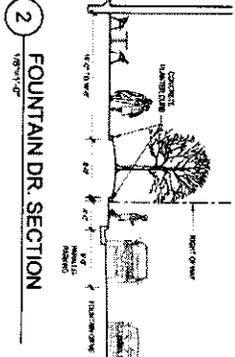
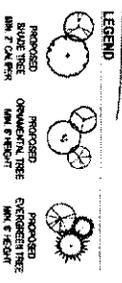
REVISION APPROVED BY DIVISION OF DESIGN REVIEW



**1 LANDSCAPE PLAN**  
1/8"=1'-0"

**NOTES**

1. LANDSCAPING SHOWN IN THIS PLAN IS FOR CONCEPTUAL PURPOSES ONLY AND MAY BE ADJUSTED AS A PART OF THE PLAN AND SITE PLAN APPROVAL. PROVIDED SUCH CHANGES ARE IN GENERAL CONFORMANCE WITH THIS PLAN.
2. ALL HEIGHTS SHOWN ON THIS PLAN ARE FOR CONCEPTUAL PURPOSES ONLY AND MAY BE ADJUSTED AS A PART OF THE PLAN AND SITE PLAN APPROVAL. PROVIDED SUCH CHANGES ARE IN GENERAL CONFORMANCE WITH THIS PLAN.



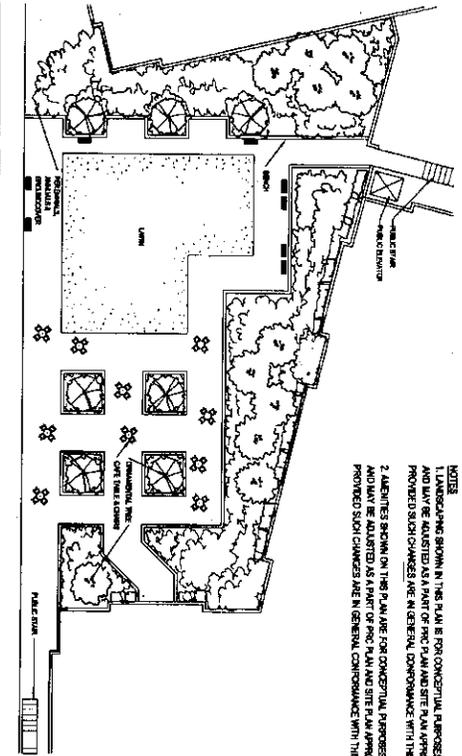
LANDSCAPE PLAN AND DETAILS			<b>URBAN ENGINEERING &amp; ASSOC., INC.</b> CIVIL ENGINEERS - LANDSCAPE ARCHITECTS - LAND SURVEYORS 712 RIVER TURNER DRIVE ANNANDALE, VIRGINIA 22005 (703) 448-8000	NO. DATE	DESCRIPTION	REV. BY	APPROVED	DATE
SCALE: AS SHOWN	C.I./N/A			DATE: JUNE, 2006	REVISION APPROVED BY DIVISION OF DESIGN REVIEW			

SUBJECT: THE SPECTRUM HUNTER MILL DISTRICT FAIRFAX COUNTY, VIRGINIA  
 SHEET: 22 OF 31  
 FILE NO.: PREL 1722

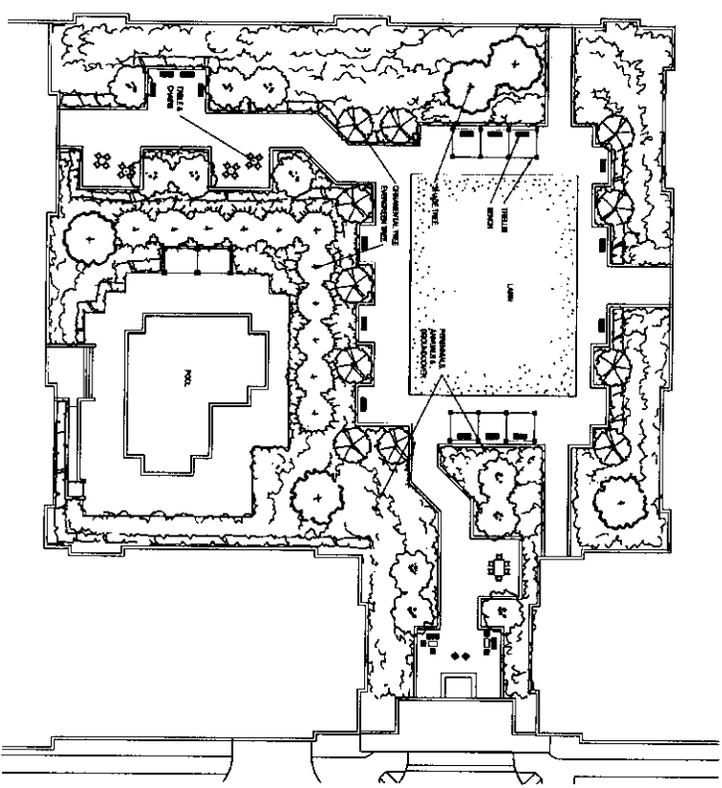




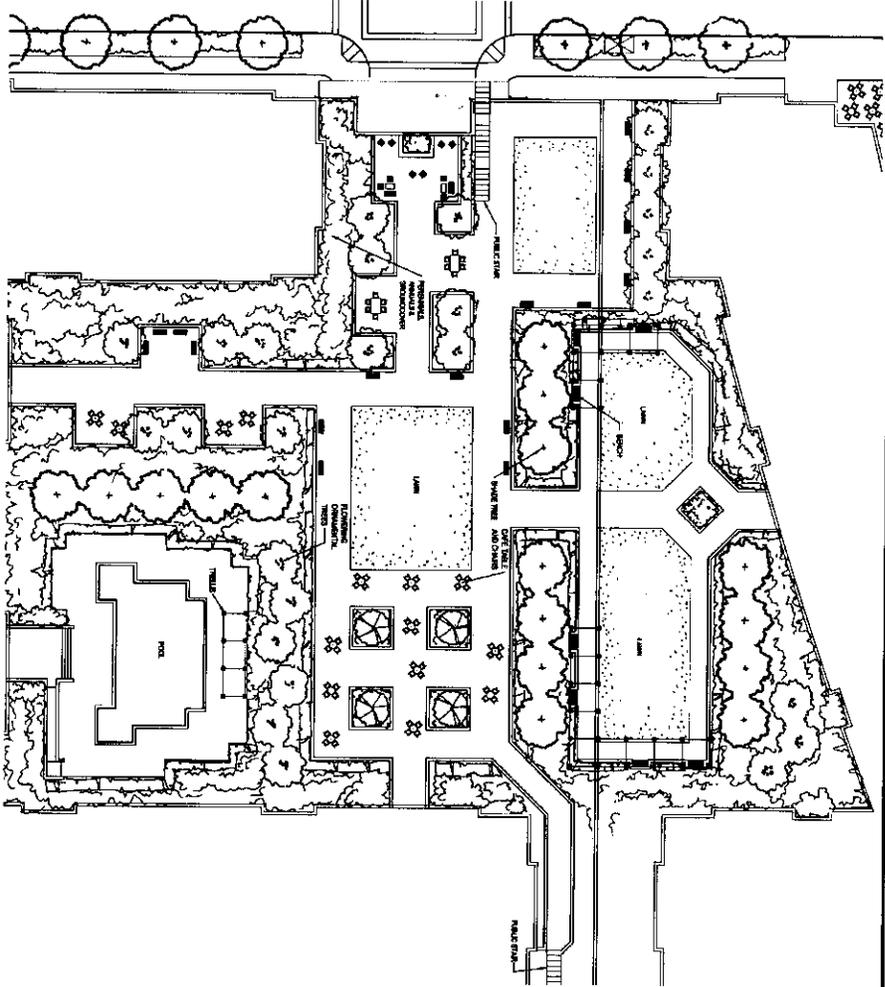
NOTES  
 1. LANDSCAPING SHOWN IN THIS PLAN IS FOR CONCEPTUAL PURPOSES ONLY. LANDSCAPING SHALL BE DETERMINED BY THE LANDSCAPE ARCHITECT IN CONJUNCTION WITH THE ARCHITECT AND SITE PLAN APPROVAL. PROPOSED SIGN CHANGES ARE IN GENERAL CONFORMANCE WITH THIS PLAN.  
 2. LIGHTS SHOWN ON THIS PLAN ARE FOR CONCEPTUAL PURPOSES ONLY AND MAY BE ADJUSTED AS A PART OF PRC PLAN AND SITE PLAN APPROVAL. PROPOSED SIGN CHANGES ARE IN GENERAL CONFORMANCE WITH THIS PLAN.



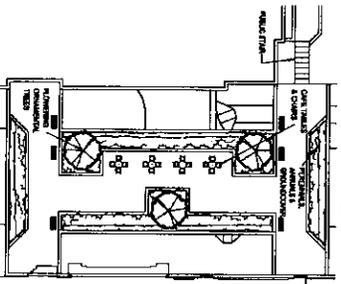
1 PLAZA 3 (PUBLIC)  
 1/4" = 1'-0"



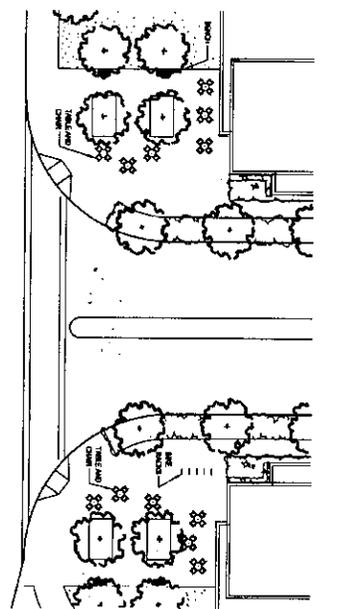
2 PLAZA 4 (PUBLIC)  
 1/4" = 1'-0"



3 PLAZA 5 (PUBLIC)  
 1/4" = 1'-0"



4 PLAZA 6 (PUBLIC)  
 1/4" = 1'-0"



5 PLAZAS 4A AND 5A (PUBLIC)  
 1/4" = 1'-0"

DETAIL PLANS AND SECTIONS

THE SPECTRUM  
 HUNTER MILL DISTRICT  
 FAIRFAX COUNTY, VIRGINIA

SCALE: AS SHOWN C.I. N/A DATE: JUNE, 2006

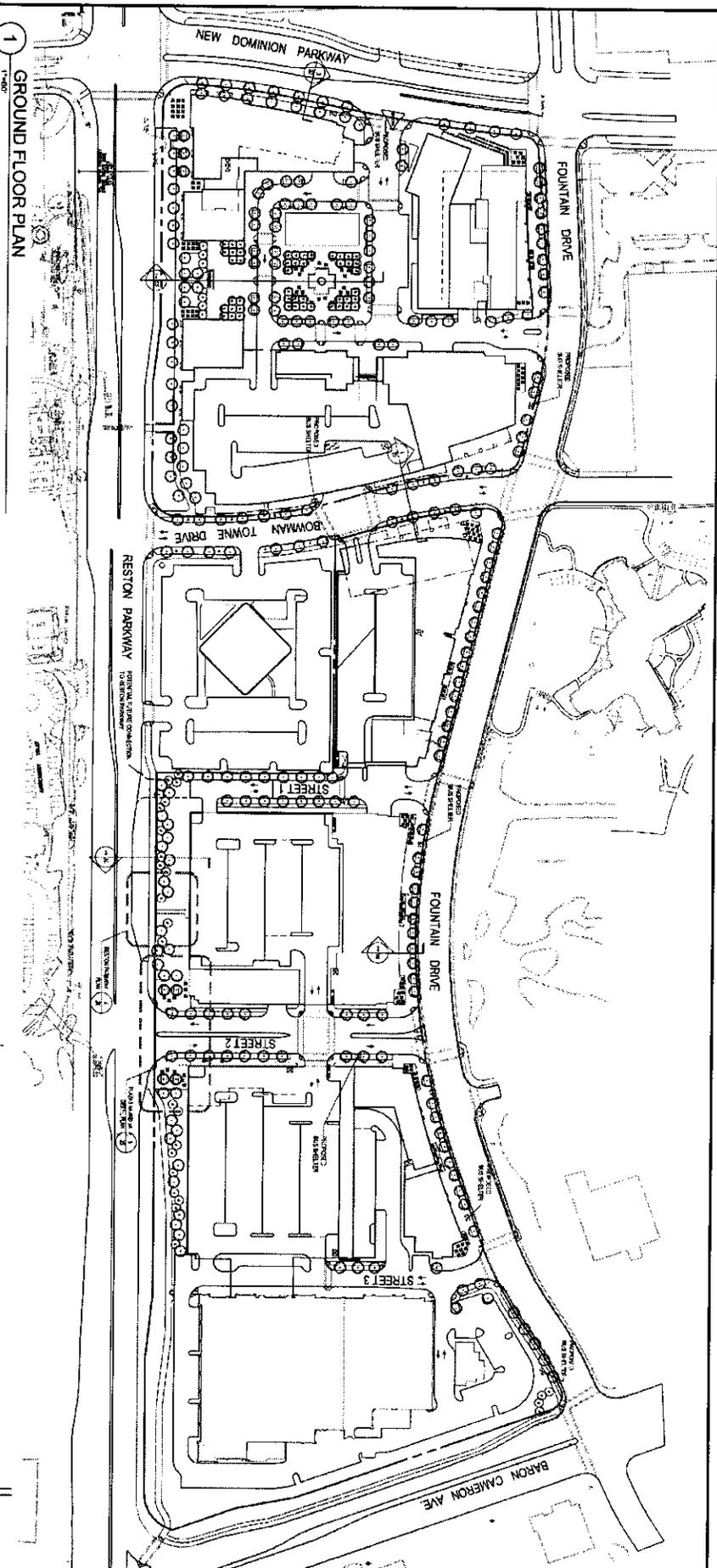


URBAN ENGINEERING & ASSOC., INC.  
 CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS  
 7112 LITTLE RIVER TURNPIKE  
 ARLANDHAM, VIRGINIA 22006 (703) 648-8886

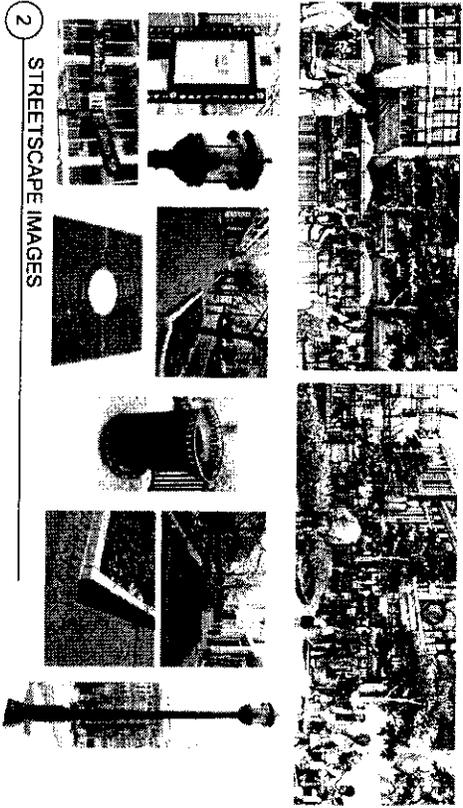
NO.	DATE	DESCRIPTION	REV. BY	APPROVER	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

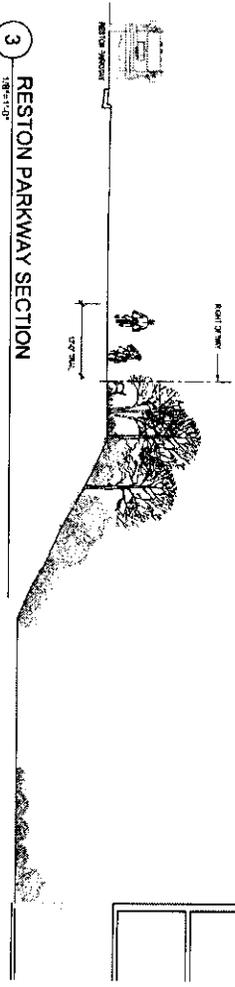
SHEET 23 OF 23  
 PREL. 1722



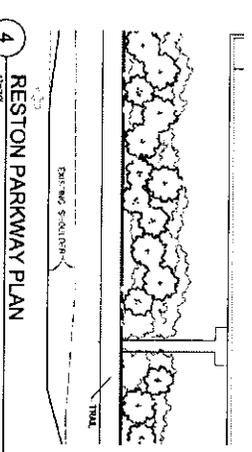
1 GROUND FLOOR PLAN



2 STREETSCAPE IMAGES



3 RESTON PARKWAY SECTION

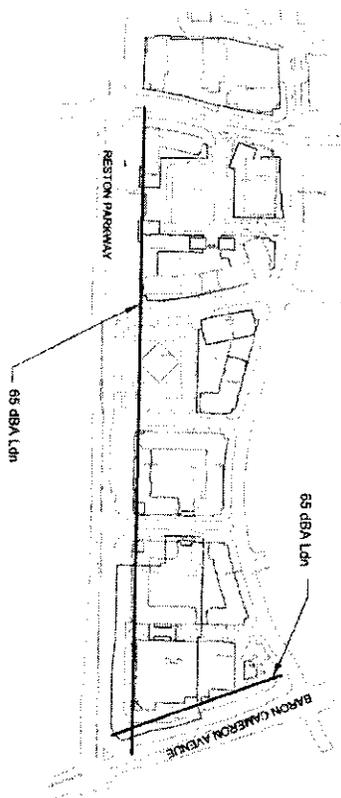


4 RESTON PARKWAY PLAN

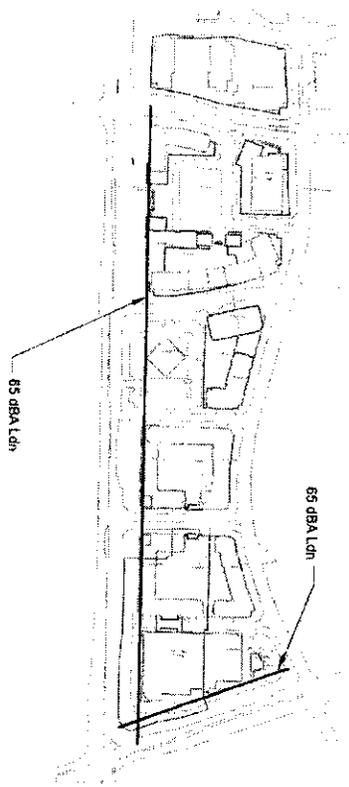
- NOTES**
1. LANDSCAPING SHOWN IN THIS PLAN IS FOR CONCEPTUAL PURPOSES ONLY AND WILL BE ADJUSTED AS A PART OF THE FINAL AND SITE PLAN APPROVAL. PROVIDE SUCH CHANGES IN A GENERAL COMPLIANCE WITH THIS PLAN.
  2. MATERIALS SHOWN ON THIS PLAN ARE FOR CONCEPTUAL PURPOSES ONLY AND WILL BE ADJUSTED AS A PART OF THE FINAL AND SITE PLAN APPROVAL. PROVIDE SUCH CHANGES IN A GENERAL COMPLIANCE WITH THIS PLAN.
  3. STREETSCAPE IMAGES ARE ILLUSTRATIVE AND ARE SUBJECT TO CHANGES WITH FINAL DESIGN GUIDELINES AND SHOULD BE PROVIDED FOR THE RESTON TOWN CENTER DESIGN GUIDELINES.

<p>GROUND FLOOR PLAN  <b>THE SPECTRUM</b>          HUNTER MILL DISTRICT          FAIRFAX COUNTY, VIRGINIA</p>			<p><b>URBAN ENGINEERING &amp; ASSOC. INC.</b>          CIVIL ENGINEERS - LANDSCAPE ARCHITECTS - LAND SURVEYORS          7712 LITTLE RIVER TURNPIKE          ANNANDALE, VIRGINIA 22002 (703) 842-8000</p>	<table border="1"> <tr> <td>NO.</td> <td>DATE</td> <td>DESCRIPTION</td> <td>APPROVED BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION	APPROVED BY				
NO.	DATE	DESCRIPTION	APPROVED BY									
<p>SCALE: 1"=40'</p>	<p>DATE: JUNE, 2006</p>	<p>PROJECT NO.: 06-001</p>	<p>REVISION APPROVED BY DIVISION OF DESIGN REVIEW</p>									

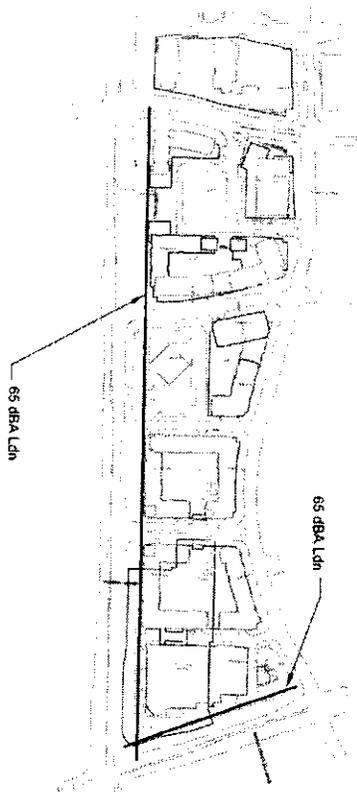
Noise Exposure Levels at 0-20 ft  
First - Second floor elevations.



Noise Exposure Levels at 50 ft.



Noise Exposure Levels at 100 ft.



**NOI CONSULTING, INC.**  
1200 COMMONWEALTH DRIVE  
SUITE 100, RESTON, VA 20190  
TEL: 703/441-1100  
FAX: 703/441-1101  
WWW.NOI-CONSULTING.COM

NOISE CONTOUR PLAN  
**THE SPECTRUM**  
HUNTER MILL DISTRICT  
FAIRFAX COUNTY, VIRGINIA



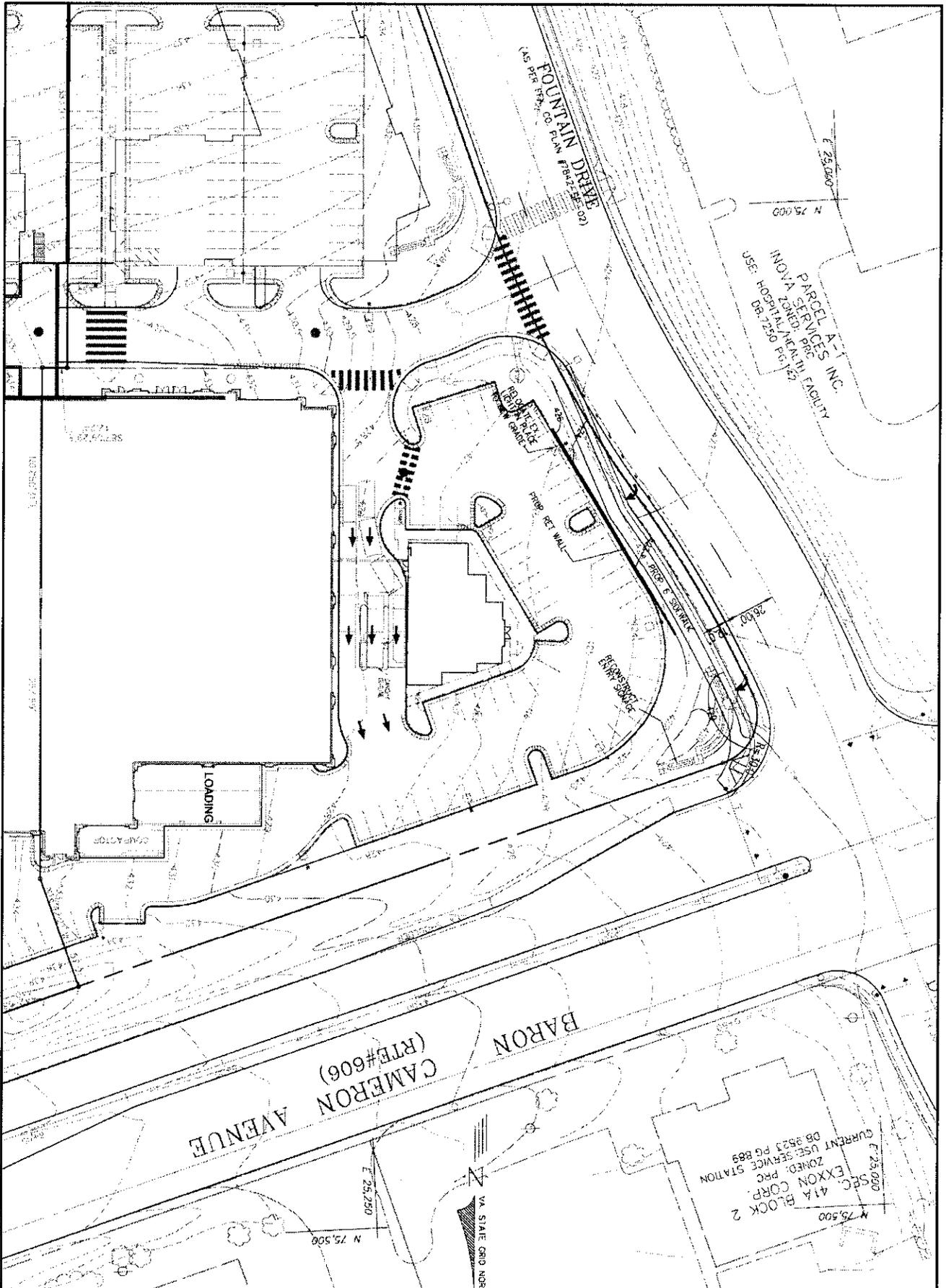
**URBAN ENGINEERING & ASSOC., INC.**  
CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS  
7710 LITTLE RIVER TURNPIKE  
ANNAPOLIS, VIRGINIA 22003 (703) 842-5080

NO.	DATE	DESCRIPTION	PREPARED BY	DATE

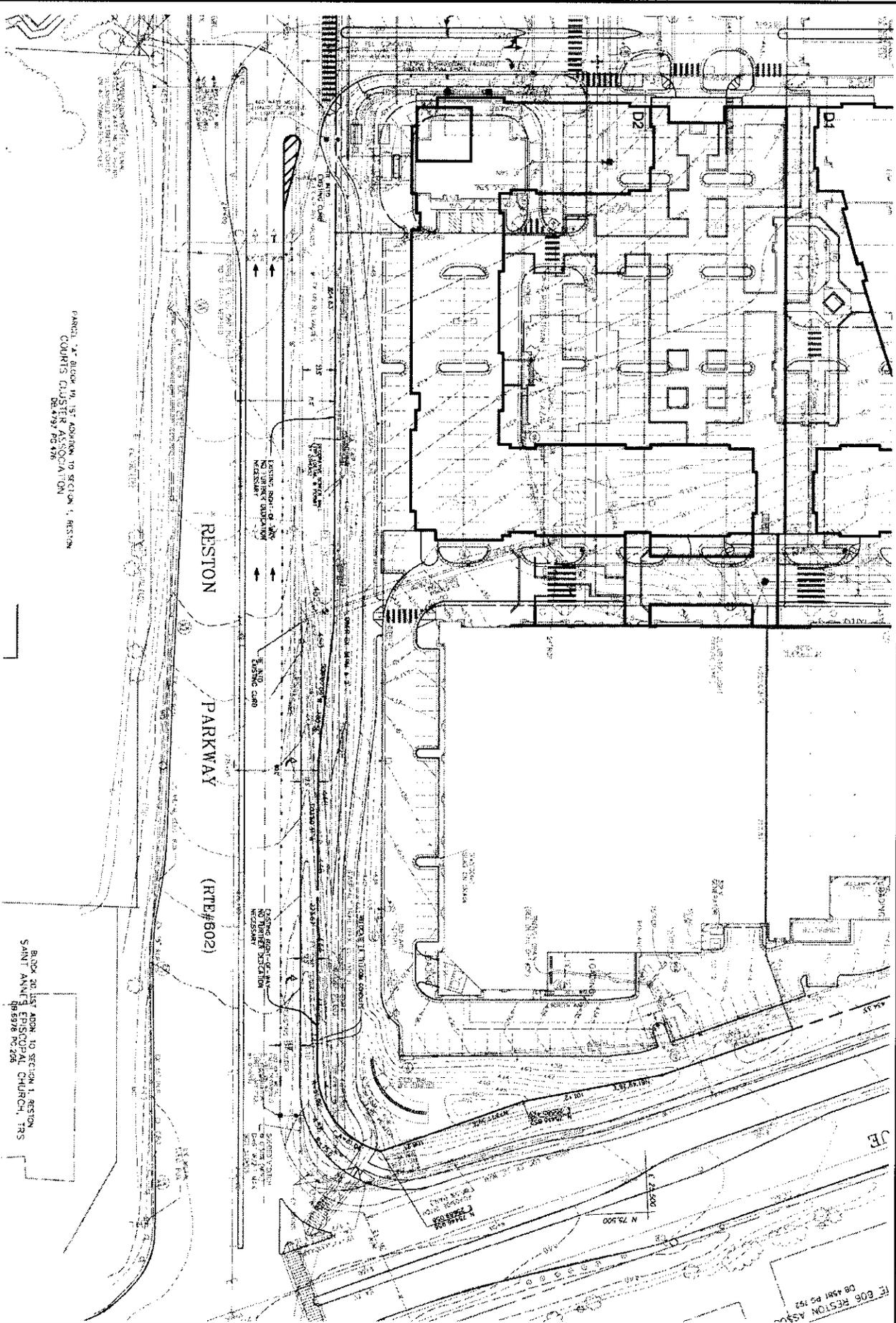
REVISION APPROVED BY DIVISION OF DESIGN REVIEW

SHEET  
02  
OF  
31  
FILE NO.  
PHEI\_1712

SCALE: AS SHOWN C.L.N/A DATE: JUNE, 2006



<p>FOUNTAIN DRIVE TURN LANE EXHIBIT</p> <p><b>THE SPECTRUM</b> HUNTER MILL DISTRICT FAIRFAX COUNTY, VIRGINIA</p>			<p><b>URBAN ENGINEERING &amp; ASSOC., INC.</b></p> <p>CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS</p> <p>7712 LITTLE RIVER TURNPIKE ARLINGTON, VIRGINIA 22203 (703) 642-8000</p>	<p>PLAN DATE: 06-08-07</p> <p>DATE: 06-08-07</p> <p>BY: [Signature]</p> <p>APP: [Signature]</p>	<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>REV. BY</th> <th>APPROVED</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	REV. BY	APPROVED	DATE						
NO.	DATE	DESCRIPTION	REV. BY	APPROVED	DATE												
<p>SCALE: 1"=20'      C.T.      DATE: JUNE, 2007</p>		<p>REVISION APPROVED BY DIVISION OF DESIGN REVIEW</p>															



PANEL 2, BLOCK 19, 1ST ADDITION TO SECTION 1, RESTON  
 COURTS CLUSTER ASSOCIATION  
 DB 4587 PG 4/96

BLOCK 20, 1ST ADD. TO SECTION 1, RESTON  
 SAINT ANNE'S EPISCOPAL CHURCH, TRS  
 DB 5978 PG 2/28

**RESTON PARKWAY TURN LANE EXHIBIT**

**THE SPECTRUM**  
 HUNTER MILL DISTRICT  
 FAIRFAX COUNTY, VIRGINIA

SCALE 1"=30'

CL 2

DATE NOV, 2007



**URBAN ENGINEERING & ASSOC., INC.**

CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS  
 7712 LITTLE RIVER TURNPIKE  
 ANNANDALE, VIRGINIA 22006 (703) 442-8000

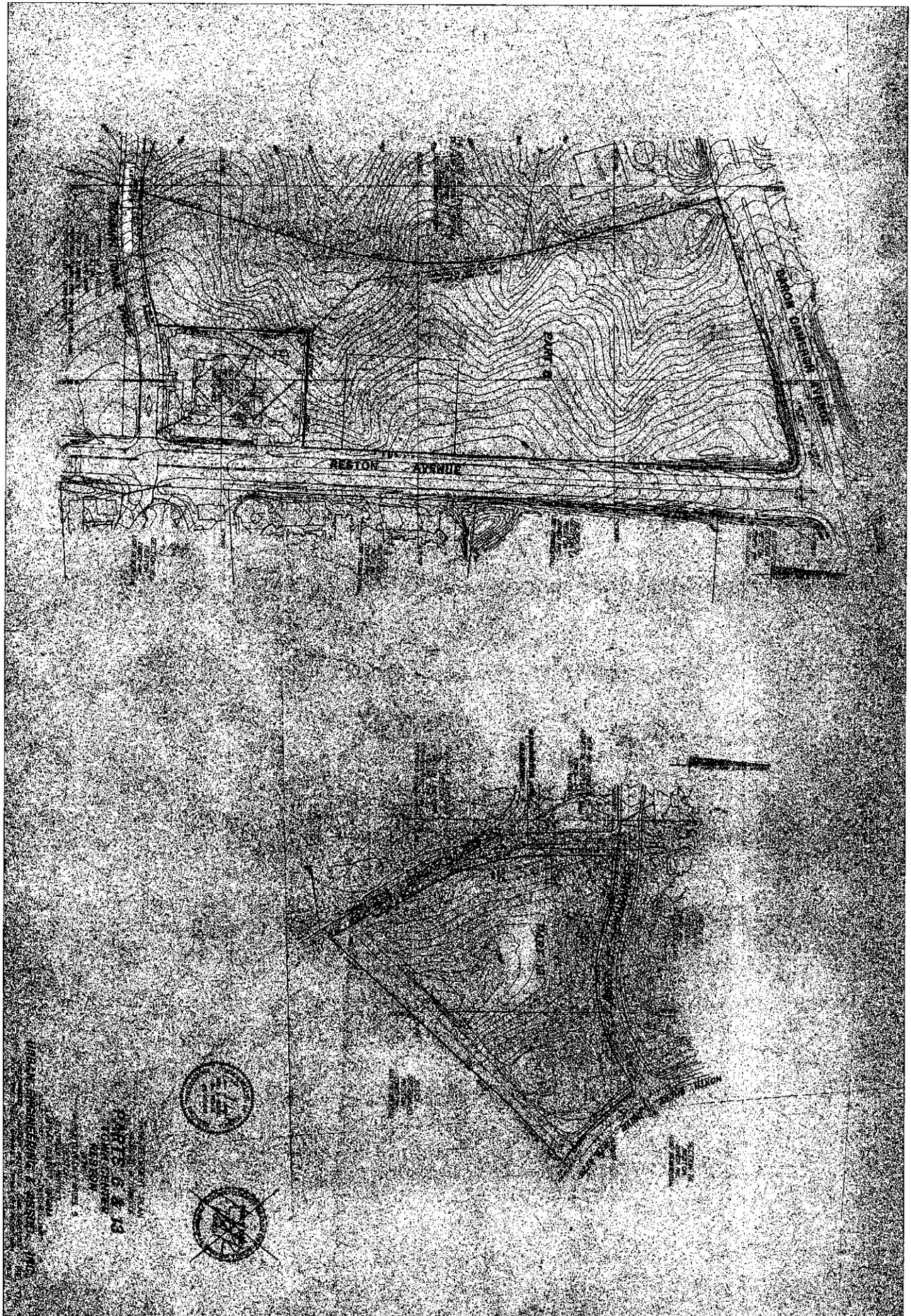
NO.	DATE	DESCRIPTION
11-02-07	05-05-06	REVISION
11-02-07	05-05-06	REVISION
11-02-07	05-05-06	REVISION

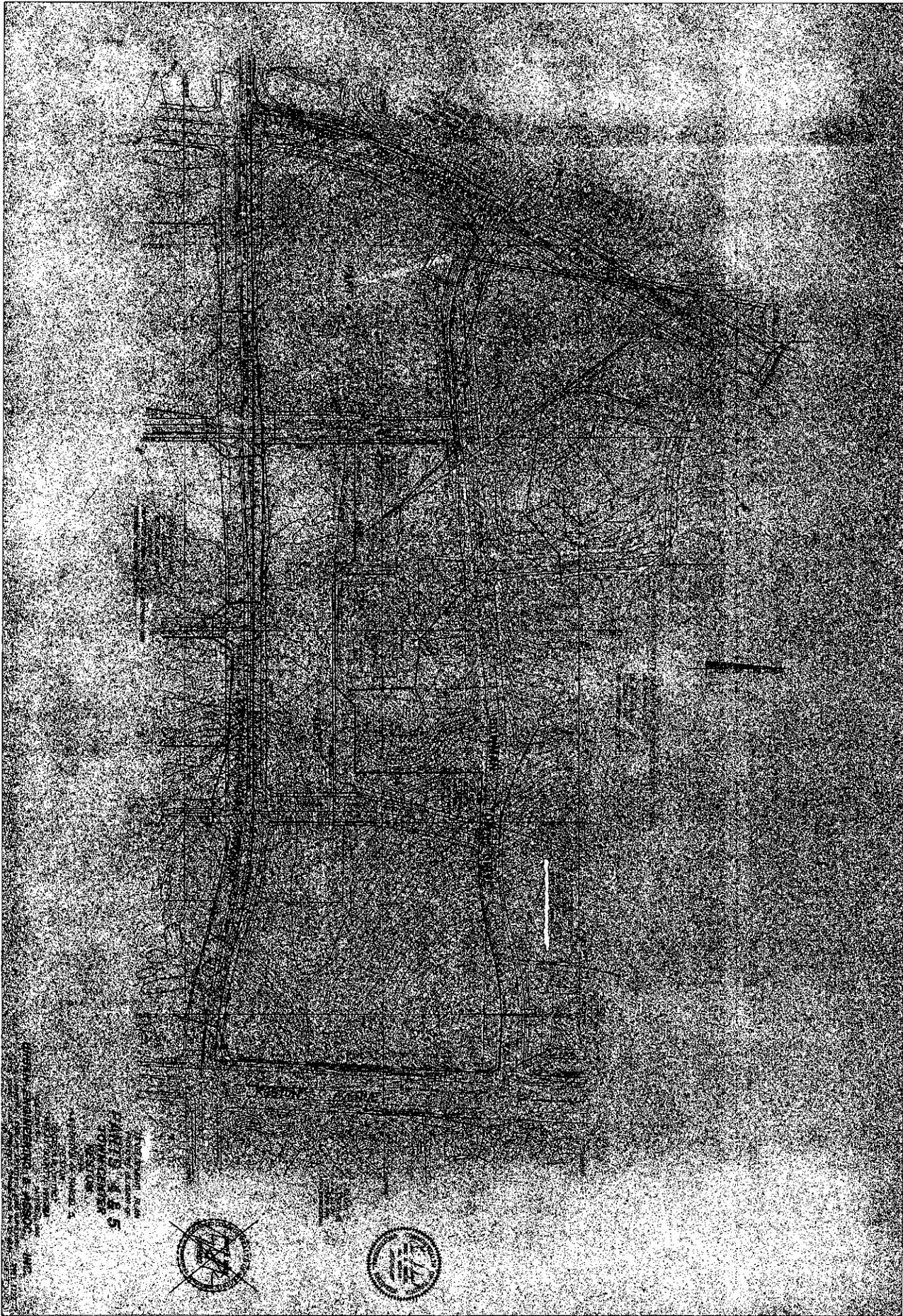
NO.	DATE	DESCRIPTION	REVISION APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

FE 606 RESTON ASSN  
 DB 4581 PG 152

PROJECT NO. 07-001  
 SHEET NO. 31  
 DATE: 11/22/07





DATE: 08/20/08  
BY: [illegible]  
CHECKED BY: [illegible]  
APPROVED BY: [illegible]  
SCALE: [illegible]  
SHEET NO. [illegible]  
TOTAL SHEETS [illegible]

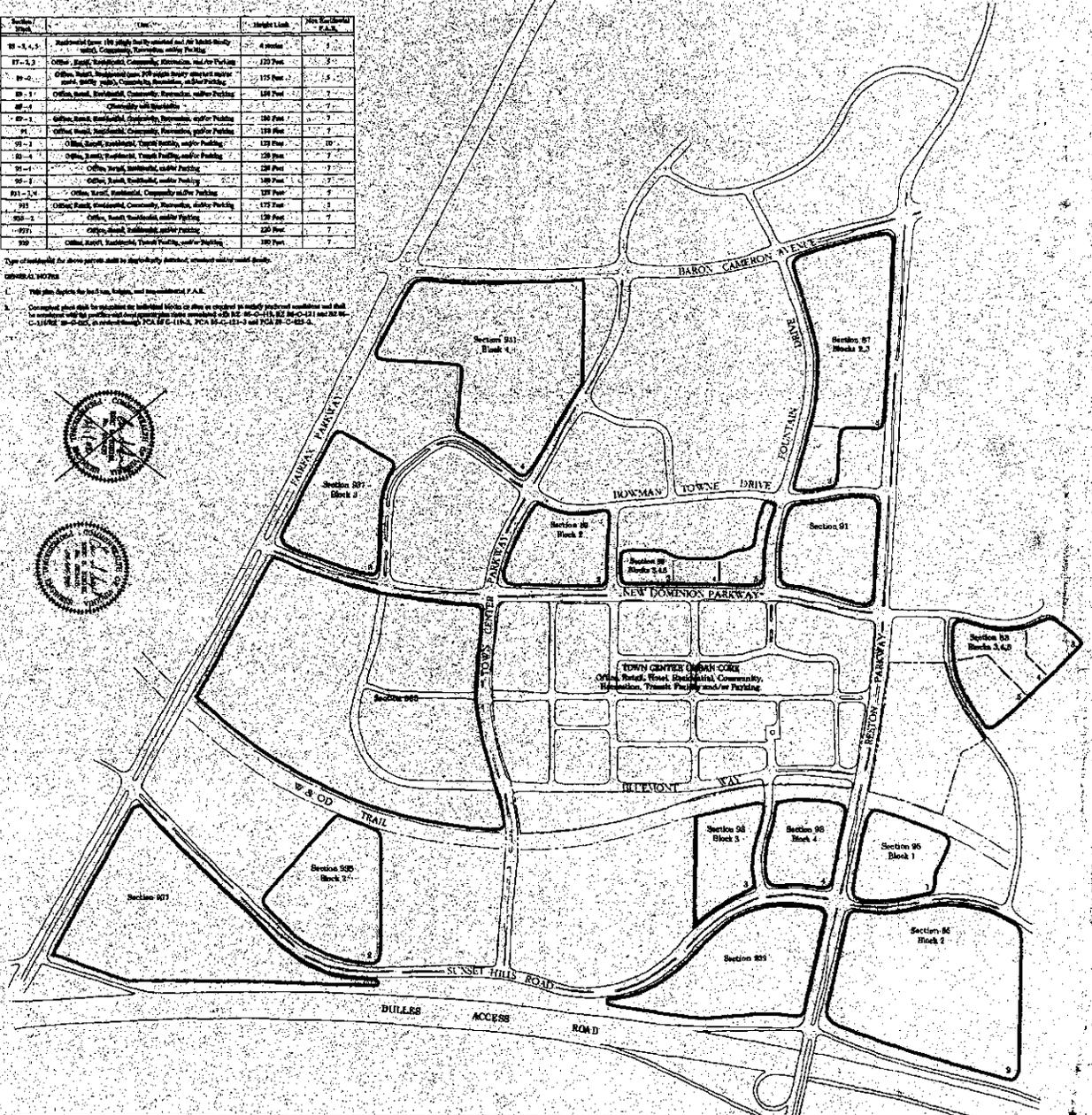


Section/Block	Use	Height/Length	Max Residential F.A.R.
88-4.1	Residential Care (18 single family detached and 100 multi-family units), Community, Recreation, and/or Parking	4 units	1.0
87-2.2	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
89-2	Office, Retail, Residential, Community, Recreation, and/or Parking	175 Feet	2.0
88-1	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-2	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-3	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-4	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-5	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-6	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-7	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-8	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-9	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-10	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-11	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-12	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-13	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-14	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-15	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-16	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-17	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-18	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-19	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-20	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-21	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-22	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-23	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-24	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-25	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-26	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-27	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-28	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-29	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0
88-30	Office, Retail, Residential, Community, Recreation, and/or Parking	120 Feet	2.0

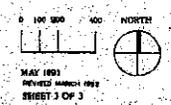
Type of building for above parcels shall be determined by applicant, architect and/or local authority.

GENERAL NOTES

- 1. All lots shown are for building, signage, and landscaping F.A.R.
- 2. Contained plan shall be submitted for initial review to the appropriate regulatory agencies and shall be submitted with the zoning and subdivision plan to the appropriate regulatory agencies. The following codes apply: Z-111, Z-112, Z-113, Z-114, Z-115, Z-116, Z-117, Z-118, Z-119, Z-120, Z-121, Z-122, Z-123, Z-124, Z-125, Z-126, Z-127, Z-128, Z-129, Z-130, Z-131, Z-132, Z-133, Z-134, Z-135, Z-136, Z-137, Z-138, Z-139, Z-140, Z-141, Z-142, Z-143, Z-144, Z-145, Z-146, Z-147, Z-148, Z-149, Z-150, Z-151, Z-152, Z-153, Z-154, Z-155, Z-156, Z-157, Z-158, Z-159, Z-160, Z-161, Z-162, Z-163, Z-164, Z-165, Z-166, Z-167, Z-168, Z-169, Z-170, Z-171, Z-172, Z-173, Z-174, Z-175, Z-176, Z-177, Z-178, Z-179, Z-180, Z-181, Z-182, Z-183, Z-184, Z-185, Z-186, Z-187, Z-188, Z-189, Z-190, Z-191, Z-192, Z-193, Z-194, Z-195, Z-196, Z-197, Z-198, Z-199, Z-200, Z-201, Z-202, Z-203, Z-204, Z-205, Z-206, Z-207, Z-208, Z-209, Z-210, Z-211, Z-212, Z-213, Z-214, Z-215, Z-216, Z-217, Z-218, Z-219, Z-220, Z-221, Z-222, Z-223, Z-224, Z-225, Z-226, Z-227, Z-228, Z-229, Z-230, Z-231, Z-232, Z-233, Z-234, Z-235, Z-236, Z-237, Z-238, Z-239, Z-240, Z-241, Z-242, Z-243, Z-244, Z-245, Z-246, Z-247, Z-248, Z-249, Z-250, Z-251, Z-252, Z-253, Z-254, Z-255, Z-256, Z-257, Z-258, Z-259, Z-260, Z-261, Z-262, Z-263, Z-264, Z-265, Z-266, Z-267, Z-268, Z-269, Z-270, Z-271, Z-272, Z-273, Z-274, Z-275, Z-276, Z-277, Z-278, Z-279, Z-280, Z-281, Z-282, Z-283, Z-284, Z-285, Z-286, Z-287, Z-288, Z-289, Z-290, Z-291, Z-292, Z-293, Z-294, Z-295, Z-296, Z-297, Z-298, Z-299, Z-300, Z-301, Z-302, Z-303, Z-304, Z-305, Z-306, Z-307, Z-308, Z-309, Z-310, Z-311, Z-312, Z-313, Z-314, Z-315, Z-316, Z-317, Z-318, Z-319, Z-320, Z-321, Z-322, Z-323, Z-324, Z-325, Z-326, Z-327, Z-328, Z-329, Z-330, Z-331, Z-332, Z-333, Z-334, Z-335, Z-336, Z-337, Z-338, Z-339, Z-340, Z-341, Z-342, Z-343, Z-344, Z-345, Z-346, Z-347, Z-348, Z-349, Z-350, Z-351, Z-352, Z-353, Z-354, Z-355, Z-356, Z-357, Z-358, Z-359, Z-360, Z-361, Z-362, Z-363, Z-364, Z-365, Z-366, Z-367, Z-368, Z-369, Z-370, Z-371, Z-372, Z-373, Z-374, Z-375, Z-376, Z-377, Z-378, Z-379, Z-380, Z-381, Z-382, Z-383, Z-384, Z-385, Z-386, Z-387, Z-388, Z-389, Z-390, Z-391, Z-392, Z-393, Z-394, Z-395, Z-396, Z-397, Z-398, Z-399, Z-400, Z-401, Z-402, Z-403, Z-404, Z-405, Z-406, Z-407, Z-408, Z-409, Z-410, Z-411, Z-412, Z-413, Z-414, Z-415, Z-416, Z-417, Z-418, Z-419, Z-420, Z-421, Z-422, Z-423, Z-424, Z-425, Z-426, Z-427, Z-428, Z-429, Z-430, Z-431, Z-432, Z-433, Z-434, Z-435, Z-436, Z-437, Z-438, Z-439, Z-440, Z-441, Z-442, Z-443, Z-444, Z-445, Z-446, Z-447, Z-448, Z-449, Z-450, Z-451, Z-452, Z-453, Z-454, Z-455, Z-456, Z-457, Z-458, Z-459, Z-460, Z-461, Z-462, Z-463, Z-464, Z-465, Z-466, Z-467, Z-468, Z-469, Z-470, Z-471, Z-472, Z-473, Z-474, Z-475, Z-476, Z-477, Z-478, Z-479, Z-480, Z-481, Z-482, Z-483, Z-484, Z-485, Z-486, Z-487, Z-488, Z-489, Z-490, Z-491, Z-492, Z-493, Z-494, Z-495, Z-496, Z-497, Z-498, Z-499, Z-500, Z-501, Z-502, Z-503, Z-504, Z-505, Z-506, Z-507, Z-508, Z-509, Z-510, Z-511, Z-512, Z-513, Z-514, Z-515, Z-516, Z-517, Z-518, Z-519, Z-520, Z-521, Z-522, Z-523, Z-524, Z-525, Z-526, Z-527, Z-528, Z-529, Z-530, Z-531, Z-532, Z-533, Z-534, Z-535, Z-536, Z-537, Z-538, Z-539, Z-540, Z-541, Z-542, Z-543, Z-544, Z-545, Z-546, Z-547, Z-548, Z-549, Z-550, Z-551, Z-552, Z-553, Z-554, Z-555, Z-556, Z-557, Z-558, Z-559, Z-560, Z-561, Z-562, Z-563, Z-564, Z-565, Z-566, Z-567, Z-568, Z-569, Z-570, Z-571, Z-572, Z-573, Z-574, Z-575, Z-576, Z-577, Z-578, Z-579, Z-580, Z-581, Z-582, Z-583, Z-584, Z-585, Z-586, Z-587, Z-588, Z-589, Z-590, Z-591, Z-592, Z-593, Z-594, Z-595, Z-596, Z-597, Z-598, Z-599, Z-600, Z-601, Z-602, Z-603, Z-604, Z-605, Z-606, Z-607, Z-608, Z-609, Z-610, Z-611, Z-612, Z-613, Z-614, Z-615, Z-616, Z-617, Z-618, Z-619, Z-620, Z-621, Z-622, Z-623, Z-624, Z-625, Z-626, Z-627, Z-628, Z-629, Z-630, Z-631, Z-632, Z-633, Z-634, Z-635, Z-636, Z-637, Z-638, Z-639, Z-640, Z-641, Z-642, Z-643, Z-644, Z-645, Z-646, Z-647, Z-648, Z-649, Z-650, Z-651, Z-652, Z-653, Z-654, Z-655, Z-656, Z-657, Z-658, Z-659, Z-660, Z-661, Z-662, Z-663, Z-664, Z-665, Z-666, Z-667, Z-668, Z-669, Z-670, Z-671, Z-672, Z-673, Z-674, Z-675, Z-676, Z-677, Z-678, Z-679, Z-680, Z-681, Z-682, Z-683, Z-684, Z-685, Z-686, Z-687, Z-688, Z-689, Z-690, Z-691, Z-692, Z-693, Z-694, Z-695, Z-696, Z-697, Z-698, Z-699, Z-700, Z-701, Z-702, Z-703, Z-704, Z-705, Z-706, Z-707, Z-708, Z-709, Z-710, Z-711, Z-712, Z-713, Z-714, Z-715, Z-716, Z-717, Z-718, Z-719, Z-720, Z-721, Z-722, Z-723, Z-724, Z-725, Z-726, Z-727, Z-728, Z-729, Z-730, Z-731, Z-732, Z-733, Z-734, Z-735, Z-736, Z-737, Z-738, Z-739, Z-740, Z-741, Z-742, Z-743, Z-744, Z-745, Z-746, Z-747, Z-748, Z-749, Z-750, Z-751, Z-752, Z-753, Z-754, Z-755, Z-756, Z-757, Z-758, Z-759, Z-760, Z-761, Z-762, Z-763, Z-764, Z-765, Z-766, Z-767, Z-768, Z-769, Z-770, Z-771, Z-772, Z-773, Z-774, Z-775, Z-776, Z-777, Z-778, Z-779, Z-780, Z-781, Z-782, Z-783, Z-784, Z-785, Z-786, Z-787, Z-788, Z-789, Z-790, Z-791, Z-792, Z-793, Z-794, Z-795, Z-796, Z-797, Z-798, Z-799, Z-800, Z-801, Z-802, Z-803, Z-804, Z-805, Z-806, Z-807, Z-808, Z-809, Z-810, Z-811, Z-812, Z-813, Z-814, Z-815, Z-816, Z-817, Z-818, Z-819, Z-820, Z-821, Z-822, Z-823, Z-824, Z-825, Z-826, Z-827, Z-828, Z-829, Z-830, Z-831, Z-832, Z-833, Z-834, Z-835, Z-836, Z-837, Z-838, Z-839, Z-840, Z-841, Z-842, Z-843, Z-844, Z-845, Z-846, Z-847, Z-848, Z-849, Z-850, Z-851, Z-852, Z-853, Z-854, Z-855, Z-856, Z-857, Z-858, Z-859, Z-860, Z-861, Z-862, Z-863, Z-864, Z-865, Z-866, Z-867, Z-868, Z-869, Z-870, Z-871, Z-872, Z-873, Z-874, Z-875, Z-876, Z-877, Z-878, Z-879, Z-880, Z-881, Z-882, Z-883, Z-884, Z-885, Z-886, Z-887, Z-888, Z-889, Z-890, Z-891, Z-892, Z-893, Z-894, Z-895, Z-896, Z-897, Z-898, Z-899, Z-900, Z-901, Z-902, Z-903, Z-904, Z-905, Z-906, Z-907, Z-908, Z-909, Z-910, Z-911, Z-912, Z-913, Z-914, Z-915, Z-916, Z-917, Z-918, Z-919, Z-920, Z-921, Z-922, Z-923, Z-924, Z-925, Z-926, Z-927, Z-928, Z-929, Z-930, Z-931, Z-932, Z-933, Z-934, Z-935, Z-936, Z-937, Z-938, Z-939, Z-940, Z-941, Z-942, Z-943, Z-944, Z-945, Z-946, Z-947, Z-948, Z-949, Z-950, Z-951, Z-952, Z-953, Z-954, Z-955, Z-956, Z-957, Z-958, Z-959, Z-960, Z-961, Z-962, Z-963, Z-964, Z-965, Z-966, Z-967, Z-968, Z-969, Z-970, Z-971, Z-972, Z-973, Z-974, Z-975, Z-976, Z-977, Z-978, Z-979, Z-980, Z-981, Z-982, Z-983, Z-984, Z-985, Z-986, Z-987, Z-988, Z-989, Z-990, Z-991, Z-992, Z-993, Z-994, Z-995, Z-996, Z-997, Z-998, Z-999, Z-1000.



MASTER CONCEPTUAL PLAN - LAND USE, HEIGHTS, F.A.R.  
 TOWN CENTER DISTRICT PLAN  
 RESTON LAND CORPORATION  
 SARAKI ASSOCIATES, INC.



DATE: 05/11/03

MAY 1993  
 REVISED MARCH 1992  
 SHEET 3 OF 3

**A GLOSSARY OF TERMS FREQUENTLY  
USED IN STAFF REPORTS MAY BE  
FOUND AT THE BACK OF THIS REPORT**

**DESCRIPTION OF APPLICATION**

**Proposal:**

The subject 24.29 acre site is zoned PRC and is located in the Town Center area of Reston. The site is bounded by Baron Cameron Avenue to the north, New Dominion Parkway to the south, Reston Parkway to the east and Fountain Drive to the west. One area within these boundaries, the 2.36-acre Town Center Office Building, located on the northwest corner of Bowman Towne Drive and Reston Parkway, was zoned pursuant to RZ 77-C-076 and is therefore not a part of this application.

The proposed redevelopment of the site would include the gradual removal and redevelopment of the existing Spectrum shopping center (with the exception of the existing Harris Teeter/Office Depot and adjoining drive-in financial institution which is located in the north end of the subject property). The applicants, Reston Spectrum, LLLP and Harris Teeter Properties, LLC, are requesting approval of a Conceptual Plan Amendment (CPA) for the subject site to permit a mixed-use development containing a maximum of 789,546 square feet (SF) of non-residential uses (0.75 FAR), and a maximum of 1,442 multifamily units. A minimum of 5,251 parking spaces and 30% open space would be provided. Overall, the project would include the development of seven (7) new residential structures, two (2) office buildings, and (1) one office/hotel building. Ground floor retail is proposed in all buildings but one. Furthermore, structured ground floor and underground parking would be provided in all of the proposed new structures. Finally, under this proposal, the existing Harris Teeter would expand into the Office Depot building, increasing the size of the grocery store from an existing 56,000 SF to a proposed 83,900 SF.

Improvements are also proposed within the surrounding right-of-way. The project would create new, internal, privately-owned east/west streets. In addition, pedestrian sidewalks/trails would be provided along the perimeter of the site. Finally, eight open-air public and private plazas would be provided.

**Waivers and Modifications**

The applicant is requesting a modification of the trail requirements along Baron Cameron Avenue, as depicted on the CPA.

**LOCATION AND CHARACTER**

**Site Description:**

The property is bounded by Baron Cameron Avenue to the north, New Dominion Parkway to the south, Reston Parkway to the east and Fountain Drive to the west. The site is bisected by Bowman Towne Drive, which divides the site into northern and southern halves. Access to the site is currently provided via:

- One entrance off of Reston Parkway (between Bowman Towne Drive and Baron Cameron Avenue);
- One entrance off of New Dominion Parkway;
- One entrance off of Bowman Towne Drive; and
- Three entrances off of Fountain Drive (one south of Bowman Towne Drive and two north of Bowman Towne Drive).

The site is currently developed with a commercial shopping center consisting of twenty-five buildings totaling approximately 275,000 square feet (SF), a floor area ratio (FAR) of 0.26, and heights ranging from forty to forty-seven feet in height. The southern portion of the Spectrum center contains twelve commercial buildings along the periphery of the block with surface parking in the middle of the site. The northern portion of the Spectrum center contains thirteen buildings, which are located generally along the periphery of the block. Surface parking is located in the center of the site. Uses in the site include banks, a grocery store, office, retail and restaurants.

The property is located in the northeastern portion of the Reston Town Center. To the east (across Reston Parkway), are garden-style condominiums, single-family attached dwellings, a townhouse office development, and a church. A high rise multi-family residential building has been approved, pursuant to PCA/DPA 82-C-060-02, to replace a portion of the garden-style units in the northeast corner of Reston Parkway and Temporary Road (this building has not yet been built). To the south, across New Dominion Parkway are open space and a surface parking lot which serves the Reston Town Center. An application to redevelop this area into a high-intensity, mixed-use project, pursuant to DPA 85-C-088-06/PCA 85-C-088-08, has been indefinitely deferred. To the west, across Fountain Drive are a hospital and health facilities, the Reston Regional Library and vacant land owned by the Fairfax County Park Authority, which is the location of the proposed Reston Town Green Park. To the north (across Baron Cameron Avenue), is a retail shopping center, including a Home Depot and service station. The area surrounding the subject property is zoned PRC and planned as a Residential Planned Community.

**Surrounding Area Description:**

Direction	Use	Zoning	Plan
<p align="center"><b>North (across Baron Cameron Ave.)</b></p>	<p align="center">Service Station/Quick Service Food Store; Vehicle Light Service Establishment; Retail</p>	<p align="center">PRC</p>	<p align="center">Town Center</p>
<p align="center"><b>Northwest corner of Bowman Towne Drive and Reston Parkway</b></p>	<p align="center">Office (Town Center Office Building)</p>	<p align="center">PRC</p>	<p align="center">Town Center</p>

<b>South</b>	Surface parking and open space, (Reston Town Center)	PRC	Town Center
<b>East (across Reston Parkway)</b>	Residential; Office	PRC	Medium & High Density Residential; Town Center
<b>West (across Fountain Drive)</b>	Hospital and Health Facilities, Library, and Park Authority-owned land	PRC	Town Center

**BACKGROUND** (Appendices 3 through 4)

The 24.3 acre property was rezoned to the Planned Residential Community (PRC) District on March 9, 1987, with proffers, pursuant to the approval of rezoning application RZ 86-C-121, one (1) of four (4) rezoning applications collectively referred to as the “Reston Town Center rezonings.” Each application was approved with a set of development plans that specify the permitted land uses, the maximum gross floor area (GFA) of commercial space, the maximum overall non-residential FAR and the maximum building heights.

The approved Development Plan (DP) for the area south of Bowman Towne Drive is part of Part 5 of RZ 86-C-121. As a note, the property is split into two (2) halves: Spectrum South (known also Section 91) and Spectrum North (known as Section 87). Part 5 was composed of 14.92 acres and bordered by Reston Parkway to the east, New Dominion Parkway to the south, Explorer Street to the west, and Bowman Towne Drive to the north. Part 5 did not include the Reston Library or the abutting parcel to its west. The approved DP for Part 5 permits up to a maximum of 455,000 SF of commercial space, a maximum non-residential FAR of 0.70 and a maximum building height of 15 stories or 180 feet. Uses approved in this section include all uses permitted by right in the PRC District Town Center as well as certain other special exception and special permit uses. Offsite, the existing developments within Part 5 (Diamond, Library Park, Winwood) currently include 185 residential units and 49,000 SF of commercial FAR.

The approved DP for the area north of Bowman Towne Drive is Part 6 of RZ 86-C-121, which permits up to 384,000 SF of GFA of commercial space, a maximum non-residential FAR of 0.50 and a maximum building height of 10 stories or 120 feet. Part 6 was composed of 17.61 acres, and was bordered by Reston Parkway to the east, Bowman Towne Drive to the south, Fountain Drive to the west, and Baron Cameron Avenue to the north. Part 6 did not include the existing Town Center Office Building property located at the northwest corner of Bowman Town Drive and Reston Parkway. Uses approved in this section include all uses permitted by right in the PRC District Town Center zoning category, as well as certain other special exception and special permit uses.

Development plans for the land area of RZ 86-C-121 did not show development details such as building footprints, internal pedestrian and vehicular circulation systems, parking areas, open space or landscaping details. Since these details were not known at the time of the original rezoning, the applicant proffered to provide a "Conceptual Plan" as each section of the Town Center area outside of the urban core developed to provide such development details as traffic circulation, landscaping and screening, building location and parking lot locations. Therefore, the proffers approved in conjunction with RZ 86-C-121 require the review and approval by the Planning Commission of Town Center Conceptual Plans. An excerpt of the approved proffers which sets forth the elements required to be included in the Conceptual Plan is set forth as Appendix 4.

On April 27, 1994, the Department of Planning and Zoning (DPZ) issued a proffer interpretation for the subject property based on a question, raised by former Hunter Mill Planning Commissioner John Palatiello, as to the authority of the Planning Commission regarding the "Conceptual Plan". The proffer interpretation spoke to the authority of the Planning Commission to "...*approve, withhold approval or deny a "Conceptual Plan", based upon how the approved office, retail, residential, community, recreation and/or parking uses are proposed to be developed on the site when viewed in the context of the proffers and the Zoning Ordinance.*" A copy of the interpretation is included within the appendices.

On July 14, 1994, the Planning Commission approved a Conceptual Plan for the subject site known as Spectrum (CP 86-C-121-2), which permitted development of a retail center with a minimum gross floor area of 240,000 SF and a maximum GFA of 310,000 SF. The maximum FAR was approved at 0.30.

On July 7, 1999, the Planning Commission approved a Conceptual Plan Amendment for the Spectrum (CPA 86-C-121-2) in order to delete the architectural screening walls shown along Reston Parkway on the approved Conceptual Plan. No other changes were proposed under this application. The CPA notes and reduction of the site design are included in the appendices.

On December 12, 2002, the Planning Commission approved CPA 86-C-121-2-2 to permit a drive-in bank on the site known as Pad E of the Reston Sect. 87, Block 2. (As stated previously, Spectrum North is known as Section 87).

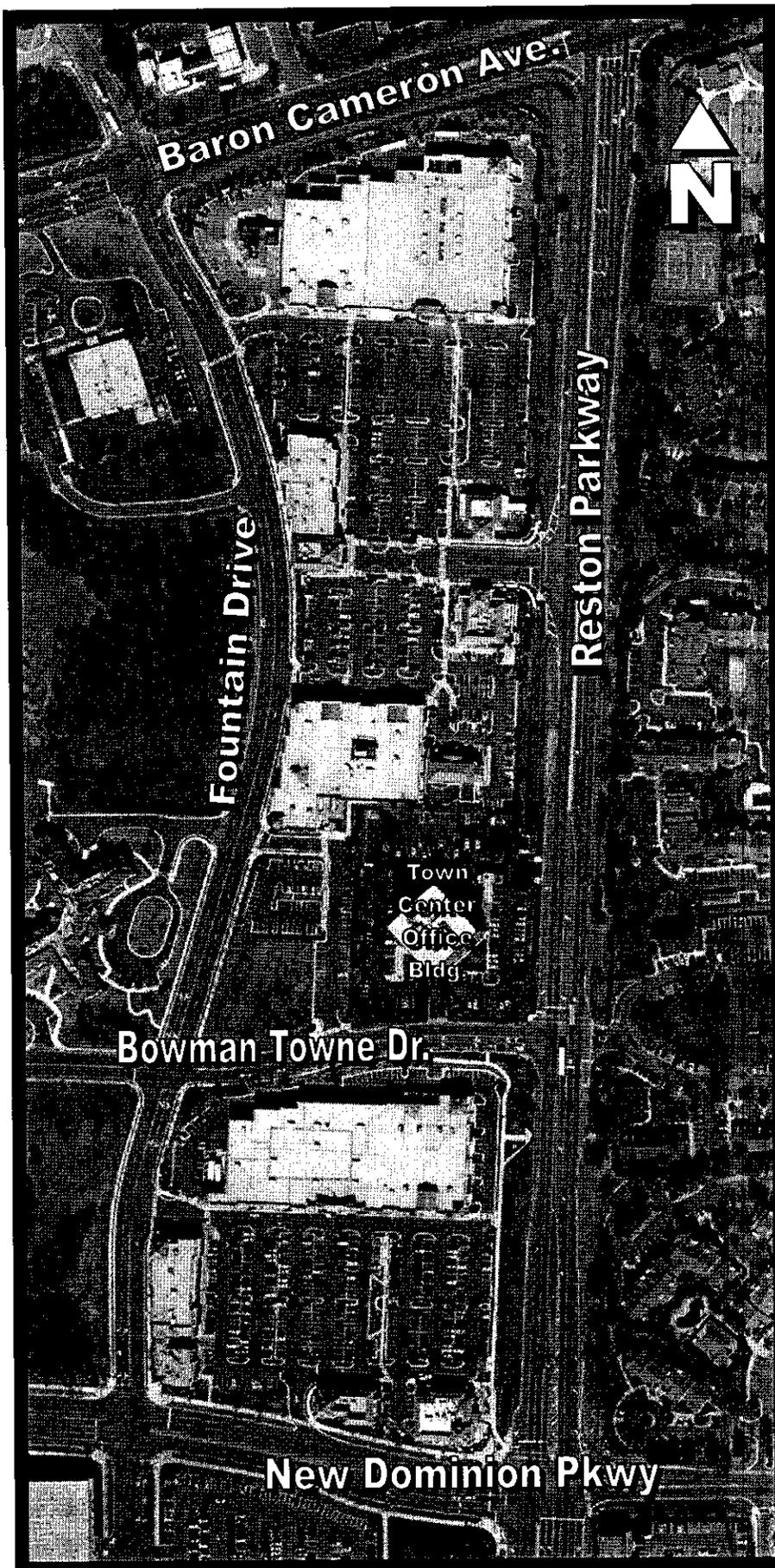


Figure 1: An aerial photograph of the subject property.

**COMPREHENSIVE PLAN PROVISIONS**

**Plan Area:** III

**Planning District:** Upper Potomac

**Planning Sector:** Reston-Herndon Suburban Center and Transit Station Areas

**Plan Map:** Residential Planned Community

**Plan Text:**

In the Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, as amended through September 10, 2007, Reston-Herndon Suburban Center and Transit Station Areas, Land Unit D, Sub-unit D-1, on page 38, the Plan states:

Sub-unit D-1 (part of Reston Parkway Transit Station Area)

*Sub-unit D-1 is mostly developed with a diversity of uses including housing, retail, institutional facilities such as a county government center, police station, medical-oriented facilities, regional library and social services. It is planned and approved for a mix of uses including office, retail, residential, institutional and community-serving uses at intensities between .50 and .70 FAR. Within this sub-unit is the Reston Hospital and associated medial office building, the North County Government Complex, and a regional library, which are all excluded from the total 8.4 million square feet planned in the Reston Town Center.*

**ANALYSIS**

**Conceptual Plan Amendment (CPA) (Copy at the front of staff report)**

**Title of CPA:** CPA 86-C-121-2-3, Town Center Conceptual Plan Amendment, The Spectrum at Reston Town Center

**Prepared By:** Urban Engineering and Associates, Inc.

**Original and Revision Dates:** June 2006, with revisions through May 5, 2008

The CPA consists of thirty-seven (37) sheets showing the following information:

<b>Redevelopment of Spectrum</b>	
Sheet 1 of 31	Cover sheet, site data, vicinity map, soils map/data
Sheet 1A of 31	General notes

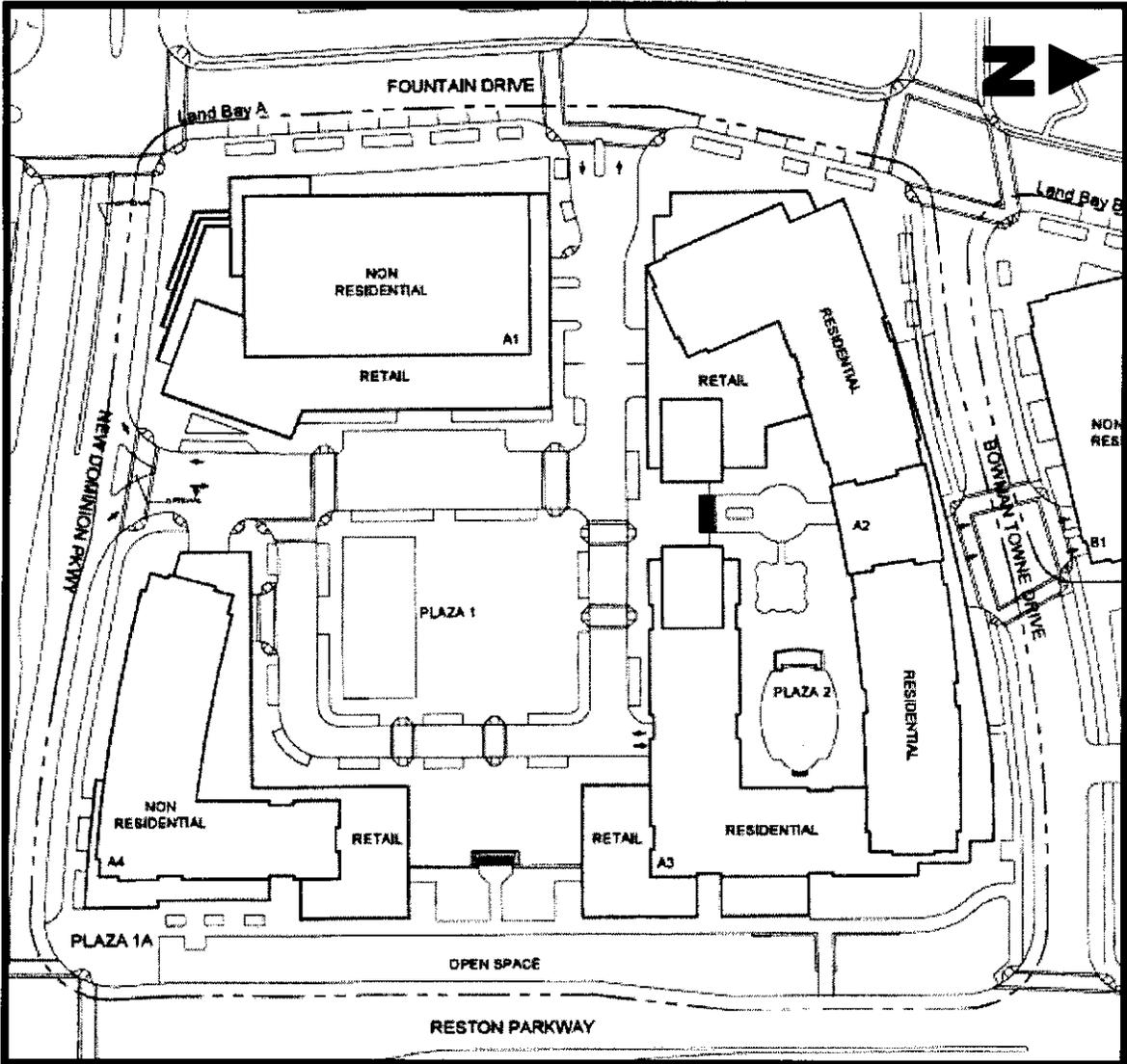
Sheet 1B of 31	General notes
Sheet 2 of 31	Existing and proposed perspective models
Sheet 3 of 31	Overall concept plan, perspective model of the proposed development, proposed site tabulations
Sheet 4 of 31	Concept plan for southern section (Section 91, Spectrum South)
Sheet 5 of 31	Concept plan for northern section (Section 87, Spectrum North)
Sheet 6 of 31	Existing site conditions (including building uses, square footages, and overall FAR)
Sheets 7, 8 of 31	Concept perspectives of proposed redevelopment
Sheet 9 of 31	Concept sections
Sheet 10 of 31	Concept sections – pedestrian path through Land Bay B
Sheet 10A of 31	Concept sections – plaza pedestrian path through Land Bay A
Sheet 10B of 31	Concept sections – plaza pedestrian path through Land Bay B
Sheet 11 of 31	Concept sections – pedestrian path through Land Bay B & C
Sheet 11A of 31	Concept sections – plaza pedestrian path through Land Bay B & C
Sheet 12 of 31	Depiction of first and second levels of Land Bay A (Section 91/Spectrum South)
Sheet 13 of 31	Roof plan for Land Bay A (Section 91/Spectrum South)
Sheet 14 of 31	Depiction of second level of Land Bay B (southern half of Section 87/Spectrum North)
Sheet 15 of 31	Roof plan for Land Bay B (southern half of Section 87/Spectrum North)
Sheet 16 of 31	Depiction of first and second levels of Land Bay C (northern half of Section 87/Spectrum North)
Sheet 17 of 31	Roof plan for Land Bay C (northern half of Section 87/Spectrum North)
Sheet 18 of 31	Phasing plan for Land Bay A, B, and C
Sheet 19 of 31	Rendering of the perspective of intersection of Bowman Towne Drive and Fountain Drive
Sheet 20 of 31	Rendering of the perspective of intersection of New Dominion Parkway and Fountain Drive
Sheet 21 of 31	Retail plan
Sheet 22 of 31	Landscape plan and details
Sheet 23 of 31	Pedestrian/bike/vehicular access plan
Sheet 24 of 31	Landscape plan, section and planting plan for Plazas 1 and 2 in Section 91/Spectrum South
Sheet 25 of 31	Landscape plan for Plazas 3, 4, 5 and 6
Sheet 26 of 31	Ground floor plan for overall site, streetscape images and section of site along Reston Parkway
Sheet 27 of 31	Noise contour plan
Sheet 28 of 31	Exhibit of proposed right turn lane from Fountain Drive onto Baron Cameron Avenue
Sheet 28A of 31	Exhibit of proposed right turn lane from Reston Parkway onto subject property
Sheet 29 of 31	Development Plan for Parts 6 and 13 of the Reston Town Center
Sheet 30 of 31	Development Plan for Parts 4 and 5 of the Reston Town Center
Sheet 31 of 31	Master conceptual plan (including land use, height and FAR limits) for the Reston Town Center

The CPA depicts a site layout as follows:

Spectrum South (also known as Section 91 or a portion of Part 5)

The application includes the entire 8.88-acre block formed by Bowman Towne Drive to the north, Reston Parkway to the east, New Dominion Parkway to the south and Fountain Drive to the west. The conceptual plan indicates that within this block (known as Land Bay A), a total of four buildings are proposed, including Buildings A1 through A4. Under the original Development Plan approval, Spectrum South (also known as Section 91, Block 1) was approved for a maximum FAR of 0.7, a maximum of 455,000 SF of non-residential uses and a maximum height of 15 stories or 180 feet. The current application proposes a maximum height of 180 feet, a total of 406,000 SF (0.57 FAR) in commercial uses and a total of 562 residential units.

**LAND BAY A**



The applicant proposes two high-rise residential buildings (Buildings A2 and A3) along Bowman Towne Drive. Both buildings would be a maximum of 180 feet in height but Building A2 is shown to contain 13 stories and Building A3 would contain 5 stories. Building A2, located in the northwest quadrant of this land bay, would contain a maximum of 412 units and 28,500 SF of retail. Building A3, located in the northeast quadrant of the land bay, would contain a maximum of 150 units and 6,000 SF of retail uses. These two residential buildings would be configured to have a plaza (Plaza 2) located in the center. All parking would be underground, except for a small area of ground-floor, structured parking located under Building A3. Access to the parking would be provided from within Land Bay A and from Bowman Towne Drive.

Two non-residential buildings (A1 and A4) are located along New Dominion Parkway. Building A1, which is located in the southwest quadrant of this land bay, would be a maximum of 180 feet in height (10 stories) and contain a maximum of 225,000 SF of office uses and 30,000 SF of retail uses. Building A4, which is located in the southeast quadrant of this land bay, would contain 120,000 SF of non-residential uses (including office and a hotel) and 13,500 SF of proposed retail. The tabulations indicate that this building, which would be a maximum height of 180 feet (but 7 stories in height), would contain 120,000 SF of office and hotel uses and 13,500 SF of retail uses. Parking for both buildings would be underground. Access to the parking would be provided from within the land bay.

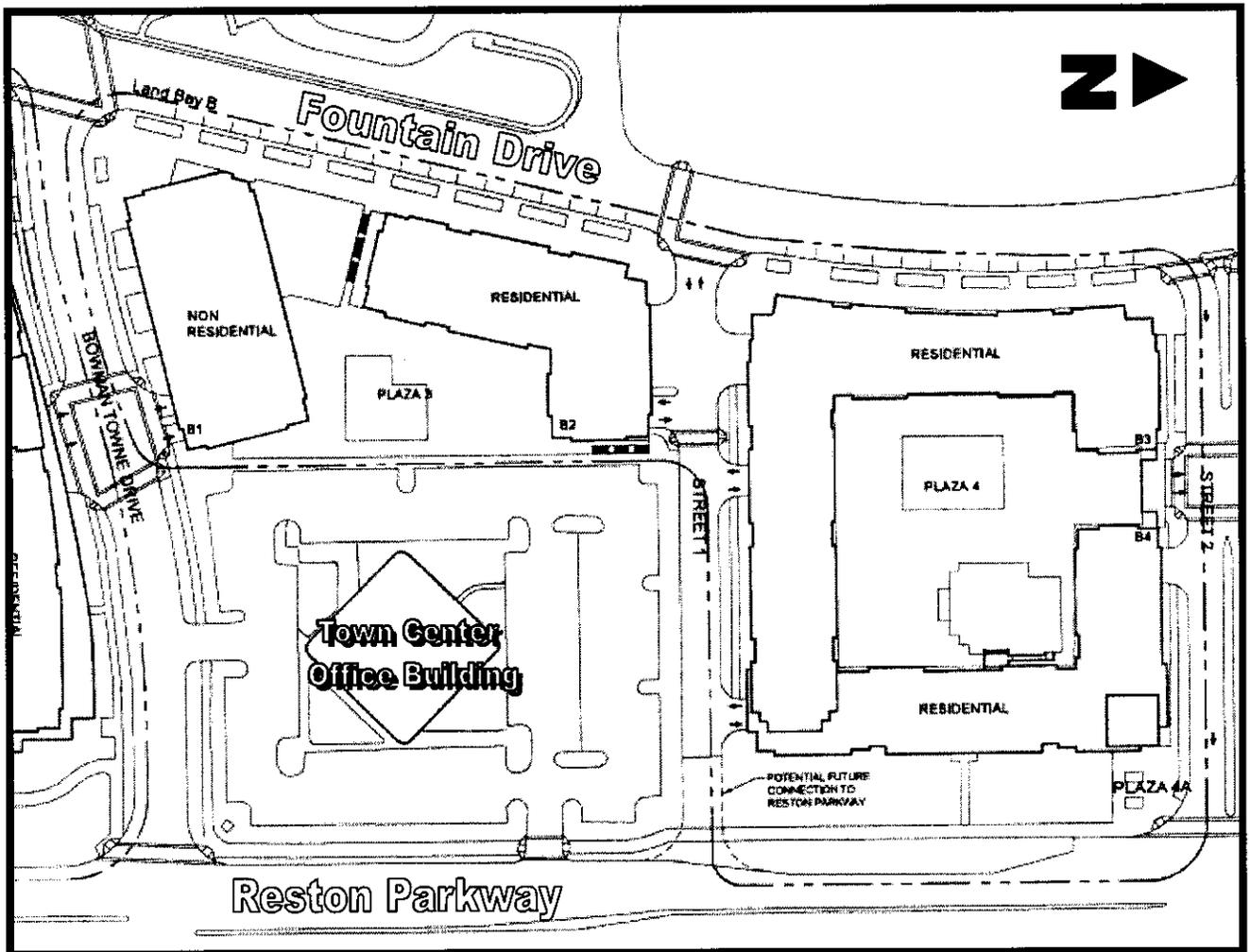
Access to Land Bay A is provided from an existing right in/right out along New Dominion Parkway and an existing access from Fountain Drive. A plaza (Plaza 1) is located in the center of this land bay and on the northwest corner of Reston Parkway and New Dominion Parkway. The site's existing New Dominion Parkway right-in-only driveway entrance would be converted to a right-in/right-out driveway, and if approved by VDOT and FCDOT, a channelized left turn lane from westbound New Dominion Parkway onto southbound Fountain Drive would be constructed (the CPA includes the wording "Median Optional").

#### *Spectrum North (also known as Section 87 or Part 5)*

The application includes the entire 15.41-acre block bounded by Baron Cameron Avenue, Reston Parkway, Bowman Towne Drive and Fountain Drive, with the exception of the existing office building on the corner of Reston Parkway and Bowman Towne Drive. This office building, known as the Town Center Office Building, was subject to a separate rezoning application, RZ 77-C-076. Under the Development Plan approval, Spectrum North (also known as Section 87) was approved for a maximum FAR of 0.5, a maximum of 384,000 SF of non-residential uses and a maximum height of 10 stories or 120 feet. The current application proposes a maximum height of 120 feet, a total of 383,546 SF in commercial uses and a total of 880 residential units.

Spectrum North is divided into two blocks (Land Bays B and C). Land Bay B is bounded by Fountain Drive to the west, the Town Center Office Building and Reston Parkway to the east, Bowman Towne Drive to the south and a private through-street (identified as "Street 1") to the north. As a note, the applicant is proposing two (2) separate private through-streets that run through the middle of the subject property and connect Reston Parkway to Fountain Drive. The southern through-street, Street 1, which is located directly north of the off-site Town Center Office Building, has a note that reads, "Potential Future Connection to Reston Parkway". The northern through-street, identified as "Street 2", which is the northern boundary of Land Bay B, will require the site's existing driveway entrance along Reston Parkway to be extended to Fountain Drive.

**LAND BAY B**



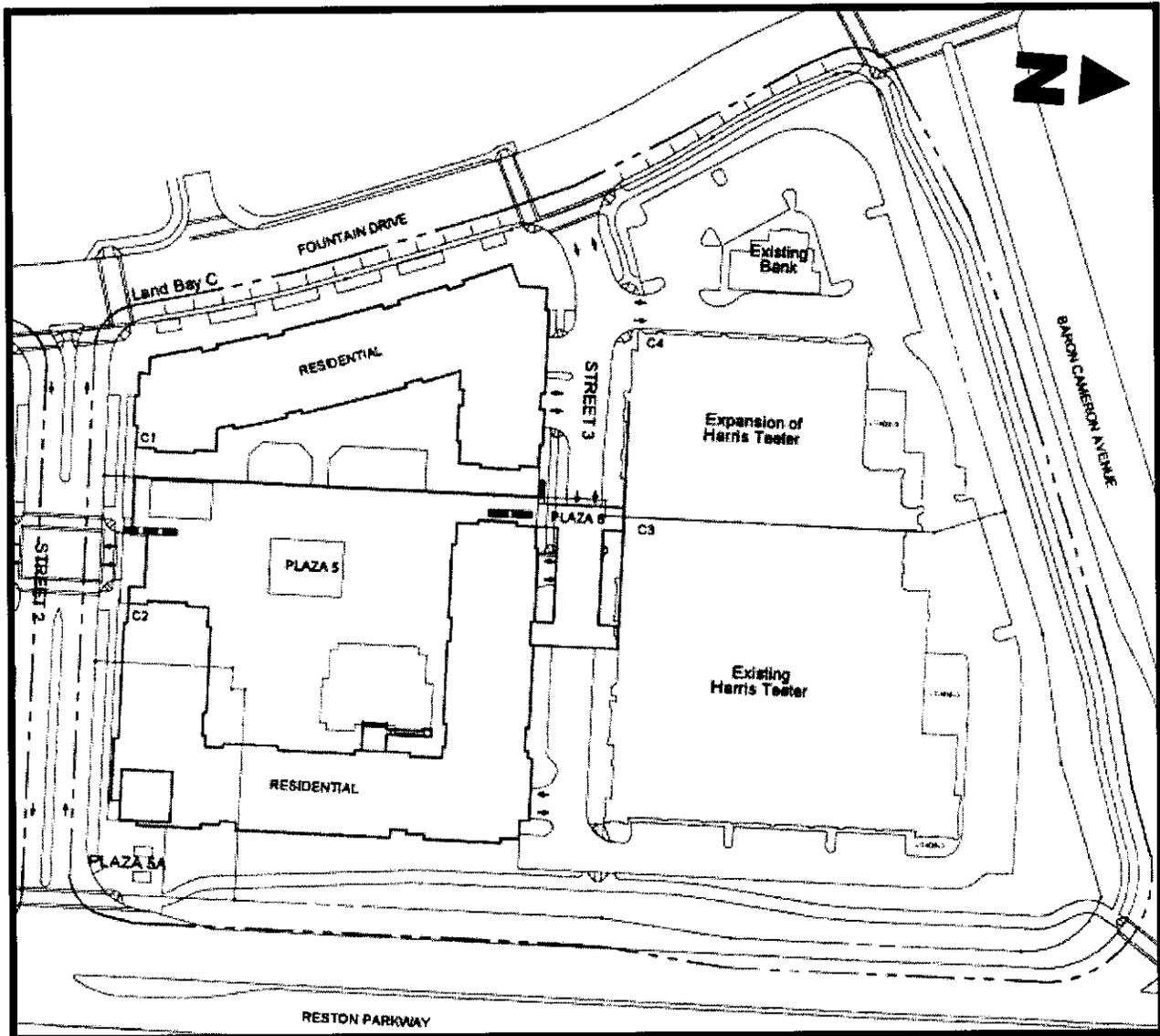
Land Bay B would contain four buildings. Building B1, located on the corner of Bowman Towne Drive and Fountain Drive, is a proposed office building containing 200,000 SF of nonresidential uses and 24,700 SF of retail. Building B1 would be a maximum of 120 feet or 10 stories in height. Building B2, located to the north of Building B1 at the corner of Fountain Drive and Street 1, is a proposed residential building, which would contain 102 units with 29,000 SF of proposed retail. Building B2 is shown to be a maximum of 95 feet in height but would contain 6 stories. Parking for both of these buildings would be located underground and within ground-floor, structured parking. Access to the parking structure would come from Bowman Towne Center and Street 1. Street 1 would be accessed from Fountain Drive and later, once opened, from Reston Parkway. A plaza (Plaza 3) would be located above the ground floor parking structure.

To the north of Building B2 is Building B3, which is an L-shaped building that would primarily front along the site's western property line (Fountain Drive) and Street 1. Building B3, which would be a maximum of 120 feet or 10 stories in height, would contain a maximum of 321 units and 33,000 SF of retail uses. Building B4, which is also an L-shaped building, would primarily front along the site's eastern property line (Reston Parkway) and Street 2. Building B4 would be a maximum of 120 feet or 8 stories in height, and would contain a maximum of 250 units and 12,000 SF of retail uses. Parking for both of these buildings would be located underground and within ground-floor, structured parking. Access to the parking structure would come from proposed Street 1 and Street 2. As noted, Street 1 would be accessed from Fountain Drive and possibly in the future from Reston Parkway. Street 2 would be accessed by Reston Parkway and Fountain Drive. A plaza (Plaza 4) would be located above the ground floor parking structure, in the middle of the square formed by L-shaped Buildings B3 and B4.

### **LAND BAY C**

Land Bay C is bounded by Fountain Drive to the west, Baron Cameron Avenue to the north, Reston Parkway to the east, and Street 2 to the south. Land Bay C would contain two residential buildings in its southern portion and three non-residential buildings to the north. The residential structures would be separated from the nonresidential structures by the existing privately-owned driveway (labeled as "Street 3") that runs along the south of the existing Office Depot/Harris Teeter structure and connects directly to Fountain Drive. Street 3 does not currently, and will not in the future, connect to Reston Parkway due to this road's increased elevation.

Building C1, which would contain a maximum of 88 units and 23,011 SF of retail uses, would be located in the southwest corner of the Land Bay. Building C2, which would contain a maximum of 120 residential units, would be located in the southeast corner of the land bay. Building C1 would be a maximum of 120 feet in height but would contain 6 stories, while Building C2 would be a maximum of 120 feet in height but contain 7 stories. Parking for both of these buildings would be located underground and within ground floor



structured parking. Access to the parking structure would come from Street 2 (located along the south of the residential structures), and Street 3 to its north. As noted, Street 2 would be accessed from Fountain Drive and Reston Parkway, and the Street 3 would continue to be accessed only from Fountain Drive. A plaza (Plaza 4) would be located above the ground floor parking structure, in the middle of the square formed by Buildings C1 and C2.

The northern portion of Land Bay C would contain the existing Harris Teeter grocery store (Building C3), the Harris Teeter expansion (within Building C4, which is now occupied by Office Depot) and the existing drive-in financial institution (identified as Existing Bank). The existing Harris Teeter grocery store, located in the northeast corner of the site, is 56,000 SF in size and one-story in height, with a maximum of 45 feet in height. The applicant proposes to expand the Harris Teeter into the existing abutting Office Depot retail space (Building C4), located to its west, in order to provide an additional 27,900 SF of space to the grocery store. The existing 2,700 SF freestanding drive-in financial institution, located

on the corner of Fountain Drive and Baron Cameron Avenue, which has 2 drive-through lanes, would remain. Also, the existing parking and loading/unloading areas for the retail, within this northern portion of the site, would remain intact. As previously mentioned, the existing driveway (labeled as Street 3) would separate the Harris Teeter and drive-in financial institution from the proposed residential buildings. However, according to the parking tabulations on Sheet 3 of the CPA, approximately 500 parking spaces required by the expanded Harris Teeter store would be located within the applicant's proposed residential buildings (Buildings C1 and C2). A plaza (Plaza 6) is shown to be located over Street 3, between Building C-2 and Harris Teeter (C-3).

*Ground Floor Retail:* On Sheet 21 of the CPA, the applicant has depicted (hatched) the proposed ground floor retail areas for the proposed development. Each structure within the proposed development will either include or be built-over some portion of ground floor retail, with the exception of Building C2. The General Notes state that, *"(c)ollectively, the PRC Plans for Land Bays A-C shall demonstrate that, upon completion of the Proposed Development, at least seventy-five percent (75%) of the street-level building frontage along Fountain Drive shall be available for sale or lease as Support Commercial Uses."* The applicant indicates within the General Notes that the term *"Support Commercial Uses"* refers to uses designed to meet the shopping and service needs of residents, office tenants and hotel guests within the proposed development and the larger Reston Town Center area.

Also within the General Notes, as part of the PRC Plan approval for each land bay (A-C), the applicant has committed to submit more detailed architectural plans that include, at a minimum, a proposed list of building materials, elevations showing the architectural style and façade treatment for each building, and, as applicable, the exterior treatments of ground-floor retail uses along Fountain Drive. Specifically, as part of each PRC Plan, the applicant shall demonstrate that *"...ground-floor Support Commercial Uses or similar uses with frontage or entrances along public or through streets will create an activated building façade and pedestrian-oriented streetscape that provides interest to pedestrians and vehicles passing the Property, all as more particularly shown on Sheets 19, 20 and 26 of the Concept Plan. Elements of this program may include, but need not be limited to, transparent exterior storefront facades and entries, landscaping, restaurant seating areas, benches, canopies and awnings, decorative light fixtures, brick pavers, shade elements and other techniques with similar effect."* With regard to the interior design of the proposed retail spaces, the applicant has agreed to provide the planned location of all building entrances, and to demonstrate that the ground-floor retail areas of each building can accommodate a mix of different size tenants and uses in accordance with market demand.

The applicant has also added a General Note stating that they reserve the right to reallocate the SF of the proposed non-residential uses among the proposed retail uses and other non-residential uses, provided that the minimum SF of retail uses are provided, the SF of non-residential uses does not exceed the maximum total SF set forth on the concept plan, and the proposed development is in substantial conformance with the approved proffers, development plan and concept plan.

Open Space, Landscaping and Tree Save: According to the tabulations, thirty percent (30%) of the site will be open space (7.48 acres). Within Land Bay A, 42% open space (3.76 acres) is proposed. Within Land Bay B, 25% open space (1.57 acres) is proposed. Finally, within Land Bay C, 23% open space (2.14 acres) is proposed. It is not clear if the applicant will be providing 30% open space throughout the redevelopment of Spectrum, or just at final build-out. The applicant has added a General Note that reads, "*(e)ach PRC Plan also shall demonstrate that, upon substantial completion of development within the applicable Land Bay, the overall percentage of open space...provided within each such Land Bay shall substantially conform to the tabulations set forth on Sheet 3 of the Concept Plan.*"

The majority of the open space is composed of six principal plazas (1-6), as well as two sub-plazas (4A and 5A), which are located along Reston Parkway, to the east of Buildings A4, B4 and C2. Plaza 1 (located within Land Bay A), would be open to the public. The remainder of the plazas (2-6) would either be public or public/private. Plazas 2, 4 and 5 would contain swimming pools. All of the proposed plazas would be landscaped and would contain tables, chairs and benches. A note on the plan indicates that "*(a)menities shown on this plan are for conceptual purposes only and may be adjusted as part of PRC Plan and site plan approval, provided such changes are in general conformance with this plan.*"

No tree save is proposed within the proposed CPA. Landscaping within the plazas is depicted on Sheets 24 and 25. Streetscape plans are depicted on Sheet 22. The sheet's landscaping legend indicates that the applicant will provide proposed shade trees (minimum 2" caliper), ornamental tree (minimum 6' height) and evergreen trees (minimum 6' height). A note on the plan states that "*(l)andscaping shown in this plan is for conceptual purposes only and may be adjusted as part of PRC Plan and site plan approval, provided such changes are in general conformance with this plan.*" A second note also indicates that "*(a)menities shown on this plan are for conceptual purposes only and may be adjusted as part of PRC Plan and site plan approval, provided such changes are in general conformance with this plan.*"

Three options for streetscape are depicted along Fountain Drive (Options 2, 2a and 2b). Both Options 2 and 2b depict a 15-to 18-foot space between the buildings and landscaping that would contain outdoor seating and sidewalk. No indication as to the width of the actual pathway for pedestrians is given. In addition, with both Option 2 and 2b, an eight-foot wide planting area with street trees would be provided between the sidewalk and the proposed on-street parking. Option 2 depicts an eight-foot wide parallel parking space and a four-foot wide pedestrian area within the right-of-way. Under Option 2b, there would be no on-street parking; instead, this option provides a four-foot wide pedestrian area within the right-of-way between the street trees and the road (Fountain Drive). Option 2a depicts a 14-foot distance between the buildings and landscaping that would contain outdoor seating and the sidewalk. No indication as to the width of the actual pathway for pedestrians is given. In addition, a six-foot wide planting area with street tree would be provided between the sidewalk and the proposed parallel parking. Between the street trees and the roadway, a two-foot wide pedestrian area and an eight-foot wide parallel

parking space would be provided. The eight-foot wide parallel parking space would straddle the right-of-way.

As noted within the plan's General Notes section, as part of each PRC Plan submission, the applicant has committed to "... include an exhibit that depicts the integration of the proposed public plaza/open space/landscape system, including streetscape materials/sections, within the Land Bay that is the subject of the PRC Plan in relation to the public plaza/open space/landscape system within the Property but not included in the subject PRC Plan." In addition, the applicant has committed that the proposed use of the current outside northbound travel lane of Fountain Drive as a parking lane shall be, "(s)ubject to approval by the Virginia Department of Transportation ("VDOT") and the Fairfax County Fire Marshal ("Fire Marshal"), in consultation with the Fairfax County Department of Transportation ("FCDOT"), the Applicant shall be permitted to establish parallel on-street parking on the newly constructed streets within each Land Bay and/or within the existing public rights-of-way along Fountain Drive by using the current outside northbound travel lane as a parking lane, as more particularly shown on Sheets 3 and 18 of the Concept Plan (the "Parallel Spaces"). The location of the proposed Parallel Spaces shall be shown, as applicable, on each PRC Plan and site plan submitted for the Proposed Development." According to this note, the parallel spaces may be established in phases or at one time, as determined by the applicant and VDOT, as required; and the parallel spaces located within the public street shall be in addition to the total number of required parking spaces to be provided for the development.

Vehicular Access: Upon redevelopment, Spectrum South (Land Bay A) would have three right-of-way vehicular entrance/exit points. Subject to VDOT and FCDOT's approval, and as detailed within the CPA's General Note section, the site's existing New Dominion Parkway right-in only driveway entrance would be converted to a right-in/right-out driveway. The block's existing two-way driveway along Fountain Drive would be retrofitted, but its location and access would remain the same. By entering the site from New Dominion Drive or Fountain Drive, motorists would enter into Land Bay A, and have the option of either circumnavigating Plaza 1 and, entering one of the block's three interior parking structure entrance/exit points, or exiting back onto Fountain Drive or New Dominion Drive. Bowman Towne Drive presently offers no vehicular access to this block (proposed Land Bay A). Under this proposal, a centrally-located driveway entrance/exit would be added that would permit access to the site's ground level and underground parking structure. Functionally, a motorist could enter the parking structure from Bowman Towne Drive and gain vehicular access to other portions of Land Bay A (which circles Plaza 1). Per the General Notes section, and subject to VDOT approval, the applicant prepares to remove the existing median treatments and stop signs along each approach to the intersections of Bowman Towne Drive and Reston Parkway/Fountain Drive, and to re-stripe Bowman Towne Drive as a four-lane undivided section between Reston Parkway and Fountain Drive. There will be no vehicular access point from Land Bay A to Reston Parkway, consistent with the site's existing conditions.

As previously noted, Spectrum North is divided into two blocks (Land Bays B and C). Land Bay B is bounded by Fountain Drive to the west, the Town Center Office Building and Reston Parkway to the east, Bowman Towne Drive to the south and proposed Street 2 to the north. The applicant is proposing Street 1 and Street 2 that would run through the middle of the subject property and connect Reston Parkway to Fountain Drive. Upon redevelopment, Land Bay B would have five (5) right-of-way vehicular entrance/exit points. The first point would be along Bowman Towne Drive, where an existing driveway entrance/exit would be retrofitted, but its location and access would remain the same. With the redesign, the driveway would lead directly into the ground level and underground parking structures along the south side of Building B1. Per the CPA, two (2) existing driveways along Fountain Drive, which presently give motorists access to/from the existing shopping center along this portion of Land Bay B, would be closed, and two (2) new Fountain Drive access points would be added, not far from the existing points.

As noted, Street 1 would be located between Buildings B2 and B3. The applicant has designed the street to connect the proposed Fountain Drive driveway to a proposed driveway along Reston Parkway. As noted, the applicant has indicated on the CPA that this driveway entrance/exit is a "*(p)otential future connection to Reston Parkway.*" The General Note section indicates that, "*(a)t such time as the property located east of Land Bay B in the northwest corner of the intersection of Reston Parkway and Bowman Towne Drive (Tax Map 17-1 ((1)) 2C (the "Town Center Office Building")) is redeveloped, and such redevelopment results in the permanent closure of the Town Center Office Building's direct access to Reston Parkway, then the Applicant (or the owner of the Town Center Office Building, as applicable) shall be permitted to construct, subject to VDOT approval, a new, shared or joint ingress/egress point on Reston Parkway through Land Bay B and abutting the Town Center Office Building, as more particularly shown on Sheet 14 and 15 of the Concept Plan and labeled thereon as "Possible Future Connection to Reston Parkway."*" Regardless if this Reston Parkway access point is ever constructed, the CPA proposes three separate driveway points leading from Street 1 to Buildings B2, B3 and B4. Likewise, the applicant's proposed second access point to/from Fountain Drive would also include an interior street (Street 2) that would run parallel with Street 1, and connect Fountain Drive to Reston Parkway. This proposed private street, which would separate Land Bay B from Land Bay C, would provide one vehicular access point to the shared ground level and underground parking structure of Buildings B3 and B4.

Spectrum North (Land Bay C) would also utilize Street 2 for right-of-way access from Fountain Drive and Reston Parkway. This proposed street would provide one vehicular access point to the shared ground level and underground parking structure of Buildings C1 and C2, directly across the street from the vehicular access point for Buildings B3 and B4. Land Bay C would include only one other right-of-way access point, from Fountain Drive. There would be no other access points from Reston Parkway or Baron Cameron Avenue, which is consistent with the site's existing configuration. The other access point, Street 3, would run west to east and parallel to proposed Street 1 and Street 2 through-streets. This private street would be located along the south side of the site's existing drive-in financial institution and the

Office Depot/Harris Teeter structures, where an existing internal driveway already exists. In addition to providing vehicular access to these uses, Street 3 would also provide three (3) access points to the shared ground level and underground parking structure located within residential Buildings C1 and C2.

Proposed Right-of-Way Improvements: As depicted on Sheet 28A and captured within the General Notes, if approved by VDOT and FCDOT, the applicant would extend the existing right turn lane along southbound Reston Parkway northward onto Street 2. Though not depicted on this CP, the lane extension would be depicted on the PRC Plan and site plans for development of Land Bay C, and completed prior to the issuance of the Residential Use Permit (RUP) representing more than 75% of the expected minimum number of RUPs in Land Bay C. Likewise, as depicted on Sheet 4 and captured within the General Notes, if approved by VDOT and FCDOT, the applicant would extend the existing right turn lane northward from southbound Reston Parkway onto westbound New Dominion Parkway. The improvements would be completed prior to issuance of the earlier of: (a) the RUP representing more than 75% of the expected minimum number of RUPs in Land Bay A; or (b) the Non-RUP representing more than 150,000 SF of nonresidential uses in Land Bay A, as shown on the approved PRC Plan for Land Bay A.

As previously noted, the applicant would also modify the site's existing right-in only entrance along New Dominion Parkway into a right-in/right-out vehicular access point. The applicant proposes to eliminate the 'pork chop' design depicted on Sheet 4 (listed as *Optional*) and make other adjustments to the design as requested by VDOT and/or FCDOT. Also depicted on Sheet 4, if approved by VDOT and FCDOT, a channelized left turn lane would be constructed from westbound New Dominion Parkway onto southbound Fountain Drive with an optional median. These improvements would be constructed and placed into operation prior to the issuance of the earlier of: (a) the RUP representing more than 75% of the expected minimum number of RUPs in Land Bay A; or (b) the Non-RUP representing more than 200,000 SF of nonresidential uses in Land Bay A. In the event that VDOT does not approve or permit the installation of the improvements, the applicant would retain the existing right-in-only entrance from New Dominion Parkway as part of the proposed development.

Lastly, per the applicant's General Notes, "*(p)rior to the submission of the PRC Plan for Land Bay C of the Proposed Development, the Applicant shall prepare and submit to FCDOT and VDOT a traffic study to determine whether, upon completion of Land Bay C of the Proposed Development, traffic volumes through the intersection of Fountain Drive and Baron Cameron Avenue would warrant the construction of one (1) additional turn lane or through lane from northbound Fountain Drive onto Baron Cameron Avenue. In the event that VDOT determines that such additional lane would be warranted, then, as part of site plan approval for the earlier of either Building C1 or C2, the Applicant shall dedicate in fee simple to the Board of Supervisors right-of-way for the construction of such additional lane, including appropriate tapers. Subject to FCDOT and VDOT approval, actual construction of the additional lane shall be completed prior to the issuance of the first RUP for Building C1 or Building C2, whichever is later, and shall include, as approved by*

*FCDOT and VDOT, adjustments or upgrades to the existing traffic signal and pedestrian crosswalks as may be required to facilitate improved vehicle and pedestrian access through the intersection. As part of such improvement, the Applicant also shall be permitted, in accordance with Note 12(A) herein, to modify the streetscape section along Fountain Drive abutting the existing bank to accommodate the additional lane, provided such modification is approved as part of PRC Plan approval for the turn lane. In the event VDOT and/or FCDOT fails to approve the proposed turn lane set forth in this Note 19 prior to the final RUP or Non-RUP for the final building in Land Bay C of the development, the Applicant shall be forever relieved of its obligations to provide such improvement.”*

**External Pedestrian Access:** Subject to VDOT approval and the ability to secure offsite easements, the applicant has proposed to upgrade the existing trail along Reston Parkway located to the east of the subject property, from Baron Cameron Avenue to New Dominion Parkway. The trail would be a 10-foot wide Type 1 Asphalt Trail located inside a 12-foot wide access easement. The applicant has proposed to construct a new 8-foot wide concrete or asphalt pedestrian sidewalk/trail within the right-of-way of Baron Cameron Avenue. No sidewalk currently exists along the south side of Baron Cameron Avenue (between Fountain Drive and Reston Parkway), and because it does not meet the Comprehensive Plan Trail Map requirements, the applicant’s proposed sidewalk/trail would require a modification from the Board of Supervisors.

There is presently a 6-foot wide sidewalk along the north side of New Dominion Parkway, between Reston Parkway and Fountain Drive. The applicant proposes to increase the sidewalk width to 8 feet, while adding additional sidewalk connections into the site. Along the east side of Fountain Drive, between Baron Cameron Drive and New Dominion Parkway, there is an existing 6-foot wide sidewalk which is located entirely on the subject property. As previously noted, the applicant is proposing a number of streetscape/sidewalk options along Fountain Drive. Along the north and south sides of Bowman Towne Drive (between Fountain Drive and Reston Parkway), the applicant proposes to remove the existing sidewalk and asphalt trail and to replace it with 6-foot wide sidewalks, located on the subject property and the abutting off-site Town Center Office Building property.

In order to provide safe access for pedestrians who travel along the site’s perimeter sidewalks/trails, the applicant has added or proposed improvements to a series of internal and external crosswalks, to include:

- The provision of pedestrian crosswalks along each internal street/driveway that runs along or enters/exits onto a right-of-way.
- Maintenance of the existing four crosswalks that extend east-to-west across Fountain Drive, and the provision of four additional east-west crosswalks along this right-of-way.
- The provision of signalized, un-signalized and/or striped pedestrian crosswalks on Fountain Drive in the areas depicted on the CPA, and the inclusion of signals and/or crosswalks on the PRC Plan and site plans for each Land Bay of the proposed development.

- The addition of two parallel north-to-south crosswalks, located near the center of Bowman Towne Drive between Fountain Drive and Reston Parkway, on both sides of the proposed driveway entrances/exits that are sited north of Building A2 and south of Building B1.
- The submission of analysis to VDOT of the existing and projected pedestrian and vehicular movements at the intersections of (a) Baron Cameron Avenue and Reston Parkway and (b) Baron Cameron Avenue and Fountain Drive to determine if modifications to the lane striping or pedestrian crosswalks/signals are warranted following completion of development in Land Bay C.

There is an existing pedestrian tunnel that runs east-to-west underneath Reston Parkway, and just south of Bowman Towne Drive, which connects the existing asphalt trail along the east side of Land Bay A with the existing asphalt trail along the west side of the Bowman Green office complex. The applicant has committed as part of the General Notes that, "...at its discretion following consultation with the Hunter Mill District Supervisor's office, Reston Association and FCDOT, either (a) construct structural, façade and/or lighting improvements having a cumulative total capital cost value of \$100,000.00 inside or at the exterior ends of the existing pedestrian tunnel located beneath Reston Parkway and connecting the Property with the Bowman Green Office Condominium development (Fairfax County Tax Map #17-2 ((30)) Parcels 1-26), or (b) contribute \$100,000.00 to the Reston Association to be used for such purposes." In the event the Hunter Mill District Supervisor's office, the Reston Association and FCDOT determine that such construction or contribution is no longer necessary due to construction or contributions by others, the applicant would instead contribute \$100,000 to FCDOT to be used for other transportation improvements in the vicinity of the subject site, as determined by the Hunter Mill District Supervisor's office.

Internal Pedestrian Access: As detailed on Sheets 10 and 11 of the CPA, the applicant proposes to provide a pedestrian pathway internal to the site which would connect Land Bay A to Land Bay C via the proposed parking structures. The internal pedestrian pathway would extend from the south side of Building B1 (at Bowman Towne Drive), through the parking structure below Plaza 3, and exit onto the Street 1 crosswalk, north of Building B2. The pedestrian would then move north outdoors, traveling over the crosswalk, and enter the south side of Building B3, walk through the parking structure below Plaza 4, and exit onto Street 2, north of Building B3. After crossing Street 2, the pedestrian would enter the south side of Building C1, walk through the parking structure below Plaza 5, and exit at Street 3. This internal pedestrian pathway would have a minimum width of five feet and a maximum width of 23 feet, and would meander through the proposed parking structures, primarily between the proposed structure's parking areas and ground floor retail. The General Notes state that the 'internal sidewalk' would be constructed concurrent with each land bay's development, and that the sidewalk would within include appropriate signage, lighting and/or protections to encourage safe pedestrian passage through the structures.

Parking: According to the tabulations, the applicant is required to provide a total of 5,251 off-street parking spaces. A total of 5,627 spaces are proposed, a surplus of 684 spaces. Per the General Notes, however, the applicant has reserved his right to reallocate parking spaces from one building to another on the site, provided such reallocation is otherwise in substantial conformance with the Concept Plan and the other notes. Additionally, the applicant also reserves the right to request approval from the Board of Supervisors of a parking reduction or shared parking agreement to reduce the required number of parking spaces to serve the proposed development.

In order to screen a substantial portion of the above-grade portions of each parking structure from view along Reston Parkway, New Dominion Parkway and Fountain Drive, the applicant has committed via a General Note to use architectural treatments and/or incorporate street-level non-residential uses or residential units. As part of each PRC Plan submission, the applicant has proposed to submit architectural plans, including projected building materials, to the Planning Commission (but not the BOS) for review and comment in order to illustrate that the parking structure screening techniques, if any, and building façade treatments for all buildings included on each PRC Plan. Aside from the previously described parallel on-street parking spaces along Fountain Drive, the applicant also proposes on-street parallel parking spaces along the newly constructed streets within the individual land bays (A-C). As indicated, the location of any proposed parallel spaces will be depicted on each PRC Plan and may be established in phases or at one time, as determined by the applicant and VDOT, as required.

Lastly, the applicant proposes to provide 20 required loading spaces, as depicted on the CPA. Additionally, the applicant has agreed to screen the loading spaces that are not internal and/or visible from the street level of Fountain Drive, Bowman Towne Drive, Reston Parkway, or New Dominion Parkway. Specifically, the General Notes state that the applicant shall, to the extent possible, screen such loading spaces so that these facilities will blend harmoniously with the overall building design or not be visible from the street level. Among the screening techniques that may be employed are: truck enclosures, roll-up doors, berms, landscaping and/or screening walls.

Bus Shelters: Sheet 22 depicts the proposed location of bus shelters for the subject property. No bus shelters are proposed along Baron Cameron Avenue or Reston Parkway, but one bus shelter is proposed along the north side of New Dominion Parkway (south of Building A4), one bus shelter is proposed along the south side of Bowman Towne Drive (north of Building A2), and four proposed bus shelters along the east side of Fountain Drive (to the east of Buildings A2, B3, C1, and the existing bank). The specific location of these shelters will either be on the subject property or within the right-of-way, as mutually agreed by the applicant and FCDOT. [As a note, staff is only able to identify six (6) bus shelters on the plan, whereas the applicant has proposed seven (7)]. The applicant has also committed to install the concrete pad, the shelter itself, a trash can and improved ADA compliant connections to the existing pedestrian infrastructure. The bus shelters and trash cans would be maintained by the applicant or the future property owners' association, as applicable.

Stormwater Management: Per the General Notes, the stormwater management for the proposed development shall be provided in the "Town Center Parkway" and "Reston Section 43" Storm Water Management Facilities (Site Plan Numbers 5734-PL-01 and 5978-PL-01), which is consistent with the approved development of the Reston Town Center. No new stormwater management facilities are proposed with this CPA. No current stormwater management information or stormwater/adequate outfall narrative has been included with this CPA. Also, no additional water quality measures or LIDs have been proposed.

## **CONFORMANCE WITH DEVELOPMENT PLAN AND MASTER CONCEPTUAL PLAN**

The subject site is designated as Part 5 and part of Part 6 on the approved Development Plan (DP), for RZ 86-C-121. (A portion of Part 5 is designated as Spectrum South on CPA 86-C-121-2-3 and Part 6 is designated as Spectrum North on CPA 86-C-121-2-3). The approved Development Plan for Part 5 and Part 6 are included on Sheet 29 and 30 of the submitted CPA.

Part 5: The approved DP for Part 5 (also known as Section 91, Block 1) was approved for a maximum non-residential FAR of 0.70, a maximum of 455,000 SF of commercial space, and a maximum building height of 15 stories or 180 feet. Uses approved in this Section 91 include all uses permitted by right in the PRC District Town Center as well as certain other special exception and special permit uses. The Master Conceptual Plan for the Reston Town Center, which was approved by the Planning Commission on April 2, 1992, reflects the permitted uses for Section 91 to be "*Office, Retail, Residential, Community, Recreation, and/or Parking,*" with a maximum height of 180 feet and a maximum non-residential FAR of 0.70. As detailed later in the staff report (under the Floor Area Ratio section and Development Intensity/Density subsection), staff believes that the applicant's proposal is within conformance with the previously approved Development Plan and Master Conceptual Plan.

Part 6: The approved DP for Part 6 (also known as Section 87, Block 2 & 3) was approved for a maximum non-residential FAR of 0.5, a maximum of 384,000 SF of non-residential uses and a maximum height of 10 stories or 120 feet. Uses approved in Section 87 include all uses permitted by right in the PRC District Town Center as well as certain other special exception and special permit uses. The Master Conceptual Plan for the Reston Town Center, reflects the permitted uses for Section 87, Block 2 and 3 to be "*Office, Retail, Residential, and/or Parking,*" with a maximum height of 120 feet and a maximum non-residential FAR of 0.50. As indicated above and detailed later in the report, staff believes that the applicant's proposal is within conformance with the previously approved Development Plan and Master Conceptual Plan.

The subject property is zoned PRC, with a Town Center designation. Multifamily residential uses are a permitted use in this zoning district. Development of the subject property with a maximum of 50 dwelling units per acre is permitted, provided that a maximum overall density of 13 persons per acre for the entire PRC District is not exceeded, and provided

that a maximum of 60 persons per acre for all areas within the PRC designated area for high-density residential development is not exceeded. Conformance of this application with these maximum density requirements is discussed later under the Zoning Ordinance Provisions section of this report.

## **CONFORMANCE WITH PROFFERS**

As stated in the Background section of this report, proffers accepted by the Board of Supervisors pursuant to RZ 86-C-121 require the review and approval by the Planning Commission of Reston Town Center Conceptual Plans. The proffers list a number of elements that are required components of the Conceptual Plan. The following section of this staff report analyzes this application's conformance with each of these elements.

### **A VEHICULAR TRAFFIC CIRCULATION PLAN INCLUDING APPROXIMATE LOCATION OF ENTRANCES**

The subject site will continue to be served by five existing roads, including Baron Cameron Avenue, Reston Parkway, New Dominion Parkway, Fountain Drive, and Bowman Towne Drive. Upon redevelopment, access to the site will take place much as it currently does today, with the exception of the realignment of a couple of driveway entrances along Fountain Drive, the creation of a driveway entrance along the south side of Bowman Towne Drive, and the "Potential Future Connection to Reston Parkway" street located directly north of the off-site Town Center Office Building. In summary, motorists will be able to access the subject property from nine (9) different locations, to include four (4) points along the east side of Fountain Drive, one (1) point along the north and one (1) point along the south of Bowman Towne Drive, one (1) point along the north side of New Dominion Parkway, and two (2) points along the west side of Reston Parkway (which includes the "Potential Future Connection").

By redesigning the property to include two new private streets that run east-to-west and connect Fountain Drive to Reston Parkway (*identified as Street 1 and Street 2*), as well as redesigning the east-west driveway that runs along the south side of Harris Teeter, the applicant has essentially created a grid-like design along Spectrum North that channels vehicles directly into a structured parking lot or back onto Reston Parkway or Fountain Drive. None of the proposed parking structures within Spectrum North are directly accessible from Reston Parkway or Fountain Drive. Instead, motorists are required to enter/exit the structures from/onto one of the existing or proposed east-west streets (to include Bowman Towne Drive, and Streets 1, 2 and 3). It should be noted that each proposed building within Spectrum North permits vehicles to enter/exit their individual parking structures on both the north and south sides of the structure. Within Spectrum South (Land Bay A), motorists can directly enter that land bay's proposed parking structure from Bowman Towne Drive, but cannot access the structure from any of the other three surrounding streets. Instead, vehicles can pull directly into the center of the site from driveway entrances along New Dominion Drive and Fountain Drive and then enter one of the proposed parking structure entrances from within the complex.

With regard to Spectrum North, staff believes that Street 2, located between Buildings B3/B4 and C1/C2, is a crucial access point for the northern half of the development, in that it provides east/west access from/to Fountain Drive and Reston Parkway. Although the applicant desires to eventually open up Street 1 ("Potential Future Connection to Reston Parkway") to Reston Parkway, there is no guarantee that this connection will ever happen. Without this connection to Reston Parkway, Buildings B3, B4, C1, C2, and the Harris Teeter and the existing financial institution would be required to channel all of their motorists onto Fountain Drive. Although no traffic counts or studies have been submitted by the applicant, the parking structures serving those buildings/uses would contain almost 2,200 required parking spaces and would be likely to generate a significant increase to the amount of existing vehicle trips. To mitigate these concerns, the applicant has proposed a variety of off-site right-of-way improvements as well as a commitment to complete a transportation impact analysis (TIA) analyzing the transportation impacts of the proposed uses and structures included on the PRC Plan for each land bay. It should be noted that staff strongly urges and has requested that the applicant provide a TIA for the entire property, subject to this CPA, during the first PRC Plan review (for Land Bay A, B and/or C) in order to allow staff to review a comprehensive evaluation of the traffic impacts of the overall proposed development.

### **Interparcel Access**

The Town Center Office Building, located in the northeast quadrant of Reston Parkway and Bowman Towne Drive, is not part of this rezoning application. The property was rezoned separately from Spectrum. This office building is accessed via two entrances, one located along Reston Parkway and another located off of Bowman Towne Drive. Currently, there is no vehicular interparcel access between the existing Town Center Office Building and Spectrum. However, under the applicant's proposal, this driveway entrance/exit would become a "*(p)otential future connection to Reston Parkway*." The General Note's section indicates that this connection may be constructed upon the redevelopment and permanent closure of the off-site Town Center Office Building's existing driveway access to Reston Parkway. If this event occurs, and per VDOT approval, a new, shared or joint ingress/egress point could be constructed. As this relies on another party outside the application, there are no assurances that this proposed interparcel access will ever take place.

### **Issue: Improvements to Reston Parkway**

The Comprehensive Plan recommends that Reston Parkway be widened to a six-lane cross-section. The southbound portion of Reston Parkway along the Harris Teeter portion of Land Bay C is currently two lanes. While the right-of-way for a third lane has been dedicated, it has not yet been constructed. As outlined in the proffers for RZ 86-C-121 et. al. (Town Center Proffers), the complete widening of Reston Parkway is anticipated when thresholds related to overall town center development are reached.

The applicant has partially addressed staff recommendations regarding timing and construction of improvements on the southbound lanes of Reston Parkway. The applicant has committed that by Residential Use Permit (RUP) and Non-Residential Use Permit (NonRUP) triggers in Land Bay A development, the existing right-turn lane stub southbound at New Dominion Drive would be extended to a standard right-turn lane. Staff would rather that the completion of this improvement be provided at a date certain. Additionally, the applicant has committed to construct a right-turn lane extending from Baron Cameron Avenue to the proposed northern cross-street to be complete when RUP/NonRUP triggers in Land Bay C development are met. The timing of this improvement will be addressed more fully during review of the PRC Plan. Staff asks that a date certain for completion of this improvement be provided.

Lastly, the applicant is depicting a new point of entry (Street 1) to Reston Parkway along the off-site Towne Center Office Building (Tax Map 17-1 ((1)) 2C (Parcel 2C)). Staff has determined that this entry is appropriate if, as stated in the notes, the existing point(s) of entry to Parcel 2C from Reston Parkway are closed and access to this parcel are consolidated on the application property. It should be noted that these commitments will be completed in the context of the existing cross-section of the roadway.

### **Resolution**

However, at this time, these issues have not been completely resolved.

### **Improvements to Baron Cameron Avenue**

The eastbound portion of Baron Cameron Avenue along Land Bay C is currently two lanes. Staff recommends that the applicant dedicate additional right-of-way if necessary on this frontage in fee simple upon demand of the County or VDOT to facilitate the future construction of a third eastbound lane on Baron Cameron Avenue between Fountain Drive and Reston Parkway. Prior to the last building permit for Phase C development, the applicant should complete construction of the third eastbound lane including sidewalk, curb and gutter. However, this issue will be evaluated more fully during the review of the applicant's overall PRC Plan.

### **Baron Cameron/Reston Parkway Traffic Capacity**

The applicant has committed to analyze the Baron Cameron/Reston Parkway intersection upon submittal of a PRC Plan in that area designated as Phase C of the proposed development in order to evaluate the functionality of this intersection. However, from an operational standpoint, this commitment extends only to an evaluation of signal timing and striping. No commitments are made to determine if additional traffic capacity will be needed nor has a commitment been made to additional construction if necessary. Also, the applicant has not committed to coordinating this with FCDOT and providing improvements approved by both FCDOT and VDOT. As such, this issue can only be considered partially resolved.

### **Need for Transportation Analysis**

The applicant's General Notes indicate that a transportation impact analysis (TIA) analyzing the transportation impacts of the uses and structures shall be included with the PRC Plan for such Land Bay. The TIA *"shall be completed in accordance with FCDOT and VDOT standards and submitted for review and comment within sixty (60) days of submission of the applicable PRC Plan. Irrespective of the results of any TIA completed pursuant to this Note 14, the Applicant shall be required to complete only those transportation improvements (a) set forth in Part B of the proffers approved with RZ 86-C-121, as amended, that may be triggered as a result of the development of the uses shown on the applicable PRC Plan or (b) set forth in these Notes."*

While supportive of the applicant's commitment to provide more refined individual transportation impact analyses at the time of PRC submission of each land bay (A, B, and/or C), staff believes that a comprehensive TIA on the overall project (i.e., Land Bays A-C) should be submitted for staff evaluation during the applicant's first PRC Plan submittal in order to understand/measure the overall impact of the project. Staff believes that this and other transportation-related issues will be better addressed and resolved during the PRC Plan review stage.

Despite this recommendation, the applicant has made no such commitment. Therefore, staff recommends that the applicant address this issue at the PRC Plan stage. Irrespective of the General Notes on the CPA, staff expects development proposals of the size and scope of this CPA to submit comprehensive transportation analysis to analyze impacts and suggest mitigation measures. With the submission of the first PRC Plan for any portion of this development (Land Bay A, B and/or C), staff expects the applicant to submit such a study.

### **Proposed Traffic Signals and Warrant Studies**

The General Notes state that, *"(a)s part of each site plan for a building(s) within a Land Bay that is the subject of an approved PRC Plan, the Applicant shall submit to VDOT a traffic signal warrant study for traffic signals at each public street intersection abutting the Land Bay in which the site plan property is located; provided, however, that if a signal already has been determined by VDOT as warranted at the subject intersection(s), then no such warrant study shall be required. Should the warrant study determine that a traffic signal at such location(s) will be warranted upon completion of the development shown on the approved PRC Plan for the subject Land Bay, then, prior to the issuance of the first RUP or Non-RUP, as applicable, for the building that triggers the requirement for such signal (and subject to timely VDOT approval of the signal construction plans), the Applicant shall design and install such signal, including audible (if approved by VDOT), pedestrian-activated countdown signals across all four (4) legs of the subject intersection. If, based on the warrant studies, VDOT determines that a traffic signal at the subject intersection(s) will not be warranted until a time subsequent to expected bond*

*release for the development within the subject Land Bay, then the Applicant shall provide an escrow for the cost of such signal prior to final bond release for the last building in the Land Bay in lieu of construction in an amount to be determined by FCDOT. FCDOT shall be permitted to use such contribution amount for other transportation improvements serving the Property, as determined by FCDOT.”*

The applicant also commits within the General Notes that, prior to the issuance of the final RUP or Non-RUP for the proposed development, to “...submit to VDOT an analysis of the existing and new traffic signals located along Fountain Drive and Reston Parkway that abut the Property, including (i) New Dominion Parkway, (ii) Bowman Towne Drive, (iii) Baron Cameron Avenue and (iv) any new entrances to the Property to determine whether adjustments to the signal timings of one or more of the studied traffic signals would improve or enhance circulation through the intersections analyzed. The signal timing study shall include updated traffic counts based on the occupancy of the Proposed Development as of the date of the study. In the event VDOT determines that adjustments to the signal timing are warranted, then the Applicant shall make such adjustments prior to bond release for the Proposed Development.”

### **MINOR STREETS IN APPROXIMATE LOCATION**

Existing streets, including Reston Parkway, Baron Cameron Avenue, Fountain Drive, New Dominion Parkway and Bowman Towne Drive, would continue to serve this site. As previously noted, the applicant proposes two (2) new internal through-streets (Street 1 and Street 2, running from east to west within Spectrum North). Street 1 would provide an east/west connection between Fountain Drive and Reston Parkway, between proposed Buildings B2 and B3; however, as previously noted, the proposed street's connection to Reston Parkway would be dependent upon the redevelopment and permanent closure of the off-site Town Center Office Building's existing driveway access to Reston Parkway. Until such time, the street would only have access from Fountain Drive. The applicant is also proposing to renovate the site's existing Harris Teeter driveway entrance/exit (Street 3) along Fountain Drive. The driveway, which travels east/west, would continue to have access to Fountain Drive but would not connect through to Reston Parkway. In creating the grid-like blocks, the applicant has designed each block to essentially stand-alone and act independent from one another. Although each minor east-west connector street does not traverse completely through the site, staff believes that the proposed location of the minor streets will permit sufficient access opportunities to/from each Land Bay.

### **PEDESTRIAN WALKWAYS AND TRAILS**

As previously noted, the applicant is proposing existing and internal pedestrian walkways and trails. The external (perimeter) trails and walkways include a 10-foot wide pedestrian/bike trail along the subject property's Reston Parkway frontage, an 8-foot wide sidewalk along the New Dominion Parkway frontage, a 8-foot wide sidewalk/trail along the Baron Cameron Avenue frontage, a 6-foot wide sidewalk along the north and south sides of the Bowman Towne Drive frontages, and a variety of

streetscape/sidewalk options along Fountain Drive (with all options offering continuous pedestrian access along the entire frontage). There is an existing pedestrian tunnel that runs east-to-west underneath Reston Parkway, and just south of Bowman Towne Drive, which connects the existing asphalt trail along the east side of Land Bay A with the existing asphalt trail along the west side of the Bowman Green residential complex. Each of the external trails and walkways have existing pedestrian crosswalks leading from the subject property to the adjoining blocks across Fountain Drive, Reston Parkway, New Dominion Parkway, and Baron Cameron Avenue. The applicant is proposing to add four additional crosswalks across Fountain Drive, two parallel mid-block (north-to-south) crosswalks across Bowman Towne Drive, perimeter crosswalks along the newly created streets (Street 1 and Street 2) and driveway openings.

Internally, within Land Bay A (Spectrum South), the applicant is proposing pedestrian access from all of the surrounding perimeter sidewalks/trails. Pedestrians can access the center of Land Bay A (Plaza 1) by travelling through the buildings along the street or by accessing internal sidewalks that connect to the perimeter sidewalks along Fountain Drive and New Dominion Parkway. As noted, to walk from Spectrum South (Land Bay A) to Spectrum North (Land Bay B), pedestrians would travel along one of the four external north/south crosswalks along Bowman Towne Drive. Within Land Bay B (Spectrum North), the applicant is proposing pedestrian access to Buildings B1 and B2 from Bowman Towne Drive, Fountain Drive, and Street 1. Buildings B3 and B4 would be accessible from Fountain Drive, Reston Parkway, and Streets 1 and 2. Within Land Bay C (Spectrum North), the applicant is proposing pedestrian access to Buildings C1 and C2 from Fountain Drive, Street 2, and Street 3, but due to grade changes, there would be no direct pedestrian access from Reston Parkway. Lastly, the existing bank and expanded Harris Teeter store would offer pedestrian access from the sidewalk along Street 3.

### **Elevated Pedestrian Connection**

As detailed earlier in the report and depicted on Sheets 10 and 11A of the CPA, the applicant proposes to provide an internal pedestrian pathway that would extend from the south side of Building B1 (at Bowman Towne Drive) to the south side of the existing Harris Teeter building. The pathway would measure between 5 to 23 feet in width, would meander through the proposed building's parking structures (primarily between the proposed parking areas and ground floor retail), and travel in and out of the various buildings. The applicant is also proposing an internal open-air pedestrian pathway that would travel through each of the proposed external plazas (located on top of the parking structures), connecting the various structures and land bays. Since the internal plazas are all elevated above the surrounding street grades by one to two stories, the pedestrian would be required to enter a number of elevators and/or stairwells, as well as cross over the various public and private streets, to access each proposed internal plaza. Although staff would prefer a seamless, ground-level, open-air pedestrian connection/transition between the various buildings/plazas internal to the site (without walkways, stairs and elevators), the applicant's chosen design does not permit such an arrangement.

Per the General Notes, the applicant has committed to “*consider the economic and engineering feasibility of incorporating elevated pedestrian connections, such as bridges or walkways, linking buildings or structures within a single Land Bay and/or linking buildings or structures in an abutting Land Bay. To the extent the Applicant elects not to provide elevated pedestrian connections between buildings and structures as set forth in this Note, the Applicant shall include an explanation of its reasons therefore as part of its initial PRC Plan submission for the affected Land Bay.*” To this end, staff believes that Plaza 6, which sits elevated above Street 3 (between Buildings C1/C2 and Harris Teeter), and provides no pedestrian connection between the residential structures and grocery store, is largely disconnected from the project and will be underutilized due to its location and design. For that reason, staff recommends that the applicant eliminate Plaza 6 and relocate it over Street 2, to serve as a functional pedestrian connection/activity area between residential Buildings B3/B4 and C1/C2. As depicted on Sheet 11A, both Plaza 4 and Plaza 5 share similar elevations and staff does not see a significant cost differential or engineering difficulty in providing the change.

At this time, however, this issue has not been resolved and will be reevaluated during the review of the applicable overall PRC Plan.

### **Countywide Trails System**

The Countywide Trails Plan map depicts a “*Natural Surface or Stone Dust Trail*” along the south side of Baron Cameron Avenue. The Trails Plan requires the following:

- Natural Surface or Stone Dust Trail. In lieu of providing the recommended Natural Surface or Stone Dust Trail (which is typically built at 6 to 8 feet in width) along Baron Cameron Avenue, the applicant is requesting a modification to instead provide an eight (8) foot wide concrete or asphalt paving pedestrian/bike route in its place. The proposed trail would connect to the existing and proposed trails/sidewalks along Fountain Drive and Reston Parkway. As a note, there is presently no existing trail or sidewalk along this portion of Baron Cameron Avenue.

Staff supports the modification and believes that the Spectrum development project and surrounding neighborhood are better served with a continuous perimeter concrete/asphalt surface than a natural surface or stone dust trail surface. However, a trail modification request requires the approval of the Board of Supervisors and Conceptual Plan Amendments (CPA) are only reviewed and approved by the Planning Commission. As such, the applicant will be required to request this trail modification during the relevant PRC Plan stage.

## **LANDSCAPING AND SCREENING**

Within the CPA, Sheet 22, (Landscape Plan and Details), the applicant has provided a general layout of the proposed plantings for the project, as well as a legend detailing the minimum caliper or height of the proposed shade, ornamental, or evergreen trees. On Sheets 24 and 25, (Detail Plans and Sections), the applicant has provided detailed planting types, sizes and locations for the proposed plazas. As noted earlier in the report, all three sheets include a note that states that, "*(l)andscaping shown in this plan is for conceptual purposes only and may be adjusted as part of PRC Plan and site plan approval, provided such changes are in general conformance with this plan.*"; and that, "*(a)menities shown on this plan are for conceptual purposes only and may be adjusted as part of PRC Plan and site plan approval, provided such changes are in general conformance with this plan.*" On Sheet 24, the applicant has also included a note under the Typical Plant Palette that states that, "*(l)andscaping shown is conceptual and presented only to illustrate character and quality of design*", and that, "*(l)ocations, species, and quantities may be adjusted with final design and engineering.*"

Within the General Note's section, the applicant has indicated that they would implement a landscaping plan in general conformance with the landscaping plan shown on Sheet 22 of the Concept Plan. As part of each PRC Plan submission and each subsequent PRC Plan and/or site plan submission for the proposed development, the applicant would provide a detailed landscape plan for review and approval by the Urban Forest Management Division (UFM) of DPWES. According to the General Notes, the landscape plan would maintain or improve the quality and quantity of plantings and materials shown on the Concept Plan and include the use of additional shade trees as determined by the applicant in conjunction with UFM and DPWES.

The Landscape Plan would be submitted as part of each PRC Plan submission, and include, among other things (abbreviated by staff):

- Detailed planting schedule (to include size, type and arrangement of proposed plantings);
- Irrigation information;
- Design details for tree wells and other areas above structures and along streets where trees are proposed in restricted planting areas;
- Composition of the planting materials and/or specifications for structural cells used;
- Other information that may be requested by the UFM; and,
- The use of structural soils and/or structural cells to improve the survival potential for any trees planted within an area that is less than eight feet in width, as determined by UFM.

Also, as stated within the General Notes, the applicant would install and maintain plantings and other landscape materials on the top deck of the parking structures and install street trees and planting areas along all public and private streets consistent with the streetscape plans included on Sheet 22 of the Concept Plan. As part of each PRC Plan, the applicant may request a waiver or modification of PFM standards for trees not planted within an 8-foot wide minimum planting area or that otherwise do not meet the minimum planting area required by the PFM, and streetscape improvements and plantings would be

consistent with the streetscape plans shown on Sheet 22 of the Concept Plan. Notwithstanding the foregoing, the applicant reserves the right, as part of each PRC Plan and/or site plan approval for the proposed development, to shift the location of street trees along Fountain Drive and Bowman Towne Drive to accommodate VDOT or Fire Marshal requirements, as well as final architectural design, utilities and layout considerations. Lastly, the applicant has committed to provide streetscape improvements along the entire length of Reston Parkway during the applicant's first PRC Plan.

### **Structural Soils**

According to Fairfax County's Urban Forest Management Division, recent research has shown structural soils to be a less effective growing medium than once believed. New technology is available that provides large volumes of uncompacted soil, giving trees greater potential to achieve sizes and health consistent with a more natural environment; and providing greater environmental benefit to the site and the community. General Note 4.A.iv reads as follows: "*The use of structural soils and/or structural cells to improve the survival potential for any trees planted within an area that is less than eight feet in width, as determined by UFM.*" As requested, the applicant has amended the General Note as follows: "*The use of ~~structural soils~~ and/or structural cells to improve the survival potential for any trees planted within an area that is less than eight feet in width, as determined by UFM. In all cases where planting areas are modified, exposed surface area of planting beds shall not be less than six feet in width. Planting areas shall be contiguous to the fullest extent possible. Soil in areas previously compacted shall be tilled and amended as necessary, based on soil reports for fertility and compaction, to a depth of eighteen inches (18"). At the time of issuance of the first RUP or NonRUP, the Applicant shall provide documentation, including written confirmation from a certified arborist or landscape architect verifying installation of trees consistent with this commitment.*"

As a note, since only the Board of Supervisors, and not the Planning Commission, can waive PFM requirements, this issue will need to be addressed during the specific PRC Plan (Land Bay A, B and C) review.

### **Replacement of Tree Species**

The Urban Forest Management Division notes that suitable tree species for use in the region continue to change as pressures from pests and diseases also change. Generally speaking, invasive species and species experiencing or threatened by particular pest and disease problems should be avoided. Incorporating diversity within a landscape design facilitates replacing any species that may develop problems in the future with a different species that has great resistance and/or tolerance to pests, disease, and/or environmental conditions specific to the site. For that reason, the applicant has added the following General Note, as requested by staff: "*Landscape designs shall incorporate diversity that will allow for flexibility in replacing trees in the event that a particular tree species comes under pressure from pests or disease, or otherwise proves unsuitable for specific environmental conditions on the site.*"

## **OPEN SPACE**

The Reston Town Center proffers specify that the approximately 449-acre Town Center Study Area shall contain at least 15% open space including walkways, pedestrian plazas, parks, and ponds. The tabulations on the CPA state that the subject property will be composed of 30% (7.48 acres) of open space, with 3.76 acres within Land Bay A, 1.57 acres within Land Bay B, and 2.14 acres within Land Bay C. Per the General Note section, the applicant would submit a PRC Plan demonstrating that, upon substantial completion of development within the applicable land bay, the overall percentage of open space provided within each such land bay would substantially conform to the tabulations set forth on Sheet 3 of the CPA. Staff remains concerned, however, that the percentage of open space provided during the proposed project's interim/translucent redevelopment periods is unclear and not readily identified. As such, staff will be pursuing a greater level of open space detail and timelines during the PRC Plan review.

## **RECREATION AND COMMUNITY FACILITIES**

Per the General Notes, the applicant has agreed to expend a minimum of \$1,500 per market-rate residential unit on on-site recreational facilities and resident amenities. Prior to final bond release for the development, the balance of any funds not expended on-site would be contributed to the Fairfax County Park Authority and used to support the provision of recreation facilities serving the development. The applicant would also contribute \$200.00 per residential unit constructed on the property to the Board of Supervisors (for transfer to the Fairfax County Park Authority) for the construction of improvements to the proposed Reston Town Green Park located across Fountain Drive, to the west of the subject property. The contribution would be made prior to the issuance of each RUP in the proposed development for which the contribution is triggered.

With respect to recreational facilities and/or amenities, the applicant would provide the following resident facilities or amenities:

- "A. Buildings A2 and A3. The Applicant shall provide the following facilities or amenities in one or both of Buildings A2 and A3, provided that a substantially-comparable level of amenities are provided in each building or are shared between the buildings. The amenities proposed for each building shall be completed prior to the issuance of the RUP representing more than seventy-five percent (75%) of the total Residential Units to be constructed in such building as approved on the building permit(s) for such building:*
- i. Indoor storage facilities;*
  - ii. A media/entertainment center outfitted with large screen/projection TV(s), seating areas and stereo/sound equipment;*
  - iii. A swimming pool generally as shown on the Concept Plan, including required changing facilities;*
  - iv. A fitness center that includes equipment such as stationary bikes, treadmills, weight machines, free weights, etc., having a total value of at least \$50,000.00 (as adjusted for inflation from base year 2008); and,*

- v. *A business center, with broadband or high-speed data connections (including "secure" voice and/or data connections), computer and facsimile machine.*

*B. Buildings B2, B3 and B4. The Applicant shall provide the following facilities or amenities in one or all of Buildings B2, B3 and B4, provided that a substantially-comparable level of amenities are provided in each building or are shared between the buildings. The amenities proposed for each building shall be completed prior to the issuance of the RUP representing more than seventy-five percent (75%) of the total Residential Units to be constructed in such building as approved on the building permit(s) for such building:*

- i. *Indoor storage facilities, including bike racks;*
- ii. *A media/entertainment center outfitted with large screen/projection TV(s), seating areas and stereo/sound equipment;*
- iii. *A swimming pool with required changing facilities (except Building B2);*
- iv. *A fitness center that includes equipment such as stationary bikes, treadmills, weight machines, free weights, etc., having a total value of at least \$50,000.00 (as adjusted for inflation from base year 2008); and*
- v. *A business center, with broadband or high-speed data connections (including "secure" voice and/or data connections), computer and facsimile machine.*

*C. Buildings C1 and C2. The Applicant shall provide the following facilities or amenities in one or both of Buildings C1 and C2, provided that a substantially-comparable level of amenities are provided in each building or are shared between the buildings. The amenities proposed for each building shall be completed prior to the issuance of the RUP representing more than seventy-five (75%) of the total Residential Units to be constructed in such building as approved on the building permit(s) for such building:*

- i. *Indoor storage facilities, including bike racks;*
- ii. *A media/entertainment center outfitted with large screen/projection (s), seating areas and stereo/sound equipment;*
- iii. *A swimming pool with required changing facilities;*
- iv. *A fitness center that includes equipment such as stationary bikes, treadmills, weight machines, free weights, etc., having a total value of at least \$50,000 (as adjusted for inflation from base year 2008); and*
- v. *A business center, with broadband or high-speed data connections (including "secure" voice and/or data connections), computer and facsimile machine."*

### **Long-term Phasing**

Staff remains concerned that due to the potential long-term phasing of the project that there could be a long period of time where residents would have limited, disconnected or inadequate recreational facilities or amenities. Staff believes that

during the PRC Plan review stage, which will include far more site detail than that provided with the CPA, will provide the County with a better opportunity to analyze and refine the applicant's proposed residential facility/amenity commitment. Therefore, staff believes that this issue should be reexamined at the PRC Plan stage.

## Plazas

The applicant is proposing a total of eight (8) plazas throughout the subject property. Two (2) of the proposed plazas (*Plaza 4A and 5A*) will be located along Reston Parkway, to the east of Buildings A4, B4 and C2. The remaining six (6) plazas (*Plazas 1 through 6*) will be located within the interior of the site, to include:

- **Plaza 1** would be a public plaza, 31,950 SF, located at grade, in the center of Land Bay A. The applicant has stated within their General Notes that Plaza 1, *"...shall be constructed in accordance with the illustrations provided on Sheet 24 of the Concept Plan and shall include landscaping, hardscape areas (such as concrete walkways with brick pavers, stonework, etc.), benches, seating areas and similar passive recreation amenities, provided that at least fifty percent (50%) of the surface area of Plaza 1 shall be comprised of pervious or porous materials. Plaza 1 also shall include a focal point feature to be selected by the Applicant, such as a fountain, public art or similar amenity that will serve as a defining entry feature for the development. The Applicant shall construct Plaza 1 in accordance with the phasing set forth on the Integration Plan for Land Bay A as approved pursuant to Note 9 herein."*
- **Plaza 2** would be a public/private plaza, 22,450 SF, located above retail and structured parking level, between proposed Buildings A2 and A3. Per the applicant's General Notes, Plaza 2 would be constructed in accordance with the illustrations on Sheet 24 of the Concept Plan and completed in accordance with the phasing set forth on the Integration Plan for Land Bay A.
- **Plaza 3** would be a public/private plaza, 23,272 SF, located above retail and structured parking level, between proposed Buildings B1 and B2. Per the applicant's General Notes, Plaza 3 would be constructed in accordance with the illustrations on Sheet 25 of the Concept Plan and completed in accordance with the phasing set forth on the Integration Plan for Land Bay B. The applicant has written: *"(a)s part of its design of Plaza 3, the Applicant shall explore the establishment of a secondary internal access point from Plaza 3 to the ground-floor Non-Residential Uses to be provided in Building B1 in order to encourage appropriate linkage between Fountain Drive while activating Plaza 3."* Staff recommends that this issue be reviewed at the PRC Plan stage when the applicant has more fully investigated this access.

- **Plaza 4** would be a public/private plaza, 41,470 SF, located above retail and structured parking level, between proposed Buildings B3 and B4. Per the applicant's General Notes, Plaza 4 would be constructed in accordance with the illustrations on Sheet 25 of the Concept Plan and completed in accordance with the phasing set forth on the Integration Plan for Land Bay B.
- **Plaza 5** would be a public/private plaza, 52,050 SF, located above retail and structured parking level, between proposed Buildings C1 and C2. Per the applicant's General Notes, Plaza 5 would be constructed in accordance with the illustrations on Sheet 25 of the Concept Plan and completed in accordance with the phasing set forth on the Integration Plan for Land Bay C.
- **Plaza 6** would be a public/private plaza, 11,700 SF, elevated above Street 3, between proposed Buildings C1/C2 and Harris Teeter. Per the applicant's General Notes, Plaza 6 would be constructed in accordance with the illustrations on Sheet 25 of the Concept Plan and completed in accordance with the phasing set forth on the Integration Plan for Land Bay C.

The General Notes state that, *"(e)ach plaza should, but is not required, to include formal and informal seating areas, pathways, active or passive recreation areas or other features designed to create a sense of place. The Applicant should strive to design each plaza and/or the plaza levels of the building(s) that frame it in a manner that activates all or portions of each plaza, such as by providing secondary access to ground-floor retail uses through the plaza or the location of residential amenities on the same level as the plaza area. Each of the plazas generally should be accessible to visitors to and guests of the Proposed Development between the hours of 7:00 a.m. and 11:00 p.m., provided that nothing herein shall prevent the Applicant from installing security features such as fences, gates or similar facilities to separate quasi-public areas from private resident amenities (e.g. swimming pools, etc.)."*

As previously mentioned, staff remains concerned that due to the potential long-term phasing of the project that there could be a long period of time where residents would have limited, disconnected or inadequate recreational facilities or amenities. As such, staff believes that the PRC Plan review stage, which will include far more site detail, will provide the County with a better opportunity to analyze and refine the applicant's proposed timing for the provision of residential facility/amenities.

#### **LOCATION OF A TIME TRANSFER HUB (MASS TRANSIT FACILITY)**

The circulation element of the Master Conceptual Plan shows future transit facilities to encourage the use of mass transit facilities throughout the Reston Town Center Study

Area. It should be noted that the Town Center does include an existing bus transit facility (located along Democracy Drive); however, staff believes that the applicant should provide essential TDM-related access improvements to mitigate the impacts of their proposed development upon the Town Center and surrounding properties.

### **Shuttle Service to Proposed Metro Stations**

A future rail station is planned along the Dulles Airport Access Road (DAAR), west of Reston Parkway. Given the distance between the site and the rail station (approximately 0.55 miles), and the timing of this station (part of Phase 2 of the future Dulles Rail Project), staff believes that it is essential to ensure that there is good feeder bus service, pedestrian access, and bicycle access between this proposed development and the proposed rail station. To this end, staff has recommended that the applicant should participate in funding of enhanced public bus service to the closest transit centers/rail stations in the Reston throughout all phases of development. The funding of the bus service serving the future rail would grow with each successive phase of development. Also, until the rail station is constructed at Reston Parkway, which is now proposed with Phase 2 of the Dulles Rail Project, staff would recommend enhanced bus service to the proposed Wiehle Metrorail station, which will be constructed with Phase 1 of the project and located approximately 1.7 miles away from the subject site.

To address this concern, the applicant has proposed the following General Note which commits to:

- Arrange a meeting between the Reston Town Center Association (RTCA) and FCDOT toward evaluating the establishment of a private shuttle service that would serve the property;
- Have the RTCA determine funding levels for a possible private shuttle service;
- Financially participate in the shuttle service if level-of-service thresholds to the proposed development are met; and,
- Use a 'reasonably proportional' standard to determine the level of financial participation.

In order to advance the possibility of enhanced bus service in the area, FCDOT is willing to begin a dialogue with the RTCA on the creation of a shuttle service and would like to evaluate any unilateral proposal by RTCA to establish such service. While the establishment of a private town center shuttle service has some potential to address staff's concern about connectivity to rail, there is concern that operating and capital costs will hinder the ability to provide adequate service as well as affect the long-term viability of the program. In staff's opinion, enhanced public bus service operated by the County and funded all or in significant part by private development is the preferred option for this type of service because the County can better establish continuity of operations and is likely to have a mechanism to supplement funding of service if that becomes necessary.

### **Transportation Demand Management (TDM) Plan**

The applicant has provided a General Note which states that all nonresidential uses in the proposed development shall continue to participate in the LINK program (bus system funded by the Reston Town Center Association) and activities, while the proposed residential uses shall adhere to the TDM strategy set forth in the Note. In short, the applicant and subsequently, the respective condominium association would develop and implement a plan to encourage the use of transit (Metrorail and bus), other high-occupant vehicle commuting modes, walking, biking and teleworking (collectively, the "TDM Plan"), in order to reduce automobile trips generated by the residential units in the proposed development. However, the TDM Plan would not apply to the nonresidential uses for the property, which are subject to a separate TDM requirement approved as part of RZ 86-C-121. Instead, the applicant would use its best efforts to coordinate its TDM Plan for the proposed residential units with the existing LINK program serving the existing and future non-residential uses on the subject property.

Staff has recently opened a dialogue with LINK to discuss overall TDM issues for properties under the Reston Town Center umbrella, including the application property. Property owners in the Town Center are required to participate in the TDM program as outlined in the approved proffers governing development in this area. The applicant's TDM commitment outlines goals for residential development on the subject site and provides a structural basis for achievement of these goals. The goals are phased through the development, ranging from 10% to 20% at build-out.

Excluding phasing provisions and the possibility of fewer units, the goal of the applicant's proposed TDM Program would be to reduce the P.M. peak hour trips by a minimum of twenty percent (20%) from the total number of vehicle trips that would be expected from the "Full Occupation" of the proposed development under the Institute of Traffic Engineers (ITE) Trip Generation Manual, 7<sup>th</sup> Edition. According to the General Notes, "Full Occupation" of the proposed development would be deemed to occur upon the issuance of: (a) one hundred percent (100%) of all RUPs; and (b) Non-RUPs representing eighty percent (80%) or more of the total ground-floor Nonresidential Uses approved on PRC Plans for the proposed development. Within three (3) months following approval of the first building permit for the first residential unit, the applicant (and thereafter, as applicable, the condominium association) would designate an individual to act as the Program Manager ("PM") for the property, whose responsibility would be to implement the TDM strategies, with on-going coordination with FCDOT.

The applicant would implement the TDM Plan, and provide a draft copy to FCDOT for review and comment prior to the issuance of the first residential unit on the subject property, subject to certain conditions. The TDM Plan and any amendments thereto would include nine (9) provisions for the following, with respect to the residential units (*abbreviated by staff*):

- A targeted marketing program for residential sales/leases;

- Integration of transportation information;
- Coordination/assistance with vanpool and carpool formation programs;
- A parking management plan;
- Distribution of fare media or other incentives;
- Use of car sharing programs;
- Establishment of a phasing strategy;
- The hardwiring of residential buildings within the development to provide high-capacity, high-bandwidth communication lines or the equivalent wireless access; and,
- “Personalized transportation advising” integrated into new unit walk-throughs.

The applicant would establish and fund a TDM account sufficient to implement the TDM Plan for the remainder of the year and for the next calendar year, which initial amount would not be less than \$100,000.00. Within sixty (60) days of the end of each calendar year thereafter, the Project Manager would re-establish the TDM Account for the forthcoming year, with review and comment by FCDOT. The condominium association would thereafter include the TDM Account as a line item in the condominium association budget. Funds in the TDM Account would not be utilized for any purposes other than to fund implementation of the TDM Plan. Finally, the Project Manager would consult with FCDOT to develop and implement the initial TDM strategies.

With respect to monitoring, the applicant has committed to evaluate the effectiveness of the TDM Plan in meeting the phased TDM Goal using surveys and/or traffic counts prepared by the Project Manager, as approved by FCDOT. If the TDM surveys show that the applicable TDM Goal is being met for two (2) consecutive years following initial occupancy of each new residential building, the applicant could then proceed with the TDM strategies as implemented and no longer be required to conduct additional trip counts until the next residential building is constructed and RUPs issued therefore. In the event any TDM survey and traffic count indicates that the applicable TDM Goal has not been met, the applicant would then be required to meet with FCDOT to review the strategies in place and to develop modifications to the TDM strategies, adopt additional TDM strategies and/or conduct additional traffic counts, as deemed appropriate by FCDOT, that will facilitate meeting the TDM Goal. If the TDM Goal is not met for two (2) consecutive surveys and traffic counts, then the applicant, or the successor condominium association, would then contribute \$50 per residential unit constructed on the property to the TDM account to be utilized on supplemental TDM strategies approved in cooperation with FCDOT. If the TDM surveys show that the Phase II TDM Goal is being met for two (2) consecutive years following Full Occupancy of the Proposed Development, the applicant shall proceed with the TDM strategies as implemented and not be required to conduct additional trip counts.

### **TDM Residential Goal**

Through the General Notes, the applicant has qualified that enforcement of the residential development goals is based on the issuance of Non-RUPS for 50% of the ground floor retail/service uses within the site. While this linkage may be appropriate for unique sites that are isolated from trip offsetting opportunities, this particular site's location proximate to the Town Center core's balance of uses and the mix of uses proposed within the site do not require a significant level of ground floor services to provide the synergy of uses necessary to achieve a residential reduction. Staff feels this provision should be removed from the applicant commitments to TDM.

Staff also has the following additional comments on the TDM notes:

- a. A minimum value of \$60 per resident should be provided in SmartTrip cards.
- b. A mechanism for continuing financial participation in a TDM program, including a dollar amount expected for continual funding should be provided.

At this time, these issues have not yet been resolved.

### **FLOOR AREA RATIO**

The applicant is proposing to construct a maximum of 1,442 residential units upon the 24.29-acre subject property. This would include 562 units within Spectrum South (Section 91, Block 1), and 880 units within Spectrum North (Section 87, Block 2 and 3). The Fairfax County Zoning Ordinance states that PRC High Density residential is to be calculated on 50 dwelling units per acre (du/ac). In the Town Center, the density is calculated based on the acreage of the underlying development plan, rather than on a lot-by-lot basis. As such, Spectrum South (Section 91), which was approved as part of Part 5 with RZ 86-C-121, was originally composed of 14.92 acres. Therefore, in calculating the maximum density/intensity for Part 5, one would calculate  $14.92 \times 50 \text{ du/ac} = 746$  units, and in calculating the maximum floor area ratio, one would calculate  $14.92 \times 0.70 \text{ FAR} = 455,000 \text{ SF}$ .

Within Spectrum South, the applicant is proposing a maximum of 562 residential units and a maximum of 406,000 SF of nonresidential uses. As the density and floor area ratio is spread across the entire section, this would leave a total of 185 residential units and 49,000 SF of floor area ratio for the remaining 6.04 acres of Section 91. According to the applicant, the existing developments (Diamond, Library Park, Winwood) within Part 5 only add up to 185 residential units and 49,000 SF of commercial FAR. Under this proposal, the applicant will be taking the density and floor area ratio not used within the existing Section 91 developments and utilizing it within the remaining 6.04 acre block of Section 91 (Spectrum South). As a result, the effective residential density for Spectrum South would be 63.29 du/ac, and the effective non-residential intensity would be 1.05 FAR.

Similarly, Spectrum North (Section 87, Blocks 2 and 3), was approved as part of Part 6 with RZ 86-C-121, and originally composed of 17.61 acres. Part 6 is comprised only of the northern portion of the Spectrum development. In calculating the maximum density/intensity for Part 6, one would calculate  $17.61 \times 50 \text{ du/ac} = 880.5$  units, and in calculating the maximum floor area ratio, one would calculate  $17.61 \times 0.50 \text{ FAR} = 383,546 \text{ SF}$ . The applicant is proposing a maximum of 880 residential units and 383,546 SF of FAR within this section. As a result, the effective residential density for Spectrum North would be 57.10 du/ac, and the effective non-residential intensity would be 0.57 FAR.

### **HEIGHT LIMITS**

The maximum height specified on the approved DP for Spectrum North (Section 87, Block 2 & 3) is 10 stories or 120 feet, with the applicant proposing a maximum height of 10 stories and 120 feet. The maximum height for Spectrum South (Section 91, Block 1) is 15 stories or 180 feet, with the applicant proposing a maximum height of 13 stories and 180 feet.

### **GENERAL LOCATION AND TYPE OF HOUSING UNITS**

The CPA depicts multifamily buildings within Land Bay A, B, and C. Within Land Bay A, the applicant is proposing to construct 562 total residential units, all located within Buildings A2 and A4, with frontage along Fountain Drive, Bowman Towne Drive, and Reston Parkway. Within Land Bay B, the applicant is proposing to construct 673 total residential units, all located within Buildings B2, B3 and B4. Within Land Bay C, the applicant is proposing to construct 208 total residential units, all located within Buildings C1 and C2.

### **GENERAL LOCATION OF OFFICE AND COMMERCIAL BUILDINGS**

A total of 789,546 SF of non-residential uses are proposed (383,546 SF in Spectrum North and 406,000 SF in Spectrum South). The CPA depicts three non-residential buildings (two of which would be located in Land Bay A and one of which would be located in Land Bay B), in addition to the Harris Teeter grocery store and drive-in financial institution located in Land Bay C. As depicted on Sheet 21 (Retail Plan), ground floor retail is also proposed in several of the proposed residential and nonresidential buildings, including all residential buildings except for Building C2.

### **GENERAL LOCATION OF PARKING STRUCTURES**

Upon redevelopment, almost all of the existing surface parking for the site, aside from a few spaces around the existing drive-in financial institution and Harris Teeter store, would be removed and replaced with 5,251 ground floor and underground parking spaces. The proposed parking spaces would all be located within parking structures, spread throughout

all three land bays (A-C), and integrated into each of the proposed residential and nonresidential structures. As previously noted, and as stated within the General Notes, the applicant would use architectural treatments and/or incorporate street-level, non-residential uses or residential units to screen a substantial portion of the above-grade portions of each parking structure(s) from view along Reston Parkway, New Dominion Parkway and Fountain Drive. As part of each PRC Plan submission for the proposed development, the applicant would submit architectural plans, including projected building materials, to the Planning Commission for review and comment demonstrating parking structure screening techniques, if any, and building façade treatments for all buildings included on each PRC Plan. It should be noted that under the terms of this note, these screening techniques are not subject to County approval. Staff strongly recommends that the Board of Supervisors, as well as the Planning Commission, be able to review and approve the applicant's proposed architectural treatments of these parking structures during the PRC Plan stage.

### **6-301 Purpose and Intent**

The PRC District regulations are designed to permit a greater amount of flexibility to a developer of a planned community by removing many of the restrictions of conventional zoning. This flexibility is intended to provide an opportunity and incentive to the developer to achieve excellence in physical, social and economic planning. To be granted this zoning district, the developer must demonstrate the achievement of the following specific objectives throughout all of his planning, design and development.

Objective 1: *A variety of housing types, employment opportunities and commercial services to achieve a balanced community for families of all ages, sizes and levels of income.* The applicant is providing a mixed-use development which will include 789,546 SF of proposed nonresidential uses (hotel, office, retail), as well as 1,442 residential units. Ground floor retail will be provided within each proposed building, with the exception of Building C2. The site will include an expanded grocery store and retain an existing drive-in financial institution. In staff's opinion, the proposed development will provide ample employment opportunities for residents. The subject property is also located near the Reston Town Center, which offers a variety of employment opportunities and commercial services.

Per the General Notes, the applicant has proposed to provide five (5%) percent of the total number of residential units constructed on the property, but a minimum of 55 units (3.8%), as Workforce Dwelling Units (WDU) to households at 100 percent of the area median income (AMI) or below. The applicant is proposing to develop between a minimum of 735 units and a maximum of 1,442 dwelling units, which would result in 37 to 72 affordable units when calculated at five percent of the total number of residential units. However, as indicated above, the applicant has committed to provide at least 55 WDUs.

While the application conceptually satisfies the Objective, the specifics regarding workforce housing have not been fully resolved. As such, staff will revisit the applicant's proposed affordable housing commitment at the individual (Land Bay A, B, and/or C) PRC Plan review stage. Staff recommends that the applicant follow the

recently adopted Policy Plan guidance on affordable housing which recommends a minimum of 12 percent affordable housing (173 units) be provided as part of the Affordable Dwelling Unit (ADU) Program/Workforce Dwelling Unit Administrative Policy Guidelines. Staff also recommends that the applicant provide a stronger commitment to the number of accessible/Universal Design units and comply with the recommended 3-tiered income levels provisions.

Objective 2: *An orderly and creative arrangement of all land uses with respect to each other and to the entire community.* Currently, the proposed site contains a suburban-style commercial shopping center, which is designed to have an inward focus. The applicant proposes to redevelop the site to create a more urban-style development, with high-rise buildings and a mix of residential and non-residential uses. In keeping with the urban-style development of the adjoining Reston Town Center, the applicant has proposed to create a grid-like system with well-defined blocks and a strong orientation to the street (in this case, Fountain Drive). While staff believes that the proposed project's final build-out design provides an "orderly arrangement of land uses" as called for in the PRC District, staff remains concerned with how the project will look and function during its 'transitional' redevelopment years, where the property will transform gradually between the existing uses and proposed uses.

The applicant has broken the site into three land bays (A-C). Under the applicant's proposal, any of these blocks would be able to start to redevelop at any time, following approval of overall PRC Plans for each land bay. The CPA notes indicate that each block would not have to be developed fully; rather, a portion of each block could be redeveloped while the residue of the existing development remains. To this end, the applicant has indicated that they will pursue PRC Plan approval for the three land bay (A-C), and will likely seek site plan approval for individual buildings. Under the proposed scenario, it is very difficult at this stage to know what the development will look like during this interim and undefined period. Theoretically, the proposed phasing plan could result in residential development immediately adjacent to strip retail centers and surface parking with minimal screening. Furthermore, the public and private plazas proposed in each land bay will not be developed until the last sub-phase in each land bay is developed. This could result in a significant amount of residential density constructed without outdoor amenity areas provided and non-residential uses constructed without a central gathering space and this condition could remain for an indefinite period of time.

To counter these concerns, staff requested that the applicant provide specific information related to the phasing of the proposed development during the PRC Plan review stage, so that the citizens, County, Planning Commission, and Board of Supervisors could ensure that the development was being planned, coordinated, and designed in the best possible manner. Specifically, staff requested that the applicant: (a) demonstrate that the uses/structures that are to remain undisturbed during construction of a building(s) would have sufficient parking and/or loading spaces available; (b) demonstrate and provide pedestrian plazas, open space, screening and/or buffering between proposed new buildings/uses and those buildings/uses that are to remain; (c) provide asphalt trails and/or concrete sidewalks

and other pedestrian amenities, such as benches, and bicycle racks within the land bay to permit integrated pedestrian/bicycle access to the existing and proposed uses, recreation amenities, the off-site pedestrian network and off-site uses; (d) establish an integrated vehicular circulation network that provides well-planned and integrated vehicular access to parking areas and to public and private streets in order to serve the existing and proposed uses; and (e) provide architectural integration between existing and proposed buildings/structures through the use of building materials, architectural themes, site amenities, streetscape features, etc. The applicant has agreed to address staff's first four concerns (a-d) as part of their PRC Plans, but has not committed to provide architectural integration between existing and proposed buildings/structures during the PRC Plan review proposal. Staff believes that from an urban design/functionality perspective, it is very important to know how the existing and proposed building materials, architectural themes, site amenities, and streetscape features will blend/integrate with each other as well as the neighboring properties. Nonetheless, staff will revisit this issue during the PRC Plan review process. Therefore, staff believes that the applicant does meet this objective.

*Objective 3: A planned and integrated comprehensive transportation system providing for a separation of pedestrian and vehicular traffic, to include facilities such as mass transportation, roadways, bicycle or equestrian paths and pedestrian walkways.* Staff believes that the applicant's external, or perimeter, sidewalk/trail proposal is an improvement over the existing conditions, and that it integrates well with the off-site pedestrian sidewalks/trails. Also, staff believes that the applicant's proposed street configuration will improve traffic circulation on-site, particularly compared to the existing surface parking lots. As previously noted, staff believes that the applicant's proposed internal pathways, which include pedestrian walkways that meander through the structured parking garages as well as across the elevated plazas, does provide adequate internal access for pedestrians. In summary, the applicant has committed to provide a TDM plan, bus stops, bike lockers, and improved perimeter and interior sidewalk/trail plan. Therefore, staff believes that the applicant does meet this objective at this stage.

*Objective 4: The provision of cultural, educational, medical, and recreational facilities for all segments of the community.* The Reston Town Center Master Plan addresses proposed uses for the entire Town Center. The subject property, composed of Spectrum North and South, has been approved for office, retail, and parking. Much of the Town Center is developed to include cultural, educational, medical and facilities upon other developments/blocks. With regard to onsite recreational facilities, the applicant has added a number of mixed private/public plazas that are linked by a variety of stairwells, elevators, and interior/exterior pedestrian pathways. Although staff would prefer a more specific recreational facility/amenity timeline commitment, it is understood that the very nature of redevelopment/phasing is difficult to project, particularly at the Conceptual Plan stage. As previously noted, staff intends to pursue stronger commitments from the applicant during the PRC Plan review process, where much more detail will be provided. At this point in time, staff believes that the applicant's interior recreational improvements are satisfactory and that this objective has been satisfied.

Objective 5: *The location of structures to take maximum advantage of the natural and manmade environment.* The existing site is largely manmade and impervious, and includes very little vegetation and/or natural environment. The applicant is proposing to redevelop the subject property by demolishing almost all of the existing structures except for three structures along the north of the subject property (existing drive-in financial institution, and the Office Depot and Harris Teeter stores), to add seven (7) new residential structures, two (2) office buildings, and (1) one office/hotel building. Ground floor retail would be provided in all buildings but one, and structured ground floor and underground parking in all proposed structures. The structures will primarily face onto one of the site's five frontages (Fountain Drive, Reston Parkway, Baron Cameron Avenue, New Dominion Drive, or Bowman Town Drive), and will range in height from 25 feet to 180 feet. With the exception of the creation of new streets and parallel spaces, as well as preservation of some surface parking/loading spaces along the existing bank and Harris Teeter store, all other proposed parking for the site (5,251 spaces) will be enclosed.

With regard to noise impacts, the Comprehensive Plan recommends that the maximum levels for noise exposure for residential development be DNL 65 dBA for outdoor activity areas and DNL 45 dBA for interior areas. The residential buildings and outdoor plazas on the subject property are impacted by transportation generated noise from Reston Parkway and Baron Cameron Avenue. The applicant has submitted a preliminary noise study dated May 16, 2007, and revised through October 10, 2007, which measured noise at 10 minute periods over a continuous 24-hour period between March 28 and 29, 2007. The October 10 study reflects changes depicted on the CPA dated October 26, 2007. The noise study shows that the majority of the site is impacted by noise levels less than DNL 65 dBA including the outdoor residential amenity areas and central public plaza areas are impacted by noise levels below DNL 65 dBA. However, the faces of the residential buildings and the proposed hotel closest to Reston Parkway are exposed to noise levels in the DNL 65-66 dBA range.

The applicant has proposed to submit a refined noise assessment concurrent with the submission of each PRC Plan for the residential units and/or hotel uses in the proposed development in order to demonstrate that all affected interior areas of the residential buildings or hotels will have noise levels reduced to approximately DNL 45 dBA or less, consistent with the Comprehensive Plan guidance on noise mitigation. The refined analysis will be subject to the approval of the Department of Planning and Zoning. In the DNL 65 -70 dBA impact zone, the applicant has committed to exterior walls with a laboratory STC rating of at least 39, and doors and windows with a laboratory STC rating of at least 28. If windows constitute more than 20 percent of the façade, the applicant has committed to the same STC rating as the walls. In the DNL 70-75 dBA impact zone, the applicant has committed to exterior walls with a laboratory STC rating of at least 45 and doors and windows with a laboratory STC rating of at least 37. If windows constitute more than 20 percent of the façade, the applicant has committed to the same STC rating as the walls. Additionally, a revised noise study will be submitted with each PRC Plan for Plazas 1 through 6 demonstrating that all proposed exterior courtyards and plazas will have

noise levels reduced to approximately DNL 65 dBA or less, as well as suggest noise mitigation techniques to address such impacts, if any.

Staff believes that the proposed structure locations attempt to take advantage of the manmade environment by reducing the amount of surface parking and noise impacts, and by providing a uniform setback and building orientation along Fountain Drive and Reston Parkway. Therefore, staff believes that the applicant does meet this objective.

Objective 6: *The provision of adequate and well-designed open space for the use of all residents.* As noted within the report, according to the tabulations, thirty percent (30%) of the site will be open space (7.48 acres). Within Land Bay A, 42% open space (3.76 acres) is proposed. Within Land Bay B, 25% open space (1.57 acres) is proposed. Finally, within Land Bay C, 23% open space (2.14 acres) is proposed. The majority of the open space is composed of six principal plazas (1-6), as well as two sub-plazas (4A and 5A), which are located along Reston Parkway, to the east of Buildings A4, B4 and C2. All of the proposed plazas would be landscaped and would contain tables, chairs and benches, with Plazas 2, 4 and 5 containing private swimming pools. The subject property would also have sidewalks/trails along the entire perimeter of the site, as well as interior sidewalks/pathways and connections. As noted, staff does have concerns related to the timing and percentage of open space and will look for more detail and commitments from the applicant during the PRC Plan review process. To this end, staff believes that the applicant does meet this objective.

Objective 7: *The staging of development in a manner which can be accommodated by the timely provision of public utilities, facilities and services.* As previously indicated, staff is concerned with how the subject property will look and function during its continuous long-term redevelopment. To address these concerns, the applicant has made a number of General Note commitments to provide additional information during the PRC Plan review stage that will help staff and the public better understand and analyze the various intricacies related to the property's redevelopment. For instance, as part of each PRC Plan submission, the applicant has committed to provide an "Integration Plan" that would address/demonstrate the following elements:

- *Demonstrate and provide information concerning the phased implementation of pedestrian plazas, open space, screening and/or buffering, as appropriate, between proposed new buildings/uses and those buildings/uses that are to remain;*
- *Demonstrate and provide asphalt trails and/or concrete sidewalks and other pedestrian amenities, such as benches, and bicycle racks within the Land Bay to permit integrated pedestrian/bicycle access to the existing and proposed uses, recreation amenities, the off-site pedestrian network and off-site uses; and*
- *Demonstrate and establish an integrated vehicular circulation network that provides well-planned and integrated vehicular access*

*to parking areas and to public and private streets in order to serve the existing and proposed uses.*

Staff will be looking for stronger commitments related to TDM, right-of-way dedication, traffic signal and transportation-related improvements, and impact analysis for the entire subject property during the first PRC Plan review to ensure that adequate infrastructure is present to support the proposed development. Staff will need to review a comprehensive transportation analysis of the entire mixed-use development to ensure the components of the development are staged to accommodate transportation improvements necessary to mitigate impacts of the development on the surrounding network and community. However, at this conceptual stage, staff believes that the applicant does meet this objective.

## **ZONING ORDINANCE PROVISIONS (Appendix 9)**

### **Bulk Regulations**

In the PRC District, there are no minimum lot size requirements, maximum building height requirements or minimum yard requirements for residential or non-residential structures except that the location and arrangement of structures shall not be detrimental to existing or prospective adjacent dwellings, or the existing or prospective development of the neighborhood. The subject property is located within the Reston Town Center which is a high-intensity mixed-use area. As previously noted, on March 9, 1987, the Board of Supervisors approved RZ 86-C-121 and its corresponding development plan (DP) and determined that a mix of uses were in conformance with the standards of the PRC Zoning District. Additionally, the Master Conceptual Plan for the Reston Town Center reflects permitted uses for Sect. 87, Block 2 and 3 of *"Office, Retail, Residential, and/or Parking,"* with a maximum height of 120 feet, and for Sect. 91, of *"Office, Retail, Residential, Community, Recreation, and/or Parking,"* with a maximum height of 180 feet. The CPA proposes building heights that are in conformance with this approval.

With regard to the proposed location and arrangement of structures not being detrimental to existing or prospective adjacent dwellings, or the existing or prospective development of the neighborhood, the CPA indicates that the proposed structures within Land Bay A will have the following minimum yards: 6 feet from New Dominion Avenue, 35 feet from Reston Parkway, 11 feet from Bowman Towne Drive, and 19 feet from Fountain Drive. The proposed structures within Land Bay B will have the following minimum yards: 17 feet from Bowman Towne Drive, 24 feet from Fountain Drive, 10 feet (along the east of Building B1) from the Town Center Office Building, 60 feet (along the south of Building B4) from the Town Center Office Building, and 52 feet from Reston Parkway. The proposed structures within Land Bay C will have the following minimum yards: 27 feet from Fountain Drive, and 56 feet from Reston Parkway. The existing Harris Teeter/Office Depot structure will maintain minimum yards of 74 feet from Reston Parkway and 44 feet from Baron Cameron Avenue. The existing drive-in financial institution has minimum yards of 80 feet from Fountain Drive and 81 feet from Baron Cameron Avenue.

The subject property is located in the northeastern portion of the Reston Town Center. To the east, across Reston Parkway, are garden-style condominiums, single-family attached dwellings, a townhouse office development, and a church. A high-rise multi-family residential building is approved to replace a portion of the garden-style units in the northeast corner of Reston Parkway and Temporary Road. The existing structures along the east side of Reston Parkway are approximately 200 feet from one another. To the south, across New Dominion Parkway are open space and a surface parking lot which serves the Reston Town Center. An application to redevelop this area into a high intensity mixed use project has been indefinitely deferred. To the west, across Fountain Drive are a hospital and health facilities, Reston Regional Library and vacant land owned by the Fairfax County Park Authority (FCPA), which is the location of the proposed Reston Town Green Park. To the north, across Baron Cameron Avenue is a retail shopping center, including a Home Depot and service station.

The area surrounding the subject property is zoned PRC and planned as a Residential Planned Community. In staff's opinion, the applicant's CPA Plan is in conformance with the applicable zoning ordinance bulk regulations.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Staff Conclusions**

In staff's opinion, the proposed conceptual plan amendment does provide the elements that are required components of a Conceptual Plan Amendment, and does finally satisfy all of the objectives within the PRC District Purpose and Intent. However, as noted throughout the staff report, staff believes that the PRC Plan review stage, which will include far more site detail than that provided with the CPA, will provide the County and its citizens with a better opportunity to analyze and refine the specifics of the applicant's proposed improvements and commitments. In summary, staff believes that a comprehensive TIA on the overall project (Land Bays A-C) should be submitted for evaluation during the applicant's first PRC Plan submittal; that the applicant make stronger commitments to TDM, to include a more substantial commitment to the establishment of a private shuttle service, right-of-way dedication, traffic signal and transportation-related improvements, and impact analysis for the entire subject property during the first PRC Plan review to ensure that adequate infrastructure is present to support the proposed development; that a greater level of open space detail and residential facility/amenity commitments and timelines be provided due to the during the PRC Plan review due to the potential long-term phasing of the project; that architectural integration plans between existing and proposed buildings/structures, including projected building materials be provided to the Board of Supervisors during the PRC Plan review; that requested trail and UFM waivers and modifications be addressed by the Board of Supervisors; and, that the applicant's proposed affordable housing commitment be reviewed at the individual PRC Plan review stage.

### **Recommendation**

Staff recommends approval of CPA 86-C-121-2-3.

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

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

It should be further noted that the content of this report reflects the analysis and recommendations of staff; it does not reflect the position of the Planning Commission.

### **APPENDICES**

1. CPA 86-C-121-2-3 proposed Plan Notes
2. Statement of Justification
3. Approved Notes and Conceptual Plan for CPA 86-C-121-2-2
4. Proffers for RZ 86-C-121
5. Land Use/Environmental Analysis
6. Transportation Analysis
7. Park Authority Analysis
8. DPWES Analysis
9. Zoning Ordinance Provision
10. Glossary

Spectrum at Reston Town Center

**CPA 86-C-121-3**

February 16, 2007  
 Revised June 13, 2007  
 Revised August 10, 2007  
 Revised October 9, 2007  
 Revised October 26, 2007  
 Revised November 15, 2007  
 Revised November 26, 2007  
 Revised February 28, 2008  
 Revised March 20, 2008  
 Revised April 7, 2008  
 Revised April 15, 2008  
 Revised May 5, 2008

Pursuant to Proffer D(1) of the Reston Town Center rezoning application RZ 86-C-121, accepted and approved by the Fairfax County Board of Supervisors on March 9, 1987, as subsequently amended by PCA 86-C-121-1, PCA 86-C-121-2 and PCA 86-C-121-3 (the “Zoning Approvals”), Reston Spectrum LLLP (“Reston Spectrum”), the owner of Fairfax County Tax Map #Map 17-1 ((1)) 3K and 3P (the “Spectrum Property”) and Harris Teeter Properties LLC (“Harris Teeter”), the owner of Fairfax County Tax Map # Map 17-1 ((1)) 3Q (the “Harris Teeter Property”) (collectively, the Spectrum Property and the Harris Teeter Property are the “Property”), on behalf of their successors and assigns (collectively, the “Applicant”), hereby offer these plan notes (the “Notes”) in furtherance of this Town Center Concept Plan Amendment (the “Amendment”). These Notes, if accepted, supersede the plan notes dated June 6, 1994 and accepted in conjunction with CP 86-C-121-2 (the “Original Concept Plan”).

GENERAL

1. The areas that are the subject of this Amendment are known as Section 91 and Section 87, Blocks 2 and 3, Reston. The present total acreage for the Property, exclusive of prior dedications to Fairfax County for public street purposes of approximately 2.20 acres, is approximately as follows:

Section 91 (southern parcel)	– 8.88 acres
<u>Section 87 (northern parcel)</u>	<u>– 15.41 acres</u>
Total	24.29 acres

2. The Property shall be developed in substantial conformance with this Town Center Concept Plan, initially dated June 19, 2006 as revised through May 5, 2008 (consisting of 37 sheets) (the “Concept Plan”), prepared by Urban Ltd., and these Notes. Pursuant to Section 16-203(13) of the Fairfax County Zoning Ordinance (the “Zoning Ordinance”), minor modifications to the Concept Plan may be permitted when necessitated by sound engineering or that may become necessary as part of final site design or engineering.

Building envelopes may be decreased in size and the number of Residential Units (as defined herein) and square footage of Non-Residential Uses (as defined herein) within each building envelope (and corresponding reductions in required parking) may be adjusted, so long as (a) the minimum square footage of Non-Residential Uses are provided; (b) the minimum open space tabulation provided on Sheet 3 of the Concept Plan for each Land Bay (as defined in Note 9 herein) in the Proposed Development is not reduced; (c) the building heights for each building are not increased beyond the heights identified in Note 5 herein; and (d) the development otherwise is in substantial conformance with these Notes and the Concept Plan.

A. In recognition of existing leases on the Property requiring the Applicant to rebuild leased space following a casualty, and pursuant to Section 15-103(6) of the Zoning Ordinance, any building or structure existing as of the date this Amendment is approved that later is destroyed or damaged by any casualty to an extent not exceeding fifty (50) percent of its then-appraised value according to the records of the Department of Tax Administration, exclusive of foundations, may be restored within two (2) years after such destruction or damage in accordance with Sheet 6 herein.

3. Permitted Uses. Residential, hotel, office, retail and other commercial uses shall be the predominate uses on the Property; provided, however, that the Applicant reserves the right to establish any use permitted or which may be approved in a Town Center under Section 6-302 of the Zoning Ordinance, including those special exception and special permit uses set forth on the governing development plans for the Property approved with RZ 86-C-121, as amended, without the need to secure approval of a Concept Plan Amendment ("CPA"). Notwithstanding the foregoing, buildings labeled on Sheet 3 of the Concept Plan as "Non-Residential Uses" shall contain only non-residential uses, while buildings labeled as "Residential Uses" shall contain predominately residential uses, with non-residential uses permitted as secondary uses.

A. The Applicant reserves the right to apply in the future for any Special Permit or Special Exception uses not specifically enumerated on the governing development plans for the Property approved with RZ 86-C-121, as amended, but that otherwise are permissible under the Reston Town Center Proffers and/or the Zoning Ordinance.

B. The PRC Plan for each Land Bay of the Proposed Development shall show the percentage of street-level frontage along Fountain Drive, measured linearly along each development block and generally as depicted on Sheet 21 of the Concept Plan, that will be offered for lease or sale as Non-Residential Uses designed to meet the shopping and service needs of residents, office tenants and hotel guests within the Proposed Development and the larger Reston Town Center area and Reston generally (the "Support Commercial Uses"). Collectively, the PRC Plans for Land Bays A-C shall demonstrate that, upon completion of the Proposed Development, at least seventy-five percent (75%) of the street-level building

frontage along Fountain Drive shall be available for sale or lease as Support Commercial Uses.

- C. The existing drive-through bank located in Land Bay C at the corner of Fountain Drive and Baron Cameron Avenue shall be permitted to remain in operation as shown on the Concept Plan. No additional drive-through uses are proposed at this time. The Applicant may pursue a CPA(s) or, as necessary, a Special Exception application(s) to permit additional drive-through facilities as part of future applications.
4. For purposes of these Notes and the Concept Plan, the “Non-Residential Uses” are measured based on the floor area ratio (“FAR”) of the use or structure. “Residential Units” are measured based on the number of dwelling units per acre. The Proposed Development shall be developed in substantial conformance with the tabulations set forth on Sheet 3 of the Concept Plan, including the minimum and maximum square footage of Non-Residential Uses and the minimum and maximum number of Residential Units to be provided in each portion of the Property. Notwithstanding the foregoing, however, the Applicant reserves the right to reallocate the square footage of Non-Residential Uses and the number of Residential Units within the area of the Property, as applicable, among each building labeled on the Concept Plan for such uses, provided that (a) the minimum square footage of Non-Residential Uses and the minimum number of Residential Units are provided; (b) the square footage of Non-Residential Uses and the number of Residential Units shown on each PRC Plan collectively do not exceed the maximum total square footage of Non-Residential Uses and the maximum total number of Residential Units set forth on the Concept Plan; and (c) the Proposed Development otherwise is in substantial conformance with the approved proffers, the approved Development Plan, and the Concept Plan. The Applicant further reserves the right to reallocate the square footage of Non-Residential Uses within the area of the Property among retail uses and other Non-Residential Uses, provided that (a) the minimum square footage of retail uses are provided; (b) the square footage of Non-Residential Uses does not exceed the maximum total square footage of Non-Residential Uses set forth on the Concept Plan; and (c) the Proposed Development otherwise is in substantial conformance with the approved proffers, the approved Development Plan, and the Concept Plan.
  5. Building Heights. Building heights for each building or structure in the Proposed Development shall be in conformance with the range of building heights set forth on the Concept Plan, and the governing development plans for the Property approved with RZ 86-C-121, as amended, for each building. Actual building heights for each proposed building to be constructed on the Property shall be listed on the PRC Plan for each Land Bay of the Proposed Development submitted pursuant to Section 16-300 et seq., of the Zoning Ordinance and on all site plans submitted to the Department of Public Works and Environmental Services (“DPWES”) for approval. Building height shall be measured in accordance with the provisions of the Fairfax County Zoning Ordinance and shall be exclusive of those structures that are excluded from the maximum height regulations as set forth in Section 2-506 of the Zoning Ordinance, including, for example, penthouses and other rooftop structures used for common amenity space, exercise rooms, meeting

rooms and similar facilities. Such penthouses and other rooftop structures permitted under Section 2-506 of the Zoning Ordinance may be constructed to a height twenty (20) feet from the roof level of the top residential floor of the building below to the top of the penthouse/rooftop structure roof. All building penthouses/rooftop structures shall be integrated into the architecture of the building below and shall not exceed twenty-five percent (25%) of the total roof area of the floor below.

6. There are no scenic or natural features on the Property deserving of protection.
7. Lighting. All on-site, outdoor and parking garage lighting shall comply with the Outdoor Lighting Standards of Section 14-900 of the Fairfax County Zoning Ordinance.
8. Parking. Parking for the Proposed Development shall comply with the parking requirements of Article 11 of the Fairfax County Zoning Ordinance, as determined by DPWES, for the uses established within the Proposed Development. Irrespective of the parking tabulations set forth on Sheet 3 of the Concept Plan, however, as part of each PRC Plan and/or site plan for the Proposed Development, the Applicant reserves the right to reallocate parking spaces from one building to another within the Property, provided such reallocation otherwise is in substantial conformance with the Concept Plan and these Notes. The Applicant also reserves the right, subject to the minimums set forth on Sheet 3 of the Concept Plan, to request approval by the Board of Supervisors of a parking reduction or shared parking agreement to reduce the required number of parking spaces to serve the Proposed Development.
  - A. As more particularly described in Note 24 herein, the Applicant shall use architectural treatments and/or incorporate street-level Non-Residential Uses or Residential Units to screen a substantial portion of the above-grade portions of each parking structure(s) from view along Reston Parkway, New Dominion Parkway and Fountain Drive. Pursuant to Note 24 herein, as part of each PRC Plan submission for the Proposed Development, the Applicant shall submit architectural plans, including projected building materials, to the Planning Commission for review and comment demonstrating parking structure screening techniques, if any, and building façade treatments for all buildings included on each PRC Plan.
  - B. Subject to approval by the Virginia Department of Transportation (“VDOT”) and the Fairfax County Fire Marshal (“Fire Marshal”), in consultation with the Fairfax County Department of Transportation (“FCDOT”), the Applicant shall be permitted to establish parallel on-street parking on the newly constructed streets within each Land Bay and/or within the existing public rights-of-way along Fountain Drive by using the current outside northbound travel lane as a parking lane, as more particularly shown on Sheets 3 and 18 of the Concept Plan (the “Parallel Spaces”). The location of the proposed Parallel Spaces shall be shown, as applicable, on each PRC Plan and site plan submitted for the Proposed Development. The Parallel Spaces may be established in phases or at one time, as determined by the Applicant and VDOT, as required. The Parallel Spaces located

on public streets shall be in addition to the total number of required parking spaces to be provided with the Proposed Development under Article 11 of the Zoning Ordinance. For so long as the area of the proposed Parallel Spaces remains part of the public rights-of-way, the use/operation of such Parallel Spaces shall be governed by such rules and limitations as may be established by VDOT and/or FCDOT, including the placement of directional signage along Fountain Drive in the vicinity of the Parallel Spaces, either inside or outside of the right-of-way, containing information about the permitted use/operation of the Parallel Spaces. Such signage shall conform with VDOT requirements and be submitted to FCDOT and VDOT for review and approval as part of site plan approval for each Land Bay of the Proposed Development in which some or all of the Parallel Spaces are proposed. No on-street striping for the Parallel Spaces shall be permitted without approval by FCDOT and VDOT.

### LAND BAYS

9. PRC Plans. The Applicant shall submit a PRC Plan for each of the three (3) land bays of the Proposed Development as set forth on Sheet 18 of the Concept Plan (each a “Land Bay”) that, among other things, delineates the uses, buildings, parking, open space and other site features proposed for development within such Land Bay. Each PRC Plan also shall demonstrate that, upon substantial completion of development within the applicable Land Bay, the overall percentage of open space and the total number of parking spaces and loading spaces provided within each such Land Bay shall conform to the tabulations set forth on Sheet 3 of the Concept Plan.
  - A. Relationship to Other Land Bays. As part of each PRC Plan submission, the Applicant shall include an exhibit that depicts the integration of the pedestrian and vehicular circulation system within the Land Bay that is the subject of the PRC Plan and in relation to the pedestrian and vehicular circulation system of property not included in the subject PRC Plan to ensure adequate pedestrian and vehicular circulation throughout the buildout of the Land Bay. Concurrent with its preparation of the initial PRC Plan for each Land Bay, the Applicant shall consider the economic and engineering feasibility of incorporating elevated pedestrian connections, such as bridges or walkways, linking buildings or structures within a single Land Bay and/or linking buildings or structures in an abutting Land Bay. To the extent the Applicant elects not to provide elevated pedestrian connections between buildings and structures as set forth in this Note, the Applicant shall include an explanation of its reasons therefore as part of its initial PRC Plan submission for the affected Land Bay.
  - B. Integration Plans. As part of each PRC Plan submission, the Applicant shall include an exhibit or plan that depicts the mitigation efforts to be employed by the Applicant to minimize disruption of the existing buildings and uses then-operating within the applicable Land Bay that may be affected by the phased construction of the uses and structures included on the PRC Plan, as more particularly set forth below (each an “Integration Plan”).

- i. Land Bay A – The Integration Plan for Land Bay A shall address the potential development of either Buildings A1 or A2 in advance of the other and in advance of Buildings A3 and A4, as well as the construction of Buildings A3/A4 in advance of Buildings A1 or A2.
  - ii. Land Bay B – The Integration Plan for Land Bay B shall address the potential development of either Buildings B1/B2 or Buildings B3/B4 in advance of the other.
  - iii. Land Bay C – The Integration Plan for Land Bay C shall address the potential development of Buildings C1/C2 in advance of Buildings C3/C4.
- C. All Integration Plans submitted as part of a PRC Plan shall address the following elements:
- i. Demonstrate that the uses/structures that are to remain undisturbed during construction of a building(s) shall have sufficient parking and/or loading spaces available either onsite through temporary relocation of some or all of the existing parking/loading spaces elsewhere within the Land Bay or at one or more locations offsite (including another Land Bay) as determined by the Applicant and approved by DPWES and FCDOT (the “Temporary Spaces”) without further approval by the Planning Commission or Board of Supervisors.
  - ii. Demonstrate and provide information concerning the phased implementation of pedestrian plazas, open space, screening and/or buffering, as appropriate, between proposed new buildings/uses and those buildings/uses that are to remain;
  - iii. Demonstrate and provide asphalt trails and/or concrete sidewalks and other pedestrian amenities, such as benches, and bicycle racks within the Land Bay to permit integrated pedestrian/bicycle access to the existing and proposed uses, recreation amenities, the off-site pedestrian network and off-site uses; and
  - iv. Demonstrate and establish an integrated vehicular circulation network that provides well-planned and integrated vehicular access to parking areas and to public and private streets in order to serve the existing and proposed uses.

#### LANDSCAPING

10. Landscape Plan. The Applicant shall implement a landscaping plan in general conformance with the landscaping plan shown on Sheet 22 of the Concept Plan.

- A. As part of each PRC Plan submission and each subsequent PRC Plan and/or site plan submission for the Proposed Development, the Applicant shall provide a detailed landscape plan (the "Landscape Plan") for review and approval by the Urban Forest Management Division ("UFM") of DPWES. The Landscape Plan shall maintain or improve the quality and quantity of plantings and materials shown on the Concept Plan and shall include the use of additional shade trees as determined by the Applicant in conjunction with UFM and DPWES. Adjustments to the type and location of vegetation and the design of the plazas, courtyard areas and streetscape improvements and plantings shall be permitted as part of each PRC Plan approval, provided such changes otherwise are in general conformance with the Concept Plan. The Landscape Plan shall include, among other things:
- i. Detailed planting schedule for the portion of the Proposed Development under review, including the size, type and arrangement of proposed plantings;
  - ii. Irrigation information;
  - iii. Design details for tree wells and other areas above structures and along streets where trees are proposed in restricted planting areas;
  - iv. Composition of the planting materials and/or specifications for structural cells used where plantings are to be located on top of structures or within planting areas restricted by curbs or paving, and other methods to be used to insure the viability of the proposed plantings;
  - v. Other information that may be requested by the UFM; and
  - vi. The use of structural cells to improve the survival potential for any trees planted within an area that is less than eight feet in width, as determined by UFM. In all cases where planting areas are modified, exposed surface area of planting beds shall not be less than six feet in width. Planting areas shall be contiguous to the fullest extent possible. Soil in areas previously compacted shall be tilled and amended as necessary, based on soil reports for fertility and compaction, to a depth of eighteen inches (18"). At the time of issuance of the first RUP or Non-RUP, the Applicant shall provide documentation, including written confirmation from a certified arborist or landscape architect, verifying installation of trees consistent with this commitment.
  - vii. Landscape designs shall incorporate diversity that will allow for flexibility in replacing trees in the event that a particular tree species comes under pressure from pests or disease, or otherwise proves unsuitable for specific environmental conditions on the site.
- B. The Applicant shall install and maintain plantings and other landscape materials on the top deck of the parking structures. As part of each Landscape Plan

submitted with each PRC Plan and all subsequent site plans, the Applicant shall demonstrate how such plantings shall be installed and maintained, as reviewed and approved by UFM. Such installation and maintenance may include a natural soil matrix over an under-drain system or another method approved by UFM.

- C. The Applicant shall install street trees and planting areas along all public and private streets consistent with the streetscape plans included on Sheet 22 of the Concept Plan. Street trees generally should be planted in raised beds at least eight (8) feet in width and shall be located between the vehicle travel lanes and the sidewalk subject to the review and approval of UFM.
  - D. As part of each PRC Plan for the Proposed Development, the Applicant may request a waiver or modification of PFM standards for trees not planted within an 8-foot wide minimum planting area or that otherwise do not meet the minimum planting area required by the PFM.
  - F. Streetscape improvements and plantings shall be provided as indicated on Sheet 22 of the Concept Plan. Streetscape improvements for the entire length of Reston Parkway shall be depicted in detail on the first PRC Plan submitted for the Proposed Development. Notwithstanding the foregoing, the Applicant reserves the right, as part of each PRC Plan and/or site plan approval for the Proposed Development, to shift the location of street trees along Fountain Drive and Bowman Towne Drive to accommodate VDOT or Fire Marshal requirements, as well as final architectural design, utilities and layout considerations.
11. Plazas. The Applicant shall design the plazas described in this Note 11 to include, where and as appropriate, both public and private spaces accessible by residents, employees and visitors of the Proposed Development. Each plaza should, but is not required, to include formal and informal seating areas, pathways, active or passive recreation areas or other features designed to create a sense of place. The Applicant should strive to design each plaza and/or the plaza levels of the building(s) that frame it in a manner that activates all or portions of each plaza, such as by providing secondary access to ground-floor retail uses through the plaza or the location of residential amenities on the same level as the plaza area. Each of the plazas generally should be accessible to visitors to and guests of the Proposed Development between the hours of 7:00 a.m. and 11:00 p.m., provided that nothing herein shall prevent the Applicant from installing security features such as fences, gates or similar facilities to separate quasi-public areas from private resident amenities (e.g. swimming pools, etc.).
- A. Plaza 1 shall be constructed in accordance with the illustrations provided on Sheet 24 of the Concept Plan and shall include landscaping, hardscape areas (such as concrete walkways with brick pavers, stonework, etc.), benches, seating areas and similar passive recreation amenities, provided that at least fifty percent (50%) of the surface area of Plaza 1 shall be comprised of pervious or porous materials. Plaza 1 also shall include a focal point feature to be selected by the Applicant, such as a fountain, public art or similar amenity that will serve as a defining entry feature for the development. The Applicant shall construct Plaza 1 in accordance

with the phasing set forth on the Integration Plan for Land Bay A as approved pursuant to Note 9 herein.

- B. Plaza 2 shall be constructed in accordance with the illustrations on Sheet 24 of the Concept Plan and shall be completed in accordance with the phasing set forth on the Integration Plan for Land Bay A as approved pursuant to Note 9 herein.
- C. Plaza 3 shall be constructed in accordance with the illustrations on Sheet 25 of the Concept Plan and shall be completed in accordance with the phasing set forth on the Integration Plan for Land Bay B as approved pursuant to Note 9 herein. As part of its design of Plaza 3, the Applicant shall explore the establishment of a secondary internal access point from Plaza 3 to the ground-floor Non-Residential Uses to be provided in Building B1 in order to encourage appropriate linkage between Fountain Drive while activating Plaza 3.
- D. Plazas 4 and 4A shall be constructed in accordance with the illustrations on Sheet 25 of the Concept Plan and shall be completed in accordance with the phasing set forth on the Integration Plan for Land Bay B as approved pursuant to Note 9 herein.
- E. Plazas 5, 5A and 6 shall be constructed in accordance with the illustrations on Sheet 25 of the Concept Plan and shall be completed in accordance with the phasing set forth on the Integration Plan for Land Bay C as approved pursuant to Note 9 herein.

#### PEDESTRIAN CIRCULATION, TRAILS AND SIDEWALKS

12. A comprehensive pedestrian circulation system shall be provided within the Property, generally as shown on Sheet 23 of the Concept Plan. Sidewalks shall be constructed concurrent with the phased development of the Property. All sidewalks located outside or partially within the public right-of-way shall be maintained by the Applicant and/or property owners association, as applicable, in accordance with VDOT policy concerning private sidewalks in public rights-of-way. Sidewalk improvements wholly located within existing or proposed rights-of-way shall be as approved by VDOT in consultation with FCDOT unless otherwise agreed to by the Applicant, FCDOT and VDOT as part of PRC Plan and/or site plan approval for each Land Bay of the Proposed Development.
  - A. Streetscape Improvements and Designs. – Fountain Drive, New Dominion Parkway and Bowman Towne Drive shall be designed with the streetscapes generally as shown on Sheet 22 of the Concept Plan, including retail doors that open directly to the street where possible. Specific details concerning the streetscape improvements and street frontage building design shall be included on each PRC Plan submitted for the Proposed Development, where applicable.
  - B. Reston Parkway Trail – Subject to VDOT approval and the need to secure any offsite easements, as applicable, the Applicant shall construct or upgrade the

existing asphalt trail along Reston Parkway to a Type I Asphalt Trail with a minimum width of ten feet (10') inside a twelve foot (12') access easement, as more particularly shown on Sheet 23 of the Concept Plan and labeled thereon as "Pedestrian and Bike Route." As part of each PRC Plan, the Applicant shall also depict how supplemental landscaping, benches and similar amenities will be provided to enhance the appearance of the Reston Parkway Trail through the Land Bay that is the subject of the PRC Plan. The Applicant shall install such supplemental landscaping, benches, and similar amenities prior to the issuance of the first RUP for the Land Bay that is the subject of the PRC Plan.

- C. Pedestrian Connection Through Spectrum Site. The Applicant shall construct a pedestrian pathway across or through each Land Bay of the Proposed Development linking New Dominion Parkway to Buildings C3 and C4, as more particularly shown on Sheet 23 of the Concept Plan (the "Pedestrian Pathway"). The Pedestrian Pathway shall provide pedestrian access to and across Plazas 3, 4 and 5 from the abutting streets or passageways via stairs and/or elevators. Archways or building arcades, such as those shown on Sheets \_\_\_ of the Concept Plan, shall be incorporated into the design of each building, where feasible and appropriate, through which the Pedestrian Pathway crosses to provide an inviting entry feature to/from each plaza and the street(s) below. The Pedestrian Pathway shall be a minimum five feet (5') in width and be constructed concurrent with each phase of the Proposed Development over which it crosses. The Applicant also shall appropriate signage, lighting and/or protections to encourage safe pedestrian passage through or between the structure(s). Details concerning the location, design and phased construction of the Pedestrian Pathway shall be included on PRC Plans and site plans for each Land Bay of the Proposed Development over/through which such pathway traverses.
- D. Pedestrian Crosswalks. Subject to VDOT approval, the Applicant shall provide signalized, un-signalized and/or striped pedestrian crosswalks on Fountain Drive in the general locations shown on Sheet 23 of the Concept Plan. Such signals and/or crosswalks shall be included on the PRC Plan and site plans for each Land Bay of the Proposed Development to which such crosswalk connects and installed, subject to VDOT approval, prior to the issuance of the first RUP or Non-RUP for the Land Bay to which the crosswalk connects.
- E. Pedestrian Crossings at Baron Cameron Avenue. As part of the first site plan approval for Land Bay C, the Applicant shall submit to VDOT an analysis of the existing and projected pedestrian and vehicular movements at the intersections of (a) Baron Cameron Avenue and Reston Parkway and (b) Baron Cameron Avenue and Fountain Drive to determine if modifications to the lane striping or pedestrian crosswalks/signals are warranted following completion of development in Land Bay C. In the event VDOT determines that modifications to the intersection striping, signal timing or pedestrian crossings are warranted, then the Applicant shall implement such modifications: (a) consistent with the findings of the transportation impact analysis for Land Bay C required under Note 14 herein, or

(b) prior to the issuance of the earlier of (i) the RUP representing more than fifty percent (50%) of the expected RUPs in Land Bay C or (ii) the Non-RUP representing more than fifty percent (50%) of the non-residential square footage in Land Bay C, whichever is later.

- F. Bike Racks – The Applicant shall provide secure bicycle storage in locations convenient to the office, multifamily residential and retail uses on the following basis: (i) one (1) bicycle parking space for the first 7,500 square feet or portion thereof of office gross floor area and one (1) additional bicycle parking space for each additional 20,000 square feet or portion thereof of office gross floor area in each building; (ii) one (1) bicycle parking space for the first five (5) multifamily residential units or portion thereof and one (1) additional bicycle parking space for each additional fifty (50) multifamily residential units or portion thereof; and (iii) two (2) bicycle parking spaces for every 10,000 square feet of portion thereof of the minimum 135,000 square feet of retail. The bicycle parking spaces for office and multifamily uses as required herein shall be located within a structure. The bicycle parking spaces for retail uses as required herein shall be installed at exterior locations that are visible from the retail uses and do not block sidewalks. The general location of all bicycle parking spaces and bicycle lockers shall be shown on each PRC Plan. The exact locations of the bicycle parking spaces and lockers to be provided in each Land Bay of the Proposed Development shall be determined by FCDOT at the time of site plan. The bicycle parking spaces and lockers shall be installed prior to the issuance of the first RUP or Non-RUP for the portion of the Proposed Development covered by the site plan on which the applicable bicycle parking spaces and lockers are shown. In addition, the Applicant shall provide one (1) shower per gender for every 50,000 square feet of office gross floor area, up to a maximum of three (3) showers per gender in each office building.
13. Reston Parkway Tunnel. Prior to the issuance of the first RUP or Non-RUP in Land Bay A of the Proposed Development, the Applicant shall, at its discretion following consultation with the Hunter Mill District Supervisor's office, Reston Association and FCDOT, either (a) construct structural, façade and/or lighting improvements having a cumulative total capital cost value of \$100,000.00 inside or at the exterior ends of the existing pedestrian tunnel located beneath Reston Parkway and connecting the Property with the Bowman Green Office Condominium development (Fairfax County Tax Map #17-2 ((30)) Parcels 1-26), or (b) contribute \$100,000.00 to the Reston Association to be used for such purposes. In the event the Hunter Mill District Supervisor's office, the Reston Association and FCDOT determine that such construction or contribution is no longer necessary due to construction or contributions by others, the Applicant shall instead contribute \$100,000.00 to FCDOT to be used for other transportation improvements in the vicinity of the Property, as determined by the Hunter Mill District Supervisor's office. The Applicant shall not locate ancillary or accessory improvements associated with the Proposed Development in a manner that negatively affects pedestrian safety or visibility at or immediately adjacent to the Reston Parkway Tunnel, such as the

location of large trash receptacles, trash compactors, or loading docks at the tunnel entrance.

## TRANSPORTATION

14. Transportation Impact Analyses. Notwithstanding the requirement to complete traffic analyses as set forth in Part B of the proffers approved with RZ 86-C-121, as amended, the Applicant shall, as part of the first PRC Plan approval for each Land Bay, complete a transportation impact analysis analyzing the transportation impacts of the uses and structures included on the PRC Plan for such Land Bay (each a "TIA"). The TIA shall be completed in accordance with FCDOT and VDOT standards and submitted for review and comment within sixty (60) days of submission of the applicable PRC Plan. Irrespective of the results of any TIA completed pursuant to this Note 14, the Applicant shall be required to complete only those transportation improvements (a) set forth in Part B of the proffers approved with RZ 86-C-121, as amended, that may be triggered as a result of the development of the uses shown on the applicable PRC Plan or (b) set forth in these Notes.
15. Traffic Signal Warrants. As part of each site plan for a building(s) within a Land Bay that is the subject of an approved PRC Plan, the Applicant shall submit to VDOT a traffic signal warrant study for traffic signals at each public street intersection abutting the Land Bay in which the site plan property is located; provided, however, that if a signal already has been determined by VDOT as warranted at the subject intersection(s), then no such warrant study shall be required. Should the warrant study determine that a traffic signal at such location(s) will be warranted upon completion of the development shown on the approved PRC Plan for the subject Land Bay, then, prior to the issuance of the first RUP or Non-RUP, as applicable, for the building that triggers the requirement for such signal (and subject to timely VDOT approval of the signal construction plans), the Applicant shall design and install such signal, including audible (if approved by VDOT), pedestrian-activated countdown signals across all four (4) legs of the subject intersection. If, based on the warrant studies, VDOT determines that a traffic signal at the subject intersection(s) will not be warranted until a time subsequent to expected bond release for the development within the subject Land Bay, then the Applicant shall provide an escrow for the cost of such signal prior to final bond release for the last building in the Land Bay in lieu of construction in an amount to be determined by FCDOT. FCDOT shall be permitted to use such contribution amount for other transportation improvements serving the Property, as determined by FCDOT.
16. Reston Parkway.
  - A. Right Turn Lane at New Dominion Parkway. Subject to VDOT and FCDOT approval, the Applicant shall extend northward the existing right turn lane from southbound Reston Parkway onto westbound New Dominion Parkway in accordance with VDOT standards, as more particularly shown on the Concept Plan. These improvements shall be shown on all PRC Plans and site plans for development in Land Bay A and shall be completed (but not necessarily accepted

by VDOT for maintenance) prior to issuance of the earlier of (a) the RUP representing more than seventy-five percent (75%) of the minimum number of RUPs in Land Bay A or (b) the Non-RUP representing more than 150,000 square feet of Nonresidential Uses in Land Bay A, as shown on the approved PRC Plan for Land Bay A.

- B. Right Turn Lane From Baron Cameron Avenue. Subject to VDOT and FCDOT approval, the Applicant shall extend northward to Baron Cameron Avenue the existing right turn lane along southbound Reston Parkway onto the proposed private street to be located between Land Bays B and C as shown on the Concept Plan. The turn lane extension shall be shown on the PRC Plan and all site plans for development in Land Bay C and shall be completed (but not necessarily accepted by VDOT for maintenance) prior to issuance of the RUP representing more than seventy-five percent (75%) of the minimum number of RUPs in Land Bay C.
17. New Dominion Parkway. Subject to approval by VDOT and FCDOT, the Applicant shall convert the existing right-in-only entrance from New Dominion Parkway in Land Bay A to a right-in/right-out intersection, including, if approved by VDOT and FCDOT, a channelized left turn lane from westbound New Dominion Parkway onto southbound Fountain Drive (collectively, the “New Dominion Improvements”), as more particularly shown on the Concept Plan. If required by VDOT and/or FCDOT, the Applicant shall eliminate the proposed “pork chop” island included in the New Dominion Improvements and make other adjustments to the design of such improvements as may be requested by VDOT and/or FCDOT. The New Dominion Improvements shall be included on the PRC Plan and all site plans for Land Bay A of the Proposed Development and, if approved, shall be constructed and placed into operation (but not necessarily accepted into the VDOT system for maintenance) prior to the issuance of the earlier of (a) the RUP representing more than seventy-five percent (75%) of the minimum number of RUPs in Land Bay A or (b) the Non-RUP representing more than 200,000 square feet of Nonresidential Uses in Land Bay A. In the event VDOT does not approve or permit the installation of the New Dominion Improvements, then the Applicant may retain the existing right-in-only entrance from New Dominion Parkway as part of the Proposed Development.
18. Bowman Towne Drive. The Applicant shall, subject to VDOT approval, (a) remove the existing median treatments and stop signs along each approach to the subject intersection and (b) re-stripe Bowman Towne Drive as a four-lane undivided section between Reston Parkway and Fountain Drive.
19. Future Connection to Reston Parkway. At such time as the property located east of Land Bay B in the northwest corner of the intersection of Reston Parkway and Bowman Towne Drive (Tax Map 17-1 ((1)) 2C (the “Town Center Office Building”)) is redeveloped, and such redevelopment results in the permanent closure of the Town Center Office Building’s direct access to Reston Parkway, then the Applicant (or the owner of the Town Center Office Building, as applicable) shall be permitted to construct, subject to

VDOT approval, a new, shared or joint ingress/egress point on Reston Parkway through Land Bay B and abutting the Town Center Office Building, as more particularly shown on Sheet 14 and 15 of the Concept Plan and labeled thereon as "Possible Future Connection to Reston Parkway." Detailed engineering designs for the Possible Future Connection to Reston Parkway may be included on the PRC Plan and site plans for Land Bay B or on similar plans for the redevelopment of the Town Center Office Building. The Possible Future Connection to Reston Parkway may not be constructed except upon the permanent closure of the Town Center Office Building's direct access to Reston Parkway.

20. Fountain Drive Turn Lane. Prior to the submission of the PRC Plan for Land Bay C of the Proposed Development, the Applicant shall prepare and submit to FCDOT and VDOT a traffic study to determine whether, upon completion of Land Bay C of the Proposed Development, traffic volumes through the intersection of Fountain Drive and Baron Cameron Avenue would warrant the construction of one (1) additional turn lane or through lane from northbound Fountain Drive onto Baron Cameron Avenue. In the event that VDOT determines that such additional lane would be warranted, then, as part of site plan approval for the earlier of either Building C1 or C2, the Applicant shall dedicate in fee simple to the Board of Supervisors right-of-way for the construction of such additional lane, including appropriate tapers. Subject to FCDOT and VDOT approval, actual construction of the additional lane shall be completed prior to the issuance of the first RUP for Building C1 or Building C2, whichever is later, and shall include, as approved by FCDOT and VDOT, adjustments or upgrades to the existing traffic signal and pedestrian crosswalks as may be required to facilitate improved vehicle and pedestrian access through the intersection. As part of such improvement, the Applicant also shall be permitted, in accordance with Note 12(A) herein, to modify the streetscape section along Fountain Drive abutting the existing bank to accommodate the additional lane, provided such modification is approved as part of PRC Plan approval for the turn lane. In the event VDOT and/or FCDOT fails to approve the proposed turn lane set forth in this Note 20 prior to the final RUP or Non-RUP for the final building in Land Bay C of the development, the Applicant shall be forever relieved of its obligations to provide such improvement.
21. Final Signal Adjustments. Prior to the issuance of the final RUP or Non-RUP for the Proposed Development, the Applicant shall submit to VDOT an analysis of the existing and new traffic signals located along Fountain Drive and Reston Parkway that abut the Property, including (i) New Dominion Parkway, (ii) Bowman Towne Drive, (iii) Baron Cameron Avenue and (iv) any new entrances to the Property to determine whether adjustments to the signal timings of one or more of the studied traffic signals would improve or enhance circulation through the intersections analyzed. The signal timing study shall include updated traffic counts based on the occupancy of the Proposed Development as of the date of the study. In the event VDOT determines that adjustments to the signal timing are warranted, then the Applicant shall make such adjustments prior to bond release for the Proposed Development.

22. Transportation Demand Management Plan. All Nonresidential Uses in the Applicant’s Proposed Development shall participate in the LINK programs and activities in accordance with the proffers approved as part of RZ 86-C-121, as amended. Residential Uses in the Proposed Development shall adhere to the transportation demand management (“TDM”) strategy set forth in this Note.

A. TDM Plan. The Applicant and subsequently, as appropriate, the respective condominium association(s) shall develop and implement a plan to encourage the use of transit (Metrorail and bus), other high-occupant vehicle commuting modes, walking, biking and teleworking (collectively, the “TDM Plan”), in order to reduce automobile trips generated by the Residential Units in the Proposed Development. The TDM Goal (as defined in this Note) and TDM Plan shall not apply to the Nonresidential Uses in the Proposed Development, as the Non-Residential Uses are subject to a separate TDM requirement and program approved as part of RZ 86-C-121, as amended. Nevertheless, the Applicant shall use its best efforts to coordinate its TDM Plan for the Residential Units with the existing LINK program serving the Property and explore using a single PM (as defined in this Note) to provide TDM services and promote transit and other services for both the Nonresidential Uses and the Residential Units in the Proposed Development.

i. TDM Goal. TDM strategies, as detailed below, shall be utilized by the Applicant in order to reduce the P.M. peak hour trips by a minimum of twenty percent (20%) from the total number of vehicle trips that would be expected from the Full Occupation of the Proposed Development (the “Baseline Trips”) under the Institute of Traffic Engineers (ITE) Trip Generation Manual, 7<sup>th</sup> Edition (the “TDM Goal”). For purposes of this Note, “Full Occupation” of the Proposed Development shall be deemed to occur upon the issuance of (a) one hundred percent (100%) of all RUPs and (b) Non-RUPs representing fifty percent (50%) or more of the total ground-floor Nonresidential Uses approved on PRC Plans for the Proposed Development.

ii. Because the reduction of trips depends, in part, on the synergy of uses created through implementation of the Proposed Development, the TDM Goal shall be phased in accordance with the issuance of RUPs and Non-RUPs for the Support Commercial Uses as follows:

TDM Phase	(RUP)	(Non-RUPs)	TDM Trip Reduction Goal
I	1 to 600	> 35%	15%
II	601 or more	< 35%	20%

- iii. In the event the Applicant constructs fewer than 1,442 Residential Units as part of the Proposed Development, then the Baseline Trips shall be calculated as if the full 1,442 Residential Units of the Proposed Development actually had been constructed as reflected on the Concept Plan. Residents of the Proposed Development shall be advised of the TDM Goal and the TDM strategies by the PM (as defined in this Note) through the annual dissemination of written materials summarizing the availability of the TDM strategies. Further, written materials will also be included in the respective sale, lease or condominium association documents for future residents.
- B. Program Manager. Within three (3) months following approval of the first building permit for the first Residential Unit, the Applicant (and thereafter, as applicable, the condominium association) shall designate an individual to act as the Program Manager ("PM") for the Property, whose responsibility will be to implement the TDM strategies, with on-going coordination with FCDOT. The PM's name and contact information will be filed with FCDOT within 30 days of this designation, and updated within 30 days if there are any changes in staffing or contact information. The PM duties may be a part of other duties assigned to the individual(s).
  - C. TDM Plan. In order to meet the TDM Goals set forth in this Note, the Applicant shall implement the TDM Plan. A draft copy of this plan, including information on how the TDM Plan will interact and be coordinated with the existing LINK program, shall be provided to FCDOT for review and comment prior to the issuance of the first building permit for the first Residential Unit on the Property. Should FCDOT seek modifications to the TDM Plan, the Applicant shall work in good faith with FCDOT and shall amend the TDM Plan as mutually agreed to by the Applicant and FCDOT. If FCDOT does not comment on the TDM Plan within sixty (60) days following its submission, the TDM Plan shall be deemed approved. Once the TDM Plan is approved by FCDOT, the Applicant shall implement the TDM Plan. Because the TDM Plan represents the strategy to be employed by the PM to meet the TDM Goal, the TDM Plan may be amended from time to time, subject to approval of FCDOT, without the requirement to secure a CPA; provided, however, that the TDM Goal shall not be amended absent approval of the Planning Commission. The TDM Plan and any amendments thereto shall include provisions for the following with respect to the Residential Units:
    - i. A targeted marketing program for residential sales/leases that encourages and attracts residents who are inclined to use transit services, such as one or no-car individuals/families to live in the Proposed Development; provided, however, that such marketing shall be completed on a non-discriminatory basis in conformance with the Fair Housing Act and all other applicable laws and regulations;

- ii. Integration of transportation information, including transit maps, schedules and forms, ride-sharing and other relevant transit option information into residential sales/rental kits;
- iii. Coordination/Assistance with vanpool and carpool formation programs, including Reston's LINK program, ride matching services, adjacent office buildings and homeowners associations, and established guaranteed ride home programs;
- iv. A parking management plan, which shall include (i) a unit sales/rental program/policy under which each residential unit is allocated on a non-exclusive basis one (1) parking space as part of the base purchase/rental price, and that additional parking spaces may be purchased/leased at market rates for the surrounding area; and (ii) dedicated preferential space for residential vanpools and car-sharing vendors not otherwise addressed herein;
- v. Distribution of fare media or other incentives, at least one time and in the amount of at least \$40.00, to all initial residents of driving age, including distribution of SmartTrip cards (or similar transit fare cards) to all new residents of the Proposed Development upon execution of their initial lease or at closing, as applicable, as well as on select occasions as an incentive;
- vi. Use of car sharing program(s), subject to agreement with third-party vendor(s) (such as ZipCar/FlexCar);
- vii. Establishment of a phasing strategy, coordinated with FCDOT as provided herein, to address which TDM strategies are implemented at what time;
- viii. The residential buildings of the Proposed Development shall be hardwired to provide high-capacity, high-bandwidth communication lines or the equivalent wireless access; and
- ix. "Personalized transportation advising" integrated into new unit walk-throughs, including appropriate training of sales/leasing agents.

D. TDM Account. Concurrent with the designation of the PM and each calendar year thereafter, the Applicant, through the PM, shall establish and fund a TDM account (the "TDM Account") sufficient to implement the TDM Plan for the remainder of the year and for the next calendar year, which initial amount shall not be less than \$100,000.00. Within sixty (60) days of the end of each calendar year thereafter, the PM shall re-establish the TDM Account for the forthcoming year, with review and comment by FCDOT, which thereafter shall be utilized by the PM each year to implement the TDM strategies and costs and expenses associated therewith. As applicable, a line item for continued funding of the TDM Account shall be included in the annual condominium association budget upon the establishment of the condominium association, as applicable. The

condominium association documents shall provide that the TDM Account shall not be eliminated as a line item in the condominium association budget, and that funds in the TDM Account shall not be utilized for purposes other than to fund implementation of the TDM Plan. The PM shall consult with FCDOT to develop and implement the initial TDM strategies. TDM strategies ii, iii, v, and viii set forth above shall be established prior to the issuance of the first RUP on the Property. All other TDM strategies shall be established concurrent with the issuance of the first RUP for each successive residential building constructed on the Property, as appropriate for each TDM strategy.

E. Monitoring.

- i. No later than one (1) calendar year following the issuance of the first RUP for each new residential building on the Property, the Applicant shall evaluate the effectiveness of the TDM Plan in meeting the phased TDM Goal using surveys and/or traffic counts prepared by the PM, as approved by FCDOT. The Applicant shall coordinate with FCDOT regarding the scope of the traffic counts. All costs exclusive of those of the PM, such as the employment of a traffic consultant, associated with undertaking the traffic study shall be funded outside the TDM Account. The Applicant shall submit the results of the surveys and traffic counts to FCDOT to permit the Applicant and FCDOT to determine if the TDM Goal has been met. If FCDOT has not responded to such submission within sixty (60) days, the survey and count data for that year shall be deemed approved. Such TDM surveys shall be conducted annually for two (2) years following the initial survey for each new residential building. If the TDM surveys show that the applicable TDM Goal is being met for two (2) consecutive years following initial occupancy of each new residential building, the Applicant shall proceed with the TDM strategies as implemented and not be required to conduct additional trip counts until the next residential building is constructed and RUPs issued therefore.
- ii. In the event any TDM survey and traffic count indicates that the applicable TDM Goal has not been met, the Applicant shall meet with FCDOT to review the strategies in place and to develop modifications to the TDM strategies, adopt additional TDM strategies and/or conduct additional traffic counts, as deemed appropriate by FCDOT, that will facilitate meeting the TDM Goal. If the TDM Goal is not met for two (2) consecutive surveys and traffic counts, then the Applicant, or the successor condominium association, shall contribute Fifty and No/Dollars (\$50.00) per residential unit constructed on the Property to the TDM account to be utilized on supplemental TDM strategies approved in cooperation with FCDOT. The TDM Goal, the TDM strategies and potential for such TDM penalty shall be disclosed in the condominium association documents.

- iii. If the TDM surveys show that the Phase II TDM Goal is being met for two (2) consecutive years following Full Occupancy of the Proposed Development, the Applicant shall proceed with the TDM strategies as implemented and not be required to conduct additional trip counts.
23. Bus Shelters. The Applicant shall relocate existing and/or construct a maximum total seven (7) bus shelters at locations along Fountain Drive, Bowman Towne Drive, or New Dominion Parkway, either on the Property or within the right-of-way, as mutually agreed by the Applicant and FCDOT. The precise locations of the bus shelters shall be determined in consultation with FCDOT and VDOT as part of PRC Plan and site plan approval(s) for each Land Bay of the Proposed Development. Each bus shelter installed shall be consistent with the design and quality of shelters installed by Fairfax County in the vicinity of the Property and shall be limited to installation of the concrete pad, the shelter itself, a trash can and improved ADA compliant connections to the existing pedestrian infrastructure. The bus shelters and trash cans shall be maintained by the Applicant or a property owners association, as applicable.

#### SITE DESIGN

24. Resident Amenities and Facilities. As part of its construction of residential buildings in the Proposed Development, the Applicant shall provide amenities and facilities designed to meet the needs of the occupants of such buildings. The Applicant shall expend a minimum of \$1,500.00 per market-rate Residential Unit (as adjusted for inflation from a base year of 2008 and based on the methods set forth in the Code of Virginia) on on-site recreation facilities and resident amenities to meet the needs of residents of the Proposed Development. Prior to final bond release for the Proposed Development, the balance of any funds not expended on-site shall be contributed to the Fairfax County Park Authority and used to support the provision of recreation facilities serving the Proposed Development.
- A. Buildings A2 and A3. The Applicant shall provide the following facilities or amenities in one or both of Buildings A2 and A3, provided that a substantially-comparable level of amenities are provided in each building or are shared between the buildings. The amenities proposed for each building shall be completed prior to the issuance of the RUP representing more than seventy-five percent (75%) of the total Residential Units to be constructed in such building as approved on the building permit(s) for such building:
- i. Indoor storage facilities;
  - ii. A media/entertainment center outfitted with large screen/projection TV(s), seating areas and stereo/sound equipment;
  - iii. A swimming pool generally as shown on the Concept Plan, including required changing facilities;

- iv. A fitness center that includes equipment such as stationary bikes, treadmills, weight machines, free weights, etc., having a total value of at least \$50,000.00 (as adjusted for inflation from base year 2008); and
- v. A business center, with broadband or high-speed data connections (including “secure” voice and/or data connections), computer and facsimile machine.

B. Buildings B2, B3 and B4. The Applicant shall provide the following facilities or amenities in one or all of Buildings B2, B3 and B4, provided that a substantially-comparable level of amenities are provided in each building or are shared between the buildings. The amenities proposed for each building shall be completed prior to the issuance of the RUP representing more than seventy-five percent (75%) of the total Residential Units to be constructed in such building as approved on the building permit(s) for such building:

- i. Indoor storage facilities, including bike racks;
- ii. A media/entertainment center outfitted with large screen/projection TV(s), seating areas and stereo/sound equipment;
- iii. A swimming pool with required changing facilities (except Building B2);
- iv. A fitness center that includes equipment such as stationary bikes, treadmills, weight machines, free weights, etc., having a total value of at least \$50,000.00 (as adjusted for inflation from base year 2008); and
- v. A business center, with broadband or high-speed data connections (including “secure” voice and/or data connections), computer and facsimile machine.

C. Buildings C1 and C2. The Applicant shall provide the following facilities or amenities in one or both of Buildings C1 and C2, provided that a substantially-comparable level of amenities are provided in each building or are shared between the buildings. The amenities proposed for each building shall be completed prior to the issuance of the RUP representing more than seventy-five (75%) of the total Residential Units to be constructed in such building as approved on the building permit(s) for such building:

- i. Indoor storage facilities, including bike racks;
- ii. A media/entertainment center outfitted with large screen/projection TV(s), seating areas and stereo/sound equipment;
- iii. A swimming pool with required changing facilities;

- iv. A fitness center that includes equipment such as stationary bikes, treadmills, weight machines, free weights, etc., having a total value of at least \$50,000 (as adjusted for inflation from base year 2008); and
- v. A business center, with broadband or high-speed data connections (including “secure” voice and/or data connections), computer and facsimile machine.

25. Building Architecture. The general architectural design of the Proposed Development is shown on Sheets 19 and 20 of the Concept Plan (the “Conceptual Elevations”). As part of PRC Plan approval for each Land Bay of the Proposed Development, the Applicant shall submit more detailed architectural plans that include, at a minimum, a proposed list of building materials, elevations showing the architectural style and façade treatment for each building, and, as applicable, the exterior treatments of ground-floor retail uses along Fountain Drive, as more particularly described in this Note.

- A. Ground-Floor Uses Fronting Public/Private Streets. As part of each PRC Plan, the Applicant shall demonstrate that ground-floor Support Commercial Uses or similar uses with frontage or entrances along public or through streets will create an activated building façade and pedestrian-oriented streetscape that provides interest to pedestrians and vehicles passing the Property, all as more particularly shown on Sheets 19, 20, 21 and 26 of the Concept Plan. Elements of this program may include, but need not be limited to, transparent exterior storefront facades and entries, landscaping, restaurant seating areas, benches, canopies and awnings, decorative light fixtures, brick pavers, shade elements and other techniques with similar effect.
- B. Interior Design of Retail Uses. As part of each PRC Plan, the Applicant shall demonstrate that the ground-floor retail areas of each building can accommodate a mix of different size tenants and uses in accordance with market demand. The planned location of all building entrances.
- C. Building Entrances. Building entrances to the Proposed Development shall be provided in the general locations show on the Concept Plan, provided, however, that the Applicant may modify such entrance locations and features (i) as permitted by the Zoning Ordinance, the Virginia Statewide Uniform Building Code or the Americans with Disabilities Act (“ADA”), (ii) in order to accommodate individual tenant needs, and (iii) as approved by the DRB.
- D. Comprehensive Sign Plan. The Applicant may design and submit a Comprehensive Sign Plan (subject to Planning Commission review and approval) to ensure that all signs (entrance, directional, traffic and building mounted signs) in the Proposed Development are coordinated and consistent with the quality of the architecture of the Proposed Development and the Reston Town Center generally.

26. Loading Spaces. Loading spaces for the various buildings may be provided in the general locations and quantities set forth on the Concept Plan and shall be included on each PRC Plan and site plan for the Proposed Development. In those locations where loading spaces are not provided internal to or beneath the buildings in the Proposed Development, the Applicant shall, to the extent possible, screen such loading spaces so that these facilities will blend harmoniously with the overall building design or not be visible from the street level of Fountain Drive, Bowman Towne Drive, Reston Parkway, or New Dominion Parkway. Among the screening techniques that may be employed are: truck enclosures, roll-up doors, berms, landscaping and/or screening walls.
27. Design Guidelines. The Property shall be developed in substantial conformance with the Reston Town Center Design Guidelines dated July 1998 and prepared by the DRB, as the same may be amended from time to time.
28. Building Materials. Building materials for the Proposed Development shall be selected from among the following: brick, aluminum (not aluminum siding), hardi-plank, wood, EIFS (principally for architectural accents), masonry/stone, glass, steel, split-face block and pre-cast panels, provided that final architectural details and accents may include other materials.
29. Noise Mitigation. The Applicant has submitted to the County a preliminary Environmental Noise Measurement and Noise Impact Assessment for Spectrum – Reston Parkway dated May 16, 2007, and prepared by Miller, Beam & Paganelli, Inc. (the “Noise Study”), detailing the projected noise impacts on the Proposed Development and proposed mitigation techniques. Based on the Noise Study, the Applicant commits to the following:
  - A. Refined Noise Impact Assessment. Concurrent with the submission of each site plan for Residential Units and/or hotel uses in the Proposed Development, the Applicant shall submit a revised Noise Study and/or provide the necessary mitigation measures to demonstrate that all affected interior areas of the residential buildings or hotels will have noise levels reduced to approximately 45 dBA Ldn or less based on future traffic conditions and final site conditions.
  - B. Noise Levels within Residential Units and Hotel Rooms.
    - i. Greater than 75 dBA Ldn. No space in any building that shall be occupied by a Residential Unit or hotel room shall be located in any area impacted currently or in the future by noise at a level of 75 dBA Ldn or greater.
    - ii. 70 dBA Ldn to 75 dBA Ldn. In order to reduce interior noise to a level of no more than 45 dBA Ldn for Residential Units or hotel rooms that are projected to be impacted by noise greater than 70 dBA Ldn (but not more than 75 dBA Ldn), the Applicant shall construct such units/rooms using the following acoustical measures:

- a. Exterior walls shall have a laboratory STC rating of at least 45;
  - b. Doors and glazing shall have a laboratory STC rating of at least 37 unless glazing constitutes more than twenty percent (20%) of any façade exposed to noise levels of Ldn 70 dBA or above;
  - c. If glazing constitutes more than twenty percent (20%) of an exposed façade, then the glazing shall have a laboratory STC rating of at least 45; and
  - d. All surfaces shall be sealed and caulked in accordance with methods approved by the American Society for Testing and Materials (“ASTM”) to minimize sound transmission.
- iii. 65 dBA Ldn to 70 dBA Ldn. In order to reduce interior noise to a level of no more than 45 dBA Ldn for Residential Units or hotel rooms that are projected to be impacted by noise projected greater than 65 dBA Ldn (but not more than 70 dBA Ldn), the Applicant shall construct such units/rooms using the following acoustical measures:
- a. Exterior walls shall have a laboratory sound transmission class (“STC”) rating of at least 39;
  - b. Doors and glazing shall have a laboratory STC rating of at least 28 unless glazing constitutes more than twenty percent (20%) of any façade exposed to noise levels of Ldn 70 dBA or above;
  - c. If glazing constitutes more than twenty percent (20%) of an exposed façade, then the glazing shall have a laboratory STC rating of at least 39; and
  - d. All surfaces shall be sealed and caulked in accordance with methods approved by the ASTM to minimize sound transmission.
- C. All site plans, building permit applications and building plans submitted to the County shall indicate whether such portion of the Proposed Development is required to include noise attenuation measures and, if so, the type of attenuation measure to be implemented. PRC Plans, building plans and site plans for each building and/or unit that is subject to noise mitigation as provided herein shall depict the final noise contours as determined by the Revised Noise Study.
- D. Exterior Noise. Concurrent with the submission of each site plan for Plazas 1-6 of the Proposed Development, the Applicant shall demonstrate that all proposed exterior courtyards and plazas will have noise levels reduced to approximately 65 dBA Ldn or less based on existing and future traffic conditions and final site conditions. All mitigation measures proposed to achieve these noise levels shall

be depicted on each PRC Plan and shall be integrated and designed to fit into the overall site design and complement the pedestrian streetscape.

30. Stormwater Management. Stormwater management for the Proposed Development shall be provided in the “Town Center Parkway” and “Reston Section 43” Storm Water Management Facilities (Site Plan Numbers 5734-PL-01 and 5978-PL-01), which is consistent with the approved development of the Reston Town Center.

#### TOWN CENTER CONCEPT PLAN AMENDMENTS

31. The Applicant reserves the right to file and have approved amendments to this Concept Plan on the Property or any part thereof, as permitted by the Zoning Approvals and the Fairfax County Zoning Ordinance.
32. Any portion of the Property may be the subject of a Town Center Concept Plan Amendment application without joinder and/or consent of the owners of the other land areas of the Property, provided that such Amendment does not materially affect the other land areas. Previously approved proffered conditions or development conditions applicable to a particular portion of the Property that is/are not the subject of such an Amendment shall otherwise remain in full force and effect.

#### RESTON COMMUNITY

33. All PRC Plans for the Proposed Development shall be submitted to the Reston Association’s Planning & Zoning Committee for review and comment.
34. Affordable Housing.
  - A. Affordable Dwelling Units. Unless otherwise exempt pursuant to Section 2-803 of Part 8 of Article 2 of the Fairfax County Zoning Ordinance in effect as of the approval date for this Concept Plan (the “ADU Ordinance”), the Applicant shall provide Affordable Dwelling Units (“ADUs”) pursuant to the ADU Ordinance.
  - B. Workforce Dwelling Units. In order to preserve and expand the housing options available in the County to residents with a median household income below or near the Washington D.C. Standard Metropolitan Statistical Area median household income (“AMI”), the Applicant shall provide a minimum of fifty-five (55) Workforce Dwelling Units (“WDUs”). Such WDUs shall be in addition to any requirement to provide ADUs in accordance with the ADU Ordinance in effect as of the approval date of this Concept Plan.
    - i. Definitions. The following terms used in this Note shall be defined as follows, unless specifically modified:
      - a. Market-Rate Units. Residential Units approved on the Property to be sold/rented that are not subject to either the price restrictions of

Part 8 of Article 2 of the Fairfax County Zoning Ordinance or this Note 34.

- b. Workforce Dwelling Units. Dwelling units on the Property to be sold/rented that are to be made available through the Fairfax County Redevelopment and Housing Authority (“FCRHA”) on either a for-sale or rental basis to persons with an income of one hundred percent (100%) of AMI or below. WDU tenancy may be provided as rental or for-sale at the Applicant’s sole discretion and shall be of the same ratio as the tenancy of Market-Rate Units offered on the site.
- ii. Administration of Workforce Dwelling Units. WDUs shall be generally administered pursuant to the “Board of Supervisors’ Workforce Dwelling Unit Administrative Policy Guidelines” adopted October 15, 2007. Where this Note conflicts with the Policy Guidelines, this Note shall control.
- iii. Designation of Workforce Housing Units on Plans and Plats. Approved site plans, record subdivision plats and building plans shall designate the specific lots or units that are the WDUs and shall indicate the square footage and bedroom count of such units. If there is to be any change in the location of a WDU after the original approval of a subdivision and prior to the issuance of a RUP for the units, the Applicant shall file an amended record subdivision plat for the property. If there is to be any change in the location of a WDU after the original approval of a site plan, the Applicant shall submit a written request to the Fairfax County Zoning Administrator to request a change in the designation of the WDU prior to the issuance of a RUP for the newly designated unit. As appropriate, the Zoning Administrator shall facilitate the modification of the previously approved site plan to reflect the change in location of the WDU and shall notify the Applicant and appropriate County agencies of such change.
- iv. Feature Shown. WDUs provided pursuant to this Note that are included on approved site plans, recorded subdivision plats and/or building plans shall be deemed features shown for purposes of Section 15.2-2232 of the Code of Virginia and, as such, shall not require further approvals pursuant thereto in the event the Board shall acquire or lease such units.
- v. Phasing. The establishment of WDUs may occur in phases, concurrent with the phased development/construction of the Proposed Development, and in one or more buildings so long as the minimum number of WDUs is not reduced.
- vi. Unit Size and Features. The WDUs may be provided as efficiency and/or one bedroom units, as determined by the Applicant. Efficiency units shall be a minimum size of 450 square feet of gross floor area and one bedroom units shall be a minimum of 600 square feet of gross floor area. A

minimum of ten (10) WDUs required under this Note shall be designed and constructed as handicapped-accessible units. A minimum of ten (10) additional WDUs required under this Note shall be designed and constructed with Universal Design features to the extent feasible, as determined by the Applicant.

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

35. Reston Town Center Shuttle. Prior to the issuance of the first RUP or Non-RUP for the Proposed Development, the Applicant shall arrange one or more meetings with FCDOT and representatives of the Reston Town Center Association (“RTCA”) to evaluate the establishment of a private shuttle service to serve the Property and the Reston Town Center in general. In the event that a privately-operated Reston Town Center Shuttle is established by the RTCA or others, then the Applicant (or successor association) shall participate in ongoing funding for such service in a manner determined by the RTCA, provided that (i) the Reston Town Center Shuttle provides reasonable and consistent peak-hour service to the Property and, if constructed, the future Reston Parkway Metrorail Transit Station, and (ii) such financial participation in the shuttle service is reasonably proportional to the actual usage of the shuttle by future residents/tenants/visitors and employees of the Proposed Development and to the participation of other users of the Reston Town Center Shuttle.

36. Reston Town Green Park. The Applicant shall contribute \$200.00 per Residential Unit constructed on the Property to the Board of Supervisors for transfer to the Fairfax County Park Authority to be used for the construction of improvements to the proposed Reston Town Green Park located across Fountain Drive from the Property, as determined by the Park Authority in consultation with the Hunter Mill District Supervisor. Said contribution shall be made prior to the issuance of each RUP in the Proposed Development for which the contribution is triggered.

**RESTON TOWN CENTER CONCEPT PLAN AMENDMENT**

**RESTON SPECTRUM LLLP  
AND  
HARRIS TEETER PROPERTIES LLC  
SECTION 87 BLOCK 2,3 & SECTION 91**

**JUNE 20, 2006  
REVISED JUNE 26, 2007**

RECEIVED  
Department of Planning & Zoning  
JUN 29 2007  
Zoning Evaluation Division

**A. INTRODUCTION**

Reston Spectrum LLLP and Harris Teeter Properties LLC (the "Applicant") seeks approval of a Town Center Concept Plan ("TCCP") Amendment to establish multi-family residential units, office and retail uses on Section 91 and Section 87, Block 2 and 3, Reston within the Reston Town Center. The Tax Map reference for these parcels is Tax Map as 17-1 ((1)) 3K, 3P and 3Q (the "Property"). Specifically, the Property is known as the "The Spectrum at Reston Town Center" and is located north of New Dominion Parkway, east of Fountain Drive, west of Reston Parkway and south of Baron Cameron Avenue. A copy of the Fairfax County Tax Map is attached, with the Property outlined in red.

**B. BACKGROUND**

The 24.29 acre parcels were rezoned to the Planned Residential Community (PRC) District on March 9, 1987, pursuant to the approval of application RZ 86-C-121, which is one (1) of the four (4) rezoning applications collectively referred to as the "Reston Town Center rezonings." Each rezoning application was approved with a set of Development Plans ("DP") that generally specify the permitted land uses, the maximum overall non-residential FAR and the maximum building heights for each part of the DP. The DPs do not, however, show development details, such as building footprints, internal pedestrian and vehicular circulation systems, parking areas, open space or landscaping details. Instead, the proffers associated with the Town Center rezonings specified that, as each section of the Town Center developed, the owner(s) would submit conceptual plans, or Town Center Concept Plans (TCCP), for review by Fairfax County Planning Staff and approval by the Planning Commission. The TCCP provides the necessary details for each section, to include traffic circulation, landscaping and screening, building location and parking lot location.

The Property is split between two DPs associated with RZ 86-C-121. Part 5 (Section 91) covers the southern portion of the Property and permits up to a maximum of 455,000 square feet of gross floor area, a maximum non-residential FAR of 0.70 and a maximum building height of "15 stories (180 feet)." Uses approved for Part 5 include all uses permitted by right in the PRC District Town Center as well as certain other special exception (Category) and special permit (Group) uses that otherwise would be permitted only upon approval of a separate application by the Fairfax County Board of Supervisors or Board of Zoning Appeals.

Part 6 (Section 87, Block 2,3) covers the northern portion of the Property north of Bowman Towne Drive. Part 6 permits that portion of the Property to develop with a gross floor area not exceed 384,000 square feet and a maximum of 0.5 non-residential FAR. Building heights have a maximum of 10 stories (120 feet). Uses approved in Part 6 also include all uses permitted by-right in the PRC District in the Town Center, as well as certain other special exception and special permit uses that otherwise would be permitted only upon approval of a separate application.

On July 14, 1994, the Planning Commission approved a Town Center Concept Plan, conceptual plan CP 86-C-121-2, which permitted a retail center development of twelve buildings with heights of one (1) and two (2) stories (2 stories allowed on the Southern parcel only upon County approval of a parking reduction), and associated ground level parking lots, totaling between 240,000 and 310,000 square feet. The TCCP shows four (4) buildings on the southern parcel (Section 91) bordering a large parking lot on the southern, western, and northern sides. The TCCP shows that the northern parcel (Section 87, Block 2,3) could contain eight (8) buildings dispersed throughout that portion of the Property, with ample parking field adjacent to or fronting each building. To date, all twelve buildings have been constructed on the Property, and one of the buildings on the northeastern portion of the northern parcel was sold to Harris Teeter Properties, LLC in 2000.

### **C. OVERVIEW OF APPLICATION**

The original Spectrum retail center was built as an interim use until development in Reston more closely matched higher densities, intensities, and building heights envisioned by its Master Plan.

Since that initial approval, Reston has continued to mature and develop. The office, residential and retail markets in Reston – as well as land values – are now sufficiently strong as to permit Spectrum to transition to the uses, densities and urban design. It is the purpose of this proposed plan, therefore, to allow the development of Spectrum into higher-density, pedestrian-oriented, mixed-use development that functions as an extension of the successful Urban Core of the Town Center.

Specifically, the Applicant's development, called Spectrum Plaza, proposes buildings range in height from one (1) to fifteen (15) stories in Section 91 and one (1) to ten (10) in Section 87. The southern parcel will contain a residential building and two non-residential buildings. The two non-residential buildings will front New Dominion Parkway and will range from seven (7) to thirteen (13) stories in height. The non-residential buildings will contain 345,000 square feet of space. The height, size and proximity to Reston's Urban Core adds dimension to the Reston skyline. The residential building will occupy the northernmost area of the southern portion of the Property and will be fully integrated with courtyards, park benches, sidewalks, passive/active recreational uses and urban amenities to create vibrant and active open spaces for patrons and residents alike. Ground retail stores, totaling 61,000 square feet, will be located on the ground level of each building and will serve office workers and residents of the new Spectrum Plaza. In total, the residential building will contain 562 units and a mix of unit types.

Parking for the residential units will be provided in parking structures incorporated underneath each residential and office building.

The northern parcel offers two residential buildings, a non-residential building, the existing and expansion of the Harris Teeter building and drive-in bank. A total of 881 residential units, 183,611 s.f. of retail and 200,000 s.f. of non-residential uses are planned there. As with the southern parcel, the new buildings on the northern block will include retail uses on the ground level to provide shopping services to the office tenants and residents of Spectrum Plaza. Public and private plaza are provided throughout the Property with trees, bushes, seasonal plants, landscaping beds, active and passive recreational areas for pedestrians, residents, and visitors to the site. Parking structures, loading docks, and other support services will be properly screened with compatible materials.

The new design for Spectrum will be fully integrated with connections to existing pedestrian pathways/bikeways, keeping Reston a walkable community. The architecture of the residential buildings will be compatible with the surrounding office buildings, but will be distinct in character and material to establish the residential and retail development as a unique feature of the community. The Property already is served by bus stops, the new Reston Transit Station and the coming Reston Parkway Rail Station. The new design eliminates the existing parking fields fronting the retail uses and replaces them with courtyards and other public gathering spaces, offering an inviting gathering place for residents and office workers alike. On-site traffic circulation is also designed to protect the pedestrian throughout the Property.

#### **D. CONCLUSION**

With approval of this TCCP Amendment, the Reston Town Center will continue to develop as a live-work-play environment with a full range of uses supported by neighborhood recreational amenities, services and entertainment. Additionally, this development will complement the efforts of the Fairfax County Board of Supervisors to permit appropriate residential densities and a diversity of uses in proximity to future rail stations. The Applicant respectfully requests the support of the Planning Staff and the approval of this TCCP by the Planning Commission.

Respectfully submitted:



Katherine D. Youngbluth, Planner  
Cooley Godward Kronish LLP





DAVIS SCARLETT ARCHITECTS  
1000 15th Street, N.W.  
Washington, D.C. 20004  
Tel: 202-462-1000  
Fax: 202-462-1001

DATE: 11/15/94  
PROJECT: THE SPECTRUM  
SHEET: 0718

THE SPECTRUM  
1100 15th Street, N.W.  
Washington, D.C. 20004  
Tel: 202-462-1000  
Fax: 202-462-1001

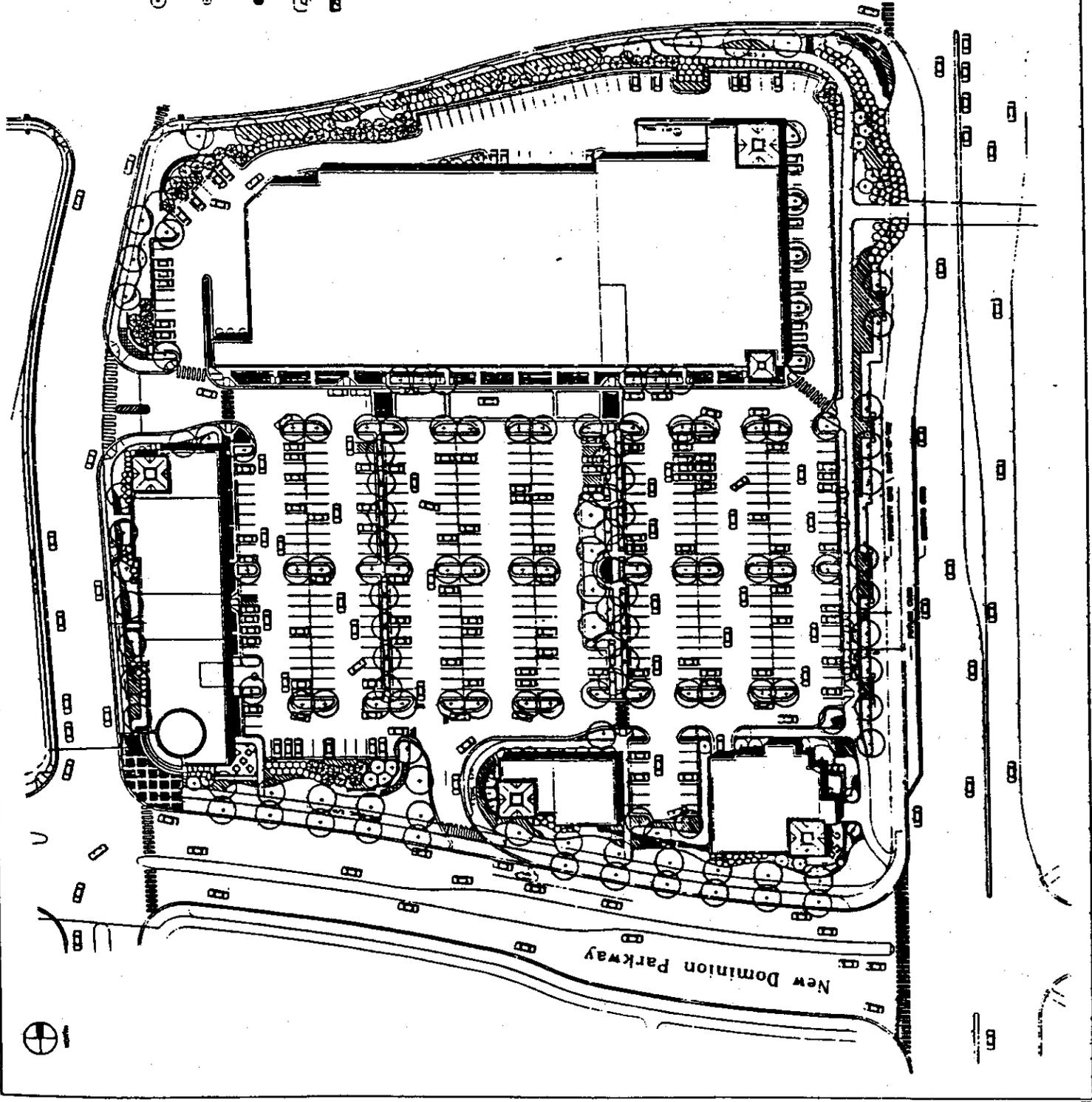
THE SPECTRUM  
1100 15th Street, N.W.  
Washington, D.C. 20004  
Tel: 202-462-1000  
Fax: 202-462-1001

LANDSCAPE PLAN  
SECTION 01

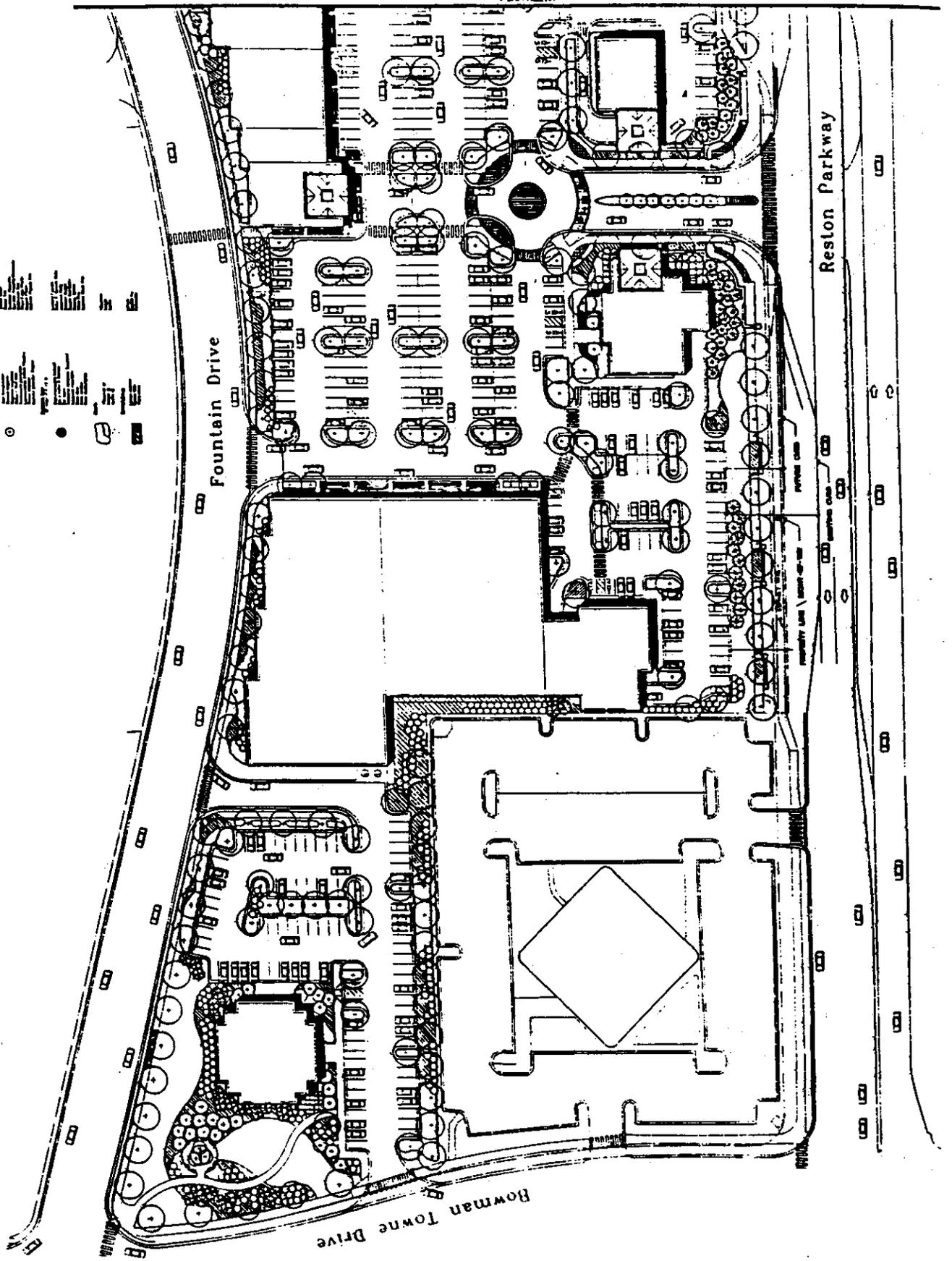
DATE: 11/15/94  
PROJECT: THE SPECTRUM  
SHEET: 0718

DATE: 11/15/94  
PROJECT: THE SPECTRUM  
SHEET: 0718

- 1. PLANTING
- 2. TREES
- 3. SHRUBS
- 4. PERENNIALS
- 5. ANNUALS
- 6. GRASSES
- 7. MULCH
- 8. IRRIIGATION
- 9. LIGHTING
- 10. FURNITURE
- 11. SIGNAGE
- 12. PAVING
- 13. DRIVEWAYS
- 14. WALKWAYS
- 15. RAMPWAYS
- 16. CURBS
- 17. BARRIERS
- 18. FENCES
- 19. GATES
- 20. WALLS
- 21. STAIRS
- 22. RAMPWAYS
- 23. ROADS
- 24. PARKWAYS
- 25. DRIVEWAYS
- 26. WALKWAYS
- 27. RAMPWAYS
- 28. CURBS
- 29. BARRIERS
- 30. FENCES
- 31. GATES
- 32. WALLS
- 33. STAIRS
- 34. RAMPWAYS
- 35. ROADS
- 36. PARKWAYS
- 37. DRIVEWAYS
- 38. WALKWAYS
- 39. RAMPWAYS
- 40. CURBS
- 41. BARRIERS
- 42. FENCES
- 43. GATES
- 44. WALLS
- 45. STAIRS
- 46. RAMPWAYS
- 47. ROADS
- 48. PARKWAYS
- 49. DRIVEWAYS
- 50. WALKWAYS
- 51. RAMPWAYS
- 52. CURBS
- 53. BARRIERS
- 54. FENCES
- 55. GATES
- 56. WALLS
- 57. STAIRS
- 58. RAMPWAYS
- 59. ROADS
- 60. PARKWAYS
- 61. DRIVEWAYS
- 62. WALKWAYS
- 63. RAMPWAYS
- 64. CURBS
- 65. BARRIERS
- 66. FENCES
- 67. GATES
- 68. WALLS
- 69. STAIRS
- 70. RAMPWAYS
- 71. ROADS
- 72. PARKWAYS
- 73. DRIVEWAYS
- 74. WALKWAYS
- 75. RAMPWAYS
- 76. CURBS
- 77. BARRIERS
- 78. FENCES
- 79. GATES
- 80. WALLS
- 81. STAIRS
- 82. RAMPWAYS
- 83. ROADS
- 84. PARKWAYS
- 85. DRIVEWAYS
- 86. WALKWAYS
- 87. RAMPWAYS
- 88. CURBS
- 89. BARRIERS
- 90. FENCES
- 91. GATES
- 92. WALLS
- 93. STAIRS
- 94. RAMPWAYS
- 95. ROADS
- 96. PARKWAYS
- 97. DRIVEWAYS
- 98. WALKWAYS
- 99. RAMPWAYS
- 100. CURBS
- 101. BARRIERS
- 102. FENCES
- 103. GATES
- 104. WALLS
- 105. STAIRS
- 106. RAMPWAYS
- 107. ROADS
- 108. PARKWAYS
- 109. DRIVEWAYS
- 110. WALKWAYS
- 111. RAMPWAYS
- 112. CURBS
- 113. BARRIERS
- 114. FENCES
- 115. GATES
- 116. WALLS
- 117. STAIRS
- 118. RAMPWAYS
- 119. ROADS
- 120. PARKWAYS
- 121. DRIVEWAYS
- 122. WALKWAYS
- 123. RAMPWAYS
- 124. CURBS
- 125. BARRIERS
- 126. FENCES
- 127. GATES
- 128. WALLS
- 129. STAIRS
- 130. RAMPWAYS
- 131. ROADS
- 132. PARKWAYS
- 133. DRIVEWAYS
- 134. WALKWAYS
- 135. RAMPWAYS
- 136. CURBS
- 137. BARRIERS
- 138. FENCES
- 139. GATES
- 140. WALLS
- 141. STAIRS
- 142. RAMPWAYS
- 143. ROADS
- 144. PARKWAYS
- 145. DRIVEWAYS
- 146. WALKWAYS
- 147. RAMPWAYS
- 148. CURBS
- 149. BARRIERS
- 150. FENCES
- 151. GATES
- 152. WALLS
- 153. STAIRS
- 154. RAMPWAYS
- 155. ROADS
- 156. PARKWAYS
- 157. DRIVEWAYS
- 158. WALKWAYS
- 159. RAMPWAYS
- 160. CURBS
- 161. BARRIERS
- 162. FENCES
- 163. GATES
- 164. WALLS
- 165. STAIRS
- 166. RAMPWAYS
- 167. ROADS
- 168. PARKWAYS
- 169. DRIVEWAYS
- 170. WALKWAYS
- 171. RAMPWAYS
- 172. CURBS
- 173. BARRIERS
- 174. FENCES
- 175. GATES
- 176. WALLS
- 177. STAIRS
- 178. RAMPWAYS
- 179. ROADS
- 180. PARKWAYS
- 181. DRIVEWAYS
- 182. WALKWAYS
- 183. RAMPWAYS
- 184. CURBS
- 185. BARRIERS
- 186. FENCES
- 187. GATES
- 188. WALLS
- 189. STAIRS
- 190. RAMPWAYS
- 191. ROADS
- 192. PARKWAYS
- 193. DRIVEWAYS
- 194. WALKWAYS
- 195. RAMPWAYS
- 196. CURBS
- 197. BARRIERS
- 198. FENCES
- 199. GATES
- 200. WALLS
- 201. STAIRS
- 202. RAMPWAYS
- 203. ROADS
- 204. PARKWAYS
- 205. DRIVEWAYS
- 206. WALKWAYS
- 207. RAMPWAYS
- 208. CURBS
- 209. BARRIERS
- 210. FENCES
- 211. GATES
- 212. WALLS
- 213. STAIRS
- 214. RAMPWAYS
- 215. ROADS
- 216. PARKWAYS
- 217. DRIVEWAYS
- 218. WALKWAYS
- 219. RAMPWAYS
- 220. CURBS
- 221. BARRIERS
- 222. FENCES
- 223. GATES
- 224. WALLS
- 225. STAIRS
- 226. RAMPWAYS
- 227. ROADS
- 228. PARKWAYS
- 229. DRIVEWAYS
- 230. WALKWAYS
- 231. RAMPWAYS
- 232. CURBS
- 233. BARRIERS
- 234. FENCES
- 235. GATES
- 236. WALLS
- 237. STAIRS
- 238. RAMPWAYS
- 239. ROADS
- 240. PARKWAYS
- 241. DRIVEWAYS
- 242. WALKWAYS
- 243. RAMPWAYS
- 244. CURBS
- 245. BARRIERS
- 246. FENCES
- 247. GATES
- 248. WALLS
- 249. STAIRS
- 250. RAMPWAYS
- 251. ROADS
- 252. PARKWAYS
- 253. DRIVEWAYS
- 254. WALKWAYS
- 255. RAMPWAYS
- 256. CURBS
- 257. BARRIERS
- 258. FENCES
- 259. GATES
- 260. WALLS
- 261. STAIRS
- 262. RAMPWAYS
- 263. ROADS
- 264. PARKWAYS
- 265. DRIVEWAYS
- 266. WALKWAYS
- 267. RAMPWAYS
- 268. CURBS
- 269. BARRIERS
- 270. FENCES
- 271. GATES
- 272. WALLS
- 273. STAIRS
- 274. RAMPWAYS
- 275. ROADS
- 276. PARKWAYS
- 277. DRIVEWAYS
- 278. WALKWAYS
- 279. RAMPWAYS
- 280. CURBS
- 281. BARRIERS
- 282. FENCES
- 283. GATES
- 284. WALLS
- 285. STAIRS
- 286. RAMPWAYS
- 287. ROADS
- 288. PARKWAYS
- 289. DRIVEWAYS
- 290. WALKWAYS
- 291. RAMPWAYS
- 292. CURBS
- 293. BARRIERS
- 294. FENCES
- 295. GATES
- 296. WALLS
- 297. STAIRS
- 298. RAMPWAYS
- 299. ROADS
- 300. PARKWAYS
- 301. DRIVEWAYS
- 302. WALKWAYS
- 303. RAMPWAYS
- 304. CURBS
- 305. BARRIERS
- 306. FENCES
- 307. GATES
- 308. WALLS
- 309. STAIRS
- 310. RAMPWAYS
- 311. ROADS
- 312. PARKWAYS
- 313. DRIVEWAYS
- 314. WALKWAYS
- 315. RAMPWAYS
- 316. CURBS
- 317. BARRIERS
- 318. FENCES
- 319. GATES
- 320. WALLS
- 321. STAIRS
- 322. RAMPWAYS
- 323. ROADS
- 324. PARKWAYS
- 325. DRIVEWAYS
- 326. WALKWAYS
- 327. RAMPWAYS
- 328. CURBS
- 329. BARRIERS
- 330. FENCES
- 331. GATES
- 332. WALLS
- 333. STAIRS
- 334. RAMPWAYS
- 335. ROADS
- 336. PARKWAYS
- 337. DRIVEWAYS
- 338. WALKWAYS
- 339. RAMPWAYS
- 340. CURBS
- 341. BARRIERS
- 342. FENCES
- 343. GATES
- 344. WALLS
- 345. STAIRS
- 346. RAMPWAYS
- 347. ROADS
- 348. PARKWAYS
- 349. DRIVEWAYS
- 350. WALKWAYS
- 351. RAMPWAYS
- 352. CURBS
- 353. BARRIERS
- 354. FENCES
- 355. GATES
- 356. WALLS
- 357. STAIRS
- 358. RAMPWAYS
- 359. ROADS
- 360. PARKWAYS
- 361. DRIVEWAYS
- 362. WALKWAYS
- 363. RAMPWAYS
- 364. CURBS
- 365. BARRIERS
- 366. FENCES
- 367. GATES
- 368. WALLS
- 369. STAIRS
- 370. RAMPWAYS
- 371. ROADS
- 372. PARKWAYS
- 373. DRIVEWAYS
- 374. WALKWAYS
- 375. RAMPWAYS
- 376. CURBS
- 377. BARRIERS
- 378. FENCES
- 379. GATES
- 380. WALLS
- 381. STAIRS
- 382. RAMPWAYS
- 383. ROADS
- 384. PARKWAYS
- 385. DRIVEWAYS
- 386. WALKWAYS
- 387. RAMPWAYS
- 388. CURBS
- 389. BARRIERS
- 390. FENCES
- 391. GATES
- 392. WALLS
- 393. STAIRS
- 394. RAMPWAYS
- 395. ROADS
- 396. PARKWAYS
- 397. DRIVEWAYS
- 398. WALKWAYS
- 399. RAMPWAYS
- 400. CURBS
- 401. BARRIERS
- 402. FENCES
- 403. GATES
- 404. WALLS
- 405. STAIRS
- 406. RAMPWAYS
- 407. ROADS
- 408. PARKWAYS
- 409. DRIVEWAYS
- 410. WALKWAYS
- 411. RAMPWAYS
- 412. CURBS
- 413. BARRIERS
- 414. FENCES
- 415. GATES
- 416. WALLS
- 417. STAIRS
- 418. RAMPWAYS
- 419. ROADS
- 420. PARKWAYS
- 421. DRIVEWAYS
- 422. WALKWAYS
- 423. RAMPWAYS
- 424. CURBS
- 425. BARRIERS
- 426. FENCES
- 427. GATES
- 428. WALLS
- 429. STAIRS
- 430. RAMPWAYS
- 431. ROADS
- 432. PARKWAYS
- 433. DRIVEWAYS
- 434. WALKWAYS
- 435. RAMPWAYS
- 436. CURBS
- 437. BARRIERS
- 438. FENCES
- 439. GATES
- 440. WALLS
- 441. STAIRS
- 442. RAMPWAYS
- 443. ROADS
- 444. PARKWAYS
- 445. DRIVEWAYS
- 446. WALKWAYS
- 447. RAMPWAYS
- 448. CURBS
- 449. BARRIERS
- 450. FENCES
- 451. GATES
- 452. WALLS
- 453. STAIRS
- 454. RAMPWAYS
- 455. ROADS
- 456. PARKWAYS
- 457. DRIVEWAYS
- 458. WALKWAYS
- 459. RAMPWAYS
- 460. CURBS
- 461. BARRIERS
- 462. FENCES
- 463. GATES
- 464. WALLS
- 465. STAIRS
- 466. RAMPWAYS
- 467. ROADS
- 468. PARKWAYS
- 469. DRIVEWAYS
- 470. WALKWAYS
- 471. RAMPWAYS
- 472. CURBS
- 473. BARRIERS
- 474. FENCES
- 475. GATES
- 476. WALLS
- 477. STAIRS
- 478. RAMPWAYS
- 479. ROADS
- 480. PARKWAYS
- 481. DRIVEWAYS
- 482. WALKWAYS
- 483. RAMPWAYS
- 484. CURBS
- 485. BARRIERS
- 486. FENCES
- 487. GATES
- 488. WALLS
- 489. STAIRS
- 490. RAMPWAYS
- 491. ROADS
- 492. PARKWAYS
- 493. DRIVEWAYS
- 494. WALKWAYS
- 495. RAMPWAYS
- 496. CURBS
- 497. BARRIERS
- 498. FENCES
- 499. GATES
- 500. WALLS



- 1. PLANTING
- 2. TREES
- 3. SHRUBS
- 4. PERENNIALS
- 5. ANNUALS
- 6. GRASS
- 7. MULCH
- 8. PAVEMENT
- 9. DRIVEWAY
- 10. SIDEWALK
- 11. BIKEWAY
- 12. FENCE
- 13. SIGN
- 14. LIGHT
- 15. BENCH
- 16. TABLE
- 17. SEAT
- 18. BIKE RACK
- 19. TRASH CAN
- 20. FIRE HYDRANT
- 21. VALVE
- 22. MANHOLE
- 23. UTILITY
- 24. CONCRETE
- 25. ASPHALT
- 26. GRAVEL
- 27. SAND
- 28. SOIL
- 29. ROCK
- 30. BRICK
- 31. TILE
- 32. STONE
- 33. METAL
- 34. WOOD
- 35. PLASTER
- 36. GYPSUM
- 37. CONCRETE
- 38. ASPHALT
- 39. GRAVEL
- 40. SAND
- 41. SOIL
- 42. ROCK
- 43. BRICK
- 44. TILE
- 45. STONE
- 46. METAL
- 47. WOOD
- 48. PLASTER
- 49. GYPSUM
- 50. CONCRETE



Fountain Drive

Bowman Towne Drive

Reston Parkway

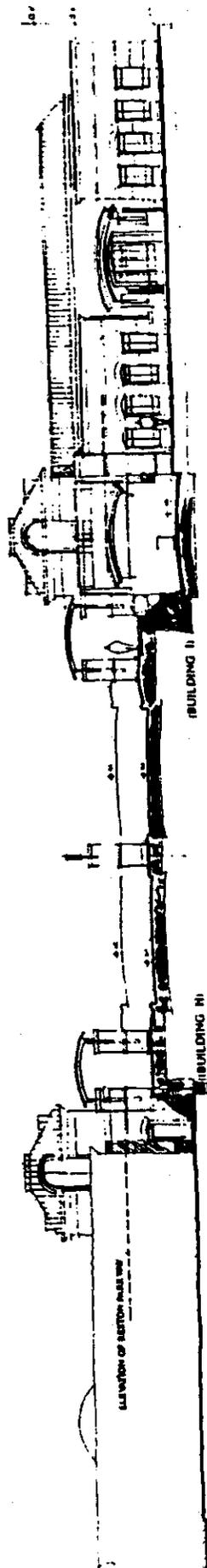
MATCH LINE A



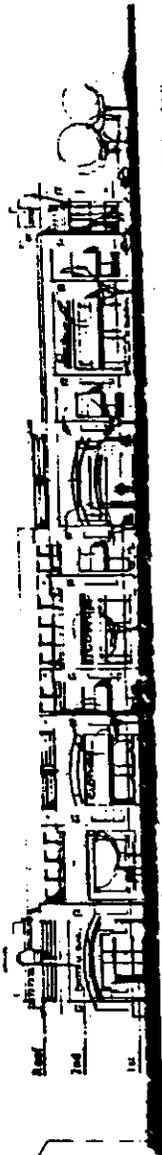




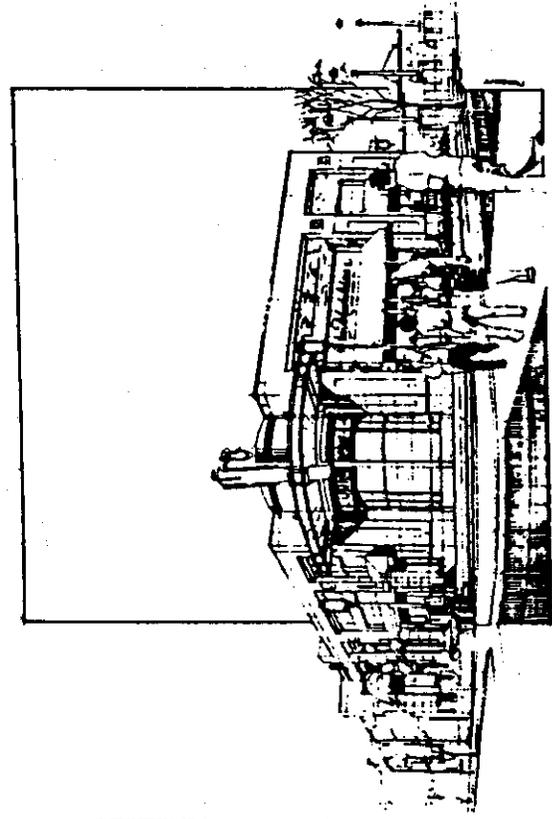
ELEVATION REPRESENTATIVE OF REAR OF BUILDINGS D & E



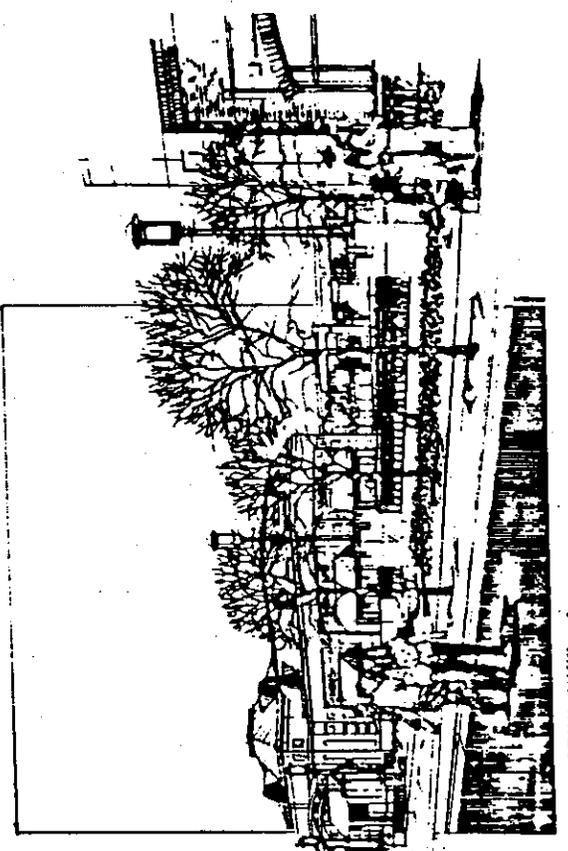
ELEVATION OF BUILDINGS H & I MAIN ENTRANCE FROM RESTON PARK WAY



ELEVATION BUILDING 'C' SHOWING 3 STOREYS @ FOUNTAIN DRIVE



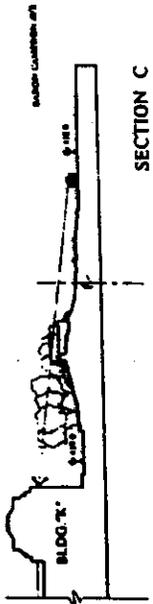
PERSPECTIVE VIEW 1  
BUILDING 'C'



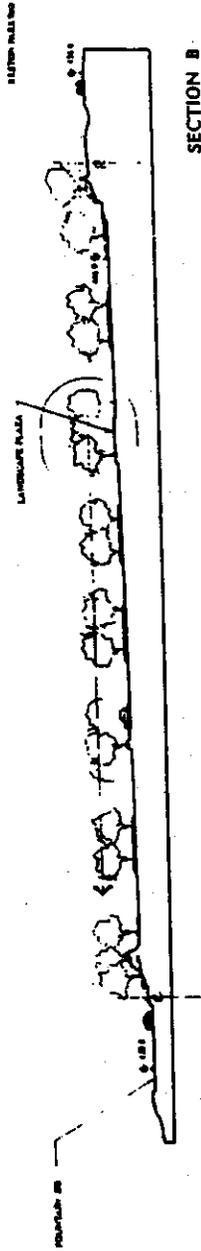
PERSPECTIVE VIEW 2  
BUILDINGS 'A', 'B'



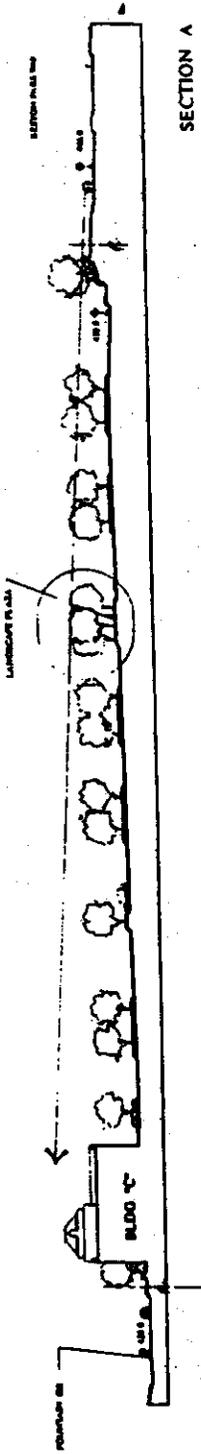
ELEVATION ALONG BOSTON PARKWAY IS REPRESENTATIVE OF SECTIONS 91.87



SECTION C



SECTION B



SECTION A

GENERAL

1. These properties are known as Section 91 and Section 87, blocks 2 and 3, Reston.
2. The property which is the subject of this application shall be developed in accordance with the Town Center Conceptual Plan, dated May 5, 1994 (consisting of 5 sheets), prepared by Davis & Carter; subject, however, to these notes and provided that minor modifications may be permitted when necessary by sound engineering or which may become necessary as part of final site engineering, as determined by the Department of Environmental Management ("DEM").
3. The Tax Map reference for these parcels is 17-1 ((1)), part of parcel 3.
4. The square footage for the project shall not be less than 240,000 square feet nor exceed 310,000 square feet, except as qualified by notes #34 and #35.
5. Individual building square feet are illustrative only and subject to change in accordance with these notes. Individual Tenant spaces within buildings (as generally depicted) are illustrative only; the number of Tenants within each building, the Tenant spaces, sizes and configurations are subject to modification by the Applicant.
6. The total acreage for the site is approximately as follows:

Section 91 (southern parcel)	-	9	acres
Section 87 (northern parcel)	-	15.6	acres
Total	-	24.6	acres
7. The maximum FAR for the entire site shall not exceed .30. Either parcel (Section 87 or 91) may exceed .30, so long as the total cap is not exceeded; except as qualified by notes #34 and #35.
8. The minimum open space for the entire site shall be 20%. Either parcel (Section 87 or 91) may have a lesser open space percentage, so long as the overall minimum open space is maintained; except as qualified by notes #34 and #35.
9. The minimum height of the buildings shall be twenty five (25'). The minimum height of the highest point of the architectural "towers" of Buildings A, B and C shall be thirty five feet (35').
10. There are no scenic or natural features on the site deserving of protection.
11. Parking lot and building lighting shall be directed inward and/or downward to avoid glare onto adjacent properties.

12. Applicant reserves the right to vary the number of proposed parking and loading spaces. Applicant shall meet the minimum zoning ordinance requirements for the number of parking spaces.

#### PHASING

13. Construction of this development is proposed to begin during the fall of 1994. Construction is anticipated to be completed during the summer of 1995, with the project opening in the fall of 1995. The project may be developed in phases and this schedule is subject to market and financing conditions.

#### LANDSCAPING

14. Applicant shall implement a landscaping plan generally consistent with the Landscaping Plan submitted as part of this Town Center Conceptual Plan (Sheet CP-2).

#### PEDESTRIAN CIRCULATION, TRAILS AND SIDEWALKS

15. The external and internal pedestrian circulation system shall be provided as generally shown on this Town Center Conceptual Plan.
16. The Applicant is hereby modifying the Reston Town Center Master Conceptual Plan (a) to remove a walkway paralleling Baron Cameron Avenue (which removal has been approved by Reston Land Corporation for safety purposes), and (b) to remove the sidewalk requirement along the western edge of Fountain Drive, from Bowman Town Drive to Baron Cameron Avenue; instead, Applicant shall construct and/or reconstruct those portions of the County trail system leading from Baron Cameron Avenue to Bowman Town Drive.
17. The Applicant shall construct (a) a sidewalk along the east side of Fountain Drive from New Dominion Parkway to Baron Cameron Avenue, and (b) a sidewalk on the west side of Fountain Drive from New Dominion Parkway to Bowman Town Drive.

#### TRANSPORTATION

18. The Applicant shall construct Fountain Drive from New Dominion Parkway to Baron Cameron Avenue.
19. The Applicant shall construct traffic signal(s), including pedestrian walkway signal(s), where warranted and/or required by the Virginia Department of Transportation ("VDOT").
20. Applicant shall, if requested by the Office of Transportation and VDOT, construct two (2) on-site and two (2) off-site bus shelters (open, typical type) at appropriate locations within or near to the project. The locations of said shelters shall

be determined prior to final site plan approval and coordinated with the Office of Transportation and VDOT.

#### LAND USES

21. It is expected that retail sales establishments will be the predominate use on this site. In addition to retail sales establishments, the Applicant reserves the right to include the following uses, including accessory uses, which are hereby approved as part of this Conceptual Plan:
  - a. Commercial uses of special impact (Category 5), limited to eating establishments, fast food restaurants (no drive-thru or stand-alone fast food restaurants), drive-in banks, and quick service food stores (but excluding stand-alone quick service food stores, 24-hour type quick service food stores and establishments with a principal use of delivery of prepared foods).
  - b. Commercial recreation uses (Group 5), limited to health clubs, similar commercial recreation uses, and indoor recreational uses.
  - c. Institutional uses (Group 3), limited to child care center and/or nursery schools which have an enrollment of less than 100 students daily.
  - d. Quasi-public uses (Category 3), limited to child care centers and/or nursery schools which have an enrollment of 100 or more students daily.
  - e. Community uses (Group 4), such as community clubs or any other recreational or social use, operated by non-profit organizations where membership thereto is limited to residents of nearby residential areas.
  - f. Eating establishments, financial institutions, offices, personal service establishments, business service and supply service establishments (as qualified by subparagraph a), public uses, repair service establishments, and retail sales establishments (including food supermarkets).
  - g. Applicant also reserves the right to apply in the future for any special permit and special exception uses not specifically enumerated above, but otherwise permissible by the Town Center Proffers and/or the Zoning Ordinance.
22. Applicant may only include up to three (3) drive-thru facilities in the project, and only within Buildings G, H, I or L, as shown on the Conceptual Plan. Applicant may pursue Town Center Conceptual Plan Amendment(s) or Special Exception(s) to achieve more drive-thrus or to locate said use in Buildings other than G, H, I or L.

## SITE DESIGN

23. Landscaping and architectural details are subject to final approval by the Reston Town Center Design Review Board ("DRB"). Loading spaces shall be finally located and configured in order to accommodate Tenant needs, so long as otherwise in substantial compliance with the Conceptual Plan and these notes.
24. Building G shall be physically connected to and architecturally integrated with Building F. Building L shall be physically connected to and architecturally integrated with Building K. Applicant reserves the right to include individual tenants within Buildings G and L (which may include drive-thrus) or to consolidate all of Building G into Building F and/or Building L into Building K.
25. In order to provide a unified architectural treatment to the project and simultaneously provide flexibility for individual Tenant needs, the Applicant shall construct the project architectural components as follows:
  - a. Building Design. The buildings (front, side and rear) shall be designed in substantial conformance with the conceptual elevations, subject to final approval by the Reston Town Center Design Review Board.
  - b. Outdoor Cafe(s). Applicant reserves the right to incorporate outdoor cafe(s) into the project.
  - c. Tenant Entrances. Applicant has delineated several typical and potential building entrances and lettering styles. Applicant may design its entrance features (i) as permitted by the Zoning Ordinance, (ii) in order to accommodate Tenant needs, and (iii) as approved by the Reston Town Center Design Review Board.
  - d. Comprehensive Sign Plan. The Applicant shall design and submit a Comprehensive Sign Plan (subject to Planning Commission review and approval) to ensure that all project identification and Tenant signs (entrance, directional, traffic and building mounted signs) are coordinated and consistent with the quality of the architecture of the development.
  - e. Reston Town Center Sign. Reston Land Corporation may place Reston Town Center entrance sign(s) and associated landscaping and sign treatments at the intersections of Reston Parkway with Bowman Town Drive and Baron Cameron Avenue. The design of said feature(s) shall be submitted concurrently with The Spectrum's Comprehensive Sign Plan (which is subject to review and approval by the Planning Commission), or Reston Land shall separately submit the

sign(s) for review and administrative approval by the Planning Commission.

26. Applicant to construct a series of landscaped berms and decorative screening walls along its frontage of Reston Parkway (as generally depicted in this Town Center Conceptual Plan and as finally approved by the Reston Town Center Design Review Board) in order to reasonably screen the Reston Parkway street-level view of surface parking areas.
27. Applicant shall fully screen the loading areas of Buildings D and K, so that these facilities will not be visible from the street level of Bowman Towne Drive or Baron Cameron Avenue, with any or all of the following measures: truck enclosures, roll-up doors, berms, landscaping and/or screening walls. Applicant shall employ these same measures to reasonably screen the Bowman Towne Drive and Baron Cameron Avenue street-level views of surface parking areas. Applicant may incorporate and shall implement such screening measures as are required by the Town Center Design Review Board.
28. Applicant shall not include any loading docks along the east side on any building located adjacent to Reston Parkway, except for Building H. Applicant shall fully screen the loading area, if any, of Building H, so that these facilities will not be visible from the street level of Reston Parkway, with any or all of the following measures: truck enclosures, roll-up doors, berms, landscaping and/or screening walls. Applicant may incorporate and shall implement such screening measures as are required by the Town Center Design Review Board.
29. Applicant shall enclose trash receptacles and screen transformers, as required by the Town Center Design Review Board.
30. Acknowledging the prominence of the intersections of Reston Parkway with Bowman Towne Drive and Baron Cameron Avenue, Applicant shall ensure that attractive architectural treatment(s) are included on the north-east corners of Buildings D and K, as approved by the Reston Town Center Design Review Board.
31. The Applicant shall construct and install rooftop parapet screens, walls or similar features designed to screen rooftop equipment from the adjoining parcels, at street level.
32. Applicant shall construct those portions of Building C as noted on the Conceptual Plan up to two (2) stories, so long as Fairfax County approves a parking reduction on Section 91 which allows the Applicant to lease and occupy the second level of Building C without having to provide parking spaces for the second floor, by the earlier of four (4) months from

approval of this Conceptual Plan or by final site plan approval for Section 91.

- a. Within ten (10) business days of approval of the Town Center Conceptual Plan, Applicant shall submit a written request that the County review and process said parking reduction.
- b. Assuming approval of the parking reduction within the noted four (4) month time-frame, Applicant shall construct a second story to Building C, but shall not be required to build the floor or tenant improvements to the second level until individual spaces are leased.
- c. Approval (or denial) by the County of the parking reduction shall not delay approval of any site plan or permit.

#### STORM WATER MANAGEMENT

33. Storm water management for this site is anticipated to be provided in the "Town Center Parkway" and "Reston Section 43" Storm Water Management Facilities (Site Plan Numbers 5734-PI-01 and 5978-PI-01), which is consistent with the approved development of the Reston Town Center. On-site drainage shall be conveyed in accordance with the Public Facilities Manual.

#### TOWN CENTER CONCEPTUAL PLAN AMENDMENTS

34. By securing approval of this Town Center Conceptual Plan, Applicant is not limiting or waiving any of its rights pursuant to the approved Town Center proffers. Specifically, Applicant reserves the right to subsequently pursue Town Center Conceptual Plan Amendment(s) (on the whole or any portion of the site) to revise uses, increase heights and density and to pursue any and all modifications as permitted by the Town Center rezonings, proffers and Fairfax County Zoning Ordinances.
35. Any portion of the site may be the subject of a Town Center Conceptual Plan Amendment application without joinder and/or consent of the owners of the other land areas, provided that such Amendment does not affect the other land areas. Previously approved proffered conditions or development conditions applicable to a particular portion of the site which are not the subject of such an Amendment shall otherwise remain in full force and effect.

#### RESTON COMMUNITY

36. All site, landscaping and final architectural treatment plans shall be submitted to the Hunter Mill District Planning Commissioner for review and comment.

37. All site, landscaping and final architectural treatment plans shall be submitted to the Reston Citizen Association's Planning & Zoning Committee for review and comment.
38. Applicant shall lease approximately 5,000 square feet of office space within the project (Buildings E or F) for use by Reston community, non-profit organization(s), rent-free for five (5) years, commencing upon completion, of Applicant's Work, as defined herein.
  - a. The Applicant shall construct a separate entrance and space for the Reston community association(s).
  - b. Applicant shall provide a finished space (i.e., dry walls, drop ceiling and lighting, building-standard carpet, standard electrical plugs, and bathroom(s), per code requirements)("Applicant's Work"). The community organization(s) shall pay for utilities, other interior improvements and associated costs.
  - c. At the conclusion of the initial five year term, Applicant shall negotiate in good faith with said organization(s) and offer the leased space at the then fair market value (as negotiated by the parties or determined by a mutually agreed upon appraiser) for one additional five (5) year term. Thereafter, the parties may negotiate for such additional term(s) as they mutually deem appropriate or desirable.
39. Applicant shall contribute \$15,000 at final site plan approval to the Reston Street Light Fund.

FOUNTAIN DRIVE

40. In order to enhance the "urban" streetscaping treatment along Fountain Drive, the Applicant shall request that VDOT permit the placement of the major street trees between the sidewalk and the roadway along Fountain Drive. Where not permitted, then the area(s) between the street and sidewalk shall be maintained as open/green space, as shown on the Plan.



COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**

4100 CHAIN BRIDGE ROAD  
 FAIRFAX, VIRGINIA 22030



March 25, 1987

E. A. Prichard, Esquire  
 Boothe, Prichard and Dudley  
 8280 Greensboro Drive - Suite 900  
 McLean, Virginia 22101

Re: Rezoning Application  
 Number RZ 86-C-121  
 (Concurrent with RZ 86-C-119,  
 RZ 85-C-088 and RZ 86-C-118)

Dear Mr. Prichard:

Enclosed you will find a copy of an Ordinance adopted by the Board of Supervisors at a regular meeting held on March 9, 1987, granting, as proffered, Rezoning Application RZ 86-C-121 in the name of Reston Land Corporation, to rezone certain property in the Centreville District from the R-1, R-E, C-3 and I-5 District to the PRC District on subject parcels 17-1 ((1)) pt. 3, 17-2 ((1)) 11, 17-3 ((1)) pt. 1, 2, 3, pt. 4, 5, 5C, 5D, 5G, 6, 14, 15 and 17-4 ((1)) 7 consisting of approximately 144.64 acres.

The Board also imposed a development condition which clarifies Proffer Numbers Nineteen and Twenty-Two, under Part B. Transportation System, which states:

"That the Phase One and Phase Two Comprehensive Traffic studies which are to be prepared by the applicant shall be submitted to the Fairfax County Board of Supervisors and Fairfax County Office of Transportation for administrative review and approval".

Very truly yours,

*Ethel W. Register*  
 Ethel W. Register, P.C., Agency Director  
 Office of The Clerk to the Board

EWR:ns

cc: Lurty C. Houff Jr.  
 Real Estate Division  
 Gilbert R. Knowlton, Deputy  
 Zoning Administrator  
 Barbara A. Byron, Director  
 Zoning Evaluation Division  
 Fred R. Beales, Supervisor  
 Base Property Mapping/Overlay

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Room in the Massey Building at Fairfax, Virginia, on the 9th day of March, 1987, the following ordinance was adopted:

AN ORDINANCE AMENDING THE ZONING ORDINANCE  
PROPOSAL NO. RZ 86-C-121  
(CONCURRENT WITH RZ 86-C-119, RZ 85-C-088 and RZ 86-C-118)

WHEREAS, Reston Land Corporation, filed in the proper form, an application requesting the zoning of a certain parcel of land hereinafter described, from the R-1, R-E, C-3 and I-5 Districts to the PRC District, and

WHEREAS, at a duly called public hearing the Planning Commission considered the application and the propriety of amending the Zoning Ordinance in accordance therewith, and thereafter did submit to this Board its recommendation, and

WHEREAS, this Board has today held a duly called public hearing and after due consideration of the reports, recommendation, testimony and facts pertinent to the proposed amendment, the Board is of the opinion that the Ordinance should be amended,

NOW, THEREFORE, BE IT ORDAINED, that that certain parcel of land situated in the Centreville District, and more particularly described as follows (see attached legal description):

Be, and hereby is, zoned to the PRC District, and said property is subject to the use regulations of said PRC District, and further restricted by the conditions proffered and accepted pursuant to Va. Code Ann., §15.1-491(a), which conditions are incorporated into the Zoning Ordinance as it affects said parcel, and

BE IT FURTHER ENACTED, that the boundaries of the Zoning Map heretofore adopted as a part of the Zoning Ordinance be, and they hereby are, amended in accordance with this enactment, and that said zoning map shall annotate and incorporate by reference the additional conditions governing said parcels.

GIVEN under my hand this 9th day of March, 1987.

  
Ethel W. Register, CMC, Agency Director  
Office of The Clerk to the Board

RESTON LAND CORPORATION

Reston Town Center Rezoning

- A. RZ 85-C-088 (Property A)
- B. RZ 86-C-121 (Property B)
- C. RZ 86-C-118 (Property C)

Revised February 27, 1987

Pursuant to Section 15.1-491 (a) of the Code of Virginia (1950, as amended) and Section 18-203 of the Zoning Ordinance of Fairfax County (1978, as amended), the property owner and Applicant, for itself and its successors or assigns (hereinafter collectively referred to as the "Applicant") proffer that the development of the parcels under consideration, (a) shown on Fairfax County Tax Map 17-1-((1))-3 and 17-2-((1))-11 (hereinafter collectively referred to as "Property A"), (b) shown on Fairfax County Tax Map 17-1-((1))-3, 17-2 ((1))-11 (Part 13), 17-1-((1))-3 (Part 6), 17-3-((1))-1, 2, 3, 17-3-((1))-4, 5, 5C, 5D, 5G, 6, 14, 15 and 17-4 ((1))-7 (hereinafter collectively referred to as "Property B"); and (c) shown on Fairfax County Tax Map 17-1-((1))-3 (hereinafter collectively referred to as "Property C"); will be in accordance with the following conditions. These proffered conditions will be effective only if the Property is rezoned in accordance with the Applicant's request, provided however Applicant will accept I-3 rezoning on Property C in lieu of I-5.

A. DEFINITIONS

TOWN CENTER: - The 530.74 acre land area described in Appendix A.; the land area owned by Applicant in February 1982 plus land owned by others within the general boundaries of the Dulles Airport Access Road on the south, the proposed Fairfax Parkway on the west, Stevenage Drive on the north and Reston Avenue on the east with some land (as shown on plats filed with this Application) also east of Reston Avenue.

TOWN CENTER STUDY AREA: - The 448.96 acre land area described in Appendix A; the land area in Town Center owned by Applicant in February 1982 (excluding land owned by others but including land already zoned).

TOWN CENTER CORE AREA: - Property "A", 84.25 acres of the Town Center included in RZ 85-C-088.

MAXIMUM DEVELOPMENT PROGRAM: - The maximum amount of development which will be allowed in the Town Center Study Area (448.96 acres including those areas already zoned) to a commercial floor area ratio of .43 (calculated based on the aforesaid gross acreage) including the following elements:

Commercial

Office/Research and Development	7,100,000 sq. ft.
Retail	315,000 sq. ft.
Hotel	1,000,000 sq. ft.
Total Commercial	8,415,000 sq. ft.
Commercial Floor Area Ratio	.43

Housing Units

1,400 dwelling units  
(minimum)

Hospital

127 beds (minimum)

Since the Town Center Study Area includes land which is not part of the four rezoning applications under consideration, the amount of development which will be allowed on Properties A, B, C and the land included in RZ-C-119 hereinafter referred to as Property D, will be the amount which remains after deducting the amount of commercial development which occurs on those portions of the Town Center Study Area not presently under consideration.

MINIMUM DEVELOPMENT PROGRAM: - The minimum amount of development that will be allowed based on Applicant's proposed transportation plan is as follows:

Commercial

Office/Research and Development	5,500,000 sq. ft.
Retail	315,000 sq. ft.
Hotel	1,000,000 sq. ft.
Total Commercial	6,815,000 sq. ft.
Commercial Floor Area Ratio	.35

Housing Units

1,400 dwelling units  
(minimum)

Hospital

127 beds (minimum)

PHASING: - The development programs assume that the only variable is the office/research and development (hereinafter referred to as R&D) component. The phasing is therefore related to the amount of office/R&D space constructed. The phasing is:

<u>Phase</u>	<u>Cumulative Office/Research &amp; Development</u>
Phase I-A	2,300,000 square feet
Phase I-B	4,300,000 square feet
Phase I-C	5,500,000 square feet
Phase II	6,300,000 square feet
Phase III	7,105,000 square feet

SUPERBLOCK The land included within the boundary of Reston Avenue, Baron Cameron Avenue, proposed Fairfax Parkway and the Dulles Toll Road.

TRANSPORTATION PLAN: - The transportation plan dated July, 1986 was prepared for Applicant by JHK and Associates. The transportation plan is a comprehensive regional analysis which includes Property A, Property B, Property C, Property D and those other properties, as defined in Appendix A as the Town Center Study Area, as internal traffic generators. The balance of Properties in the Town Center Area, including the Fairfax County North Governmental Center, have been included in the regional growth predictions and are included as part of the background traffic.

TRANSPORTATION COORDINATOR: - A Transportation Coordinator will be employed within sixty days of the issuance of the first building permit on Property A or of the issuance of the first building permit in the Town Center Study Area which will bring the cumulative commercial development up to one million square feet pursuant to this application, whichever event occurs first. The Coordinator will be responsible for working with public and private transportation agencies and for developing the Transportation System Management (TSM) program for the Town Center.

TRANSPORTATION COORDINATION COMMITTEE: - A TSM Coordinating Committee for Reston will be initiated by Applicant. Employers in Reston will be represented on the committee. The committee will meet regularly and will promote the TSM programs. The committee will work with local transportation committees and to the extent possible coordinate activities.

TRANSPORTATION SYSTEM MANAGEMENT: - A program designed to reduce vehicular trips upon maximum build-out of the Town Center Study Area by approximately 25% below the office related trip generation rates, defined in the ITE Trip Generation Manual 3rd Ed. dated 1982. Table 1, attached hereto, shows the PM office trip generation rates and the targeted levels of reduction for each phase.

INTERNAL TRAFFIC STUDY: - The traffic studies to be conducted at the completion of construction of Phases I-A and I-B to determine Applicant's performance of its trip generation rate goals for the purpose of adjusting the TSM programs. The methodology for these studies is defined in Appendix B.

COMPREHENSIVE TRAFFIC STUDY: - The traffic study to be conducted at the completion of construction of Phase I-C, Phase II, and if desired by Applicant, at completion of construction of Phase III to measure both the internal trip generations as well as the growth in the external traffic via cordon line counts as defined herein. This will be the basis for determining the actual development levels for Phases II and III. The methodology for these studies is defined in Appendix B.

CORDON LINE: - The imaginary line immediately outside the Superblock where traffic will be counted to measure total traffic volume. The cordon line counts will be taken immediately outside the boundaries of the superblock; north of Baron Cameron, east of Reston Avenue, south of Sunset Hills Road and west of the proposed Fairfax Parkway. The intersections at which the cordon line counts will be taken are: (a) Baron Cameron Avenue/Reston Avenue, (b) Reston Avenue/Temporary Road, (c) Reston Avenue/Sunset Hills Road, (d) Sunset Hills Road/Fairfax Parkway, (e) Fairfax Parkway/Baron Cameron Avenue, (f) Baron Cameron Avenue/Bennington Woods Road and (g) Baron Cameron Avenue/Bracknell Drive.

FDOT: - Fairfax County Office of Transportation

VDOT: - Virginia Department of Transportation or its successor.

## B. TRANSPORTATION SYSTEM

1. Applicant proffers to implement a TSM program which is intended to reduce by approximately 25 percent office related trips as defined in the ITE Trip Generation Manual. The program shall be designed to produce a 5 percent reduction at the completion of construction of Phase I-A, a 15 percent reduction at the completion of Phase I-B, a 19.4 percent reduction at the completion of construction of Phase I (A, B, & C), a 22.2 percent reduction at the completion in Phase II and a 25 percent reduction at the completion of Phase III. For Phases I-A and I-B, Applicant will be considered as having reached its TSM Goal if the rate is within 2 percent of the targeted reduction. For Phases I-C, II and III, Applicant will be considered as having obtained its TSM Goal if it is within 3 percent of its target. The TSM program components are listed in Appendix D.
2. Upon completion of construction of Phase I-A the Applicant will cause to be prepared and submitted to the FDOT an internal traffic study which will fully describe the traffic characteristics of the developed portions of the Town Center Study Area. The method for conducting this traffic study shall be as described in Appendix B attached hereto. Following review of the traffic study the TSM program for Phase I-B will be adjusted and approved by the FDOT.
3. Upon completion of construction of Phase I-B the Applicant will conduct another internal traffic study. Following review by the FDOT, the TSM program for Phase I-C will be further adjusted as approved by FDOT.
4. Phase I (A, B, and C) will not exceed 5.5 million square feet of office and/or R&D uses. Subject to the results of comprehensive traffic studies, Phase II may increase the total office/R&D use to 6.3 million square feet.

Subject to the results of a second comprehensive traffic study, Phase III may increase the total office/R&D use to 7.1 million square feet. The TSM program in its entirety will be continued after the Town Center build-out notwithstanding that Phases II and/or III may not be completely developed (i.e. if the buildout is 5.5 million square feet, the TSM programs will target a goal of a 19.4 percent reduction.) Applicant will perpetuate the TSM programs by appropriate written agreements with third parties to and including but not limited to lease agreements, covenants and/or operation and management of same by the Property Owners Association to be created per Section C, Paragraph 8.6 on page 17 of these proffers. Applicant may further adjust the TSM programs to find the most cost-effective solutions as long as the trip generation reductions are maintained, subject to FDOT approvals. In the event that following buildout of 7.1 million square feet of office and/or R&D Applicant fails to continue the TSM programs as previously approved by FDOT and Applicant's trip generation reductions are no longer met, Fairfax County may issue no further non-residential use permits until the TSM programs are again successfully implemented.

5. Cordon Analysis. Applicant will conduct a comprehensive traffic study upon completion of construction of Phase I-C, which will include detailed surveys of individual development sites to determine trip generation characteristics, as well as traffic counts at a cordon line immediately surrounding the Superblock. For study purposes, an imaginary cordon line will be established immediately outside the Superblock for the purpose of counting traffic which is generated by or passes through the Superblock. Traffic counts will consist of the outbound PM traffic movements counted at the public street intersections within the cordon line surrounding the Superblock. These are: (a) Baron Cameron Avenue/Reston Avenue, (b) Reston Avenue/Temporary Road, (c) Reston Avenue/Sunset Hills Road, (d) Sunset Hills Road/Fairfax Parkway, (e) Fairfax Parkway/Baron Cameron Avenue, (f) Baron Cameron Avenue/Bennington Woods Road and (g) Baron Cameron Avenue/Bracknell Drive. Traffic counts will be compared to the numbers as forecast in Table 4.

6. The cordon analysis will be submitted to the Fairfax County Board of Supervisors and FDOT for administrative review and approval. The volume of

traffic counted crossing the cordon will be compared with the number of trips estimated for that time period. The methodology for determining the estimated number of trips at any time is described in Appendix C. If the actual and estimated number of trips counted is within five percent of the forecast number, Applicant will be permitted to complete the buildout of Phase II of Town Center Study Area. If the actual number of trips exceeds the forecast number by more than five percent, Applicant proffers to reduce the development in Phase II by an amount of development equivalent to the difference between the actual number and estimated number of trips divided by the difference between 14,885 trips and the estimated number of trips multiplied by 800,000 square feet as adjusted below. If the actual number of trips exceeds the estimated number by more than five percent and if the traffic studies show that Applicant has met its estimates for trip generation, then the Applicant will be allowed to discount half of the effect of the increased external traffic in the above calculations. (An example of the applications of this formula is shown in Table 2. attached hereto. The method for determining the estimated number of trips at any time is defined in Appendix C.) If the actual number of trips crossing the cordon line exceeds the estimated number (14,885) by more than five percent and the traffic studies show Applicant has not met its estimates for trip generation, Applicant will not be issued any additional building permits for office and/or R&D use so long as the actual number of trips crossing the cordon line exceeds the estimated number (14,885) by more than five percent and the estimates for trip generation have not been met.

7. Upon completion of construction of Phase II (as adjusted), Applicant will conduct another comprehensive traffic study including a cordon analysis. Following review of this study by the FDOT and a comparison of the number of trips counted at the Cordon Line with the estimated number of trips, the proportion of remaining development that can be completed will be calculated. Should this procedure result in permitting less than the number of square feet proposed by Applicant at build-out, the Applicant may supply additional transportation improvements, not previously proffered which would provide sufficient capacity to accommodate additional development. The capacity of such additional improvements would be determined using standard

transportation planning techniques as approved by the FDOT. Applicant may also conduct additional traffic surveys including cordon analyses at any time prior to reaching a build-out and, depending upon the results, Applicant may propose additional TSM actions and improvements which will allow for continued development not exceeding the maximum development program subject to FDOT approval. For purposes of this section, the additional capacity provided by a single arterial lane equals 1,000 vehicles per hour at the PM peak hours.

8. Fairfax Parkway (Springfield Bypass) Reservation - Subject to VDOT approval of the alignment of the Fairfax Parkway substantially consistent with the attached plats prepared by Reston Land Corporation and dated October, 1984. Applicant proffers to dedicate or convey to Fairfax County or VDOT a right-of-way 160 feet wide for the Fairfax Parkway through those portions of Reston shown on the plat. Applicant shall also reserve land at the northwest quadrant of the Fairfax Parkway and Sunset Hills Road for a northbound to westbound loop (the 4.1339 acre Parcel as shown on the attached plat as prepared by Gulf Reston, Inc., dated June 21, 1978 and numbered 84-025-5), land at the southeast quadrant of same intersection for a free flow slip ramp (in accordance with the Development Plans for RZ 86-C-121) and land at the southeast quadrant of the Fairfax Parkway and Baron Cameron for a standard diamond exit ramp (in accordance with the Development Plans for RZ 86-C-118). Applicant agrees, subject to final design approval by VDOT, to expand the reservation for the northbound to eastbound free flow slip ramp in the southeast quadrant of the Fairfax Parkway and Sunset Hills Road to conform to Byrd, Tallamy and MacDonald's design of this interchange with the Fairfax Parkway all as shown on sheets 44 and 45 of Project Number 000-029-249, PE 103 dated 3 February 1987. However, Applicant's obligation to construct any portion of the Fairfax Parkway pursuant to these proffers shall not include any grade-separated interchanges. Provided however that Applicant will cost-share with VDOT or Fairfax County the construction of grade-separated interchanges at Sunset Hills Road and/or Baron Cameron Avenue if such grade-separated improvements are made concurrent with Applicant's construction of the portions of the Fairfax Parkway which would contain the aforesaid interchanges. Applicant's

contribution to such cost-sharing shall be limited to and not exceed the cost if such intersections were built at-grade. Applicant will dedicate or convey such right-of-way within sixty days after request of the Board of Supervisors following a binding commitment of funds for construction of the segment for which right of way is requested in accordance with the attached plans.

9. Phased Transportation Improvements - Phase I. The phasing of transportation improvements will be tied to the amount of office/R&D space built in the Town Center Study Area in accordance with Table 3, attached hereto. Phase I-A shall include up to but not exceeding 2,300,000 square feet of office/R&D space in the Town Center Study Area. During development of Phase I-A, Applicant will construct, at Applicant's expense, the following road improvements: (as shown on Figure 11 of the Reston Town Center Transportation study dated July, 1986.)

- (a) a southbound to eastbound loop in the SW quadrant of Reston Avenue and the Dulles Access Road with relocation of the ramps in the SW and SE Quadrants, all subject to Federal Aviation Administration (FAA) and VDOT approval.
- (b) a northbound left turn lane across the Reston Avenue Bridge over the Dulles Access Road, subject to FAA and VDOT approval.
- (c) reconstruct Sunset Hills Road to a 4-lane divided section from Town Center Parkway to Herndon Town Line.
- (d) widen westbound approach of Sunset Hills Road to Reston Avenue from Old Reston Avenue.
- (e) East-West Connector Road as a 4-lane divided section from Reston Avenue to Alley Street and improve intersection with Reston Avenue.
- (f) Vail Avenue as a 4-lane section from Reston Avenue to Alley Street and improve intersection with Reston Avenue.

10. Applicant will make application to FAA (or its successors) for permission to construct those improvements which require FAA approval, concurrent with the site plan approval process for the first building in Property A but no later than December 31, 1987. These proffers are given with the expectation that FDOT and VDOT will use their best efforts to assist in obtaining such FAA approvals. Applicant shall use its best efforts to secure all required FAA approvals to and including but not limited to (1) timely filing of Final Plans (2) timely preparing and filing any Final Revisions to Final Plans and (3) timely application for all necessary construction and grading permits. If after applying for permission pursuant to the above and using its best efforts Applicant has not obtained FAA approvals within eighteen (18) months after initial application for all necessary construction and grading permits above, Applicant will inform FDOT that the approvals have not been received and then if FAA approvals are not received within the next six (6) months, Applicant will nevertheless be allowed to continue with the development of the Phase I.

11. All of the above described improvements ((except 9 (a) & 9 (b) if timely FAA approval is not received)) will be substantially completed and placed in service prior to the issuance of a non-residential use permit the which will raise the cumulative total of office and/or R&D space in the Town Center Study Area to 2.3 million square feet.

12. Applicant will conduct the Phase I-A internal traffic study no later than completion of 2.3 million square feet of office and/or R&D space.

13. Fairfax Parkway Construction - Within six months following the opening of Fairfax Parkway bridge over the Dulles Airport Access Road for traffic, Applicant will complete and place in service Fairfax Parkway as a 4-lane divided section between the north ramps of the Dulles Access road and Sunset Hills Road. Prior to the commencement of construction on this segment of the Parkway, Applicant will dedicate, or cause to be dedicated, the 160' right-of-way from Sunset Hills Road to the southern boundary of Reston as more particularly shown on the attached plats. As a part of the construction Applicant will also construct, at Applicant's expense, an at-grade signalized intersection at Sunset Hills Road and Fairfax Parkway.

14. Phase I-B Development - During Phase I-B of development, which will include up to 2,000,000 additional feet of office and/or R&D space bringing the aggregate to 4,300,000 square feet, Applicant will construct the following road improvements at Applicant's expense:

- (a) reconstruct Reston Avenue by adding one lane in each direction, from the ramps north of Dulles Airport Access Road to Temporary Road.
- (b) the East-West Connector Road to a 4-lane divided section from Alley Street to Town Center Parkway.
- (c) Town Center Parkway to a 4-lane divided section from Bowman Towne Drive to East-West Connector Road.
- (d) reconstruct the intersection at Baron Cameron Avenue and Reston Avenue.
- (e) Fairfax Parkway to a 4-lane divided facility from Sunset Hills Road to the East-West Connector.
- (f) East-West Connector to a 4-lane divided facility from Town Center Parkway to the Fairfax Parkway.
- (g) First Street as a 2-lane section from the East-West Connector to Bowman Towne Drive.

15. Applicant will substantially complete and place in service all of the above improvements prior to the issuance of a non-residential use permit which will raise the cumulative total of office and/or R&D space in the Town Center Study Area to 4.3 million square feet.

16. Applicant will conduct the Phase I-A internal traffic study not later than completion of 4.3 million square feet of office and/or R&D space.

17. Phase I-C Development- During Phase I-C development, which will include up to 1,200,000 additional feet of office and/or R&D space bringing the aggregate to 5,500,000 square feet, Applicant will construct the following road improvements at Applicant's expense:

- (a) a southbound lane across the Reston Avenue Bridge over the Dulles Airport Access Road between the northern and southern ramps, subject to FAA approval

(b) a southbound auxilliary lane from Sunset Hills Road to the ramp north of the Dulles Access Road.

(c) Fairfax Parkway to a 4-lane divided section from the East-West Connector to Baron Cameron Avenue.

18. Applicant will substantially complete and place in service the above improvements prior to the issuance of a non-residential use permit which will raise the cumulative total of office and/or R&D space in the Town Center Study Area above 5.5 million square feet.

19. Applicant will conduct the Phase I comprehensive traffic study, including a cordon count, no later than the completion of construction of 5.5 million square feet of office and/or R&D space. Pursuant to the methodology in Appendix B, the comprehensive traffic study will be subject to FDOT approval. Applicant's ability to proceed with development of Phase II will be conditioned on the results of this study and its formula analysis as set forth in Table 2. The development capacity of Phase II will be set by said formula. However, once this development capacity has been determined, Applicant may elect at its sole discretion to cease development should the allowable development capacity defined by said formula not justify the additional transportation improvements.

20. Phase II Development - During Phase II development which will include up to 800,000 additional feet of office and/or R&D space bringing the aggregate to 6,300,000 square feet, Applicant will construct the following road improvements at Applicant's expense:

(a) Town Center Parkway as 4-lane divided section from East-West Connector to Sunset Hills Road.

b) two additional lanes of Reston Avenue, one in either direction, from the East-West Connector to Baron Cameron Avenue.

(c) complete Vail Avenue and remainder of core area streets.

21. Applicant will substantially complete and place in service the above listed improvements prior to the issuance of a non-residential use permit

which will raise the cumulative total of office and/or R&D space in the Town Center Study Area above 6.3 million square feet, as adjusted.

22. Applicant will conduct a Phase II comprehensive traffic study including a cordon count, no later than the completion of construction of 6.3 million square feet of office and/or R&D space. Pursuant to the methodology in Appendix B, the comprehensive traffic study will be subject to FDOT approval. Applicant's ability to proceed with development of Phase III shall be conditioned on the results of this study and the formula analysis as set forth in Table 2. The development capacity of Phase III will be set by said formula. However, once this development capacity has been determined, Applicant may elect at its sole discretion to cease development should the allowable development capacity defined by said formula in its opinion not justify the additional transportation improvements.

23. Phase III Development - During Phase III development which will include up to 805,000 square feet of office space bringing the aggregate to 7,105,000 square feet, Applicant will construct the following road improvements at Applicant's expense:

- (a) First Street from Vail Avenue to Sunset Hills Road as a two-lane section.
- (b) two additional lanes of the Fairfax Parkway, one in either direction from the Dulles Airport Access Road to the East-West Connector.

24. Transportation proffers are made by Applicant with the expectation and understanding that in the event right-of-way, construction or contributions toward construction of parts of the transportation improvements described in Table 3 are provided by others, Applicant will receive full benefit and credit of such contributions in furtherance of its requirements to perform under these proffers.

25. Applicant will construct at its own expense traffic signals throughout the Town Center Superblock at such time as such signals are warranted and approved by VDOT. Such signals shall be interconnected and shall provide for efficient movement of traffic within the Town Center Study Area.

26. Applicant will make best efforts to obtain right of way needed for street widening which is not owned by Applicant. In the event Applicant is unsuccessful, Applicant will request condemnation of the same by Fairfax County at Applicant's expense. This proffer (Section B, paragraph 26) shall become null and void should Fairfax County not use its condemnation powers.

27. Notwithstanding the above adjustments in office and/or R&D development, Applicant will have rights to develop the full 315,000 or more square feet of retail, 1,000,000 square feet of hotel and 1400 or more dwelling units.

28. Applicant proffers to construct intersections in the Town Center consistent with those shown on Figure 12, Page 43, of the Transportation Plan dated July, 1986, as attached hereto. Turn lanes will be provided at such time that the contiguous approach roadway is built or when the intersection warrants signalization. Detailed engineering studies will be conducted for each intersection and should engineering or environmental factors require design modification, Applicant reserves the right to provide the equivalent needed capacity at other locations subject to VDOT and FDOT approval.

29. Applicant will reserve up to 10 feet of right of way on the north boundary of Part 13 of RZ 86-C-121 for further dedication or conveyance to Fairfax County or VDOT for widening of Temporary Road as may be required by detailed engineering, geometric design, and traffic studies and subject to VDOT approval. Applicant will reconstruct Temporary Road from Old Reston Avenue to North Shore Drive to a four-lane undivided facility if required by VDOT consistent with this reservation and subject to future traffic studies. Should VDOT not require this widening by December 31, 2000, this reservation will expire and become null and void and of no further force and effect.

## C. DEVELOPMENT PLAN FOR RZ 85 C-088

1. The Town Center Core Area (Property A) will be developed as a mixed use center in general conformity to the Development Plan. The Development Plan prepared by Reston Land Corporation dated February 26, 1986 and revised January 1987 consists of eight sheets of which six are described as follows:

- a. Conceptual Plan - The Conceptual Plan shows the generalized location of the various buildings in the Town Center Core Area; their proposed uses, proposed building heights; and provides an overview of the interrelationship of all the components.
- b. Master Plan - The Master Plan shows the generalized location of the various buildings in the Town Center Core Area and their proposed uses and provides an overview of the interrelationship of all the components.
- c. Phase I Development Plan - The Phase I Development Plan shows the proposed surface parking for Phase I. As development proceeds, parking garages will be substituted for surface lots.
- d. Landscape Plan - The Landscape Plan shows the location of the urban parks, the continuity of the urban streetscapes throughout the Urban Core and the increased intensity of landscaping proposed for the highly pedestrian "Market Street". (Although these plans do not reflect the revisions in building sites and to streets 1.a, 1.b, 1.c, and 1.e, they are representative of the quality and character of the Landscape Plan proposed.)
- e. Pedestrian Circulation/Parking Garage Entrance-Exit Plan - The Pedestrian Circulation/Parking Garage Entrance-Exit Plan shows the primary and secondary circulation patterns, the pedestrian linkages to the surrounding area and the circulation from the parking structures to the buildings. It also shows the proposed entrances and exits from the parking structures. (Although these plans do not reflect the revisions in building sites and to streets 1.a, 1.b, 1.c and 1.e, they are representative of the quality and character of the Pedestrian Circulation/Parking Garage Entrance-Exit Plan proposed.)
- f. Right of Way/Traffic Circulation Plan - The Urban Core shows the urban grid street pattern that will differentiate the Urban Core from the rest of Reston with its meandering streets.

2. The building locations, the height and bulk of buildings and their relationship to each other, the street network and the distribution of uses on the site will be in conformity to the Development Plan, except as modified in accordance with and subject to applicable Fairfax County ordinances.

3. No building in the Town Center Core Area (Property A) shall exceed 275 feet in height from the base elevation of the building.

4. The total floor area ratio for office and commercial buildings in the Town Center Core Area shall not exceed .95 floor area ratio or 3,465,000 square feet of the total commercial space of which approximately 315,000 square feet shall be retail commercial, approximately 2,150,000 square feet shall be office space, and approximately 1,000,000 square feet shall be hotels. The amount of retail in the Town Center Core Area shall be a minimum of 250,000 square feet. Should Applicant elect to increase the retail space in excess of 315,000 square feet, the amount of office and/or hotel shall be reduced by like amounts so as to maintain the maximum 3,465,000 square foot total. Applicant reserves the right to elect to consider ground floor retail in the hotel as either hotel or retail space.

5. The number of dwelling units in the Town Center Core Area (Property A) shall not be fewer than 600. The dwelling units in such core area shall be part of the commitment by Applicant to include at least 1400 dwelling units (excluding Jonathan's Keepe and Part 13 of RZ-86-C-121) in the Town Center Study Area. Such dwelling units may be on both a for-sale and rental basis but shall not be included as part of any FAR calculations.

6. Parking Garages - All parking garages shall be designed to include architectural features and building materials which will minimize the appearance of bulk. All set back areas shall be landscaped and all top decks will include planters for shrubs and flowers. All landscaping shall be submitted to the County Arborist for review and approval and shall be approved by an Architectural Review Board described in 8.a below. As shown on the Development Plan, entrances and exits will be so directed as not to impede traffic flows.

7. Architecture - Applicant will cause all commercial buildings and parking garages to be designed by skilled architects in keeping with the high architectural standards of the Reston community. Prior to submission of site plans, Applicant will cause architectural renderings to be prepared

for each building and approved by an Architectural Review Board described in 8.a below for the Town Center Core Area. Copies of all approved renderings shall be submitted to the Fairfax County Planning Commission for review and comment concurrent with site plan review.

8. Architectural Control - Prior to the commencement of construction of any building on Property A, Applicant will cause to be prepared and recorded a set of covenants running with the land which will:

a) create an Architectural Review Board of which at least two members shall be registered architects which will be empowered to approve or disapprove the external appearance, height and bulk of all commercial and residential buildings, including parking garages and all landscape plans and street furniture.

b) create a Property Owners Association which will be empowered to collect dues from property owners which will be sufficient in total to pay for the maintenance of private streets and ways, walkways, lighting, landscaping, street furniture, signs, fountains, ponds and the art cultural center to be constructed by Applicant.

c) require Architectural Review Board approval of all changes in the external appearance of buildings and landscaping.

9. Landscaping - The Town Center Core Area will be extensively landscaped as illustrated in the development plan. The plan is an illustration of the approximate location and quantity of planting. All landscape plans shall be approved by the County Arborist and the Architectural Review Board and shall be in general harmony throughout the Town Center Study Area and shall be submitted to Fairfax County Planning Commission for review and comment concurrent with site plan review.

10. Open Space - The Town Center Core Area will contain at least 15% of open space, which shall include walkways, pedestrian plazas, minor parks and ponds.

11. Art and Cultural Center - Applicant will construct at Applicant's expense an art and cultural center having a floor area of approximately 8,000 square feet. It may be a separate building or within a larger building. As part of the 8,000 square feet commitment, a separate room not to exceed 800 square feet will be made available on a lease basis to Fairfax

County (at cost exclusive of land costs) for exhibition of Fairfax County art and artifacts. This room may or may not be part of the art and cultural center at the discretion of Applicant. Should Fairfax County elect not to lease such room, it will be utilized by Applicant for art and cultural uses.

#### D. DEVELOPMENT PLAN FOR RZ 86-C-121

1. Property B will be developed in accordance with the Development Plans dated November, 1986 and revised January, 1987. Prior to submission of a preliminary site plan to DEM for any part of Property B (144.64 acres included in RZ-C-121) Applicant proffers to cause to be prepared a conceptual plan to include:

- a vehicular traffic circulation plan including approximate location of entrances
- minor streets in approximate location
- pedestrian walkways and trails
- landscaping and screening
- open space
- recreation and community facilities
- location of a time-transfer transit hub
- floor area ratios
- height limits
- general location and type of housing units
- general location office and commercial buildings
- general location of parking structures

Applicant will afford members of the Reston community an opportunity to review and comment upon the conceptual plan prior to initial submission of the same to Fairfax County for review. Concurrent with the ongoing community input process, Applicant will submit the plan to the Fairfax County Office of Comprehensive Planning for review and the Fairfax County Planning Commission for review and approval. Once the overall preliminary site plan is approved, Applicant will submit preliminary and final site plans for review pursuant to Fairfax County Zoning Ordinances on a site by site basis.

#### E. DEVELOPMENT PLAN FOR RZ 86-C-118

1. Property C will be developed in accordance with the Development Plan dated November, 1986 and revised January, 1987. Prior to submission of

a site plan for review to DEM for any part of Property C (86.27 acres included in RZ-C-118) Applicant proffers to cause to be prepared a conceptual plan to include:

- a vehicular traffic circulation plan including approximate location of entrances
- minor streets in approximate location
- pedestrian walkways and trails
- landscaping and screening
- open space
- recreation and community facilities
- location of a time-transfer transit hub
- floor area ratios
- height limits
- general location and type of housing units
- general location office and commercial buildings
- general location of parking structures

Applicant will afford members of the Reston community an opportunity to review and comment upon the conceptual plan prior to initial submission of the same to Fairfax County for review. Concurrent with the ongoing community input process, Applicant will submit the plans to the Fairfax County Office of Comprehensive Planning for review and the Fairfax County Planning Commission for review and approval. Once the conceptual plan is approved, Applicant will submit site plans for review pursuant to Fairfax County Zoning Ordinances on a site by site basis.

F. DEVELOPMENT PLANS FOR ALL CASES  
(RZ-85-C-988, RZ-86-C-121, RZ-86-C-118)

1) The total floor area ratio for office and commercial buildings in the Town Center Study Area shall not exceed .43 floor area ratio (calculated on the basis of 448.96 gross acres) or 8,415,000 square feet of the total commercial space of which approximately 315,000 square feet shall be retail commercial, approximately 7,105,000 square feet shall be office space, and approximately 1,000,000 square feet shall be hotels. The amount of retail in the Town Center Core Area shall be a minimum of 250,000 square feet. Should Applicant elect to increase the retail space in the Town Center Study Area in excess of 315,000 square feet, the amount of office and/or hotel shall be reduced by like amounts so as to maintain the maximum 8,415,000 square foot total. Applicant reserves the right to elect to consider ground floor retail in the hotel as either hotel or retail space.

2) The number of dwelling units in the Town Center Study Area (excluding Jonathan's Keep and Part 13 of RZ 86-C-121) shall not be fewer than 1400. The 600 dwelling units in such core area shall be part of the commitment by Applicant to include at least 1400 dwelling units in the Town Center Study Area. Such dwelling units may be on both a for-sale and rental basis but shall not be included as part of any FAR calculations.

3) Applicant will use its best efforts to encourage and promote the development of residential dwelling units in the Town Center Study Area. Applicant anticipates that 150 dwelling units will be developed concurrent with the first 1,100,000 square feet of commercial space in the Town Center Core Area; 150 additional dwelling units with the next 1,100,000 square feet of commercial space in the Core Area; and 300 additional dwelling units with the buildout of the Core Area. Applicant will commit subject to obtaining building permits and all necessary governmental approvals, that a minimum of 500 dwelling units in addition to Jonathan's Keep will be under construction by the later of 1993 or the completion of 5,500,000 million square feet of office and/or R&D space provided such commitment will not require such residential construction to be greater than 25% of the annual rate of residential construction in Reston after 1990. When Applicant has developed 5,500,000 square feet of office and/or R&D space Applicant will, prior to commencing any additional office/R&D, identify and designate sites for the balance of the minimum 1400 dwelling units uncommitted and proceed with diligence to plan and market the additional dwelling sites, all of which shall be offered for sale within 5 years from the date Applicant has completed 5,500,000 million square feet of office/R&D space.

4) W&OD Trail Crossings - Subject to the approval of the Northern Virginia Regional Park Authority, the Applicant will construct at Applicant's expense grade-separated street crossings of the W&OD Trail at Reston Avenue, Town Center Parkway and South First Street. (South First Street only if Applicant develops Phase III per Table 3.) Applicant proffers to tunnel the W&OD Trail under Reston Avenue subject to Northern Virginia Regional Park Authority approval. Applicant understands and expects that VDOT and Fairfax County shall use their best efforts to assist in obtaining the necessary Park Authority approvals, but acknowledges and understands that it shall

have the sole obligation for obtaining same. Such crossings would be constructed concurrent with the improvements that create the crossings.

5) Parking Garages - All parking garages shall be designed to include architectural features and building materials which will minimize the appearance of bulk. All set back areas shall be landscaped and all top decks will include planters for shrubs and flowers. All landscaping shall be submitted to the County Arborist for review and approval and shall be approved by an Architectural Review Board as established for subject property. Entrances and exits will be so directed as not to impede traffic flows.

6) Parking - Parking will be provided in accordance with Fairfax County zoning ordinance requirements. Applicant may seek reductions in parking consistent with the zoning ordinance Applicant's TSM program and subject to the Board of Supervisors' approval. Applicant will comply with the zoning ordinance parking requirements during conversion of interim surface parking lots to decked parking and commercial buildings. Applicant will conduct studies of shared parking opportunities in concert with TSM programs and submit to Fairfax County for approval.

7) Architecture - Applicant will cause all commercial buildings and parking garages to be designed by skilled architects in keeping with the high architectural standards of the Reston community. Prior to submission of site plans, Applicant will cause architectural renderings to be prepared for each building and approved by an Architectural Review Board as established for subject property.

8) Landscaping - The Town Center Study Area will be extensively landscaped. All landscape plans shall be approved by the County Arborist and the Architectural Review Board and shall be in general harmony throughout the Town Center Study Area.

9) Open Space - The Town Center Study Area will contain at least 15 percent of open space, which shall include walkways, pedestrian plazas, parks and ponds.

10) Housing Mix - Consistent with Reston's original goals, Applicant will promote a variety of high density urban housing with a mix of housing styles, prices and ownership forms in the Town Center Study Area.

11) Day Care - Consistent with the Comprehensive Plan, Applicant will continue to make sites available in the Town Center Study Area on a for-sale basis at market rates for day care use. Applicant will make or cause others to make property available for 5,000 square feet of day care per every 1,000,000 square feet of office and R&D space developed. These day care centers may be freestanding or parts of larger structures and the property may be available on a for sale or for lease basis. There will be both profit and not-for-profit day cares in the Town Center Study Area, consistent with and proportionate to the ratio of profit to non-profit full time day care facilities which are currently in operation in Reston as of the date of these proffers. Land will be offered for sale at prices which account for the profit status of a particular facility. Applicant will adjust land values to encourage participation of both profit and non-profit facilities in the Fairfax County child care subsidy program. Applicant will utilize the results of a study to be conducted in 1987 by the Fairfax County Office of Children and will communicate with the Office of Children to continue to be informed of community child care needs.

12) Pedestrian Orientation - Applicant will promote and encourage easy pedestrian access to, from, and within the Properties. This will include direct linkages with nearby pathways and to the Northern Virginia Regional Trail. In addition, Applicant will facilitate pedestrian access across major roads through a variety of means including the creation of pedestrian crosswalks, the inclusion of pedestrian phases at signalized intersections and protected way stations in the medians where allowed by VDOT.

13) Community Uses - Applicant commits to either donate a parcel of land which will accommodate up to 10,000 square feet of gross building space or commit up to 10,000 square feet of gross building space for lease at cost,

to be used as community rooms and offices for Reston non-profit organizations. This at cost commitment is contingent on identification of needs and execution of leases or contract of purchase prior to December 31, 1995.

14) Sanitary Sewer - Applicant acknowledges that some of the sewer lines serving the Town Center Study Area may be inadequate to service the development proposed for the Study Area. Applicant further acknowledges that in order to obtain adequate service it may be necessary for Applicant to reconstruct portions of these sewer lines to increase the capacity to service Applicant's property. As Applicant commences its development, and such development, as determined by the Fairfax County Department of Public Works, necessitates the replacement and/or reconstruction of sewer lines servicing Applicant's development, Applicant shall upon request of Public Works proceed with such construction, replacement and/or reconstruction.

Reston Land Corporation

by Gregory J. Friess  
Gregory J. Friess  
Executive Vice President

Optionee

Pursuant to Section 15.1-491(a) of the Code of Virginia (1950, as amended) and Section 18-203 of the Zoning Ordinance of Fairfax County (1978, as amended), the undersigned optionee, for itself and its successors or assigns (hereinafter referred to as "Centennial") proffers that the development of that part of the parcels under consideration, of which Centennial is optionee, shown on Fairfax County Tax Map 17-1-((1))-3,

17-2((1))-11 (Part 13), 17-1((1))-3 (Part 6), 17-3-((1))-1, 2, 3, 17-3((1))-4, 5, 5C, 5D, 5G, 6, 14, 15 and 17-4((1))-7 (hereinafter collectively referred to as "Property B"); will be in accordance with the following conditions. These proffered conditions will be effective only if the Property is rezoned in accordance with Reston Land's request and Centennial completes its purchase.

Centennial will be bound by the proffers signed by Applicant in RZ 85-C-088, RZ 86-C-121 and RZ 86-C-118 revised February 27, 1987 (except those concerning Development Plan for RZ 85-C-088 and Development Plan for RZ 86-C-118) which affect in any way the parcel of which Centennial is optionee.

CENTENNIAL DEVELOPMENT CORPORATION

By. 

Pete T. Scamardo, President

**D. DEVELOPMENT PLAN FOR RZ 86-C-121**

1. Property B will be developed in accordance with the Development Plans dated November, 1986 and revised January, 1987. Prior to submission of a preliminary site plan to DEM for any part of Property B (144.64 acres included in RZ-C-121) Applicant proffers to cause to be prepared a conceptual plan to include:

- a vehicular traffic circulation plan including approximate location of entrances
- minor streets in approximate location
- pedestrian walkways and trails
- landscaping and screening
- open space
- recreation and community facilities
- location of a time-transfer transit hub
- floor area ratios
- height limits
- general location and type of housing units
- general location office and commercial buildings
- general location of parking structures

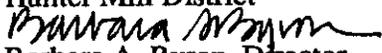
Applicant will afford members of the Reston community an opportunity to review and comment upon the conceptual plan prior to initial submission of the same to Fairfax County for review. Concurrent with the ongoing community input process, Applicant will submit the plan to the Fairfax County Office of Comprehensive Planning for review and the Fairfax County Planning Commission for review and approval. Once the overall preliminary site plan is approved, Applicant will submit preliminary and final site plans for review pursuant to Fairfax County Zoning Ordinances on a site by site basis.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

DATE: April 27, 1994

TO: John M. Palatiello  
Planning Commissioner  
Hunter Mill District

FROM:   
Barbara A. Byron, Director  
Zoning Evaluation Division  
Office of Comprehensive Planning

SUBJECT: Proffer Interpretation: RZ 86-C-121

This memorandum is in response to questions you have raised regarding the "Conceptual Plan" that has been submitted for a portion of the Reston Town Center called "The Spectrum at Reston Town Center". This "Conceptual Plan" is under review by staff and is scheduled for a public hearing before the Planning Commission. You have requested a proffer interpretation as to the authority of the Planning Commission regarding the "Conceptual Plan".

By way of background, on March 9, 1987, the Board of Supervisors approved four (4) concurrent rezonings (RZ 85-C-088, RZ 86-C-119, RZ 86-C-121 and RZ 86-C-118) on a total of 343 acres of land that collectively comprise and are known as the "Reston Town Center Rezonings". On October 2, 1989, the Board approved RZ 89-C-025 on the land previously covered by RZ 86-C-118 and concurrently approved proffered condition amendments (PCAs) on the three other Town Center rezonings (RZ 85-C-088, RZ 86-C-119, and RZ 86-C-121). On October 15, 1990, the Board of Supervisors approved proffered condition amendments on RZ 85-C-088, RZ 86-C-119, RZ 86-C-121 and RZ 89-C-025. As a result, one set of proffers dated February 27, 1987, as amended through October 4, 1990, currently governs the four "Reston Town Center Rezonings". As required by the Zoning Ordinance, a Development Plan (DP) was submitted and approved with each of these rezonings.

The property that is the subject of the pending "Conceptual Plan" is zoned PRC with proffers pursuant to RZ 86-C-121 and its subsequent PCAs. It is shown on the "Conceptual Plan" as Section 87, Blocks 2 and 3 and Section 91. The proffered DP for this area is a general plan known as a "blob" plan which sets forth permitted land uses and maximum intensity and height, but does not show development details such as exact land use, building type and location, internal pedestrian and vehicular circulation, open space or landscaping. The DP for Section 91, which is adjacent to the urban core and which was shown as part of Part 5 on the DP submitted with and approved pursuant to RZ 86-C-121, states that the maximum gross floor area in this section shall not exceed 455,000 square feet of gross floor area of commercial space, a maximum non-residential FAR of .7 and a height of 15 stories or 180 feet. Uses approved in this section include all uses permitted by right in the PRC District in the Town Center, as well as certain other special exception and special permit uses. Section 87, Blocks 2 and 3, which is located farther away from the urban core and steps down in FAR and height, were shown as Part 6 on the DP. The DP states that the maximum gross floor area in this section shall not exceed 384,000 square feet of gross floor area of commercial space, a maximum non-residential FAR of .5 and a height of 10 stories or 120 feet. Uses approved in this section also include all uses permitted by right in the PRC District in the Town Center, as well as certain other special exception and special permit uses.

John M. Palatiello  
April 27, 1994  
Page 2

With the "Reston Town Center Rezoning", the applicant proffered to prepare "Conceptual Plans". A copy of the relevant proffer (proffer D1; page 18) as it pertains to RZ 86-C-121 is attached. At the time that the four original "Reston Town Center Rezoning" were approved in 1987, the "Conceptual Plan" for the portion of the Town Center known as the urban core was concurrently reviewed and approved. The urban core was the portion of the Town Center that was to be developed first and for which planning and urban design work had been done. Its "Conceptual Plan" provided a detailed depiction of how the urban core would be developed. The Market Street area of the Town Center has been developed in conformance with that "Conceptual Plan".

The applicant proffered that "Conceptual Plans" would be prepared for the remaining areas within the Town Center prior to the submission of preliminary site plans to the Department of Environmental Management (DEM). The proffer states in part that ". . . Applicant proffers to cause to be prepared a conceptual plan to include:

- a vehicular traffic circulation plan including approximate location of entrances
- minor streets in approximate location
- pedestrian walkways and trails
- landscaping and screening
- open space
- recreation and community facilities
- location of a time-transfer transit hub
- floor area ratios
- height limits
- general location and type of housing units
- general location office and commercial buildings
- general location of parking structures"

The proffer goes on to state that the ". . . Applicant will submit the plan to the Fairfax County Office of Comprehensive Planning for review and the Fairfax County Planning Commission for review and approval". Once the "Conceptual Plan" is approved by the Planning Commission, the applicant is required to submit a preliminary site plan and a site plan to DEM in accordance with Zoning Ordinance requirements.

The DP approved by the Board of Supervisors pursuant to RZ 86-C-121 was consistent with the minimum requirements of the Zoning Ordinance for such a submission. Sect. 16-302 requires, among other things, that the DP show the location of all proposed land uses, the proposed traffic circulation including major streets and major pedestrian, bike and/or bridle paths, and that it contain a statement setting forth the maximum gross floor area and FAR proposed for all non-residential uses and the maximum number of dwelling units proposed. Sect. 16-303 sets forth the requirements for a preliminary site plan. These include the general location and arrangement of existing or contemplated developments on the site. The Zoning Ordinance does not have a requirement for a "Conceptual Plan"; this was created by the applicant in the proffers at the time of the rezonings in 1987. As previously stated, at that time, the applicant had undertaken design work for the urban core of the Town Center and was therefore in a position to submit detailed development plans for that area; however, the applicant did not submit that level of planning and design for the other areas of the Town Center. As such, only the "blob" DPs were submitted for these other portions, with the understanding as evidenced by the proffers that the more detailed development proposals consistent with those approved for the urban core would be submitted in the future using the vehicle of the "Conceptual Plans". The proffer providing for the "Conceptual Plans" allowed the rezonings beyond that for the

urban core to proceed while ensuring the subsequent review by the Planning Commission of more specific development proposals comparable to that of the urban core for conformance with the proffers and the requirements of the Zoning Ordinance.

On April 2, 1992, the Planning Commission approved a "Master Conceptual Plan" which was submitted by the applicant as a compilation of all the Parts shown on the various DPs that govern the "Reston Town Center Rezonings" onto a single set of documents. As with the approved DPs, this document continued to depict the various portions of the Town Center as "blobs", but did not show specific layouts. It was recognized, and the Planning Commission's approval of the "Master Conceptual Plan" specifically stated, that this "Master Conceptual Plan" would not abrogate the need to submit "Conceptual Plans" for the various sections, but that the "Master Conceptual Plan" provided a bridge between the approved DPs and the "Conceptual Plans" and established the street system and the major streetscape/open space parameters of the Town Center. The applicant has relied on this approval to submit site plans for several of the streets in the Town Center. Unlike the DPs that set out maximum FAR, height, etc., General Note 1. on the "Master Conceptual Plan" provides a more definite statement as to these parameters by stating: "This plan depicts the land use, heights, and non-residential F.A.R." On the "Master Conceptual Plan", the uses set forth for both Section 87, Blocks 2 and 3 and Section 91 are: "Office, Retail, Residential, Community, Recreation, and/or Parking". The height limit is 120 feet for Section 87 and 180 feet for Section 91; the non-residential FAR is .5 for Section 87, and .7 for Section 91.

In response to your questions, it is my determination that the proffers give the Planning Commission the authority to approve, withhold approval or deny a "Conceptual Plan". The proffers give specific authority with regard to the "Conceptual Plans" to certain groups: the Reston community is afforded the opportunity to review and comment; the "Conceptual Plan" is submitted to the staff for review and to the Planning Commission for review and approval.

The language of the proffers would only make sense if the Planning Commission, given the authority to approve, could also withhold approval or deny a submitted "Conceptual Plan". Furthermore, on page 17 of the proffers, the proffer that pertains to landscaping gives the right to the Planning Commission to review and comment on landscape plans. This distinction reinforces my determination that the specific language of the proffer which grants the Planning Commission the ability to approve a "Conceptual Plan" necessarily incorporates the ability to withhold approval or to deny such a plan. If the applicant had intended to limit the authority of the Planning Commission, for example, to permit the Planning Commission to merely review and comment, the proffers as they pertain to this issue could have been so written.

In regard to the issue of the basis for such an approval or denial by the Planning Commission, the proffers do not spell out specific criteria for such approval or denial; they merely list items to be included on the "Conceptual Plan". The proffers were voluntarily drafted and submitted by an attorney highly experienced in such matters who could have incorporated into the proffers standards and parameters for review. Nevertheless, that was not done. As such, it is my determination that, in the proffers, the applicant granted the Planning Commission broad authority to approve, withhold approval or deny a "Conceptual Plan", based upon how the approved office, retail, residential, community, recreation and/or parking uses are proposed to be developed on the site when viewed in the context of the proffers and the Zoning Ordinance. The failure to provide language to limit or to qualify the word "approval" in the proffers reinforces the position that broad authority was granted. Broad authority is also consistent with the context in which the "Conceptual Plans" were created, i.e., to compensate for DPs that did not provide a level of detail sufficient to evaluate specific development plans such as had been provided for the urban core.

John M. Palatiello  
April 27, 1994  
Page 4

Furthermore, Sect. 16-204 of the Zoning Ordinance addresses approval of preliminary site plans by DEM. Par. 1 of that section states in part: "All preliminary site plans shall be prepared in accordance with the applicable objectives of the PRC District . . . ." Par. 7 of Sect. 16-204 states that the applicable objectives of the PRC District must be met by the preliminary site plan for the Director to approve such a plan. Sect. 6-301, Purpose and Intent, states in part: "To be granted this zoning district, the developer must demonstrate the achievement of the following specific objectives (emphasis added) throughout all of his planning, design and development." That section then lists seven (7) objectives, including the following: "An orderly and creative arrangement of all land uses with respect to each other and to the entire community"; "A planned and integrated comprehensive transportation system providing for a separation of pedestrian and vehicular traffic, to include facilities such as mass transportation, roadways, bicycle or equestrian paths and pedestrian walkways"; "The location of structures to take maximum advantage of the natural and manmade environment"; and, "The provision of adequate and well-designed open space for the use of all residents". These are the Ordinance provisions, among others, that are applicable to the Director of DEM's review and approval of preliminary site plans. It would be incongruous for these provisions to be applicable at the preliminary site plan stage, and for the provisions not to apply in the review of "Conceptual Plans" by the Planning Commission.

The objectives are further defined by Par. D. of Sect. 6-302 of the Zoning Ordinance which discusses the Town Center, as follows:

The following uses are permitted in those locations approved for a Town Center, which should be a central location for retail, community and leisure uses on a scale serving the planned community and the surrounding area. There should be no more than one town center in a new town, and it should contain a mixture of uses such as residential, community, office, retail, entertainment and specialty shops. The uses should be well integrated and contain unique design elements. The pedestrian and vehicular traffic within the center should be separated with major emphasis on the pedestrian circulation system.

As such, it is my determination that the proffers and the Zoning Ordinance provisions applicable to the PRC District, particularly the objectives of the PRC District as found in Section 6-301 of the Zoning Ordinance and the Town Center provisions in Par. D of Sect. 6-302, provide the standards of review for the "Conceptual Plans" by the Planning Commission.

These determinations have been made in my capacity as the duly authorized agent of the Zoning Administrator. If you have any additional questions, or require additional information, please let me know.

Attachment: A/S

cc: Robert B. Dix, Jr., Supervisor, Hunter Mill District  
David P. Bobzien, County Attorney  
James P. Zook, Director, Office of Comprehensive Planning  
Jane W. Gwinn, Zoning Administrator  
Catherine Chianese, Senior Staff Coordinator, Zoning Evaluation Division, OCP  
Antonio J. Calabrese, McGuire Woods Battle & Boothe  
Thomas D'Alesandro, Reston Land Corporation  
Arthur Fuccillo, Lerner Enterprises  
Jeffrey H. Saxe, Sr. V.P., Planning/Land Development, H/P Companies, L.C.  
File: RZ 86-C-121; CP 86-C-121



# County of Fairfax, Virginia

## MEMORANDUM

DATE November 15, 2007

**TO:** Regina Coyle, Director  
Zoning Evaluation Division, DPZ

**FROM:** Pamela G. Nee, Chief *PGN*  
Environment and Development Review Branch, DPZ

**SUBJECT:** Land Use Analysis & Environmental Assessment: CPA 86-C-121-2-3  
Lerner Enterprises-Reston Spectrum

The memorandum, prepared by Jennifer Bonnette, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Concept Plan Amendment (CPA) dated June 19, 2006 as revised through October 26, 2007, development plans and general notes dated October 26, 2007. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted.

### DESCRIPTION OF THE APPLICATION

The applicant, Lerner Enterprises-Reston Spectrum, is requesting to redevelop a 24.29 acre site located in the Reston Town Center from an existing regional shopping center to a mixed use development with residential, retail, office and hotel uses at or close to the maximum intensity and residential density permitted under the existing rezoning application, RZ 86-C-121, approved in 1987. The subject property is planned as a Residential Planned Community and zoned PRC. The application property is divided into two sections, 91 and 87, Blocks 2 and 3, 8.88 and 15.41 acres respectively. Section 91, located closest to the Reston Town Center core area, will be developed with between 250,000 and 406,000 square feet of nonresidential uses and between 300 and 562 multi-family residential dwelling units. Section 87, Blocks 2 and 3, located to the north of Section 91, will be developed with between 160,000 and 383,611 square feet of nonresidential uses and between 435 and 881 multi-family residential dwelling units. Section 91 and Section 87, Blocks 2 and 3's building heights will range from 60 to 180 feet and 15 to 120 feet respectively. In general, the building heights will taper slightly from south to north, reducing in height the farther away from the Reston Town Center core. A majority of the parking will be provided in below and above grade parking structures. The underlying rezoning restricts development to .7 FAR and a maximum height of 180 feet in Section 91 and .5 FAR and a maximum height of 120 feet in Section 87, and a residential density of 50 dwelling units per acre.

Department of Planning and Zoning  
Planning Division  
12055 Government Center Parkway, Suite 730  
Fairfax, Virginia 22035-5509  
Phone 703-324-1380  
Fax 703-324-3056  
[www.fairfaxcounty.gov/dpz/](http://www.fairfaxcounty.gov/dpz/)

The applicant has divided the proposed development into four blocks, A through D, which correspond to the four proposed phases of development. Block A includes Section 91 and Blocks B through D include Section 87, Blocks 2 and 3. The four phases are further subdivided into 10 sub-phases, with each phase consisting of either two or three sub-phases. Block A will consist of office, hotel and residential uses with ground level retail. Block B will consist of office and residential uses with ground level retail. Block C will be mostly residential with ground level retail. Finally, Block D will be residential with ground level retail and a separate one level grocery store and drive-in bank. Six plazas internal to the development are proposed, one which is centrally located in Block A and will serve the mix of proposed uses, one that will be a combination of a public and private plaza, and four that will serve as residential amenities. Three additional plazas will serve as focal areas along Reston Parkway. The plazas will include a variety of design features, including landscaping, hardscape areas, focal point features, outdoor seating areas and passive recreational areas. Improvements to the Reston Parkway, Fountain Drive, New Dominion Parkway and Bowman Towne Drive streetscapes are proposed. A sidewalk or striped pathway through the center of the site connecting Blocks A through D, some of which will be located in ground-floor portions of parking structures, is also proposed.

Existing access to the site will continue from Reston Parkway, New Dominion Parkway, Fountain Drive and Bowman Towne Drive. In order to enhance the existing street grid, an additional east-west street and potential future connection are proposed that will connect Reston Parkway and Fountain Drive in the northern portion of the development.

## **LOCATION AND CHARACTER OF THE AREA**

The subject property was developed in 1996 as a regional shopping center with retail and restaurant establishments, including Harris Teeter grocery store, Borders and several banks, among others. The property was approved in 1994 for 240,000 to 310,000 square feet of development in 12 one to two story buildings. The property is bordered by Reston Parkway and Fountain Drive to the east and west and Baron Cameron Avenue and New Dominion Parkway to the north and south. Bowman Towne Drive intersects the property. Within the perimeters of this large block is an existing office building, at the intersection of Bowman Drive and Reston Parkway, that is not part of this application and will remain. The property is located in the northeastern portion of the Reston Town Center. To the east across Reston Parkway are garden-style condominiums, single-family attached dwellings, a townhouse office development, and a church. A high rise multi-family residential building is approved to replace a portion of the garden-style units in the northeast corner of Reston Parkway and Temporary Road. To the south across New Dominion Parkway is open space and a surface parking lot which serves the Reston Town Center. An application to redevelop this area into a high intensity mixed use project has been indefinitely deferred. To the west across Fountain Drive are a hospital and health facilities, Reston Regional Library and vacant land owned by the Fairfax County Park Authority, which is the location of the proposed Reston Town Green Park. To the north across Baron Cameron Avenue is a retail shopping center, including a

Home Depot and service station. The area surrounding the subject property is zoned PRC and planned as a Residential Planned Community.

## **COMPREHENSIVE PLAN CITATIONS:**

### **Land Use**

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Reston-Herndon Suburban Center and Transit Station Areas, as amended through September 10, 2007 pages 38 and 118:

#### **“Sub-unit D-1 (part of Reston Parkway Transit Station Area)**

Sub-unit D-1 is mostly developed with a diversity of uses including housing, retail, institutional facilities such as a county government center, police station, medical-oriented facilities, regional library and social services. It is planned and approved for a mix of uses including office, retail, residential, institutional and community-serving uses at intensities between .50 and .70 FAR. Within this sub-unit is the Reston Hospital and associated medial office building, the North County Government Complex, and a regional library, which are all excluded from the total 8.4 million square feet planned in the Reston Town Center. . . .

### **Land Within the Planned Community of Reston**

1. Incorporate the Reston Master Plans (Land Use Plan, Community Facilities Plan and Transportation Plan)\*, adopted on July 18, 1962, and as subsequently amended, by reference in the Area Plan and on the composite map. . . .

\*NOTE: The Reston Master Plan has its own program of time-phased development, which shall be the guide for development in Reston.”

### **Environment**

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through November 15, 2004, page 5-7:

**“Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.**

Policy a. Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the County’s best management practice (BMP) requirements. . . .

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and

pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

- Minimize the amount of impervious surface created....
- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.
- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements....

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations."

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through November 15, 2004, pages 7-8:

**“Objective 3: Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.**

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance, as applied to Chesapeake Bay Preservation Areas adopted by the Board of Supervisors”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through November 15, 2004, page 8:

**“Objective 4: Minimize human exposure to unhealthful levels of transportation generated noise.**

Policy a: Regulate new development to ensure that people are protected from unhealthful levels of transportation noise.

Policy b: Reduce noise impacts in areas of existing development.”

## **COMPREHENSIVE PLAN MAP: Planned Residential Community**

The Reston Master Plan shows that the subject property is located within the Town Center on the Land Use Plan. The Land Use Map, Figure 38, is contained at the end of this report as an additional Plan citation.

### **LAND USE ANALYSIS**

**Use and Intensity** The proposed mixed use development is composed of residential, office, retail and hotel uses at or close to the density and intensity approved under the 1987 rezoning of the subject property for both the northern and southern sections of the site. Staff has expressed concerns about the high residential density proposed in the northern portion of the subject property because this area is located farther from the core of the Reston Town Center and the planned Reston Parkway Metrorail Station, which is to be constructed near the intersection of the Dulles Toll Road and Reston Parkway, and the existing Reston Town Center Transit Station. Staff has recommended that there be a reduction of the height and residential density in the northern section of the site. In response, the applicant has proposed to taper the heights in the northern section of the site, so that the residential building heights proposed in Block C are 8 and 11 stories and 6 and 7 stories in Block D, without reducing any of the approved density. Given that Blocks C and D are approximately  $\frac{3}{4}$  to 1 mile away from the proposed and existing transit stations, staff recommends a reduction in the proposed residential density in these blocks.

The applicant proposes a wide range in the square footage of the proposed non-residential uses and number of residential units. The applicant has indicated that this flexibility is provided in order to accommodate either wood and masonry building construction or steel and concrete construction. Additionally, an existing drive-in bank that will remain as part of the proposed redevelopment should be the only permitted drive-through use given the nature of the redevelopment as a high intensity mixed use development located in the Reston Town Center. Automobile-intense uses should be minimized.

This issue remains outstanding.

**Phasing** The applicant is proposing to redevelop the site in up to 10 sub-phases that roughly correspond to existing building groupings in the current development. Blocks A through D correspond with Phases A through D. Phases A and D are divided into three sub-phases and Phases B and C are divided into two sub-phases. The applicant has proposed to redevelop the 10 phases without limitation to the sequencing or timing. Staff has expressed repeated concern about the potential impact of this level of flexibility on the compatibility of existing and proposed land uses over the course of redevelopment. The proposed phasing plan could result in residential development immediately adjacent to strip retail centers and surface parking with minimal screening for example. In addition, the public and private plazas proposed in each block will not be developed until the last sub-phase in each block is developed. This could result in a significant amount of residential density constructed without outdoor amenity areas

provided and non-residential uses constructed without a central gathering space. For both of these examples, these conditions could remain for an indefinite period of time. The applicant's proposal to provide a phasing plan for each block if sub-phases are redeveloped separately does not solve the fundamental problems concerning the potential lack of land use compatibility and loss of public and private amenities over an indeterminate length of time. Given the lack of timing and sequencing combined with the level of flexibility in the intensity and density of the proposed uses, staff strongly recommends that the phasing plan be restricted to the four larger phases, A through D, so that all of the existing development in each phase would have to be redeveloped simultaneously. By phasing the project in this manner, staff can be assured that incompatible uses will not exist and for indefinite periods of time, and that public and residential amenities, such as the proposed plazas, will coincide with the redevelopment of each block, such that they will not be constructed potentially many years in the future.

This issue remains outstanding.

**Urban Design and Pedestrian Circulation** The applicant has designated the streetscape along Fountain Drive as a primary focus for the proposed development. At least 75 percent of the development's street-level frontage along each block of Fountain Drive will be occupied by non-residential uses providing support retail, services or other non-residential uses. A 27 to 30 foot wide streetscape and parallel parking spaces within the right-of-way are proposed. If the parallel spaces are not approved, the applicant proposes to modify the streetscape to accommodate parallel spaces. This change would result in a minimum 22 foot wide streetscape.

A minimum five foot wide internal sidewalk is proposed across or through each phase of the development linking New Dominion Parkway to the Harris Teeter grocery store located on the northern edge of the property. The portions of the sidewalk in Phases C and D will be located within the ground-floor portions of parking structures, due to significant grade changes and the development's design which maximizes the permitted intensity and density. The Concept Plan contains elevations of the sidewalk at various locations throughout the site which demonstrate that the internal pedestrian network will be well-lit, include way-finding signage, and have a reserved area for pedestrians to walk that will distinguish, identify and separate the sidewalk from vehicular traffic, to help mitigate the potential negative impact of a principal pedestrian amenity located within a parking structure. A development at a lesser intensity could improve the pedestrian experience along the internal sidewalk by allowing for more design flexibility to accommodate parking and residential uses.

An existing trail along Reston Parkway will be upgraded and three additional focal areas will be provided at the intersections with New Dominion Parkway in Block A and the new grid street proposed between Blocks C and D. The Block A focal area will connect with the central public plaza for this block. The retail building footprints will be located closer to the trail to create a more active streetscape. Due to significant grade changes and the applicant's design

of the development, the establishment of a more lively streetscape along the rest of the Reston Parkway streetscape cannot be accommodated. A more active streetscape, including retail spaces and lobby entrances, would be appropriate if parallel parking along the western side of Reston Parkway is established in the future. In addition, it is recommended that the existing six foot wide trail along Baron Cameron Avenue be widened to a minimum of eight feet to meet the Countywide Trails Plan.

The conceptual elevations proposed as part of the Concept Plan are subject to the approval of the Reston Association Design Review Board (DRB). As part of each PRC Plan approval for the proposed development, the applicant has agreed to submit more detailed architectural plans that include, at a minimum, a proposed list of building materials, elevations showing the architectural style and façade treatment for each building, and the exterior treatments of ground-floor uses along Fountain Drive. Architectural treatments and street-level retail will be used to screen the above-grade portions of the parking structures along Reston Parkway, New Dominion Parkway and Fountain Drive, which are also subject to approval of the DRB.

This issue remains outstanding.

**Affordable Housing** The applicant has proposed to provide five percent of the total number of residential units constructed on the property, up to 55 units, as affordable units to households at 100 percent area median income (AMI). The applicant is proposing to develop 735 to 1,443 dwelling units, which would result in 37 to 72 units when calculated at five percent of the total number of residential units. If the applicant develops the property at the maximum number of residential units, the proposed contribution toward affordable housing would be significantly less than five percent. Staff recommends that the applicant follow the recently adopted Policy Plan guidance on affordable housing which recommends a minimum of 12 percent affordable housing to be provided as part of the Affordable Dwelling Unit (ADU) Program and as workforce housing.

This issue remains outstanding.

**Transportation** Given the high intensity mixed use development that is proposed on the subject property and its relative proximity (3/4 to one mile) to the existing Reston Town Center Transit Station and proposed Reston Parkway Metrorail Station, the use of public transit should be strongly encouraged. The applicant has proposed to participate in the funding of a privately-operated shuttle serving the Reston Town Center if it is established by others and provides sufficient peak-hour service to the development and future Reston Parkway Metrorail Station. The applicant proposes to increase the number of existing bus shelters from five to seven shelters and relocate some of the existing shelters to sites more accessible to the proposed redevelopment. In addition, peak-hour residential vehicular trips are proposed to be reduced by 20 percent after greater than 80 percent of the non-residential permits have been issued. Finally, in the future, the applicant may request approval by the Board of Supervisors for a parking reduction or shared parking agreement to reduce the required number of parking

spaces to serve the proposed development. Staff in the Fairfax County Department of Transportation will determine the adequacy of these proposed measures to reduce the traffic impact of this development.

## **ENVIRONMENTAL ANALYSIS**

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed development.

**Highway Noise** Federal guidelines for maximum levels for noise exposure as recommended in the Comprehensive Plan are DNL 65 dBA for outdoor activity areas and DNL 45 dBA for residences. The residential buildings and outdoor plazas on the subject property are impacted by transportation generated noise from Reston Parkway and Baron Cameron Avenue. The applicant has submitted a preliminary noise study dated May 16, 2007 and revised through October 10, 2007, which measured noise at 10 minute periods over a continuous 24-hour period between March 28 and 29, 2007. The October 10 revision reflects changes depicted on the CPA dated October 26, 2007. The noise study shows that the majority of the site is impacted by noise levels less than DNL 65 dBA. However, the faces of the residential buildings closest to Reston Parkway, located in Blocks A, C and D are exposed to noise levels in the DNL 65-66 dBA range. Portions of the existing commercial buildings along Baron Cameron Avenue also fall within the DNL 65-66 dBA range. The outdoor residential amenity areas and central public plaza areas are impacted by noise levels below DNL 65 dBA.

The applicant has proposed to submit a refined noise assessment concurrent with the submission of each PRC Plan for the residential units and/or hotel uses in the proposed development that will demonstrate that all affected interior areas of the residential buildings or hotels will have noise levels reduced to approximately DNL 45 dBA or less, consistent with Plan guidance on noise mitigation. The analysis is subject to the approval of the Department of Planning and Zoning.

In the DNL 65 -70 dBA impact zone, the applicant has committed to exterior walls with a laboratory STC rating of at least 39, and doors and windows with a laboratory STC rating of at least 28. If windows constitute more than 20 percent of the façade, the applicant has committed to the same STC rating as the walls. In the DNL 70-75 dBA impact zone, the applicant has committed to exterior walls with a laboratory STC rating of at least 45 and doors and windows with a laboratory STC rating of at least 37. If windows constitute more than 20 percent of the façade, the applicant has committed to the same STC rating as the walls.

Additionally, a revised noise study will be submitted with each PRC Plan for Plazas 1 through 6 demonstrating that all proposed exterior courtyards and plazas will have noise levels reduced to approximately DNL 65 dBA or less, as well as suggest noise mitigation techniques to address such impacts, if any.

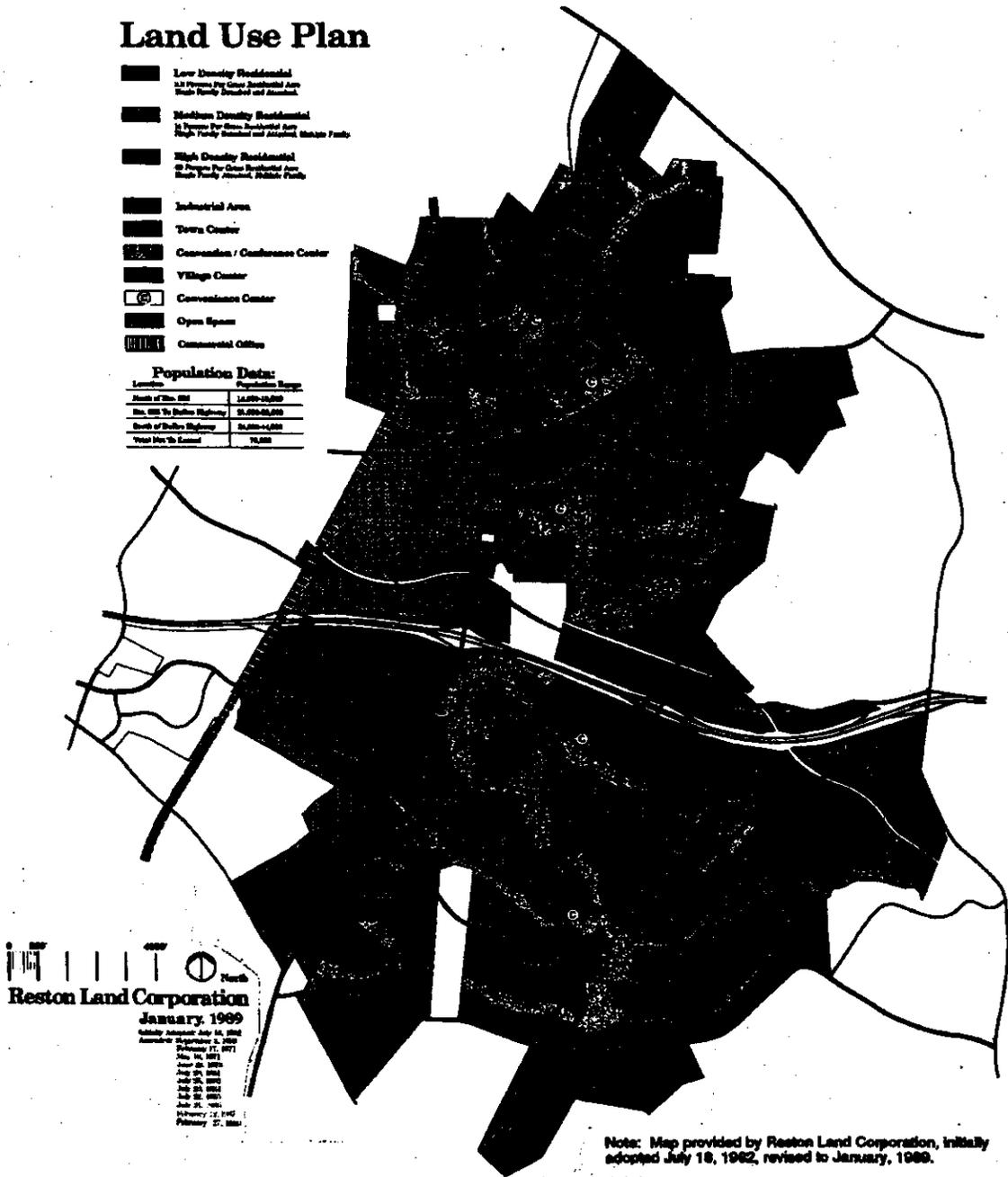
**Water Quality Protection/Stormwater Management (SWM)/Best Management Practices (BMP)** The subject property is located in the Sugarland Run watershed and is within the County's Chesapeake Bay Watershed. The applicant has stated in the general notes that SWM will be provided in the "Town Center Parkway" and "Reston Section 43" Storm Water Management Facilities, which is consistent with the approved development of the Reston Town Center. The proposed high intensity mixed use development presents an opportunity to optimize SWM/BMP on the site by incorporating Low Impact Development (LID) techniques such as green roofs and porous pavement. The SWM/BMP measures proposed for this property are subject to review and approval by the Department of Public Works and Environmental Services (DPWES).

### **COUNTYWIDE TRAILS PLAN**

Major paved trails at a minimum of eight feet wide for both Reston Parkway and Baron Cameron Avenue are shown on the Countywide Trails Plan. A 10 foot wide asphalt trail will be constructed or upgraded from the existing trail on Reston Parkway and a six foot wide trail exists along Baron Cameron Avenue.

PGN: JRB

**Additional Comprehensive Plan Citation**



**RESTON MASTER PLAN  
 LAND USE PLAN**

**FIGURE 38**



# County of Fairfax, Virginia

## MEMORANDUM

April 9, 2008

**TO:** Jack Thompson, Senior Staff Coordinator  
Zoning Evaluation Division, DPZ

**FROM:** Hugh Whitehead, Urban Forester II  
Forest Conservation Branch, DPWES

**SUBJECT:** Forest Conservation Branch comments and recommendations

**RE:** Reston Spectrum, CPA 86-C-121-2-3, General Notes dated April 7, 2008

I have reviewed the General Notes dated April 7, 2008, submitted by the Applicant for the above referenced CPA. The following comments are based on this review and a site visits conducted during previous review of this application.

- Comment:** Recent research has shown structural soils to be a less effective growing medium than once believed. New technology is available that provides large volumes of uncompacted soil, giving trees greater potential to achieve sizes and health consistent with a more natural environment; and providing greater environmental benefit to the site and the community. General Note 4.A.iv reads as follows:  
"The use of structural soils and/or structural cells to improve the survival potential for any trees planted within an area that is less than eight feet in width, as determined by UFM."

**Recommendation:** Revise General Note 4.A.iv as follows:

"The use of ~~structural soils and/or~~ structural cells to improve the survival potential for any trees planted within an area that is less than eight feet in width, as determined by UFM. In all cases where planting areas are modified, exposed surface area of planting beds shall not be less than six feet in width. Planting areas shall be contiguous to the fullest extent possible. Soil in areas previously compacted shall be tilled and amended as necessary, based on soil reports for fertility and compaction, to a depth of eighteen inches (18"). At the time of issuance of the first RUP or NonRUP, the Applicant shall provide documentation, including written confirmation from a certified arborist or landscape architect verifying installation of trees consistent with this commitment."

- Comment:** Suitable tree species for use in the region continue to change. Pressures from pests and diseases also change. Generally, invasive species and species experiencing or threatened by particular pest and disease problems should be avoided. Incorporating

---

Department of Public Works and Environmental Services  
Land Development Services, Urban Forest Management Division  
12055 Government Center Parkway, Suite 518  
Fairfax, Virginia 22035-5503  
Phone 703-324-1770, TTY: 703-324-1877, Fax: 703-803-7769  
[www.fairfaxcounty.gov/dpwes](http://www.fairfaxcounty.gov/dpwes)



Reston Spectrum  
CPA 86-C-121-2-3  
April 9, 2008  
Page 2 of 2

diversity within a landscape design facilitates replacing any species that may develop problems in the future with a different species that has great resistance and/or tolerance to pests, disease, and/or environmental conditions specific to the site.

**Recommendations:** Add the following note:

“Landscape designs shall incorporate diversity that will allow for flexibility in replacing trees in the event that a particular tree species comes under pressure from pests or disease, or otherwise proves unsuitable for specific environmental conditions on the site.”

If you have any questions, please contact me at 703-324-1770.

HCW/  
UFMID #: 115763

cc: RA File  
DPZ File

---

Department of Public Works and Environmental Services  
Land Development Services, Urban Forest Management Division  
12055 Government Center Parkway, Suite 518  
Fairfax, Virginia 22035-5503  
Phone 703-324-1770, TTY: 703-324-1877, Fax: 703-803-7769  
[www.fairfaxcounty.gov/dpwes](http://www.fairfaxcounty.gov/dpwes)





# County of Fairfax, Virginia

## MEMORANDUM

**TO:** Regina Coyle, Director  
Zoning Evaluation Division, DPZ

**FROM:** Angela Kadar Rodeheaver, Chief  
Site Analysis Section, DOT

**FILE:** 3-4 (RZ 86-C-121)

**REFERENCE:** ADDENDUM - CPA 86-C-121-2-3; Reston Spectrum, LLP/Harris Teeter Properties, LLC  
Tax Map 17-1 ((1)) 3K, 3P, 3Q

**DATE:** April 3, 2008

This department has reviewed the subject application; the revised development plan dated June 19, 2006, and revised through February 28, 2008; and draft plan notes dated February 16, 2007, revised through February 28, 2008. We have the following comments.

### 1. Future PRC Plans

This department is concerned that approval of the application now under review will hamper, if not end, the ability of staff to seek future changes to the development. As proposed, the subject development is anticipated to take at least 20 years to be fully complete. The product is expected to have a 25 to 50 year life span after that. Staff should have the opportunity to recommend modifications to the development to address changes in dynamics during the development period.

A means to allow planning staff and allied agencies input in the future development process would be an agreement by the applicant to open themselves up to full staff review of PRC plans as they are submitted. At the PRC plan stage, staff and applicant can work on development details on a block by block basis. It will also provide the opportunity to bi-laterally address changing circumstances during the evolution of the development.

### 2. Reston Parkway - Construction of 3<sup>rd</sup> Lane

The applicant has partially addressed staff recommendations regarding timing and construction of improvements on the southbound lanes of Reston Parkway as noted below. It should be noted that these commitments will be completed in the context of the existing cross-section of the roadway.

#### Issues Addressed

- a. The applicant has committed that by RUP/NonRUP triggers in Phase A development, the existing right-turn lane stub southbound at New Dominion

- Drive will be extended to a standard right-turn lane. Staff asks that a date certain for completion of this improvement be provided. This issue is partially addressed.
- b. The applicant has committed to construct a right-turn lane extending from Baron Cameron Avenue to the proposed northern cross-street to be complete when RUP/NonRUP triggers in Phase D development are met. Staff asks that a date certain for completion of this improvement be provided. This issue is partially addressed.
  - c. The applicant is depicting a new point of entry to Reston Parkway along Tax Map 17-1 ((1)) 2C (Parcel 2C). Staff has determined that this entry is appropriate if, as stated in the notes, the existing point(s) of entry to Parcel 2C from Reston Parkway are closed and access to this parcel were consolidated on the application property.

#### Outstanding Issues

- a. The applicant has not addressed Comprehensive Plan recommendations for dedication on the Reston Parkway frontage. The Plan recommendation for a curb & gutter section is 72 feet from centerline; 84 feet for right-turn lanes. An evaluation of right-of-way limits shown on the application drawings indicates a varying width right-of-way of 60-70 feet and a maximum width for a turn lane of 76 feet.
  - b. Staff has asked that by completion of Phase B development, the third through lane on Reston Parkway to Bowman Towne Drive will be completed. This will require extending and reconstructing the pedestrian underpass. A date certain for completion of this improvement should also be provided.
  - c. As outlined in the proffers for RZ 86-C-121 et.al. (Town Center Proffers), the complete widening of Reston Parkway is anticipated when thresholds related to overall town center development are reached.
3. Development Density and Transportation Service

We remain concerned that high density development is proposed throughout the site despite the fact that the northern portion of the site will be relatively distant from the future rail station in the Dulles Corridor. The applicant has not adequately demonstrated how the significantly higher densities will be effectively served by the public transportation system that would include enhancing the convenience and frequency of transit service between the site and express bus service and rail. We have previously proposed that, coordinating with this department, the applicant should fund enhanced public bus service to transit centers/rail stations in the Reston throughout the phases of development. Funding of bus service would grow with each successive phase of development.

To address this concern, the applicant has proposed that they would work with the Reston Town Center Association (RTCA) who would ostensibly take the lead in creating a shuttle service. However, while the establishment of a private town center shuttle service may be feasible, we are concerned that operating and capital costs will hinder the ability to provide adequate service as well as affect the long-

term viability of the program. Enhanced public bus service operated by the locality and funded all or in significant part by private development is the preferred option for this type of service. The locality can better establish continuity of operations and is likely to have a mechanism to supplement funding of service if that becomes necessary. Therefore, we propose the following to be included in the draft development plan notes for the project:

Prior to the final site plan approval for Phase A of the development the Applicant shall cause to be executed an agreement with the Fairfax County Department of Transportation that details the terms of an annual contribution to scheduled transit services serving the subject site. The agreement shall include, but not be limited to, the following terms and conditions:

- a. A determination of an appropriate baseline pro rata share contribution for service to the site
- b. A mechanism for inflating the pro rata share contribution during the life of the agreement
- c. A mechanism for increasing the contribution as the site moves to full development
- d. An agreement on the length of the agreement which will consist of a minimum of 25 years unless mutually terminated by the parties
- e. Defining how these funds will be utilized in the Reston Town Center area.

Should an agreement not be reached prior to the aforementioned stage in Phase A, the applicant shall, prior to issuance of the final site plan approval for this phase contribute the sum of \$750,000, subject to annual inflationary adjustments in accordance with the CPI-U index, to Fairfax County for use in transportation improvements in the vicinity of the site.

#### 4. TDM

Staff has recently opened a dialogue with LINK to discuss overall TDM issues for properties under the Reston Town Center umbrella, including the application property. It is expected that the property owners in the town center will participate in a vigorous TDM program as outlined in the approved proffers governing development in this area.

The applicant has strengthened their TDM commitment with ongoing review of the subject request. It now outlines goals for residential development, which were not included in the Town Center TDM Proffers, and provides a structural basis for achievement. The goals are phased through the development, ranging from 10% to 20% at buildout.

However, the applicant has qualified that enforcement of the goals is based on the issuance of NonRUPS for 80% of the ground floor retail/service uses within the site. While this linkage may be appropriate for unique sites that are isolated from trip offsetting opportunities, this particular site's location proximate to the town center core, which contains a balance of office, residential, retail, and entertainment uses,

combined with the mix of uses proposed within the site do not require a significant level of ground floor services to achieve a residential reduction. Staff feels this provision should be removed from the applicant commitments to TDM.

We have the following additional comments on the TDM notes:

- a. Staff recommends that a minimum value of \$60 per resident be provided in SmartTrip cards.
- b. The commitments do not include a discussion of a mechanism for continuing financial participation in a TDM program, including a dollar amount expected for continual funding.

**5. Internal Circulation - Pedestrian/Vehicular**

The applicant initially proposed a north-south internal road network that provided vehicular and pedestrian linkages through the site that staff found desirable. This north-south vehicle network was subsequently deleted after discussions with the community.

Currently, the applicant is showing internal pedestrian access however staff has concerns about ease of connectivity and aesthetics on the current plans. Parts of the internal network as proposed pass through parking garages. Optimally, we would like the applicant to reconsider implementing the internal street network to facilitate vehicular and pedestrian access, particularly in Phases C & D of development. At the very least, the public pedestrian network should be open to the sky. A redesign of internal access will create an environment more attractive to pedestrian traffic.

The applicant has responded that the geography of the site prevents a provision of open internal pedestrian access, much less a street connection. This is not an acceptable response to this concern.

**6. Baron Cameron Avenue**

- a. The applicant should commit to dedicate additional right-of-way if necessary on this frontage in fee simple upon demand of the County or VDOT to facilitate the future construction of a third eastbound lane on Baron Cameron Avenue between Fountain Drive and Reston Parkway.
- b. Prior to the last building permit for Phase D development, the applicant should have completed construction the third eastbound lane including sidewalk, curb and gutter.

**7. Baron Cameron Avenue/Reston Parkway**

The applicant has now committed to analyze the Baron Cameron/Reston Parkway intersection upon submittal of a PRC Plan in that area designated as Phase D of the proposed development to evaluate the functionality of this intersection. However, from an operational standpoint, this commitment extends only to an evaluation of

signal timing and striping. No commitments are made to determine if additional traffic capacity will be needed nor a commitment to additional construction if necessary. Also, the applicant has not committed to coordinating this with FCDOT and providing improvements approved by both FCDOT and VDOT. This issue can only be considered partially addressed.

8. New Dominion Parkway

Issue addressed

- a. The applicant has committed to modify the entrance to New Dominion Parkway to eliminate the island shown on the plans if required by VDOT/FCDOT.

Outstanding issues

- a. The entrance from New Dominion Parkway generates high volumes of inbound traffic. The internal points of entry shown on the plan proximate to this entry should be eliminated as they are likely to create safety and operational issues on New Dominion Parkway.
- b. Given the existing traffic volumes, a right-turn lane at the entry to the property is likely warranted. The applicant should commit to provide a warrant analysis for this turn lane and construct it if FCDOT and VDOT determine that it is warranted.
- c. VDOT has also indicated that the median separated left-turn lane at Fountain Drive should also be deleted from the plans.
- d. Subject to VDOT approval, the applicant should install a No U-Turn sign on the median of New Dominion Drive facing westbound traffic at Fountain Drive.

9. Bowman Towne Drive

A time frame for completing the improvements discussed in Note 17 should be provided.

10. Proposed Northern Cross Street - Phases C & D

The applicant should ensure that there will be full access to Fountain Drive from the new internal connection to be constructed between Phases C & D of the proposed development. The median treatment shown on the CDP/FDP precludes such access.

11. Signals

The applicant has proposed conducting warrant studies for signals at Bowman Towne/Fountain and on Fountain Drive at the north internal intersection. While staff supports pursuing a signal at Bowman Towne and Fountain, the other proposed signal could be problematic.

The applicant has amended the notes to state that if an escrow for these signals is required in lieu of installation, the funds can also be used for transportation improvements in the vicinity of the site. This issue is resolved.

## 12. Pedestrian

### Issues addressed

- a. The applicant has committed to provide an analysis for VDOT of pedestrian crossings at Reston Parkway/Baron Cameron Avenue and Baron Cameron Avenue/Fountain Drive including making identified improvements. However, the applicant has not committed to coordinating this with FCDOT and providing improvements approved by both FCDOT and VDOT. This issue has been partially addressed.
- b. Audible countdown signals, subject to VDOT approval, will be provided at signalized intersections.
- c. Crosswalks are to be provided at several locations on Fountain Drive subject to VDOT approval.
  1. At the entrance to Inova Services emergency facility
  2. At the entrance to Inova Services senior living campus
  3. At Bowman Towne Drive
  4. At the entrance to the high-rise residential tower opposite the subject development at the corner of New Dominion and Fountain

### Outstanding issues

- a. We will need to further address pedestrian access and circulation during PRC and site plan review of relevant sites. Need commitment to a FCDOT review of pedestrian access for these submissions.
- b. As discussed in (5.) north-south pedestrian access is problematic, lacking a clear and minimally obstructed means to negotiate this pathway.
- c. Reston Parkway trail. Construction of this facility should not be subject to securing offsite easements. This should not be an impediment to construction.
- d. The applicant should reconstruct the trail terminus on the Reston Parkway frontage at Baron Cameron Avenue to eliminate the current terminus in the right-turning lane. The reconstruction should direct pedestrians to the established crosswalk at the intersection.
- e. The sidewalk on the south side of Bowman Towne Drive should be widened to a minimum 6 foot wide section. The portion of the walkway intended to be shared bicycle/pedestrian use should be a minimum of 10 feet wide.
- f. A crosswalk, a receiving CG-12 curb section, and connection to the trail on the streetside opposite the site are needed on the north leg approach of Reston Parkway at Bowman Towne Drive.

### 13. Bicycle

#### Issue addressed

- a. The applicant has committed to provide bicycle facilities in conformance with a formulaic approach based on commercial square footage and number of residential units. The formula used is based on accepted practice for bicycle parking. They have also committed to coordinating with FCDOT during each phase of development to locate bicycle facilities.

#### Outstanding issue

- a. In the alternative to providing 10 feet of sidewalk for shared pedestrian/bicycle use on Bowman Towne Drive at Reston Parkway, the applicant should widen the pavement section to provide a minimum 5 foot wide bicycle lane in each direction on Bowman Towne Drive with corresponding crosswalk to connect southbound riders to the trail sections.

### 14. Bus Shelters

#### Issue addressed

- a. The applicant is proposing to construct and/or replace a total of 7 shelters along Fountain Drive, Bowman Towne Drive, or New Dominion Parkway. A visual survey of these roadways indicates a total of 5 existing bus stops on or within the boundary of the site. 3 of these stops do not have shelters. In addition, there are at least 2 off-site stops that do not have shelters.

#### Outstanding issues

- a. No shelter commitments are made for Reston Parkway.
- b. A commitment should be made to provide adequate funds for future construction of a shelter or other transportation improvements if a shelter cannot be constructed.

### 15. Reston Parkway Streetscape

There has been discussion with this application as well as others in the vicinity about the future functionality of Reston Parkway and the viability of construction of widening to 6 lanes. Today, adjoining development is creating an environment wherein Reston Parkway merely serves as a sterile arterial through street within the town center area, the width of the facility having no bearing on enhancement of the pedestrian environment, either to walk along the roadway or cross it.

A potential means to address the planned widening of the road while creating an urban streetscape was broached to the applicant and officials during the review of this application. Given the nearly ½ mile of frontage this property has on Reston Parkway, an excellent opportunity to shift development toward the goals associated

with the Complete Streets initiatives, addressing the form and function of the roadway for all users, was offered. The applicant has not followed through on this proposal for Reston Parkway.

**16. Effect of Residential Development on Proffered Commitments**

We remain concerned about the shift toward residential development in the Town Center area and its effect on transportation proffers timed to office development. While it is acknowledged that residential development can provide a traffic benefit, that traffic will have an additional impact on the road transportation network. The applicant has not made adequate commitments to ensure that transportation infrastructure needs outlined in the proffers will still be met with significant residential development.

Conversely, if it is ultimately accepted that meeting the expressed intent of the proffers is not feasible, specifically with regard to widening Reston Parkway to its planned and proffered width, then additional significant improvements to the transportation network should be provided to offset the potential for the loss of roadway capacity, such as significant funding toward the rail project, Reston internal bus circulation, and/or mid-day bus service.

AKR/MAD



# FAIRFAX COUNTY PARK AUTHORITY

---

# MEMORANDUM



**TO:** Regina M. Coyle, Director  
Zoning Evaluation Division  
Department of Planning and Zoning

**FROM:** Sandy Stallman, Park Planning Branch Manager *SS*  
Planning and Development Division

**DATE:** November 5, 2007

**SUBJECT:** CPA 86-121-2-3 (Revised)  
Reston Spectrum  
Tax Map Numbers: 17-1 ((1)) 3K, 3P

## BACKGROUND

This memo is in addition to Park Authority comments submitted in August 2006, March 2007 and August 2007. The Fairfax County Park Authority staff has reviewed the proposed Development Plan dated October 3, 2007 for the above referenced application. Based on that review, staff has determined that this application bears no adverse impact on land or resources of the Park Authority.

FCPA Reviewer: S. Moulton  
DPZ Coordinator: J. Thompson

cc: Cindy Walsh, Acting Director, Resource Management Division  
Chron Binder  
File Copy



## County of Fairfax, Virginia

## MEMORANDUM

MAR - 6 2008

**DATE:**

**TO:** Jack Thompson, Staff Coordinator  
Zoning Evaluation Division  
Department of Planning and Zoning

**FROM:** Qayyum M. Khan, Chief Stormwater Engineer *(QK)*  
Stormwater and Geotechnical Section  
Environmental and Site Review Division West  
Land Development Services, DPWES

**SUBJECT:** Comprehensive Plan Amendment Application, CPA 86-C-121-2-3, Reston Spectrum, LLC, Plan Dated February 28, 2008, LDS Project #7842-ZONA-002-1, Tax Map #017-1-01-0003-K and 0003-P (Property), Hunter Mill District, Sugarland Run Watershed

We have reviewed the plan with the accompanying general notes and it generally meets the Stormwater Management requirements.

If further assistance is desired, please contact me at 703-324-1720.

QK/mw

cc: Steve Aitcheson, Director, Stormwater Planning Division, DPWES  
Zoning Application File



## PLANNED DEVELOPMENT DISTRICT REGULATIONS

**PART 3 6-300 PRC PLANNED RESIDENTIAL COMMUNITY DISTRICT****6-301 Purpose and Intent**

The PRC District is established to permit the development of planned communities on a minimum of 750 contiguous acres of land, which at the time of the initial rezoning to establish a PRC District is owned and/or controlled by a single individual or entity. Such planned communities shall be permitted only in accordance with a comprehensive plan, which plan, when approved, shall constitute a part of the adopted comprehensive plan of the County and shall be subject to review and revision from time to time.

The PRC District regulations are designed to permit a greater amount of flexibility to a developer of a planned community by removing many of the restrictions of conventional zoning. This flexibility is intended to provide an opportunity and incentive to the developer to achieve excellence in physical, social and economic planning. To be granted this zoning district, the developer must demonstrate the achievement of the following specific objectives throughout all of his planning, design and development.

1. A variety of housing types, employment opportunities and commercial services to achieve a balanced community for families of all ages, sizes and levels of income.
2. An orderly and creative arrangement of all land uses with respect to each other and to the entire community.
3. A planned and integrated comprehensive transportation system providing for a separation of pedestrian and vehicular traffic, to include facilities such as mass transportation, roadways, bicycle or equestrian paths and pedestrian walkways.
4. The provision of cultural, educational, medical, and recreational facilities for all segments of the community.
5. The location of structures to take maximum advantage of the natural and manmade environment.
6. The provision of adequate and well-designed open space for the use of all residents.
7. The staging of development in a manner which can be accommodated by the timely provision of public utilities, facilities and services.

To these ends, rezoning to and development under this district will be permitted only in accordance with a comprehensive plan and development plan prepared and approved in accordance with the provisions of Article 16.

**6-302 Permitted Uses**

Subject to the use limitations set forth in Sect. 305 below and the exceptions permitted by Sections 303 and 304 below, the following and similar uses as may be approved shall be permitted only in those locations respectively designated Residential, Neighborhood Convenience Center, Village Center, Town Center and Convention/Conference Center on an

## FAIRFAX COUNTY ZONING ORDINANCE

approved development plan and PRC plan, if applicable, prepared in accordance with the provisions of Article 16.

- A. The following uses are permitted in those areas approved for Residential Uses:
- (1) Accessory uses, accessory service uses and home occupations as permitted by Article 10 to include garden plots which are not connected with, incidental to, or on the same lot with a principal use.
  - (2) Affordable dwelling unit developments.
  - (3) Bank teller machines, unmanned, located within a multiple family dwelling.
  - (4) Commercial and industrial uses of special impact (Category 5), limited to:
    - (a) Baseball hitting and archery ranges, outdoor
    - (b) Golf courses, country clubs
    - (c) Golf driving ranges
    - (d) Kennels, animal shelters
    - (e) Marina, docks and boating facilities, commercial
    - (f) Veterinary hospitals, but only ancillary to kennels
  - (5) Community uses (Group 4).
  - (6) Dwellings, single family detached.
  - (7) Dwellings, single family attached.
  - (8) Dwellings, multiple family.
  - (9) Dwellings, mixture of those types set forth above.
  - (10) Institutional uses (Group 3).
  - (11) Interment uses (Group 2).
  - (12) Light public utility uses (Category 1).
  - (13) Outdoor recreation uses (Group 6), limited to:
    - (a) Camp or recreation grounds
    - (b) Riding and boarding stables
    - (c) Veterinary hospitals, but only ancillary to riding or boarding stables

## PLANNED DEVELOPMENT DISTRICT REGULATIONS

- (14) Public uses.
- (15) Quasi-public uses (Category 3).
- (16) Transportation facilities (Category 4).

B. The following uses are permitted in those locations approved for a Neighborhood Convenience Center, which should be neighborhood-oriented in scope and location. A neighborhood convenience center should be oriented to both pedestrian and vehicular access.

- (1) Accessory uses, accessory service uses and home occupations as permitted by Article 10.
- (2) Commercial and industrial uses of special impact (Category 5), limited to:
  - (a) Automobile-oriented uses
  - (b) Car washes
  - (c) Drive-in banks
  - (d) Drive-through pharmacies
  - (e) Fast food restaurants
  - (f) Golf courses, country clubs
  - (g) Quick-service food stores
  - (h) Service stations
  - (i) Service station/mini-marts
- (3) Community uses (Group 4).
- (4) Dwellings, as set forth in Par. A above.
- (5) Eating establishments.
- (6) Financial institutions.
- (7) Garment cleaning establishments.
- (8) Institutional uses (Group 3), limited to:
  - (a) Churches, chapels, temples, synagogues and other such places of worship

## FAIRFAX COUNTY ZONING ORDINANCE

- (b) Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school or private school of general or special education
    - (c) Convents, monasteries, seminaries and nunneries
    - (d) Home child care facilities
  - (9) Light public utility uses (Category 1).
  - (10) Offices.
  - (11) Personal service establishments.
  - (12) Public uses.
  - (13) Quasi-public uses (Category 3).
  - (14) Retail sales establishments.
  - (15) Taxi stands.
  - (16) Transportation facilities (Category 4), limited to:
    - (a) Electrically-powered regional rail transit facilities
    - (b) WMATA non-rail transit facilities
- C. The following uses are permitted in those locations approved for a Village Center which should be a central location for activity of retail, community and leisure uses on a scale serving a number of neighborhoods. A village center should be easily accessible to both vehicles and pedestrians. Within such a center, the primary emphasis should be on the pedestrian circulation system. A village center should contain uses such as professional offices, a supermarket, a hardware store, specialty shops and other uses as listed below.
- (1) Accessory uses, accessory service uses and home occupations as permitted by Article 10.
  - (2) Business service and supply service establishments.
  - (3) Commercial and industrial uses of special impact (Category 5), limited to:
    - (a) Amusement arcades
    - (b) Automobile-oriented uses
    - (c) Car washes
    - (d) Drive-in banks

## PLANNED DEVELOPMENT DISTRICT REGULATIONS

- (e) Drive-through pharmacies
  - (f) Fast food restaurants
  - (g) Golf courses, country clubs
  - (h) Marinas, docks and boating facilities, commercial
  - (i) Quick-service food stores
  - (j) Retail sales establishments-large, limited by the provisions of Sect. 9-533
  - (k) Service stations
  - (l) Service station/mini-marts
- (4) Commercial recreation uses (Group 5), limited to:
- (a) Billiard and pool halls
  - (b) Bowling alleys
  - (c) Commercial swimming pools, tennis courts and similar courts
  - (d) Dance halls
  - (e) Health clubs
  - (f) Miniature golf courses
  - (g) Skating facilities
  - (h) Any other similar commercial recreation use
- (5) Community uses (Group 4).
- (6) Dwellings, as set forth in Par. A above.
- (7) Eating establishments.
- (8) Financial institutions.
- (9) Funeral chapels.
- (10) Garment cleaning establishments.
- (11) Institutional uses (Group 3).

## FAIRFAX COUNTY ZONING ORDINANCE

- (12) Kennels, limited by the provisions of Sect. 305 below.
  - (13) Light public utility uses (Category 1).
  - (14) Offices.
  - (15) Personal service establishments.
  - (16) Public uses.
  - (17) Quasi-public uses (Category 3).
  - (18) Repair service establishments.
  - (19) Retail sales establishments.
  - (20) Taxi stands.
  - (21) Theatres.
  - (22) Transportation facilities (Category 4), limited to:
    - (a) Bus or railroad stations
    - (b) Electrically-powered regional rail transit facilities
    - (c) WMATA non-rail transit facilities
  - (23) Vehicle light service establishments.
  - (24) Veterinary hospitals, limited by the provisions of Sect. 305 below.
- D. The following uses are permitted in those locations approved for a Town Center, which should be a central location for retail, community and leisure uses on a scale serving the planned community and the surrounding area. There should be no more than one town center in a new town, and it should contain a mixture of uses such as residential, community, office, retail, entertainment and specialty shops. The uses should be well integrated and contain unique design elements. The pedestrian and vehicular traffic within the center should be separated with major emphasis on the pedestrian circulation system.
- (1) All uses set forth for Village Centers in Par. C above.
  - (2) Commercial recreation uses (Group 5).
  - (3) Funeral homes.
  - (4) Parking, commercial off-street, as a principal use.
  - (5) Transportation facilities (Category 4), limited to:

## PLANNED DEVELOPMENT DISTRICT REGULATIONS

- (a) Heliports
  - (b) Helistops
  - (6) Vehicle sale, rental and ancillary service establishments.
  - (7) Vehicle transportation service establishments.
- E. The following uses are permitted in those locations approved for a Convention/Conference Center, which should have the facilities to accommodate conventions or large meetings and retail or commercial establishments necessary to serve the people using such facilities and any residents of the Center.
- (1) Accessory uses, accessory service uses and home occupations as permitted by Article 10.
  - (2) Business service and supply service establishments.
  - (3) Commercial and industrial uses of special impact (Category 5), limited to:
    - (a) Automobile-oriented uses
    - (b) Car washes
    - (c) Drive-in banks
    - (d) Drive-through pharmacies
    - (e) Fast food restaurants
    - (f) Quick-service food stores
    - (g) Retail sales establishments-large, limited by the provisions of Sect. 9-533
    - (h) Service stations
    - (i) Service station/mini-marts
    - (j) Vehicle sale, rental and ancillary service establishments, limited by the provisions of Sect. 9-518.
  - (4) Commercial recreation uses (Group 5).
  - (5) Cultural and civic centers and exhibition halls.
  - (6) Dwellings, multiple family.
  - (7) Eating establishments.

## FAIRFAX COUNTY ZONING ORDINANCE

- (8) Financial institutions.
- (9) Garment cleaning establishments.
- (10) Hotels/motels, including facilities to accommodate conventions.
- (11) Institutional uses (Group 3), limited to:
  - (a) Churches, chapels, temples, synagogues and other such places of worship
  - (b) Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school or private school of general or special education
  - (c) Home child care facilities
- (12) Light public utility uses (Category 1).
- (13) Offices.
- (14) Personal service establishments.
- (15) Public uses.
- (16) Quasi-public uses (Category 3), limited to:
  - (a) Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school or private school of general or special education
  - (b) Colleges, universities
  - (c) Child care centers and nursery schools
  - (d) Private clubs and public benefit associations
  - (e) Private schools of general education
  - (f) Private schools of special education
- (17) Retail sales establishments.
- (18) Repair service establishments.
- (19) Theatres.
- (20) Transportation facilities (Category 4), limited to:

## PLANNED DEVELOPMENT DISTRICT REGULATIONS

- (a) Bus or railroad stations
- (b) Electrically-powered regional rail transit facility
- (c) WMATA non-rail transit facilities

(21) Vehicle transportation service establishments.

F. In those areas approved for industrial use on the adopted comprehensive plan of the planned community, upon application, such areas may be reclassified to the I-I, I-1, I-2, I-3, I-4 or I-5 District. Industrial areas shall not be included in the PRC District nor be subject to the requirements thereof.

**6-303**

### Special Permit Uses

The following uses shall be permitted uses in those areas as qualified when they are specifically designated on an approved development plan; otherwise they may be allowed in such qualified areas only as a special permit use upon approval by the BZA.

1. Uses presented in Par. A, B, C, D and E in Sect. 302 above as a Group use.
2. Commercial recreation centers - Village and town centers.
3. Open air markets - Neighborhood convenience, village, town and convention/conference centers.
4. Open refreshment stands - Neighborhood convenience, village, town and convention/conference centers.
5. Group 8 - Temporary Uses.
6. Group 9 - Uses Requiring Special Regulation, limited to:
  - A. Home professional offices
  - B. Accessory dwelling units

**6-304**

### Special Exception Uses

The following uses shall be permitted uses in those areas as qualified when they are specifically designated on an approved development plan; otherwise they may be allowed in such qualified areas only as a special exception use upon approval of the Board.

1. All uses presented in Par. A, B, C, D and E in Sect. 302 above as a Category use.
2. Heavy public utility uses (Category 2), limited to sewage treatment and disposal facilities - Residential.
3. Hotels, motels - Village and town centers.

## FAIRFAX COUNTY ZONING ORDINANCE

4. **Category 5 - Commercial and Industrial Uses of Special Impact, limited to:**
  - A. **Bed and breakfasts**
  - B. **Commercial off-street parking in Metro Station areas as a temporary use**

**6-305**

### **Use Limitations**

1. **All development shall conform to the standards set forth in Part 1 of Article 16.**
2. **Uses in a PRC District shall be permitted only in those areas as designated on the approved development plan, or in those areas as may be approved under Sections 303 and 304 above.**
3. **When a use presented in Sect. 302 above as a Group or Category use is being considered for approval on a development plan, the standards set forth in Articles 8 and 9 shall be used as a guide.**

**When a use presented in Sect. 302 above as a Group or Category use is being considered for approval as a special permit or special exception use, pursuant to Sections 303 and 304 above, the use shall be subject to the provisions of Article 8 or Article 9, respectively. Provided that such use is in substantial conformance with the approved development plan and any imposed development conditions or proffered conditions and is not specifically precluded by the approved development plan, no development plan amendment shall be required.**

**In either of the above, all Group 3 medical care facility uses shall be subject to the review procedures presented in Part 3 of Article 9.**
4. **All uses permitted pursuant to an approved development plan shall be in substantial conformance with the approved development plan as provided in Sect. 16-202.**
5. **All uses shall comply with the performance standards set forth in Article 14.**
6. **In areas approved for low density residential uses, no multiple family dwellings shall be allowed, except if such dwellings are provided pursuant to Part 8 of Article 2 and are specifically shown on the approved development plan.**
7. **Where commercial and residential uses are located in the same building, there shall be separate exterior entrances for the two uses.**
8. **In all commercial centers, all business, service, storage and display of goods shall be conducted within a completely enclosed building, except those particular uses which by their nature must be conducted outside a building.**
9. **Off-street parking and loading facilities and private streets shall be provided in conformance with the provisions of Article 11.**
10. **Signs shall be permitted in accordance with the provisions of Article 12, and where there is an interpretation needed on the appropriate provisions that are applicable in a neighborhood convenience center, village center, town center or convention/conference center, such shall be made by the Zoning Administrator.**

## PLANNED DEVELOPMENT DISTRICT REGULATIONS

11. Kennels and veterinary hospitals in village and town centers shall be located within a completely enclosed building which is adequately soundproofed and constructed so that there will be no emission of odor or noise detrimental to other property in the area. In addition, the Health Department shall approve the construction and operation of all veterinary hospitals prior to issuance of any Building Permit or Non-Residential Use Permit.
12. Drive-through pharmacies shall be permitted only on a lot which is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking. Adequate parking and stacking spaces for the use shall be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.
13. Vehicle transportation service establishments shall be permitted in accordance with the following:
  - A. The total number of company vehicles permitted on site at any given time shall not exceed five (5).
  - B. There shall be no maintenance or refueling of vehicles on site.
  - C. Notwithstanding the provisions of Par. 15 of the Transitional Screening and Barrier Matrix, the use shall be subject to the provisions of Par. 9 of the Matrix.

### 6-306

#### Lot Size Requirements

1. Minimum district size: 750 acres.
2. Minimum lot area: No requirement for each use or building, provided that a privacy yard, having a minimum area of 200 square feet, shall be provided on each single family attached dwelling unit lot, unless waived by the Board in conjunction with the approval of a development plan.
3. Minimum lot width: No requirement for each use or building.

### 6-307

#### Bulk Regulations

1. Maximum building height: No Regulation
2. Minimum yard requirements:
  - A. The location and arrangement of structures shall not be detrimental to existing or prospective adjacent dwellings or to the existing or prospective development of the neighborhood.

## FAIRFAX COUNTY ZONING ORDINANCE

- B. No single family detached dwelling shall be erected closer than sixteen (16) feet to any other single family dwelling unless a lesser distance is specifically identified on an approved development plan.
  - C. No single family detached or attached dwelling or accessory structure shall be erected closer than fifteen (15) feet to any public street right-of-way line unless shown on an approved PRC plan.
- 3. Maximum floor area ratio: No Regulation
  - 4. Maximum percentage of lot coverage: No Regulation

6-308

### Maximum Density

- 1. The overall density for a PRC District shall not exceed thirteen (13) persons per acre of gross residential and associated commercial areas.
- 2. In computing density, a factor of 3.0 persons shall be used per single family detached dwelling; 2.7 persons per single family attached dwelling; and 2.1 persons per multiple family dwelling.
- 3. Residential densities in a PRC District shall be designated low, medium and high on the approved development plan.
  - A. Low: The overall density within the entire area of a PRC District that is designated for low density shall not exceed 3.8 persons per acre of gross residential area. Further, the density in any one low density area shall not exceed five (5) dwelling units per acre.
  - B. Medium: The overall density within the entire area of a PRC District that is designated for medium density shall not exceed 14 persons per acre of gross residential area. Further, the density in any one medium density area shall not exceed twenty (20) dwelling units per acre.
  - C. High: The overall density within the entire area of a PRC District that is designated for high density shall not exceed 60 persons per acre of gross residential area. Further, the density in any one high density area shall not exceed fifty (50) dwelling units per acre.

For the purposes of this district, density area shall mean a development unit within an area designated on the approved development plan for low, medium or high density.

- 4. In computing average density on any development plan, subsequent PRC plan or final plat of a part of a PRC District, any excess in land area over that required to support an average density of thirteen (13) persons per acre in any final plat previously recorded may be included. As each plan and subsequent final plat is submitted, the overall density of all areas shown on recorded final plats within the PRC District shall be recomputed so that the average density within the recorded plats of sections of the PRC District shall never at any time in the history of the development exceed a density of thirteen (13) persons.

## PLANNED DEVELOPMENT DISTRICT REGULATIONS

5. The provisions of Paragraphs 1 and 4 above shall not apply to affordable and market rate dwelling units which comprise the increased density pursuant to Part 8 of Article 2.

**6-309**

### **Open Space**

All common open space lands shall be controlled by the provisions of Part 7 of Article 2.

**6-310**

### **Additional Regulations**

1. Refer to Article 16 for the standards for all planned developments and development plan and PRC plan requirements.
2. Refer to Article 2, General Regulations, for provisions which may qualify or supplement the regulations presented above, including the shape factor limitations contained in Sect. 2-401.

**GLOSSARY**

This Glossary is provided to assist the public in understanding the staff evaluation and analysis of development proposals. It should not be construed as representing legal definitions. Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan or Public Facilities Manual for additional information.

**ABANDONMENT:** Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

**ACCESSORY DWELLING UNIT (OR APARTMENT):** A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

**AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT:** Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

**AGRICULTURAL AND FORESTAL DISTRICTS:** A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

**BARRIER:** A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

**BEST MANAGEMENT PRACTICES (BMPs):** Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

**BUFFER:** Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

**CHESAPEAKE BAY PRESERVATION ORDINANCE:** Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

**CLUSTER DEVELOPMENT:** Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

**COUNTY 2232 REVIEW PROCESS:** A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

**dBA:** The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

**DENSITY:** Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

**DENSITY BONUS:** An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

**DEVELOPMENT CONDITIONS:** Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

**DEVELOPMENT PLAN:** A graphic representation which depicts the nature and character of the development proposed for a specific land area; information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

**EASEMENT:** A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

**ENVIRONMENTAL QUALITY CORRIDORS (EQCs):** An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

**ERODIBLE SOILS:** Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

**FLOODPLAIN:** Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

**FLOOR AREA RATIO (FAR):** An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

**FUNCTIONAL CLASSIFICATION:** A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

**GEOTECHNICAL REVIEW:** An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

**HYDROCARBON RUNOFF:** Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

**IMPERVIOUS SURFACE:** Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

**INFILL:** Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

**INTENSITY:** The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

**Ldn:** Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

**LEVEL OF SERVICE (LOS):** An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

**MARINE CLAY SOILS:** Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

**OPEN SPACE:** That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

**OPEN SPACE EASEMENT:** An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

**P DISTRICT:** A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

**PROFFER:** A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

**PUBLIC FACILITIES MANUAL (PFM):** A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

**RESOURCE MANAGEMENT AREA (RMA):** That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

**RESOURCE PROTECTION AREA (RPA):** That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

**SITE PLAN:** A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

**SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP):** Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

**STORMWATER MANAGEMENT:** Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

**SUBDIVISION PLAT:** The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

**TRANSPORTATION DEMAND MANAGEMENT (TDM):** Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

**TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS:** This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

**URBAN DESIGN:** An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

**VACATION:** Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

**VARIANCE:** An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

**WETLANDS:** Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

**TIDAL WETLANDS:** Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code; includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

**Abbreviations Commonly Used in Staff Reports**

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		